Foreword

Future planning framework

Auckland city is a fantastic place to live and work. As lifestyles and communities in the Auckland isthmus change over time, this section of the city needs to evolve in tandem with these. If Auckland is to continue being a great city, planning for its future is essential.

Predicting how the isthmus will look and function in the future is important to everyone. The council has taken an extensive look at how to best meet the needs of local businesses and residents.

By dividing Auckland city into eleven geographic areas, the council painted a picture of how we think Auckland city could look in 2050.

Among other factors, we took into account the growth in Auckland’s population, the challenges facing Auckland in terms of lifestyle choices, and our built and natural environments.

Draft plans were shared with the community so people could give their feedback on how the city and their particular areas could grow and change. Hundreds of responses were received.

The original objective was to use this document, revised in response to the community feedback, to inform processes such as the district plan review and future capital works programmes.

With the “Super City” amalgamation of local authorities imminent, it was decided not to proceed with a new isthmus district plan for the Auckland City Council area.

Instead, the council is showcasing the Future Planning Framework project as a potential district planning tool for the new Auckland Council. A number of precinct plans have been developed as examples of local area planning, based on the research and feedback gained from the project. Three have been included in this document.

The council will also prepare position papers that could assist the new council in its preparation of one district plan for the whole region. This report together with the three precinct plans and position papers will form uniquely researched planning information to help guide the future growth of an enlarged city.

The Future Planning Framework process is now drawing to a close. It has been an extremely productive journey, recognised by the New Zealand Planning Institute with its top award for 2010. This is a wonderful tribute to all who have contributed – planners, councillors, and development professionals alike, and most importantly, the community.

Councillor Graeme Mulholland JP
Deputy Chairperson, City Development Committee
Chairperson, Future Planning Framework Working Party
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1 Introduction

1.1 What is the future planning framework?

The future planning framework paints a picture of how the Auckland isthmus could look in the future. It shows important aspects of the historic landscape that need to be respected or protected, how land should be used and how and where growth and development should occur. While Auckland city includes the Hauraki Gulf islands, this plan is about the Auckland isthmus, which is the mainland part of Auckland city, comprising the city centre and the majority of the city’s residential neighbourhoods and business areas. References in this document to Auckland city generally mean the Auckland isthmus. References to Auckland region correspond to the area within the Auckland Regional Council boundaries.

The future planning framework has been developed to support Auckland City Council’s overarching vision for Auckland city and its high-level strategies. The vision and strategies reflect the community outcomes defined in the council’s 10-year plan. The main body of work comprises a synopsis of the research recently completed, a citywide spatial framework and eleven area plans.

During the course of preparing the framework the New Zealand Government announced its intention to create a single unitary council covering the whole of the Auckland region. The future planning framework provides the future Auckland city administration with a basis for developing the future district plan for the Auckland isthmus. It also provides the new administration with a potential approach for spatial planning across the wider city.

The district plan is the main instrument governing land use in the city. Other implementation tools include the council’s capital works programme, its operational activities, bylaws and advocacy programmes. The framework has also been designed to inform other council documents and policies such as asset management plans.

Draft area plans were shared with the community for an eight-week period commencing mid-March 2009 so people could give their feedback on how the city and their particular areas could grow and change. Nearly 800 individual responses were received offering 1753 comments on aspects of the future planning framework. The framework encapsulates many of the ideas offered during that phase.

In April 2010 version 1.0 of the future planning framework won the Nancy Northcroft Planning Practice Award at the New Zealand Planning Institute conference. Version 2.0, completed in June 2010, improved upon version 1.0 and version 3.0, completed in September 2010, includes precinct plans for four important locations, demonstrating the full future planning framework approach. An area plan has also been included for the city centre and ensures a greater level of planning integration across the whole of the Auckland isthmus.
1.2 The work in outline

Due to the complex issues that the city faces, the council has adopted a three-tiered approach to planning for its future.

![Three-tiered approach of the future planning framework](image1)

The first two tiers concentrate on what should happen at a citywide level and with respect to particular areas (or neighbourhoods) within the city.

The third tier of planning is at the precinct (or centre) level. During 2009 and 2010 four precinct plans were prepared. The development of these precinct plans completed and demonstrated the full scope of the future planning framework methodology, while also addressing the needs of some key areas identified in the development of this plan. Four precinct plans can be found in chapter 6. Additional precinct plans can be developed in the future.

In summary, the work in completing this plan has encompassed the elements shown below.

![Four elements of the Future planning framework](image2)

1.2.1 Research

Alongside the citywide, area and precinct planning, ongoing research is being carried out into matters that affect Auckland city and how best to plan for and regulate these.

The research and analysis contributing to the development of the future planning framework has focused on:

- the historic landscape
- citywide performance analysis
- demographics
- transport
- centres, corridors and employment
- three waters (wastewater, stormwater, fresh water).

You can read more about the research findings and what they mean in terms of planning for the city’s future in chapter 2 of this future planning framework.

1.2.2 Citywide planning

The citywide spatial framework expresses spatially and in words the key medium and long-term outcomes for the Auckland isthmus at a citywide scale.

The citywide spatial framework applies to the entire Auckland isthmus. It works within the direction set by the council’s vision, strategies and key goals to plan for how the city should grow and change in the long term (up to 2050).

There are three main aspects to the citywide spatial framework:

- research into how Auckland city is performing with respect to the different aspects of community well-being (social, environmental, economic and cultural), including a comparison with similar cities worldwide (summarised in chapter 2)
- a drawing together of Auckland city’s community outcomes and the council’s vision, high-level strategies, key goals and associated plans and analysing what they mean from a planning point of view, then using this information to define the key outcomes we want to see happen for Auckland city in the medium to long term (we call these outcomes key moves; you can read more about them later in this chapter)
- a spatial framework setting out how all the above elements should work together to shape long-term growth and change in Auckland city in order to create a genuinely sustainable city.

Read more about the citywide spatial framework in chapter 3. Information about the council’s vision for Auckland city and the supporting high-level strategies is provided later in this chapter.
1.2.3 Area planning

Eleven area plans have been developed for the Auckland isthmus. Each plan relates to a defined area (or neighbourhood) within the city. These areas may or may not correspond to existing ward boundaries.

The 11 areas are:
- City Centre
- Avondale/Blockhouse Bay
- Eastern Bays
- Eden/Albert
- Maungakiekie
- Mt Roskill/Hillsborough
- Newmarket/Parnell
- Otāhuhu
- Remuera/Meadowbank
- Tāmaki
- Western Bays.

Area plans focus on how land could be used, what activities could occur and what outcomes the council is seeking to achieve for each area in the next 10 to 40 years (up to 2050).

The 11 area plans have been integrated with the citywide spatial framework so that the planned outcomes for each area reflect the key moves that the council is aiming to achieve at a citywide level.

Read more about the area plans in chapter 5.

1.2.4 Precinct Plans

Precinct plans have been prepared for the following locations:
- Onehunga principal centre precinct plan
- Church-Neilson business precinct plan
- Pt Chevalier/Western Springs precinct plan
- Mt Albert precinct plan

There are many other locations that may warrant precinct planning in the future. The precinct plans, shown in chapter 6, allowed the approach to be developed and demonstrated for locations with quite different characteristics.
1.3 The council’s vision for Auckland city

The Future Planning Framework gives effect to the council’s vision for Auckland city as First City of the Pacific. This vision was developed in consultation with the community in 2000.

The vision sums up what Aucklanders want their city to be: a city that people would choose to live in, do business in or visit if they did not already live here.

The council’s vision is supported by an urban design framework and sustainability policies. Read more about urban design and sustainability in chapters 2 and 4.

The council faces a number of challenges and opportunities in achieving its vision of Auckland city as First City of the Pacific.

These include:
- ensuring economic sustainability
- accommodating rapid population growth
- responding to demand for social and physical infrastructure
- addressing increasing traffic congestion
- preserving the natural environment and resources
- attracting globally competitive businesses
- maintaining residents’ quality of life
- managing growth while respecting heritage and sense of place.

The council must use its resources efficiently and effectively while working with other agencies and the community to address these challenges and taking proactive steps towards making its vision a reality.

In order to make it clear for the community where the council will focus its efforts and how its resources will be used, the council has developed six strategies. These strategies outline the council’s high-level directions and priorities with regards to six aspects of life in the city.

The strategies are:
- lifestyle choices – encouraging and providing diverse arts, culture, sports and events experiences for Aucklanders
- quality natural environment – protecting and improving the quality of our unique natural landscape and ecology
- strong and healthy communities – providing safe communities, places and events for all Aucklanders to have fun and learn
- transport choices – working together to provide lasting transport choices for all
- quality built environment – managing Auckland city’s growth to ensure high-quality urban design and retention of our character and heritage
- economic development – acting as a catalyst and creating the right environment for economic growth to deliver jobs and an improved standard of living.

Read more about these strategies and how they relate to this future planning framework in chapter 3.
1.4 The council’s role

The council provides a wide range of infrastructure and services for the city. These combine with what is provided by other public and private sector agencies and businesses to allow the proper functioning of the city. However, no other single agency has the range of functions that the council has, or the degree of responsibility for leadership in city planning. The future planning framework is a plan for the Auckland isthmus that is intended to provide integrated solutions to the key challenges facing the city as it evolves over the next few decades.

The council is committed to managing growth well and making Auckland an internationally competitive city with a great range of choices in areas such as education, employment, housing and leisure. The council wants to help attract new business and events and to make Auckland an attractive place for both existing and future residents and for visitors by looking after its unique natural landscape and other important values. We are particularly committed to protecting the city’s heritage and applying quality design principles to the built environment.

All of the agencies, including the council, responsible for building and running the city, will need to work together to ensure its success and the future planning framework provides a basis and focus for this collaboration, both in its formation and its execution.

1.5 Key moves for the Auckland isthmus

A synthesis of existing strategic directions and the work done in the preparation of the future planning framework has resulted in a set of key moves being defined in the future planning framework. These are the common threads that run through the entire document and allow better integration between the three levels of planning.

Integrated planning is also promoted in that the key moves are expressed spatially in the medium term – next ten years – and the long term – out to 2050. Where applicable these will be given effect through a new district plan for the Auckland isthmus.

The key moves are listed below.

**Enhance the city centre and waterfront**
- integrate business, retail, education, leisure, community, recreation, health and residential uses to make a functional and inviting ‘whole’
- promote the city centre as a world-class destination and the gateway to the Hauraki Gulf islands
- reconnect the harbour to the city centre and the city centre to its surrounding suburbs
- create a heart – the city centre as the primary focus of Auckland city’s civic, cultural and commercial life.

**Develop lively centres**
- create a network of high-quality, vibrant, mixed use centres of different size and function
- make centres more accessible
- promote high-amenity, high-quality design that reinforces a sense of place for local communities
- provide services in centres, focusing on those centres and surrounding communities where growth will occur.

**House our growing population well**
- direct new housing to the right places, focusing growth in or around centres first and along specific corridors and arterials where appropriate
- protect the parts or elements of the city, neighbourhoods and recognised built heritage that are cherished the most
- promote housing choice and high-quality building design
- encourage affordable housing that enhances quality of life.
Be economically competitive

- protect existing business land and provide for employment growth
- facilitate higher density employment around key transport nodes and in corridors
- promote clusters of complementary economic activity and ensure that there is infrastructure in place to support them.

Connect communities

- advocate an easy-to-use public transport system that integrates the rail, bus, ferry, pedestrian and cycle networks
- improve transport connections and choices to the city centre and across the city
- support community interaction by providing a network of accessible community facilities close to centres and transport networks.

Green the city and protect our heritage

- recognise and protect those aspects of our historic landscape that include iconic features, landscapes and groups
- recognise and protect Auckland city’s natural and cultural (including built) heritage
- enhance and maintain existing green corridors, and develop new ones
- facilitate access to regional parks and the Hauraki Gulf islands, and enhance the city’s beaches
- ensure that key growth areas have enough high-quality public open space for residents, workers and visitors.

The key moves are summarised in the following concept map. A more detailed explanation of how each of the six strategic themes addresses the key moves is provided in chapter 3.

The city centre will be the heart of the city (shown in red) supported by a city centre fringe, principal centres (shown by red circle) and town centres (shown by orange circle). Most future population growth will be directed to existing and future mixed use and apartment living areas (shown in light orange on the map). These areas are found in and around centres and along corridors and are supported by key transport routes and services.

Future employment growth will also go into the city centre and other centres and into business development areas (shown in purple). Business development areas are dedicated to employment uses and protected from other uses that would compete for this space.

This combination of development and transport infrastructure provides a clear future urban form for the city that reflects and respects the historic landscape and natural values of the Auckland isthmus.

Ongoing improvements in transport infrastructure and services will provide a sustainable mix of transport options ensuring the efficient movement of people, goods and services.

Long-term growth and development will not be at the expense of the things we value and our quality of life. Key natural features, including our unique volcanic field and coast, will be protected and over time joined up by green links.
1.6 Key concepts included in the framework

The maps outline the following key concepts relating to land use:

**Centres**

Centres are places of relatively intense land use which include a diverse mix of uses and perform a multitude of functions. Centres are places where people live, work, shop, socialise and use community services and facilities. A classification of centres has been developed to help in the understanding and future role of centres in the overall centre network. Types of centres include the international city centre (referred to in earlier plans as the CBD), principal centres, town centres, local centres and neighbourhood shops. These are explained in more detail in chapter 4.

**City centre fringe**

The city centre fringe includes those areas immediately surrounding the city centre that relate closely with the city centre due to proximity. This is a complex environment, containing a number of well-established centres, such as Newmarket, and comprises a mix of residential, retail and commercial activity.

Descriptions of the built form outcomes relating to these key concepts are explained in more detail in chapter 4.

**Business development areas**

These are employment areas that can support more jobs, a mix of commercial and industrial activities and that have good accessibility. They are areas in which opportunities for economic growth and additional jobs are promoted.

**Business nodes**

Business nodes are located in business development areas. They include office or administrative outcomes focused around rapid transit stops and where possible near to town centres. They support intensive employment uses but do not provide retail, social and community services other than in support of local business needs.

**Corridors**

Corridors display linear connectivity of centres, business and/or residential development, typically of higher densities, supported by accessibility to key transport infrastructure. Types of corridors identified include business corridors and mixed use (enterprise) corridors of which there are high- and medium-intensity sub-categories.
Figure 4: Spatial framework 2050 – concept map (See 7.5 Appendix E for map legends (p.181))
2 Auckland city today

2.1 Where we are now

This chapter examines key aspects of Auckland city and what they mean in terms of planning for the city’s future. It describes the significant challenges Auckland city faces, but also its many unique cultural, economic and environmental attributes. There is great opportunity to build on and leverage these in planning for a great future for Auckland city.

Most of the information comes from research that has been carried out in preparation for this future planning framework and summarises the research findings. This research and what it has told us about Auckland city today has been used to develop the citywide spatial framework and 11 area plans.

Copies of the full research reports are available online at: www.itsmybackyard.co.nz

2.2 Auckland city’s location

The Auckland region is one of 16 regions in New Zealand but is home to one-third of the national population (approximately 1.3 million people). The Auckland region has a much higher population relative to the national population than neighbouring cities such as Sydney (which is home to 22 percent of Australia’s population). It covers a total area of 6000 km² and is governed by one regional council, four city councils and three district councils.

Auckland city refers to the area governed by Auckland City Council. It is the largest city in the region and the country, with a population of just over 500,000 people. The next largest cities in the region in terms of their population are Manukau and North Shore.

Auckland city has a distinctive natural heritage, being located on a narrow isthmus flanked by the Manukau Harbour to the south and the Waitematā Harbour to the north and east. Numerous inhabited and uninhabited islands are located in the Hauraki Gulf, some of which were formed from volcanic activity. The city also boasts a number of volcanoes.

The Auckland region has New Zealand’s largest international airport that sees the most arrivals to and departures from the country, as well as many transit passengers. 70 percent of all international arrivals to the country come through Auckland Airport.

The region has connections to 160 other ports and is a hub for 4 million tonnes of cargo. It is the principal logistics centre for 40 percent of New Zealand’s exports through its air and sea ports.

The Auckland region is socially and culturally diverse. In Māori, Auckland is known as Tāmaki Makaurau, or by its transliterated name of Akarana. Of New Zealand’s new migrants, 70 percent settle in the region, with one-third of all people who call Auckland home born overseas.
2.3 Auckland city's historic landscape

To gain a clearer picture of how Auckland city could best manage its natural and cultural heritage, a review of methods used by other international cities of identifying, recognising and purposefully preserving heritage was undertaken.

The approach taken by the council as expressed below represents a combination of our current approach as expressed in the current district plan with international best practice, primarily from the United Kingdom and Australia.

The historic landscape reflects the roots of our society and records its natural and cultural evolution. The historic environment helps define a sense of place and provides a context for daily life. Its appreciation and purposeful preservation helps foster the distinctiveness of Auckland city.

It is the combination of the natural, built, historic and cultural, and community values that structures our understanding of the historic landscape.

This is demonstrated in the following diagram:

The elements, areas and landscapes that make up the historic landscape layer over each other to create the particular identity or uniqueness of that place. The precinct plan historic landscape overlays show those layers at a local level. The historic landscape consists of:

- contributing, significant and iconic natural or cultural elements, eg Tahuna Torea, pa sites, Ponsonby post office
- contributing, significant and iconic areas that exhibit characteristics of the various eras in Auckland’s growth, eg areas in Balmoral, Grey Lynn, Onehunga, Mt Eden, Otāhuhu
- contributing, significant and iconic landscapes and townscapes that exhibit layers of natural and cultural heritage, eg Maungawhau-Mt Eden, Onehunga town centre.
The following section focuses on cultural heritage (built, archaeology, Māori) values, and natural heritage (ecology, trees and geology) values, and how these are identified and represented by the historic landscape policy approach. Heritage across the city is represented at different scales: citywide, area plan, precinct plan and individual statements of significance.

**What are the layers that have contributed to the heritage values of our city?**

The Auckland isthmus is a unique and complex combination of landform features and settlement patterns.

A rich geological and geomorphological history underpins the isthmus landscape. A complex arrangement of the interaction of landforms, water bodies and volcanic features has developed over the last 140,000 years. The volcanic features of the isthmus have been used for a range of cultural purposes by both tangata whenua and later settlers.

These varied uses and associations have left a highly visible cultural legacy on our volcanic landscape. Combined with the Manukau and Waitematā Harbours, the volcanic landscape significantly contributes to Auckland city’s distinctive historic landscape. These aspects of Auckland city are highly valued in the contribution they make, not only to our understanding of the past but also in our recreation and lifestyle choices as well as the unique character value they add to our sense of place.
2.3.1 Natural heritage values

Auckland city’s unique natural heritage is of primary value within our historic landscape. Due to its volcanic nature the city has rare ground water systems and drainage patterns that continue to have important cultural and environmental values. Few of the city’s open streams remain, and of those that do, many have limited catchments and are in poor condition.

The council has identified eight eco-zones and analysed these to understand better what is remaining of our indigenous ecosystems. There has been a dramatic demise in natural habitats with the isthmus’s development into a major city. It is estimated that only 6.3 percent of the original vegetation cover of the isthmus remains. The council has identified opportunities for further identification, enhancement and restoration of areas of natural heritage value.

The Linkages map is a means to illustrate existing and potential landscape connections or sequences that contribute to the ecological and landscape framework of the city. This is expected to occur through:

- Enhanced natural heritage values within the urban environment
- Landscape responses along recognisable natural ‘datums’ or pathways (stream alignments, ridgelines, coastal foreshore etc)
- Recognition of significant or desirable view shafts.

However, ecological connectivity is likely to be limited to ‘stepping stones’ within the city centre rather than viable ecological corridors. Due to this limitation, representative landscape connections are seen to be a more appropriate focus for the city centre, based on natural heritage elements where possible, and including existing public access and environmental services (e.g. stormwater). Similar opportunities exist.
along the coastline with its potential to link directly with interior freshwater drainage systems. Some of the benefits of increased green linkages include increased public access to ecological sites, improved systems.

**Green links**

There are opportunities to create integrated ecological linkages through council and privately owned land. These will support biodiversity by increasing areas of natural habitat and the connections between them. Opportunities also exist to provide linkages and habitat refuges through the network of street trees within the city.

Similar opportunities exist along the coastline with its potential to link directly with interior freshwater drainage systems. Some of the benefits of increased green linkages include increased public access to ecological sites, improved water quality, restored legibility of the city’s volcanic heritage and improved neighbourhood values with increased habitats for native wildlife. Existing and possible future green links are shown in section 3.5. Potential green links for the city centre are shown in Figure 8.

![Linkages](image)

*Figure 8: Linkages (see 7.5 Appendix E for map legends (p.182))
2.3.2 Cultural heritage values

The historic landscape is a major source of information about our ancestors, the evolution of our society and the characteristics of past environments. Māori heritage sites, archaeology and historic buildings and objects can make a major contribution to the aesthetic quality of areas, townscapes and landscapes. The historic urban environment can make a significant contribution to economic development by encouraging tourism. Also, more generally, it supports viable communities by creating good environments where people will prefer to live and work because of a rich sense of place. Longer-lived buildings usually make better use of energy and resources that were used during their construction, and adaptive reuse is usually more economic than demolition and redevelopment. Purposeful preservation is inherently sustainable. The historic urban environment plays a significant role in providing for people’s recreation and enjoyment. By incorporating the past into the present in people’s everyday lives and experiences, our heritage is better safeguarded going into the future.

Settlement and growth

The isthmus has a unique Māori cultural landscape experienced in a spiritual and physical manner. The Aotea, Arawa, Mataatua and Tainui waka all visited the isthmus. These and other more spiritual connections and associations are apparent in Māori place names that affirm ancestral ties to the isthmus. Identifying cultural resources provides insights into areas that were (and remain) important. The stories and understandings that stem from these associations provide the underpinning layer for a modern understanding of Auckland isthmus’s historic landscape.

The twin ports of Onehunga and Auckland stimulated early European settlement patterns across the isthmus. The Port of Auckland achieved dominance with the reclamation of Commercial Bay between 1860 and 1886, becoming the trading capital of New Zealand.

The Auckland isthmus has become fully urbanised in a series of clear growth eras, each with distinct characteristics and patterns of development. Iconic features and areas of residential heritage will represent characteristics of each of these eras contributing to a quality built environment.

Desirable and affordable land, safety and transport access have been decisive factors in determining the settlement patterns within Auckland. These patterns are reflected not only in the built form but also the modification of the landforms of the Isthmus to better accommodate activities of settlement. European settlement of Auckland was centred on what is now the city centre and slowly dispersed to outer areas of the Isthmus as transport improvements made this possible. In the first century of settlement, change was more gradual than that witnessed from post WWII until today.
2.3.3 Implications for planning – living heritage

Identifying, recognising and purposefully managing these items, sites, groups of items or areas so that they contribute to enriching Aucklanders’ lives is the role of the council’s heritage framework, which can be viewed at: www.itsmybackyard.co.nz/areaplans/heritage.asp

Heritage values have been identified across the three tiers of the future planning framework.

Citywide

Desktop analysis and historic research took place which identified nine themes across the city. The themes integrate natural and cultural heritage values.

- Land and water - forming and framing
- Ecozones - representative indigenous ecosystems
- Nga Wahi Tutura o Tamaki - traditional places of Auckland
- Te Pai Me Te Whai Rawa O Tāmaki - The riches and wealth of Tāmaki
- Becoming Tāmaki Makau Rau - re-defining the Maori cultural landscape
- Linkages - restoring natural connections
- Settlement map
- Development and growth
- Our special places

These themes were spatially mapped at a citywide level and used to inform the citywide maps.
Area Plans

Outcomes identified through the citywide thematic mapping are also represented at an area plan level. Site visits and further research took place to identify appropriate scales. This included large elements, areas and landscapes that were significant to land use outcomes. Smaller elements, such as individual buildings or trees, are not represented at this level. This information was represented in text form and spatially.

Precinct

At the precinct plan level, the characteristics of the precinct are shown in finer detail. The historic landscape characterisation tool (an analysis of the physical and historical development of a precinct) is used to help us understand how past drivers for change have influenced the character and wider context of an area. The historic landscape characterisation takes account of the following:

- themes and sub-themes
- tangible and intangible connections
- chronological development
- patterns of land use, settlement and movement
- landscape character and topography
- field boundaries, watercourses and treed areas
- ecological values and corridors
- built form development, architecture, materials and function
- balance and relationship of public and private place.

The findings are represented in text and spatially. The maps identify heritage layers and provide reference to their heritage value (iconic, significant and contributing). These are summarised spatially in the historic landscape overlays and in the text at: www.itsmybackyard.co.nz/areaplans/heritage.asp

Statements of significance

Below the precinct level, the elements, areas and townscapes/landscapes receive individual statements of significance. The statements take into account heritage values and consider current risks and opportunities. This information is used to determine appropriate management mechanisms, either through the district plan or through other forms of education, advocacy and incentives.

In planning for the city’s future, the council needs to develop this policy, balanced with catering for the need to grow and change, creating new histories for the city.
2.4 Urban design and sustainability

2.4.1 Urban design goals

The council’s urban design framework’s six goals support Auckland city’s vision to be First City of the Pacific. Meeting these six goals is essential to achieving successful urban environments.

The urban design framework can be found at: www.aucklandcity.govt.nz/council/documents/urbanframework/default.asp

Further information regarding how these goals relate to the city centre can be found at: www.aucklandcity.govt.nz/council/documents/urbandesigncbd/default.asp

The six goals and how they relate to the six strategies are explained below. (Read more about how these goals are translated into tangible, on-the-ground outcomes in chapter 4.)

They are:

**to become a more distinctive city** – which reflects its tangata whenua, Māori, Pacific and multicultural identity and is visibly recognised as a place of the South Pacific

**to become a more compact city** – containing high-quality, compact, walkable, mixed use environments that help reduce the need to travel long distances for everyday tasks

**to become a more connected city** – where people have a choice of transport options that are comfortable, convenient, efficient and affordable

**to become a more beautiful city** – where the design of our buildings and spaces (including ordinary, everyday spaces) contribute to creating beautiful places worthy of the truly unique and stunning city that is Auckland

**to become a more human city** – where our built environment is much more respectful of people and how we experience the city – giving people more priority over cars

**to become a more sustainable city** – where land use, the natural environment and the built form lead the way to a more sustainable city. The council’s sustainability policy Keeping Auckland’s Future Bright supports this goal and can be found at: www.aucklandcity.govt.nz/council/documents/bright/default.asp

The policy addresses the themes shown in the diagram below and contains additional goals relating to sustainability.

The future planning framework and the subsequent work on a district plan for Auckland are an opportunity to make significant progress across most of these themes. However, the areas that will be particularly influenced by this plan are land use, buildings, transport and economic development.

The citywide spatial framework detailed in chapter 3 addresses these and other issues within the structure of the six strategies and shows, in a series of maps, a proposed future urban form for Auckland city that is sustainable and achievable.
2.5 How well is Auckland performing

It is important to understand how Auckland is performing as a city, compared with other cities in New Zealand and with elsewhere in the world. By looking at key aspects of city living that affect residents’ overall quality of life and comparing them with similar cities here and overseas, we can draw a picture of how well Auckland city is doing in its quest to be First City of the Pacific.

2.5.1 Auckland city – compared with the rest of New Zealand

The Quality of Life Survey\(^1\) is undertaken every two years and compares Auckland and the following 11 cities on a wide range of quality of life issues.

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<th>City</th>
<th>Region</th>
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<tr>
<td>Rodney</td>
<td>Porirua</td>
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<td>Hutt City</td>
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</table>

Population

Over the past 100 years, Auckland city’s and the region’s population has grown significantly faster than the rest of New Zealand, and by 2050 the region is expected to be home to 40 percent of New Zealanders. A higher proportion of the city’s residents are aged between 15 and 44 than elsewhere in the country, due to the many work and education opportunities available. Yet despite its popularity, Auckland city’s residents’ sense of pride in the way their city looks and feels is lower than those of many other New Zealand cities. More information on the city’s population is provided in section 2.6.

Open space

Although in general Aucklanders find it easy to access open space, there is some variation between communities (some communities have more space available to them than others) and demographic groups (some find it easier to use the space). Because the city is not surrounded by rural land, it is particularly important that existing open spaces are well managed and protected and that new developments include sufficient open space.

A significant contrast to some other cities is the high level of access to the coastal and marine environment of the two harbours and the Hauraki Gulf, which is unique and critically important to Aucklanders’ perceptions and experiences regarding open space.

Health

Aucklanders’ life expectancy is similar to that of residents in other New Zealand cities, although overall Aucklanders felt less positive about their health. The Auckland District Health Board has the highest ratio of doctors to population in the country, meaning health care access is higher than the national average.

Safety

Auckland city has a high overall rate of recorded offences compared to other New Zealand cities, and (like residents in other cities) Aucklanders feel safer during the day than after dark, particularly in the city centre.

Housing

Compared with other New Zealand cities, Auckland city has:

- the lowest percentage of privately owned dwellings (with home ownership even lower among Māori and Pacific Islands people)
- by far the most new apartments as a percentage of new residential buildings (although this has dropped in recent years as demand has eased off).

Social connection

Most Aucklanders (92 percent) feel they have a good quality of life, although only 52 percent said they felt a sense of community in their local neighbourhood.

In 2006, the city had the highest share of new citizens, with most of these people coming from Asia (Oceania, Africa and the Middle East were also well represented).

After English, Samoan is the most commonly spoken language, and one-fifth of the Māori population speaks Te reo Māori (which is slightly lower than the national average).

2.5.2 Auckland city – compared with the rest of the world

In pursuing its goal of being First City of the Pacific, Auckland city is competing against other globally important Pacific-rim cities, such as Hong Kong, Singapore, Brisbane and Sydney. However, Auckland region has a special place and role in the Pacific, drawing from its unique mix and representation of Pacific cultures and its political influence in the region.

To gain a clearer picture of how Auckland city compares to other international cities, the council has used two different sources of information:

- world ranking surveys
- a city performance analysis.

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\(^1\) Quality of Life 2008 Quality of Life in Twelve of New Zealand’s cities 2008
World ranking surveys

World ranking surveys examine specific aspects of life in international cities and then afford the cities a comparative ranking.

The studies looked at as part of the future planning framework research include:

- Mercer Quality of Living Survey (2009)
- Economic Intelligence Unit Quality of Life Index (2009)
- Mercer Cost of Living Survey (2009)
- Demographia Housing Affordability Index (2010)
- Jones Lang LaSalle City Governance Index (2004).

For the most part, these studies look at Auckland region rather than Auckland city, but for the purposes of international comparison this is still useful.

Auckland region generally scores highly across these surveys, although it is shown to be a moderately expensive city to live in and by world standards housing is considered ‘severely unaffordable’.

Compared to other international cities, the Auckland region affords its residents a good quality of life. This is illustrated in the diagram below, which shows Auckland region’s relative performance in the 2009 Mercer Quality Living Survey. The cities shown in colour have relevance to the city performance analysis which is discussed in the next section.

City performance analysis

To supplement the information from the world ranking surveys, the council has recently completed a city performance analysis.

The analysis identified seven key elements that make an internationally successful city:

- a skilled labour force
- innovative capacity
- liveability
- connectivity
- cultural capital
- environmental performance
- effective governance.

The analysis then compared Auckland city’s performance for each of these elements against the performance of five other cities: Wellington, Brisbane, Sydney, Melbourne and Vancouver.

Auckland city’s (and the other cities’) performance for each element was measured using a number of indicators. The indicators used, and Auckland city’s relative performance with respect to each, are shown in table 1 (1 is the highest rank; 6 is the lowest). The study sought to use data for the city, but data for the region was used where this was not possible.

Performance of cities against New York City which was given a base score of 100

![Diagram showing performance of cities against New York City]
<table>
<thead>
<tr>
<th>Indicators</th>
<th>Ranking</th>
<th>Auckland’s relative rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Skilled labour force</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>percentage of population secondary school completion</td>
<td>5 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>percentage of population with tertiary qualifications</td>
<td>6 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>percentage of employees in advanced producer services</td>
<td>5 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td><strong>Innovative capacity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>number of universities per 100,000 persons</td>
<td>2 out of 6</td>
<td>Excellent</td>
</tr>
<tr>
<td>patent applications per capita</td>
<td>1 out of 5</td>
<td>Excellent</td>
</tr>
<tr>
<td><strong>Liveability</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>income inequality</td>
<td>4 out of 5</td>
<td>Poor</td>
</tr>
<tr>
<td>housing affordability</td>
<td>3 out of 6</td>
<td>Average</td>
</tr>
<tr>
<td>violent crimes recorded per 100,000 persons (lowest to highest)</td>
<td>2 out of 6</td>
<td>Excellent</td>
</tr>
<tr>
<td><strong>Connectivity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>percentage of households with access to internet</td>
<td>5 out of 5</td>
<td>Poor</td>
</tr>
<tr>
<td>airport passenger numbers per year</td>
<td>4 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>kilometres of fixed rail per km²</td>
<td>6 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>transport mode share for journey to work</td>
<td>3 out of 6</td>
<td>Average</td>
</tr>
<tr>
<td><strong>Cultural offer</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>percentage of employees in cultural services industry</td>
<td>5 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>number of international visitor nights stayed</td>
<td>5 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>percentage of foreign born persons</td>
<td>3 out of 6</td>
<td>Average</td>
</tr>
<tr>
<td><strong>Environmental performance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>solid waste to landfill</td>
<td>2 out of 4</td>
<td>Average to excellent</td>
</tr>
<tr>
<td>walking and cycling to work</td>
<td>5 out of 6</td>
<td>Poor</td>
</tr>
<tr>
<td>residential recycling</td>
<td>1 out of 4</td>
<td>Excellent</td>
</tr>
<tr>
<td><strong>Effective governance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>council budget net surplus 2006/2007 ($NZ)</td>
<td>2 out of 6</td>
<td>Excellent</td>
</tr>
<tr>
<td>council rates revenue 2006/2007 ($NZ) per capita</td>
<td>1 out of 6</td>
<td>Excellent</td>
</tr>
</tbody>
</table>
From world ranking surveys and the city performance analysis, the report’s author concludes that the following developments will be necessary if Auckland city and region is to compete successfully with other national and international cities as a place to live, work, visit, invest and do business.

Future planning for the city should enable these things to happen:

- develop a skilled labour force
- attract and retain highly skilled workers
- provide attractive working environments
- develop innovative capacity
- build premium buildings and provide premium locations
- cluster innovative industries
- develop high-quality public spaces and mixed use precincts
- improve connections – IT and transport
- improve liveability
- promote a quality urban environment including improved public transport, walking, cycling
- promote housing choice and affordability
- improve connectivity
- achieve integrated public transport
- focus growth around transport nodes – encourage walking and cycling
- improve IT infrastructure
- build cultural capital
- foster niches that encourage repeat visits
- develop lively hubs
- reduce barriers for investment
- provide more local and national events
- improve environmental performance
- anticipate attitude change in upcoming generations
- require infrastructure that improves environmental performance.

The future planning framework supports all of these improvements.

This citywide performance analysis is the first study of its kind comparing Auckland with cities in other countries. Future replications of this study, including a broader set of measures, will provide an increasingly sophisticated understanding of Auckland city’s performance in an international context.

2.6 Demographics and growth

2.6.1 Population size

Between 2001 and 2006, Auckland city’s population had grown by 10 percent, from 388,800 to 428,300. This growth is projected to continue into the future, with the Auckland region (in particular Auckland city and Manukau city) remaining the fastest growing area nationwide.

If projections are correct, Auckland city’s population will exceed 500,000 by 2021 (possibly even earlier) and by the middle of the century will be between 600,000 and 750,000 people. At this point, Auckland region’s population is likely to have grown to 2.3 million (representing around 42 percent of New Zealand’s total population).

Figure 12: Population projections (Source: adapted from Statistics New Zealand and Infometrics Ltd)

2.6.2 Population movements

Not only is Auckland city’s population growing, it is ever-changing – potentially half of the city’s current population will live elsewhere in 10 years. Many of these people come from overseas and from the rest of New Zealand, and many of them subsequently move on to other countries and places in the Auckland region.

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3  Auckland Regional Council website www.arc.govt.nz/auckland/
    population-and-statistics Medium population projections for Auckland Region and NZ
2.6.3 Population characteristics

Age
The median age of Auckland city residents is 33, although this is predicted to reach 39 by 2031 (in line with the rest of New Zealand, the city’s population is aging).

Ethnicity
With 187 nationalities, Auckland city’s population is the most ethnically diverse in New Zealand. In 2006, 51.4 percent of residents identified themselves as New Zealand European, 7.4 percent as Māori, 12.4 percent as Pacific Islanders and 23.1 percent as Asian, but this is set to change in the future. By 2026, 44 percent of the city’s population will identify themselves as Asian, compared with 41 percent as European, and many more people will have English as a second language.4

According to the 2006 census, 68 percent of the city’s residents were born in New Zealand.5

Qualifications
Auckland city has a higher proportion of people with post-secondary and degree level qualifications than the rest of New Zealand and a lower proportion of people with no qualifications at all.6

2.6.4 Households and housing

The most common households in Auckland city are one family (62.1 percent), one person (23.2 percent) and multi-person (8.2 percent). While the average household size for New Zealand declined between 1996 and 2006 from 2.8 to 2.7 people, in Auckland it remained static at 2.7.7

Population growth means that an extra 50,000 dwellings will be needed in Auckland city by 2021, 78,000 by 2031 and potentially as many as 127,000 new dwellings by 2051. The number of new dwellings required is predicted to increase faster than population growth, meaning that on average fewer people will occupy each dwelling.8

2.6.5 Implications for planning - demographics

It is crucial that we plan for Auckland city’s continued population growth, including changes in residents’ ages and ethnicities, and the make-up of their households. How and where we will house the city’s future population is a key issue for the council, as it is for other councils in the broader Auckland region.

Population growth brings with it both challenges and opportunities. Growth creates extra demand for services, goods and commodities and can place pressure on the natural environment, all of which need to be planned for and accommodated. Read more about how population growth will be managed in chapter 3 and in Appendix A.

However, a larger population supports a larger economy, provides greater choice in terms of entertainment and recreation opportunities and increases the cultural and social diversity that already distinguishes Auckland city from many other New Zealand urban centres.

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4 Quality of Life 2007 Quality of Life in Twelve of New Zealand’s Cities 2007
5 Ascari Partners 2008 Environmental snapshot key issues facing the Auckland city/region
6 Auckland Regional Council 2006 The People of the Auckland Region 2006 Census Series
7 Quality of Life 2007, Quality of Life in Twelve of New Zealand’s cities 2007
8 ibid
2.7 The economy

2.7.1 Employment

The Auckland region and its core Auckland city have long been New Zealand’s economic engine room. The port, airport and other key infrastructure, together with the density of the city’s population and businesses, give the region its economic edge. On average, 357,000 people were employed in the city in the year to December 2009, accounting for 16 percent of total employment in New Zealand.9

Property and business services contribute the most jobs, employing more than a quarter of the city’s workers, while the wholesale and retail trades employ around 17 percent and the manufacturing sub-industries another 10 percent.

Auckland city’s concentration of jobs in the crucial information and communications technology (ICT) and creative sectors has grown recently, with 41 percent of the nation’s ICT jobs (19,000 employees) and 39 percent of the creative sector jobs (14,000 employees) based in the city.10

Auckland city has the country’s largest cluster of education and research activities. The city is home to a number of industry training organisations, private training establishments and two large research-led universities with international reputations (The University of Auckland and AUT University). Auckland city contains 46 percent of the region’s education and training employment and 78 percent of the region’s tertiary education employment. Education and training was the second largest employment growth sector in Auckland city over the last eight years. The Learning Quarter, located within the city centre, has New Zealand’s largest concentration of students, researchers, teachers, innovators and creators clustered in and around the university campuses. Employment in tertiary education is becoming increasingly concentrated into the city centre and has grown faster in the city centre than the rest of the city.

2.7.2 Manufacturing

Although there are strong manufacturing bases scattered throughout Auckland city, fewer people are being employed in the sector, and the city is less reliant on it for employment than neighbouring cities. This may be because of the higher land prices in Auckland city.

Auckland city’s manufacturing sector generated approximately $3.1 billion in GDP in 2003, comprising 13 percent of the city’s total GDP.11 Overall, there is a move towards high-value, high-tech, innovation-focused manufacturing with a primary sector bias, eg food technology, as the best direction for the sector to take for the future.

2.7.3 Role of the city centre

Auckland’s city centre plays many roles in the regional and national economy. It provides a hub for professional services, a centre for culture, recreation and leisure and a focal point for higher education. It is also home to New Zealand’s largest container port, a significant marine industry and a small but important fishing industry.

Over 260,000 people use the city centre every day: 7 percent are residents, 30 percent workers, 30 percent students and the balance are visitors.12

The city centre is a key employment centre for the Auckland region, providing 13 percent of the region’s jobs (for 78,444 employees and 9461 businesses, in 2006). Many of these jobs are in large, office-based firms and the city centre provides 1.2 million m² in office space.13 It is important that public transport continues to play a major role in transporting these employees to and from the city centre each day.

It is also a key retail centre, catering to 1.34 million residents from throughout the region in 2005.14 Tourists are also a substantial part of the city centre’s retail traffic, accounting for approximately 23 percent of total sales.

The number of people choosing to live in the city centre has increased exponentially in recent years, with approximately 18 percent growth each year from 2001 to 2006.

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9 Auckland City Council 2010, State of the city report
11 Auckland City Council 2008, Manufacturing in Auckland City Technical Report
12 ibid
13 Essential Economics 2006, Auckland CBD Retail Strategy
14 Auckland City Council & Auckland Regional Council 2008, Auckland City and Auckland Region’s Emerging Retail Trends & Future Retail Needs Assessment
2.7.4 Retail

In 2007, Auckland city had around 1.3 million m² of retail floor space concentrated in the town centres (25 percent alone is in the city centre). Demand for floor space is projected to grow to 2.1 million m² by 2026.\(^{15}\)

At present there is a shortfall between this demand and how much floor space the city’s business zones can accommodate, either in or adjacent to existing town and local centres or in other business areas. A substantial share of the additional capacity is around smaller centres, with capacity more limited around larger centres where much of the retail space has already been taken up.\(^{16}\) The past decade has seen a growth in the number of large format retail stores locating in business areas removed from local or town centres.\(^{17}\)

2.7.5 Implications for planning – Auckland city’s economy

Auckland city’s economy will be improved by investment in infrastructure (in particular for transport and broadband) and the provision and protection of quality business land. These things we can change, but our location in relation to international markets is something we can’t change.

Solving Auckland city’s accessibility problems will be key to regional economic sustainability. Good broadband will enable businesses to perform on the global economic stage, while strengthening the city’s transport corridors for moving people and encouraging social exchange will improve productivity and performance. Investment in high quality public transport, cycle and walking facilities is crucial for overcoming over-reliance on car travel. This will also free up space for road freight and service movements.

Promoting the city centre as New Zealand’s pre-eminent economic centre with excellent access choices is essential if the Auckland region is to foster the benefits of agglomeration. Agglomeration of businesses brings many benefits such as economies of scale and greater ease of doing business and is likely to become more pronounced as the city’s population and its employment densities increase. However, it will be important to ensure that high levels of amenities and accessibility are provided in employment areas, if the city is to attract the innovation and knowledge-based sectors necessary for its future growth.

Promoting the city centre as New Zealand’s pre-eminent economic centre will also foster the benefits of agglomeration.

Issues surrounding the location of large format retail in business areas away from town centres need to be addressed. Not only does this have an undermining effect on centres, but there are implications for the city’s productivity if land needed for manufacturing and service industries is being developed for retail activities. However, if a centres-based planning strategy is to be pursued, then we need to ensure that there is adequate capacity for growth, including for large format retail, within and around these centres.

Read more about how the future planning framework will support a sustainable economy in chapter 3.

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\(^{15}\) Auckland City Council 2008, Auckland city business and economy report 2007

\(^{16}\) ibid

\(^{17}\) ibid
2.8 Key infrastructure

Infrastructure provides the support systems that help the city to function properly. Below is a snapshot of the main infrastructure types and some of the issues associated with this infrastructure. The council is responsible for some of this infrastructure and charges development contributions to help pay for it (mainly for roads and open space). An important function of this plan is to provide a clear picture of future growth and development that both recognises the constraints that existing infrastructure imposes and indicates where future infrastructure may be needed to support this growth.

A district plan has an important role to play in terms of protecting infrastructure corridors (designations) and a process for establishing new infrastructure routes.

2.8.1 Transport

The Auckland region’s transport system is currently undergoing extensive development driven by the region’s rapidly growing population and economy. Auckland city sits in the centre of this system and serves as a through-route for regional trips, as well as a major destination in its own right.

Congestion and parking

Congestion is a significant issue for Auckland region, costing about $1 billion a year. During peak hours, Auckland region has lower travel speeds than any other Australasian city (at 40km/h compared to the Australasian range of 41km/h to 53km/h). Regional forecasts predict that congestion levels will deteriorate further over the next decade as an additional 195,000 cars take to Auckland region’s roads, increasing traffic levels by nearly 25 percent.

However, congestion may encourage people to walk, cycle and use public transport and can result in a safer traffic environment due to slower traffic speed.

Cars are the main form of transport used by Auckland city residents for trips to work. In 2006, Aucklanders made 61.5 percent of trips to work in cars, compared to 8 percent on public transport, 1.2 percent cycling and 7 percent walking or jogging.

Packing is an important factor in the transport mix, and one over which the council, through a district plan and parking policies, has considerable influence. Traditionally the district plan has imposed minimum parking standards for certain types of new development. This has resulted in an over supply of parking and poor land use outcomes. A different approach is now required to address the wider effects of parking, both in terms of the overall efficiency of the transport network, the need to encourage other transport modes and more productive land use.

Public transport

Auckland region’s public transport system is not well patronised compared with other cities but this is expected to change in coming years. Total patronage for the year to 30 June 2008 increased to 5.3 million journeys, which was 4.4 percent higher than the previous year. Suburban rail use, in particular, rose significantly, which may be attributable to more stable and regular services.

The number of people arriving in the city centre by passenger transport each weekday morning increased by 9.4 percent between 2007 and 2008. Approximately half of the increase was from additional rail passengers and half from Northern Busway passengers.

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18 Auckland Regional Council 2004, State of the Auckland Region Report
Auckland region’s railway system, long neglected, is now resurgent. Recent improvements have increased patronage and the government’s investment in the rail sector will further expand the system’s capacity.

The Auckland Regional Transport Authority (ARTA) is responsible for planning and delivery of passenger transport services across the Auckland region. ARTA’s Passenger Transport Network Plan 2006-2016 identifies passenger transport routes across the region (refer Figure 1). The rapid transit network and quality transit network are key elements of this network and are defined in the glossary of terms. Also relevant are the local connector network and targeted services, which are defined in the glossary of terms.

2.8.2 Implications for planning – transport

Auckland city’s transport system has a critical role to play in supporting Auckland city’s growth and development, reducing carbon emissions and sustaining its economy.

The transport choices map shows how the transport network will be developed to improve connections in key areas and to promote transport choices.

The quality built environment map shows that the majority of future growth will be directed to centres and corridors that are on or close to major transport routes and services, particularly around suburban railway stations.

2.8.3 Wastewater

Auckland city is serviced by an extensive wastewater drainage system. This includes private pipes from individual properties and a local wastewater system owned and operated by Metro Water Ltd. This also includes a trunk wastewater network and regional treatment and disposal plants owned and operated by Watercare Services Ltd.

A secure, efficient and environmentally sustainable wastewater treatment and disposal system is vital for the Auckland region’s economy and quality of life.

