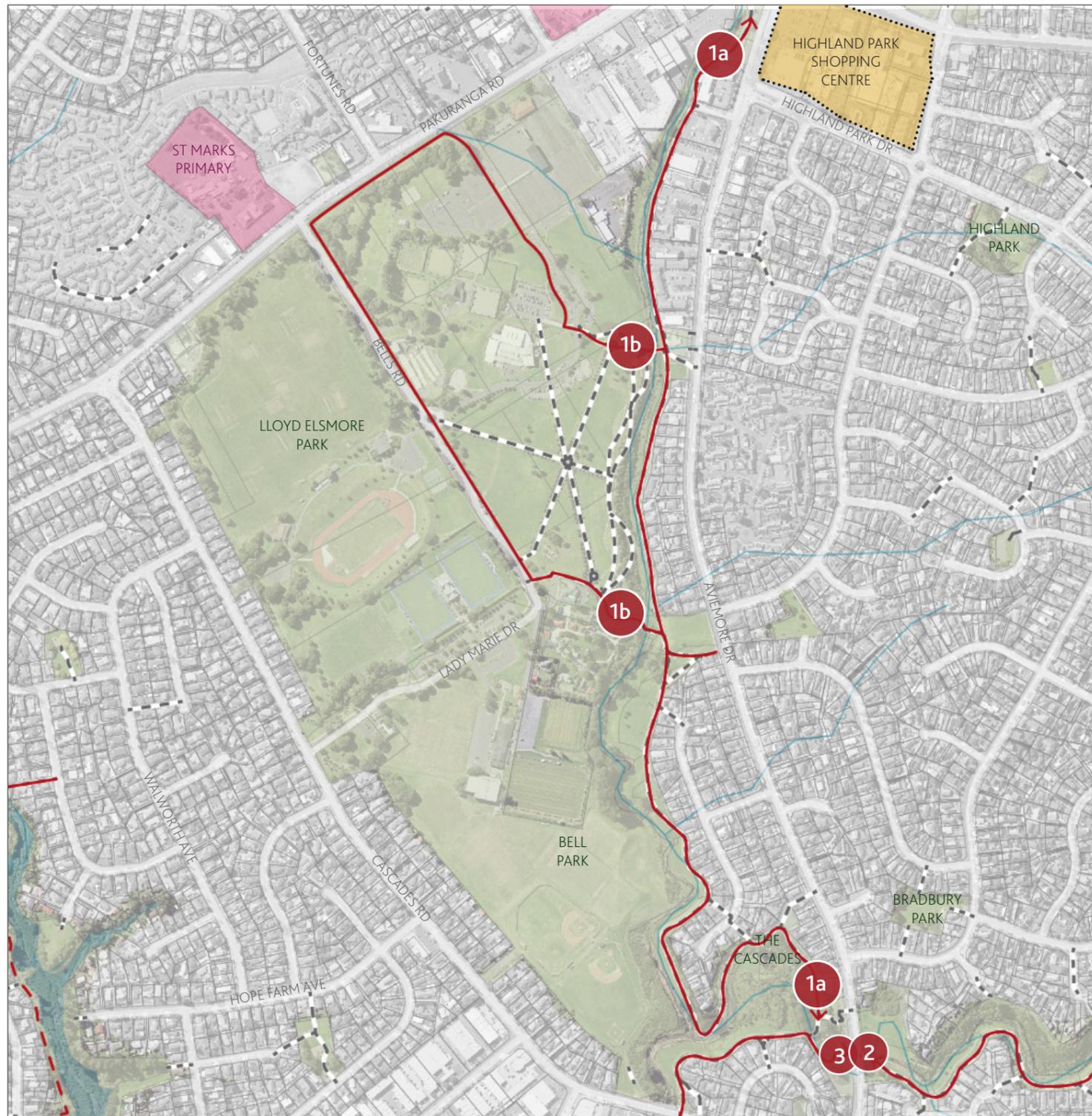




C. Priority Routes

NOTE:

The numbering of the following routes has been ordered geographically. The numbering does not represent the order or priority in which these routes should be implemented.



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

Streams & Rivers

- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES



Location

Lloyd Elsmore Park

Description

This route has been split into two sections. Route 1a is located on the existing path that runs along the eastern boundary of the park in a north-south direction, along the eastern bank of the Pakuranga Stream. It passes through (from north to south) Mooneys Bridge South Reserve, Aviemore Drive Drainage Reserve and the Cascade Walkway No 1 (De Quincey). This route connects to priority routes 2 and 3 at its southern end, which when combined will provide a continuous upgraded link along the length of the Cascades Walkway.

Section 1b is located within Lloyd Elsmore Park. It consists of a combination of upgraded (widened) paths along:

- Bells Road,
- Sir Lloyd Drive to Aviemore Drive Drainage Reserve, and
- Lady Marie Drive to the Cascades Walkway, via Howick Historical Village.

Also included is a new perimeter path along the north-western boundary of the park adjacent to existing sports fields and facilities, to form a recreational loop.

Ecology and cultural considerations

Nothing of ecological significance is identified along Pakuranga stream. A CHI log identifies a small stand of notable trees on the western boundary of the park at the Lady Marie Drive entrance. Care will need to be taken with locating paths within the vicinity of these trees at detail design phase.

Constraints

- Space restrictions locating new sections of path around the existing sports fields and facilities.

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure. Paths to be upgraded to meet 'Local Path' standards.
- Ecological improvements through native riparian planting.
- Strengthened connections to sports amenities and the Howick Historical Village from the western and northern sides of the park.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

[1a] Path improvement (widen existing) 445K, earthworks and sundries 70K, ecological allowance 100K, PS and consenting 100K. Total 715K

[1b] Path improvement (widen existing) 430K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 135K. Total 640K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2a 2b

Location

Cascades Walkway No 2 and No 3

Description

This route is a combination of the Cascades Walkways, and connects up to P1 and P3.