Growth has the potential to increase volumes of wet weather overflows until improvements on the networks are complete. The extent and timing of development next to public watercourses where overflows discharge needs to be carefully controlled to maintain the amenity of these areas, reduce ecological impacts and prevent public health issues.

Work to increase the wastewater network’s capacity is growth led. Priority areas for growth become priority areas for infrastructure improvements to enable growth to occur.

There needs to be alignment between areas where growth is planned and areas where programmes are underway to improve the combined wastewater system. On-site storage for stormwater is an option in these areas.

2.8.4 Water supply

Auckland city’s bulk water supply on the isthmus (including distribution and treatment) is provided by Watercare Services Ltd. The bulk water supply is adequate to provide for growth. Watercare operates 43 water supply reservoirs throughout the region.

The city’s local water supply network is owned and operated by Metro Water Ltd. Metro Water has carried out extensive repair work recently to reduce leaks. It operates five above-ground reservoirs, two of which are on volcanic cones. Water demand has reduced in recent years which may show that the city is on its way to becoming more water efficient.

Auckland city’s water network will need to be partially upgraded by 2026 to allow for population growth (mainly in the city centre).
2.8.5 Stormwater

Auckland region has 8 stormwater catchments or drainage management areas. The catchments are relatively small and steep and are highly urbanised, giving rise to significant impervious areas causing high rates of runoff during rainfall.

Stormwater can contain harmful contaminants including sediment, metals, organic components, nutrients and microorganisms. 90 percent of stormwater overflows in the city occur from the combined wastewater and stormwater network. Separation work is currently occurring on this network, which will reduce overflows.

Metro Water Ltd manages, on behalf of Auckland Council under a service contract, all of the city’s stormwater infrastructure, including pipes, watercourses and overland flow paths.

Urban streams are also used for conveying stormwater, and around one-third of the city uses ground soakage. Around 0 percent of the city’s stormwater is disposed of this way.

During exceptionally heavy rainfall (such as might occur once every 50 years), around 1250 homes across the city could be flooded.

There are many ways in which planning for the city, and in particular a district plan, can lead to improvements in water management, including improvements in stormwater quantity, stormwater quality and enhancement of the city’s watercourses and wetlands. One example is using low-impact design practices which use natural systems and low-impact technologies to manage stormwater.

Stormwater infrastructure improvements are mentioned in the area plans in chapter 5.

2.8.6 Electricity

Reliable electricity supply is crucial for Auckland city, but the current transmission system’s ability to securely deliver electricity is decreasing as regional demand increases.

In order to cater for population and economic growth within Auckland city it is important to provide for the key infrastructure required to support this growth. In doing so care has to be taken to ensure that this infrastructure does not have adverse effects, such as visual effects on nearby residential areas.

Demand management, eg through the insulation of existing housing stock, may become necessary to manage the risk of under supply for a growing Auckland city.

2.8.7 Information Communications Technology infrastructure

Good information communications technology (ICT) infrastructure in Auckland city is necessary if the city’s businesses are to perform in the global economy. Better infrastructure, such as for broadband, will be needed to achieve this, and the timing and planning of this infrastructure will be critical.

Improved ICT infrastructure will have flow-on effects for residents’ quality of life, making Auckland city more attractive as a place for skilled people to settle. It also has benefits in terms of flexible work practices and choices about place of work for people requiring broadband in their work.

The roll-out of ICT infrastructure such as broadband may have impacts in terms of disruption and potential visual impacts of new wires above ground. As this document is being prepared a number of significant initiatives, including a third mobile network, are under consideration or in the early stages of implementation.

2.8.8 Social infrastructure

The council currently provides a range of infrastructure in the city including swimming pools, libraries, recreation and community centres and open spaces. As the city grows, so will demand for social infrastructure. In particular, the trend towards more intensified living will make access to high-quality open spaces and community and recreational facilities even more important.

Current gaps in the provision of social infrastructure, disparities in where facilities are located and new facilities to meet future demand all need to be planned for and provided by the council and other agencies. Locating social infrastructure in or around key centres will strengthen these centres as community hubs and help achieve more sustainable urban environments. The lifestyle choices map and strong and healthy communities map in chapter 3 show the location of existing infrastructure across the city.
3 Citywide spatial framework

3.1 Overview

3.1.1 What is the citywide spatial framework?

The citywide spatial framework expresses in maps and in words the key medium and long-term outcomes that the council wants to achieve for the Auckland isthmus. This will allow better coordination of urban policies and large-scale developments across the city.

Part of the intent of the citywide spatial framework is to integrate the council’s six high-level strategies and its 10-year plan with the future planning framework. The citywide spatial framework is a coordinating instrument that links the council’s urban policy with the design and implementation of large-scale projects.

The citywide spatial framework is made up of six strategic theme maps and a concept map (included in chapter 1 of this framework), which represent a snapshot of how the city could develop in the future. It is intended that this document be updated regularly to reflect current urban policies and developments.

3.1.2 Structure of this chapter

This chapter outlines the citywide spatial framework and is set out as follows:

- an introduction including a table linking the key moves to the six strategic themes
- a statement and map for each of the six themes. The statements cover objectives for each theme (derived from the six corresponding strategies)
  - challenges and opportunities
  - explanation of the particular map
  - explanation of the relevant key moves
  - key projects to 2020
  - beyond 2020.
- each map includes base information common to all maps, contextual information (including existing features relevant to the particular theme) and future outcomes in the form of committed projects and non-committed outcomes that are aspired to
- additional information for some of the themes, exploring in more detail important matters such as how growth is managed. (This is in Appendix A).

There are several common features in all of the maps:

- the principal centres – Newmarket, Sylvia Park and Onehunga. New Lynn is also shown, although it is outside of the council’s boundaries, for contextual purposes
- the open space network.

The maps and supporting information should be read as a whole rather than as separate stand-alone statements.

3.1.3 Key moves for Auckland city

Key moves are outcomes that have a physical or spatial aspect and will make the greatest contribution to helping Auckland city achieve its vision of First City of the Pacific. They have been drawn jointly from the strategies and the findings of the future planning framework analysis.

Table  illustrates how the six key moves relate to the six strategic themes. The maps that follow illustrate in more detail how the key moves will take effect.

As the citywide spatial framework seeks to define outcomes with a clear physical location or footprint, some of the strategies have a greater prominence in the framework than others.

3.1.4 Phasing

Phasing of growth is important to give an understanding of how the city will change over time and to help direct investment in physical and social infrastructure.

At present three key phases have emerged, based on three time periods:

1. the present to 2020 – similar to the period covered by the council’s 10-year plan (2009-2019)
2. the present to 2050 – the period covered by the area plans (see chapter 5)
3. the present to 2050 – the period covered by the citywide spatial framework and the overall future planning framework.

As is evident from the maps, the projects that the council is currently committed to (and which have been included in the 10-year plan) show an emphasis on the city centre and waterfront, and Tāmaki and Glen Innes. Through consultation on the future planning framework, the council hopes to establish what the next phases should involve to best address the outcomes defined in the framework and its capability to deliver the necessary infrastructure.

Some possible areas of focus beyond 2020 are:

- Otāhuhu and Onehunga and the areas in between
- the State Highway 20 corridor (not yet completed) and adjoining areas
- city centre fringe areas that are not already the subject of detailed planning
- other centres and corridors not contained in the above areas.
Table 2: Key moves for Auckland

<table>
<thead>
<tr>
<th>Key moves</th>
<th>Relevant strategic theme</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quality built environment</td>
</tr>
<tr>
<td>Enhance the city centre and waterfront</td>
<td></td>
</tr>
<tr>
<td>Integrate business, retail, education, leisure, community, recreation, health and residential uses to make a functional and inviting whole.</td>
<td></td>
</tr>
<tr>
<td>Promote the city centre as a world-class destination and the gateway to the Hauraki Gulf islands</td>
<td></td>
</tr>
<tr>
<td>Reconnect the harbour to the city centre and the city centre to its surrounding suburbs</td>
<td>✓</td>
</tr>
<tr>
<td>Create a heart – the city centre as the primary focus of Auckland city’s civic, cultural and commercial life.</td>
<td></td>
</tr>
<tr>
<td>Develop lively centres</td>
<td></td>
</tr>
<tr>
<td>Create a network of high-quality, vibrant, mixed use centres of different size and function.</td>
<td>✓</td>
</tr>
<tr>
<td>Make centres more accessible.</td>
<td>✓</td>
</tr>
<tr>
<td>Promote high-amenity, high-quality design that reinforces a sense of place for local communities.</td>
<td>✓</td>
</tr>
<tr>
<td>Provide services and facilities in centres.</td>
<td></td>
</tr>
<tr>
<td>House our growing population well</td>
<td></td>
</tr>
<tr>
<td>Direct new housing to the right places, focusing growth in or around centres first and along specific corridors and arterials where appropriate.</td>
<td>✓</td>
</tr>
<tr>
<td>Protect the parts or elements of the city, neighbourhoods and recognised built heritage that are cherished the most.</td>
<td></td>
</tr>
<tr>
<td>Promote housing choice and high-quality building design.</td>
<td>✓</td>
</tr>
<tr>
<td>Encourage affordable housing that enhances quality of life.</td>
<td>✓</td>
</tr>
<tr>
<td>Be economically competitive</td>
<td></td>
</tr>
<tr>
<td>Protect existing business land and provide for employment growth.</td>
<td></td>
</tr>
<tr>
<td>Facilitate higher density employment around key transport nodes and in corridors.</td>
<td>✓</td>
</tr>
<tr>
<td>Promote clusters of complementary economic activity and ensure that there is infrastructure in place to support them.</td>
<td>✓</td>
</tr>
</tbody>
</table>
### Connect communities

| Advocate for an easy-to-use public transport system that integrates the rail, bus, ferry, pedestrian and cycle networks. | ✓ | ✓ | ✓ |
| Improve transport connections and choices to the city centre and across the city. | ✓ | ✓ | ✓ | ✓ |
| Support community interaction by providing a network of accessible community facilities close to centres and transport networks. | ✓ | ✓ |

### Green the city and protect our heritage

| Protect and enhance our harbours and coastline, volcanic landscape and parks. | ✓ |
| Recognise and protect Auckland city’s natural and cultural (including built) heritage. | ✓ | ✓ | ✓ |
| Enhance and maintain existing green corridors, and develop new ones. | ✓ |
| Facilitate access to regional parks and the Hauraki Gulf islands, and enhance the city’s beaches. | ✓ | ✓ | ✓ | ✓ |
| Ensure that key growth areas have enough high-quality public open space for residents, workers and visitors. | ✓ | ✓ | ✓ |
3.2 Quality built environment

Figure 15: Quality built environment (see 7.5 Appendix E for map legends (p.173))
The quality built environment strategy is based on the vision of a city fit for the 21st century. Auckland city needs to evolve into a more beautiful city that is better designed, functions more effectively, takes greater account of its residential heritage and fosters the development of more vibrant, higher intensity mixed use centres. It also needs to provide for more townhouses, terraced housing and apartments, giving people choice in terms of housing affordability and lifestyle. The council’s role is to manage the city’s growth to ensure that there is high-quality urban design and to respect Auckland city’s historic landscape. The quality built environment strategy map shows the areas of the city that will grow the most and the connections between areas of growth and transport routes.

3.2.1 Objectives for a quality built environment

- create a more sustainable built form
- protect our natural and cultural heritage
- raise the design quality of buildings and spaces
- develop a built environment that reflects Auckland city’s character
- develop a world-class mixed use city centre and waterfront
- foster vibrant centres and successful neighbourhoods.

3.2.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- protecting and promoting distinctiveness and providing a point of difference to reinforce that Auckland city is not just another global city
- catering for rapid population growth, which puts pressure on housing supply and on the demand for social, community and physical infrastructure. High demand for housing in turn results in affordability issues
- improving public transport in a way that supports land use changes
- providing the right mix of incentives to achieve desired change and appropriate controls to discourage undesirable change
- ensuring both residential and commercial buildings are well designed and well built.

3.2.3 Explanation of the quality built environment map

The quality built environment map shows that most of the future growth in the city will be directed to centres and corridors, based on a connected transport network. The key features of the map are the centres’ hierarchy, the areas of more intensive development and aspects of the historic landscape that are to be protected.

The city centre is the largest centre in the city, and is a mixed use centre, with a strong business focus. The ratio of residents to workers in the city centre is roughly one to four. The fringe surrounding the city centre comprises a number of well-established centres that include a mix of residential, retail and commercial activity.

Along with the city centre, the three principal centres of Newmarket, Sylvia Park and Onehunga will form the main hubs for future intensification and development and will be connected to the rest of the city and the region by public transport networks. Town and local centres will complement the principal centres, providing primarily for the needs of the local community.

The quality built environment map shows areas of more intensive development in corridors along key roads across the city. The corridors are broken into medium- and high-intensity categories, with a lower level or finer grain of development being more appropriate in the medium-intensity corridors.

Corridors support growth because they maximise access through multiple transport options to employment, centres, community and recreation facilities, important destinations and retail. The identification of corridors has been significantly influenced by both existing and proposed land use outcomes that have been identified in the area plans (see chapter 5 for more detail on area plans) and by existing policy documents such as the liveable arterials plan.

The resulting network of centres, corridors and apartment living areas (shown in yellow on the map) accords closely with the citywide transport network, and this represents the primary structure into which future growth will be directed. The criteria for defining these areas are explained in the additional information in the appendix and in the area plans in chapter 5.
At both a citywide and area level, future development will be responsive to local sense of place and heritage values, and the map shows very broadly some aspects of the city's built environment character and history. Pre-1840 settlement patterns are indicated by pa sites. Post-1840 settlement patterns are shown as waves of development, originating out from the city centre and Onehunga port areas. Historically these waves of development followed the line of tram routes across the city. Key heritage layers are also indicated by the fencible settlements and scheduled buildings.

The quality built environment map should be read in conjunction with other maps, such as the transport, quality natural environment and economic development maps.

### 3.2.4 Key moves for a quality built environment

The following key directions reflect the citywide key moves that relate to a quality built environment:

- **enhance the city centre and waterfront** — the city centre is promoted as the key business centre of the region and as a lively and vibrant place to live in or near. The city centre fringe, a mixed use environment near the city centre, is also promoted.

- **develop lively centres** — this key move is largely delivered by the quality built environment strategy
  - Developing a network of centres across the city is a key priority, with business, retail and community activities encouraged to locate in them. New residential growth is promoted in and around centres to encourage vibrant, mixed use centres that are accessible by public transport.
  - Centres are supported by planned residential and employment growth along some of the key transport routes that connect them.
  - The key values associated with the city's historic landscape are protected, and new high-quality design that responds to the Auckland historic landscape are protected, and new high-quality design that responds to the Auckland city environment is supported.

- **house our growing population well** — sustainable housing choices are supported by providing a range of housing types to cater for changing housing needs, such as changing needs at different life stages, and by encouraging the location of jobs closer to housing. Growth is well managed by planning for new housing supply in defined growth areas, supported by necessary infrastructure.

- **be economically competitive** — business land dedicated for land-extensive, productive activities and employment growth.

- **connect communities** — a range of pedestrian-friendly centres is created, linked by high-frequency rail and bus services, encouraging and enabling people to make more sustainable travel choices.

The integration of transport and land use in this way creates a viable public transport network and reduces reliance on motor vehicles by promoting self-contained centres that people can get around on foot.

- **green the city and protect our heritage** — growth in residential and business activities is undertaken in a way that protects valued natural features, such as the volcanic cones and views to cones, in order to protect the distinctive natural heritage of Auckland city.

### 3.2.5 Key projects and outcomes to 2020

**Growth and development of centres**

Future investment decisions need to reinforce the outcomes shown on the map in order to support the centres’ hierarchy, protect valued built heritage and natural features and promote ongoing improvements to public transport that support designated land uses. The council will start directing growth and investment into centres and other growth areas as shown on the following map.

**City centre streetscape and public space upgrades**

Providing attractive public spaces in the central city is key to the council’s aim of transforming the city centre into an internationally successful business and cultural centre. A 10-year programme to upgrade key streets and public spaces is currently underway, focusing on streets and public spaces with high numbers of pedestrians. Aotea Square, St Patrick’s Square and the historic waterfront streets surrounding Fort Street and Jean Batten Place will be upgraded over the next three years. The upgrades contribute to the rejuvenation of the central city by providing an attractive environment for business to locate in.

**Wynyard Quarter development**

Wynyard Quarter will be an area of significant regeneration over the next decade and beyond. The marine and fishing industries will be retained, alongside new development that supports residential, business and entertainment activities. An open space network with a 5ha headland park and approximately 2km of coastal promenades will be a feature of the area.

**Britomart heritage precinct**

The Britomart heritage precinct is an area of significant regeneration with low-rise buildings, including many iconic heritage buildings which contribute strongly to the streetscape and the precinct’s sense of place including its human scale. The area functions as a transport interchange, and the scheduled buildings form a framework for the precinct’s comprehensive redevelopment that will rejuvenate the above-ground area, provide new built forms and infrastructure and provide opportunities for a wide range of activities.
3.2.6 Beyond 2020

Tamaki transformation programme

This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed, that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects under way in the Tamaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), New Zealand Innovation Centre.

Evolution of growth and development of principal centres

The principal centres are all different and will develop at different stages towards their role of serving their respective sub-regional catchments. The council will continue to evolve and invest in the principal centres over the long term, demonstrating confidence in their future.

See 7.5 Appendix A: managing population growth.
3.3 Economic development

Figure 16: Economic development (see 7.5 Appendix E for map legends (p.185))
The economic development strategy is based on a vision of a productive and globally connected economy, delivering jobs, higher incomes and an improved standard of living for Aucklanders. The council’s role is to act as a catalyst and create the right environment for economic growth. The economic development map focuses on employment areas throughout the isthmus, their location and extent and the connections between them.

### 3.3.1 Objectives for economic development

- strengthen our global and national connections
- develop our workforce of skilled, adaptable and educated people
- create productive, dedicated business areas and a strong city centre hub.

### 3.3.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- The city faces various challenges in its quest to operate globally, including its physical isolation, limited international profile as an investment, migrant and tourist destination, and under-developed communications infrastructure.
- Widening transport choices may help relieve traffic congestion which impedes the movement of goods and people around the city.
- Planning for business growth (infrastructure, amenity, zoning, etc) in our key business locations will encourage concentrations of business activity.
- There is a limited ability to provide well-located and high-quality business land in the face of increased residential and retail growth pressures.
- There is a need to ensure that planning allows for the expansion of larger centres while also ensuring that we enable smaller centres to remain attractive and vibrant retail destinations. There is capacity for retail floor space to be expanded in and around existing centres.
- Attracting and retaining high-quality businesses and skilled employees requires the provision of urban areas that are attractive and well designed.

### 3.3.3 Explanation of the economic development map

The key features of the economic development map are employment areas in the city centre, centres, mixed use (enterprise) corridors, business development areas and business corridors.

Employment areas are key areas across the city where employment uses exist and will be encouraged, including business development areas, business nodes, centres and some corridors. A range of employment uses such as commercial, retail, industrial or office activities are appropriate in these areas:

- Business development areas are areas dedicated to business activities. The council has a particular interest in these areas because of their potential to support future economic growth within the city. They include the following areas:
  - Rosebank, which has a strong manufacturing base with concentrations of wholesale and business services activity. It is expected that Rosebank will become a high value-adding export-orientated manufacturing and product development location
  - Penrose and Te Papapa, which have concentrations of manufacturing, wholesale trade, business services and construction activity. The area has potential to intensify around transport corridors and nodes and is anticipated to become a high value-added manufacturing and advanced business services location
  - Mt Wellington, which is a core area for manufacturing and a location of choice for major New Zealand and international companies
  - Tāmaki, which is an area positioned to undergo economic change as it moves to house businesses focused on innovation. The University of Auckland’s Tāmaki campus already supports a number of highly regarded research institutes. The development of a science and technology park in this area is expected to catalyse further significant change in the make up of businesses in the area
- Centres are key locations for businesses. Employment numbers in centres should correspond with the size and role of the centre. For example, there will be larger numbers of employees in the city centre and then in descending scale in principal centres, town centres and local centres.
• Mixed use (enterprise) corridors will provide alternative locations for some businesses. Corridors support growth because they maximise access by providing multiple transport options between employment areas, centres, community and recreation facilities, important destinations and retail. Corridors have been identified based on existing and proposed land uses as identified in the area plans and on the council’s transport strategy.

• Business corridors are located within business development areas and show locations where more intensive uses could be located or activities such as trade-based retail could occur, eg along Great South Road between Central Park and Otāhuhu. These corridors provide access to freight routes and act as major links to port and airport activities.

• Business nodes are located along business corridors within the business development areas and provide for more intensive development around the railway stations.

• Economic corridors represent regional movements and flows of economic activity. They are located on strategic regional transport routes and connect key business areas that provide opportunities for business growth, intensification and development. High vehicle and freight movements along these corridors make quality road access important.

All of these types of business environments are explained in chapter 4.

Clustering of activities — such as research, manufacturing, information and communication technology (ICT), creative industries, marine service activities, advanced materials, retail, professional and financial services and tourism activities — is also shown on the map. There is a dominance of these activities in the city centre and adjacent suburbs. Clustering of these activities aims to attract business and tourism to the city and promote growth in key economic sectors.

3.3.4 Key moves for economic development

The following directions reflect the citywide key moves that relate to economic development:

• **Enhance the city centre and waterfront** — the city centre is developed as New Zealand’s key commercial, financial, professional and educational hub. Its public spaces are developed to create an attractive business environment for people to live, work and play in. A mixed use city centre fringe is also developed, which includes the principal centre of Newmarket and comprises a mix of residential, retail and commercial activity. Newton is established as a town centre to reflect this development, and the destination roles of Parnell and Ponsonby are recognised.

• **Develop lively centres** — a high-quality public realm is provided which focuses on developing lively and vibrant centres in local communities, encouraging multi-purpose and return visits and providing employment opportunities.

• **Be economically competitive** — this key move is largely delivered by the economic development strategy
  - Employment growth is facilitated (as a priority) in key business development areas in Rosebank, Penrose, Mt Wellington and Tāmaki and along economic and business corridors.
  - An environment is created that enables businesses to be economically competitive on the global stage by clustering industry sectors (eg medical, educational, technology), improving communications and physical connections between the city centre and the global community (broadband, shipping) and improving road and rail connections between the port and major freight generating activities.
  - Stimulating environment is created that supports quality teaching, learning and research, encourages the up-skilling of our current workforce to match employer and industry demand and attracts skilled people to live, work and study here, including expatriates and migrants who bring international connections, valuable experiences and new knowledge.

• **Connect communities** — employment and business areas, economic centres and hubs are connected to each other, to town centres and to the city centre along high-frequency public transport corridors. Business and employment activities are based around railway stations (including ancillary activities that support employees, eg childcare services and food outlets). There is an important relationship between the transport network and adjacent land uses.

3.3.5 Key projects and outcomes to 2020

**Wynyard Quarter**

The Wynyard Quarter project in the city centre focuses on redeveloping the Tank Farm and surrounding area into a mixed use quarter, including a marine events centre. The revitalisation of this area will contribute to the transformation of the waterfront into a world-class destination that supports commercially successful and innovative businesses such as the marine and fishing industries. This is a long-term project that will continue beyond 2020.
Learning Quarter
The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and their immediate environs. The Council has developed a partnership with the universities to guide the social, economic, cultural and physical development of the quarter to consolidate its status as an international centre for education, research and innovation.

Business precinct planning
Business precinct plans are designed to support Auckland city’s competitiveness by directing efforts to promote economic growth in key business development areas, eg Rosebank. The plans are developed in collaboration between the business community and the council and bring together many factors that influence the area’s development, eg transport, land use and infrastructure. Plans outline a vision and framework for managing business growth and development in the area.

Completion of the motorway network
State Highway 20 to State Highway 16. The completion of the motorway network will require land uses adjacent to the motorway to support economic development in this part of the city, for example around the Carr Road business node.

City centre motorway network
Completion of the Victoria Park Tunnel and the Grafton-Port motorway connection will reduce congestion, improve access to the city centre and the port.

Economic development outcomes – centres and business nodes
Priorities include consolidation of the city centre and fringe suburbs, seeking employment growth in centres, particularly the principal centres, and developing a network of business nodes along key transport corridors.

City Centre Waterfront Masterplan (2009)
The masterplan demonstrates how the principles of the Auckland Waterfront Vision 2040 can be delivered. It will guide development to support the waterfront’s important economic and social role. It is also flexible enough to accommodate any future needs, such as hosting the America’s Cup.

City centre rail link
The city centre rail link (also known as the CBD rail loop) has the potential to be a transformational project for the region, providing significant economic, social and environmental benefits. Improving rail access for employees to, from and within the city centre will be the most efficient way for the city to cater for the forecast employment growth. It will improve city centre rail access and efficiency for people across the region. The proposal is for a tunnel with stations at Aotea, Karangahape Road and Newton. It will be a catalyst for significant regeneration with consequential economic benefits. The tunnel is expected to take seven to ten years to design and build.

3.3.6 Beyond 2020
Tamaki Innovation Precinct and New Zealand Innovation Centre
The Tamaki Innovation Precinct has been identified as a business area that provides a significant opportunity to catalyse change in the wider Tamaki area. It is envisaged that future development in the area will focus on transforming businesses towards high value-added and higher density activities that support research, innovation and product development.

Rosebank 2050 business precinct plan
Rosebank 2050 is a business precinct plan that provides a framework for developing the Rosebank business area until 2050. Rosebank 2050 follows a planning approach that considers how elements such as land use and transport planning affect business and employment growth in the area.

City centre to airport rail link
Auckland Airport is the main airport for arrivals and departures into and out of New Zealand. Providing a rail link between the city and the airport will improve connections with the city, making it easier for businesses, residents and visitors to get around.

Additional Waitemata Harbour Crossing
An additional harbour crossing in the form of a tunnel for rail and vehicles is being investigated to improve access between the North Shore, city centre and region. A rail station in Wynyard Quarter is proposed.

Corridors
Reinforce and further develop existing corridors and identify corridors that do not currently exist and may come into being beyond 2020, eg State Highway 20. This process will occur throughout the timeframe of this plan.

Penrose and Te Papapa – transition from heavy industry to production and distribution.

The Penrose and Te Papapa business areas will be retained for employment and business activities, with retail activities limited to ancillary retail and services required to serve the daily needs of employees.

See also appendix B: Managing employment and retail growth.
3.4 Lifestyle choices

Figure 17: Lifestyle choices (see 7.5 Appendix E for map legends (p.186))
The lifestyle choices strategy is central to building a vibrant and sophisticated city that attracts people to live, work and invest. The strategy is based on a vision of a city that provides excellent sports, cultural and arts events and celebrates its diversity and heritage. The council’s role is to foster and act as a catalyst to encourage these events and facilities. The lifestyle choices map focuses on strong clusters and corridors of leisure activity around Auckland city, and on providing more and better links between the waterfront, coast and parks and to the city centre. This will enable more people to enjoy and benefit from all our unique environment can offer.

3.4.1 Objectives for lifestyle choices

- celebrate and value who we are
- provide a wide range of recreation and leisure opportunities
- make the city centre the focus of street life, arts, culture and entertainment
- enhance Auckland city as a unique arts, cultural, sports and events destination in Australasia.

3.4.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- Significant population changes have created a larger, younger, more culturally diverse population, with changes to household composition and size. This diversity results in different needs and expectations that need to be recognised and provided for.
- As areas become more densely populated, more people will have limited access to private recreation space and will make greater use of public recreational facilities and parks. We need to ensure that the city’s existing facilities remain adequate and appropriate for an ever-changing population.
- More people are choosing to live in the city centre than ever, putting pressure on the already limited open spaces available for Aucklanders to enjoy.
- The council needs to balance the recreational facilities and opportunities that the community says it would like against what it can afford to provide.
- There is an opportunity to provide a more integrated public transport system to get people from where they live and work to major events and places and to leisure destinations.
- An attractive lifestyle is needed to attract skilled people who can contribute effectively to the city’s economic development.
- The city’s sports capacity is currently limited by a shortage of sports fields. It can be difficult to provide additional facilities such as new fields within the isthmus where vacant land is a limited resource.
- Providing access to high-quality public open space in urban centres to accommodate increasing residential and working populations will be critical to ensuring that Auckland city’s high quality of life is maintained in the future.
- A broad range of open space opportunities are available, including the use of streets as open space; however, these are not evenly distributed. The south-western and south-eastern parts of the city, in particular, need improved access to good quality parks.

3.4.3 Explanation of the lifestyle choices map

The lifestyle choices map shows the network of cultural and recreational opportunities across the city, including public open spaces, recreation, arts and cultural precincts, café and dining hubs, major sporting and event venues and major tourist destinations. The map shows that the city centre, Waitēmata Harbour waterfront and major parks host the majority of the city’s leisure activities. More leisure activities will need to be strategically located across the city to reduce pressure on key sites and provide accessible destinations for all residents.

Auckland city’s unique environment supports a large number of leisure activities, and the map notes iconic heritage landscapes and buildings in addition to major tourist sites. The map shows two recreation corridors, along Tamaki Drive, and from Meola Reef through Waionear-Wes ter Springs to Chamberlain Park. The identification of recreation corridors in these areas signals that there are clusters of recreational opportunities that are of regional significance.

The map also illustrates the public transport, cycle routes and pedestrian walkways that allow people to travel around the city to enjoy the leisure activities on offer. One of the key aspirations is a network of walkways across the city and along the coastline (as far as practicable). This aspiration responds to Auckland city’s unique position between two harbours and seeks to promote people’s interaction with and enjoyment of our coastal setting.

3.4.4 Key moves for lifestyle choices

The following priorities reflect the citywide key moves that relate to achieving lifestyle choices:

- enhance the city centre and waterfront – the city centre is the centre of street life, arts, culture and entertainment, acting as a key attraction for locals and visitors. Its cultural diversity and heritage continue to be celebrated through inspiring events. Improvements to links between the waterfront and the city centre, to public spaces such as Aotea Square, and to recreation and leisure options enable more people to enjoy and benefit from the city centre.
• **develop lively centres** – a high-quality public realm and world-class public buildings, venues, public art, exhibitions and events in centres ensure the needs of the population are met. A full range of cultural, sporting and recreational opportunities are offered across the isthmus.

• **be economically competitive** – promoting and enhancing Auckland city’s key tourism and visitor destinations, precincts and waterfront, means that increased numbers of international and national visitors are attracted to the city.

• **connect communities and green the city** – providing public transport connections between centres, key parks, tourism precincts and the waterfront makes it easier for people to access public events and facilities. An indigenous heritage walk is developed across the isthmus to celebrate Māori culture and tell the story of Tāmaki Makaurau. Improved links between the waterfront, coast and parks and to the city centre enable more people to enjoy and benefit from all that the city’s unique environment can offer.

### 3.4.5 Key projects and outcomes to 2020

**Te Wao Nui ecological experience**

Te Wao Nui – the living realm – is a purpose-built environment which will cover almost a third of the Auckland Zoo and house over 75 species of native animals and more than 100 different plant species. The zoo is working in partnership with Ngāti Whātua o Orākei to develop Te Wao Nui. Māori interpretation and artworks will provide a genealogical and cultural view, identifying the connection between land, animals and people.

**AkActive programme**

The council is working in partnership with recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland, the council’s recreation plan. While this programme does not have a direct spatial outcome it does make use of the venues provided across the city.

**Marine Events Centre**

As part of the redevelopment of the city centre waterfront, the Marine Events Centre will be a unique mix of public spaces, built facilities, berths and water space, providing a versatile range of options for hosting events.

**Rugby World Cup 2011**

New Zealand’s hosting of the Rugby World Cup 2011 is an opportunity for visitors to see the best that Auckland city has to offer and to recognise the potential of the region as an international events destination. The council is working with key organisations throughout the Auckland region to help prepare for the world cup. Significant investment is being made in transport and infrastructure upgrades around Eden Park and for citywide projects to ensure that the city stages a successful, safe and spectacular global event.

**Citywide pool development**

This is a project to develop the city’s aquatic facilities.

**Q Theatre development**

A new theatre in development for professional performing arts in the heart of Auckland will provide a flexible, medium-sized theatre for Aucklanders and visitors to the city. The new theatre will complement existing venues in the city and is due for completion in late 2011.

**Auckland Art Gallery**

The gallery redevelopment significantly expands the role it can play in building and defining Auckland’s cultural and community identity. The gallery will be able to display a greater diversity of work in more innovative ways. The heritage building the gallery is located within will be restored and earthquake-proofed, and connections to Albert Park will be improved.

**Waterfront Master Plan**

Auckland’s city centre waterfront is one of its greatest assets stretching from Auckland Harbour Bridge in the west to Teal Park in the east and playing a major role in the region’s economy. An integrated approach to future development of the area is essential if the potential of the waterfront is to be realised. This includes water spaces and wharves as well as land areas. It is an area with potential to provide significant open space and event venues in the form of parks, plazas, wharves and almost 10km of continuous water’s edge promenades.

**Aotea Quarter Plan**

The aim of the Aotea Quarter plan is to build on current cultural and civic activity in the area. The council wants to create an even better place that everyone can enjoy, celebrate and participate in a wider range of shows, exhibitions and events. Aotea Quarter is the city’s civic core and cultural heart. The Aotea Square redevelopment and Q Theatre development will provide new venues for city events and cultural activity.
The Learning Quarter
The University of Auckland and AUT University are located in the city centre. The Learning Quarter covers the city campuses and environs which include residential and business activities. The learning quarter plan is more than just the development of the physical area, it is about common goals and interests and harnessing the economic and social opportunities that result from having a concentration of education, research and business in the city centre.

City centre public art programme
Public art is an important expression of a city’s people and their culture. Public art contributes to high-quality urban design and can be integrated with architecture, public spaces, parks and street environments. Throughout the city centre there is an extensive collection of public art works including sculptures, statues, monuments, fountains, water features, mosaics and murals. Auckland city is committed to supporting the development of public art as part of the vision to be an international city. We want a city that residents are proud of and that they will enjoy living in and a city that visitors will be attracted to.

City centre streetscape upgrades
The city centre streets and open spaces programme is an ambitious $157.8 million, 10-year programme to transform the city centre’s streets and open spaces to those of an international city. This represents a significant level of investment in the city centre’s public open spaces. The council views the streets projects as transformational for the city centre and critical to the city’s future urban identity, quality, character and economic health.

106 Cook Street
The aim of the 106 Cook Street master plan is to create quality public open space as part of a comprehensive redevelopment of the site that complements the aspiration for the Victoria Quarter as an intensive, mixed use and creative business precinct.

Otahuhu library redevelopment
The council has dedicated funding for the redevelopment of Otahuhu library between 2012 and 2015.

Monte Cecilia Park upgrade
The park features outstanding established grounds with notable trees, architecture, cultural history and includes the TSB Bank Wallace Arts Centre. It will be a park of regional significance, similar in stature to Albert Park, Cornwall Park and the Auckland Domain, and a citywide destination for art and culture.

3.4.6 Beyond 2020
Otāhuhu recreation precinct
The Otāhuhu recreation precinct will create a hub of community activity and a focal point in Otāhuhu. The precinct is located on Fairburn Reserve, Mason Avenue, Otāhuhu and will eventually include a swimming pool and library, in addition to the existing recreation and youth centre.

Additional long-term initiatives relating to the lifestyle choices strategy are yet to be defined. A key aspect will be ensuring that areas of more intensive development within the city are supported by accessible leisure activity opportunities for local communities.
3.5 Quality natural environment

Figure 18: Quality natural environment (see 7.5 Appendix E for map legends (p.187))
The quality natural environment strategy is based on a vision of protecting, enhancing and sustaining the quality of Auckland city’s unique natural landscape and ecology. The city’s harbours, coasts, beaches, volcanic landscape, islands, forests, streams and wetlands are key elements of Auckland city’s identity and historic landscape. Easy access to and enjoyment of these special environments are important, and the council wants to provide a diverse range of usable and attractive open spaces across the city to meet the needs of all residents, workers and visitors. In addition, the council’s biodiversity management plan focuses on sustainable management of the city’s indigenous biodiversity to improve the natural environment and is likely to have a number of positive outcomes for the city’s ecology and urban forest.

The quality natural environment map focuses on the connections to and between the city’s outstanding natural features. The purpose of these connections is to enhance and protect indigenous biodiversity, increase the area of natural habitat on the isthmus and connect people to the surrounding landscape.

3.5.1 Objectives for a quality natural environment

- protect and celebrate our unique landscapes and natural features
- protect, enhance and sustain our natural environment and ecosystem processes for the future
- link people to the waterfront, coast and parks
- enhance the quality of our land and water.

3.5.2 Challenges and opportunities

One of the reasons people are attracted to live and do business in Auckland city is the unique natural environment. Maintaining the quality of this environment for future generations to enjoy brings several key challenges and opportunities:

- Significant population growth and a finite land area will place additional pressure on the natural environment. There is a need to achieve a balance between protecting significant natural areas and enabling urban development.
- It will be critical to provide access to high-quality public open space in urban centres to accommodate increasing residential and working populations, to ensure that Auckland city’s high quality of life is maintained in the future. Elements such as street trees add important amenity value.
- Many opportunities are available for restoring and protecting indigenous habitat, riparian planting, trees that mark our original and existing coastline and more general tree planting on public open space areas and in our streets. However, these opportunities are not evenly distributed. The south-west and south-east parts of city in particular lack access to good quality parks.
- There is a need to improve biodiversity outcomes by linking ecologically valued open spaces with sympathetic management along transport corridors.
- The impact of weeds and pests on the remaining areas of indigenous habitat needs to be better understood to support positive biodiversity outcomes over time.
- Better state-of-the-environment monitoring will ensure that the council’s rules and policies provide better outcomes for the environment.
- Without sufficient accessible and high-quality open space to provide for the community’s current and future recreational and environmental needs, it is unlikely that the city’s strategic goals of a distinctive, sustainable, beautiful and human city will be achieved.
- Major brownfield sites (eg racecourses, quarries and former industrial land) may offer opportunities for ecological regeneration, improving the quality of the city’s open spaces and acknowledging our heritage.
- The popularity of the city’s many parks, volcanic cones and beaches creates its own pressures. It is important that these areas are well managed to ensure their value is not diminished.
- The city’s natural environment, particularly its sea and coastal environment, may need to be buffered or protected from the adverse impacts of future climate change. Examples include increased risk to property and infrastructure in areas of coastal development from rising sea levels, storm surges and an increase in the magnitude and frequency of severe weather events.
- The water quality of the city’s aquatic receiving environments (eg the harbours and streams) is threatened by pollution from stormwater runoff and wastewater and stormwater overflows.
- Aucklanders value access to the coast and because of this, the council will take opportunities to improve pedestrian access to and along the coastline.
3.5.3 Explanation of the quality natural environment map

The quality natural environment map gives a picture of Auckland city’s unique volcanic landscape. It shows that the city is almost surrounded by water and that open spaces of different sizes are scattered across the isthmus. The orthography (shadows) give a three-dimensional picture of the cones, basins, ridges and gullies and tell us that the centre of the isthmus is a plateau, in strong contrast to the more defined hills and slopes of the harbour edges. The city’s topography, along with shipping access to the safe, deep anchorage offered by the Port of Auckland, has been the main driver of the city’s development over the past 150 years.

Increasing and strengthening connections within the city’s network of parks, waterways, volcanic features and areas of ecological significance is one of the most important practical steps that can be taken to enhance indigenous biodiversity on the isthmus. As a result, connections are a key feature of the quality natural environment map. The map shows where it is possible to develop ecological corridors along major roads and rail lines and around the waterfront to create a green network across the city. The map also identifies historical waterways that could be considered for future restoration, the different kinds of public open space in the city (which support different uses and have different heritage landscapes to be protected) and the potential for a continuous coastal walkway.

Enhancing corridors between existing areas of natural habitat is also of central importance as a mechanism for restoring and improving the city’s indigenous biodiversity and includes establishing corridors on private and public land. Restoring connections on public land is probably more practical in the short term, and identification of key sites for this to occur should be a priority.

The map shows the following key concepts:

**Green link (ecological corridor)**

Ecological corridors are strips of vegetation that link remnant areas of indigenous habitat in a ‘patchy’ landscape. They may provide avenues for indigenous animals (including birds, reptiles and invertebrates) to move between patches. Ideally, ecological corridors should comprise high-quality, intact ecosystems (those with a continuous canopy of native species, few weeds and diverse and well-developed understorey, shrub and ground tiers) and be wide enough for fauna in the middle of the corridor to be sheltered from disturbance due to activity in the surrounding landscape. An example of an ecological corridor is the Hillsborough–Blockhouse Bay coastline.

Waterways and coastlines make ideal ecological corridors, as these features often retain fragments of their former vegetated cover, form natural pathways across the landscape and provide additional benefits over and above their function as a linkage, eg catchment protection and purification of water.

**Urban forest corridor**

Urban forest corridors, like green link (ecological) corridors, provide links between remnant patches of indigenous habitat in a modified landscape and may help aid the movement of indigenous fauna between these areas. However, urban forest corridors are often more modified than true green link (ecological) corridors. Typically, they consist of a fairly continuous canopy cover of vegetation and tree species, with modified understorey, shrub and ground tiers that may support other activities, eg informal recreation, residential or active recreation. In some cases, other activity occurring within the urban forest corridor may limit the coverage or structural diversity of vegetation within the corridor, eg along rail corridors. Urban forest corridors may also be constrained in width due to roads or railway lines. Urban forest corridors extend the coverage of ecological corridors by bridging gaps where existing land uses mean that establishing a wide, undisturbed corridor of native vegetation is not possible. They may also increase the width of ecological corridors. An example of an urban forest corridor is the vegetation in Grafton Gully.

**Green link (connection)**

The green link connections outlined in this plan represent links that are aspired to, ie they do not currently exist. These connections have been drawn in locations where it would be appropriate to have links between existing areas of indigenous habitat and open space, but where practical considerations (such as a lack of suitable corridors, parkland and existing vegetated corridors) mean that creation of an ecological corridor or urban forest corridor is not possible in the short to medium term. Planting and retention of indigenous trees in these locations (on both public and private land) should be encouraged in order to create a semicontinuous green link between existing natural areas. Street trees have the potential to play a great role in this regard in establishing urban forest connections.
Strengthen urban forest nodes

Strengthening the urban forest nodes as identified on the map would create a network of patches of indigenous forest across the urban landscape, at a minimum spacing of approximately 1km to 2km. If indigenous fauna can move easily between many different patches of forest, they will have access to a much larger total area of habitat, allow mobile fauna to follow seasonal food resources and provide for gene flow (for plants and birds in particular) between patches. Establishing new areas of indigenous forest also increases the general amenity of the historic landscape and allows people to interact with and enjoy indigenous biodiversity on a day-to-day basis. The objective for the urban forest nodes marked on the map is to restore as large as practical areas of structurally diverse, weed-free indigenous forest in these locations. It is envisaged that these areas would be of compact shape and a minimum of one hectare in area. The sites shown on the map are indicative and will be refined as further work is done on mapping to support the council’s biodiversity management plan.

3.5.4 Key moves for a quality natural environment

The following priorities reflect the citywide key moves that relate to achieving a quality natural environment:

- **enhance the city centre and waterfront** – waterfront land is acquired and developed to provide additional open space and secure, continuous pedestrian access to and along the coastline, while improving harbour water quality. The original coastline will be marked out as part of this development. Key streets and public spaces in the city centre are upgraded, creating green link connections with street trees, to provide an attractive urban environment for people to live, work and play in.

- **develop lively centres** – public open space is an integral part of a town centre and strengthening the provision of open space within centres will be an important move to ensure that the needs of a growing population are met. Public open spaces will be provided in growth areas, and 95 percent of residents on the isthmus will be within a 600-metre walk of a local park.

- **connect communities** – the establishment of a network of urban forest corridors and green links across the isthmus (along motorways, railway lines, waterways) provides the opportunity to use them for complementary activities such as cycle routes.

- **green the city and protect our heritage** – this key move is largely delivered by the quality natural environment strategy.

- The protection and enhancement of Auckland city’s unique volcanic landscape in a culturally sensitive manner is a key priority. World Heritage status is currently being sought for the volcanic field.

- Connections are strengthened between the city’s open spaces and ecological resources to provide an integrated network across the isthmus.

- Urban forest corridors and nodes are created, together with the protection of existing significant natural areas to improve the ecological viability of existing vegetation. Potential corridors include major transport corridors (including arterial roads, motorways and railways), coastal esplanade reserves, streams, open space networks and street tree grids. Streams and wetlands are restored as important ecological and recreational corridors.

- Waterfront facilities and associated open spaces are upgraded to support increased recreational use of the harbours and estuaries.

- The quality of stormwater networks is improved to achieve clean and healthy waterways and coast.

- The city’s distinctive landscapes and habitats (volcanic, coastal and ecological) are protected and enhanced.

3.5.5 Key projects and outcomes to 2020

**Volcanic features enhanced**

Identifying, protecting and enhancing the city’s volcanic features, including its cones, basins, caves and lava flows, is a long-term priority for the council. The volcanic origin of Auckland city’s landscape has left a unique legacy for the council to manage and sustain for the future use and enjoyment of everyone. The volcanic features are recognised by the people of Auckland city and New Zealand and by visitors as a unique natural and cultural inheritance. Over the next 10 years the aim is to improve the management of and facilities on Auckland city’s volcanic features. Two key initiatives are improved visitor experiences on Maungawhau-Mt Eden (which is visited by over 1 million people each year) and research and trials of alternative ground covers for the cones to support a reduction in grazing.
Waterfront open space developments

Improving the quality of Auckland city’s coastal public areas and public access to the coast is another long-term objective. Over the next 10 years several major projects will be developed:

- Wynyard Point – the redevelopment of the former Tank Farm at Wynyard Point in Auckland’s city centre will provide a mixed use community with high-quality public spaces. In particular, a new open space at the tip of Wynyard Point will be developed as a significant park for the region.
- A series of waterfront promenades, plazas and large open spaces on wharves are planned around the entire city centre waterfront.
- Westhaven Marina will be developed as a harbour park with a series of distinctive parks and fishing wharves linked by continuous water’s edge promenades.
- Teal Park, at the eastern end of the waterfront, will have the beach restored, playground and park space.
- Beach upgrades – in addition to the city centre waterfront, the citywide beach upgrade programme will continue to re-sand beaches and upgrade the adjacent public spaces.
- Onehunga foreshore – the New Zealand Transport Agency motorway expansion project for the State Highway 20 Manukau Harbour crossing is currently progressing and has provided the council with the opportunity to develop the Onehunga foreshore into a high-quality open space and coastal environment. This will result in improved connections to and along the foreshore, which will in turn generate greater community use.
- Bastion Point/Whenua Rangatira – a project to make improvements to Whenua Rangatira land on Bastion Point, eg native vegetation planting.

Key open space developments

The former Mt Wellington quarry is being redeveloped over the next five to ten years for housing, a school and a small commercial area. Known as Stonefields, the development includes several new public open spaces and a connection to the adjacent volcanic cone of Maungarei-Mt Wellington.

Streetscape upgrades

The council is investing a significant amount of money on transforming the streets and open spaces throughout the city centre to those of an international city. Along with improving the urban identity, quality, character and economic health of our streets, the upgrades will include street trees and planting that will act as green links throughout our city centre.

3.5.6 Beyond 2020

Many of the objectives for the quality natural environment strategy are long-term achievements. Initiatives to address the sustainable management of indigenous biodiversity, priority work on the volcanic features, coastline and coastal access and the most critical green corridors will be defined over the next 10 years. Establishing new areas of natural habitat, enhancing and strengthening connections and continuing to enhance public access along the coastline will be ongoing beyond 2020.
3.6 Strong and healthy communities

Figure 19: Strong and healthy communities (see 7.5 Appendix E for map legends (p.188))
The strong and healthy communities strategy is based on a vision of Aucklanders feeling a sense of belonging in their neighbourhoods and pride in their city. Cities with strong communities cope well with the changes that cities experience and have safer neighbourhoods. The council’s role is to provide a network of community and social infrastructure throughout the city, which efficiently and effectively meets the needs of Aucklanders now and into the future. The strong and healthy communities strategy map shows the location of existing facilities in relation to key centres, illustrating the need to consider carefully the location of future facilities if we want to support the planned pattern of growth. Many of the strong and healthy communities strategy outcomes are programme based and do not always have a spatial outcome.

3.6.1 Objectives for strong and healthy communities

- foster connected communities
- foster a sense of pride and belonging
- make places for people
- support safe communities
- support healthy communities.

3.6.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- providing the right range of recreation and entertainment facilities for the future population in order to keep people active
- recognising and providing for different needs and expectations resulting from a larger, younger, more culturally diverse population, with changes to household composition and size created by significant population
- recognising that providing a range of community facilities can contribute to community cohesion, which could support the long-term retention of such facilities
- enabling people to have more active and healthy lives by designing neighbourhoods that can be walked around, including the use of street trees to add important amenity value
- providing safe places in public and private developments
- recognising that there is uneven provision of educational and medical facilities in certain parts of the city, partly because of the large number of participants and providers. Demand for pre-schools, schools and healthcare facilities currently outstrips supply
- providing adequate school capacity. The council will continue to work with the Ministry of Education to ensure that there is adequate school capacity as the city grows
- recognising that ageing sports venues (swimming pools and recreation centres) will be increasingly expensive to maintain in the future
- developing the city’s open spaces to cater for the needs and values of an increasingly diverse community and encourage broader community participation
- understanding barriers to the use of the city’s open spaces (including concerns about safety and connectivity).

3.6.3 Explanation of the strong and healthy communities map

The strong and healthy communities map illustrates the network of community resources across Auckland city that serve the city’s centres and neighbourhoods. The map shows what is currently provided in the way of education, health care and places that support communities coming together – libraries, post offices, community centres, marae and key places of worship. It also shows the public open space network which is a resource both for recreation and as a venue for major festivals and events that celebrate the city’s identity and cultural diversity.

The map illustrates these resources within the context of centres, neighbourhoods and the public transport network.

Decisions about the location of significant new social infrastructure should reflect the long-term location and patterns of growth across the city and help to revitalise key centres. The council will expect other agencies, including central government, to take this plan into account when making their own planning and investment decisions.

3.6.4 Key moves for strong and healthy communities

The following priorities reflect the citywide key moves that relate to achieving strong and healthy communities:

- **enhance the city centre and develop lively centres** – cities with strong communities cope well with change and have safe neighbourhoods. People who feel welcomed and included in their communities will participate in civic life. The provision of a high-quality public realm, focused on developing lively hubs (centres, key parks and leisure destinations, educational and healthcare institutions) within walking distance of residents and with convenient and reliable access to public transport, promotes strong communities. Services and facilities that promote healthy lifestyles,
community pride and identity and community interaction are essential for developing lively centres

- **house our growing population well** – there is a need to ensure that a range of housing styles can be built in the city to suit the range of needs of our diverse population
- **be economically competitive** – a thriving sports and recreation sector will generate economic activity for Auckland city
- **connect communities** – access by public transport to the facilities illustrated on the strong and healthy communities map is essential for all residents
- **green the city and protect our heritage** – there is a need to upgrade and acquire additional open space areas in the city and provide opportunities for all members of the community to experience the city’s natural environment and cultural heritage. Communities should be involved in the design and management of the open space network to enhance a sense of pride and belonging.

### 3.6.5 Key projects and outcomes to 2020

#### Learning Quarter

The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and their immediate environs. This will become a place where students can study, work, live and access diverse recreational opportunities. Enhancing the residential areas and supporting business will enhance Auckland’s reputation as a desirable location for people wanting to live, learn and work in the quarter.

#### Victoria Quarter

The north-west facing aspect of the Victoria Quarter makes this an attractive area for residential development. It is expected that approximately 12,000 people will choose this area to live in, with good access to parks, schools, employment and the waterfront.

#### Wynyard Quarter

The redevelopment of this area will ensure high-quality residential development for approximately 7000 people with good access to employment and recreational activities. A pedestrian and cycle focused street network connects a series of open spaces that will make the area attractive to a wide range of residents.

#### AkActive programme

The council is working in partnership with recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland, council’s recreation plan. Whilst this programme does not have a direct spatial outcome it does make use of the venues provided across the city.

#### Zero-tolerance graffiti programme

Graffiti vandalism is a community issue that can lower property values and encourage more vandalism and other types of crime. The council’s graffiti initiatives include a free graffiti removal service, the volunteer graffiti programme and a graffiti awareness education programme to improve the look and feel of neighbourhoods and communities.

#### Wesley Youth Space

The Wesley Youth Space will improve the quality of life of young people in the Wesley area. The provision of a safe youth space is particularly important in an ethnically diverse area such as Wesley, which is a low socio-economic area with high needs. Community members, including young people, have indicated the need for a dedicated youth facility in the area.

#### Otāhuhu library redevelopment

The council has dedicated funding for the redevelopment of Otahuhu library between 2012 and 2015.

### 3.6.6 Beyond 2020

#### Otāhuhu recreation precinct

The vision for the Otāhuhu recreation precinct is to create a hub of community activity and a focal point in Otāhuhu. The precinct is located on Fairburn Reserve, Mason Avenue, Otāhuhu and will eventually include a recreation and youth centre, swimming pool, library and an open space.

#### Tāmaki transformation programme

This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects underway in the Tāmaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), New Zealand Innovation Centre.
3.7 Transport choices

Figure 20: Transport choices (see 7.5 Appendix E for map legends (p.189))
The transport choices strategy is based on a vision of Auckland city that is attractive to residents, businesses and visitors to live, work, study and get around in. Internationally, transportation is seen as a major driver of city competitiveness. Improved transport services between key business areas within the city and to the port and airport will help keep Auckland city economically competitive. Internationally, transportation is seen as a major driver of city competitiveness. Better public transport and roads that are more cyclist and pedestrian friendly will connect centres. The council’s role is to work with other transport agencies to improve the transport network. The transport choices map focuses on transport connections between the various parts of the city.

Transport is more than the different modes of transport and supporting infrastructure. Transport corridors occupy and provide significant amounts of public space and provide access to opportunities for social and business exchange. Planning for them must be done on a holistic basis to reflect different user demands.

3.7.1 Objectives for transport choices
- an efficient transport network providing sustainable travel choices
- a safe and secure transport system
- transport provision that enhances quality of life and reduces adverse impacts on the built and natural environment
- transport as a catalyst for economic growth and productivity
- an integrated approach to transport planning, delivery and operation.

3.7.2 Challenges and opportunities
In order to achieve these objectives the following specific challenges and opportunities have been considered:
- There is a need for multiple agencies to work cooperatively to deliver traffic and transport infrastructure.
- Auckland city’s topography and settlement patterns, in particular the dispersed areas where residents live, result in dispersed travel patterns that do not easily support an efficient public transport network.
- Substantial investment in public transport is essential for the wider region’s economic growth, as the roading network will not sustain current growth levels.
- Increasing the living and working populations in the city’s centres will put more people close to public transport and make it easier for people to walk or cycle to work, shops, schools, hospitals and parks.
- There is a need to secure new transport corridors and hubs (such as rail, bus stations, cycle facilities and taxi ranks) in the right places.
- Improving the capacity of arterial roads by looking at all transport modes and user demands will assist in maintaining the amenity of local neighbourhoods and town centres.
- The competing needs and demands of networks need to be balanced (eg the loss of precious open space in the city to develop transport infrastructure).
- There is a need to achieve a better balance in the use of different transport modes, including a reduction in the existing dominance of car-based transport.

3.7.3 Explanation of the transport choices map
The transport choices map gives a picture of Auckland city’s transport network. It shows a network that links different modes of transport, including railway lines, motorways, arterial roads, ferry routes and regional cycle and pedestrian routes. The transport choices map illustrates how centres will be better connected with each other and how Aucklanders can more easily get between their homes, workplaces and other destinations. The map shows where interchanges could be developed to enable people to switch their mode of travel. This will provide people with greater choice in moving around the city and will influence and support the desired patterns of growth. The map shows a network providing better links to the city centre as well as improved east-west connection.

Key moves for transport choices
The following priorities reflect the citywide key moves that relate to achieving transport choices:
- **enhance the city centre** – walking is the primary mode for people moving around the city centre. Safety, efficiency, space and an attractive environment are priorities for pedestrians and cyclists. Major investment in public transport will be necessary to ensure the level of forecast employment growth in the city centre can be provided for. This includes an integrated route network for bus, rail, light rail/tram and ferry transport with high-quality interchanges, facilities, infrastructure and integrated ticketing. Cars, motorbikes, service vehicles and trucks are an essential part of the transport network, and streets and developments will be designed to make driving and parking in the city more efficient.
• **develop lively centres** – a more compact and connected city, with vibrant centres and neighbourhoods offering a range of employment, retail and community services to local residents is enabled by having an effective public transport system.

• **be economically competitive** – improving transport connections between key business areas within the isthmus and to the port and airport to support economic development.

• **connect communities** – this key move is largely delivered by the transport choices strategy
  - The council works closely with other agencies on a range of projects to improve connectivity around the city.
  - There is an improved and integrated public transport network where greater use is made of rail, buses and ferries, reducing reliance on private vehicles.
  - There are improved transport services between key business areas within the isthmus and to the port and airport to support economic development.
  - Cycle and pedestrian friendly networks create greater leisure and commuting options.
  - The city’s arterial street network is developed in accordance with the Liveable Arterials Plan. (See appendix C: Managing arterial roads)
  - The council takes advantage of opportunities to provide new transport corridors and upgraded corridors to accommodate the needs of a growing city and to recognise the importance of some routes for a variety of transport modes.

3.7.4 Key projects and outcomes to 2020

**Auckland–Manukau Eastern Transport Initiative (AMETI)**

AMETI is a joint project between Auckland and Manukau city councils and the Auckland Regional Transport Authority. AMETI is a phased programme of works with some to continue beyond 2030. It will deliver passenger transport, walking and cycling infrastructure and street network improvements to access the region’s growing eastern suburbs. Benefits of the project include improved access and travel times to the eastern suburbs, increased bus services, enhancements to existing roads and new links to complete the local road network, improved walking and cycling facilities and a greatly improved pedestrian environment.

**Dominion Road 2016**

This bus priority and street upgrade project will see parts of the road widened to enable bus services to be gradually improved which will result in greater trip reliability and shorter trip times. The project includes streetscape improvements such as planting, seating and paving, which will transform nearby centres into more attractive places for people to congregate, do business and shop. The project also includes the improvement of pedestrian, cycling and driving environments.

**Cycle network extension**

The provision of a regional cycle network, including on-road and off-road routes, is a long-term objective for the city and region. The council has an ongoing programme to improve conditions for cyclists and provide infrastructure to encourage and promote cycling and walking for Aucklanders. More details of community cycling and walking connections are shown on the area plan maps in chapter 4.

**Major infrastructure projects delivered by others**

A number of major transport infrastructure projects planned for the city within the next 10 years are managed by external agencies. These include the Manukau Harbour crossing, expansion of ports activities in Manukau Harbour, the connection of State Highway 20 to State Highway 16 at Waterview, the Onehunga railway connection and electrification of Auckland region’s railway network and rail station upgrades. The council will continue to work closely with these agencies to deliver these projects.

**City centre to airport route improvements**

This project aims to improve the reliability of travel between the city centre and airport by using clearways, ie no parking, limiting access to and from selected side roads and improving signage.

**Travel plans for businesses and educational facilities**

The council works closely with the Auckland Regional Transport Authority to introduce travel plans to businesses, tertiary institutions and schools. The plan’s purpose is to make it easier for people to walk, cycle, car pool or catch public transport to work and to reduce car travel and congestion.

**City centre rail link**

The proposed city centre rail link (CBD rail loop) will enable the potential of Auckland’s rapid rail transit network with a tunnel and new stations that will improve circulation within the city centre and connections to the fringe suburbs and the region. The tunnel is expected to take seven to ten years to design and build.
Additional Waitemata Harbour crossing
An additional harbour crossing is essential to facilitate future growth and development of the Auckland region. A preferred option has been identified by the New Zealand Transport Authority and ONTRACK. They are preparing for the designation of a single preferred route for a rail and vehicle tunnel.

Passenger Transport Integration Study
The Auckland Passenger Transport Integration Study aims to identify options at a city centre network-wide level to: address significant ongoing issues associated with the current operation and impact of passenger transport in the city centre and support its role as a regional hub for passenger transport services (which requires capacity, efficient operation, improved legibility and higher-quality infrastructure for passenger comfort); and provide the capacity and a quality urban environment that supports the significant growth forecast for Auckland to ensure it remains internationally competitive as a place to live, work and visit (supporting council’s vision as set out in the CBD Into the Future strategy).

Major Transport Investigations
There are several major investigations underway to improve the future provision of transport in the city centre and along major transport corridors. They provide a holistic management approach to accommodating future growth and delivering outcomes for city competitiveness, quality of life and the environment.

They include:
- Investigations to significantly improve the provision of rail and bus transport in the city centre.
- Investigations for future improvements to arterials through the preparation of corridor management plans based on Liveable Arterials Plan principles.

3.7.5 Beyond 2020
Many of the objectives for the transport choices map are long term. In addition, initiatives to improve connections within the city and to improve transport choices require collaboration with other transport agencies. Projects that have been discussed to improve the network beyond 2020 include the following:
- making improvements to the rail network by laying triple tracks on the eastern line, connecting Southdown to Avondale alongside State Highway 20, connecting the city centre to the airport via rail, developing a city centre rail link (CBD rail loop) and rail stations, connecting Panmure to Botany by rapid transit and connecting Auckland city to the North Shore by rail
4 Planning for better urban environments for Auckland city

4.1 Making successful urban environments

The key challenges identified in chapter 1 require well-planned and successful urban environments as part of the solution. Auckland city needs a quality urban environment to maintain our quality of life and to attract and retain the skilled workforce we need to support a growing economy.

Up to this point the future planning framework has looked at the city as a whole and discussed the broad scale issues and opportunities relating to the Auckland isthmus. This chapter considers how we can make more successful urban environments at a more local scale. It introduces the range of on-the-ground outcomes (land uses and building types) that are seen as being most appropriate for the Auckland isthmus, including provision for a range of living, mixed use and business environments and the role of centres and corridors.

First, though, this chapter describes a proposed approach for managing change in the historic landscape as this will be a consideration across all outcome types.

It also covers how area and precinct plans address sustainability and urban design considerations which represent important differences between the various outcomes. Chapters 5 and 6 then apply these outcomes to specific locations based on a thorough analysis of each part of the city, its existing condition and its perceived potential.

4.1.1 The historic landscape - understanding the contribution of historic heritage to our sense of place

Auckland city’s historic landscape is strongly expressed through its natural heritage features of land and water in combination with our evolving urban environment. These elements frame our individual and collective perceptions of the city, inform the present-day landscape and provide us with ‘sense of place’ and meaning. Auckland city, as First City of the Pacific, has been a centre for continued habitat and development from initial Māori settlement of the isthmus through to the present. Identifying the different characteristics of local areas and the stories of their change and development can influence the future growth and development of the city while respecting the culture and sense of place of the area. A local sense of place is enhanced by protected heritage elements, areas (including areas of residential heritage) and landscapes, as well as past and present-day community facilities. Auckland city’s history of small local boroughs and their individual development has influenced the neighbourhood character of these settlements and their suburban areas. Transportation, including rail and tram routes, not only determined the pattern of domestic settlement but also Auckland city’s commercial growth. The connection of the Port of Auckland to the south by rail led to the establishment of areas of almost exclusively industrial activity around Penrose, Mt Wellington, Onehunga and Otāhuhu. Smaller inner city areas of historical industrial activity have, over time, been displaced by residential environments.

The Auckland isthmus has become fully urbanised in a series of clear growth eras. The eras are: tangata whenua settlement; early pioneering and Victorian Edwardian development which resulted in walking suburbs; the Inter-war development era; the Post-war, car-based, urban expansion era; and recent growth era. Each of these broad phases has contributed distinctive urban form, characteristics and qualities to the historic landscape and they are manifested in an area’s sense of place.

The eras of Auckland city settlement shown in the following map are:

**Tangata whenua settlement**

Physical remnants of traditional tangata whenua settlements remain, primarily in the form of pa sites. Remnants of settlement can mainly be seen in the terracing of the volcanic cones and modifications to the landscape through vegetation clearance and plantings for seasonal harvesting.

**European pioneering era: 1829 to 1870**

This era is primarily represented in the inner suburbs of Auckland city in the remnant areas of the early fencible settlements (Onehunga and Otāhuhu). Lot sizes vary from 200m² for the earliest cottages to approximately 400m² for typical villas.

**Victorian Edwardian era: 1871 to 1914**

The early ‘walking suburbs’ of Auckland city were predominantly developed before the First World War and include some of the earliest examples of social housing. Lot sizes in these early suburban areas vary from small lots of approximately 200m² for the earliest cottages through to approximately 600m² lots associated with typical transitional villas.
Inter-war era: 1915 to 1945
This era captures development constructed between the First and Second World Wars. Dwellings constructed during this era were generally sited on larger lots ranging in size from 700m² to 1200m² and developed along the tram routes. Dwellings tended to be large single-storey houses set well back from the street, exhibiting styles such as ‘Californian bungalows’, ‘English cottage revival’, ‘Georgian revival’ and more exotic styles such as ‘Spanish mission’ and ‘Art Deco’.

Post-war era: 1946 to 1970s
Development undertaken during this era included much of Auckland city’s state housing stock, and development patterns were greatly influenced by the private motor vehicle. Rapid expansion of the city occurred during this growth era.

Recent growth era: 1970s to 2010
The development patterns of the recent growth era are car dominated with large arterial roads between residential suburbs. Development is representative of an array of styles and fabrics set on medium- to small-sized suburban lots. Housing types comprise both adjoining and stand-alone houses and can also incorporate high-rise development. Fenced properties and planned street plantings are a common characteristic of this era.

4.1.2 Managing change in the historic landscape
Further development in Auckland city must be guided by a methodology developed to identify and enable purposeful management of these historic values.

To become First City of the Pacific, Auckland city must recognise and convey the values of those elements, areas and landscapes that give it a point of difference from other Pacific rim cities and that support Aucklanders’ sense of identity expressed through place. To do this, specific criteria have been developed which take into account characteristics of the landform and vegetation patterns of an area as well as historical and cultural associations, settlement patterns and built form.

Purposeful preservation and management of these values, combined with quality urban design guidelines and consistency, and balance in planning rules will achieve appropriate development. To help identify representative, reasonably intact and authentic areas of particular eras of settlement fieldwork will be undertaken. Each area will then be evaluated against the set of refined era characteristics to determine the cohesion of characteristics in each area and their current state of authenticity and intactness.

This evaluation process will be used to determine whether or not further management is required to successfully retain the associated characteristics and qualities.

The final step is to determine which management method, or combination of methods, will best achieve the outcomes desired for each area.

There are two categories of management methods regulatory and non-regulatory:
- Regulatory methods include legal instruments such as heritage orders and covenants as well as district plan rules. Techniques available through a district plan approach include
  - scheduling
  - zoning/overlays
  - design guidelines
  - incentives
- Non-regulatory methods include
  - public education and advocacy
  - financial incentives/disincentives
  - non-statutory guidelines which can be included in the district plan or outside it as a stand-alone document.
Figure 21: Settlement patterns (See 7.5 Appendix E for map legends (p.183))
Figure 22: Settlement cascade
4.1.3 Implications for planning

As the isthmus continues to consolidate and intensify, the retention of representative examples of all eras of the city’s evolution up to the present are important to enrich both the current sense of place and the temporal qualities of the historic urban landscape. Purposeful preservation and management of these values, combined with quality urban design guidelines and planning rules, will achieve appropriate development whilst ensuring our heritage is living within today’s growth and development aspirations.

4.1.4 Sustainability

On a citywide scale, the major sustainability issues from a future planning perspective relate to key infrastructure such as transport, water supply, stormwater, wastewater and issues such as land-use patterns and green/ecological corridors. The most efficient and sustainable forms of transport (in descending order of potential efficiency) are cycling, walking, trains, buses and private vehicles. As described previously, more compact forms of development can facilitate greater potential for passenger transport and mean more people within a theoretical walking and cycling distance of town centres and amenities.

Buildings greater than one storey also provide for a reduced footprint in terms of impermeable area (when compared to the equivalent floor area in a single storey) and can reduce the need for ‘hard’ stormwater infrastructure. They are inherently more energy efficient in terms of space heating due to having less external facing surface area and are generally built from materials that have greater insulating and thermal storage properties. In terms of water supply and wastewater, it is more efficient to lay larger diameter pipes over smaller distances (as with higher building densities) than to lay smaller pipes over longer distances (as is the case with lower density development).

Intensification around town centres can relieve growth pressures in other areas and allow more opportunity for the establishment of ecological corridors (eg with riparian margins alongside streams and inlets).

While the outcomes outlined in this chapter reflect sustainability principles, such as those in the council’s sustainability plan Keeping Auckland’s Future Bright, sustainability issues will be analysed in greater depth through the district plan development process. This further analysis of sustainability at an area and citywide scale will inform other areas of implementation, such as the planning for future infrastructure and council’s capital works expenditure.

4.1.5 Urban design characteristics

This section sets out the important characteristics of the physical form of development by articulating eight aspects. These define the overall layout of the place (in terms of its routes and building blocks), its scale (in terms of building height and massing), its appearance (as expressed in details and use of materials) and its landscape.

The area-based outcomes summarised in this chapter outline intended land use and built form types at a very generic level. A more detailed application of each type, which reflects consideration of the following urban design characteristics, is demonstrated in the precinct plans in chapter 6. For example, the future form of each town centre will depend on elements such as the urban grain, suitable density, height and massing of development to conform to the particular context of each centre.
### Table 3: Urban design features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Layout: urban structure</strong></td>
<td>The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.</td>
</tr>
<tr>
<td></td>
<td>The layout provides the basic plan on which all other aspects of the form and uses of a development depend.</td>
</tr>
<tr>
<td><strong>Layout: urban grain</strong></td>
<td>The pattern of the arrangement of street blocks, sites and their buildings in a settlement.</td>
</tr>
<tr>
<td></td>
<td>The degree to which an area’s pattern of blocks and site subdivisions is small and frequent (fine grain) or large and infrequent (coarse grain).</td>
</tr>
<tr>
<td><strong>Landscape</strong></td>
<td>The nature and appearance of the environment, including the treatment and protection of natural and cultural elements and the way these components are integrated.</td>
</tr>
<tr>
<td></td>
<td>This includes all public and private spaces and their relation to buildings and streets. Its comprises both ‘hard’, eg paths and structures, and ‘soft’, eg planted areas or natural landscape elements, and how provision is made for the various needs of people in the external environment.</td>
</tr>
<tr>
<td><strong>Density and mix</strong></td>
<td>The amount of development on a given piece of land and the range of uses. Density influences the intensity of development and in combination with the mix of uses can affect a place’s vitality and viability.</td>
</tr>
<tr>
<td></td>
<td>The density of a development can be expressed in a number of ways. This could be in terms of site ratio (particularly for commercial developments), number of dwellings or the number of habitable rooms (for residential developments).</td>
</tr>
<tr>
<td><strong>Scale: height</strong></td>
<td>Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines.</td>
</tr>
<tr>
<td></td>
<td>Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.</td>
</tr>
<tr>
<td><strong>Scale: massing</strong></td>
<td>The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.</td>
</tr>
<tr>
<td></td>
<td>Massing is the three-dimensional expression of the amount of development on a given piece of land.</td>
</tr>
<tr>
<td><strong>Appearance: details</strong></td>
<td>The craftsmanship, building techniques, decoration, styles and lighting of a building or structure.</td>
</tr>
<tr>
<td></td>
<td>This includes all building elements such as openings and bays, entrances and colonnades, balconies and rooftops and the rhythm of the facade.</td>
</tr>
<tr>
<td><strong>Appearance: materials</strong></td>
<td>The texture, colour, pattern and durability of materials and how they are used.</td>
</tr>
<tr>
<td></td>
<td>The richness of a building lies in its use of materials which contribute to the attractiveness of its appearance and the character of an area.</td>
</tr>
</tbody>
</table>
4.2 What land use and built form outcomes do we want?

The future planning framework has identified differing outcomes to describe likely future land uses along with associated building type and form. The positioning of these outcomes has arisen from an analysis of the suitability of a place to such outcomes, together with various locational criteria which assess factors such as the pattern of existing development, proximity to centres and suitable transport modes and land shortage issues.

This section also describes in more detail the different types of centres and corridors that the plan recognises. The outcomes types, described in the remainder of this chapter include:

Living environments
- single dwelling, traditional site outcome
- single dwelling, small site/townhouse outcome
- low-rise apartments/terraces outcome
- medium-rise apartments outcome
- high-rise apartments outcome
- transition business to residential.

Open space and natural environments

Transport environment

Mixed use environments
- mixed use outcome
  - mixed use residential emphasis
  - mixed use commercial emphasis
  - mixed use flexible
- live/work outcome.

Business environments
- production and distribution outcome
- employment outcome
  - showrooms/service trade
- bulky goods retail outcome
- transition residential to business outcome
- business node.

Centres
- international city centre and fringe area
- principal centre
- town centre
- local centre
- neighbourhood shops.

Corridors
- business corridor
- mixed use (enterprise) corridor.

An explanation of these environments and the associated outcomes follows. To guide the application of area planning outcomes, a range of location criteria has been developed to assist in explaining the reasons for each proposed outcome area in the living, business and mixed use environments.

For further information on the location criteria, refer to Appendix D.
4.3 Living environments

4.3.1 What do we mean by living environments?

Our future residential environments will include a range of different building types, from the single house set in its own garden to apartment living. Planning for the future means striking a balance between recognising those aspects of the environment that the community value, including the historic landscape (refer chapter 2) and providing high-quality, high-amenity housing for our growing population. Where change does occur the presumption is that it will be complementary to, or consistent with, the existing heritage values or sense of place.

Residential outcomes for the city – what we envisage for the future – take into account the future ‘shape’ of Auckland city: where our larger and smaller centres will be, as well as the existing sense of place. For example, a single dwelling, traditional site is more likely to be found in an existing low- or medium-density neighbourhood of detached dwellings with front and backyards and well-landscaped grounds where retaining this sense of place is seen as desirable. More concentrated outcomes, including apartments, are most suitable within centres and along corridors. Apartment buildings will also vary in scale depending on the role and function of the centre, eg high-rise is not appropriate for a local centre but can support and enliven the international city centre, city centre fringe or in certain cases a principal centre. It is not envisaged that any part of an area would contain only one building type, but that the particular building type will come to be predominant.

The residential outcomes described here are not intended to portray neighbourhoods that consist solely of a homogenous type. Rather, they describe the general future form and function of these areas and the building types that may, over time, come to predominate in these areas.

The following headings explain the residential living outcomes used in the future planning framework.

4.3.2 Single dwelling, traditional site outcome

This outcome includes a detached, single house on its own site, still reflecting the traditional subdivision pattern of the area with consideration of of the stylistic consistency and architectural values. Lower-density areas have off-street parking via single or double garages while higher-density areas may not have off-street parking.

4.3.3 Single dwelling small site/townhouse outcome

This outcome includes detached single dwellings and townhouses and may include houses internally divided into two or more household units.

The single dwelling small site/townhouse outcome is predominantly one to two storeys, generally with separate access from the street and a small outdoor area. More intensive examples may only have minimal permeable surface and very high building coverage. Typically, off-street parking is provided and housing may form part of a development with similar houses.
4.3.4 Low-rise apartments/terraces outcome

This outcome includes housing types ranging from terraced housing to low-rise apartments.

**Terrace housing**

Includes attached or semi-detached dwellings with separate pedestrian access from the street and separate off-street parking although vehicle access may be shared with other houses. This housing type has separately owned courtyards and is generally no higher than four levels. Buildings are usually of a similar or coherent style.

**Low-rise apartments**

A single building (no higher than four storeys) containing a number of units, which are usually held in unit title or fee simple titles, often with a body corporate to manage the building and facilities. They may have shared pedestrian and vehicular access, though some of the units on the ground floor may have individual street access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym.

4.3.5 Medium-rise apartments outcome

A single building (between five and eight storeys) containing a number of units, which are usually held in unit title or fee simple titles (sometimes leasehold), with a body corporate to manage the building and facilities. They have shared pedestrian and vehicular access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym and rubbish facilities.

As a differentiation from low-rise apartments/terraces, it is proposed that medium-rise apartments would need to fit the scale and characteristics of the surrounding development.

4.3.6 High-rise apartments outcome

A single building (higher than nine storeys) containing a number of units, which are usually held in unit title or fee simple titles (sometimes leasehold), with a body corporate to manage the building and facilities. They may have shared pedestrian and vehicular access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym and rubbish facilities. Like all apartments, minimum size and daylight access provisions would be required. The increase in density of residential living must be reflected in a comparable increase in design quality and amenity in both the public and private realm.

4.3.7 Transition business to residential outcome

These are typically business-zoned areas in which residential activities have already become an equal or dominant use, but which do not meet the prerequisites of a mixed use outcome. It is envisaged that these areas will eventually transition to either single dwelling/small site or low-rise apartments/terraces outcomes in the future. However, the time frame within which the transition is likely to occur will vary depending on the catalysts for change within the particular area.

The objective of this outcome is to foreshadow future land use change which may not fully occur before 2050.
4.4 Open space and natural environments

The future planning framework identifies the natural heritage, community and recreation functions of open space, together with aspirations to improve both the accessibility to and quality of the open space network. In addition, sites of ecological significance have been specifically identified for protection, and interconnectivity between these sites facilitated, through the fostering of a network of urban forest/ecological corridors. These corridors will serve to provide both visual amenity and biodiversity benefits. Mature street trees can also act as ‘green’ links, adding visual amenity and providing ecological networks. Natural environment enhancement is also proposed through the protection and enhancement of waterways which serve to support a terrestrial ecological function while also improving water quality to our harbours, and the visual environment proximate to streams.

4.5 Transport environment

A multi-modal transport network is a key aspect of the future planning framework. This network supports rail, bus, ferry, private vehicle, pedestrian, cycle and freight objectives. The arterial road network provides both efficient vehicle and freight movements and a legible public transport network that links key centres, employment areas and attractions. Cycling and walking provision is also a priority with both a citywide network together with the provision of more local level extensions to this network. Additionally, the interchanges between modes have been specified in the future planning framework.

4.6 Mixed use environments

4.6.1 What do we mean by ‘mixed use’?

This environment generally provides a vertical mix of uses within the same building. These uses might include retail, office and residential. A mixed use environment includes a residential component although there is a presumption against residential at ground level.

At the precinct plan level of the future planning framework mixed use is split into three more specific outcomes with either a residential or commercial emphasis or to support flexibility in the type of mixed use.

4.6.2 Mixed use outcome

Mixed use environments are generally located within a centre, the city centre and fringe and within corridors. They complement the functioning of those centres and corridors by providing a rich and diverse mix of land uses, including retail, commercial, residential and office. Mixed use areas enable more people to live, work and enjoy their leisure time without travelling long distances. They support compact and efficient centres and contribute to more active and inviting streets and public places. They also offer a range of working and housing choices. A key benefit of a mixed use environment is to extend life on the street beyond business hours, contributing to a more active, vibrant and safer public realm.

Where mixed use outcomes are located in corridors, the corridor outcomes in section 4.9 also apply.

Mixed use – residential emphasis

Uses above first-floor level would predominantly be residential with short-stay accommodation and office activities also envisaged.

Figure 28: Mixed use residential emphasis outcome.
Mixed use – commercial emphasis
Uses would predominantly be commercial in nature at ground and upper floors with residential uses possible at first-floor level and above.

Mixed use – flexible
A mix of uses within an individual building is not mandatory, however, the wider mixed use area is envisaged to have a mix of uses. Ground floors facing public streets are envisaged to present an active edge.

4.6.3 Live/work outcome
This outcome differs from a mixed use outcome as residential occupation of these buildings is an option but not a requirement. Additionally, these activities do not require the high-amenity environment provided within a centre and can be located proximate to business areas or corridors. This outcome is intended to provide opportunities for start-up business activities to be established with optional residential use within the same tenancy by the business operator. Activities are typically of appropriate scale and appearance to complement surrounding residential buildings. However, buildings are normally of a functional form and may provide loading and service areas.

4.7 Business environments
4.7.1 What do we mean by business environment?
As Auckland city has developed, large parts of the city have been established as industrial and manufacturing areas and have consequently become important employment areas. Going forward, there is a need to protect this existing business land while allowing for increased employment opportunities and flexibility of business activities and to acknowledge change from traditional industry towards more clean production and distribution sectors. Ongoing provision of infrastructure to support growth of these areas, particularly in the form of transport (road and rail) and communications, will be critical to meeting the employment growth objectives. The following outcomes form components of this environment.

4.7.2 Production and distribution outcome
This outcome provides for a transition from typically larger manufacturing and heavy industrial sites to large-scale production and/or distribution activities which require large sites for their operations. These activities are anticipated to transition towards cleaner production when compared to current industrial uses.

4.7.3 Employment outcome
This outcome provides for a wide range of business activities and can be broken down further into a specific mix of activity types including from small- to large-scale production, light industry, bulk storage and distribution and showroom/service trade activities. The overriding aspiration of areas included in this outcome is to provide for increased employment density thereby making best use of the existing business land in the isthmus.
Showroom/service trade

This outcome includes display of, and sale of goods, predominantly for trade customers. This does not include retailing activities. Examples could include kitchen and bathroom showrooms, plumbing and electrical merchandising. These uses benefit from being located in areas with good street profile, and accessibility, however, are generally located within business areas.

4.7.4 Bulky goods retail outcome (Lunn Ave/Carr Road)

This outcome typically refers to bulky goods retail activities occurring from large floorplate buildings. An example of this outcome includes building product providers or garden centres. The bulky goods retail outcome reflects areas considered suitable for ongoing retention of, and in some cases further clustering of, these activities. This outcome relates to a subset of large format retail as defined in glossary.

4.7.5 Transition residential to business outcome

It is envisaged that these areas will eventually transition to a business outcome in the future. However, the time frame within which the transition is likely to occur will vary depending on the catalysts for change within the particular area. The objective of this outcome is to foreshadow future land use change which may not fully occur within the time frame of the relevant area plan. However, providing direction on this future change now is beneficial as it gives an indication to the community of long-term land use in the area.

4.7.6 Business node

A business node typically includes an office or administrative outcome focused around rapid transit stops or proximate to town centres. These nodes will not provide retail, social and community services to more than an ancillary level.
4.8 Centres

4.8.1 What do we mean by ‘centres’?
A key focus of the land use outcomes proposed in the future planning framework is the network and hierarchy of centres. Centres are places of focused intensity which include a diverse mix of uses and perform a multitude of functions. Centres are places where people live, work, shop, socialise and use community services and facilities. They allow for, and rely on, efficient co-location of services and infrastructure, public transport connections and a functional mix of uses. Centres also typically reflect early development patterns within the city and contain distinctive heritage qualities which contribute to sense of place. Centres are anticipated to provide the majority of consumer retail activities including typical main street offerings, malls and large format retail activities of appropriate design to integrate with other centre activities.

The core of a centre (a mixed use environment) is distinguished from the area peripheral to the centre and includes the typical main street retail strip while the centre periphery includes land generally within a 10 to 12-minute walk of the centre core (for principal and town centres) and 5 to 10-minute walk for local centres. A range of outcomes is used to identify more specific land uses within this peripheral area.

Centres are where the greatest change will happen in the future. Growth is possible in centres because they already have businesses and shops, services and access to transport. They will be transformed even further as more people live in them who can support an increasingly diverse mix of uses. The centres will be larger either in footprint (how much land they take up) or in scale (the size of the buildings) or both. To ensure all centres within the isthmus operate as part of a coordinated network, a classification of centres has been developed to identify each centre’s future role in the overall centre’s network. The application of these classes to specific centres is partly a reflection of this existing state and partly a reflection of aspirations and the centres’ potential role to be achieved within the time frame of future planning framework. The classification is a general guide to the overall role of a centre; however, no two centres are expected to function exactly the same. Indeed, some centres may possess or develop into specialised centres through a concentration of specific land use activities which in turn may affect their role within the region. The types of centres in this classification are identified below. It is envisaged that identified centres will be the subject of further planning, such as centres profiling to define more precisely the outcomes considered necessary for success.

4.8.2 International city centre and fringe area

The city centre will continue to be the international city centre in the Auckland region and expand this function through continuing development of the waterfront enhancing its connections with the region, country and international economies, expansion of currently provided professional services, health, education and speciality retailing. The city’s focus on the city centre will also provide the catalyst for growth and development of the areas fringing the city centre.

4.8.3 Principal centre

These centres will provide a significant ability to accommodate future residential and diverse employment growth. They will be well served by a mix of rapid transit and road infrastructure and provide for a range of retail, social and community services to a sub-regional catchment.

Figure 36: Principal centre
4.8.4 Town centre

Town centres are characterised by a mixture of uses including a wide range of retail, business, residential, community and recreation activities, and support a high level of future residential and business growth. Often the mixture of these uses occurs in a traditional main street format with active ground floor uses and fringe uses that ultimately integrate with the surrounding neighbourhood. Town centres give the local area and community much of its distinctive identity and are a focus for local community events and transport connections.

Figure 37: Town centre

4.8.5 Local centre

Local centres generally provide retail and small business services for the local community and typically support some residential and employment growth, and some social and community services.

Figure 38: Local centre

4.8.6 Neighbourhood shops

Neighbourhood shops fulfil an important role in providing walkable access to the surrounding neighbourhood and serve daily needs of residents. These shops might comprise a group of shops with examples including a local dairy, takeaway, hairdresser etc.

Figure 39: Neighbourhood shops
4.9 **Corridors**

4.9.1 What do we mean by 'corridors'?

A corridor typically displays linear connectivity of business and/or residential development areas, typically of higher densities, supported by accessibility to key transport infrastructure, which in turn provides for accessibility to centres, retail, employment, key destinations, community and recreation facilities and public transport. The types of corridors referred to in the future planning framework fall within one of the two following categories.

4.9.2 Business corridor

These corridors provide additional opportunity for higher intensity business uses and concentrations of some trade-based activity. The growth of activities in these corridors will support public transport. Offices (where they are related to activities in the production and distribution areas), research and development activities, and trade-based retail may be possible in these corridors. Typically, retail and services located along these corridors should be ancillary to business activities.

4.9.3 Mixed use (enterprise) corridor

These corridors typically reinforce a string of centres and provide opportunity for residential and business growth, intensification and development because of the accessibility to public transport, community facilities, employment, retail and centres that proximity to the corridor provides. They comprise both a horizontal and longitudinal mix of uses.

Land use outcomes along these corridors are not continuous and will change along and across the corridor.

Retail uses and office developments should be within centres and should serve local and neighbourhood residential and business catchments. Retail uses and office development could also be located in mixed use outcomes within a corridor as an alternative location to a centre where these uses are unable to locate in the centre and are able to demonstrate that they will not have adverse effects on the functioning, efficient use and development of centres and corridors. This may include large format retail activities of an appropriate design to integrate with other centre and corridor activities.

Two scales of mixed use (enterprise) corridors are identified – medium and high intensity. The medium intensity corridors aim to be sympathetic to the existing form and heritage of the corridor and surrounding areas by anticipating a finer grain of activities with a smaller footprint and scale of development than high intensity corridors. High intensity corridors are anticipated to accommodate activities on a larger scale, are associated with both rail and road transport routes and are considered to have regional importance.

It is envisaged that identified corridors will be the subject of further planning, such as corridors profiling, to define more precisely the outcomes considered necessary for success.
5 Area plans

Introduction

In this chapter we will look in more depth at the 11 area plans that Auckland City Council has developed for the Auckland isthmus, including the city centre.

The area plans form the second tier to council’s future planning framework. They describe in more detail the land uses and types of activities and buildings that the council plans for each area of the city.

The areas are:
- City centre
- Avondale/Blockhouse Bay
- Eastern Bays
- Eden/Albert
- Maungakiekie
- Mt Roskill/Hillsborough
- Newmarket/Parnell
- Otāhuhu
- Remuera/Meadowbank
- Tāmaki
- Western Bays.

The area plans bring together the key elements that make up an area (including its natural and cultural heritage features, built form and transport routes) to form an integrated picture of how the area should look and function in the future. The plans summarise the challenges and opportunities that the areas face and set out the specific outcomes that the council hopes to achieve for each area over the life of its plan (to 2050).

These outcomes feed into and will help achieve the council’s six high-level strategies for Auckland city (as discussed in chapter 3):
- quality built environment
- economic development
- lifestyle choices
- quality natural environment
- strong and healthy communities
- transport choices.

The area plans recognise that each area of the city faces different issues, requiring different planning solutions. They sit below the citywide spatial framework (which applies to the city as a whole) providing more specific detail of how each area should develop and grow. It is important to note that the relationship between the two tiers is symbiotic with the plans and outcomes for each tier informing and reinforcing the other.

Area plans will enable people to identify (on a broad scale) the choices and opportunities that each area of the city has to offer with respect to residential and business activities. They provide a useful tool for people and businesses looking for land with a particular use in mind. However, it is important to note that the plans are not intended to portray neighbourhoods that contain homogenous types of activities and environments. Rather, they describe the general future form and function of areas and the building types that may, over time, come to predominate in them.

Figure 7 shows the boundaries of the 11 areas of the Auckland isthmus. There is a separate plan for each area. However, the boundaries of the areas are soft and the 11 area plans should be treated as pieces of a jigsaw that work together to form a coherent whole.

The third tier in the future planning framework is precinct, centre and corridor planning. Precinct plans refine desired outcomes to property boundary level for discrete parts of the city. Because precinct plans are resolved to a more detailed scale than area plans there may be differences portrayed in precinct plan outcomes when compared to area plan outcomes. In general, this occurs where precinct plan outcomes are less than one hectare in size, meaning the outcomes do not reach a size that is readable at the area plan scale. Precinct plans prepared so far are identified in Chapter 6 of the future planning framework.
Figure 40: Areas of the Auckland isthmus
5.1 City centre area plan

Figure 41: City centre area outcomes 2050 (see 7.5 Appendix E for map legends (p.190))
The city centre is Auckland’s largest business district. It also has a complex mix of retail, education, entertainment and residential activity that occurs throughout the area. The mixed use nature of the city centre is expressed by a single purple colour across the area plan. Large-scale sites that support a specific activity are shown in grey on the area plan and include the universities, Ports of Auckland, Westhaven Marina and marine and fishing industries.

The city centre has a rich, natural Māori and European heritage that has influenced the development of the city. The city centre has a high intensity of development with a greater concentration of tall buildings than elsewhere in the region. The location of height and development intensity in the city centre is influenced by environmental, economic, cultural and heritage factors.

Some parts of the city centre have a predominate activity and distinctive landscape, heritage or built form characteristics. These qualities will be developed and enhanced at the ‘quarter plan’ scale. Quarter plans are equivalent to the ‘precinct plans’ developed for the isthmus.

Factors used to determine quarters are a combination of recognised landscape features (such as a valley or reclamation) and the predominate activities (such as business or education). The district plan (central area section), City Centre Waterfront Masterplan and the CBD Into the Future strategy provide the foundations for identifying the quarters. The diagram below is one proposal for how these quarters could be shaped. Further work is necessary before the quarter’s plan can be finalised.

Quarter plans support economic and social activity, provide for growth and enhance significant landscape and heritage qualities. Building height and development intensity, transport connections, view shafts, community amenities, public realm improvements and economic aspirations will also be included in quarter plans. Quarters could contain discrete ‘quarter areas’ which recognise a significant land use or activity, character, cultural and/or heritage value of a particular area.

Figure 42: Possible city centre quarter’s plan
This summary is a snapshot of how the city centre is likely to develop over the next 30 years, including the key outcomes the council (and others) will be working towards.

The area at present

The city centre is the central business district for the Auckland region and the main business district for New Zealand as a whole. As the nation’s largest employment centre it has around 80,000 people working in 9500 businesses, with a further 60,000 students enrolled in the major tertiary institutions. Since the 1990s, the number of people living in the city centre has grown from around 2000 to 18,000 residents.

The ridges, valleys and original coastline are the key natural landscape features and foundation of the city centre. Auckland’s city centre is distinct from other New Zealand cities because of its strong topographical relationship to the harbour. The intensity of urban development has partially obscured the original landscape but at street level the hills and valleys are strongly expressed in streets such as Liverpool Street, the steepest street in Auckland. The natural ecology of the city centre is less evident and most visible in Grafton Gully where remnants of native bush and Waiparuru Stream still exist. There is a wealth of urban ecology in the form of historical gardens, parks and street planting. Emergence of green roofs and private leafy courtyards is greening the city in new ways.

The Waitemata Harbour and its shores have been a centre for trade and commerce since pre-European times. The waterfront continues to be an important economic driver for the region with the port, fisheries and marine industries, marinas, cruise ship facilities and ferries. More recently, the waterfront has become popular for commercial, residential, recreational and entertainment activities.

The city centre contains a rich mix of natural, cultural and built heritage features layered over time. The Queen Street valley and Karangahape Road were among the first commercial centres to develop in the region. The historic townscapes and urban landscapes evident in these areas are important features in the city centre. While the business core continues to be centred along the Queen Street valley, major corporate development is expanding along the waterfront to take advantage of the views, access to Britomart transport centre and waterfront facilities. Areas to the west (Victoria Quarter) and east (Learning Quarter) are changing rapidly to accommodate a mix of commercial, residential and educational uses.

The city centre is home to major regional cultural facilities including the Aotea Centre and Town Hall, Auckland Art Gallery, Auckland Library, Voyager Maritime Museum, Vector Arena and universities.

Challenges and opportunities

The city centre will remain the premier business centre for the region, expected to accommodate up to 30-35 percent of Auckland city’s employment by 2051. Projected growth estimates a doubling of the current number of employees and residents in the city centre by this time.

Ensuring there is enough building capacity to accommodate the employment, education and residential increases is a major challenge for the city centre. Urban intensification is highest in the Queen Street valley. The development of quarter plans will provide the opportunity to consider the scope for further height and development intensities in this and other parts of the city centre.

A number of environmental and cultural factors (eg retaining views of Mt Eden from the North Shore) constrain the height and intensity of development in the city centre in favour of expressing our distinctive features such as the volcanic cones. One such area where development is constrained by viewshafts is the Victoria Quarter. Therefore, more efficient use of the limited land resource is essential. Adaptive reuse of existing buildings is an efficient way of regenerating parts of the city centre. One example is the conversion of office buildings to educational or residential uses.

Increasing development intensity and economic factors are putting pressure on the city centre’s considerable built heritage resource so new ways to manage high-quality design interventions in the historic landscape are being investigated.

Demand for developable land in the city centre will continue, and new opportunities need to be explored to provide for future growth. For example, changes to land uses and methods of the port operation could release land for alternative activities that would support economic growth. Relocation of port activity to the east has provided more public open space and the opportunity to locate a cruise ship terminal on Queens Wharf or Captain Cook Wharf in future.