Route 2a is located within Cascade Walkway No 2 (Marbeth) and runs in an easterly direction along the southern banks of Botany Creek from Aviemore Drive to Botany Road.

Route 2b picks up this connection at its eastern end and runs in a northerly direction along Cascade Walkway No 3 (Gosford) and Sheffield Place Reserve up to Lexington Drive.

Ecology and cultural considerations

This is a modified environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to enhance the habitat and stream condition through ecological planting improvements.

Constraints

- Potential issues around passive surveillance along some of the narrower heavily vegetated sections of esplanade reserve along route 2b.
- Water height and flow after heavy rainfall, particularly at junctions along the channel, can be dangerous. May require fencing at crossing points.

Opportunities

- Relatively low cost improvements due to gentle topography and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

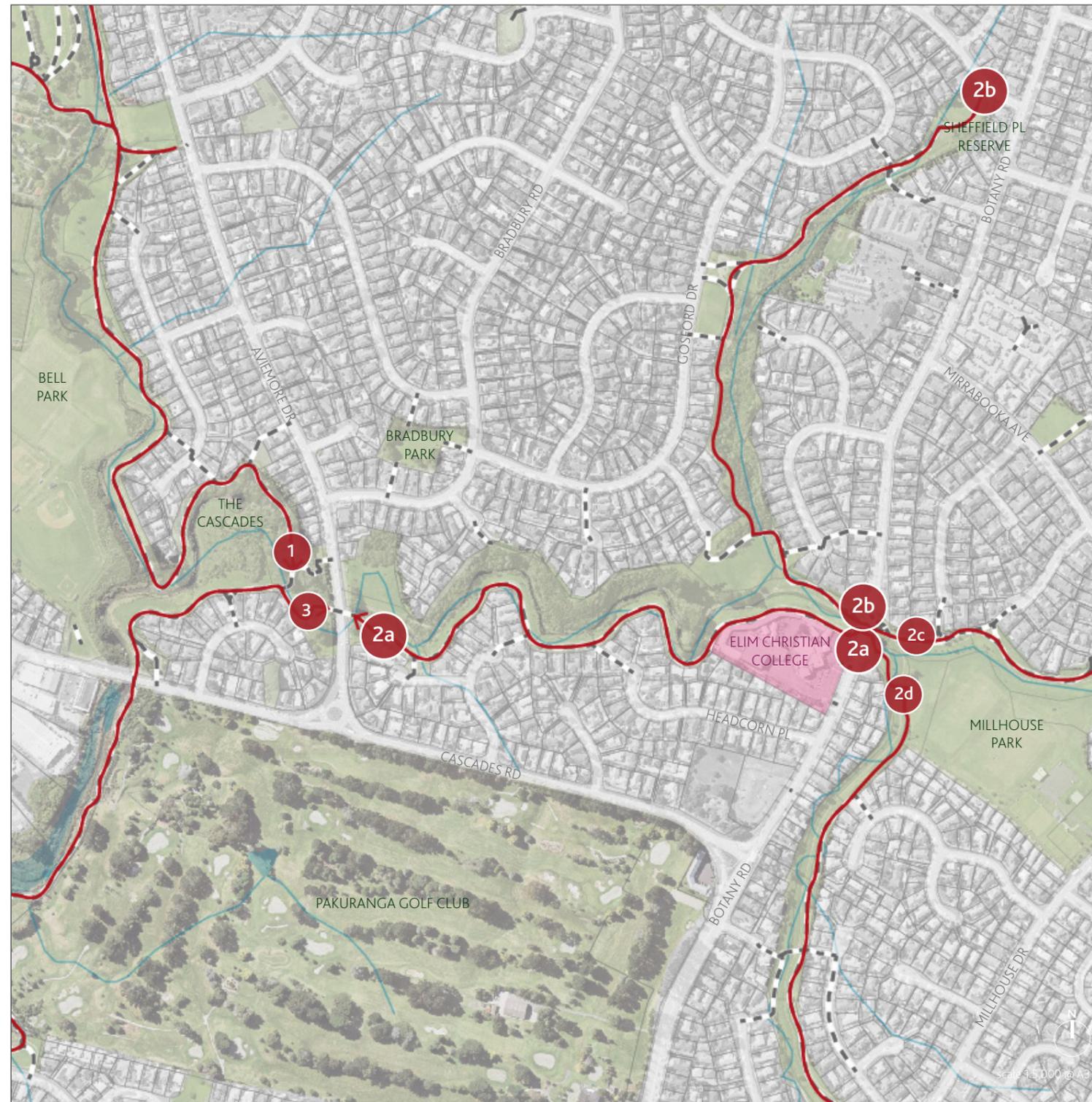
Budget Requirements (Capex)

[2a] Path improvement (widen existing to 3m) 185K, earthworks and sundries 40K, ecological allowance (planting only) 70K, PS and consenting 50K. Total 345K

[2b] Path improvement (widen existing to 3m) 150K, ecological allowance (planting only) 60K, earthworks and sundries 30K, PS and consenting 45K. Total 285K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)

RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2c

2d

Location

Cascades Walkway No 4, No 5, No 6 and No 7

Description

These routes are a continuation of 2a and 2b. Route 2c runs in an easterly direction from Botany Road to Meadowland Drive, paths are located along the southern banks of Botany Creek as it passes through Cascades Walkway No 4 (Kookaburra) and Cascade Walkway No 7 (Orinda Cnr). Just before Whitford Road another path branches off to the north along Cascade Walkway No 6 (Kurnell). Located along the eastern banks of Botany Creek, this branch terminates at Kurnell Drive.

Route 2d also begins at Botany Road, before immediately branching off in a southerly direction, passing through Millhouse Park and Cascade Walkway No 5 (Millhouse), and terminating at Millhouse Drive. The path is located along the eastern banks of the channelised waterway.