Creating a strong pedestrian-focused city environment is a challenge with so much competition for road space. The road and rail networks are almost at capacity for access to, from and within the city centre. In future, high-quality, efficient and reliable passenger transport networks will be essential to move approximately 175,000 workers and 70,000 students to, from and around the city centre every day. Managing the investment and network space for the needs of private vehicles against mass passenger transport requirements is an increasing challenge. Electrification and expansion of the rail network provides real opportunity for better connections. Light rail/tram networks, expanding the ferry network and allocating more priority to buses in the road network are also measures that need to be considered.
The increase in people working, living and visiting the city centre is putting pressure on the areas of open space. A range of open spaces including large parks, plazas and wharf promenades are being developed on the waterfront in Wynyard Quarter and on Queens Wharf. Converting streets to shared spaces in the Queen Street valley will provide more open spaces for workers and residents in this high-density urban environment. More investment in quality street environments with planting of fruit-bearing trees, seating and wider footpaths, together with play areas for children, will benefit the increasing number of residents in the city centre.

As the first city the vast majority of international tourists visit in New Zealand, Auckland’s city centre is uniquely placed to provide additional tourism opportunities and capitalise on the benefits of this for the wider city and region.

**Key outcomes**

Table 4 lists some of the key outcomes the council will seek to achieve for the city centre between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirational at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome but needs to advocate to others to provide it, that has been indicated.
Table 4: Key outcomes for the City centre area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>The natural heritage values (including geological features) of the city centre area are respectfully managed, which includes the interpretation and/or enhancement of:</td>
</tr>
<tr>
<td>• The remnants of the natural shoreline and stream network</td>
</tr>
<tr>
<td>• Geological features and topography.</td>
</tr>
<tr>
<td>The ecological values of the city centre have been compromised through intensive urban development, but remnants are protected and enhanced by:</td>
</tr>
<tr>
<td>• Ecological linkages along modified coastline (including reclamations, wharves and coastal waters) and remnants of coastal cliffs</td>
</tr>
<tr>
<td>• A vegetated corridor along Grafton Gully and native planting along motorway corridors</td>
</tr>
<tr>
<td>• Landscape corridors along east-west streets (and connecting Albert Park to the Domain), Queen Street, Symonds Street ridgeline and from Ponsonby to Victoria Park (Tunamau stream alignment).</td>
</tr>
<tr>
<td>The cultural heritage features (including archaeological and Māori sites of significance) of the city centre are respectfully managed.</td>
</tr>
<tr>
<td>The heritage values of the city centre are retained, including those associated with the commercial and residential heritage of the city centre and the links to the traditional town centres in the vicinity of the city centre. Growth eras that are particularly evident in the city centre include:</td>
</tr>
<tr>
<td>• European pioneering settlement</td>
</tr>
<tr>
<td>• Colonial Victorian</td>
</tr>
<tr>
<td>• Edwardian and pre-war 'City Beautiful'</td>
</tr>
<tr>
<td>• Inter-war era</td>
</tr>
<tr>
<td>• Post-war era</td>
</tr>
<tr>
<td>• Recent growth era (1970s to 2010).</td>
</tr>
<tr>
<td>The diverse historic landscapes of the city centre are protected and enhanced, with defined heritage areas, landscapes and townscapes and strong management tools that manage the impacts of intensification. Special areas identified include:</td>
</tr>
<tr>
<td>• Heritage townscapes of Karangahape Road and the nearby townscapes of Ponsonby Road and Parnell Road</td>
</tr>
<tr>
<td>• Heritage areas of Britomart and Queen Street, civic centre, Emily Place residential area and Symonds Street cemetery</td>
</tr>
<tr>
<td>• Heritage landscapes of the Learning Quarter, Albert Park, Myers Park and Victoria Park, Wynyard Quarter, Viaduct Harbour.</td>
</tr>
<tr>
<td>Open spaces in the city centre are safe, secure, accessible and welcoming:</td>
</tr>
<tr>
<td>• Albert Park, Victoria Park and Myers Park enhanced as major open spaces and historic landscapes, complemented by a network of urban squares and plazas (including Aotea Square) linked by high-amenity pedestrian streets</td>
</tr>
<tr>
<td>• Future public open spaces planned for the waterfront include a major headland park and series of smaller parks, plazas and wharf promenades in the Wynyard Quarter, Queens and Captain Cook Wharves, Teal Park; and Westhaven Marina harbour park</td>
</tr>
<tr>
<td>• Sunlight protection for identified public spaces to ensure amenity and sunlight during winter months</td>
</tr>
<tr>
<td>• Streetscape upgrade programme and passenger transport upgrades incorporate shared spaces, streets, pedestrian amenity and ecological links that contribute to the city centre open space network.</td>
</tr>
<tr>
<td>The city centre has improved pedestrian routes:</td>
</tr>
<tr>
<td>• Stronger pedestrian focus in city centre streets with more space and priority given to walking.</td>
</tr>
<tr>
<td>Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks (due to sea level rise) and improve water quality. The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this.</td>
</tr>
<tr>
<td>The waterfront, Vector Arena, Aotea Quarter and Learning Quarter, Auckland Domain and Auckland War Memorial Museum (Auckland Museum) are important regional attractions, with improved pedestrian routes and connections to public transport.</td>
</tr>
</tbody>
</table>
Develop lively centres

The city centre is an international centre, with high-intensity mixed use development including business, retail, education, entertainment and residential activities:

- The city centre comprises a series of distinct quarters derived from the topographical and urban form characteristics and dominant land use activities
- Each quarter contains ‘quarter areas’ that have specific and unique characteristics ranging from a predominate activity, such as education, to special heritage qualities, such as Karangahape Road.

The city centre has well-planned and managed development with high-quality urban design

- The Queen Street valley area is Auckland’s premier business location with the highest intensity of built form and activity
- Intensification reduces beyond the Queen Street valley in response to various heritage and historic landscape conditions
- Adaptive reuse of buildings will make better use of the resource and enable a greater diversity of activities in the city centre
- Waterfront development and intensity is responsive to a variety of factors including its economic function, public space, recreational and event facilities, water’s edge access and transport role (ferries and cruise ships) and business and residential activities
- Tertiary education is concentrated within the Learning Quarter and complemented by quality open spaces, built and natural heritage and business and residential development
- Development within character or heritage areas such as Karangahape Road and Britomart is managed to ensure the retention of their distinctive sense of place and heritage values.

House our growing population well

There are parts of the city centre where residential development is the main land use activity with apartment clusters in areas such as the Learning Quarter (where there is a concentration of student accommodation). However, apartment buildings are also dispersed throughout the city centre, contributing to the character of the city in terms of built form and activity:

- The increasing apartment population requires safe, high-quality street environments and more open space to cater for social and health needs
- High-density housing (apartments) requires a high quality of residential design and amenity and a range of sizes and types (to encourage diversity of households)
- Diverse areas of open space are available within a short walk of all city centre residents, providing a range of recreation opportunities
- Suburbs on the fringe of the city centre, such as Ponsonby, Newton and Parnell, contribute to the range of housing types available within walking distance of the city centre.

Future development in the city centre will be managed to ensure that it occurs in a way that is respectful of the characteristics of the historic urban landscape.

Be economically competitive

The use of business land in the city centre is maximised and creates opportunities for employment

- The city centre will continue to be the premier business location for the Auckland region, and space for employment should be prioritised over other land uses such as above-ground car parking
- Queen Street valley and the waterfront are the preferred locations for corporate offices and are close to the major public transport hub at Britomart
- New city centre rail stations will enable better access for employees and enable businesses to locate throughout the city centre
- Retail and entertainment is generally concentrated close to the areas with the highest employment density and tourism activity, such as Queen Street. This may expand along the waterfront, around new rail stations and other areas as business activity intensifies
- The waterfront, Victoria Quarter, Learning Quarter and the Karangahape Road area provide accommodation for a diversity of businesses including retail, entertainment, research, creative industries and education
- Civic and cultural activity is concentrated around Aotea Square and the Town Hall
- Event spaces and places are provided throughout the city centre to enable diverse cultural and entertainment activities to occur day and night.
**Connect communities**

The city centre has the highest level of pedestrian movement in Auckland. The street environment is pedestrian focused, safe and convenient to support walking as the primary travel mode within the city centre. Walking routes to and from the city centre to the fringe suburbs is improved, making the city centre safer and more accessible.

Streets incorporate a range of measures (such as ‘shared spaces’) as a way of expanding the amount of open space available to workers, visitors and residents for walking and socialising.

Linkages from the city centre to the citywide cycle network and major destinations such as Auckland Hospital and the Domain are provided.

Public transport to, from and within the city centre is improved (the council will work with the Auckland Transport Authority to provide this):

- Complete inner city rail loop to enable projected growth in employment, with stations at Aotea, Karangahape Road and Newton/Symonds Street
- Long-term opportunity for a third harbour crossing in the form of a tunnel for vehicles and rail from the North Shore with city centre station in Wynyard Quarter
- Establishment of an additional major public transport interchange on Wellesley Street near Aotea Square to provide better rail and bus accessibility across the city centre
- Development of a high-quality bus transport system by rationalising bus routes, improving service frequency and reliability, upgrading waiting facilities and street amenity
- Long-term opportunities for city centre light rail or tram system
- Expansion of Queens Wharf ferry terminal and facilities with respect to the recognised heritage values and its relationship to Queen Street, to accommodate increasing passenger numbers on more routes and services around the Waitemata Harbour
- Completion of the motorway network including the Grafton Gully-Port connection and Victoria Park Tunnel to improve vehicle access to and within the city centre
- Location of a cruise ship terminal on either Queens Wharf or Captain Cook Wharf.

Vehicle access, servicing, parking and circulation will be managed to support business in the city centre while ensuring the efficiency of passenger transport. The safety and movement of pedestrians and cyclists remains a priority.

The council will advocate to the New Zealand Transport Agency to demonstrate high standards of urban design and connectivity on state highway projects:

- Reduce the impact of port traffic on the city centre and Parnell by completing the Grafton Gully-Port motorway connection
- Review heavy transport routes to and from the Port of Auckland to enable downgrading of Quay Street for traffic and upgrading for pedestrians, cyclists and passenger transport.
5.2 Avondale/Blockhouse Bay area plan summary

Figure 43: Avondale/Blockhouse Bay area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Avondale/Blockhouse Bay area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present
Located in the west of the Auckland isthmus, the Avondale/Blockhouse Bay area includes the suburbs of Rosebank, Waterview, Avondale, New Windsor and Blockhouse Bay. The communities in the area are some of Auckland city’s most diverse, with many Pacific Island and Asian people represented among its approximately 40,000 residents (about 10 percent of Auckland city’s population).

The area has a mix of single houses on medium to large sites and more recent infill housing. The Avondale/Blockhouse Bay area also has substantial areas of industrial and business activity, providing jobs for more than 10,700 people.

The area is well known for its racecourse and its Sunday markets. The Avondale/Blockhouse Bay area also boasts the most continuous cover of indigenous forest remaining in the city (on the cliffs at Blockhouse Bay) and several key cultural heritage sites of significance to Māori based around the Whau River and its estuary, Manukau Harbour and Te Auaunga-Oakley Creek.

Challenges and opportunities
Providing for both residential and business growth is a key issue for the Avondale/Blockhouse Bay area. Preferably, the bulk of growth in the area will occur around Avondale town centre (within walking distance of the railway station) with new development being well managed and high quality. It is also important that better use is made of the area’s existing business land, with further development envisaged on the Rosebank Peninsula, at the Lansford Crescent business area and within Avondale town centre.

Recognising and supporting the differing functions of the area’s business and retail centres will also be crucial if they are to thrive. Some local and neighbourhood centres will need to expand if people are to have shops and services within easy walking distance.

Infrastructure (including stormwater, wastewater and transport) must be provided to cater for growth. While major transport infrastructure projects scheduled for the near future (the relocation and upgrade of Avondale railway station and the extension of State Highway 20) will improve access to the area, there is still a need for better public transport and pedestrian and cycling facilities, and improved connections between residential and business areas.

People will also need places to play and relax, and although there are significant open spaces in Avondale/Blockhouse Bay area, some (such as the coastal walkway) are underdeveloped or seen as unsafe, while others (such as the racecourse) are in private ownership. New Windsor, in particular, is underserved in terms of parks and recreational facilities.

Key outcomes
Table 5 lists some of the key outcomes that the council will seek to achieve for the Avondale/Blockhouse Bay area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
### Table 5: Key outcomes for the Avondale/Blockhouse Bay area between now and 2050

<table>
<thead>
<tr>
<th>Outcome Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green the city and protect our heritage</strong></td>
</tr>
<tr>
<td>The natural heritage values (including geological features) of the Avondale/Blockhouse Bay area are respectfully managed, which may include:</td>
</tr>
<tr>
<td>1. Protecting and enhancing Whau Creek and Te Auaunga-Oakley Creek with their drainage functions retained.</td>
</tr>
<tr>
<td>The ecological values of the Avondale/Blockhouse Bay area are protected and enhanced by:</td>
</tr>
<tr>
<td>1. Providing green linkages along the Manukau and Waitematā Harbour coastlines; Te Auaunga-Oakley Creek and Whau Creek; from Whau Creek to Craighvon Park and Blockhouse Bay Recreation Reserve; through the Avondale Racecourse to the coast; and along the western railway and north-western motorway. The council will advocate to the New Zealand Transport Agency and ONTRACK for the latter two.</td>
</tr>
<tr>
<td>2. Managing Motu Manawa-Pollen and Traherne Islands, and the forest on the Manukau Harbour’s coastline in a way that respects their ecological values.</td>
</tr>
<tr>
<td>The cultural heritage values (including archaeological and Māori sites of significance) of the Avondale/Blockhouse Bay area are respectfully managed. Particular areas of focus may include:</td>
</tr>
<tr>
<td>1. Te Auaunga-Oakley Creek</td>
</tr>
<tr>
<td>2. Motu Manawa-Pollen Island Marine Reserve</td>
</tr>
<tr>
<td>3. Waterview Interchange</td>
</tr>
<tr>
<td>4. Te Whau Point.</td>
</tr>
<tr>
<td>The heritage values of the Avondale/Blockhouse Bay area are retained, including those associated with the residential heritage and traditional town centres in the area. Growth eras that may be particularly evident in the Avondale/Blockhouse Bay area include:</td>
</tr>
<tr>
<td>1. Victorian/Edwardian growth</td>
</tr>
<tr>
<td>2. Inter-war development</td>
</tr>
<tr>
<td>3. Post-war development</td>
</tr>
<tr>
<td>4. Recent growth.</td>
</tr>
<tr>
<td>Avondale consists predominantly of development from the post-war era, with some minor areas from the recent growth era.</td>
</tr>
<tr>
<td>Open spaces within the Avondale/Blockhouse Bay area are safe, secure, accessible and welcoming:</td>
</tr>
<tr>
<td>1. There are low-rise apartments and terraced houses (two to four storeys) alongside sections of Te Auaunga-Oakley Creek and on the southern side of Avondale Racecourse, increasing surveillance over parts of those open spaces.</td>
</tr>
<tr>
<td>2. The impact of development associated with State Highway 20 on Waterview Reserve is minimised.</td>
</tr>
<tr>
<td>3. Through the State Highway 20 Waterview extension project, the council’s current provision of open space in the area is maintained and the State Highway 20 project assists in delivering the council’s strategic objectives for the open space network for the areas affected by the project.</td>
</tr>
<tr>
<td>4. In the long term, open spaces in New Windsor are improved, including a new community open space at 72-80 Tiverton Road.</td>
</tr>
<tr>
<td>5. Heron Park is more accessible.</td>
</tr>
<tr>
<td>6. The area’s open spaces cater well for pedestrians and cyclists, in particular along the coastal esplanade, across Alan Wood Reserve (from Methuen Road to Hendon Road), at Riversdale, Eastdale, Chalmers and Wolverton Reserves, and at Olympic and Craighvon Parks.</td>
</tr>
<tr>
<td>The Avondale/Blockhouse Bay area has improved pedestrian and cycling routes:</td>
</tr>
<tr>
<td>1. Along the Manukau and Waitematā Harbour coastlines; from the Waitematā Harbour to the Manukau Harbour along the historic portage route; to and along Te Auaunga-Oakley Creek and Whau Creek; from the Whau Creek to the Blockhouse Bay Recreation Reserve; through Avondale Racecourse to the coast and Waitakere City; and from Heron Park to Eastdale Reserve.</td>
</tr>
<tr>
<td>2. Continuous access around the Manukau and Waitematā Harbour coastlines (as far as practicable), including tidal access in places.</td>
</tr>
<tr>
<td>Infrastructure in the Avondale/Blockhouse Bay area is improved:</td>
</tr>
<tr>
<td>1. Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, improve water quality and reduce flood risks. The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this.</td>
</tr>
<tr>
<td>2. The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.</td>
</tr>
<tr>
<td>Avondale Racecourse’s sports fields and Sunday markets are maintained, with better access provided for pedestrians, cyclists and public transport.</td>
</tr>
</tbody>
</table>
### Develop lively centres

The Avondale/Blockhouse Bay area has lively centres with defined functions within the council’s classification of centres:

- Avondale town centre is compact and well connected, providing opportunities for business, office, retail, residential, open space, community and recreation activities, while the area to the north of the centre provides for a mixture of residential, retail and business uses
- The local centre at Blockhouse Bay provides retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained, meeting the convenience needs of the community.

The Avondale/Blockhouse Bay area has well-planned and managed development:

- Retail, office and intensified residential development is based around the Avondale/Blockhouse Bay centres, close to public transport, open spaces and community facilities
- Avondale Racecourse, together with surrounding land on Racecourse Parade and Elm Street, is comprehensively master planned (likely through a small number of separate but related plans) to provide a significant park, an ecological corridor (to the coast), pedestrian and cycling facilities (to the coast and Waitakere City), community facilities, low-rise apartments and terraced houses (along the racecourse’s southern side), and a business node and mixed use activities (between the racecourse and Avondale town centre)
- Highbury triangle in Avondale provides low-rise apartments and terraced houses, mixed use development and community facilities
- Gateway sites into the Rosebank business precinct provide a high-profile entrance into the area
- Other key sites occur in the northern Waterview area and around the Stoddard portal as a result of the State Highway 20 extension works
- All business areas provide higher levels of amenity for workers.

Community facilities are improved within walking distance of the town centre.

### House our growing population well

Within the Avondale/Blockhouse Bay area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Avondale town centre and Blockhouse Bay local centre have a mix of housing types (including apartments) as part of mixed use development (including retail and office space)
- Low-rise apartments and terraced houses are located within walking distance of Avondale town centre (and its public transport services), and (to a limited degree) along Donovan and Taylor streets in Blockhouse Bay
- Avondale, Waterview, New Windsor and Blockhouse Bay continue to provide for single dwellings/townhouses on small sites in areas that are not within easy walking distance of centres or frequent public transport services
- Avondale, New Windsor and Blockhouse Bay also continue to have single dwelling on traditional site developments, retaining the characteristics of the historic landscape.

Future development in the Avondale/Blockhouse Bay area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

### Be economically competitive

Use of business land in the Avondale/Blockhouse Bay area is maximised and creates opportunities for employment:

- Rosebank business precinct is a higher-density business and light industrial area (catering for high-value and technology-based manufacturing and commercial activities), with supporting businesses and retail services based along Rosebank Road
- Heavier industrial activities and businesses requiring larger sites are located at the northern end of the Rosebank business precinct
- Better access is provided to deep lots in the Rosebank business precinct as part of the redevelopment of business sites, allowing more intensive business use
- There is an area of residential to business transition next to business land on Rosebank Road
- Lansford Crescent is a high-density employment business area and expands to the south of the railway, with live/work development on the southern side of Wolverton Road
- There is a business node between the Avondale town centre core and the racecourse.
### Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Avondale/Blockhouse Bay area is improved. The council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this:

- Improvements to rail services will include lowering of the western railway line in Avondale town centre (to separate the railway and road at St Jude Street); the bus-railway interchange; lowering (or relocating east) of the (proposed) Avondale-Southdown railway line especially through Alan Wood Reserve (long term)
- High-frequency, high-quality public transport services operate along Great North, New North and Blockhouse Bay roads and along the Wolverton/Tiverton/New Windsor/Maioro east-west link
- While Rosebank and Patiki roads are predominantly a freight route, the council will advocate for improved bus services to serve the Rosebank business precinct as employment density within the precinct increases.

Park-and-ride facilities will be developed within walking distance of the Avondale railway station.

Rosebank Peninsula has travel demand management measures in place.

A tunnel is used for the State Highway 20 Waterview extension which allows for development along Richardson Road bridge. The council will advocate to the New Zealand Transport Agency for this.

Ways of improving transport connections across the Whau River are investigated. The council will work with Waitakere City Council and the New Zealand Transport Agency on this.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.3 Eastern Bays area plan summary

Figure 44: Eastern Bays area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Eastern Bays area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present

The Eastern Bays area includes the established residential suburbs of St Heliers, Glendowie, Mission Bay, Kohimarama and Orākei. The area is home to over 22,000 people (about eight percent of Auckland city’s population). There are no large employment areas in the Eastern Bays area, and the area is not served by any major public transport routes or motorways with most residents relying on private motor cars to take them out of the area to work.

The area has particular cultural and spiritual significance as the home of Ngāti Whātau o Orākei, radiating from the iwi’s land, marae, church and urupa at Orākei. It also contains several ecologically and geologically significant features with the beaches and cliffs of its extensive coastline making it highly popular for recreation and leisure.

Challenges and opportunities

There are no identified growth areas in the Eastern Bays area; however, the area will experience modest growth based around existing local centres. The exception will be at St Johns where the council is advocating for a new rail station on the south-eastern railway line, including a park and ride. High-quality mixed use development around the proposed station (which will include medium-density housing options, such as townhouses and apartments, as well as commercial and retail sites) will give residents the opportunity to work closer to home. Ngāti Whātau o Orākei aspire to live on (or close to) their ancestral lands, and the council will support this through land use planning mechanisms and advice.

The council will also support and enhance Tāmaki Drive’s role as a regional recreation destination. This requires careful management as high demand can create conflict among users and place stress on the natural environment. Water quality, erosion, transport and access are all factors that need to be taken into account.

It is important to ensure that Eastern Bays has adequate community facilities, both for current and future residents, and the council will be working to upgrade and join the existing community facilities at Kupe Street in Orākei with the retail centre at Eastridge.

Key outcomes

Table 6 lists some of the key outcomes the council will be seeking to achieve for Eastern Bays between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
## Table 6: Key outcomes for the Eastern Bays area between now and 2050

### Green the city and protect our heritage

The natural heritage values (including ecological and geological features) of the Eastern Bays area are respectfully managed, which is likely to include:

- Conserving and enhancing Glover Park and Te Taurere-Taylors Hill as part of the city’s volcanic landscape
- Providing green linkages along Pourewa Inlet and Stream; the Waitematā Harbour coastline; between Tahuna Tōrea, Glendowie Park, Churchill Park, Glover Park and the Waitematā Harbour; and along the south-eastern railway (in conjunction with the New Zealand Transport Agency and ONTRACK)
- Managing Tahuna Tōrea, Roberta Reserve, Churchill Park, parts of the Glendowie and St Heliers cliff line, Dingle Dell, bush along Pourewa Inlet and Stream, Kepa Bush, Selwyn Bush, sites at Ngapipi Road and Mission Bay, Orākei Domain and Whenua Rangatira Reserve, and Mission Bay in a way that respects their ecological values
- Developing Churchill Park as a district park
- Controlling coastal erosion and protecting cliff lines, in particular along Tāmaki Drive
- Recognising the importance of Tahuna Tōrea as a natural habitat for flora and fauna
- Improving public access to Whenua Rangatira Reserve with a gateway established to Okāhu Bay (in conjunction with Ngāti Whātua o Orākei).

### The cultural heritage values (including archaeological and Māori sites of significance) of the Eastern Bays area are respectfully managed. Particular areas of focus may include:

- Tahuna Tōrea
- Karaka Bay cliff line and rock platform
- Tāmaki Drive
- Okāhu Bay
- Orākei
- Pourewa Creek
- Te Taurere-Taylors Hill
- Glover Park.

### The heritage values of the Eastern Bays area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centre of:

- St Heliers.

### Growth eras that may be particularly evident in the Eastern Bays area include:

- European pioneering settlement
- Victorian/Edwardian growth
- inter-war development
- post-war development
- recent growth
- the predominant growth eras represented in the Eastern Bays area are the post-war era to the east and the inter-war era to the west.

### Open spaces in the Eastern Bays area are safe, secure, accessible and welcoming:

- Low-rise apartments (two to four storeys) surround Kepa Bush, Melanesia Reserve and Vellenoweth Green
- In the long term, open spaces in Orākei, Mission Bay, Kohimarama and St Heliers are improved.

### The Eastern Bays area has improved pedestrian and cycling routes:

- Between Kepa Bush and Tāmaki Drive, along Tāmaki Drive, and along the coast from Hobson Bay to Tahuna Tōrea
- Continuous access around the Waitematā Harbour coastline and the Pourewa Inlet and Stream (as far as practicable).

### Area-wide stormwater and wastewater infrastructure upgrades to accommodate population growth, reduce flood risks and improve water quality particularly at Madills Stream, Dingle Dell Stream, Pourewa Inlet and Stream, Orākei Basin, Tahuna Tōrea wetlands and Waitematā Harbour. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this.)

### Tāmaki Drive and Mission Bay are high-quality regional recreation destinations, easily accessed by pedestrians, cyclists and public transport.
Develop lively centres

The Eastern Bays area has lively centres with defined functions within council’s classification of centres:

- Local centres at St Heliers, Mission Bay, Eastridge and Kupe Street and St Johns (proposed) provide retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained, meeting the convenience needs of the community.

The Eastern Bays area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around local centres, close to public transport, open spaces and community facilities
- There will be development at key sites around the proposed St Johns railway station and on whenua rangatira lands at Bastion Point (including the Ngāti Whātua o Ōrākei papakāinga development at Ōrākei Marae). (The council is committed to working with the landowner or developer to deliver a comprehensive master plan for key sites that result in high quality urban design and act as a catalyst for future social, cultural, environmental and economic opportunities in the area.)
- All business areas provide high levels of amenity for workers.

Community facilities are improved within walking distance of centres.

House our growing population well

Within the Eastern Bays area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Mission Bay, St Heliers and St Johns (proposed) have a mix of housing types (including apartments) as part of mixed use development (including retail and office space)
- Glendowie, St Heliers, Kohimarama, Mission Bay and Ōrākei continue to provide for single dwellings/townhouses on small sites
- Glendowie, St Heliers, Kohimarama, Mission Bay and Ōrākei also continue to have single dwelling on traditional site developments, retaining the characteristics of the historic landscape
- Kepa Road between Eastridge and Kupe Street are to be live/work.

Future development in the Eastern Bays area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Eastern Bays area is maximised and creates opportunities for employment:

- Local centres at St Heliers, Kohimarama and Mission Bay have modest expansion
- There is mixed use development along Kepa Road, joining the community facilities on Kupe Street to the retail facilities at Eastridge
- There is live/work development around St Johns railway station (proposed)
- Business and tourism activities take place at Ōrākei Marae.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Eastern Bays area is improved (the council will advocate for this):

- Tamaki Drive has a high-quality, high-frequency public transport system reflecting its status as a regional recreation destination
- Key employment areas such as Ōrākei Marae, Eastridge and Kupe Street are better served by public transport services throughout the area take residents to the proposed St Johns railway station (the council will advocate to the Auckland Regional Transport Authority to achieve this).

New public transport infrastructure is developed in the Eastern Bays area (the council will advocate to, and work with, the Auckland Regional Transport Authority and ONTRACK for this):

- There is a new railway station and transport interchange at St Johns, supported by mixed use development of medium-density residential, retail and services sites
- The south-eastern railway line has been developed to continue its freight role and provide an improved passenger service
- There is a new wharf and ferry links at St Heliers.

The council will provide better public transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.4 Eden/Albert area plan summary

Figure 45: Eden/Albert area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Eden/Albert area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present

The Eden/Albert area is located centrally in the Auckland isthmus, immediately south of the city centre, and includes the suburbs of Mt Eden, Mt Albert, Owairaka, Kingsland, Balmoral and Sandringham. It is one of the city’s most densely populated areas. Over 59,000 people (about 15 percent of Auckland city’s population) live here in 20,000 dwellings, including many early bungalows and villas lending the area a distinctive sense of place. The area draws its name from the two volcanic cones located within its boundaries — Maungawhau-Mt Eden and Owairaka-Mt Albert.

Several local and town centres, St Lukes shopping mall, a limited number of businesses and the Morningside light industrial area are located within Eden/Albert. A high level of access is provided by major arterial roads (Dominion Road, New North Road, Sandringham Road and Mt Eden Road) and a main rail connection with stations at Kingsland, Morningside and Mt Albert.

Challenges and opportunities

Although Eden/Albert has high levels of amenity and good access to the city centre, public transport and main roads, growth in the area has so far been largely ad hoc. Care must be taken to ensure that any future residential and commercial growth reflects the needs of the local community and the residential heritage values and iconic features of the area.

In particular, local centres in Eden/Albert face a number of challenges that need to be addressed, including preserving their character, balancing competing demands on the transport network, containing fragmentation of commercial activities along arterial routes, improving access to railway stations and accommodating major public works that are planned.

St Lukes shopping centre has the potential to face out to and be a part of a wider St Lukes town centre on Morningside Drive and St Lukes Road, which complements Morningside town centre, a short distance north along Morningside Drive. Morningside industrial area, close to Morningside railway station, currently has low amenity levels and more efficient use could be made of this valuable business land.

Key transport works proposed in the south of Eden/Albert (including the State Highway 20 extension and the Avondale-Southdown railway) will have an impact on the area, but will also offer opportunities for improvement, eg there is scope to restore parts of Te Auaunga-Oakley Creek and build better connections to other parts of the city.

Key outcomes

Table 7 lists some of the key outcomes the council will seek to achieve for the Eden/Albert area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s proposed 2009-10 year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
### Table 7: Key outcomes for the Eden/Albert area between now and 2050

#### Green the city and protect our heritage

The natural heritage values (including geological features) of the Eden/Albert area are respectfully managed, which will include the conservation and enhancement of Maungawhau-Mt Eden and Owairaka-Mt Albert as part of the city’s volcanic landscape.

The ecological values of the Eden/Albert area are protected and enhanced by:

- Providing green linkages along Te Auaunga-Oakley Creek and Meola Creeks; around the north-western motorway, the western railway corridor and the Avondale-Southdown railway corridor, and around and between Allan Wood Reserve and the Roma Road and Stoddard shops (the council will advocate to the New Zealand Transport Agency and ONTRACK for these)
- Managing Fowlds Park, Gribblehurst Park and Te Auaunga-Oakley Creek and its surrounds in a way that respects their ecological values.

The cultural heritage values (including archaeological and Māori sites of significance) of the Eden/Albert area are respectfully managed. Particular areas of focus may include:

- Maungawhau-Mt Eden
- Owairaka-Mt Albert
- Gribblehurst Park
- Te Tātua a Riukiuta-Three Kings tuff ring and remnant lava cave
- Te Auaunga-Oakley Creek.

The heritage values of the Eden/Albert area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centres of:

- Mt Eden Village
- Mt Albert
- Eden Valley
- Kingsland
- Balmoral
- Sandringham.

Growth eras that may be particularly evident in the Eden/Albert area include:

- Victorian/Edwardian growth
- inter-war development
- post-war development
- recent growth.

The Eden/Albert area consists of development predominantly from the Victorian/Edwardian and inter-war eras, with secondary pockets of post-war development.

Open spaces within Owairaka that are safer, more accessible and welcoming are developed as part of nearby transport infrastructure projects (including work on State Highway 20 and the Avondale-Southdown railway line).

Through the State Highway 20 Waterview extension project, the council’s current provision of open space in the area is maintained and the State Highway 20 project assists in delivering the council’s strategic objectives for the open space network for the areas affected by the project.

The Eden/Albert area has improved cycling and pedestrian routes around and between Te Auaunga-Oakley Creek and its outlet, Eric Armishaw Park, Owairaka Park and Maungawhau-Mt Eden.

Upgrade stormwater and wastewater infrastructure in Sandringham and St Lukes to accommodate growth, reduce flood risks and improve water quality in the area’s waterways. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this).
Develop lively centres

The Eden/Albert area has lively centres with defined functions within the council’s classification of centres:

- Morningside/St Lukes is a town centre catering for business, office, retail, residential, open space, community and recreation uses
- Kingsland, Eden Valley, Mt Eden Village, Balmoral, Sandringham and Mt Albert are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Eden/Albert area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the town and local centres, close to public transport, open spaces and community facilities
- St Lukes shopping centre has a greater external and community focus, and improved urban design, and together with the neighbouring Morningside business area has grown into a town centre, focused along Morningside Drive
- There is mixed use development in areas near Eden Terrace and Kingsland that are close to the city centre, and in the area south-west of the St Lukes Morningside town centre
- Local centres such as Balmoral, Mt Albert and Sandringham accommodate growth for a mixture of uses (including significant businesses, retail, residential, schools, community facilities and open spaces)
- Local centres with historic values, such as Mt Eden and Kingsland, cater for a mixture of uses (including low-rise apartments of two to four storeys, open spaces, places where people can live and work in the same building, retail and business) while maintaining their existing sense of place
- All business areas provide a higher level of amenity for workers
- At key sites around Balmoral, Eden Valley, Owairaka and Unitec, the council is committed to working with the landowner or developer to deliver a comprehensive master plan for key sites that results in high-quality urban design and acts as a catalyst for future social, cultural, environmental and economic opportunities in the area
- The values of the traditional centres of Kingsland, Eden Valley, Sandringham and Balmoral are recognised and maintain their distinctive sense of place.

Community facilities are improved within walking distance of the town centres.

House our growing population well

Within the Eden/Albert area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Town and local centres offer a mix of housing types, including apartments, as part of mixed use development.
- Around Normanby, Mt Eden, Dominion and New North roads, and Eden Terrace there are opportunities for mixed use development to allow people to live and work in the same area
- Low-rise apartments accommodate residential growth along key corridors (such as Dominion, Sandringham, New North and Balmoral roads) as part of mixed use development
- Single dwellings/townhouses on small sites continue to be provided for in established residential areas that are not within walking distance of the centres or frequent public transport services
- Areas with a distinctive sense of place (including areas scattered throughout Mt Eden, Kingsland, Balmoral, Sandringham and Mt Albert) continue to have single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Eden/Albert area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Eden/Albert area is maximised and creates opportunities for employment:

- The Morningside business area caters for a greater density of businesses, offices and employment and offers improved amenities to support this along Morningside Drive (including a better built environment, a business node setting and better pedestrian and cycling environments)
- Over time, residential areas along Morningside Drive opposite the St Lukes shopping centre become available for business uses
- Local centres, and areas near Eden Terrace, along Dominion Road, south of Mt Albert local centre and south-west of the Morningside and St Lukes town centres, cater for business, office and retail growth as part of mixed use development.
Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Eden/Albert area is improved (the council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this):

- High-frequency, high-quality public transport services along Mt Eden Road, Dominion Road, Sandringham Road, New North Road, Mt Albert Road, Owairaka Avenue, Balmoral Road and St Lukes Road
- Mixed use development and higher intensity housing in areas of Mt Albert, Morningside, Kingsland and Mt Eden close to public transport to support services
- Advocating to Auckland Regional Transport Authority and ONTRACK for an upgrade of Mt Albert rail station.

A tunnel will be used for the State Highway 20 Waterview extension. The council will advocate to the New Zealand Transport Agency for this.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.5 Maungakiekie area plan summary

Figure 46: Maungakiekie area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Maungakiekie area is likely to develop over the next 30 years, including the key outcomes the council (and others) will be working towards.

The area at present
The Maungakiekie area is centrally located in the Auckland isthmus and includes the suburbs of Greenlane, Cornwall Park, Ellerslie, the eastern part of Epsom, One Tree Hill, and Royal Oak, and the more southern parts include Oranga, Onehunga and Penrose. Over 48,000 people (around 12 percent of Auckland city’s population) live in the area with northern residents having, in general, a higher standard of living than those further south. Located within this area are the Ellerslie, Onehunga and Royal Oak town centres, as well as the Penrose/Te Papapa industrial area (the city’s second most significant employment centre, after the city centre). With other pockets of business land within its boundaries, the Maungakiekie area provides employment for around 44,000 workers.

Cornwall Park and Maungakiekie-One Tree Hill are significant features in the historic landscape and provide high-quality open spaces, along with a host of other volcanic features and the Manukau Harbour coastline in the south. Major roads within the Maungakiekie area link it to Newmarket, the city centre, Greenlane Hospital, Alexandra Park Raceway, State Highways 1 and 20, and Auckland Airport.

Challenges and opportunities
Great South Road and Manukau Road are important transport routes within the Maungakiekie area, providing good access to surrounding amenities and services. As such, they are suitable locations for residential and business growth. A balance must be reached, however, between making the most of this growth potential offered by proximity to these routes and ensuring the routes remain efficient.

At present, the Manukau Harbour is under-used for recreation and transport. Residents in Onehunga would like improved access to the harbour, although significant barriers stand in the way (not least of which are the major roads and proposed railway line that run between the town and harbour). Improving public access, while maintaining these transport routes’ capacity is a critical issue for the Maungakiekie area. Improving access to and connections between Manukau Harbour, Maungakiekie-One Tree Hill, Cornwall Park, Titikopuke-Mt St John and Mt Smart Stadium will maximise public use and enjoyment of these features.

Penrose and Te Papapa industrial area is an employment hub for industry, manufacturing, bulk storage and distribution. This status must be maintained (and developed) by ensuring that the area can respond to technology and market changes and that efficient use is made of the land. Maintaining sense of place and heritage values in parts of the Maungakiekie-One Tree Hill area where there is pressure for growth will be another challenge.

Several key infrastructure works have recently, or will affect the Manukau Harbour foreshore area. These include building the new motorway bridge over the Manukau Harbour, reopening of the Onehunga railway branch line, upgrading electricity transmission lines, and providing a bulk water main. Such works must be coordinated to reduce disruption and minimise their environmental effects. (Note that the possibility of a future connection between State Highways 1 and 20 along the northern or southern side of the Mangere Inlet is too uncertain at present to be considered as part of this area plan).

Key outcomes
Table 8 lists some of the key outcomes the council will seek to achieve for the Maungakiekie area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already underway, with funding allocated in the council’s proposed 2009 ten-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
Table 8: Key outcomes for the Maungakiekie area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>The natural heritage values (including geological features) of the Maungakiekie area are respectfully managed, which will include:</td>
</tr>
<tr>
<td>• Conserving and enhancing Maungakiekie-One Tree Hill, Gloucester Park, Rarotonga-Mt Smart and Titikopuke-Mt St John as part of the city’s volcanic landscape</td>
</tr>
<tr>
<td>• Retaining Onehunga Bay Reserve, Captain Springs Reserve and Michaels Avenue Reserve as significant venues for recreation and events.</td>
</tr>
<tr>
<td>The ecological values of the Maungakiekie area are protected and enhanced by:</td>
</tr>
<tr>
<td>• Providing green linkages along the Manukau Harbour coastline; along the Onehunga branch, Avondale-Southdown and main trunk railway lines; and along State Highway 20 and State Highway 1 (the council will advocate to the New Zealand Transport Agency and ONTRACK for these)</td>
</tr>
<tr>
<td>• Managing Anns Creek, Southdown Reserve, Gloucester Park, Captain Springs Reserve, Hochstetter Pond, Rarotonga-Mt Smart and Spring Street Reserve in a way that respects their ecological values.</td>
</tr>
<tr>
<td>The cultural heritage values (including archaeological and Māori sites of significance) of the Maungakiekie area are respectfully managed. Particular areas of focus may include:</td>
</tr>
<tr>
<td>• Titikopuke-Mt St John</td>
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<tr>
<td>• Maungakiekie-One Tree Hill</td>
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<tr>
<td>• Rarotonga-Mt Smart</td>
</tr>
<tr>
<td>• Hochstetter Pond</td>
</tr>
<tr>
<td>• Gloucester Park.</td>
</tr>
<tr>
<td>The heritage values of the Maungakiekie area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centres of:</td>
</tr>
<tr>
<td>• Onehunga</td>
</tr>
<tr>
<td>• Ellerslie.</td>
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<tr>
<td>Growth eras that may be particularly evident in the Maungakiekie area include:</td>
</tr>
<tr>
<td>• European pioneering settlement</td>
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<tr>
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<tr>
<td>• Inter-war development</td>
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<tr>
<td>• Post-war development</td>
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<tr>
<td>• Recent growth.</td>
</tr>
<tr>
<td>The Maungakiekie area contains pockets of development from the inter-war and post-war eras, with some areas representing all of the development eras.</td>
</tr>
<tr>
<td>The open spaces within the Maungakiekie area are safe, secure, accessible and welcoming:</td>
</tr>
<tr>
<td>• Low-rise apartments (two to four storeys) overlooking Onehunga Bay Reserve, Jellicoe Park and the southern side of Ellerslie Racecourse provide informal surveillance over these areas</td>
</tr>
<tr>
<td>• In the long term, open spaces in Ellerslie, Epsom, Oranga and Onehunga are improved.</td>
</tr>
<tr>
<td>The Maungakiekie area has improved pedestrian and cycling routes:</td>
</tr>
<tr>
<td>• Between Cornwall Park/One Tree Hill Domain and Royal Oak, Gloucester Park, Onehunga Bay Reserve and the Manukau Harbour foreshore</td>
</tr>
<tr>
<td>• Between Michaels Avenue Reserve and the Ellerslie town centre</td>
</tr>
<tr>
<td>• With continuous access around the Manukau Harbour coastline (as far as practicable).</td>
</tr>
<tr>
<td>Infrastructure in the Maungakiekie area is improved:</td>
</tr>
<tr>
<td>• Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality particularly in the Manukau Harbour and Onehunga Lagoon. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this)</td>
</tr>
<tr>
<td>• The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.</td>
</tr>
<tr>
<td>The showgrounds, Cornwall Park and One Tree Hill Domain are recognised as regionally important facilities, with improved pedestrian and cycling routes and public transport connections to and between them.</td>
</tr>
</tbody>
</table>
Develop lively centres

The Maungakiekie area has lively centres with defined functions within the council's classification of centres:

- Onehunga is a principal centre and Ellerslie and Royal Oak are town centres catering for retail, business, office, residential, open space, community and recreation uses
- Market Road, Greenlane, Greenlane and Manukau roads are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Maungakiekie area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the principal, town and local centres, close to public transport, open spaces and community facilities
- All business areas provide higher levels of amenity for workers
- There is mixed use development along Manukau Road and Great South Road
- The values of the Ellerslie traditional town centre are recognised and it maintains its distinctive sense of place.

Community facilities are improved within walking distance of principal and town centres.

House our growing population well

Within the Maungakiekie area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Royal Oak, Ellerslie and Onehunga centres, north of Great South Road to the southern motorway, between Ellerslie and Market Road and Greenlane and Manukau roads (centred around the Manukau Road and Greenlane West intersection) have a mix of housing types (including apartments) as part of mixed use development
- Felix Street and the area between the Onehunga branch railway line and Church Street provide opportunities for people to live and work in the same building (associated with start-up business activities)
- Most of One Tree Hill, Epsom, Ellerslie, Oranga and Greenlane continue to have single dwellings/townhouses on small sites in areas that are not within easy walking distance of the centres or frequent public transport services
- Areas flanking Cornwall Park, south-western Epsom, Titikopuke-Mt St John, western Royal Oak (around Raurenga Avenue and Hadyn Avenue), to the north and west of Onehunga principal centre, and to the south-west and north of Ellerslie town centre continue to have single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Maungakiekie area will be managed to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Maungakiekie area is maximised and creates opportunities for employment:

- Greater use is made of land in the Penrose, Onehunga and Te Papapa business areas
- There are business nodes around the railway stations at Te Papapa and Penrose, close to the Onehunga and Ellerslie centres, and along Greenlane West (near Alexandra Park)
- People can live and work in the same building in areas adjacent to Felix Street
- There is greater employment in centres along Manukau Road and Great South Road.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s Cycling and walking framework and cycling action plan.

Public transport in the Maungakiekie area is improved (the council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this):

- High-quality railway stations including new stations at Onehunga principal centre, Te Papapa, Mt Smart and Southdown; and improved stations at Market Road, Greenlane, Ellerslie and Penrose
- High-frequency, high-quality services along Manukau Road, Great South Road, Greenlane West, Church Street, Campbell Road, along the Onehunga branch railway line and on rail lines to Avondale and to Auckland Airport
- Tunnelling of the Avondale-Southdown line through the Onehunga town centre to reduce impacts on Onehunga Bay Reserve and to protect the town centre environment.

Park-and-ride facilities are provided close to the Onehunga railway station and Ellerslie or Penrose station.

Improvements to the State Highway 20 interchange at Onehunga as part of the new Manukau Harbour crossing (the council will advocate to the New Zealand Transport Agency for this).

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.6 Mt Roskill/Hillsborough area plan summary

Figure 47: Mt Roskill/Hillsborough area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Mt Roskill/Hillsborough area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

**The area at present**

Located on the southern edge of the Auckland isthmus, the Mt Roskill/Hillsborough area includes the suburbs of Mt Roskill, Hillsborough, Lynfield, Three Kings, south Epsom and part of Royal Oak. Over 51,000 people (about 13 percent of Auckland city’s population) live here and the area has been identified as one of New Zealand’s most ethnically diverse. Historically, the area was the site of extensive state housing developments, and much of this housing stock remains today (now owned by Housing New Zealand Corporation). The area also has a large amount of business-zoned land, providing employment for approximately 8000 people.

Mt Roskill/Hillsborough incorporates two volcanic cones Puketāpapa-Mt Roskill and Te Tātua a Riukiuta-Three Kings and a significant stretch of Manukau Harbour coastline which, together with Keith Hay Park and Monte Cecilia Park (in development), provide open spaces for the city. However, the level of some community amenities in the area is poor with many facilities requiring upgrades or inconveniently located.

**Challenges and opportunities**

The Mt Roskill/Hillsborough area has a number of outstanding natural attributes that need to be protected and enhanced. Te Auaunga-Oakley Creek has important drainage and ecological functions, although the latter has been compromised by extensive use of culverts. The Manukau Harbour coastline is another area that needs careful management to maximise community enjoyment and prevent degradation of its ecological values.

Certain parts of the Mt Roskill/Hillsborough area have levels of social deprivation higher than the Auckland average, with opportunities for improvement to the urban environment and community facilities. The council needs to work with other agencies to address these issues.

Despite having a number of important east-west transport corridors, the Mt Roskill/Hillsborough area lacks adequate passenger transport services to cater for expected growth and has no rail facilities. These two aspects create barriers to business development. Major transport projects already under way or planned (including the State Highway 20 extension and the new Avondale-Southdown railway line) should foster business growth around Stoddard Road, Carr Road and Three Kings.

Infrastructure networks (including high-voltage power lines and pylons, and gas and fuel pipelines) run through the Mt Roskill/Hillsborough area. Although important for the city and its future growth, these networks can have negative visual impacts for local residents.

**Key outcomes**

Table 9 lists some of the key outcomes the council will seek to achieve for the Mt Roskill/Hillsborough area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s proposed 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
Table 9: Key outcomes for the Mt Roskill/Hillsborough area between now and 2050

Green the city and protect our heritage

The natural heritage values (including geological features) of the Mt Roskill/Hillsborough area are respectfully managed, which is likely to include:

- Recognising and conserving Puketāpapa-Mt Roskill and Te Tātua a Riukiuta-Three Kings as part of the city’s volcanic landscape
- Developing Monte Cecilia Park as a regionally significant venue for events.

The ecological values of the Mt Roskill/Hillsborough area are protected and enhanced by:

- Providing green linkages along Te Auaunga-Oakley Creek, Whau Stream, Wairaki Stream and the Manukau Harbour coastline, as well as along the Avondale-Southdown railway and State Highway 20 (the council will advocate to ONTRACK and the New Zealand Transport Agency for the latter two)
- Managing the Manukau Harbour coastline; sites north of State Highway 20 (between Queenstown Road and Hillsborough Road), in the vicinity of Big King and at Maungakiekie Golf Course, in a way that respects their ecological values.

The cultural heritage values (including archaeological and Māori sites of significance) of the Mt Roskill/Hillsborough area are respectfully managed. Particular areas of focus may include:

- Wesley Bay and Cape Horn coastal section
- Monte Cecilia Park
- Puketāpapa-Mt Roskill
- Te Tātua a Riukiuta-Three Kings, its tuff ring and remnant lake rim.

The heritage values of the Mt Roskill/Hillsborough area are retained, including those associated with the residential heritage of the area. Growth eras that may be particularly evident in the Mt Roskill/Hillsborough area include:

- Inter-war development
- Post-war development
- Recent growth.

Development from the post-war and recent growth eras predominates in the Mt Roskill/Hillsborough area.

Open spaces within the Mt Roskill/Hillsborough area are safe, secure, accessible and welcoming:

- There is an improved relationship between open spaces at Te Auaunga-Oakley Creek, Mt Roskill and Three Kings Quarry and their surrounding built environments
- In the long term, open spaces in Stoddard Road, Three Kings and Lynfield are improved
- Keith Hay Park is a regionally significant park, with improved pedestrian and cycling facilities connecting to Frost Road, and better public transport access and surveillance provided by low-rise apartments (two to four storeys) overlooking parts of the park.

The Mt Roskill/Hillsborough area has improved pedestrian and cycling routes:

- From south Epsom to Maungakiekie-One Tree Hill and Three Kings; to Monte Cecilia Park; to Puketāpapa-Mt Roskill and Big King; along the Manukau Harbour coastline; and along Te Auaunga-Oakley Creek, Whau Stream and Wairaki Stream
- With continuous access around the Manukau Harbour coastline (as far as practicable).

Infrastructure in the Mt Roskill/Hillsborough area is improved:

- Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality in Te Auaunga-Oakley Creek, Whau Stream, Wairaki Stream and the Manukau Harbour. (The council will work with Metro Water Ltd and Watercare Services Ltd for this.)
- The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.
Develop lively centres

The Mt Roskill/Hillsborough area has lively centres with defined functions within the council’s classification of centres:

- Three Kings, Royal Oak and Stoddard Road are town centres catering for business, office, retail, residential, open space, community and recreation uses
- Lynfield and Mt Roskill shops are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Mt Roskill/Hillsborough area has well-planned and managed development:

- There is mixed use development along parts of Dominion Road, Hillsborough Road, Mt Albert Road and Stoddard Road
- A new business node at Carr Road supports the Carr Road railway station (proposed) and Three Kings’s role as a town centre
- Intensified residential development overlooks parts of Keith Hay Park, with small expansion of the neighbourhood centre on Richardson Road (opposite Waikowhai Intermediate School) meeting residents’ needs
- All business areas provide higher levels of amenity for workers
- Three Kings Quarry accommodates mixed use development (of up to eight storeys) linked to the Three Kings town centre, enabling appropriately placed built form which frames and protects views to the cone of Big King and relates well to adjacent open space
- Land previously occupied by Maungakiekie Golf Course provides for a range of uses that complement the existing Lynfield shopping centre (if land becomes available)
- Redeveloped Housing New Zealand-owned land within the Stoddard Road and Mt Roskill area, and around Molly Green Reserve (south of Keith Hay Park and Richardson Road), provides for a range of housing types (including single dwellings, townhouses and apartments)
- At key sites around Commodore Drive, Roma Road and the existing Sanitarium and Selwyn Heights Retirement Village sites, if these become available for redevelopment. The council is committed to working with the landowner or developer to deliver a comprehensive master plan, for key sites, that results in high-quality urban design and acts as a catalyst for future social, cultural, environmental and economic opportunities in the area
- Land south of Stoddard Road (close to the Stoddard town centre and proposed railway station) and the Sanitarium site cater for higher-value employment-generating uses.

Community facilities are improved within walking distance of town centres.

House our growing population well

Within the Mt Roskill/Hillsborough area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- There is mixed use development and a mix of housing types (including low-rise apartments of two to four storeys) within the Stoddard Road, Mt Roskill, Lynfield and Royal Oak centres
- Single dwellings/townhouses on small sites continue to be provided in areas that are not within easy walking distance of centres or frequent public transport services
- Single dwellings on traditional sites continue to be provided along the Manukau Harbour coastline and around Big King (and in other areas that already have this style of housing), retaining the characteristics of the historic landscape.

Future development in the Mt Roskill/Hillsborough area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Mt Roskill/Hillsborough area is maximised and creates opportunities for employment:

- Land on the northern side of Carr Road (previously residential) is used for small business start-up activities
- There is bulky goods retail on the fringes of the Carr Road area
- Parts of Dominion Road that were previously residential now provide for business uses
- Carr Road is a business node and employment area supporting the new town centre at Three Kings
- The Sanitarium site on Pah Road and the Roma Road business area cater for employment generating activities
- The entire Three Kings, Carr Road and Stoddard Road areas will move towards intensive employment-generating uses when the proposed railway line and stations are built.
Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Mt Roskill/Hillsborough area is improved (the council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this):

- Improved railway infrastructure, including development of the Avondale-Southdown railway line, and (proposed) railway stations at Stoddard Road (further north than the current designation) and Carr Road, which are supported by surrounding land uses
- High-frequency, high-quality services along Hillsborough, White Swan, Richardson, Dominion, Mt Albert, Sandringham and Mt Eden roads, providing improved north-south connections between Hillsborough, Lynfield, Mt Roskill, Three Kings and the city centre and along the new railway line, particularly from Avondale and Auckland Airport.

Park-and-ride facilities are provided at the proposed Carr Road railway station to encourage use of public transport in this location.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).

Work within the Mt Roskill/Hillsborough area on State Highway 20 is complete:

- Better roads and pedestrian and cycling environments have been provided as part of the development around Stoddard Road (the council will advocate to the New Zealand Transport Agency for this)
- A tunnel is used for the State Highway 20 Waterview extension which allows for development along Richardson Road bridge (the council will advocate to the New Zealand Transport Agency for this).
5.7 Newmarket/Parnell area plan summary

Figure 48: Newmarket/Parnell area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Newmarket/ Parnell area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present

Located to the south and east of the Auckland city centre, the Newmarket/Parnell area was one of the earliest parts of the city to be developed and includes the suburbs of Newmarket, Parnell, Grafton, Newton and northern Epsom. The area has over 15,000 residents (around four percent of Auckland city’s population) living in diverse residences ranging from those with residential heritage through to high-rise apartments.

Newmarket is a dynamic town centre serving not only the local community but people from throughout the city and region. It also has a strong business element providing high levels of employment so Newmarket is often seen as an extension of the city centre. Smaller centres in the area include Parnell and Newton.

The Auckland Domain and Auckland War Memorial Museum, both iconic heritage features, are found in Newmarket, as is Auckland Hospital. Three private hospitals (Mercy Hospital, Brightside Hospital and Gillies Hospital) and a substantial number of medical specialists and services add to the area’s medical focus.

Khyber Pass, Broadway, Great South Road, Remuera Road, Manukau Road and Parnell Road all converge upon Newmarket town centre creating considerable traffic congestion. Combined with the Newmarket railway station and a number of important bus routes they serve to make Newmarket area a major transport hub.

Challenges and opportunities

Newmarket, Parnell and Newton all have a unique sense of place. A key issue is to foster an environment that provides jobs and an improved standard of living for the Newmarket arterial routes, while more general business activities will centre on Khyber Pass, around Boston Rd, Parnell and mixed community, while retaining the local identity of each centre. Growth in businesses that create high levels of employment will be focused around the town centres and on major use areas around Newmarket and Newton.

The recent upgrade of the existing railway station at Newmarket and providing new railway stations at Park Road/Khyber Pass Road and Parnell are key transport projects for the area that will help manage the effects of growth. Another major infrastructure project is to provide a direct underground city centre rail loop from the western railway line. The link will not only make the Auckland CBD rail loop more accessible but will also enable growth to be accommodated around Mt Eden railway station and in the Newton area.

Providing a better pedestrian and cycling environment to the city centre and within Newmarket itself will also bolster the area’s accessibility, as will planned motorway infrastructure works. The completion of the central connector linking the city centre and Newmarket will enhance the role of Newmarket as a transport hub.

Key outcomes

Table 10 lists some of the key outcomes the council will seek to achieve for the Newmarket/Parnell area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
Table 10: Key outcomes for the Newmarket/Parnell area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>The natural heritage values (including geological features) of the Newmarket/Parnell area are respectfully managed, which will include the conservation and enhancement of:</td>
</tr>
<tr>
<td>• Auckland Domain and Withiel Reserve as part of the city’s volcanic landscape.</td>
</tr>
</tbody>
</table>

| The ecological values of the Newmarket/Parnell area are protected and enhanced by: |
| • Creating green linkages between privately and publicly owned forest in North Epsom, Withiel Thomas Reserve, Auckland Domain, Ayr Reserve, Alberon Reserve, Scarborough Reserve, Grafton Gully and along the southern motorway and railway |
| • Developing green linkages around Hobson Bay and Judges Bay; along the western, eastern, southern and Britomart to Newmarket railway lines; and along the southern motorway (the council will advocate to the New Zealand Transport Agency and ONTRACK for these). |

| Managing parts of Epsom and Newmarket, Auckland Domain, Ayr Reserve, Withiel Thomas Reserve, Awatea Reserve, Scarborough Reserve and Alberon Reserve in a way that respects their ecological values. |

| The cultural heritage values (including archaeological and Māori sites of significance) of the Newmarket/Parnell area are respectfully managed. A particular area of focus is likely to include: |
| • Auckland Domain volcano. |

| The heritage values of the Newmarket/Parnell area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centre of: |
| • Parnell. |

| Growth eras that may be particularly evident in the Newmarket/Parnell area include: |
| • European pioneering settlement |
| • Victorian/Edwardian growth |
| • Inter-war development |
| • Post-war development |
| • Recent growth. |

| Pockets of development from the inter-war era predominate with smaller pockets of Victorian/Edwardian growth. There are also mixed sections representing all of the growth eras. |

| Open spaces in the Newmarket/Parnell area are safe, secure, accessible and welcoming: |
| • Low-rise apartments (of two to four storeys) surround Auckland Domain, Alberon Reserve, Dove-Myer Robinson Park and Point Resolution |
| • Medium-rise apartments (five to eight storeys) surround Auckland Domain and Newmarket Park |
| • There is mixed use development (with a residential emphasis) surrounding Auckland Domain (in the areas close to Newmarket principal centre) and Basque Park |
| • Auckland Domain is maintained as a regionally significant venue for public events |
| • In the long term, open spaces in Newmarket are improved. |

| The Newmarket/Parnell area has improved pedestrian and cycling routes: |
| • Around and between Auckland Domain, Maungawhau-Mt Eden Domain, Hobson Bay, Judges Bay and Newmarket Park |
| • With continuous access along the Hobson Bay coastline (as far as practicable). |

| Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality. The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this. |

| Auckland Domain and Auckland War Memorial Museum are maintained as regionally significant attractions, with improved pedestrian and cycle routes, and public transport connections to them. |
Develop lively centres

The Newmarket/Parnell area has lively centres with defined functions within the council’s classification of centres:

- Newmarket is a principal centre, and Parnell and Newton are town centres catering for retail, business, office, residential, open space, community and recreation uses.
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Newmarket/Parnell area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the principal and town centres, close to public transport, open spaces and community facilities.
- There is mixed use development on the edge of Newmarket, Parnell, Newton and Grafton, and along Manukau Road.
- All business areas provide higher levels of amenity for workers.
- There is development at key sites around the 309 Broadway (Westfield), Waipapa Valley (ONTRACK) and the Lion Brewery (AMP) site. Residential development is provided at the western end of the AMP site, and new roads are provided throughout.
- The council is committed to working with the landowner or developer to deliver a comprehensive master plan, for key sites, that results in high-quality urban design and acts as a catalyst for future social, cultural, environmental and economic opportunities in the area.
- The values of the traditional town centre of Newton recognised and it maintains its distinctive sense of place.

Community facilities are improved within walking distance of principal and town centres.

House our growing population well

Within the Newmarket/Parnell area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- The Newmarket, Parnell and Newton centres which have good access to public transport, open space and other amenities have a mix of housing types (including apartments) as part of mixed use development.
- Grafton, Newmarket and Parnell have a mix of housing types (including low, medium and high-rise apartments).
- Parts of Parnell and Epsom continue to have single dwellings/townhouses on small sites in areas that are not within easy walking distance of the centres or frequent public transport services.
- Parts of Eden Terrace, Grafton, Epsom, Newmarket and Parnell continue to have single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Newmarket/Parnell area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Newmarket/Parnell area is maximised and creates opportunities for employment:

- There are employment areas in Parnell and Newton.
- Auckland Hospital, the University of Auckland School of Medicine and private hospitals continue to be centrally located in the area.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public Transport in the Newmarket/Parnell area is improved (the council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this):

- Improved railway infrastructure including a new railway station at the northern end of Parnell town centre; a new railway station at Park Road with good pedestrian and cycle routes to it and to the redeveloped Lion Brewery (AMP) site; and an underground Auckland CBD rail link from Mt Eden railway station.
- High-quality, high-frequency service public transport services along Grafton Bridge, Park Road and Khyber Pass Road.

The Newmarket Viaduct and the direct link to Ports of Auckland (Grafton Gully) projects demonstrate a high standard of urban design (the council will advocate to the New Zealand Transport Agency for this).

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.8 Otāhuhu area plan summary

Figure 49: Otāhuhu area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Otāhuhu area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present

The Otāhuhu area, in the south-east of the Auckland isthmus, includes the suburbs of Otāhuhu, Mt Wellington and Sylvia Park. Over 23,000 people live here (about six percent of Auckland city’s population), mainly in single houses on medium or large sites.

The Otāhuhu area has a strong business and industrial character. Over 50 percent of the area’s land is zoned for business, providing jobs for 31,000 people. Otāhuhu itself offers a traditional town centre, while the extensive new centre at Sylvia Park caters for retail, offices and entertainment. Business is bolstered by the area’s substantial transport links – the North Island main trunk railway, southern motorway, south-eastern highway and several regional arterial roads all run through the Otāhuhu area.

The Otāhuhu area’s important natural heritage features include Hamlins Hill, Otāhuhu-Mt Richmond Domain and Robertson Hill-Sturges Park volcanic cones, and the Tāmaki Estuary and Otāhuhu Creek coastlines. Hamlins Hill and Otāhuhu-Mt Richmond Domain are also significant archaeological sites of former Māori fortified villages. The historic portage route (Te Tō Waka), used by Māori to transfer waka between the Manukau Harbour and Hauraki Gulf, is also located in the area.

Challenges and opportunities

Although historically Otāhuhu was one of Auckland city’s main retail, service and business areas, standards of living have been impacted by economic decline. Otāhuhu is an area where future residential growth can be accommodated. Managed well, this growth is an opportunity to ensure Otāhuhu has sufficient facilities, transport and open spaces for its residents, alongside opportunities for employment, education and community involvement.

In the past, development in the Otāhuhu area has not taken into account the area’s natural features (such as the volcanic cones and coastline). It will be important that future development enhances the landscape and ecological features for residents to use and enjoy.

It will also be important to build on the Otāhuhu area’s significant sense of place (which comes from its heritage and the diverse cultural mix of the people who currently live here) to restore Otāhuhu as a vibrant town centre. The centre must complement (and not compete with) other centres in the area (particularly Sylvia Park) to ensure that they all thrive.

Demand for business land in the Otāhuhu area is increasing and future growth is expected to occur in five business development areas – Mt Wellington Highway, Westfield, Southdown, Otāhuhu-Mt Richmond and Carbine Road – bringing more jobs and contributing to a better standard of living for the local community.

Public transport (or lack of appropriate public transport to cater for expected growth) is currently an issue in some of these areas (and throughout Otāhuhu). The regional Auckland-Manukau Eastern Transport Initiative (AMETI) should act as a catalyst for improving Otāhuhu area’s transport network. It is also hoped that an upgrade to Otāhuhu railway station (which is located within neighbouring Manukau City Council’s boundaries) will increase the station’s use, improving access for Otāhuhu town centre surrounding residents and businesses.

Key outcomes

Table 11 lists some of the key outcomes the council will seek to achieve for the Otāhuhu area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
Table 11: Key outcomes for the Otāhuhu area between now and 2050

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<tbody>
<tr>
<td>The natural heritage values (including geological features) of the Otāhuhu area are respectfully managed, which is likely to include the conservation and enhancement of:</td>
</tr>
<tr>
<td>• Otāhuhu-Mt Richmond Domain and Robertson Hill-Sturges Park as part of the city’s volcanic landscape</td>
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<tr>
<td>• Waipuna Headland’s high-quality open spaces (the council will advocate to the New Zealand Transport Agency and Manukau City Council for this as part of AMETI).</td>
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<tr>
<td>The ecological values of the Otāhuhu area are protected and enhanced by:</td>
</tr>
<tr>
<td>• Providing green linkages along the Tāmaki Estuary, Te Tō Waka Portage, Otāhuhu Creek, Anns Creek, the North Island Main Trunk railway (the council will advocate to the New Zealand Transport Agency and ONTRACK for the latter)</td>
</tr>
<tr>
<td>• Managing Anns Creek and sites at Hamlin’s Hill and Robertson Hill-Sturges Park in a way that respects their ecological values.</td>
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<td>The cultural heritage values (including archaeological and Māori sites of significance) of the Otāhuhu area are respectfully managed. Particular areas of focus may include:</td>
</tr>
<tr>
<td>• Hamlin’s Hill</td>
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<tr>
<td>• McLennan’s Hill</td>
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<tr>
<td>• Otāhuhu-Mt Richmond Domain</td>
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<tr>
<td>• Robertson Hill-Sturges Park.</td>
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<tr>
<td>The heritage values of the Otāhuhu area are retained, including those associated with the residential heritage and traditional town centres in the area. Growth eras that may be particularly evident in the Otāhuhu area include:</td>
</tr>
<tr>
<td>• European pioneering settlement</td>
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<tr>
<td>• Victorian/Edwardian growth</td>
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<tr>
<td>• Inter-war development</td>
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<tr>
<td>• Post-war development</td>
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<tr>
<td>• Recent growth.</td>
</tr>
<tr>
<td>There are clear pockets of development from the inter-war and post-war eras within the Otāhuhu area with minor pockets of recent growth.</td>
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<tr>
<td>Open spaces in the Otāhuhu area are safe, secure, accessible and welcoming:</td>
</tr>
<tr>
<td>• Low-rise apartments (two to four storeys) adjoin parts of Otāhuhu-Mt Richmond Domain, Murphy Park, Robertson Hill-Sturges Park, Hamlin Park, and Te Tō Waka Portage</td>
</tr>
<tr>
<td>• In the long term, open spaces in Mt Wellington, Sylvia Park and Otāhuhu are improved.</td>
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<tr>
<td>The Otāhuhu area has better pedestrian and cycling routes:</td>
</tr>
<tr>
<td>• Around and between Otāhuhu-Mt Richmond Domain, Murphy Park, Robertson Hill-Sturges Park, Hamlin’s Hill, Hamlin Park, Te Tō Waka Portage, Otāhuhu Creek, Anns Creek and the Tāmaki Estuary coastline</td>
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<tr>
<td>• With continuous access around the Tāmaki Estuary coastline (as far as practicable).</td>
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<tr>
<td>Infrastructure in the Otāhuhu area is improved:</td>
</tr>
<tr>
<td>• Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality in Otāhuhu Creek, Anns Creek and Tāmaki Estuary. (The council will advocate to Metro Water Ltd and Watercare Services Ltd for this.)</td>
</tr>
<tr>
<td>• The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.</td>
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</tbody>
</table>
Develop lively centres

The Otāhuhu area has lively centres with defined functions, within the council’s classification of centres:

- Sylvia Park is a principal centre, catering for retail, business, office, residential, open space, community and recreation uses
- Otāhuhu is a town centre catering for retail, business, office, residential, open space, community and recreation uses
- Mt Wellington shopping centre and Mt Richmond shops are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Otāhuhu area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the principal, town and local centres, close to public transport, open spaces and community facilities
- There is mixed use development around the Otāhuhu town centre and along key routes between the centre and Otāhuhu railway station, Robertson Hill-Sturges Park and Te Tō Waka Portage
- There are live/work opportunities around the Mt Richmond local centre, including open spaces, retail and business sites (this development happens over the longer term once space is no longer available around the larger centres)
- There is development at key sites around Fort Richard Road, Luke Street, Panama Road, Great South Road, McLennan Hill, Sylvia Park, Mt Wellington Highway and Carbine Road. The council is committed to working with the landowner or developer to deliver a comprehensive master plan, for key sites, that results in high-quality urban design and acts as a catalyst for future social, cultural, environmental and economic opportunities in the area
- All business areas provide higher levels of amenity for workers.

Community facilities are improved within walking distance of principal and town centres. This includes the Otahuhu library redevelopment that is funded as part of the LTCCP.

House our growing population well

Within the Otāhuhu area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- The Sylvia Park, Otāhuhu, Mt Wellington and Mt Richmond centres have a mix of housing types (including apartments and places where people can live and work in the same building) as part of mixed use development
- Mt Wellington, Panama Road and Otāhuhu areas continue to provide for single dwellings/townhouses on small sites that are not within walking distance of the centres or frequent public transport services
- The residential area to the west of the Pakuranga Bridge (Allright Place) has a mixture of medium- and low-rise apartments, with some opportunities for people to live and work in the same building (subject to reconfiguration of the road network and detailed planning)
- The area to the south of Otāhuhu continues to have areas of single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Otāhuhu area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Otāhuhu area is maximised and creates opportunities for employment:

- There are business nodes along Mt Wellington Highway and Carbine Road
- A range of land parcel sizes is provided throughout the Mt Wellington Highway and Carbine Road business areas, catering for value-added production, wholesale trade and transportation businesses
- There is greater business development, investment in, and improved connections between, the Otāhuhu town centre and the Westfield and Southdown business areas as a result of the Otāhuhu railway station upgrade (the council and Manukau City Council will advocate to the Auckland Regional Transport Authority and ONTRACK for this upgrade)
- There are places where people can live and work in the same building (usually used for start-up business activities) close to Sylvia Park principal centre, Otāhuhu town centre, Mt Wellington and Mt Richmond local centres, and along Mt Wellington Highway, Carbine Road, Walmsley Road and Great South Road.
### Connect communities

Local linkages to the citywide cycle network will be provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Otāhuhu area is improved (the council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this):

- There is a high-quality railway station at Otāhuhu incorporating better facilities and easier access
- High-quality, high-frequency services operate between Otāhuhu, Manukau City and the city centre
- Improvements are to be made to bus services between Otāhuhu town centre and rail station.

Park-and-ride facilities are developed within walking distance of the Otāhuhu railway station.

The Otāhuhu area has improved passenger transport and better roads as a result of AMETI (the council will advocate to the New Zealand Transport Agency for this):

- There are improved pedestrian and cycling environments along Mt Wellington Highway, Waipuna Road and Carbine Road
- There are improved connections to the Sylvia Park railway station from Carbine Road.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.9 Remuera/Meadowbank area plan summary

Figure 50: Remuera/Meadowbank area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))
This summary is a snapshot of how the Remuera/Meadowbank area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

**The area at present**

The Remuera/Meadowbank area is influenced by its views of the Hauraki Gulf, well-planted streets and gardens, and substantial residences (many of which remain from when the area was first developed between the First and Second World Wars). The area includes the suburbs of Remuera, Orākei, Meadowbank, St Johns and part of Ellerslie and is home to over 34,000 people (about 8.5 percent of Auckland city’s population). There are no large employment areas within the Remuera/Meadowbank area.

There are several large developments (under way or planned for) in the Remuera/Meadowbank area, including redeveloping Orākei Point, and the proposed development at Ellerslie Racecourse.

There are also a number of significant natural heritage features in Remuera/Meadowbank, including Orākei Basin, Hobson Bay, Remuwera-Mt Hobson, Waiatarua Wetland, and Maunga Rāhiri-Little Rangitoto, providing residents with large areas of open space.

**Challenges and opportunities**

Although it is an established residential area, Remuera/Meadowbank will accommodate its share of the city’s residential growth over the medium to long term. Finding ways to do this, while continuing to provide a high-quality environment for residents to live and work, and recognising the area’s historic values, will be a challenge.

Transport is an important issue for Remuera/Meadowbank, and the council will be seeking to provide a range of transport options for the area’s future. Deciding what to do with land designated for transport adjacent to the south-eastern railway line will be part of this, as well advocating for a railway station at St Johns. It will also be important to ensure that land use around Newmarket, Remuera, Greenlane, Orākei and Meadowbank railway stations maximises the opportunities resulting from the planned electrification of Auckland region’s urban rail system. Removing the sewerage pipeline across Hobson Bay will provide opportunities to develop the bay for recreational use.

**Key outcomes**

Table 12 lists some of the key outcomes the council will seek to achieve for the Remuera/Meadowbank area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
## Green the city and protect our heritage

The natural heritage values (including geological features) of the Remuera/Meadowbank area are respectfully managed, which will include the conservation and enhancement of:

- Maunga Rāhiri-Little Rangitoto, Orākei Basin and Remuwer-Mt Hobson and the lava caves at Ellerslie Racecourse as part of the city’s volcanic landscape.

The ecological values of the Remuera/Meadowbank area are protected and enhanced by:

- Providing green linkages along the Orākei Basin and Hobson Bay coastline, Pourewa Inlet and stream, Meadowbank Creeks (one, two and three), Orākei Stream and Waitaramoa Stream, and between Waitara Reserve, St Johns Reserve and Stonefields; along the southern and south-eastern railways, and the southern motorway (the council will advocate to the New Zealand Transport Agency and ONTRACK for these)
- Managing Waitara Reserve, St John’s Bush, Waitaramoa Reserve and the wetlands at Martyn Wilson Field Reserve in a way that respects their ecological values.

The cultural heritage values (including archaeological and Māori sites of significance) of the Remuera/Meadowbank area are respectfully managed. Particular areas of focus may include:

- Waitara Reserve
- Maunga Rāhiri-Little Rangitoto
- Remuwer-Mt Hobson
- Orākei Basin volcanic feature.

The heritage values of the Remuera/Meadowbank area are retained, including those associated with the residential heritage and traditional town centres in the area. Growth eras that may be particularly evident in the Remuera/Meadowbank area include:

- European pioneering settlement
- Victorian/Edwardian growth
- Inter-war development
- Post-war development
- Recent growth.

The Remuera/Meadowbank area includes representation of all the eras of growth with select pockets of inter-war development and some pockets of recent growth to the west.

Open spaces in the Remuera/Meadowbank area are safe, secure, accessible and welcoming:

- Low-rise apartments (of two to four storeys) surround Wairua Reserve and St John’s Bush (if the proposed railway station goes ahead)
- In the long term, open spaces within the area are improved.

The Remuera/Meadowbank area has improved pedestrian and cycling routes:

- Around and between Maungarei-Mt Wellington, Waitara Reserve, Remuwer-Mt Hobson, Maunga Rāhiri-Little Rangitoto and the Waitematā Harbour
- With continuous access around the Waitematā Harbour coastline and along Pourewa Inlet and stream (as far as practicable).

Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality in local streams and Waitematā Harbour. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this.)
### Develop lively centres

The Remuera/Meadowbank area has lively centres with defined functions within the council’s classification of centres:

- Remuera is a town centre which caters for retail, business, office, residential, open space, community and recreational uses
- Meadowbank and the area surrounding St Johns railway station (if it proceeds) are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Remuera/Meadowbank area has well-planned and managed development because:

- Activities that create employment and intensified residential development are based around Remuera town centre and the local centres, close to public transport, open spaces and community facilities
- There is a new neighbourhood centre at Orākei Point
- There is mixed use development at the Newmarket end of Remuera Road, at Orākei Point and on Greenlane East opposite the Ellerslie Racecourse
- There is residential intensification around the Upland Road neighbourhood centre
- There is a new railway station at St Johns, which the council will advocate for, surrounded by associated mixed use development
- There is an iconic medium-rise mixed use development around Orākei railway station as part of the Orākei Point development
- There is new residential development on parts of Ellerslie Racecourse
- All business areas provide higher levels of amenity for workers.

Community facilities are improved within walking distance of town centres.

### House our growing population well

Within the Remuera/Meadowbank area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Remuera town centre, and Meadowbank and St Johns (proposed) local centres, have a mix of housing types (including apartments) as part of mixed use development
- Single dwellings/townhouses on small sites continue to be provided in areas that are not within easy walking distance of the centres or frequent public transport services
- Single dwellings on traditional sites continue to be provided retaining the characteristics of the historic landscape.

Future development in the Remuera/Meadowbank area will be managed to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

### Be economically competitive

Opportunities for employment are created within the Remuera/Meadowbank area:

- Healthcare activities on Remuera Road and adjacent streets but not spreading into surrounding areas
- Mixed use development opposite the Ellerslie Racecourse business node
- Mixed use development on Remuera Road (within 10 minutes walk of Newmarket railway station) and at Remuera town centre and Meadowbank local centre.

### Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s cycling and walking framework and cycling action plan.

Public transport in the Remuera/Meadowbank area is improved (the council will work with Auckland Regional Transport Authority and ONTRACK to achieve this):

- There will be high-quality, high-frequency service along Remuera Road
- The council will advocate for improved services connecting Newmarket, Orākei Point, Remuera, Kohimarama, Stonefields, Meadowbank and Great South Road
- A new railway station is proposed at St Johns, supported by low-rise (two to four storey) residential development, bus interchange, rail and other services.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).
5.10 Tāmaki area plan summary

Figure 51: Tāmaki area outcomes 2050 (see 7.5 Appendix E for map legend (p.191))
This summary is a snapshot of how the Tāmaki area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

**The area at present**

The Tāmaki area adjoins the Tāmaki River coastline in the east of Auckland city and includes the suburbs of St Johns, Glen Innes, Pt England, Tāmaki, Panmure and parts of Mt Wellington and Penrose. The Tāmaki area is home to over 32,000 people (about eight percent of Auckland city’s population). The multicultural population of the area is predominantly of Pacific Island, Māori and Asian descent. There are extensive areas of state housing from the post-war era and significant areas of business land within the area providing jobs for more than 16,000 people.

A number of key developments in the Tāmaki area (either planned or under way) include the Stonefields residential development in the former Mt Wellington Quarry, the Tāmaki innovation precinct, the New Zealand Innovation Centre, expansion of the University of Auckland’s Tāmaki Campus and the Lunn Avenue central business node.

The area is geologically and archaeologically significant and historically was important for Māori, European and Chinese settlement. Several important cultural heritage sites remain.

The North Island Main Trunk railway line (with stations at Panmure and Glen Innes) and a number of regional arterial roads run through the Tāmaki area. An improved transport network is proposed as part of the Auckland-Manukau Eastern Transport Initiative (AMETI).

**Challenges and opportunities**

Within the Tāmaki area, residential growth is planned to occur around Glen Innes and Panmure town centres and within the site of the old Mt Wellington Quarry, and business growth around the University of Auckland’s Tāmaki Campus, the Lunn Avenue and Marua Road area, and within and to the south of Harrison Road Quarry.

The Tāmaki transformation programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agency, and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects under way in the Tāmaki area, eg AMETI, New Zealand Innovation Centre.

Glen Innes and Panmure town centres have suffered decline over the past decade. Rejuvenation will require residential growth in surrounding areas, physical improvements and controls on competing out-of-centre retail activities, and will be supported by measures to improve local public transport.

The Tāmaki innovation precinct and the New Zealand Innovation Centre offer significant opportunities for change within Tāmaki. The innovation centre will form the nucleus of a technology-focused business cluster and be the catalyst to change the business precinct to an innovation precinct over the longer term.

The Auckland-Manukau Eastern Transport Initiative (AMETI) will initiate major improvements to the Tāmaki transport network, improving both north to south and east to west connections. A key issue is how to optimise the economic benefits that AMETI offers while maintaining the quality of Tāmaki’s built environment. Addressing severance issues associated with the existing transport infrastructure will also be important, and proposals include a ‘lid’ over the new north-south road between Mt Wellington Highway and Mountain Road.

**Key outcomes**

Table 11 lists some of the key outcomes the council will seek to achieve for the Tāmaki area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council’s 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
Table 13: Key outcomes for the Tāmaki area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td>The natural heritage values (including geological features) of the Tāmaki area are respectfully managed which may include the conservation and enhancement of:</td>
</tr>
<tr>
<td>• Maungarei-Mt Wellington, Panmure Basin, Purchas Hill and Stonefields lava reserve as part of the city’s volcanic landscape</td>
</tr>
<tr>
<td>• Pt England beach.</td>
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<table>
<thead>
<tr>
<th>The ecological values of the Tāmaki area are protected and enhanced by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Developing a connected and cohesive citywide urban forest including forest around Van Damms Lagoon and the Panmure Basin</td>
</tr>
<tr>
<td>• Providing green linkages along the Tāmaki River coastline and Omaru Creek, and around Van Damms Lagoon to Maungarei-Mt Wellington and the Panmure Basin, and around the Panmure Basin</td>
</tr>
<tr>
<td>• Managing Van Damms Lagoon, Omaru Creek and Maungarei-Mt Wellington in a way that respects their ecological values.</td>
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<thead>
<tr>
<th>The urban forest is enhanced:</th>
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<tr>
<td>• Along the drainage reserves (where appropriate)</td>
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<tr>
<td>• Within the pond and wetland system at Stonefields</td>
</tr>
<tr>
<td>• Along the North Island Main Trunk railway line. The council will advocate to New Zealand Transport Agency and ONTRACK for this.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The cultural heritage values (including archaeological and Māori sites of significance) of the Tāmaki area are respectfully managed. Particular areas of focus may include:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Pt England</td>
</tr>
<tr>
<td>• Panmure Basin</td>
</tr>
<tr>
<td>• Maungarei-Mt Wellington</td>
</tr>
<tr>
<td>• Stonefields</td>
</tr>
<tr>
<td>• Purchas Hill.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The heritage values of the Tāmaki area are retained, including those associated with the residential heritage and traditional town centres in the area. Growth eras that may be particularly evident in the Tāmaki area include:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• European pioneering settlement in Panmure</td>
</tr>
<tr>
<td>• Inter-war development</td>
</tr>
<tr>
<td>• Post-war development</td>
</tr>
<tr>
<td>• Recent growth.</td>
</tr>
</tbody>
</table>

Development in the Tāmaki era is predominantly from the post-war era with scattered areas of the inter-war and recent growth eras.

<table>
<thead>
<tr>
<th>Open spaces in the Tāmaki area are safe, secure, accessible and welcoming:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Low-rise apartments and terraced houses (of two to four storeys) adjoin Eastview, Taniwha and Maybury Reserves in Glen Innes</td>
</tr>
<tr>
<td>• There are improved pedestrian and cycle routes to and through open spaces, including the long drainage reserves and Pt England Reserve</td>
</tr>
<tr>
<td>• There is a new, high-quality open space at 30-44 Barrack Road, Mt Wellington.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>The Tāmaki area has improved pedestrian and cycling routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Around and between the Panmure Basin, Van Damms Lagoon, Maungarei-Mt Wellington, Purchas Hill, the Stonefields ponds and wetland system, Pt England Reserve, Wai-o-taiki Nature Reserve and the Tāmaki River</td>
</tr>
<tr>
<td>• With continuous access along the Tāmaki River (as far as practicable)</td>
</tr>
<tr>
<td>• Across the Panmure bridge.</td>
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<thead>
<tr>
<th>Infrastructure in the Tāmaki area is improved:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, reduce flood risks and improve water quality in Van Damms Lagoon, Panmure Basin, the Tāmaki River and Omaru Creek. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this.)</td>
</tr>
<tr>
<td>• The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.</td>
</tr>
</tbody>
</table>

Auckland Netball Centre is maintained as a regionally important facility with better pedestrian and cycle routes and public transport connections to it.
Develop lively centres

The Tāmaki area has lively centres with defined functions within the council’s classification of centres:

- Glen Innes and Panmure are town centres which cater for retail, business, office, residential, open space, community and recreation uses
- The new centre in the Stonefields development is a local centre providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained meeting the convenience needs of the community.

The Tāmaki area has well-planned and managed development:

- Single dwellings/townhouses on small sites are developed on land within the Tāmaki Transformation Programme area.
- Glen Innes town centre has been extended to the east and provides better connections with, and safe pedestrian routes to, the railway station
- There is mixed use development to the west of the Glen Innes town centre (between the railway and Howard Hunter Avenue), including offices, business services, clean production, places where people can live and work in the same building, student accommodation and a small amount of retail
- Panmure town centre has been extended to the west and provides a series of areas with a particular focus including retail at the town’s core, mixed use along Lagoon Drive, a recreation area adjoining the Panmure Basin, a business area to the west of Pilkington Road and mixed use with limited retail to the west of Jellicoe Road around the railway station
- There is mixed use development with a residential focus at the top of Mt Wellington Highway in Panmure (previously the large Masport site)
- The site previously occupied by the Harrison Road Quarry provides land for employment, production and distribution uses
- There is a new local centre as part of the Stonefields development, which also includes a primary school and open spaces
- All business areas provide higher levels of amenity for workers.

Community facilities are improved within walking distance of town centres.

House our growing population well

Within the Tāmaki area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- The Glen Innes and Panmure centres have a mix of housing types (including apartments) as part of mixed use development
- There are low-rise apartments and terrace houses (two to four storeys) within walking distance of the Glen Innes and Panmure centres and railway stations, including on the western side of Howard Hunter Avenue
- The Stonefields development has medium-rise apartments (of five to eight storeys), low-rise apartments and terrace houses (of two to four storeys), and townhouses
- Single dwellings/townhouses on small sites continue to be provided throughout the area in places that are not within easy walking distance of the centres or frequent public transport services
- The western side of Maungarei-Mt Wellington and land around Wai-o-taiki Nature Reserve continue to have single dwellings on traditional sites
- Business land along Harrison Road in Mt Wellington changes over time to become residential land.

Future development in the Tāmaki area will be managed to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.
Be economically competitive

Use of business land in the Tāmaki area is maximised and creates opportunities for employment:

- The Tāmaki Innovation Precinct is developed (the council will work with the Ministry of Economic Development, the University of Auckland, client companies and other stakeholders on this), and land within the precinct will change from low to high density business activities that support innovation and knowledge-based research and product development.
- The New Zealand Innovation Centre is developed and promoted (the council will work with the Ministry of Economic Development and the University of Auckland on this).
- There is a business node and mixed use development within the Tāmaki Innovation Precinct adjacent to the reopened Tāmaki railway station (proposed) (the council will work with the private sector on this).
- Information and communications technology infrastructure throughout the area is improved, including a digital hub to improve community access to broadband (the council will work with providers on this).
- There is a skills strategy and skills development programmes in the area, with a particular focus on industry and technology companies (the council will work with government agencies on this).
- The Lunn Avenue and Marua Road area is an employment area, with initial provision for bulky goods retail on Lunn Avenue changing over time to more innovation-related activity.
- The Harrison Road Quarry and Leonard Road area in Mt Wellington provides for employment, production and distribution activities.
- Land fronting Mt Wellington Highway and Panorama Road changes over time from residential to business and employment uses.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s Cycling and Walking Framework and Cycling Action Plan.

Passenger transport in the Tāmaki area is improved (the council will work with Auckland Regional Transport Authority and ONTRACK to achieve this):

- The Tāmaki railway station is reopened (the council will advocate to the Auckland Regional Transport Authority and ONTRACK for this) and the area surrounding it redeveloped.
- High-quality, high-frequency public transport services operate, including on Queens Road, Church Crescent, Pilkington Road and College Road.
- There are improved bus services to the Sir Edmund Hillary Retirement Village on Abbotts Way, the Stonefields development and Lunn Avenue area. (The council will advocate to the Auckland Regional Transport Authority for this).

There is a "lid" over the new north-south road built in Panmure as part of AMETI.

Park-and-ride facilities are provided within walking distance of the Glen Innes and Panmure railway stations.

The Tāmaki area has an improved road network:

- There are improved connections provided in the Lunn Avenue and Marua Road area as part of the redevelopment of business sites.
- There is better traffic safety in Glen Innes and Point England (through the Point England “self-explaining roads” project).

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).

There is waterfront transport operating from Point England and/or Panmure (if appropriate and feasible).
5.11 Western Bays area plan summary

Figure 5: Western Bays area outcomes 050 (see 7.5 Appendix E for map legends [p.191])
This summary is a snapshot of how the Western Bays area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working toward.

The area at present

The Western Bays area is made up of the long-established residential suburbs of Freemans Bay, Ponsonby, St Marys Bay, Herne Bay, Grey Lynn, Westmere and Pt Chevalier. Three of these suburbs were among the first to develop following European settlement of Auckland city, and many iconic heritage features, scheduled trees and heritage buildings are found within the area.

Over 7,000 (around nine percent of Auckland city’s population) live in the Western Bays area. The main business centres are along Ponsonby and Great North Roads, with smaller centres scattered throughout the area, and there is limited scope to provide additional business land beyond these. Current businesses provide employment for approximately 15,000 people.

To a certain degree the area has been shaped by its landscapes, most noticeably the significant lava flow originating from Te Tātua a Riukiuta–Three Kings which runs through Waioarea-Western Springs to reach the sea at Meola Reef.

Several important recreational facilities and regional attractions are located within Western Bays, including Artstation, the Auckland Performing Arts Centre, Auckland Zoo, MOTAT, Western Springs Stadium and Western Springs Reserve, making it a popular destination for visitors from within Auckland city and beyond.

Challenges and opportunities

The Western Bays area has many significant natural features, including Cox’s Creek, Motions Creek, Meola Stream, Meola Reef Reserve and the Waitematā Harbour coastline. Protecting and improving the landscapes and ecology of these features will be essential into the future, and should happen alongside work to improve access to and connections between them.

The Western Bays area is located close to Auckland’s city centre and enjoys a high level of amenities such as schools, parks and community facilities, making it well-suited to accommodate residential growth. Growth will be located around existing centres at Ponsonby, Grey Lynn and Pt Chevalier, and along Great North and Ponsonby Roads. This will ensure residents have access to amenities and public transport, and will make the best use of scarce business land and transport infrastructure.

The heritage values of Western Bays area, including residential heritage and iconic features, provide a distinctive sense of place that residents and visitors enjoy. It is vital that these qualities are protected as the area develops. It will also be important to ensure that enough community facilities and open spaces are retained for people to enjoy.

Key outcomes

Table 14 lists some of the key outcomes the council will seek to achieve for the Western Bays area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already underway, with funding allocated in the council’s proposed 2009 ten-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot itself achieve an outcome, but needs to advocate to others to provide it, this has been indicated.
### Table 14: Key outcomes for Western Bays area between now and 2050

<table>
<thead>
<tr>
<th><strong>Green the city and protect our heritage</strong></th>
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<tbody>
<tr>
<td>The natural heritage values (including geological features) of the Western Bays area are respectfully managed, which will include the conservation and enhancement of:</td>
<td></td>
</tr>
<tr>
<td>• The Meola Reef as part of the Te Tātua a Riukiuta-Three Kings lava flow.</td>
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</tr>
<tr>
<td>The ecological values of the Western Bays area are protected and enhanced by:</td>
<td></td>
</tr>
<tr>
<td>• Providing green linkages along Meola Creek, Motions Stream and Cox’s Creek (and their tributaries), and along the north-western and southern motorways (the council will advocate to the New Zealand Transport Agency and other relevant land owners where appropriate.)</td>
<td></td>
</tr>
<tr>
<td>• Managing parts of Eric Armishaw Park, Western Park, Western Springs Reserve, Meola Reef Reserve and Arch Hill Scenic Reserve in a way that respects their ecological values.</td>
<td></td>
</tr>
<tr>
<td>The cultural heritage features (including archaeological and Māori sites of significance) of the Western Bays area are respectfully managed. Particular areas of focus may include:</td>
<td></td>
</tr>
<tr>
<td>• Waiorea-Western Springs and lava outcrops</td>
<td></td>
</tr>
<tr>
<td>• Meola Creek and estuary</td>
<td></td>
</tr>
<tr>
<td>• Meola Reef and lava flow</td>
<td></td>
</tr>
<tr>
<td>• Cox’s Creek Walkway adjoining rear boundaries of 47 and 49 Webber Street, Grey Lynn</td>
<td></td>
</tr>
<tr>
<td>• Coyle Park, Pt Chevalier</td>
<td></td>
</tr>
<tr>
<td>• 16 Joan Street and cliff top properties extending northwards along Pt Chevalier Road to and including a portion of Coyle Park</td>
<td></td>
</tr>
<tr>
<td>• Old Mill Road extending from old zoo entrance westerly to toe of the bank</td>
<td></td>
</tr>
<tr>
<td>• Point Erin base of cliff</td>
<td></td>
</tr>
<tr>
<td>• Point Erin Park</td>
<td></td>
</tr>
<tr>
<td>• St Marys Bay Road (reserve at foot of road)</td>
<td></td>
</tr>
<tr>
<td>• Waiorea-Western Springs main lake.</td>
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</tr>
<tr>
<td>The heritage values of the Western Bays area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centres of:</td>
<td></td>
</tr>
<tr>
<td>• Grey Lynn</td>
<td></td>
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<tr>
<td>• West Lynn</td>
<td></td>
</tr>
<tr>
<td>• Ponsonby</td>
<td></td>
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<tr>
<td>Growth eras that may be particularly evident in the Western Bays area include:</td>
<td></td>
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<tr>
<td>• European pioneering settlement</td>
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<tr>
<td>• Victorian/Edwardian growth</td>
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<tr>
<td>• Inter-war development</td>
<td></td>
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<tr>
<td>• Post-war development.</td>
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<tr>
<td>The Western Bays area consists of development predominantly from the Victorian/Edwardian and inter-war eras, with limited examples of post-war development.</td>
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<tr>
<td>The Western Bays area has improved pedestrian and cycling routes:</td>
<td></td>
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<tr>
<td>• Along the length of the Waitematā Harbour coastline (as far as practicable)</td>
<td></td>
</tr>
<tr>
<td>• From Pt Chevalier to Eric Armishaw Park and Meola Reef Reserve</td>
<td></td>
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<tr>
<td>• Between Great North Road and Meola Reef Reserve (through Walmer Park and Walmer Reserve, and via Western Springs reserve)</td>
<td></td>
</tr>
<tr>
<td>• Along Meola Creek, Motions Stream and Edgars Creek (from Warnock Reserve)</td>
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</tr>
<tr>
<td>• Between Old Mill Road and Western Springs reserves</td>
<td></td>
</tr>
<tr>
<td>• Between Grey Lynn Park and Cox’s Bay Park (along Cox’s Creek)</td>
<td></td>
</tr>
<tr>
<td>• From Grey Lynn to Grey Lynn Park, Arch Hill Reserve and Ponsonby</td>
<td></td>
</tr>
<tr>
<td>• Between the city centre and Western Park and Pt Erin Park.</td>
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</tr>
<tr>
<td>In the long term, open spaces at Pt Chevalier, Ponsonby and Grey Lynn are improved.</td>
<td></td>
</tr>
<tr>
<td>The stormwater and wastewater infrastructure within the Western Bays area is improved to accommodate growth, reduce flood risks and improve water quality in Meola Creek, Motions Stream, Cox’s Creek, Edgars Creek and Kelmarna Stream, and at local beaches. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this).</td>
<td></td>
</tr>
<tr>
<td>The Zoo and MOTAT are important regional attractions with improved pedestrian and cycling facilities and connections to public transport.</td>
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</tbody>
</table>
Develop lively centres

The Western Bays area has lively centres with defined functions, within the council’s classification of centres:

- Ponsonby town centre will cater for retail, business, office, residential, open space, community and recreation uses
- Pt Chevalier, Grey Lynn, West Lynn, Jervois Road and Three Lamps are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained, meeting the convenience needs of the community.