Ecology and cultural considerations

This is a modified (channelised) stream environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to improve the habitat and stream condition through ecological improvements.

Constraints

- There appears to be few constraints along this route

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.
- Opportunity to provide formalised connection between 2c and 2d via short bridge located under Botany Road.

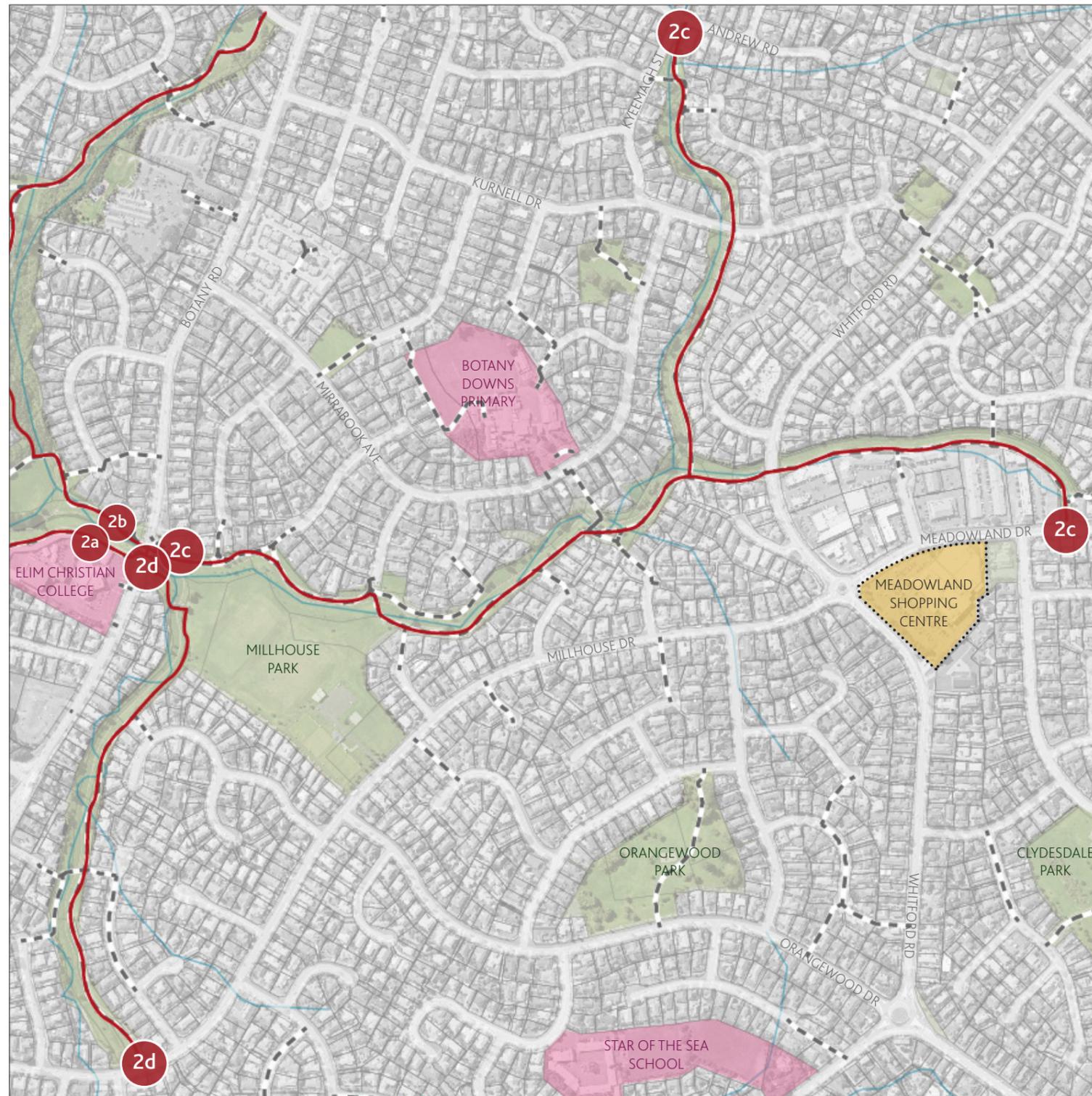
Budget Requirements (Capex)

[2c] Path improvement (widen existing to 3m) 360K, Bridge connection [to 2d] 5k, earthworks and sundries 60K, ecological allowance (planting only) 90K, PS and consenting 90K. Total 605K

[2d] Path improvement (widen existing to 3m) 160K, earthworks and sundries 30K, ecological allowance (planting only) 50K, earthworks and sundries 30K, PS and consenting 40K. Total 280K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Cascades to Burswood Drive

Description

This is a continuation of P1. Beginning at Aviemore Drive, The first section of the path runs in a westerly direction through the Cascades for a short distance before turning south, passing underneath Cascades Road. It then continues in a southerly direction, located between the Pakuranga Creek and the Pakuranga Golf Club to West Fairway. The path is largely surrounded by mangrove/riparian planting and includes sections of boardwalk.

From this point the path continues along the upper slopes of Frank Nobilo Drive Esplanade Reserve until Corta Bella Place Reserve, where it crosses a bridge into Burswood Esplanade Reserve and terminates at the intersection of Burswood and Ti Rakau Drive.

Ecology and cultural considerations

The Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. In addition, the path passes within the vicinity of several archaeological sites identified in the CHI, including shell middens and a jetty/quarry.

Constraints

- Sensitive treatment of paths that pass through the coastal environment.

Opportunities

- Aside from boardwalk sections at the northern end of the route, relatively low cost improvements due to gentle topography and existing path infrastructure.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 350K, boardwalk and/or bridge improvement (widening to 2.5m) 200K, earthworks and sundries 70K, ecological allowance 50K, PS and consenting 100K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Macleans Park

Description

This route starts from Macleans Road in the south, and heads north along the eastern boundary of Macleans College, taking in elevated areas with expansive views over the Hauraki Gulf. The path branches off in three directions at the northern end; one arm runs off to meet the Quedley Court entrance on the western side of the park, another links down to Eastern Beach via Eastern Beach Caravan Park, and the third connects up to the Bleakhouse Road entry to the east. While these routes do currently exist, they are gravel tracks and will require widening and concrete paving to bring them up to a Local Paths standard appropriate for both pedestrian and bicycle use.

Ecology and cultural considerations

The native bush clad gullies and stream habitat within Macleans Park is of high ecological value and has a SEA Terrestrial overlay.

Constraints

- Issues around passive surveillance in paths located in the bush clad gullies
- Steep topography in parts

Opportunities

- Provides a direct link to Macleans College.
- Ecological improvements through native amenity planting.
- Ecological improvements through pest plant and animal control and enhancement planting.

Budget Requirements (Capex)

New concrete path 590K, earthworks and sundries 70K, ecological allowance 20K, PS and consenting 90K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- - - Existing track
- Existing MTB track

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Elm Park to Riverhills Park

Description

This route runs from Marvon Downs Avenue in the north to Riverhills Park/Ti Rakau Drive in the south, via Elm Park, Elm Park School, Ennis Avenue Reserve, Riverhills School and Riverhills Park. It is located in the esplanade reserve along the western banks of Pakuranga Creek. A section of path is also located along the northern edge of Riverhills Park, connecting Gossamer Drive to the esplanade reserve.

The majority of this route will require new paths. Only two sections of existing path currently exist here; a small section along the Riverhill Park esplanade reserve from the sports fields to Waikaremoana Place, as well as a section running alongside Elm Park School connecting to Marvon Downs Avenue. This route provides an off-road connection up a significant length of coastline and connects up a number of schools and open spaces along its length.

Ecology and cultural considerations

Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. Local paths provide an opportunity to improve habitat and water quality through native planting.

Constraints

- Some issues around passive surveillance and safety along narrow, heavily vegetated sections of esplanade reserve.
- Sections of steep topography and narrow esplanade reserve between Riverhills Park and Riverhills School, and at the southern and northern ends of Ennis Avenue Reserve.
- Bridge across Pakuranga Creek will be a large and complicated project to undertake.

Opportunities

- Ecological improvements along coastal edge
- Could be staged to reduce initial cost
- Opportunity for future connections across Pakuranga Creek to Burswood
- Opportunity in future to formalise pedestrian/cycling connection under Ti Rakau Drive to eliminate the need to cross this busy road at grade.

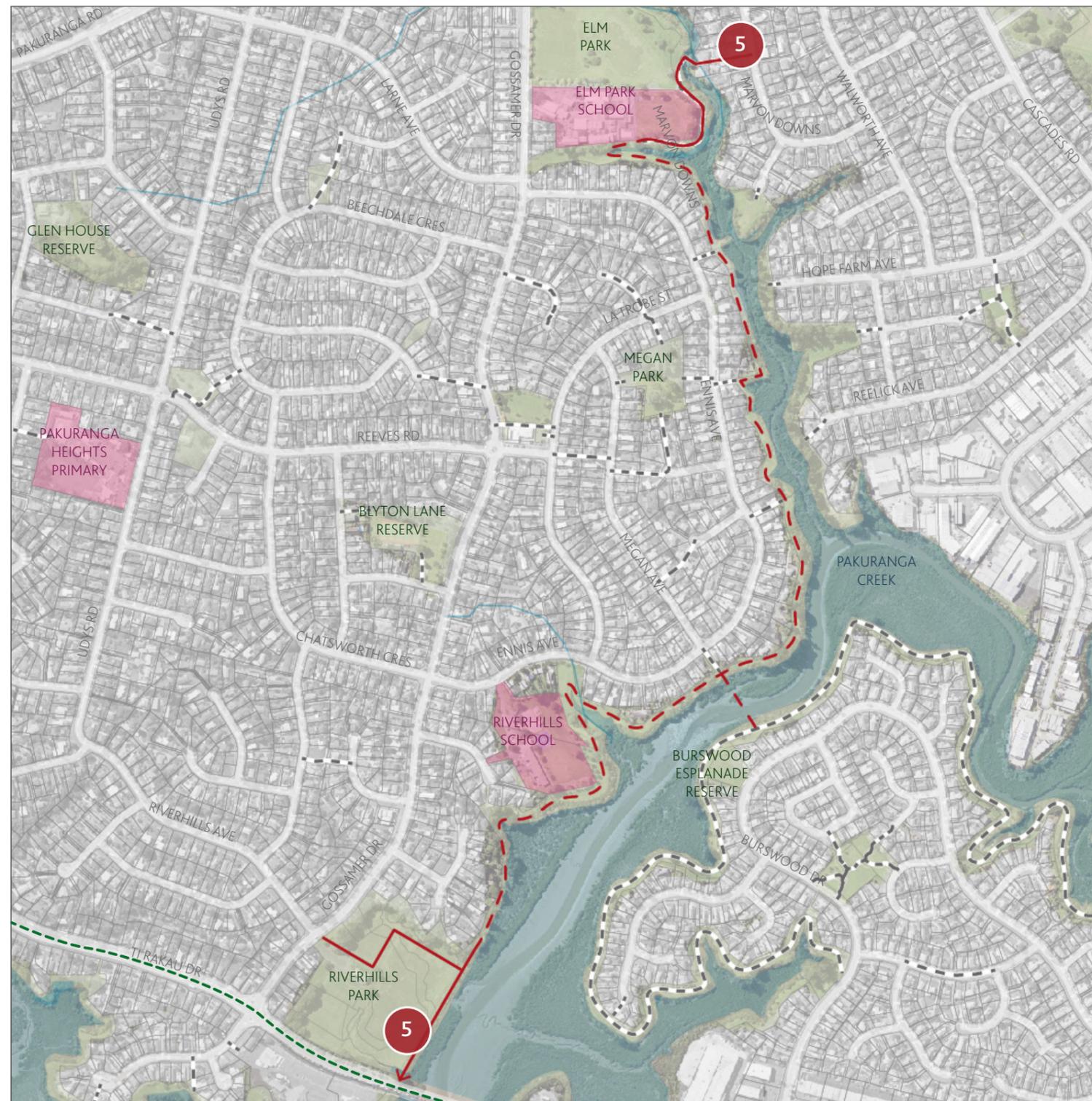
Budget Requirements (Capex)

Path improvement (widening existing to 3m) 70K, New path (1.8m - 3m wide depending on topography) 860K, earthworks and sundries 90K, ecological allowance 50K, PS and consenting 180K. Total 1.35M

Bridge across Pakuranga Creek requires a formal feasibility study and has not been included in the above costing.