The Western Bays area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the local centres, close to public transport, open spaces and community facilities
- All business areas provide higher levels of amenity for workers
- There is mixed use development (four to eight storeys) at Pt Chevalier, Grey Lynn, Surrey Crescent and West Lynn, Great North Road (east of Grey Lynn), Ponsonby Road (south) and Jervois Road (east)
- At key sites at Richmond Road (for employment use), the Cables restaurant/bar site, Carlisle House site and Selwyn Retirement Village. (The council is committed to working with the landowner or developer to deliver a comprehensive master plan for key sites that results in high quality urban design and acts as a catalyst for future social, cultural, environmental and economic opportunities in the area)
- The values of the traditional local centres of Grey Lynn and West Lynn are recognised and maintain their distinctive sense of place.

Community facilities are improved within walking distance of principal and town centres.

House our growing population well

Within the Western Bays area, the following locations are identified as most suitable for particular types of housing development to cater for people’s different needs and lifestyles:

- Ponsonby, Pt Chevalier, Freemans Bay, Grey Lynn, West Lynn and Jervois Road have a mix of housing types (including apartments)
- Pt Chevalier, Westmere, Grey Lynn and Herne Bay have single dwellings/townhouses on small sites in areas that are not within walking distance of the centres or frequent public transport services
- Ponsonby, Freemans Bay, St Marys Bay, Herne Bay, Grey Lynn and West Lynn also continue to have single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Western Bays area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Western Bays area is maximised and creates opportunities for employment:

- Pt Chevalier centre is extended north along Pt Chevalier Road
- There is a new business node located east of Pt Chevalier centre and north of the north-western motorway
- More business land is available within the Pt Chevalier and Jervois Road centres
- Great North Road, Karangahape Road and Ponsonby Road are mixed use corridors
- There is more capacity for office and retail activities in the Ponsonby, Grey Lynn and Pt Chevalier centres
- mixed use and employment generating activities are accommodated on the fringes of Ponsonby, Grey Lynn and Pt Chevalier centres
- Employment land on Richmond Road is maintained.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council’s Cycling and Walking Framework and Cycling Action Plan.

Public transport in the Western Bays area is improved (the council will work with the Auckland Regional Transport Authority to provide this):

- The council will advocate to ARTA for high frequency, high quality services along Great North and Ponsonby Roads
- A community bus service runs along Meola Road, linking Pt Chevalier with Westmere, Jervois Road and Ponsonby.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).

Work within the Western Bays area on State Highway 20 interchange is completed and a tunnel is used for the highway’s Waterview extension. The council will advocate to the New Zealand Transport Agency on this.
6 Precinct plans

Introduction
This chapter contains the precinct plans that form the third tier of the future planning framework. The precinct plans describe, to a property level, land use types, building heights, important capital works projects, key urban design considerations and historic landscape elements. The plans completed so far are:

- Onehunga principal centre precinct plan
- Church-Neilson business precinct plan
- Pt Chevalier/Western Springs precinct plan
- Mt Albert precinct plan

The outcomes already determined for the first two tiers of the future planning framework are a key platform for these precinct plans, ie the citywide spatial framework and the relevant area plan. The historic landscape layers, which relate to the precinct, are another important foundation.

The plans are delivered in three maps that provide an integrated picture of a sustainable future urban form for each precinct. The precinct plans commence by identifying the assumptions underlying the delivery of the precinct plan to illustrate aspects critical to the successful delivery of the precinct plan. Constraints, being significant limitations that will need to be addressed, are also identified.

Each precinct plan identifies specific recommendations to achieve the aspirations for the precinct under the key moves (where appropriate) of:

- enhancing the city centre and waterfront
- developing lively centres
- housing our growing population well
- being economically competitive
- connecting communities
- greening the city and protecting our heritage

Implementation
Core methods of implementation for the precinct plan will be through a district plan and Long Term Council Community Plan (LTCCP). However, a multi-pronged policy and capital works implementation plan, incorporated into an action plan, will be required to deliver the aspirations identified in these precinct plans. Within the new Auckland Council structure, implementation of the plan is also likely to be necessary through the various plans developed, such as an infrastructure plan, and will likely require shared responsibility from Council Controlled Organisations (CCOs).

Critical partnerships will also be necessary between the council and other agencies, particularly nationally operated infrastructure providers, to deliver the outcomes sought.

Precinct plan interpretation
The first of the three maps which make up each precinct plan represent the historic landscape layers of importance, both isthmus-wide and particular to the precinct. This map builds on the heritage themes represented in the citywide spatial framework. The layers represented on this plan reflect an objective analysis of these features.

The second base outcome map identifies the types of land use outcomes sought and their desired height, bearing in mind the historic landscape analysis.

The third overlay outcomes map builds on the land use outcome layers and identifies transport elements and priorities where built form design needs to respond appropriately to existing open space and historic landscape features or should support particular design aspirations.

Figure S3: The three tiers of the future planning framework
6.1 Onehunga principal centre precinct plan

Figure 5: Onehunga principal centre precinct plan - Historic landscape overlay (see 7.5 Appendix E for map legends (p.192)

Figure S4: Onehunga principal centre precinct plan - Historic landscape overlay (see 7.5 Appendix E for map legends (p.192)
Figure 55: Onehunga principal centre precinct plan - Base outcomes (see 7.5 Appendix E for map legend (p.193))
Introduction

Onehunga is identified in the citywide spatial framework as a principal centre (along with Newmarket and Sylvia Park). Principal centres, together with the city centre form the main hubs for future intensification and development in the isthmus. It is expected that these centres will be connected to the rest of the city and the region by high-quality public transport networks. To 2050, these higher order centres are expected to account for 56 percent of the employment in Auckland city, and the Onehunga principal centre itself is expected to grow by at least an additional 3400 dwellings and 5000 workers.

To achieve this principal centre status Onehunga will:

- have a wide catchment of influence that extends beyond the boundary established for the precinct plan
- require district plan amendments to achieve the principal centre aspirations together with both public and private sector investment in the area.

Its infrastructure will:

- have a frequent rail service with connections to the city centre, airport and Avondale, which integrates with a bus interchange
- be supported by improved east-to-west local road connections designed to relieve current road network congestion and inefficiency, particularly within the Onehunga Mall area
- be supported by a reliable supply and network of electricity and other utilities (eg broadband) including the incremental undergrounding of existing above-ground services
- have a safe, functional and easy-to-use walking and cycling network.

Its environment will:

- have improved access to and quality of open space
- be supported by the use of the existing unused rail designation for a variety of purposes including open space, urban forest and development
- have high standards of design and construction quality, to ensure new developments contribute positively to the creation of a high-quality place
- retain important aspects of the historic landscape
- have better access to the Manukau Harbour and an enhanced Onehunga foreshore
- have a well-managed interface between residential and business environments and with open space.

Its supporting social infrastructure will:

- be supported by increased provision, quality and access to educational and community facilities, recreation and entertainment activities, particularly for young people, and support network services.

Constraints

During the course of developing the precinct plan, several constraints to Onehunga achieving the principal centre growth anticipated have been identified:

- fragmentation of land holdings and the need for a mechanism to support land assembly
- redevelopment of sites, which is likely to require the ability to replace in the order of three times the gross floor of existing buildings on the site to be economically viable
• the possibility of a state highway link joining the southern motorway to State Highway 20 (SH20), through the Onehunga precinct area. As routes for such a link have not been confirmed it has not been considered in the precinct plan development. However, it is likely to present a constraint to Onehunga’s development should this occur on the northern side of the harbour
• market drivers including the demand for development in the area
• protection of iconic elements, areas and landscapes.

Observations
While consideration of social issues was not a core focus of the precinct plan it is observed that Onehunga is well served by community facilities and that the co-location of these facilities serves as a model for provision of future community facilities within centres. Additionally, however, social issues which may require attention in the future include the provision of activities that support use of the centre by young people and the need to plan for an increasingly ethnically diverse population.

2050 Aspirations
It is intended that by 2050 Onehunga will be a significant centre in Auckland providing a safe and attractive environment within which to live, work and play. Onehunga will be well connected to an enhanced foreshore and will be a well-used interchange for public transport – particularly rail. Onehunga’s point-of-difference features including proximity to the Manukau Harbour and the airport will be leveraged to support investment and economic growth in the centre. It is anticipated that with a wide range of activities establishing themselves in the centre including education, office, hotel and conference centre facilities, with a strong retail focus in and around Onehunga Mall and a cluster of community facilities, Onehunga will become a dynamic, vibrant centre by 2050.

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 zero to five years, medium-term priorities (next five to ten years) and longer-term aspirations which would take longer than 10 years to plan and achieve. Furthermore, those key moves which have a specific funding commitment under council’s 10-year plan (2009 to 2019) have been identified with an asterisk (*).
Table 15: Key outcomes for the Onehunga principal centre precinct plan between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short term priorities</strong></td>
</tr>
<tr>
<td>• Restore the Onehunga foreshore into a high-quality open space and coastal amenity*</td>
</tr>
<tr>
<td>• Provide high-quality pedestrian and cycle linkages between open spaces in the area and particularly between Onehunga Bay Reserve and an enhanced foreshore</td>
</tr>
<tr>
<td>• Treat Church Street as a main gateway entrance, quality pedestrian environment and priority street tree avenue for people entering Onehunga from the Queenstown Road/Beachcroft Avenue area</td>
</tr>
<tr>
<td>• Require regulatory protection of those historic landscape elements, areas and landscapes identified as iconic on the historic landscape map</td>
</tr>
<tr>
<td>• Provide regulatory protection for those significant historic landscape elements, areas and landscapes on a case-by-case basis</td>
</tr>
<tr>
<td>• Relocate the historic former Onehunga rail station from Alfred Street to the new rail station site where this is an integrated part of a long-term development</td>
</tr>
<tr>
<td>• Require new development to provide a quality interface between Gloucester Park and adjoining mixed use and business areas overlooking the northern edge of this open space</td>
</tr>
<tr>
<td>• Recognise important local views from streets and open spaces to Maungakiekie, Mangere Mountain and the Manukau Harbour where possible</td>
</tr>
<tr>
<td>• Ensure high-quality design results for new development within the precinct that respects the established scale, form and characteristics of the built heritage of Onehunga townscape (including the Onehunga centre plan area) and residential heritage areas</td>
</tr>
<tr>
<td>• Require proper regard is paid to the area identified as a 'Maori Site of Significance' on the historic landscape map</td>
</tr>
<tr>
<td>• Require that redevelopment of existing industrial sites fronting Church Street (west of the centre) occurs in a manner which respects the historic residential landscape qualities on the northern side of Church Street.</td>
</tr>
</tbody>
</table>

| **Medium term priorities**               |
|• Extend planting and habitat-supporting activities to reinforce and complete an ecological green link along the Manukau Harbour foreshore which connects through an enhanced Onehunga foreshore to the Hillsborough cliff margin to the west and Anns Creek to the east.  |

| **Long term aspirations**                |
|• Establish Onehunga Mall, Church Street (west of Onehunga Mall) and Princes Street as priority street tree avenues  |
|• Extend the esplanade reserve on adjoining council-owned land along the eastern Manukau Harbour foreshore.  |

| Develop lively centres                   |
| **Short term priorities**                |
| • Enhance and develop the existing community facilities cluster including the community centre, library, Pearce Street Hall and the Sir William Jordan Recreation Centre  |
| • Direct the expected emphasis of mixed use areas and clarify the type and expected mix of uses within the centre  |
| • Support the establishment and development of activities and facilities desirable to young people in the area, including movie and entertainment activities and businesses that provide part-time employment  |
| • Support a strong base for young people located in the community facilities cluster  |
| • Introduce provision for maximum height increases as identified in the base outcomes layer of the precinct plan maps taking into account any interface considerations.  |
Medium term priorities

- redevelop the Sir William Jordan Recreation Centre in Onehunga
- provide Princes Street as a high-quality built and street environment link between the Onehunga Mall, the rail station and an upgraded foreshore. This includes an upgrade of Princes Street, undergrounding of electrical services and a requirement for a retail/high-activity frontage to Princes Street
- ensure a new interchange at Gloucester Park is constructed that greatly reduces vehicle movements on Onehunga Harbour Road to allow for a more pedestrian friendly route between the town centre and the coast, supported by a change to include more mixed use (both commercial and residential emphasis) activities along this route
- recognise the opportunity to provide key landmark corner features at the intersection of Onehunga Mall with Arthur, Church and Princes streets. The treatment of each of these corners will be as follows
  - Arthur Street/Onehunga Mall – provide for redevelopment on all four corners of this intersection which strengthens this corner’s role as an important entry point to Onehunga while supporting the historic townscape qualities of Onehunga Mall to the south
  - Church Street/Onehunga Mall – support the retention and enhancement of the strong historic townscape qualities at this corner
  - Princes Street/Onehunga Mall – provide a strong entry feature to the future rail station and clear western pedestrian link between the Onehunga foreshore and rail station

![Artist’s Impression of Onehunga mall looking south](image)

Figure 58: Artist’s Impression of Onehunga Mall now and in 2050 (looking south)

- support safe, clear and active pedestrian linkages between the three key main street destinations being Dress Smart, the rail station and a new Waiapu Lane supermarket
- support the extension of lively activity in the centre to provide a night-time economy supported by increased residential accommodation in the centre
- provide better integration of Onehunga Mall with the Dress Smart area to the east by improving the pedestrian environment
- reduce the dominance of car parking in Onehunga by identifying opportunities to manage the overall supply of parking in the core area of the centre (where parking demand and traffic volumes are high) in conjunction with the introduction of improved rail and public transport services. This includes regulatory measures such as establishing parking maximums for development.
Long term aspirations

• support the laneways in Onehunga by encouraging activities to front on to these lanes including adjacent to Bray’s Rise, Paynes Lane, Waller Street, Gerald Beeson Lane and Upper Municipal Place.

Figure 59: Artist’s Impression of Princes Street now and in 2050 (looking west to Onehunga Bay Reserve)
House our growing population well

Short term priorities
- Introduce restrictions on residential infill in areas where low-rise apartments or mixed use is desired.

Medium term priorities
- Provide a variety of housing choice in Onehunga that includes family housing, apartments and terraced housing
- Provide a mixed use area to the west of the main street which has an emphasis on upper-storey residential uses
- Ensure residential units are well designed, sufficiently insulated against potential noise, of a minimum size and provided with sufficient daylight access
- Manage the transition between business, mixed use and residential uses in a way that minimises noise and industrial impacts, eg by providing noise insulation and double glazing in new apartments.

Long term aspirations
- Support low-rise and terraced apartment residential development in the Church Street/Spring Street area that utilises and relates well to new open space on the relinquished unused rail designation.

Be economically competitive

Short term priorities
- Support the Onehunga Business Association in efforts to extend its brand exposure
- Improve the security of the centre
- Implement a strategy which differentiates Onehunga from other retail centres.

Medium term priorities
- Provide for the establishment of quality short-stay accommodation facilities (eg hotels, serviced apartments) in recognition of Onehunga’s accessibility to the airport
- Incentivise a tertiary education provider to establish a campus near the new Onehunga rail station
- Develop a relocation strategy for business uses that are not compatible with residential use (particularly those currently to the west of Onehunga Mall), within the precinct area, to the Penrose business area
- Support the establishment of offices either as stand-alone buildings or as part of mixed use development within the precinct
- Support development of the following catalyst sites in a manner that meets the listed objectives
  
  Waiapu Lane block
  - a contemporary, upgraded supermarket
  - high-quality civic open space
  - a significant reduction of at-grade car parking in favour of integrated multi-storey provision
  - safe high-activity pedestrian links between the block and Onehunga Mall, the community centre and library, and Arthur Street
  - a high-activity retail frontage to Arthur Street
  - high-quality mixed use and residential apartment living
  - improved street frontages
  
  Onehunga Rail station block
  - high-quality mixed use development compatible with the operation of a rail station
  - a high-activity retail frontage to both Princes Street and Onehunga Mall
  - safe, direct pedestrian access to the rail station platform
  - flexibility to accommodate long-term rail connections to Avondale and the airport and increased platform length for full service train access must be ensured in development plans
  - tertiary and office facilities
  - safe, direct and convenient pedestrian connections from the rail station to surrounding activities including the main street.
Long term aspirations

- support development of the following catalyst sites in a manner that meets the listed objectives

  Onehunga Port/Wharf
  - establishment of public access to the port along with the establishment of marine-related and mixed use activities to coexist with the port while ensuring operational safety requirements are met

  Onehunga Mall/Princes/Selwyn/Neilson Block
  - a high-quality retail frontage to Onehunga Mall
  - an extension of transport and land-use activities which support a public transport interchange at the Onehunga rail station block.

Connect communities

Short term priorities

- Upgrade Neilson Street in a manner which provides for the safe and efficient movement of vehicles through southern Onehunga to the SH20 motorway
- Work with the New Zealand Transport Agency (NZTA) to achieve an upgrade of the interchange to SH20 to provide connections from Neilson Street and Selwyn Street and to significantly reduce the volume of traffic using Onehunga Harbour Road. The option of both the interchange and Neilson Street approach being below ground must be considered as part of this upgrade
- Support the establishment of an interim rail station and regular train services to the Onehunga centre with associated temporary park and ride facilities
- Work with the NZTA regarding a state highway connection between SH20 and SH1 to ensure a positive outcome for the Onehunga community
- Advocate to ONTRACK (KiwiRail) to designate land to protect future rail routes to the airport and Avondale, including provision for double-tracking, undergrounding and the co-location of a bus and rail interchange
- Improve pedestrian safety, lighting and security between the existing Onehunga bus station/Community centre/library area and Onehunga rail station
- Provide infrastructure to support cycling, including cycle racks in the Onehunga town centre area and at transport nodes such as the rail station
- Complete an integrated transport and access study for Onehunga in conjunction with key stakeholder transport agencies to understand various transport issues and develop an integrated approach to support the future development of Onehunga
- Introduce parking maximums to avoid activities being required to provide more car parking than required
- Introduce parking requirements which differentiate between short-term parking (such as for visitors) and long-term parking (such as for employees).

Medium term priorities

- Implement the actions of the integrated transport and access study for Onehunga
- Construct a full service rail station and platform which provides for high-quality pedestrian connections to the south (preferably under a new Neilson Street bridge) and east in addition to those connections established for the interim station
- Advocate for provision of a rail connection using the existing rail designation between Onehunga and Ōtāmāki
- Convert some of the unused rail designation for the following purposes
  - Normans Hill Road to Selwyn Street – open space, urban forest and residential development in keeping with the historic landscape values of the area
  - Selwyn Street to Galway Street – open space, urban forest, possible extension of the Onehunga Primary School
  - Galway Street to Victoria Street – residential redevelopment (including access to support this) that integrates and overlooks areas of open space and urban forest
- Recognise the strong community links between Mangere Bridge and Onehunga by working with the NZTA, the authority responsible for the existing Mangere pedestrian bridge, to maintain and improve the dedicated pedestrian and cycle connections between these two communities while investigating opportunities for boat access to the upper reaches of the Manukau Harbour
- Improve pedestrian safety at the intersections of Onehunga Mall with Arthur Street, Church Street and Princes Street
- Provide an appropriate park-and-ride facility for passenger transport users
- Improve traffic safety at the intersections of Selwyn Street with Arthur Street and of Church Street with Neilson Street
- Complete the development of the citywide cycle network in the precinct including east-west routes along Beachcroft Avenue to Church Street and along SH20 and the Waikaraka cycle way and north-south route through Onehunga Mall and across the Mangere Bridge
- Provide a direct and safe public pedestrian connection between Upper Municipal Place and Princes Street
- Investigate passenger ferry facilities near the Onehunga wharf.
Long term aspirations

- Provide a co-located bus and rail interchange at the Onehunga rail station which provides for the integration of an Avondale rail line, airport rail line and bus routes to the city centre, cross-town (east and west) and local feeder services to Mangere Bridge, Royal Oak, Penrose and Hillsborough.
6.2 Church-Neilson business precinct plan

Figure 60: Church-Neilson business precinct plan - Historic landscape overlay (see 7.5 Appendix E for map legends (p.192))
Figure 61: Church-Neilson business precinct plan – Base outcomes (see 7.5 Appendix E for map legends (p.193))
Figure 62: Church-Neilson business precinct plan - Overlay outcomes (see 7.5 Appendix E for map legends (p.194)
Introduction

The Church-Neilson business precinct is identified in the citywide spatial framework as an area of future business growth. Business precincts are important areas for production, distribution and commercial and service activities. They support employment and wealth generation. Importantly, business precincts need to support the existing network of centres in the city. As Neilson Street is a major traffic route through the precinct to the State Highway 20 interchange in Onehunga, the future use of the Church-Neilson business precinct and the transport networks required to service this business area is inextricably linked to the Onehunga principal centre.

To be successful, business precincts are required to be connected to the rest of the city and the region by high quality transport networks. To 2050, business precincts across the isthmus are expected to account for approximately 20 percent of employment in Auckland city. In 2008, the precinct employed 14,655 people. By 2050, the Church-Neilson business precinct is expected to grow by at least an additional 5,000 workers, to support employment in the range of 20,000 to 26,000 workers.

Precinct plan assumptions for the Church-Neilson business precinct as an area of business and employment growth

For the Church-Neilson business precinct to fulfil a role as a significant production and distribution area while supporting business and employment growth, a number of factors are necessary to support this aspiration. As the basis for development of a precinct plan, the following points form core assumptions of this plan.

The Church-Neilson business precinct as a major business location will:

- employ a significant number of people. This means by 2050:
  - a minimum of 20,000 employees, being at least 5,000 additional employees, and up to an additional 11,000 employees
  - within a variety of fit-for-purpose business premises
- be a focal point for manufacturing and regional distribution of goods by freight
- provide good quality business and community infrastructure including energy, broadband, water, employee services and recreation activities
- over time, manage the transition to higher value-added activities, such as clean production, including adoption of future technologies.

To achieve this status, the Church-Neilson business precinct will:

- continue to have a regional and national area of influence that extends beyond the precinct boundary
- require district plan amendments to achieve the business precinct plan aspirations together with both public and private sector investment in the area.

Its infrastructure will:

- have rail-based connections to Onehunga, Westfield, Tamaki, the city centre and the airport, supported by frequent rail services which integrate with bus services
- be supported by improved east-to-west local road connections designed to relieve current road network congestion and inefficiency
- be supported by a reliable supply and network of electricity and other utilities (eg broadband, gas, water) including the incremental undergrounding of existing above-ground services
- have a safe, functional and easy-to-use walking and cycling network connecting key activity nodes.

Its environment will:

- have improved access to and quality of open space
- have high standards of design and construction quality to ensure new developments contribute positively to the creation of a high-quality, sustainable and efficient business precinct that enhances the public realm
- have an improved ecological linkage along the Manukau Harbour foreshore
- have improved access to and interpretation of the heritage values along the coastline
- retain important aspects of the historic landscape, in particular the ecology, archaeology and built heritage layers
• have better access to and an improved interface with the Manukau Harbour
• have a well-managed interface between residential and business environments.

Its supporting social infrastructure will:
• be supported by increased provision of and access to quality educational and community facilities, recreation and entertainment activities, particularly for young people entering the workforce and for existing business users.

Constraints
During the course of developing the precinct plan, several constraints to the Church-Neilson business precinct area achieving the business precinct growth anticipated have been identified:
• fragmentation of land holdings (in some areas, such as near the proposed Te Papapa business node) and the need for a mechanism to support land assembly
• redevelopment of sites, which is likely to require significant investment, and is affected by the macro-economic environment, particularly the property market and global economic trends. Demand for industrial and commercial property is affected by a range of market drivers and conditions
• reclaimed areas along the foreshore subject to contamination, unconsolidated fill and/or land instability in portions of the precinct
• major regionally significant infrastructure, such as the high-voltage power line and gas main, traversing the precinct. These may require buffer areas against inappropriate development
• risks from spillage or accidental releases. Hazardous substances are stored and used within the area, and these can pose risks and the possibility of evacuation in the event of a serious incident
• fully the possibility of a state highway link joining State Highway 20 (SH20) to State Highway 1 (SH1) through the Church-Neilson business precinct. As the preferred route for this link has not been confirmed, it has not been fully considered in the precinct plan development. Initial evaluation indicates that it would present a serious constraint to development in the Church-Neilson business precinct and a huge cost to business should this occur on the northern side of the Manukau Harbour. This could also be a significant barrier for the city to access and enjoy the foreshore
• the future form and location of the Gloucester Park interchange which is yet to be resolved and may provide some relief to Neilson Street traffic with improved connections to SH20.
• a relatively low proportion of Auckland’s network of open space and ecological areas within the precinct. However, it does include almost five kilometres of the Manukau Harbour coastline including both natural and reclaimed sections. The long industrial history has created a legacy of potentially contaminated sites, piped water courses and relatively severe heavy metal pollution levels in the nearby harbour-receiving environment
• some assets, such as Mt Smart Stadium, subject to prioritisation and decisions on a regional scale. There is a possibility of changes in regional planning and asset management
• protection of iconic elements, areas and landscapes.

2050 Aspirations
It is intended that the Church-Neilson business precinct will be consolidated as a business location, primarily focused on manufacturing and distribution of goods and services. It will provide significant levels of employment and allow for business growth and wealth generation. As industrial land in the region is in short supply, land within the Church-Neilson business precinct will be retained for business use.

The precinct will continue to host strategic infrastructure, such as the inland container port and high-voltage power lines that are crucial to commercial operations across the city. The business nodes at Penrose and Te Papapa rail stations will provide intensive business activity and employment opportunities on the periphery of the precinct. Future masterplans developed for these nodes will influence connections and land use outcomes within the Church-Neilson business precinct. The development of these nodes will support the production and distribution function of the wider precinct.

With the development of Mt Smart Stadium as a multi-use sports and recreation facility, the Manukau Harbour foreshore and Waikaraka Park for active recreation, the Church-Neilson business precinct will become an attractive destination for a range of recreational activities, as well as a location of choice for employees and businesses. The Church-Neilson business precinct will be able to attract and retain skilled and talented people to work within its enterprises and contribute to the local, regional and national economies.

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 zero to five years, medium-term priorities (next five to ten years) and longer-term aspirations which would take longer than 10 years to plan and achieve. Those key moves which have a specific funding commitment under council’s 10-year plan (2009 to 2019) have been identified with an asterisk (*)
Table 16: Key outcomes for the Church-Neilson business precinct plan area between now and 2050

Green the city and protect our heritage

### Short term priorities

- Upgrade the Manukau Harbour edge walkway to a quality open space, coastal amenity and ecological corridor
- Provide high quality pedestrian and cycle linkages between open space in the area and particularly between Maungakiekie, Rarotonga (Mt Smart), Hillsborough, Waikaraka Park, an enhanced Onehunga foreshore and Mutukaroa (Hamlin’s Hill)
- Treat the eastern end of Church Street as the main throughway for a quality entrance to the precinct and to the Onehunga principal centre, emphasising gateway sites and key corners with enhanced streetscape treatments while improving the pedestrian environment with street trees, median planting and improved footpaths
- Require regulatory protection of those historic landscape elements, areas and landscapes that are identified as iconic on the historic landscape map
- Provide regulatory protection for those significant historic landscape elements, areas and landscapes on a case-by-case basis
- Complete a study to better understand and identify sites of industrial and commercial heritage within the precinct
- Instigate weed control and appropriate management of the ecological elements in the precinct, particularly Anns Creek and work toward restoration of the natural lava shrubland vegetation
- Require a quality interface between residential and proximate business use, where this occurs
- Protect important local public views from streets and open spaces to Maungakiekie, Mangere Mountain and the Manukau Harbour, where appropriate
- Ensure new development is of high quality design that improves the amenity and streetscape of the precinct and remains in line with identified historic values
- Require the implementation of the principles of Low Impact Urban Design and Development (LIUDD) for all new developments including streetscapes.

### Medium term priorities

- Extend existing coastal planting and habitat through native planting supporting activities to reinforce and complete an ecological green link along the Manukau Harbour foreshore, which connects, through an enhanced Onehunga foreshore, to the Hillsborough cliff margin to the west and Anns Creek and Mutukaroa (Hamlins Hill) to the east
- Advocate for urban forest corridors along railways and rail designations
- Create a heritage trail with signage along the Manukau Harbour foreshore
- Work with appropriate agencies to identify improvements to public access to Mt Smart.

### Long term aspirations

- Extend the esplanade reserve to complete a link around the eastern Manukau Harbour foreshore.

Develop lively centres

### Short term priorities

- Build on and evolve the area’s manufacturing and industrial strengths
- Improve the physical environment – through low impact urban design and development and streetscape enhancements including more seats, improved footpaths and pedestrian lighting, street trees, way-finding signage and less street clutter
- Improve access to and quality of open space and community and recreation facilities
- Develop the waterfront for a mixture of business purposes which provide a quality interface with the Manukau Harbour edge walkway
- Provide a high quality interface or buffer controls between residential and business use to ensure that reverse sensitivity issues are avoided for industry, and residential amenity is preserved or enhanced.
- Support the establishment and/or development of activities and facilities of value to young people, such as training provision, apprenticeship schemes and employment gateway programmes
- Improve links to retail and service areas on the fringes of the precinct and ensure activities able to establish themselves in the Church-Neilson business precinct do not undermine the retail and lively centre aspirations for the nearby Onehunga, Ellerslie and Sylvia Park centres and the Penrose business node
- Appropriately develop Mt Smart Stadium (as a multi-function recreation and sporting facility) and its immediate environment while managing any adverse impacts on the precinct.
Medium term priorities

- Provide for Church Street as a high quality built and street environment link between the Onehunga principal centre and the Church-Neilson business precinct, including undergrounding of overhead (electricity, telecommunications, phone and fibre) services and a requirement for high activity trade showroom or service trade frontages. This will require new buildings to be designed to enhance the streetscape and public realm, with pedestrian entrances and active areas, such as foyers and administration offices, orientated to the street frontage.
- Ensure more pedestrian and cycle friendly routes between Maungakiekie, Rarotonga (Mt Smart), the Manukau Harbour edge walkway and Mutukaroa (Hamlins Hill)
- Recognise the opportunity to provide for landmark corner features or buildings in any new development at the intersections of Church Street and Captain Springs Road, and at Neilson Street and Great South Road, as these are key gateway points for the Church-Neilson business precinct
- Support safe and active pedestrian linkages between the main destinations within the precinct, being Penrose and Te Papapa rail stations, Rarotonga (Mt Smart), Waikaraka Park, the Manukau Harbour edge walkway and Hugo Johnston Drive
- Provide lunchtime amenities for employees, supported by increased ancillary services.

Long term aspirations

- Support the function of Great South Road and Church Street and Neilson Street as economic corridors

Figure 64: Artist’s impression of Church Street now and at 2050 (looking east from near Captain Springs Road)

Figure 65: 3D Visualisation of O’Rourke Road looking towards Penrose rail station and business node

The artist’s impression indicates the possible showroom/service trade outcome along Church Street and how this could relate to the street environment.

This visualisation indicates the scale of the business node at Penrose rail station and its relationship to the Church-Neilson business precinct, particularly the industrial uses bounded by O’Rorke Road and Church Street and the eastern entrance to the Mt Smart Stadium site, which (subject to regional decisions) may be developed as a multi-use recreation and sporting facility.
## House our growing population well

### Short term priorities

- Disallow any new residential development in the Church-Neilson business precinct’s production and distribution, employment or business node outcome areas, except for essential on-site caretaker accommodation.

### Medium term priorities

- Provide a variety of housing choices in the surrounding residential areas that will attract families to live and work in the area
- Ensure, where existing residential units within the precinct are being upgraded, that they are well designed, sufficiently protected against potential noise, meet minimum size requirements and are provided with sufficient daylight access
- Masterplan the Te Papapa business node to provide a quality mixed use residential and business environment
- Manage the transition between business, mixed and residential uses in a way that minimises noise and industrial impacts
- Monitor locations and conditions of consents for activities with potential adverse impacts or risks to residential neighbours and sensitive uses (including existing uses) and work with consent holders and businesses to facilitate transition to cleaner production methods, and to reduce these risks.

### Long term aspirations

- Attract and retain skilled and talented people to live close to the Church-Neilson business precinct area who can contribute to and benefit from its vibrant economy.

## Be economically competitive

### Short term priorities

- Protect the limited supply of industrial land available in the Church-Neilson business precinct
- Implement appropriate planning controls to support long-term development, retain manufacturing and encourage the upgrading of buildings
- Support the Penrose Business Association in efforts to extend its membership, brand exposure, improve the security of the precinct and implement a strategy which supports the competitiveness of the Church-Neilson business precinct and the wider Penrose area as a business location of choice
- Assess competitiveness against competing business areas
- Invest in the image and branding of the precinct
- Partner with businesses to implement ‘quick wins’, e.g., improvements to pavements or gateway signage; things that will quickly raise the image and functionality of the precinct
- Work with agencies and service providers to encourage investment in infrastructure, such as roads, broadband, power, public transport, other utilities and open space
- Improve the physical environment – through low impact urban design and development (LIUDD) and streetscape enhancements including more seats, improved footpaths and pedestrian lighting, street trees, way-finding signage and less street clutter
- Support development of the following area of the precinct, in a manner that meets the listed objectives

**Metroport**
- improve access onto Neilson Street
- plan and allow for an increase in freight movements and site activity over time.
#### Medium term priorities

- Support a transition to high value-added business activity, incorporating clean technologies, including change of use where appropriate
- Support development of the following area of the precinct in a manner that meets the listed objectives

**Mt Smart stadium**
- support the redevelopment of Mt Smart Stadium as a multi-use venue with a range of high quality recreational and sporting facilities
- link Mt Smart Stadium to the temporary event station and Penrose rail station with high quality pedestrian connections
- provide efficient access for charter buses together with frequent bus services
- improve Mt Smart’s visual presence on Maurice and O’Rorke Roads
- maximise opportunities to provide public amenities on the green space fronting Church Street

- Recognising the complementary role of the business nodes at Penrose and Te Papapa to supporting businesses within the Church-Neilson business precinct, and the influence these will have on connections and land use outcomes within the precinct, and support the development of the following periphery areas of the precinct in a manner that meets the listed objectives

**Penrose business node**
- recognise the role of the Penrose business node as a future high density employment location and point of access to the Church-Neilson business precinct
- undertake a master planning exercise for the Penrose business node, including the redevelopment of the Penrose rail station
- encourage investment around the rail station hub to support higher density employment uses
- provide for the development of office facilities, services to businesses and employee facilities (e.g. childcare)
- provide safe, direct and convenient pedestrian access to the rail station platform and surrounding streets
- ensure development of the rail station site provides the flexibility to accommodate future rail connections to Onehunga principal centre and ultimately the airport, as well as Westfield (Southdown) and the southern trunk line

**Te Papapa business node**
- undertake a master planning exercise for the Te Papapa business node
- support a transport orientated development around the rail station (within a walkable catchment) that provides for a mix of business and residential activities to the north of the rail line and predominantly business use to the south.

#### Long term aspirations

- Develop a relocation strategy for those heavily polluting business uses within the precinct area that are not compatible with a central isthmus location, or regulate and encourage them to adopt cleaner technologies and processes
- Support development of the following periphery area of the precinct in a manner that meets the listed objectives

**Great South Road**
- develop a corridor plan for Great South Road from Central Park through to Sylvia Park Road, ensuring that all economic and movement aspects of the corridor are studied and that the corridor supports the function of the Church-Neilson business precinct.
Connect communities

Short term priorities

- Upgrade Neilson Street in a manner that provides for the safe and efficient movement of vehicles through the Church-Neilson business precinct and Onehunga principal centre to SH20
- Work with the New Zealand Transport Agency (NZTA) and key stakeholders to determine the future form and location of the Gloucester Park interchange in order to provide some relief to traffic flows and help achieve a positive outcome for the Church-Neilson business precinct
- Support appropriate parties where needed on the construction of an event rail station to serve Mt Smart Stadium
- Complete an integrated transport and access study for all travel modes to and from the precinct (road, rail, cycle, pedestrian and freight movement). This will help guide longer-term priorities
- Provide frequent and regular train services in conjunction with improved bus services to the Onehunga principal centre, Newmarket and the city centre
- Work with NZTA regarding a possible state highway connection between SH20 and SH1 to ensure a positive outcome for the Church-Neilson business precinct community (and the coastal environment)
  - Advocate to ONTRACK (KiwiRail) that it designate land to
  - Protect future rail routes to the airport and Avondale-Southdown, including provision for double tracking and undergrounding
  - Double-track the Onehunga branch line
- Allow the co-location of bus/rail interchanges, where appropriate
- Upgrade Church Street and Captain Springs Road intersection to improve pedestrian safety in conjunction with the opening of the Onehunga branch line
- Improve pedestrian amenity, safety, lighting and security within the Church-Neilson business precinct
- Identify desired routes and improve pedestrian and cycle access between rail stations and main activity generators, eg Mt Smart Stadium and Waikaraka Park. Ensure adequate cycle racks are provided
- Identify improvements for public transport access to Mt Smart.

Medium term priorities

- Provide appropriate cycle priority measures where intersection upgrades or resurfacing works occur
- Advocate to NZTA for the upgrade of access to SH1 to provide more direct connections
- Work with the appropriate parties for the enhancement of the Penrose rail station to encourage investment adjacent to the station, as well as support passenger transfers between the Onehunga branch railway line and the southern line, to enable full connectivity to Church-Neilson business precinct
- Complete a study to identify improvements to on-street parking and implement recommendations of this study
- Improve pedestrian safety and mid-block pedestrian amenities at key points along Neilson and Church streets and Great South Road
- Advocate for the provision of a rail connection using the existing rail designation between Onehunga principal centre, the Church-Neilson business precinct and Tāmaki
- Complete the dedicated pedestrian and cycle connections around the Manukau Harbour
- Improve pedestrian safety at key points along Neilson and Church streets and Great South Road
- Improve the traffic safety at intersections, particularly those highlighted on the overlay map accompanying this plan
- Improve integration of bus and rail services
- Implement bus priority measures on Church Street in line with this road being part of the quality transit network
- Improve safety at rail level crossing operations within the precinct that may include measures such as grade separation.

Long term aspirations

- Complete the 'missing' rail links in the precinct, namely to the airport, the Avondale-Southdown line and Tāmaki connection.
6.3 Pt Chevalier/Western Springs precinct plan

Figure 66: Pt Chevalier/Western Springs precinct plan - Historic landscape overlay (see 7.5 Appendix E for map legends (p.192))
Pt Chevalier/Western Springs Precinct Plan 2050 - Base Outcome

Figure 6.7: Pt Chevalier/Western Springs precinct plan - Base outcome (see 7.5 Appendix E for map legends (p.19)

(See p. 193 for map legend)
Figure 68: Pt Chevalier/Western Springs precinct plan - Overlay outcome (see 7.5 Appendix E for map legends (p.194))
Introduction

Pt Chevalier has been identified in the citywide spatial framework as a local centre. The Pt 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 five to ten minute walking distance and are usually supported by a local walking, cycling 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 Pt 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 Pt Chevalier local centre and there is potential for greater intensification along this corridor.

Once a major Auckland beach and recreation destination with active tram links to the city centre, Pt 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 to 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 Pt Chevalier and Western Springs as a local centre

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

Pt Chevalier as a local centre will:

- include at its core a strip of shops (at least ten), 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 Pt 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 Pt 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, support the transition to higher value-added activities, such as clean production, including adoption of future technologies.

Its infrastructure will:

- have improved connections to Carrington Road, west Auckland, St Lukes shopping centre, Grey Lynn, Coyle Park and the city centre 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 (eg broadband, gas, water) including the incremental undergrounding 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.

Its environment will:
• 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.

Its supporting social infrastructure will:
• be supported by increased provision of 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 Pt Chevalier and Western Springs area achieving the local centre growth anticipated have been identified:
• fragmentation of land holdings and the need for a mechanism to support land assembly
• redevelopment of sites, which 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
• covered landfills, potentially subject to land instability and/or contamination into the nearby harbour-receiving environment, which exist in portions of the precinct, particularly around Western Springs and Meola Reef
• the unresolved future development and expansion of the Zoo, MOTAT and Western Springs Stadium
• 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 being generally fully developed, and there being 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 Pt 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 city centre will also be improved. The precinct will become a premier recreational and 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 Pt 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 zero to five years, medium-term priorities (next five to ten years) and longer-term aspirations which would take longer than 10 years to plan and achieve. Those key moves which have a specific funding commitment under council’s 10-year plan (2009 to 2019) have been identified with an asterisk (*).
Table 17: Key outcomes for the Pt Chevalier and Western Springs precinct plan area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
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</thead>
<tbody>
<tr>
<td><strong>Short term priorities</strong></td>
</tr>
<tr>
<td>- Maintain and enhance significant ecological areas within the precinct, including riparian vegetation along streams and wetland areas</td>
</tr>
<tr>
<td>- Maintain and enhance Meola Reef reserve as a high-quality open space and coastal amenity, including the restoration of the coastal forest*</td>
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<tr>
<td>- Recognise the historical significance of the scheduled heritage items including trees, ecological sites (including Meola Reef and reserve and the mouth of Oakley Creek), buildings and structures, archaeological sites, geological sites and Maori heritage sites (including Western Springs lake and park)</td>
</tr>
<tr>
<td>- Recognise and enhance significant cultural heritage within the precinct, ie West View Road, Old Mill Road, Old Homestead and the Firehouse</td>
</tr>
<tr>
<td>- Require regulatory protection of those historic landscape layers that are identified as ‘iconic’ on the historic landscape map</td>
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<tr>
<td>- Ensure proper regard is paid to the area identified as a Maori site of significance, including the recognition of the Te Mahurehure Cultural Marae Society Inc</td>
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<tr>
<td>- Restore and enhance native forests within the precinct, including those along watercourses and in open spaces, ie Meola Reef, Seddon Fields, Chamberlain Park, Western Springs outer fields and along SH16 motorway corridor</td>
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<tr>
<td>- Maintain and enhance open space within the precinct, including neighbourhood parks and the Western Springs Park</td>
</tr>
<tr>
<td>- Consider external management plans and projects undertaken for any watercourses and reserves within the precinct area, ie Meola Creek and Motions Creek, in any project planning or development in the precinct</td>
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<tr>
<td>- Extend planting and habitat-supporting activities through community involvement</td>
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<tr>
<td>- Promote the use of the motorway interchange area for the location of stormwater detention ponds</td>
</tr>
<tr>
<td>- Develop a master plan which encompasses the Zoo, Western Springs Stadium and MOTAT, which recognises the national and regional importance of these 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.*</td>
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<table>
<thead>
<tr>
<th><strong>Medium term priorities</strong></th>
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<tr>
<td>- Provide a buffer between development on the southern side of Great North Road and SH16 through planting</td>
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<tr>
<td>- Enhance the linkages between Meola Creek and Motions Creek ecological corridors, inland ecological sites and the coast</td>
</tr>
<tr>
<td>- Provide for high-quality pedestrian and cycle amenity and linkages between open space and across streams*</td>
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</tbody>
</table>
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 Pt Chevalier town centre in relation to Western Springs Park.
- Redevelop the existing community facilities into one concentrated area at the corner of Pt 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 car park
  - opportunity for a playground/play facilities for young children that is inviting and safe
  - moving the existing Pt 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 Pt Chevalier local centre streetscape area to become more pedestrian friendly, including the provision of street furniture, street trees, raised pedestrian crossings and paving, utilising universal design principles*
- Work with the appropriate people/agencies to establish a weekly market within the Pt Chevalier local centre.
- Incorporate and promote CPTED principles into any new developments and redevelopments throughout the Pt 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 Pt 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.
- Improve connectivity from the public car parks south of Great North Road, across Great North Road to the Pt Chevalier Arcade using the existing laneways system.
- Allow as appropriate, within the core Pt Chevalier local centre, buildings up to six storeys in height as long as their design is stepped off the Great North Road interface and the Great North Road frontage is limited to three storeys in height.
- Incorporate design expectation and performance criteria that pertains to all future development and types of activity, in the mixed use and business outcome zones, in the future district plan.

House our growing population well

Short term priorities

- Provide for and encourage a variety of housing choice in Pt Chevalier that includes detached houses, terraced housing, low-rise apartments and residential units within mixed use developments within the centre.
- Provide in the future district plan for mixed use with a residential emphasis zone along the northern side of Great North Road to the east of the Pt 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 (eg broadband, gas, water) including the incremental undergrounding of existing above-ground services.*
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 ie 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 and activities (including evening uses) within Pt 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 Pt 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 Pt 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 Pt Chevalier local centre and UNITEC have mutually supportive roles. Consider the potential of the northern area of UNITEC as a future key employment area including consideration of the following
  - 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 and SH20 interchange and local centre
  - entrepreneurial and start-up businesses with suitable facilities and premises and business support and 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/Pt 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.
Connect communities

Short term priorities

- Work with the Auckland Council Transport CCO and NZTA regarding the Waterview and State Highway 16 and 20 projects to ensure a positive outcome for the Pt Chevalier/Western Springs and Carrington Road area. The following actions should be considered
  - enhance pedestrian and cycle access across SH16 and SH20 to the Pt Chevalier local centre*
  - upgrade the interchange of SH16 and SH20 to provide better connections at Carrington Road and St Lukes Road
  - advocate for a busway 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
  - across Great North Road from Western Springs Park to the council car park
  - the intersection of Bullock Track and Great North Road
- Improve pedestrian and traffic safety and amenity at
  - the Great North Road and Pt Chevalier Road intersection, which may include the removal of the free left turn, streetscape upgrades and signalising changes
  - across Great North Road from Western Springs Park to the council car park
  - 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 and 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*
- Encompass shared pedestrian and cycle access in existing and proposed connections between open spaces throughout the precinct, as well as to key sites, including*
  - through and to Western Springs lakeside park, Meola Reef and coastal reserves
  - to Te Mahurehure Cultural Marae Society Inc
  - to Auckland Zoo, MOTAT and Western Springs Stadium
  - from the Pt Chevalier town centre to Meola Reef, via Walmer Reserve, to Eric Armishaw Park and to Waterview Reserve
  - along and across Meola Creek, Motions Creek, Jaggers Bush
- Formalise a pedestrian and cycle 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 Pt Chevalier/Western Springs precinct area. The following improvements should be considered
  - improve 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 Pt Chevalier and the Zoo, Western Springs and MOTAT and back
  - provide adequate bus shelters at regular locations along Great North Road
  - advocate for a bus connection across Meola Road from Pt 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 and MOTAT and the 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 Pt 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 Pt 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 Pt 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 Pt Chevalier local centre, Meola Road and Coyle Park.
6.4 Mt Albert precinct plan

Figure 70: Mt Albert precinct plan - Overlay outcome (see 7.5 Appendix E for map legends (p.192))
Figure 71: Mt Albert precinct plan - Overlay outcome (see 7.5 Appendix E for map legends (p.193)
Figure 72: Mt Albert precinct plan - Overlay outcome (see 7.5 Appendix E for map legends (p.194))
Introduction

Mt Albert is identified in the citywide spatial framework as a local centre. Local centres generally provide retail and small business services for the local community and typically support some social and employment services. For Mt Albert, the local centre is focussed on the intersection of New North Road, Mt Albert Road and Carrington Road. While the centre is focussed on this intersection, there is considerable potential for further development to occur in a corridor along New North Road within the areas identified by the precinct plan as having a mixed use or local centre core outcome.