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Ti Rakau Drive to Smales Road (Greenmount Drainage Reserve)

Description

This route is a further continuation of P1, P2 and P3 linking up Pakuranga to Botany / East Tamaki, and involves 2 sections. The first part is installation of new path from Ti Rakau Road heading south through the drainage reserve down to Millington Place. The second part is an upgrade of existing path from Millington Place through to Kellaway Reserve, terminating at Smales Road. Along its length, the route links up with a number of smaller paths which allows access to the reserve from Harris Rd, Riplington Rd, Morestead Ave, and most importantly, under the busy Te Irirangi Road via an underpass which connects with the Tamaki Heights and Botany residential catchments.

Ecology and cultural considerations

While the drainage reserve is partially channelised, there are also large areas which remain in natural condition and pockets of bush margin and ecological habitat exist. CHI logs also show several historic archaeological and maritime sites located within and around the reserve, so care will need to be taken with locating the route along here and construction impacts would need to be carefully monitored.

Constraints

- Steep topography and existing patches of planting around the eastern perimeter of the reserve (where the route is shown as a dashed line) may require regrading.
- Location of the route along the top of the stormwater culvert and Ti Rakau road side will need further consideration at detail design phase.

Opportunities

- Moderate cost improvements due to existing infrastructure along Kellaway Drive Reserve.
- Possible ecological improvements through stream daylighting and native ecological planting.
- Completes a key connection between Lloyd Elmore Park and the future Greenmount Park, for both recreational users and commuters.
- Work with AT to improve the intersection crossings for pedestrians and cyclists at Greenmount Drive and Ti Rakau Drive.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 230K, New path (3m wide) 330K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 100K. Total 735K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Individual LTP line item, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

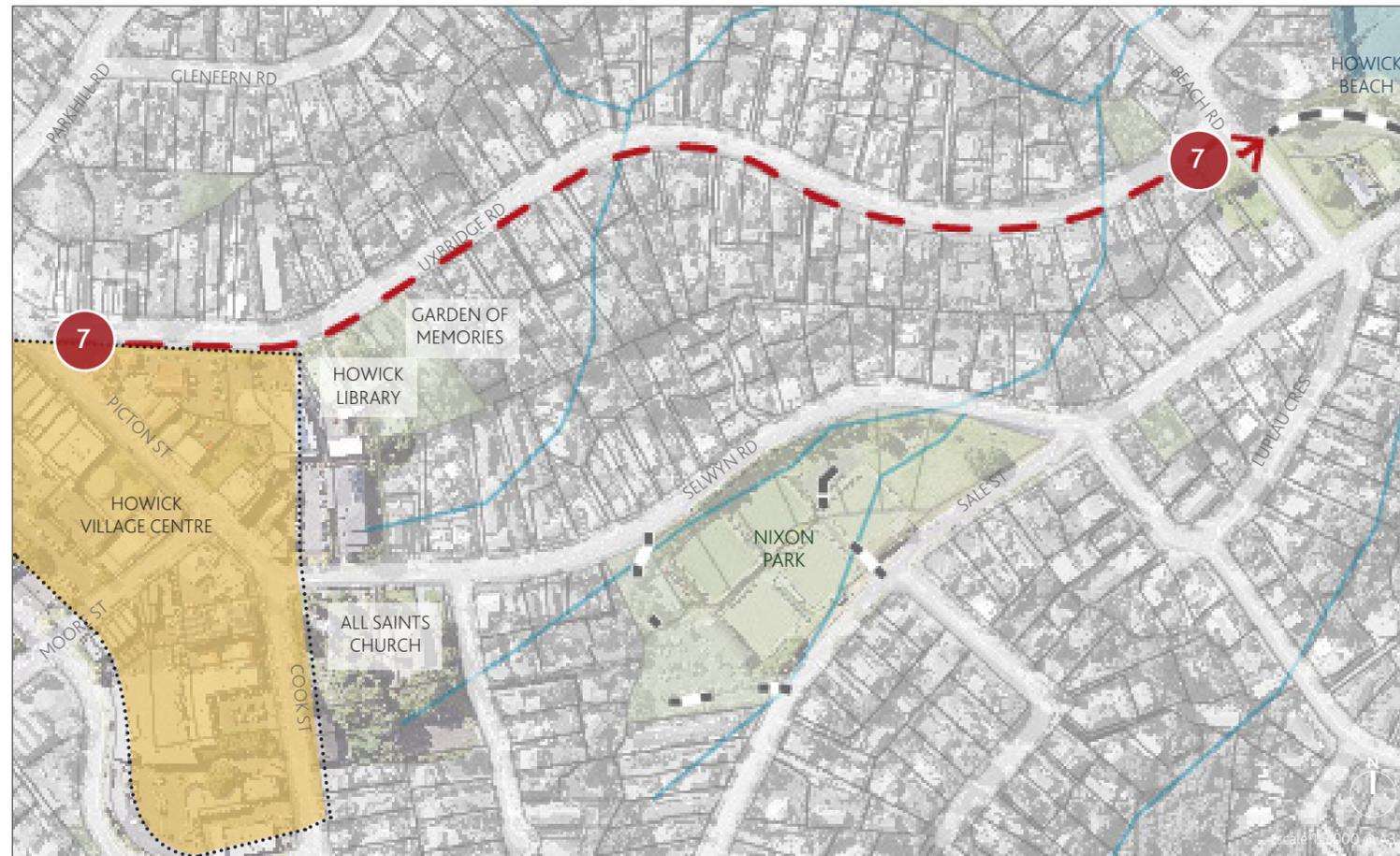
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Uxbridge Road (Howick Village to Howick Beach)

Description

This on-road connection is located along Uxbridge Road from Howick Village to Beach Road. It links residents from Howick's main street down to Howick Beach, connecting people to the library, Uxbridge Arts Centre and Garden of Memories along the way. It has been outlined in the Howick Village Centre Plan 2017 as a key goal for implementation.

Ecology and cultural considerations

CHI logs show this route is adjacent to several historic archaeological, maritime and botanical sites, so construction impacts would need to be carefully monitored. Coastal ecological enhancement could occur through replanting at Howick Beach.

Constraints

- Works in the road corridor are more expensive overall than those in parks.

Opportunities

- To emphasize the short distance (>1km) between Howick Village and the beach and ensure ecological outcomes are met for accessing local natural amenities. This ties into the Howick Village Centre Plan 2017.
- Working with AT to improve the road crossing on Beach Rd.
- The road is relatively quiet and wide with sufficient space between the lane markings and grassed berm which could be transformed into either a dedicated on-road cycleway or upgraded footpath.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item.

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Bucklands Beach (Little Bucks) to Half Moon Bay Marina

Description

The primary aim of this connection is to fill the gap between the Little Bucks boardwalk and the marina, as the existing path currently terminates at the southern end of Takutai Ave Reserve. There are two options for this route, the first is relatively straightforward and involves connecting up to the existing on-road path network from Argo Drive to the ferry. The second (shown as a dashed line) would involve a more direct connection to the ferry by cutting through the marina, but would require negotiations with the property owner. The first option has been costed.

Ecology and cultural considerations

This is a moderately modified area, and no ecological or cultural features of note, or CHI logs exist here.

Constraints

- Not all the land along this route is in public ownership.
- Some existing park features may need relocation to accommodate the route

Opportunities

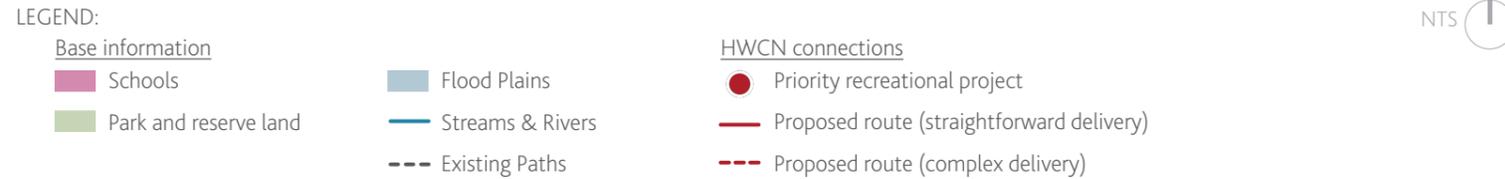
- Important link between Bucklands Beach walkway and HMB marina / ferry.
- Possible ecological improvements through native amenity planting.
- Relatively low cost addition due to easy contour and existing reserve land / infrastructure.
- Potential connection directly through the marina to the ferry terminal if an easement could be worked out with the property owner of the HMB marina.

Budget Requirements (Capex)

New path (2m wide) 60K, earthworks and sundries 25K, PS and consenting 15K. Total 100K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, Renewals, Local Board Transport Capital Fund (LBTCF), Partnership with local businesses/sponsorship (marina)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Panmure bridge to Pakuranga Town Centre (extension of Rotary Walkway)

Description

This off-road connection is a continuation of the Rotary Walkway from where it terminates at Panmure Bridge Marine. The route travels south under the Panmure Bridge, and along the coastline and transmission corridors towards the Ti Rakau and Pakuranga Highway intersection and the Pakuranga Town Centre. The route picks up two reserves along the way (Millen Ave and Paul Place), and is expected to tie in with the future AMETI works happening in this vicinity, offering people a complete recreational route along the coast to the town centre.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the transmission power corridor requires more planning and management.
- Construction along the coast where neighbouring properties have encroached on council land will need to be managed.