The area covered by the Mt Albert Precinct Plan (‘the precinct’) is located close to the city and is accessed by New North Road, Mt Albert Road and Carrington Road. It is well served by several main bus routes and there is also a rail station. There is potential for the precinct to derive considerable further benefit from its rail station. In particular, a redevelopment of the rail station and the surrounding land could act as a catalyst for positive change within the precinct. There is also opportunity to use the air space above the rail corridor as part of an integrated redevelopment of the rail station and its surrounds.

The precinct includes a retail strip which developed in a traditional manner along both sides of New North Road. The nature of the businesses has changed in recent years and a strong Asian influence is currently evident.

There is also potential for the precinct to benefit from future development at Unitec, which is located immediately to the north. The precinct also has good access to well-regarded schools. Gladstone Primary School and Hebron Christian College are within the precinct and Mt Albert Grammar School is within walking distance of the rail station.

Due to its relatively small size, there is limited open space within the precinct but it is well located in relation to adjacent open space at the Mt Albert War Memorial Park, Ferndale Park, Alice Wylie Reserve, Te Auaunga-Oakley Creek and Owairaka-Mt Albert.

**Precinct plan assumptions for Mt Albert as local centre**

The core assumptions listed below form the basis for the development of this precinct plan. They must be met in order for Mt Albert to strengthen its role as a local centre in the manner envisaged by the precinct plan.

Mt Albert as a local centre is forecast to, within 400m of the New North Road / Mt Albert Road / Carrington Road intersection:

- Employ an additional 600 people by 2050, with an estimated employment density of 198 employees per hectare (as compared with a 2006 figure of 764 and an employment density of 111 employees per hectare)
- Provide an additional 1000 dwellings (including apartments) by 2050 (as compared with a 2006 figure of 930)

The Mt Albert precinct is forecast to:

- Employ an additional 700 people by 2050, with an estimated employment density of 170 employees per hectare (as compared with a 2006 figure of 830 and an employment density of 92 employees per hectare)
- Provide an additional 1240 dwellings (including apartments) by 2050 (as compared with a 2006 figure of 1040)

- Include activities which create employment and more intensive residential development around the local centre, particularly within areas that will be well served by rail or bus transport
- Provide good quality physical infrastructure, environment and supporting social infrastructure as outlined below
To achieve this, the precinct will:

- Require either amendments to the existing district plan or appropriate provisions in the new regulatory plan to be prepared by the Auckland Council
- Require investment from both the public and private sector

Its infrastructure will:

In terms of infrastructure, the precinct will:

- Have a rail service which is frequent, reliable, and integrated with a bus interchange
- Have an upgraded rail station which is well integrated with the surrounding land uses and has safe and convenient pedestrian connections
- Have a walking and cycling network which is functional and easy-to-use

Its environment will:

In terms of environment, the precinct will:

- Have better access to open space of improved quality
- Have a public gathering space or square which is accessible from New North Road, and preferably located close to the rail station
- Have high standards of design and construction, to ensure new developments contribute to the creation of a high quality place
- Retain important aspects of the historic landscape
- Have a well managed interface between the following outcomes:
  - residential and mixed use or local centre outcomes
  - residential and open space outcomes

Supporting social infrastructure

In terms of supporting social infrastructure, the precinct will:

- Have improved provision of, access to, and quality of educational and community facilities, recreation and entertainment activities (particularly for young people), and support network services

Constraints

During the development of the precinct plan, constraints to achieving the growth anticipated within the precinct have been identified. The constraints are:

- There is limited development potential within the areas identified as having the local centre core and mixed use outcomes. This is due to the location of the railway line, the nature of landholdings and the effect of a volcanic viewshaft
- The fragmented ownership of land holdings in some parts of the precinct, and therefore the need for the council to provide a mechanism to support land assembly

- The need to co-ordinate a range of stakeholders, including owners of both public and private land, in order to achieve an upgrade of the rail station in a manner that maximises the opportunities for integration with surrounding land uses and attracts investment
- The need to co-ordinate public expenditure with private investment and development
- In some cases, the existing district plan provides for development which may work against achieving the aspirations of the precinct plan
- The lack of a mainstreet / Business Improvement District organisation to drive business development
- Market drivers including the demand for development in the area and the need for sites to have a certain level of development potential before redevelopment is economically viable
- The effect of subsequent decisions which may be made to give regulatory protection to those historic landscape elements, areas and landscapes identified as ‘significant’

2050 aspirations

It is intended that by 2050, the precinct will experience business and residential growth and the role of Mt Albert as a local centre will be strengthened. The precinct will be served by quality public transport and will have an upgraded rail station which is well integrated with surrounding land uses and a bus interchange. Pedestrian and cycle connections within and beyond the precinct will be improved. Development of public space and private property will be of high quality in terms of both design and construction. The active and well organised business community will have successfully established a market niche for the centre.

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 long 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 (*).
### Table 18: Key outcomes for the Mt Albert precinct plan area between now and 2050

<table>
<thead>
<tr>
<th>Green the city and protect our heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short term priorities</strong></td>
</tr>
<tr>
<td>- Recognise and continue to provide protection for the historic landscape elements (trees, buildings and geological) currently scheduled in the district plan</td>
</tr>
<tr>
<td>- Require regulatory protection for those historic landscape elements, areas and landscapes which are identified as ‘iconic’ on the historic landscape map</td>
</tr>
<tr>
<td>- Provide regulatory protection for those historic landscape elements, areas and landscapes identified as ‘significant’ on the historic landscape map on a case-by-case basis</td>
</tr>
<tr>
<td>- Limit building height within the volcanic viewshaft to a height which is consistent with the purpose of the regionally identified viewshaft</td>
</tr>
<tr>
<td>- Provide high quality pedestrian / cycle linkages to the open space areas outside the precinct eg Mt Albert War Memorial Park, Ferndale Park, Alice Wylie Reserve, Te Auaunga-Oakley Creek, Owairaka-Mt Albert</td>
</tr>
<tr>
<td>- Plant appropriate street trees in suitable locations in conjunction with pedestrian improvements along New North Road and Carrington Road</td>
</tr>
<tr>
<td>- Ensure that new development is of a high quality design that implements the principles of Low Impact Urban Design and Development (LIUDD)</td>
</tr>
</tbody>
</table>

| **Medium term priorities**               |
| - Ensure that new development is of a high quality design that: |
|   - respects the established scale, form and characteristics of the built heritage of the townscape along New North Road and the residential heritage areas |
|   - improves the amenity and street environments |
| - Require new development within the low rise apartments / terraces outcome adjacent to Braemar Park, to provide a high quality interface with the open space |
| - Work with public and private landowners to create an urban forest / ecological corridor by: |
|   - advocating for planting of indigenous species along the rail corridor |
|   - providing information which encourages private landowners to plant appropriate indigenous species |
|   - encouraging planting of species which reinforce the link with the ecology of Owairaka-Mt Albert |
Develop lively centres

Short term priorities

- Undertake an upgrade within the centre*. This should include:
  - better quality footpaths including increased width where this can be accommodated
  - street lighting
  - design in accordance with CPTED (Crime Prevention Through Environmental Design) and LIUDD (Low Impact Urban Design and Development) principles
  - well placed street furniture eg seating, rubbish bins
  - visual cues, such as public artwork, paving details and interpretative signage which helps create a sense of place and a linkage with the heritage of the Mt Albert area

- Undertake a study to determine a location for a public gathering space or square in the centre. This could include consideration of the following options:
  - reconfiguration of the free left turn from New North Road into Mt Albert Road (heading southeast), subject to traffic modelling to determine likely traffic effects
  - opportunities associated with development of the catalyst sites at:
    - 947-955 New North Road
    - rail station / 911 New North Road / 915-943 New North Road
  - opportunities associated with future redevelopment of the council carpark at 984 New North Road
  - site acquisition

- Provide for higher buildings in the following areas:
  - in the low rise apartments / terraces outcome
  - in the mixed use and local centre core outcomes

The building heights are indicated by the 'maximum number of storeys' shown on the base outcomes map. Where five storeys are indicated, this means:

- for the rail station block catalyst site - up to two storeys at the front boundary (podium level) adjoining New North Road, with provision for
  - two additional storeys which shall be set back from the front boundary, and
  - one additional storey below the level of New North Road (ie fronting Ballast Lane)
- for all other sites - up to three storeys at the front boundary (podium level) adjoining New North Road, with provision for two additional storeys which shall be set back from the front boundary

The purpose of the setback for the upper two storeys is to maximise visual amenity and sunlight access on the footpath. The depth of the setback is to be determined by urban design review

- Direct the expected emphasis of the mixed use environments ie
  - mixed use - commercial emphasis, on the northwestern side of New North Road
  - mixed use - residential emphasis, on the front sites on the southeastern side of New North Road
  - mixed use - flexible, on some properties in Willcott Street, and on the rear sites on the southeastern side of New North Road
Medium term priorities

- Manage the transition of existing development to mixed use outcomes on the southeastern side of New North Road
- Undertake a study to determine opportunities to provide a feature at the key landmark corner ie the intersection of New North Road / Mt Albert Road / Carrington Road
- Support safe, clear and active pedestrian linkages between the main destinations being the rail station, Unitec, local schools, Owairaka Domain and the Mt Albert War Memorial Park

House our growing population well

Short term priorities

- Introduce restrictions on residential infill in areas where low rise apartments / terraces or mixed use are the desired outcomes
- Provide for and encourage a variety of housing choices, including detached houses, terrace housing, low rise apartments and residential units within mixed use developments
- Provide for mixed use with a residential emphasis along the southeastern side of New North Road
- Require new residential development adjacent to the rail corridor to be designed in a manner which mitigates the impact of noise and vibration from rail operations and maintenance on residential amenity
- Work with the owners of the Everill Orr Village (a resthome and retirement village) and other stakeholders to develop a regulatory regime for this site which provides for redevelopment for the same or similar use in a manner compatible with the characteristics of the surrounding residential area

Medium term priorities

- Manage intensification within the low rise apartments / terraces outcome to ensure that new development is of high quality design that respects the established scale, form and characteristics of existing development
Be economically competitive

Short term priorities

- Work with the business community to establish a Business Improvement District (BID) via a mandate achieved by a poll of commercial ratepayers in the centre. If the BID is established, then work with local businesses, property owners, landlords and other stakeholders to:
  - Develop and promote a coherent brand, a 'point of difference', niche services and a marketing plan
  - Target tenant attraction to improve the retail mix and food offer
  - Improve tidiness, physical environment and safety
  - Identify, understand and serve the surrounding and passing customer base
  - Deliver business development initiatives to support business success
  - Promote economic linkages to education facilities (particularly Unitec) and businesses in the Carrington Road area
  - Work with Unitec to develop a masterplan for their site which strengthens economic linkages between Unitec and the precinct
  - Advocate for and support development of the following catalyst site in a manner which meets the listed objectives:
    - 847-859 New North Road (corner Lloyd Avenue)
      - Comprehensive development of the three sites (847, 849, 859 New North Road)
      - A high quality apartment development which helps to delineate the northeastern edge of the centre and create an attractive gateway into the centre
      - Safe vehicle entry and exit
  - Provide for development which will increase the scale and critical mass of the centre ie provide for the centre to grow both up and out
  - Install gateway signage to delineate and promote the centre
  - Identify opportunities to benefit from any future development of the Unitec site and the Horticulture and Food Research Institute on Mt Albert Road
  - Provide for business uses such as offices within existing buildings on sites with a single dwelling / traditional site outcome located on the southeastern side of New North Road between Mt Albert Road and Lloyd Avenue
Medium term priorities

- Advocate for and support development of the following catalyst site in a manner which meets the listed objectives: 947-955 New North Road
- A comprehensive masterplan including all of these properties
- A high quality mixed use development with a commercial focus and an active frontage along New North Road
- Well designed access and internal circulation which provides improved pedestrian connections both within the sites and to the street and surrounding land uses
- Advocate for and support development of the following catalyst site in a manner which meets the listed objectives: Rail station / 911 New North Road / 915-943 New North Road
- Safe and direct pedestrian access between the rail station and New North Road, Carrington Road, and Willcott Street
- Improved public space
- Integration between the rail station and surrounding uses
- Improved pedestrian access at the northwestern corner of Carrington Road and New North Road
- Integration with a bus interchange

Take a proactive role in facilitating masterplanning of this catalyst site, including contributing the council’s own land, such as the slip lane (in front of 915-943 New North Road), where this would improve the public benefit. Ensure that options for building over the rail line (via an air space lease) and over Ballast Lane are fully considered.

Figure 75: Artist’s impression of New North Road looking northeast

Figure 76: Artist’s impression of rail station connections and interface, looking southwest towards 915-927 New North Road (Video Easy)
### Connect communities

**Short term priorities**

- Work with the relevant stakeholders to improve pedestrian links to and from the rail station in conjunction with an interim upgrade of the station. The interim upgrade will include the improvements required for electrification as well as new shelters, improved lighting, and an overall upgrade similar in design and form to the Ellerslie station upgrade. Ensure that any improvements made in the short term will tie in with the long term aspirations for a more integrated development including a bus-rail interchange in this location.
- Work with relevant stakeholders to determine a plan for an upgraded Mt Albert transport interchange incorporating rail and bus through the creation of a transit interchange square, supported by integration with adjacent land uses and site redevelopment opportunities.
- Protect the future operation of the rail by requiring new development for noise sensitive activities, such as residential uses, locating adjacent to the rail corridor to be designed in a manner which mitigates the impact of noise and vibration from rail operations and maintenance.
- Undertake a pedestrian study of the centre and surrounding people generating activities (eg the rail station, Unitec, schools and public parking areas) to determine measures which will improve accessibility and pedestrian safety throughout the precinct. Measures are likely to include:
  - improvements to pedestrian crossings, both formal and informal
  - opportunities to explore through site links, including providing for an additional connection between Allendale Road and New North Road
  - improved lighting
  - addressing safety issues through use of CPTED (Crime Prevention Through Environmental Design) principles
  - options for improving the footpath environment on the Carrington Road bridge
  - opportunities to work with the owners of 22B Willcott Street to provide pedestrian access to the rail station as part of any redevelopment of this site.
- Undertake an upgrade within the centre that provides an improved pedestrian environment including additional crossing points across New North Road.
- Provide adequate cycle facilities within the precinct such as on-road cycle facilities (eg cycle lanes and advance stop boxes), cycle racks in the centre and cycle lockers at the rail station.
- Complete a study of parking demand, both existing and future, taking into account the rail station upgrade and growth within the precinct. Determine options for:
  - locating and managing additional parking that may be required
  - introducing or changing time restrictions and paid parking
  - redeveloping existing public parking areas which are at grade with an integrated parking and land use development
  - appropriate regulatory parking requirements.
- Advocate for improved bus connections to and from nearby activity generators such as Unitec.
- Identify and implement opportunities for bus priority measures to support the high quality high frequency QTN (Quality Transit Network) within the precinct including options for bus lanes on Mt Albert Road and / or New North Road.
- Improve vehicle and pedestrian safety at the New North Road / Mt Albert Road / Carrington Road intersection.
- Work with relevant agencies such as Ontrack / KiwiRail to ensure the electrification of the Western Line is undertaken as required.

**Medium term priorities**

- Implement the actions determined in the studies related to the following:
  - pedestrian accessibility and safety
  - parking demand
- Introduce regulatory changes to the requirements for on site parking to better reflect demand management (eg requirements which take into account diversity of land use activities, availability of public transport and investment in active modes such as walking and cycling). Regulatory changes may include use of parking ‘maximums’ which specify the maximum amount of parking that can be provided.
- Implement the plan for an upgraded Mt Albert transport interchange.
- Work with Ontrack / KiwiRail and other relevant stakeholders to evaluate the feasibility of cycle facilities alongside the western rail line having regard to any development and operational constraints, including safety and security issues.
- Determine further options for improving safety for road users, pedestrians and cyclists in the precinct, such as on Allendale Road.

**Long term aspirations**

- Implement the further options determined for improving safety.
- Grade separate the rail crossing at Woodward Road if safety concerns arise as a result of increased train frequencies. Grade separation should consider the needs of cyclists and pedestrians, as well as motorists.
7 Appendices

7.1 Appendix A: Managing population growth

This appendix explains:
- the relationship between the future planning framework and the growth management strategy
- where residential growth is going
- the criteria used to plan for additional residential growth.

Relationship to the growth management strategy

The future planning framework refreshes the council’s existing growth management strategy. It reflects an updated and detailed analysis of the city through the process of area planning and by consideration of how the council’s six strategic themes are expressed in physical form. The future planning framework looks out to 2050.

The future planning framework takes into account changes in legislation and regional planning since the last review of the growth management strategy in 2003. These include the Local Government Auckland Amendment Act (LGAAA) (2004), a review of the implementation of the Auckland Regional Growth Strategy, the Regional Policy Statement (RPS) and the Auckland Sustainability Framework, and moves to increase transport and land use integration through the New Zealand Transport Strategy and the government policy statement on transport.

The future planning framework supports the regional growth concept of promoting quality, compact urban environments where most urban growth is focused around town centres and major transport routes to create higher density mixed use communities. However, the future planning framework signals a departure from some aspects of the growth management strategy by suggesting changes to the approach and to some priorities. The changes are explained in more detail below. This may affect some non-district plan decisions such as investment in physical and social infrastructure. The future planning framework consultation process is an opportunity to test public acceptance of these changes.

An appropriate process is expected to be developed by the new Auckland Council to update or replace the growth management strategy.

The Auckland City Council’s approach to the location of additional growth capacity in the future planning framework is based on the following ideas:
- a more compact and sustainable city to pass on to future generations
- the protection of important layers in the historic urban landscape
- the need to develop a strong international city centre and a network of strong centres linked by increasingly well-served public transport routes, arranged in a functional classification. This classification comprises, in order of magnitude and diversity of services: the city centre, principal centres, town centres and local centres. Neighbourhood shops are acknowledged as having an important role but are not expected to grow significantly. You can find more discussion on centres in chapter 4, subsection 4.8
- a sequential approach to urban intensification with particular regard to retail and commercial activities which will be encouraged firstly in the city centre, principal centres and town centres, then in intensive corridors
- corridors are locations with good public transport where intensive residential and business activities are encouraged, subject to the outcomes identified for each area. You can find more discussion on corridors in chapter 4, subsection 4.9
- key sites are identified across the city that are strategically important and may have catalyst potential for regeneration of their locality. In some areas they provide growth opportunities supporting the role and function of the centres, but require further planning to define more clearly the best set of outcomes and design requirements. In some cases, these areas may require a master plan
- in lower density suburban areas there will be a reduced opportunity for accommodating growth through the infill and redevelopment of suburban areas, particularly those with significant contribution to the historic urban landscape
- business and economic growth is fostered both in centres and in business development areas. Business and economic growth is also promoted by providing a diversity of suitable environments for businesses to grow and develop
- the Hauraki Gulf islands including Waiheke are not seen as providing for the growth of the wider city and are planned only to cater for modest growth. Plans for Waiheke Island’s future growth are outlined in the Essentially Waiheke strategy October 2000 and the Hauraki Gulf islands section of the Auckland City Council district plan
- market interest and suitable service infrastructure will influence the sequencing and speed of development over the planning period. The development market is affected by a wide variety of matters. Releasing capacity may produce little change unless these factors line up. Growth monitoring, household demand modelling and other relevant sources of information are being used to estimate and plan for the likely take-up of the capacity provided by the framework.

21 Auckland City: Growth Management Strategy 2003
Key changes and differences from the current growth management strategy are:

- that there is a more strategic approach to centre selection based on physical location and suitability for a role in that hierarchy. For example, principal centres are selected primarily by being well located to serve a large portion of the isthmus as well as being more suited to that role than their neighbours. It is informed by an updated and more detailed analysis of all existing centres including modelling of the market response to the capacity proposed by the future planning framework.

- that the classification of centres contributes to each centre’s ultimate role and function as part of the regional network of centres. It is not necessarily an indication of whether a centre will grow significantly or not, nor is it simply reflecting its existing scale or form. Areas expected to cater for a significant amount of growth by 2051 are identified on the quality built environment map. This is shown as existing and future mixed use and apartment living. In addition, the centres and business development areas cater for business growth. All other areas can be considered as relatively stable.

- that the sequencing of growth in centres may be affected by the timing of proposed public transport and community/social or physical infrastructure improvements, and market interest.

- that Newmarket, Glen Innes, Panmure, Avondale, Otāhuhu and Ellerslie already have liveable community plans which are being put into effect through action plans and projects. These centres are expected to continue on this path to an appropriate level of growth and in some cases towards a greater role.

- that other previously identified areas of change have been reassessed. In a few cases these should only grow moderately above their current size while in others there is more potential. Balmoral, Grey Lynn, Mt Albert, Mt Roskill, Pt Chevalier, Stonefields (Mt Wellington Quarry) and Sandringham – previously classed as town centres – are now classed as local centres.

- that Morningside/St Lukes and Three Kings are proposed as new town centres. Some mixed use areas (Newton, Ponsonby and Parnell) are now identified as part of the city centre fringe and as town centres. Some centres are newly identified as local centres or their existing role as local centres has been acknowledged.

- that areas outside the principal, town and local centres are not expected to cater for much growth, although they may contain key sites and sufficient redevelopment potential to reach the proposed density outcomes in the area plans.

- that mixed use and business corridors have been recognised and defined. These serve an important role in linking the centres as well as providing a place for appropriate forms of development in support of the key role played by centres.

Where residential growth is going

The council has developed a growth model that calculates how the market, in terms of projected demand for dwellings, would react to the growth capacity proposed in the future planning framework. This enables us to predict, to a certain extent, where growth would be most likely to take place if the future planning framework outcomes were in place.

The following graphs and tables draw from the model. Model results and overall totals have been rounded to emphasise that these figures are indicative only. It is anticipated that the model runs will be updated as the future planning framework is refined.

As illustrated in the graph below, the ultimate distribution would see approximately 52 percent of dwellings being located in or around the city centre and other centres by 2050, with 48 percent of the population still being housed in lower density forms of housing outside of centres. This provides the city with a variety of housing and lifestyle options.

Figure 77: 2051 Allocation of dwellings by location

The city centre and fringe, principal, town and local centres are proposed to become areas of higher intensity than the rest of the city. In some cases they do not need to grow much to achieve their proposed role, while others will grow larger over time. The city centre will continue to be the international centre in the Auckland region, and this focus will provide the catalyst for growth and development of the areas fringing the city centre. The numbers reflect different radii according to centre type, but the densities given are assumed to be the same for all mixed use environments within these centres. The specific heights for each centre will be determined through the next phases of planning. This may result in higher densities in some areas, including principal centres.
The following table illustrates the growth of centres according to type.

**Table 18: Growth in centres – projected total dwellings (broad estimates)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Dwellings 2011</th>
<th>Dwellings 2021</th>
<th>Dwellings 2031</th>
<th>Dwellings 2051</th>
</tr>
</thead>
<tbody>
<tr>
<td>City centre</td>
<td>12,000</td>
<td>16,000</td>
<td>20,000</td>
<td>27,000</td>
</tr>
<tr>
<td>Principal centres (1km radius)</td>
<td>5,500</td>
<td>7,000</td>
<td>9,500</td>
<td>14,500</td>
</tr>
<tr>
<td>Town centres (800m radius)</td>
<td>26,000</td>
<td>33,500</td>
<td>43,000</td>
<td>61,000</td>
</tr>
<tr>
<td>Local centres (400m radius)</td>
<td>19,000</td>
<td>23,500</td>
<td>27,500</td>
<td>31,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>62,500</strong></td>
<td><strong>80,000</strong></td>
<td><strong>100,000</strong></td>
<td><strong>134,000</strong></td>
</tr>
</tbody>
</table>

Source: Growth Trends Model FPF run 3; (modelled take-up; total dwellings; rounded) Market Economics Ltd and Statistics New Zealand.

The following table illustrates the number of dwellings that in future may be located in and around the principal centres which are envisaged as ultimately containing between 4000 and 7000 dwellings. (These may change subject to precinct planning.)

**Table 19: Residential growth of principal centres (1 km radius)**

<table>
<thead>
<tr>
<th>Principal centres (excluding New Lynn)</th>
<th>Dwellings 2011</th>
<th>Dwellings 2021</th>
<th>Dwellings 2031</th>
<th>Dwellings 2051</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newmarket</td>
<td>1,800</td>
<td>2,500</td>
<td>3,500</td>
<td>6,000</td>
</tr>
<tr>
<td>Onehunga</td>
<td>2,500</td>
<td>3,200</td>
<td>4,200</td>
<td>5,900</td>
</tr>
<tr>
<td>Sylvia Park</td>
<td>800</td>
<td>1,000</td>
<td>1,400</td>
<td>2,300</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,100</strong></td>
<td><strong>6,700</strong></td>
<td><strong>9,100</strong></td>
<td><strong>14,200</strong></td>
</tr>
</tbody>
</table>

Source: Growth Trends Model FPF run 3; (modelled take-up; total dwellings; rounded) Market Economics Ltd and Statistics New Zealand.

The following table indicates the distribution of growth across the area plans. These vary in amount and growth rate depending on the size and character of the area itself and the area outcomes proposed in the area plans in Chapter 5.

**Table 20: Growth by area plan - projected total dwellings (broad estimates)**

<table>
<thead>
<tr>
<th>Area</th>
<th>Dwellings 2011</th>
<th>Dwellings 2021</th>
<th>Dwellings 2031</th>
<th>Dwellings 2051</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avondale/Blockhouse Bay</td>
<td>14,000</td>
<td>16,000</td>
<td>17,000</td>
<td>19,000</td>
</tr>
<tr>
<td>Eastern Bays</td>
<td>14,000</td>
<td>16,000</td>
<td>18,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Eden/Albert</td>
<td>22,000</td>
<td>26,000</td>
<td>30,000</td>
<td>34,000</td>
</tr>
<tr>
<td>Maungakiekie</td>
<td>19,000</td>
<td>22,000</td>
<td>25,000</td>
<td>31,000</td>
</tr>
<tr>
<td>Mt Roskill/Hillsborough</td>
<td>17,000</td>
<td>20,000</td>
<td>24,000</td>
<td>30,000</td>
</tr>
<tr>
<td>Newmarket/Parnell</td>
<td>9,000</td>
<td>11,000</td>
<td>13,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Otāhuhu</td>
<td>7,000</td>
<td>8,000</td>
<td>10,000</td>
<td>15,000</td>
</tr>
<tr>
<td>Remuera/Meadowbank</td>
<td>12,000</td>
<td>15,000</td>
<td>17,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Tāmaki</td>
<td>12,000</td>
<td>14,000</td>
<td>17,000</td>
<td>22,000</td>
</tr>
<tr>
<td>Western Bays</td>
<td>16,000</td>
<td>18,000</td>
<td>20,000</td>
<td>23,000</td>
</tr>
<tr>
<td>City centre</td>
<td>12,000</td>
<td>16,000</td>
<td>20,000</td>
<td>27,000</td>
</tr>
<tr>
<td><strong>Total Isthmus</strong></td>
<td><strong>154,000</strong></td>
<td><strong>182,000</strong></td>
<td><strong>211,000</strong></td>
<td><strong>255,000</strong></td>
</tr>
</tbody>
</table>

Source: Growth Trends Model FPF run 3; (modelled take-up; total dwellings; rounded) Market Economics Ltd and Statistics New Zealand.
Criteria used to plan for additional residential growth

Centres, corridors and key sites for residential growth are shown on the quality built environment map and were selected using the criteria listed in the following table.

<table>
<thead>
<tr>
<th>Centres</th>
<th>Corridors</th>
<th>Key sites for residential growth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>geographic location relative to public transport network, service catchment and relationship to other centres in vicinity</strong>&lt;br&gt; • location on high-frequency public transport routes (with Rapid Transit Network and Quality Transit Network scoring highest) and adequate road accessibility&lt;br&gt; • existing range and diversity of services including community facilities&lt;br&gt; • urban form and pedestrian amenity&lt;br&gt; • existing residential and employment numbers&lt;br&gt; • established civic and community focus and appropriate public spaces&lt;br&gt; • potential assessed in area plans for additional future residential and employment capacity (reflecting the environmental constraints and values of each sub-area)&lt;br&gt; • qualitative assessment based on area plan and citywide analysis on the role of the centre in relation to the hierarchy of centres (which may take into account existing or potential conditions).</td>
<td><strong>geographic location relative to centres and business areas&lt;br&gt; • location on high-frequency public transport routes with Rapid Transit Network and Quality Transit Network scoring highest&lt;br&gt; • whether intensive land uses along these routes are identified in area plans to support centres, business areas and public transport&lt;br&gt; • whether they support predominantly mixed use or business uses&lt;br&gt; • the mixed use corridors have been further differentiated based on scale to represent differences in extent and scale of these corridors&lt;br&gt; • qualitative assessment based on area plan and citywide analysis on the role of the corridors.</strong></td>
<td><strong>a large area of land, generally over 1.5ha in size&lt;br&gt; • significant influence on adjacent town centres&lt;br&gt; • the site is highly visible or in a high-profile location&lt;br&gt; • comprehensive development could act as a catalyst to rejuvenation of the surrounding area&lt;br&gt; • in some cases, able to accommodate a high intensity mixed use environment to support the growth concept&lt;br&gt; • requires further analysis and detailed planning to ensure appropriate development outcomes.</strong>&lt;br&gt; (Note – the area plans have used broader criteria outlined in chapter 4 to identify key sites. The criteria differ so that those key sites that have citywide significance, not just local importance, are included in the citywide framework)</td>
</tr>
</tbody>
</table>
7.2 Appendix B: Managing employment and retail growth

This appendix explains:
- where business growth is going
- criteria used for identifying business nodes and business development areas
- retail policy.

Where business growth is going

In February 2009 there were 307,300 people employed in Auckland city. Professional, scientific and technical services comprised 15 percent of the total employment, followed by wholesale trade (9 percent), manufacturing (9 percent), healthcare and social assistance, education and training and retail trade (8 percent each).

The Economic Futures Model (EFM) was used to produce medium-level employment forecasts to the year 2031. These were used as a base and extrapolated out to 2051 by considering a combination of changes in the demographic structure of the Auckland regional population, which would determine the size of the labour market and the forecast market-driven growth within industry sectors. Estimates of how this total employment may be distributed across the city were then derived by combining market demand sector growth patterns with Auckland city’s aspirations for future development and employment growth.

It is estimated an additional 195,700 employees will be working in the Auckland isthmus in the year 2051 (medium level forecast employment counts), bringing the total to around 503,000 employees from 307,300 in 2009. The council aspires to accommodate this growth in employment within the spatial context of the future planning framework. Business growth will be encouraged in business development areas and in the city centre and principal centres first, subject to the type of business activity. This recognises that the principal centres need to be strengthened in their role while recognising it is important to maintain vitality and character in the smaller centres. The city centre is envisaged as the major centre for the region. Accurate long term employment forecasting can be difficult. Recognising this, the city centre area plan has been designed to provide sufficient capacity for employment projections that range from medium to high (up to 175,000 employees), so that there will be adequate room for greater than anticipated growth.

---

22 Statistics New Zealand, Business Demographic dataset, 2009
23 This model was produced by Market Economics Ltd in 2008
24 Aspirations have been guided by the centre classifications and area plans of the Future Planning Framework.
Table 22 outlines the numbers and proportions of jobs that are proposed across each centre type by 2051. This shows that the larger centres could be encouraged to take a larger share of employment growth. The actual numbers will vary as appropriate to the character of the particular centre.

### Table 22: Jobs proposed across centre types by 2051

<table>
<thead>
<tr>
<th>Centre type</th>
<th>2006</th>
<th>2051</th>
<th>Growth 2007-2051</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>employment</td>
<td>share</td>
<td>employment</td>
</tr>
<tr>
<td>City centre</td>
<td>90,600</td>
<td>30%</td>
<td>153,800</td>
</tr>
<tr>
<td>Principal centres</td>
<td>28,100</td>
<td>9%</td>
<td>53,800</td>
</tr>
<tr>
<td>Town centres</td>
<td>65,200</td>
<td>21%</td>
<td>111,700</td>
</tr>
<tr>
<td>Local and neighbourhood centres</td>
<td>26,700</td>
<td>9%</td>
<td>39,900</td>
</tr>
<tr>
<td>Business development areas</td>
<td>56,900</td>
<td>19%</td>
<td>93,400</td>
</tr>
<tr>
<td>Remainder</td>
<td>38,100</td>
<td>12%</td>
<td>50,200</td>
</tr>
<tr>
<td>City total</td>
<td>305,600</td>
<td>100%</td>
<td>502,800</td>
</tr>
</tbody>
</table>

Please note these figures may be subsequently amended by more detailed precinct planning.

**Criteria**

Criteria for selecting the location of business development areas and business nodes are outlined in the box below. The criteria for identifying the role of centres are outlined in chapter 4.

<table>
<thead>
<tr>
<th>Business development areas</th>
<th>Business nodes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• employment areas that can support more jobs</td>
<td>• located within an employment area and near town centres</td>
</tr>
<tr>
<td>• areas with good accessibility for freight and vehicles</td>
<td>• located around existing or future rapid transit stops</td>
</tr>
<tr>
<td>• mix of commercial and industrial activities.</td>
<td>• able to accommodate higher density business uses.</td>
</tr>
</tbody>
</table>
Retail policy

The management of commercial and retail activity is critical to growth management and is a key driver of urban form and the development of the transport network. The future planning framework indicates that new retail growth will be encouraged initially in centres. Locating retail in business areas away from town centres has an undermining effect on these centres, and there are implications for the city’s productivity when land needed for manufacturing and service industries is developed for retail.

Some retail activities may also be able to establish themselves within intensive corridors outside of centres where they are able to demonstrate that they will not have adverse effects on the functioning, efficient use and development of those centres.

Retail activities that do not support the viability of centres, or both require large areas of land and are principally engaged in wholesale sales to industrial and institutional customers, will be encouraged to locate in appropriately identified business areas.

7.3 Appendix C: Managing arterial roads

As a consequence of ongoing intensification-led growth, Auckland city will see increasing competition for the use of confined street width. Conventional approaches to arterial network planning have often responded to this growth by just focusing on the accommodation of increased vehicular carrying capacity along a street.

The liveable arterials plan is a new way of managing the city’s arterial street network, based on achieving a balance between the many different needs and demands that users place on and along our arterial streets and land use context. The plan itself will guide the next 25 years of arterial street management and influence development in Auckland city over the next 50 years.

The plan is centred around the establishment of a functionality plan for the street network which identifies the ideal functional role for an arterial street, eg general vehicle emphasis, community emphasis, passenger transport emphasis or freight emphasis. This approach will enable good land use and development decisions to be made. These will occur in the context of large-scale urban form changes predicted to happen over the next 25 years. The functionality plan is also supported by detailed guidance of the type of outcomes envisaged for particular arterial corridors and parts of corridors.

Sitting alongside this is the corridor management plan (CMP) process which is a highly detailed technique which will be used to deliver liveable arterials on a local, consultative basis.

The liveable arterials plan predates and informs the future planning framework. CMPs will inform further planning for transport corridors to achieve full integration of land and transport outcomes.
7.4 Appendix D: Location criteria

Location criteria
To guide the application of area planning outcomes, a range of location criteria has been developed to assist in explaining the reasons for each proposed outcome area in the living, business and mixed use environments. In many cases, there may be infrastructural works (for instance, a new rail station or reticulation network) that would be necessary prior to the implementation of mechanisms to give effect to the outcome. Such considerations would be necessary as part of the staging and implementation of each outcome within a district plan process. The following explanations describe the location criteria applied for the living, business and mixed use environments.

The criteria are intended only as a guide to appropriate location of outcomes and are deliberately phrased in broad terms.

Living environment location criteria
The following table identifies criteria to consider in the placement of the five broad-density related residential outcomes. Also listed are additional considerations that may weigh against or counterbalance the application of a particular outcome.

The development of the criteria has been based on the urban planning principle that more intense housing should be located in areas with appropriate services and facilities. The corollary to this is that less intense housing may be located in areas with a lower level of access to such services and facilities.

In developing the criteria, an alternative considered was to ascribe the location and boundaries of residential outcome areas based on objectively measurable distances and values. This approach was discarded, however, as it does not sufficiently recognise the complexities of the urban environment. The preferred broader approach, used here, allows the weighing up of competing criteria to take into account the possibly unique characteristics of an area. Likewise, the application of additional considerations requires a degree of weighing up competing factors.

The degree to which an area meets a given criterion is noted by assigning a low, medium or high ranking. This is consistent with the intent of the criteria to be a guide only. An alternative method of assigning numeric values was discarded as being too prescriptive and categorical.

Most criteria require an evaluation of ease of access. The term ‘access’ is used, rather than ‘proximity’, as the latter considers only geographic distance. ‘Access’, in contrast, allows consideration of how easy it is to reach the destination, i.e., whether there are intervening barriers, such as a motorway or poor street connections.
Table 23: Living environment outcome location assessment criteria

<table>
<thead>
<tr>
<th></th>
<th>Single dwelling traditional site</th>
<th>Single dwelling small site/townhouse</th>
<th>Low-rise apartments/terraces</th>
<th>Medium-rise apartments</th>
<th>High-rise apartments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to community facilities, eg libraries, schools, community halls eg. reflects on existing business zone</td>
<td>L</td>
<td>M</td>
<td>H</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Access to business and shop areas</td>
<td>L</td>
<td>M</td>
<td>H</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Access to open space</td>
<td>L</td>
<td>M</td>
<td>H</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Access to public transport (bus and trains)</td>
<td>L</td>
<td>M-H</td>
<td>H</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Access to the city centre</td>
<td>N/A</td>
<td>L</td>
<td>M</td>
<td>H</td>
<td>H</td>
</tr>
<tr>
<td>Access to arterial roads</td>
<td>L</td>
<td>M</td>
<td>M</td>
<td>L</td>
<td>L</td>
</tr>
</tbody>
</table>

Importance of factor to location of outcome. (This does not preclude improvements to current business areas in the future, eg improved public transport; it reflects the importance of a factor to the location of a business outcome.)

L = Low
M = Medium
H = High

**Additional considerations**

Existing environment
- whether the existing environment already displays a predominance of this outcome.

Incompatible activities
- whether there are nearby uses which are incompatible with the living outcome. For instance, uses which have an unpleasant smell or noise, or otherwise pose a danger to health.

Contiguous ownership/size of the site
- whether there are several sites under the same ownership or whether the size of the site is such that higher densities of housing could sit comfortably within the environment.

Growth management strategy
- whether the area is located near to an area of change or an area of stability under the council’s growth management strategy.

Unfavourable aspect
- whether the land aspect compromises application of the living environment outcome.

Business environment location criteria
The following is a list of criteria to consider in the placement of the six broad business environment outcomes. Unlike under the living environment location criteria, a considerable part of the business environment outcomes have been influenced by the existence of business activities and the need to ensure the ongoing provision of business uses as an important component of Auckland city’s economy.
<table>
<thead>
<tr>
<th>Locational criteria</th>
<th>Production and distribution</th>
<th>Employment</th>
<th>Bulky goods retail</th>
<th>Live/work</th>
<th>Transition residential to business</th>
<th>Business node</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protection of existing provision of outcome into the future is of strategic regional importance</td>
<td>H</td>
<td>H</td>
<td>M</td>
<td>H</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Access to rail, identified freight routes, motorways for shipment of freight, port</td>
<td>H</td>
<td>H</td>
<td>L</td>
<td>M</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>Location within Industrial Air Quality Area in Air, Land and Water Plan (ARC)</td>
<td>H</td>
<td>M</td>
<td>L</td>
<td>M</td>
<td>L</td>
<td>L</td>
</tr>
<tr>
<td>Separation from residential activities due to reverse sensitivity/hazardous substances</td>
<td>H</td>
<td>M</td>
<td>M</td>
<td>L</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>Proximity to a town centre</td>
<td>L</td>
<td>L</td>
<td>M</td>
<td>L-M</td>
<td>L</td>
<td>M</td>
</tr>
<tr>
<td>Proximity to arterial roads to assist with private vehicle accessibility (customers/employees)</td>
<td>M</td>
<td>M</td>
<td>H</td>
<td>L</td>
<td>M</td>
<td>M</td>
</tr>
<tr>
<td>Proximity to arterial roads to assist with activity profile</td>
<td>L</td>
<td>L</td>
<td>H</td>
<td>L</td>
<td>M</td>
<td>M</td>
</tr>
<tr>
<td>Availability of large sites</td>
<td>H</td>
<td>H</td>
<td>M</td>
<td>L</td>
<td>M</td>
<td>M</td>
</tr>
<tr>
<td>Access to public transport (bus/rail)</td>
<td>L</td>
<td>M</td>
<td>L</td>
<td>M</td>
<td>M</td>
<td>H</td>
</tr>
</tbody>
</table>

Importance of factor to location of outcome. (This does not preclude improvements to current business areas in the future, for example improved public transport, it reflects the importance of a factor to the location of a business outcome).