Opportunities

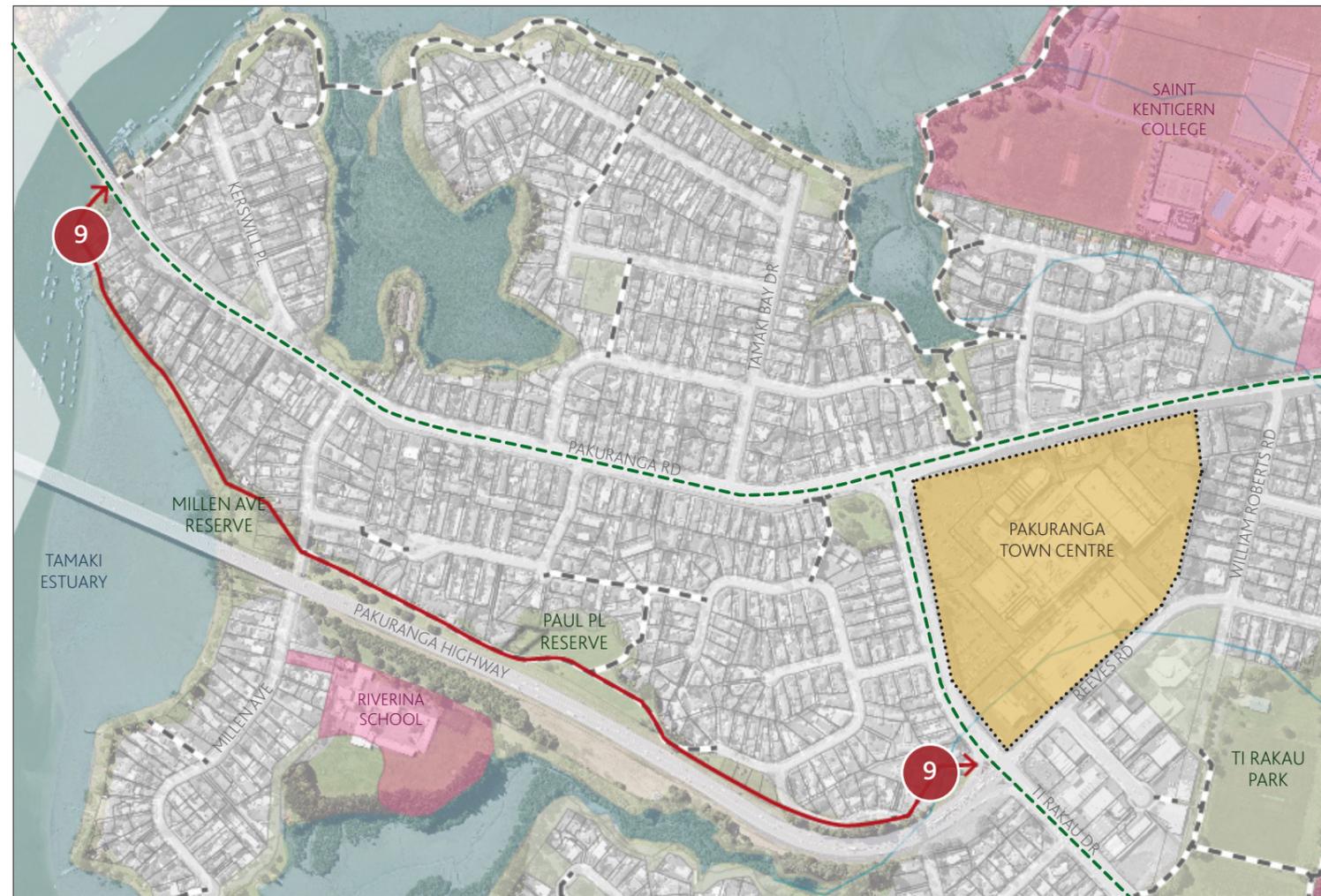
- To extend the well used Rotary Walkway under the Panmure Bridge and back around to Pakuranga Town Centre as an off-road route.
- Some of the path connections already exist, and only require widening to bring up to a Local Paths standard.
- Allows for better recreational use and ecological planting for the currently under-utilised Millen Ave and Paul Place Reserves, as well as the green corridor running parallel to Pakuranga Highway.
- Work with AT to tie in the route with the future AMETI intersection and cycleway project along Ti Rakau Road.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 100K, New path (1.8m - 3m wide depending on topography) 350K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 100K. Total 650K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCP), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Pakuranga Road

Description

This route follows the length of Pakuranga Road from Highland Park Shopping Centre in the East to Pakuranga Plaza in the West, linking up with where Phase 2 of the AMETI Eastern Busway project is due to terminate (construction scheduled for between 2018 and 2020). The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists and road crossings for pedestrians. The route connects with P6 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Pakuranga Road is busy with 3 lanes travelling in either direction, and can experience heavy traffic both in and out of peak times.

Opportunities

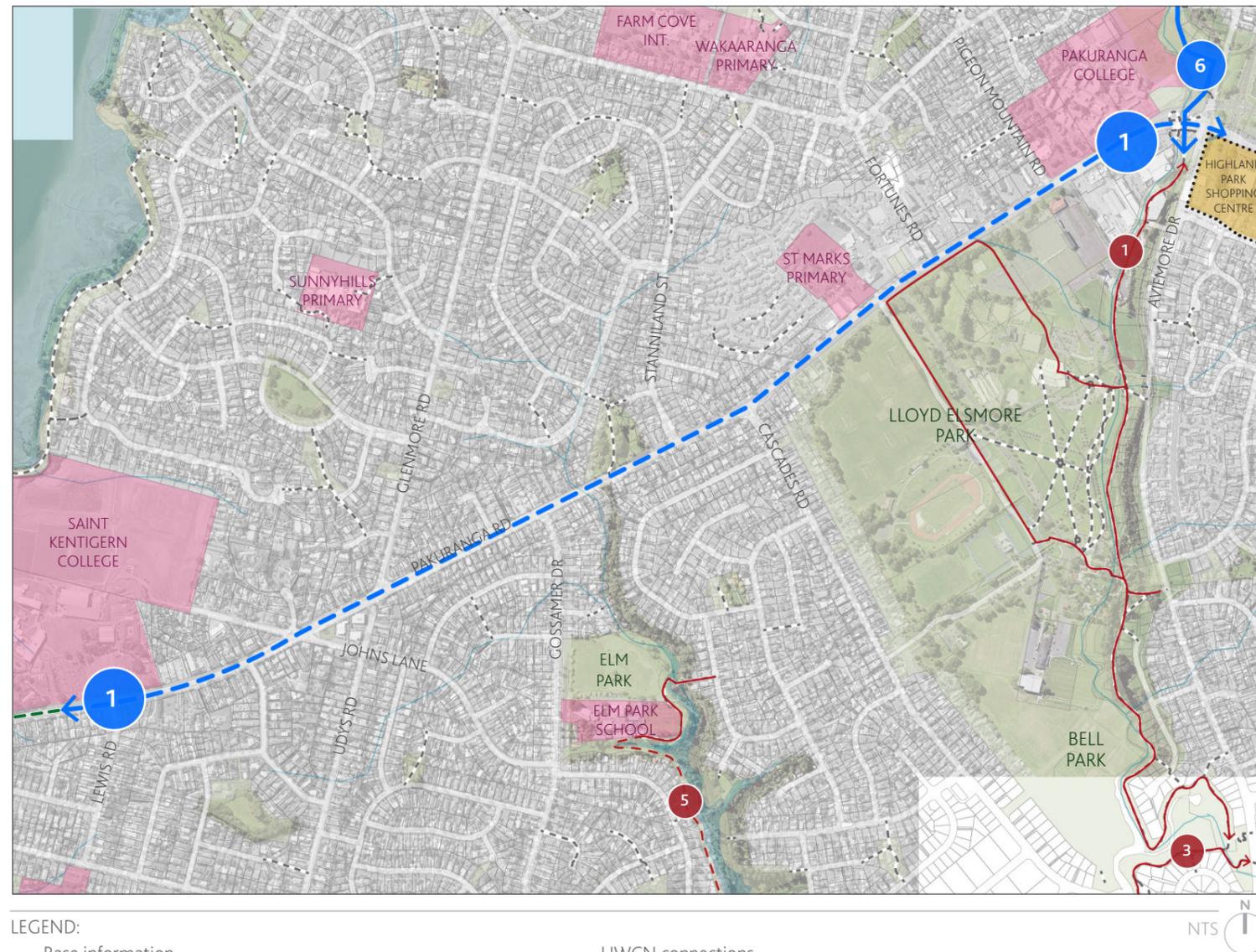
- The aim of this route is to tie in with the AMETI project, by continuing the cycleway further east towards Howick. Without extending this route on Pakuranga Rd, a significant number of suburbs in the area are cut off from accessing AMETI as there is currently no safe and efficient way for commuters to get to Pakuranga Plaza (where AMETI will terminate).
- Better connection to Lloyd Elsmore Park and a number of local shops, schools and parks.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