L = Low  
M = Medium  
H = High

**Mixed use environment location criteria**

In applying the mixed use environment outcome, the following broad location criteria have been considered:

- proximity to a principal centre, town centre, local centre and the city centre fringe
- the degree of accessibility to public transport (rail, bus, ferry)
- the degree of accessibility to strategic transport infrastructure, eg motorways.
Appendix E: Map legends

Legend for Spatial framework 2050 - Concept map

Key moves
- Enhance the city centre and waterfront
- Develop lively centres
- House our growing population well
- Be economically competitive
- Connect communities
- Green the city and protect our heritage

Key directions
- City centre
- City centre fringe
  - Principal centre
  - Principal centre - New Lynn
  - Town centre
  - Town centre - Pakuranga
- Existing/future mixed use and/or apartment living
- Economic corridor
- Employment
- Business corridor
- Transport connectivity improvements
  - Arterial road
- Motorway
- Rail
- Urban forest green links
- Open space
- Zoo

Ten year priorities
1. Te Wao Nui ecological experience
2. Dominion Road corridor improvements
3. Wynyard Quarter development
4. City centre streetscape and public space upgrades
5. Learning Quarter
6. Onehunga foreshore upgrade
7. Tamaki Innovation Precinct and New Zealand innovation centre
8. Auckland Manukau Eastern Transport Initiative
### Legend for Spatial framework 2050 - Quality Built Environment

#### Objectives
- A more sustainable built form
- Protect our natural and cultural heritage
- Raise the design quality of buildings and spaces
- A built environment that reflects Auckland’s character
- A world class mixed-use city centre and waterfront
- Vibrant centres and successful neighbourhoods

#### Context and existing features

<table>
<thead>
<tr>
<th>Cultural heritage</th>
<th>Natural environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Scheduled building</td>
<td>Volcanic cone</td>
</tr>
<tr>
<td>• Development era - Pioneering and</td>
<td>Volcanic cone footprint</td>
</tr>
<tr>
<td>Victorian/Edwardian</td>
<td>Volcanic basin</td>
</tr>
<tr>
<td>• Development era - Inter war</td>
<td>Open space</td>
</tr>
<tr>
<td>• Development era - Post war</td>
<td></td>
</tr>
<tr>
<td>• Fencible settlement</td>
<td></td>
</tr>
<tr>
<td>• Pa site</td>
<td></td>
</tr>
</tbody>
</table>

#### Transport context

<table>
<thead>
<tr>
<th>Transport feature</th>
<th>Future rail station</th>
<th>Future rail</th>
<th>Future highway</th>
<th>Future arterial road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail station</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger rail</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arterial Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ferry terminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ferry route</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Projects and outcomes for Quality Built Environment

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key development site</td>
<td>Medium intensity mixed use (enterprise) corridor</td>
</tr>
<tr>
<td>Existing and future mixed use and/or apartment living</td>
<td>High intensity mixed use (enterprise) corridor</td>
</tr>
<tr>
<td>City centre</td>
<td>City centre fringe</td>
</tr>
<tr>
<td>Principal centre</td>
<td>Wynyard Quarter development</td>
</tr>
<tr>
<td>Town centre</td>
<td>City centre streetscape and public space upgrades</td>
</tr>
<tr>
<td>Local centre</td>
<td>Britomart heritage precinct</td>
</tr>
<tr>
<td>Neighbourhood shops</td>
<td>Tāmaki transformation programme</td>
</tr>
<tr>
<td>Business nodes</td>
<td>Projects proposed to be funded within first 10 years</td>
</tr>
</tbody>
</table>
Legend for Spatial framework 2050 - Economic Development

**Objectives**
- A globally and nationally connected economy
- Attract and retain skilled, adaptable and educated people
- Develop productive, dedicated business areas that support vibrant town centres and are linked to a strong city centre hub

**Context and existing features**

<table>
<thead>
<tr>
<th>Roads</th>
<th>Freight transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway</td>
<td>Freight rail</td>
</tr>
<tr>
<td>Future highway</td>
<td>Future freight rail</td>
</tr>
<tr>
<td>Arterial road</td>
<td>Port</td>
</tr>
<tr>
<td>Future arterial road</td>
<td>Shipping route</td>
</tr>
</tbody>
</table>

**Passenger transport**
- Rail station
- Passenger rail
- Central connector busway
- Future rail station
- Future rail
- Ferry terminal
- Ferry route

**Destinations and facilities**
- Tertiary education facilities
- Major tourist destination
- Major retail destination
- Hospital (public)
- Open space
- City centre
- Principal centre
- Town centre
- Business node
- Employment

**Projects and outcomes for Economic Development**
- Medium intensity mixed use (enterprise) corridor
- High intensity mixed use (enterprise) corridor
- High intensity business corridor
- Research hub
- Manufacturing activity
- Information Communication Technology cluster
- Creative industry concentration
- Marine cluster
- Professional and financial services concentration
- Advanced material cluster
- Rosebank 2030 business precinct plan
- Wynyard Quarter
- City centre projects
- Learning Quarter
- City centre to airport rail link
- Tamaki Innovation Precinct and New Zealand Innovation centre
- Projects proposed to be funded within first 10 years

**Key business development areas**
- A Rosebank
- B City centre fringe
- C City centre
- D Penrose
- E Mt Wellington
- F Tamaki
Legend for Spatial framework 2050 - Lifestyle Choices

**Objectives**
- Celebrate and value who we are
- A wide range of recreation and leisure opportunities
- The city centre is the centre of streetlife, arts, culture and entertainment
- Enhance Auckland as a unique arts, cultural, sports and events destination in Australasia

**Context and existing features**

<table>
<thead>
<tr>
<th>Cultural and entertainment</th>
<th>Sense of place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major tourist destination</td>
<td>Heritage landscape</td>
</tr>
<tr>
<td>Major festival location</td>
<td>Iconic building</td>
</tr>
<tr>
<td>Market</td>
<td>Significant public art</td>
</tr>
<tr>
<td>Dining precinct</td>
<td>Marae</td>
</tr>
<tr>
<td>Library</td>
<td>Historic portage route</td>
</tr>
<tr>
<td>Cinema / theatre</td>
<td></td>
</tr>
<tr>
<td>Community theatre</td>
<td>City centre</td>
</tr>
<tr>
<td>Observatory</td>
<td>Principal centre</td>
</tr>
<tr>
<td>Zoo</td>
<td>Town centre</td>
</tr>
<tr>
<td>Art gallery / Art station</td>
<td></td>
</tr>
</tbody>
</table>

**Active recreation and leisure**

<table>
<thead>
<tr>
<th>Open space and activities</th>
<th>Venues</th>
<th>Transport context</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf course</td>
<td>Aquatic facilities</td>
<td>Rail station</td>
</tr>
<tr>
<td>Community park</td>
<td>Skate park</td>
<td>Future rail station</td>
</tr>
<tr>
<td>Environmental / Heritage park</td>
<td>Motorsport venue</td>
<td>Future rail station</td>
</tr>
<tr>
<td>Active recreation park</td>
<td>Sporting venue / Stadium</td>
<td>Ferry terminal</td>
</tr>
<tr>
<td>Beach</td>
<td>/ Major event centre</td>
<td>Ferry route</td>
</tr>
<tr>
<td>Recreation corridor</td>
<td></td>
<td>Motorway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Future highway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Arterial road</td>
</tr>
</tbody>
</table>

**Projects and outcomes for Lifestyle Choices**

1. Te Wao Nui ecological experience
2. Marine events precinct
3. Otahuhu recreation precinct
4. Otahuhu Library redevelopment
5. Q Theatre development
6. Auckland Art Gallery redevelopment

Projects proposed to be funded within first 10 years.
### Legend for Spatial framework 2050 - Quality Natural Environment

**Objectives**
- Protect and celebrate our unique landscape and natural features
- Protect, enhance and sustain our natural environment and ecology
- Link people to the waterfront, coast and parks
- Enhance the quality of our land and water

**Context and existing features**

**Geological features**
- Volcanic cone
- Volcanic cave
- Volcanic cone footprint
- Volcanic basin
- Other identified geological sites
- Cliffline
- Igneous volcanic rock
- Sedimentary rock

**Ecological features / open space**
- Bird habitat
- Ecological sites of significance (scheduled)
- Remnant stream
- Stream
- Wetland
- Estuarine habitat
- Golf course
- Community park
- Environmental / Heritage park
- Active recreation park

**Transport context**
- Rail station
- Passenger rail
- Motorway
- Arterial road
- Ferry terminal
- Future rail station
- Future rail
- Future highway
- Port
- Ferry route

**Projects and outcomes for Quality Natural Environment**
- Strengthen urban forest node
- Volcanic features enhanced
- Other potential ecological sites of significance
- Green link (ecological)
- Urban forest corridor
- Green link connection
- Citywide beach upgrades

#### Projects proposed to be funded within first 10 years
- Motu Manawa marine reserve
- Wynyard quarter public places
- Onehunga Bay foreshore upgrade
- Bastion Point / Whenua Rangatira
- Stonefields open space development
Legend for Spatial framework 2050 - Strong & Healthy Communities

### Objectives
- Foster connected communities
- Foster a sense of pride and belonging
- Make places for people
- Support safe communities
- Support healthy communities

### Context and existing features

#### Cultural / community facilities and events
- Cultural festival location
- Religious venue
- Community hall / centre
- Marae
- Library

#### Emergency / care facilities
- Hospital (public)
- Police station
- Hospital (private)
- Fire station
- Accident and emergency
- City mission

#### Recreation facilities
- Playground
- Special school
- Recreation venue
- Primary / Intermediate school
- Aquatic facility
- Secondary school

#### Centres
- City centre
- Golf course
- Principal centre
- Community park
- Town centre
- Environmental / heritage park
- Local centre
- Active recreation park

#### Open space

#### Transport context
- Rail station
- Future rail station
- Passenger rail
- Future rail
- Motorway
- Future highway
- Arterial road
- Ferry terminal
- Ferry route

#### Projects and outcomes for Strong and Healthy Communities
1. Learning Quarter
2. Tamaki transformation programme
3. Otāhuhu recreation precinct

Projects proposed to be funded within first 10 years
### Legend for Spatial framework 2050 - Transport Choices

#### Objectives
- An efficient transport network providing sustainable travel choices
- A safe and secure transport system
- Transport provision that enhances quality of life and reduces environmental impacts
- Catalyse economic growth
- Integrated transport planning, delivery and operation

#### Context and existing features

<table>
<thead>
<tr>
<th>Transport modes and connections</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail station</td>
<td></td>
</tr>
<tr>
<td>Future rail station</td>
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</tr>
<tr>
<td>Passenger rail</td>
<td></td>
</tr>
<tr>
<td>Future rail</td>
<td></td>
</tr>
<tr>
<td>Motorway</td>
<td></td>
</tr>
<tr>
<td>Future highway</td>
<td></td>
</tr>
<tr>
<td>Key road network</td>
<td></td>
</tr>
<tr>
<td>Future arterial road</td>
<td></td>
</tr>
<tr>
<td>Local street network</td>
<td></td>
</tr>
<tr>
<td>Future rapid transit</td>
<td></td>
</tr>
<tr>
<td>Key bus network</td>
<td></td>
</tr>
<tr>
<td>Port</td>
<td></td>
</tr>
<tr>
<td>Key bus / arterial network</td>
<td></td>
</tr>
<tr>
<td>Ferry terminal</td>
<td></td>
</tr>
<tr>
<td>Central connector bus priority route</td>
<td></td>
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<tr>
<td>Ferry route</td>
<td></td>
</tr>
<tr>
<td>Existing and future regional cycle network</td>
<td></td>
</tr>
<tr>
<td>Shipping route</td>
<td></td>
</tr>
<tr>
<td>Park and ride</td>
<td></td>
</tr>
<tr>
<td>Future park and ride</td>
<td></td>
</tr>
<tr>
<td>Key multimodal interchange</td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td></td>
</tr>
</tbody>
</table>

#### Centre and open space

<table>
<thead>
<tr>
<th>Open space</th>
<th>City centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal centre</td>
<td>Town centre</td>
</tr>
<tr>
<td>Local centre</td>
<td></td>
</tr>
</tbody>
</table>

#### Projects and outcomes for Transport Choices

<table>
<thead>
<tr>
<th>Potential location for waterfront transport</th>
<th>Manukau Harbour crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway 20 Waterview connection</td>
<td>City centre to airport rail link</td>
</tr>
<tr>
<td>Southdown to Avondale rail link</td>
<td>Onehunga rail connection</td>
</tr>
<tr>
<td>Dominion Road corridor improvements</td>
<td>Ellerslie Panmure corridor improvements</td>
</tr>
<tr>
<td>City centre rail loop</td>
<td>Triple tracking of Eastern rail line</td>
</tr>
<tr>
<td>Additional Waitemata Harbour crossing</td>
<td>Auckland Manukau Eastern Transport Initiative (AMETI)</td>
</tr>
<tr>
<td>Future rail link to North Shore</td>
<td>Panmure to Botany rapid transit</td>
</tr>
<tr>
<td>City centre eastern transport improvements</td>
<td>Rail electrification</td>
</tr>
<tr>
<td>City centre to airport route improvements</td>
<td>Projects proposed to be funded within first 10 years</td>
</tr>
</tbody>
</table>
### Existing Features

- Rail station
- Volcanic / geological feature
- Community facilities
- Education
- Ecological site of significance
- Māori site of significance
- Archaeological site
- Historic townscape
- Marae
- Rail line
- Ferry
- Specific use
- Open space

### Aspirational Features

- Public transport interchange
- Future rail station
- Potential location of waterfront transport
- Key site
- Improved pedestrian and/or cycle environment
- Urban forest / ecological corridor
- Protection and enhancement of the waterway environment / coastal enhancement
- Enhance and/or recognise historic coastline
- Enhance and/or recognise historic waterways
- City centre landscape connection
- Key road passenger transport route
- Future underground rail line
- Future underground tunnel
- Waterfront economic area
- International city centre
### Legend for Area outcomes - All maps

<table>
<thead>
<tr>
<th>Existing Features</th>
<th>Aspirational Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail station</td>
<td>Public transport interchange</td>
</tr>
<tr>
<td>Volcanic / geological feature</td>
<td>Future rail station</td>
</tr>
<tr>
<td>Community facilities</td>
<td>Potential location of waterfront transport</td>
</tr>
<tr>
<td>Education</td>
<td>Neighbourhood shops</td>
</tr>
<tr>
<td>Park and ride</td>
<td>New park and ride</td>
</tr>
<tr>
<td>Hospital</td>
<td>Key site</td>
</tr>
<tr>
<td>Ecological site of significance</td>
<td>Major transport network improvement</td>
</tr>
<tr>
<td>Māori site of significance</td>
<td>Papakāinga</td>
</tr>
</tbody>
</table>

#### LTCCP - Funded Projects relevant to area plan outcomes

1. Mt Albert town centre renewal
2. Dominion Road passenger transport improvements
3. Onehunga Bay foreshore upgrade
4. Pt England Beach restoration
5. Central connector
6. Judges Bay Beach restoration
7. Auckland Manukau Eastern Transport Initiative (AMETI)
8. Otahuhu Library Redevelopment
<table>
<thead>
<tr>
<th>City-wide historic landscape</th>
<th>Iconic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Significant</td>
</tr>
<tr>
<td></td>
<td>Contributing</td>
</tr>
</tbody>
</table>

- Scheduled Trees
- Scheduled Trees (Group)
- Scheduled Buildings
- Ecological sites
- Geological sites
- Archaeology sites
- Residential area
- Townscape
- Maori site of significance
- Open space
### Legend for Precinct Plan Outcome - Base maps

<table>
<thead>
<tr>
<th>Existing Features</th>
<th>Aspirational Features</th>
<th>Design Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail station</td>
<td>Single dwelling traditional site</td>
<td>Retail / high activity frontage</td>
</tr>
<tr>
<td>Education</td>
<td>Single dwelling small site / townhouse</td>
<td></td>
</tr>
<tr>
<td>Community facilities</td>
<td>Low rise apartment / terraces</td>
<td></td>
</tr>
<tr>
<td>Open space restricted access</td>
<td>Medium rise apartments</td>
<td></td>
</tr>
<tr>
<td>Church</td>
<td>Mixed use - residential emphasis</td>
<td></td>
</tr>
<tr>
<td>Water filling station</td>
<td>Future underground rail line</td>
<td></td>
</tr>
<tr>
<td>Marae</td>
<td>Mixed use - commercial emphasis</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Future rail line</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Future rail station</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus / rail interchange</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Neighbourhood shops</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Western Spring master plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Catalyst site</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maximum number of storeys</td>
<td></td>
</tr>
<tr>
<td></td>
<td>State Highway 16 / 20 and primary access</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Protection and enhancement of the waterway environment / coastal enhancement</td>
<td></td>
</tr>
</tbody>
</table>
### Legend for Precinct Plan Outcome - Overlay maps

#### Existing Features
- Rail station
- Education
- Open space restricted access
- Church
- Water filling station
- Rail line
- Community facilities cluster
- Volcanic cone view shaft protection
- Unused Avondale Southdown rail designation
- Specific use
- Open space

#### Aspirational Features
- Future rail station
- Future events rail station
- Future grade separation road / rail
- Future intersection and pedestrian safety improvement
- Future rail line
- Future underground rail line
- Future bus route with interchange
- Priority pedestrian/cycle environment improvement
- New pedestrian / cycle route
- Key cycle routes
- Improved connectivity
- State Highway 20 and primary access
- Single dwelling traditional site
- Single dwelling small site / townhouse
- Low rise apartment / terraces
- Medium rise apartments
- Employment
- Mixed use - residential emphasis
- Mixed use - commercial emphasis
- Mixed use - flexible
- Live work
- Production and distribution
- Showrooms / service trade
- Business node
- Local centre node
- Principal centre core

#### Design Elements
- Historic landscape interface
- Openspace interface

#### Attraction Elements
- Key landmark corner
- Key gateway point
- Stadium
- Container Port
- Speedway
- Onehunga foreshore restoration project
- Urban forest / ecological corridor
# 8 Glossary of terms

This section provides a list of definitions for terminology and abbreviations used in the future planning framework.

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active recreation park</td>
<td>Active recreation is the major function of these parks and includes land, buildings and structures directly related to recreation. It includes indoor and outdoor sports facilities; playing fields; boat ramps and jetties; bike trails; and courts and bowling greens managed by sports clubs. Active recreation parks provide for high intensity public use, and this is a key factor in their design and development.</td>
</tr>
<tr>
<td>Additional Manukau Harbour crossing</td>
<td>An additional crossing over the Manukau Harbour as part of SH20. Construction is under way for a new four-lane bridge near the existing bridge, creating eight traffic lanes in total. Bridge approaches will be widened and the Gloucester Park Road interchange upgraded.</td>
</tr>
<tr>
<td>Additional Waiomatā Harbour crossing</td>
<td>A joint project between Auckland City Council, Auckland Regional Council, Auckland Regional Transport Authority, North Shore City Council and New Zealand Transport Agency regarding an additional transport link across the Waiomatā Harbour for both private and passenger transport modes.</td>
</tr>
<tr>
<td>Advanced materials cluster</td>
<td>A location with a high concentration of employment and business activity within the advanced materials sector, eg the application of plastics, metals, wood, composites and conductive materials.</td>
</tr>
<tr>
<td>AkActive programme</td>
<td>A partnership between the council and recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland, council’s recreation plan.</td>
</tr>
<tr>
<td>Archaeology</td>
<td>Remnants of cultural heritage encompassing Māori history and historical archaeology. Examples include Māori settlement, Māori land use, early European settlement, colonial villages.</td>
</tr>
<tr>
<td>Areas, landscapes or townscape</td>
<td>Require the presence of heritage elements to the extent that their heritage attributes give the area, landscape or townscape its particular character.</td>
</tr>
<tr>
<td>Auckland city</td>
<td>Refers to the geographical area governed by Auckland Council.</td>
</tr>
<tr>
<td>Auckland-Manukau Eastern Transport Initiative (AMETI)</td>
<td>A passenger transport, walking and cycling infrastructure and improved roading project in the region’s eastern suburbs. AMETI is a joint project between Manukau and Auckland City Councils and the Auckland Regional Transport Authority that provides opportunities for improved connections to growth areas, employment opportunities and town centres. See <a href="http://www.ameti.co.nz">www.ameti.co.nz</a> for more information.</td>
</tr>
<tr>
<td>Auckland Regional Council (ARC)</td>
<td>Regional authority responsible for protecting the Auckland region’s air, soil and water resources from pollution and ensuring their sustainable use. It also manages the demands on the region’s transport systems and supports public transport services.</td>
</tr>
<tr>
<td>Auckland Regional Transport Authority (ARTA)</td>
<td>A subsidiary organisation of the Auckland Regional Council responsible for achieving the Auckland region’s transport goals. It plans and funds public transport, promotes alternative ways to get around the Auckland region and coordinates and integrates transport across the region.</td>
</tr>
<tr>
<td>Avondale to Southdown rail link</td>
<td>An ONTRACK project, the Avondale-Southdown line is a proposed railway line that stretches from Southdown/Penrose through Onehunga following the SH20 motorway to Avondale. This land is designated for the rail line.</td>
</tr>
<tr>
<td>Bulky goods retail outcome (Lunn Ave, Mt Wellington &amp; Carr Road, Mt Roskill)</td>
<td>This outcome typically refers to bulky goods retail activities occurring from large floorplate buildings. Examples include building product providers or garden centres. The bulky goods retail outcome reflects areas considered suitable for ongoing retention of these activities and in some cases further clustering of these outcomes.</td>
</tr>
<tr>
<td>Business node</td>
<td>Typically includes an office or administrative outcome focused around rapid transit stops or proximity to town centres. For further information refer section 4.7.6.</td>
</tr>
<tr>
<td>Business corridor</td>
<td>A corridor providing additional opportunity for higher intensity business uses and concentrations of some trade-based activity supporting public transport. For further information refer section 4.9.2.</td>
</tr>
<tr>
<td>Business Development Area</td>
<td>Significant business areas that council has a particular interest in because of their scale and capacity to support future economic growth within the city.</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Catalyst site</td>
<td>A site that provides a significant opportunity to stimulate investment and economic transformation within a precinct. High-quality redevelopment of these sites will act as a catalyst for private investment in development elsewhere in the precinct.</td>
</tr>
<tr>
<td>CBD (central business district)</td>
<td>Also referred to as city centre, central area or international city centre.</td>
</tr>
<tr>
<td>Central connector</td>
<td>A new busway to provide quicker, more efficient travel between the city centre and Newmarket via key locations such as Auckland Hospital and the University of Auckland.</td>
</tr>
<tr>
<td>Centre</td>
<td>Centres are places of focused intensity which include a diverse mix of uses and perform a multitude of functions. They are places where people live, work, shop, socialise and use community services and facilities.</td>
</tr>
<tr>
<td>City centre</td>
<td>The city centre refers to the international city centre and is also known as Auckland’s central business district (CBD). The city centre location is defined by the motorway system containing high intensity residential, business, commercial and port activity. The boundaries are the Waiomatā Harbour, Freemans Bay, Parnell and Newton. The Auckland City District Plan (Central Area section) is the regulatory framework for this area. In the Future Planning Framework, the city centre also includes Westhaven.</td>
</tr>
<tr>
<td>City centre fringe</td>
<td>Mixed use residential and business area with high-density employment opportunities adjoining the city centre.</td>
</tr>
<tr>
<td>City centre landscape connection</td>
<td>The ‘landscape connection’ feature is specific to the city centre area plan. Natural heritage values are sparse and highly modified in the city centre so it is appropriate to determine opportunities to identify, interpret and enhance these values. Landscape connections represent opportunities to recognise, interpret and where appropriate enhance connections between natural heritage elements such as ridgelines or street trees. In some cases these links might be symbolic while other links offer scope for more tangible connections such as establishing appropriate native plants.</td>
</tr>
<tr>
<td>City centre rail link</td>
<td>Also referred to as the CBD rail loop and inner city rail loop. Currently being investigated, this project would link the Britomart Transport Centre to the western line in Mt Eden via a tunnel running underneath Albert Street, Vincent Street and Pitt Street and the central motorway junction. Three station locations are proposed at Symonds Street/Khyber Pass Road; Karangahape Road/Pitt Street; and on Albert Street between Victoria and Wellesley streets.</td>
</tr>
<tr>
<td>City centre to airport rail link</td>
<td>A rail option to integrate the airport into the suburban rail network with a loop connecting Onehunga, the airport and Manukau city centre. This may include the construction of a rail line from Avondale to Onehunga. Also known as the CBD to airport rail link.</td>
</tr>
<tr>
<td>City centre to airport route improvements</td>
<td>Project to improve the accessibility and reliability of travel between the city centre and airport. This includes clearways, ie no parking, the limiting of access to/from selected side roads and improved signage.</td>
</tr>
<tr>
<td>City centre Waterfront Master Plan</td>
<td>A plan created with guidance from the Auckland Regional Council to provide a framework that sits above the detailed planning for specific areas of the future development of the city centre waterfront. The vision for the waterfront is of a world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history.</td>
</tr>
<tr>
<td>Community parks</td>
<td>Facilitating community interaction is the major function of these parks which include facilities and activities related to informal recreation and leisure. Community parks provide for the broadest range of activities from informal petanque settings to community centres. Some parks specifically provide for community facilities. Public use and protection of natural features occurs in tandem.</td>
</tr>
<tr>
<td>Contributing</td>
<td>Of local significance.</td>
</tr>
<tr>
<td>Council</td>
<td>The council refers to Auckland City Council.</td>
</tr>
<tr>
<td>Creative industry cluster</td>
<td>Location with high concentrations of employment and business activity in creative sectors such as publishing, design, media and advertising.</td>
</tr>
<tr>
<td>Cultural heritage</td>
<td>Places, items, sites or areas of value that are a result of human modification of the environment. Examples include archaeology, Māori sites of significance, built heritage.</td>
</tr>
<tr>
<td>Cycleways</td>
<td>Cycleways are those specifically identified routes that are demarcated by signage/the painted bicycle symbol along roads, paths and through parks. Cycleways are often shared paths, ie shared with pedestrians, so are wider than a regular footpath. There is often no distinction between cycleways and walkways.</td>
</tr>
<tr>
<td>Dominion Road corridor improvements</td>
<td>A project to widen Dominion Road over 12 years to enable bus services and pedestrian and cycle access to be improved, and the streetscape enhanced. The project includes improved bus stopping facilities, quality pavements, tree planting and new street lighting and furniture.</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
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</tr>
<tr>
<td>Ease and safety (regarding access to parks and open spaces)</td>
<td>Ease refers to entrances being clearly visible and the purpose of the space being easily understood. Safety refers to Crime Prevention Through Environmental Design (CPTED) principles including the presence of informal surveillance, minimisation of entrapment spots, sufficient lighting etc.</td>
</tr>
<tr>
<td>Ecological corridor or green link (ecological) corridor</td>
<td>Ecological corridors are strips of forest, scrub or scrubland habitat that connect larger areas of natural ecosystems together, provide ecosystem services such as reducing the impact of water and air pollution, protect important landscapes and ecological features, add natural character and values to parts of the city which may be highly built-up, and provide a link for fauna to move around the landscape. Waterways and coastlines make ideal ecological corridors as they often retain parts of their former vegetation cover and form natural pathways across the landscape.</td>
</tr>
<tr>
<td>Ecological sites of significance</td>
<td>These sites represent the best remaining areas of native ecosystems or habitat for native animals on the isthmus. Typically, these sites are characterised by a relatively high diversity of species, communities and ecosystems, and/or are relatively free of modification from weeds and pests. Ecological sites on the isthmus encompass a range of ecosystems that are now very rare due to past clearance and modification, including wetlands, lava flow forest, coastal edge forest and gully forest.</td>
</tr>
<tr>
<td>Economic corridor</td>
<td>A corridor representing regional movements and flows of economic activity. It is located on strategic regional routes and connects key business areas that provide opportunity for business growth, intensification and development. High vehicle and freight movements along these corridors make quality road access important.</td>
</tr>
<tr>
<td>Element</td>
<td>A specific site or item in the historic landscape representing a heritage discipline: ecology, geology, trees, archaeology, built form, Māori sites of significance.</td>
</tr>
<tr>
<td>Ellerslie-Panmure corridor improvements</td>
<td>Provide improvements to the corridor that will recognise its function as a high-frequency bus route.</td>
</tr>
<tr>
<td>Employment</td>
<td>Provides for a wide range of business activities including from small- to large-scale production, light industry, bulk storage and distribution, and showroom/service trade activities. For further information refer section 4.7.3.</td>
</tr>
<tr>
<td>Employment areas</td>
<td>Key areas across the city where employment uses exist and will be encouraged, including business development areas, business nodes, centres and some corridors. A range of employment uses such as commercial, retail, industrial or office activities are appropriate in these areas.</td>
</tr>
<tr>
<td>Enhance or recognise historic waterways and coastline</td>
<td>These linkages refer to opportunities to recognise and interpret the historic waterways in the city centre, such as the Waikoroitui Stream and the historic coastline prior to reclamation. Referencing these historic connections may occur through symbolic interpretation while there may also be potential for daylighting a watercourse. The city centre is the only area where this feature has been evaluated but it could be applied to other locations in the isthmus.</td>
</tr>
<tr>
<td>Environmental/heritage parks</td>
<td>The major function of these parks is the contribution they make to Auckland's natural environment. They include areas of ecological, archaeological and geological sensitivity, and all volcanic features, eg cones, lava flows, coastal edge reserves and land with heritage features. They also include land with hazard mitigation and buffer functions, eg stormwater, buffer zones, roadside amenity strips. Recreation or community use can be developed where appropriate but protection of the natural features will take precedence.</td>
</tr>
<tr>
<td>European pioneering era: 1829 to 1870</td>
<td>Primarily in the inner suburbs of Auckland in the remnant areas of the early fencible settlements (Onehunga and Otāhuhu). Lot sizes vary from 200m2 for the earliest cottages to approximately 400m2 for typical villas. For further information, refer to section 4.1.1.</td>
</tr>
<tr>
<td>Existing and future mixed use and/or apartment living</td>
<td>Areas expected to cater for a significant amount of growth by 2050. These areas are found in and around centres and along corridors and are supported by key transport routes and services.</td>
</tr>
<tr>
<td>Fencible settlement</td>
<td>A settlement area (four ‘villages’: Onehunga, Panmure, Otāhuhu and Howick) for pensioned soldiers from the Royal New Zealand Fencible Corps who enlisted from England and Ireland and who came to New Zealand at Governor Grey’s request during the years 1847 to 1852.</td>
</tr>
<tr>
<td>FTEs/ha</td>
<td>The number of full-time equivalent persons employed per hectare of (generally business) land.</td>
</tr>
<tr>
<td>Future rail link to North Shore</td>
<td>Refer to Additional Waitematā Harbour Crossing.</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
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</tr>
<tr>
<td>Future rapid transit</td>
<td>A high-frequency service running in its own right of way, unaffected by congestion, eg the northern bus way or rail network. A rapid transit system is desirable for the future of Auckland’s transport network.</td>
</tr>
<tr>
<td>Geological landforms</td>
<td>Landforms which have been formed as a result of geological processes, which contribute to Auckland’s unique identity and sense of place. Examples within the Auckland area include volcanic cones, basins, craters, lava flows, tuff deposits.</td>
</tr>
<tr>
<td>Green link connection</td>
<td>Vegetated corridors or connections that link areas of natural habitat. They represent links that are aspired to, ie they do not currently exist. These areas could be useful habitat for indigenous biodiversity, provide a range of ecosystem services, eg shade, filtering air and waterborne pollutants, and link larger patches of remaining habitat which can provide opportunities for wildlife to move between these areas.</td>
</tr>
<tr>
<td>High-rise apartment</td>
<td>A single building (nine or more storeys) containing a number of units, often with a body corporate to manage the building and facilities, and typically with shared pedestrian and vehicular access. For further information, refer section 4.3.6.</td>
</tr>
<tr>
<td>Historic landscape interface</td>
<td>Where redevelopment occurs on sites adjacent to or adjoining this interface, the built form will respect the historic landscape values of the area including the scale, setback, height, external appearance and landscape values.</td>
</tr>
<tr>
<td>Historic portage route</td>
<td>An historic route used by Māori to transfer waka between the Manukau and Waitematā Harbours.</td>
</tr>
<tr>
<td>Historic landscape</td>
<td>An area whose physical qualities are characteristic of the patterns of urban form that manifested throughout the history of Auckland’s development. For further information refer to section 2.3 and 4.1.1.</td>
</tr>
<tr>
<td>Iconic</td>
<td>Of Auckland regional/national significance.</td>
</tr>
<tr>
<td>Iconic building</td>
<td>A publicly esteemed and recognisable structure. A significant landmark.</td>
</tr>
<tr>
<td>Iconic landscape</td>
<td>Distinctive, unique or rare landforms, waterways or landmarks which have particular significance at local and broader scales. They have significance across a range of values which may include geological, ecological, scientific, historical, cultural, social and/or political.</td>
</tr>
<tr>
<td>ICT (Information Communication Technology) cluster</td>
<td>Location with high concentrations of employment and business activity in information and communication technology industries.</td>
</tr>
<tr>
<td>Improved pedestrian and/or cycle environments</td>
<td>Improving infrastructure for pedestrians and cyclists to provide high-quality, high-amenity walking and cycling environments to and between destinations. This could involve landscape and amenity improvements and include separate or shared facilities.</td>
</tr>
<tr>
<td>International city centre</td>
<td>The international city centre is also referred to as the city centre. It continues to expand and grow its function as the region’s international centre, with the most intensive mix of uses and significant economic activity. The waterfront activities will continue to develop, enhancing international, national and regional connections through port, marine and fishing industries. The city centre expands its role as a financial and business centre with significant research and education sectors. It continues as a regional provider of health, specialty retail, cultural facilities and entertainment, with a growing residential population. As a regional transport hub, the city centre is served by rail, ferry and bus, with an extended city centre rail loop allowing more rail trips to support significant employment growth.</td>
</tr>
<tr>
<td>Inter-war era: 1915 to 1945</td>
<td>This era captures development constructed between the First and Second World Wars. Dwellings constructed during this era were generally sited on larger lots ranging in size from 700m2 to 1200 m2 and developed along the tram routes. Dwellings tended to be large single-storey houses set well back from the street, exhibiting styles such as ‘Californian bungalows’, ‘English cottage revival’, ‘Georgian revival’ and more exotic styles such as ‘Spanish mission’ and ‘Art Deco’. For further information, refer to section 4.1.1.</td>
</tr>
<tr>
<td>Isthmus</td>
<td>The mainland part of Auckland city. In relation to the district plan, the isthmus section of the district plan refers to the geographical area on the mainland that excludes the city centre.</td>
</tr>
<tr>
<td>Key bus network</td>
<td>Important bus routes for the continued functioning of the overall passenger transport system to support growth areas, eg the bus network from the city centre to Newmarket. The network also supports ARTA’s quality transit network (QTN) – fast, frequent and reliable passenger transport services travelling on Auckland’s key arterial roads. It is based initially on the QTN routes and also includes aspirational routes with current low bus levels, and other important routes.</td>
</tr>
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<td>Reference</td>
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</tr>
<tr>
<td>Key cycle route</td>
<td>These routes reflect the citywide cycle network at the precinct plan level of the future planning framework but does not indicate any priority for improvements along these routes.</td>
</tr>
<tr>
<td>Key gateway point</td>
<td>A key gateway marks a significant entry point to an area. Features that assist in marking this gateway should respond to the context and identity of the place and include consideration of an area’s overall branding and/or sense of place. A key gateway point should act as a visual cue to people entering the area that they are arriving at an important place.</td>
</tr>
<tr>
<td>Key landmark corner</td>
<td>This reflects an important intersection within a precinct that has the ability to contribute significantly to the public realm either through reinforcing townscape qualities, providing for new development of high quality or by marking an important feature or transport interchange.</td>
</tr>
<tr>
<td>Key multimodal interchange</td>
<td>An interchange where a number of transport modes are in close proximity to each other, eg Britomart contains rail, bus and ferry modes in close proximity to each other.</td>
</tr>
<tr>
<td>Key road network</td>
<td>Roads considered vital to the continued functioning of the overall city road network, eg the motorways, Great South Road, Great North Road, including arterials and collector roads.</td>
</tr>
<tr>
<td>Key site</td>
<td>An area of land typically near a town centre, activity node or community focal point that offers the potential, through comprehensive master-planning, to significantly enhance the amenity of a neighbourhood and serve as a catalyst for regeneration of the area, socially, culturally, environmentally and economically.</td>
</tr>
<tr>
<td>Large format retail</td>
<td>A business model that involves having a wide array of goods on sale in a large footprint store. Traditionally these stores have offered a lot of car parking for customers.</td>
</tr>
<tr>
<td>Learning Quarter</td>
<td>The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and immediate environs. Auckland Council has developed a partnership with the universities to guide the social, economic, cultural and physical development of the quarter.</td>
</tr>
<tr>
<td>Live/work</td>
<td>Provides opportunities for start-up business activities to establish themselves as the predominant use, with secondary residential use within the same tenancy. For further information, refer section 4.6.3.</td>
</tr>
<tr>
<td>Local centre</td>
<td>A centre generally providing retail and small business services for the local community and supporting some residential and employment growth and social and community services. For further information, refer section 4.8.5.</td>
</tr>
<tr>
<td>Local connector network</td>
<td>Term used in Auckland Regional Transport Authority documents. Bus, ferry and train services that provide access to local centres and connect with the Rapid Transit Network and/or the Quality Transit Network. Priority measures will be provided at key congestion points to improve service reliability.</td>
</tr>
<tr>
<td>Local street network</td>
<td>The local street network identifies the streets of a neighbourhood that are generally of lower use and are used to ‘collect’ traffic heading onto the main roads.</td>
</tr>
<tr>
<td>Long term council community plan</td>
<td>The long term council community plan (also known as the 10-year plan) provides information on the projects the council want to carry out over the next 10 years. It also includes detailed financial statements and budgets, as well as policy summaries that guide how the council will run its business.</td>
</tr>
<tr>
<td>Low-rise apartment</td>
<td>A single building (no higher than four storeys) containing a number of units often with a body corporate to manage the building and facilities. For further information, refer section 4.3.4.</td>
</tr>
<tr>
<td>Major festival location</td>
<td>A location where major festivals are held, eg Pasifika, Lantern Festival, Grey Lynn Festival.</td>
</tr>
<tr>
<td>Major retail destination</td>
<td>Large retail locations within the city that attract customers from around the region.</td>
</tr>
<tr>
<td>Major tourist destination</td>
<td>Activities or areas that act as regional attractors bringing people into the city from the rest of the region and beyond.</td>
</tr>
<tr>
<td>Manufacturing cluster</td>
<td>Location with high concentrations of employment and business activity in manufacturing and other supporting industries.</td>
</tr>
<tr>
<td>Marae</td>
<td>A built complex that includes a meeting house, dining hall, educational and associated facilities and residential accommodation associated with the marae.</td>
</tr>
<tr>
<td>Marine cluster</td>
<td>Location with high concentrations of employment and business activity in the boat building, marine and supporting industries.</td>
</tr>
<tr>
<td>Medium-rise apartment</td>
<td>A single building (between five and eight storeys) containing a number of units, which are usually held in unit title or fee simple titles (sometimes leasehold), with a body corporate to manage the building and facilities. For further information, refer section 4.3.5.</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
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</tr>
<tr>
<td>Mixed use</td>
<td>An area in which there is generally a vertical and horizontal mix of uses within the same building. These uses might include retail, office or residential. For further information, refer section 4.6.</td>
</tr>
<tr>
<td>Mixed use – residential emphasis</td>
<td>Uses would predominantly be residential, although office and temporary accommodation facilities are also envisaged.</td>
</tr>
<tr>
<td>Mixed use – commercial emphasis</td>
<td>Uses would predominantly be commercial with residential use possible above ground level.</td>
</tr>
<tr>
<td>Mixed use – flexible</td>
<td>Single activity use of a building is possible where a mix of uses occurs throughout the broader mixed use area.</td>
</tr>
<tr>
<td>Mixed use (enterprise) corridor</td>
<td>A corridor linking and reinforcing centres and employment areas providing for residential and business growth, intensification and development. Medium intensity corridors will be sympathetic to the existing form and heritage of the corridor and surrounding area. High intensity corridors will accommodate activities on a larger scale and have regional significance. For further information, refer section 4.9.3.</td>
</tr>
<tr>
<td>Natural heritage</td>
<td>Places, items, sites or areas of value that are a result of the natural environment and processes, eg ecology, geology and trees.</td>
</tr>
<tr>
<td>Neighbourhood shops</td>
<td>Neighbourhood shops are a group of shops that fulfill an important role in serving the needs of local residents.</td>
</tr>
<tr>
<td>New pedestrian/cycle routes</td>
<td>These routes reflect a desire to construct a new pedestrian and/or cycle route where one does not currently exist.</td>
</tr>
<tr>
<td>Onehunga rail connection</td>
<td>Reopening the rail connection to Onehunga from the northern rail line.</td>
</tr>
<tr>
<td>ONTRACK</td>
<td>ONTRACK owns and manages New Zealand’s rail network on behalf of the government.</td>
</tr>
<tr>
<td>Open space interface</td>
<td>Redevelopment adjacent to or adjoining this interface will provide a well-designed and high-quality built form that promotes uses which overlook the open space while also minimising the impacts development may have, including shading or effects on ecological values within open space.</td>
</tr>
<tr>
<td>Open space safety improvements</td>
<td>May include, for example, opening up reserves to street edges, increasing surveillance, installing lighting, improving access.</td>
</tr>
<tr>
<td>Other potential ecological sites of significance</td>
<td>Areas which have been identified as being of ecological value but which have not been recently surveyed or evaluated against the updated sites of ecological significance (SES) criteria. These sites are to be surveyed and assessed against the updated significance criteria. If a potential site meets the threshold score it may be worthy of scheduling as an SES in a district plan.</td>
</tr>
<tr>
<td>Pa site</td>
<td>A purpose-built Māori settlement area.</td>
</tr>
<tr>
<td>Panmure to Botany rapid transit</td>
<td>A future rapid transit link to be investigated linking Panmure to Manukau city.</td>
</tr>
<tr>
<td>Papakāinga</td>
<td>A communally owned residential village.</td>
</tr>
<tr>
<td>Park and Ride</td>
<td>A location adjacent to a rail or bus terminal that provides for public transport users to leave their personal vehicles in a car park and transfer onto the public transport network for the rest of their trip.</td>
</tr>
<tr>
<td>Passenger transport</td>
<td>A network of buses, trains and ferries for use by the public running on set routes, usually at set times and charging set fares. Sometimes referred to as public transport.</td>
</tr>
<tr>
<td>Post-war era: 1946 to 1970s</td>
<td>Development undertaken during this era included much of Auckland’s state housing stock, and development patterns were greatly influenced by the private motor vehicle. Rapid expansion of the city occurred during this growth era. For further information, refer to section 4.1.1.</td>
</tr>
<tr>
<td>Potential location for waterfront transport</td>
<td>A location on the isthmus that may have opportunities for providing access to waterfront public transport in the future, dependent on feasibility studies.</td>
</tr>
<tr>
<td>Principal centre</td>
<td>A centre with significant ability to accommodate future residential and diverse employment growth as well as a range of retail, business, residential, social and community services. For further information, refer section 4.8.3.</td>
</tr>
<tr>
<td>Priority pedestrian/cycle environment improvement</td>
<td>Indicates where there is existing pedestrian and/or cycle access and the environment and facilities provided for on this route need to be improved or enhanced (eg a streetscape upgrade, planting, street furniture) as a priority.</td>
</tr>
<tr>
<td>Production and distribution</td>
<td>Provides for a transition from typically larger manufacturing and heavy industrial sites to large-scale production and/or distribution activities that require large sites for their operations. For further information, refer section 4.7.2.</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
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</tr>
<tr>
<td>Professional and financial services concentration</td>
<td>Location with high concentrations of employment and business activity in the professional and financial services sector such as banking, insurance and consultancy services.</td>
</tr>
<tr>
<td>Protection and enhancement of coastal and waterway environments</td>
<td>This may include enhancing pedestrian and ecological links, erosion mitigation or adaptation works, beach sand replenishment, planting of native species, habitat restoration/weed planting and weed control, stormwater infrastructure upgrades and improvements to water quality.</td>
</tr>
<tr>
<td>Protection and enhancement of natural environment</td>
<td>Enhancement of significant natural areas may include planting of native species, habitat restoration/weed control and stormwater infrastructure upgrades to improve amenity and water quality.</td>
</tr>
<tr>
<td>Public transport</td>
<td>Refer to definition of passenger transport above.</td>
</tr>
<tr>
<td>Quality Transit Network (QTN)</td>
<td>Term used in Auckland Regional Transport Authority documents. Fast, high-frequency and high-quality transit services operating between key centres and over major corridors, providing extensive transit priority. In conjunction with the rapid transit network it will facilitate high-speed, reliable access around the region through the integration of radial and cross-town services.</td>
</tr>
<tr>
<td>Rail electrification</td>
<td>An ONTRACK project, this will supply electricity to trains so that they can operate without having an engine of their own. The Auckland Regional Council plans to electrify the rail system by 2013.</td>
</tr>
<tr>
<td>Rapid Transit Network (RTN)</td>
<td>Term used in Auckland Regional Transport Authority documents. High-quality, fast, high-frequency service in its own right of way where it is unaffected by traffic congestion. The Rapid Transit Network will connect the major growth centres to the city centre. It will include the Northern Busway and the western, southern and isthmus rail corridors.</td>
</tr>
<tr>
<td>Recent growth era: 1970s to 2010</td>
<td>The development patterns of the recent growth era are car dominated with large arterial roads between residences. Development is representative of an array of styles and fabrics set on medium- to small-sized suburban lots. Housing comprises a mixture of adjoining and stand-alone houses and can incorporate high-rise development. Fenced property is a common attribute with planned street planting. For further information, refer to section 4.1.1.</td>
</tr>
<tr>
<td>Recreation corridor</td>
<td>Linear clusters of recreational opportunities that are of regional significance.</td>
</tr>
<tr>
<td>Regional cycle network</td>
<td>A network plan developed by the Auckland Regional Transport Authority in conjunction with the local councils for improved cycle infrastructure across the region. The plan identifies priority routes to improve connectivity between town centres, passenger transport stations, schools and universities.</td>
</tr>
<tr>
<td>Research hub</td>
<td>Location with high concentrations of employment and business activity in the research sector.</td>
</tr>
<tr>
<td>Retail/high activity frontage</td>
<td>Activities at ground level on this frontage are expected to generate significant pedestrian movements and present a largely transparent glazed edge to the street. Examples of uses could include retail stores, cafes and restaurants, travel agents and banks.</td>
</tr>
<tr>
<td>Rosebank 2050 business precinct plan</td>
<td>Provides a framework for the development of the Rosebank business area out to 2050. Rosebank 2050 follows a planning approach that considers how elements such as land use and transport planning affect business and employment growth in the area.</td>
</tr>
<tr>
<td>Scheduled building</td>
<td>Any building, object, place or heritage property or groups of heritage items scheduled in Appendix 1 to the district plan and identified on the planning maps.</td>
</tr>
<tr>
<td>Showrooms/service trade</td>
<td>Activities that include display of and sale of goods predominantly for trade customers. This does not include retailing activities. Examples could include kitchen and bathroom showrooms, plumbing and electrical merchandising. These uses benefit from being located in areas with good street profile and accessibility but are generally located in business areas.</td>
</tr>
<tr>
<td>Significant</td>
<td>Of local/Auckland region significance.</td>
</tr>
<tr>
<td>Single dwelling small site/townhouse</td>
<td>Includes a detached single house on its own site and houses internally divided into two or more household units. May form part of a development with similar houses. For further information, refer section 4.3.3.</td>
</tr>
<tr>
<td>Single dwelling, traditional site</td>
<td>Detached house on its own site, still reflecting the traditional subdivision pattern of the area. For further information, refer section 4.3.2.</td>
</tr>
<tr>
<td>State Highway 20 Waterview connection</td>
<td>The Waterview connection project will connect SH20 at Maioro Street in Mt Roskill to the North-western Motorway SH16. The Waterview connection is the last link in the western ring route, which will create an alternative 48km motorway between Manukau and Albany by linking three state highways, the south-western (SH20), the north-western motorway (SH16) and the upper harbour drive (SH18).</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
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</tr>
<tr>
<td>Sustainable urban drainage systems</td>
<td>Includes riparian planting and weed control, stormwater infrastructure upgrades to improve water quality and low impact design methods. Also referred to as 'low impact urban design and development (LIUDD)'</td>
</tr>
<tr>
<td>Tāmaki innovation precinct</td>
<td>A business area identified as providing a significant opportunity to catalyse change in the wider Tāmaki area. Future development will be focused on transforming businesses towards high value-added and higher density activities supportive of innovation and knowledge-based research and product development.</td>
</tr>
<tr>
<td>Tāmaki Transformation Programme</td>
<td>This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects underway in the Tāmaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), NZ Innovation Centre.</td>
</tr>
<tr>
<td>Tangata whenua settlement</td>
<td>Physical remnants of traditional tangata whenua settlements remain primarily in the form of pa sites. Remnants of settlement can mainly be seen in the terracing of the volcanic cones and modifications to the landscape through vegetation clearance and plantings for seasonal harvesting.</td>
</tr>
<tr>
<td>Targeted services</td>
<td>Term used in Auckland Regional Transport Authority documents. Services that provide mobility for groups whose needs are not met by the regular passenger transport network. They include the Total Mobility service for people with disabilities, demand responsive services in areas of low demand, fare concession schemes and school bus services.</td>
</tr>
<tr>
<td>Terrace housing</td>
<td>Attached or semi-detached dwellings with separate pedestrian access from the street and separately owned courtyards. Buildings are usually of a similar style and generally no higher than four levels. For further information, refer section 4.3.4.</td>
</tr>
<tr>
<td>Town centre</td>
<td>Town centres are characterised by a mixture of uses including a wide range of retail, business, residential, community and recreation activities and support a high level of future residential and business growth. Town centres give the local area and community much of its distinctive identity and are a focus for local community events and transport connections. For further information, refer section 4.8.4.</td>
</tr>
<tr>
<td>Transition business to residential</td>
<td>Typically business-zoned areas in which residential activities have already become an equal or dominant use, but which do not meet the prerequisites for a mixed use outcome. These areas will eventually transition to either single dwelling/small site or low-rise apartments/terraces outcomes in the future. For further information, refer section 4.3.7.</td>
</tr>
<tr>
<td>Transition residential to business</td>
<td>These areas will eventually transition to a business outcome; however, this time frame will vary depending on the catalysts for change within the particular area. For further information, refer section 4.7.5.</td>
</tr>
<tr>
<td>Triple tracking of eastern rail line</td>
<td>An ONTRACK project looking at opportunities to expand the capacity of the eastern rail line to provide for more commuter and freight movements.</td>
</tr>
<tr>
<td>Urban forest corridor</td>
<td>Vegetated corridors or connections which link areas of natural habitat but are more highly modified than ecological or green link (ecological) corridors as they are generally present in more developed landscapes. In some cases green link connections may be simply a patchy canopy of trees with highly modified understorey, shrub and ground tiers that support other activities, eg informal or active recreation. Nevertheless, connections still provide some habitat for indigenous biodiversity and a range of ecosystem services, eg shade, filtering air and waterborne pollutants. They may also provide opportunities for wildlife to move between larger, isolated patches of habitat. In some cases the activity occurring within the urban forest corridor may limit the scale or diversity of vegetation occurring, eg along rail corridors.</td>
</tr>
<tr>
<td>Urban forest node</td>
<td>Patch of indigenous forest. Its purpose is to strengthen and create additional habitat and increase the general native ‘character’ and amenity of the landscape.</td>
</tr>
<tr>
<td>Urupa</td>
<td>Burial site.</td>
</tr>
<tr>
<td>Victorian Edwardian era: 1871 to 1914</td>
<td>Early ‘walking suburbs’ of Auckland. These areas were predominantly developed before the First World War and include some of the earliest examples of social housing. Lot sizes in these early suburban areas vary from small lots of approximately 200m² for the earliest cottages through to approximately 600m² lots associated with typical transitional villas. For further information, refer to section 4.1.1</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
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</tr>
<tr>
<td>Volcanic basin</td>
<td>Crater resulting from a volcanic explosion through water-saturated rocks leaving a circular depression often filled by water.</td>
</tr>
<tr>
<td>Volcanic cave</td>
<td>An accessible cavity in a lava flow created by molten lava draining through a crust of solidified lava.</td>
</tr>
<tr>
<td>Volcanic cone</td>
<td>The cone-shaped part of the volcano composed of ejected volcanic material visible above the surrounding terrain.</td>
</tr>
<tr>
<td>Volcanic cone footprint</td>
<td>The perceived outline of the base of a scoria cone.</td>
</tr>
<tr>
<td>Volcanic landscape</td>
<td>A landscape dominated by volcanic features such as cones, craters, basins, caves, scoria and lava flows, often mantled with volcanic ash.</td>
</tr>
<tr>
<td>Walkways</td>
<td>Walkways are pedestrian routes, including signposted pathways between streets, and walkways through parks that provide useful links between activities.</td>
</tr>
<tr>
<td>Wynyard Quarter</td>
<td>A city centre project focusing on the redevelopment of the Tank Farm and surrounding area into a mixed use precinct, including a marine events centre. The revitalisation of this area will contribute to the transformation of the waterfront into a world-class destination that supports commercially successful and innovative businesses.</td>
</tr>
<tr>
<td>Zero-tolerance graffiti programme</td>
<td>The council’s graffiti initiatives include a free graffiti removal service, the volunteer graffiti programme and a graffiti awareness education programme to improve the look and feel of neighbourhoods and communities.</td>
</tr>
</tbody>
</table>
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