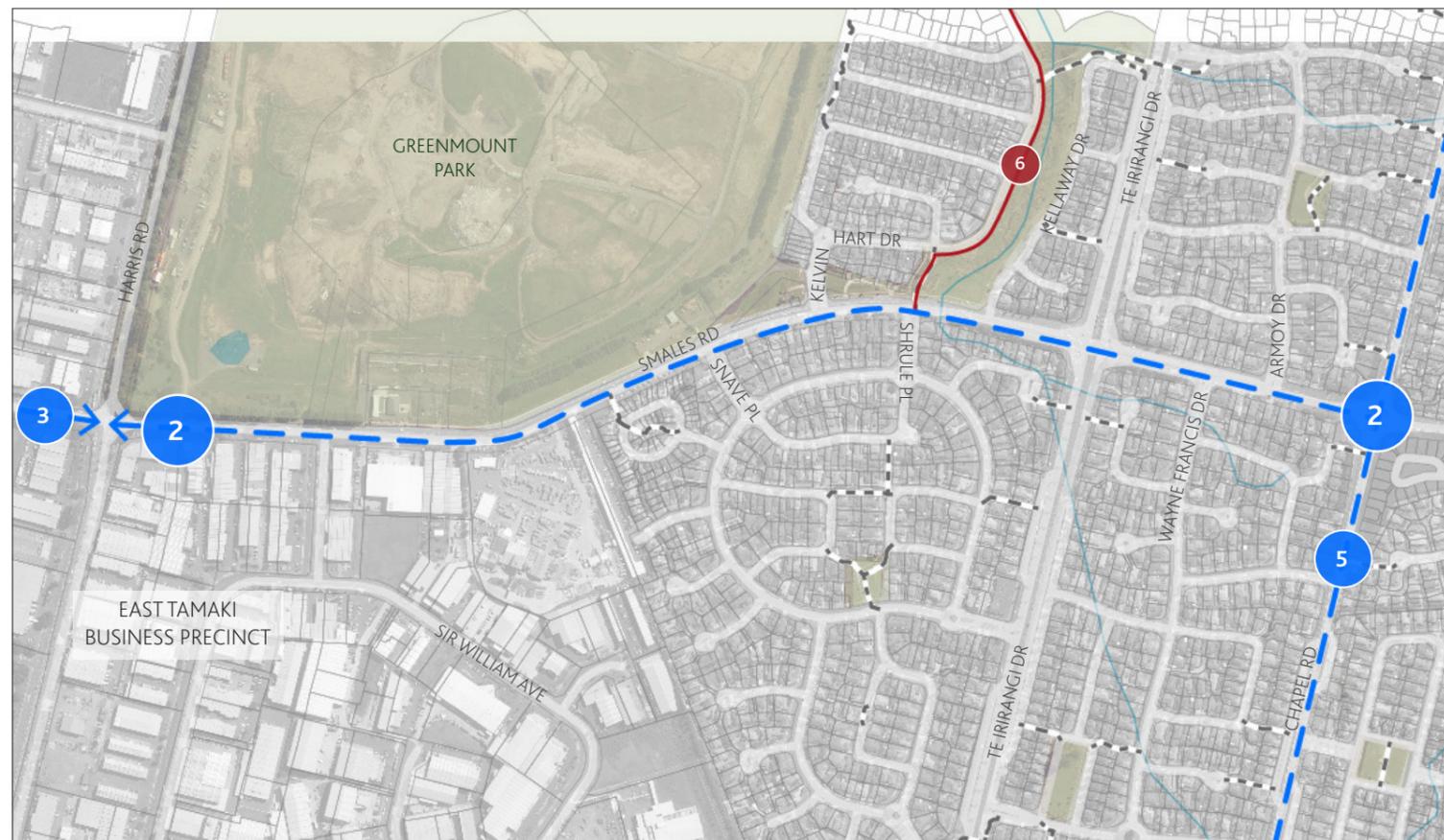
Base information

- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

COMMUTER PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Smales Rd

Description

This route is located on Smales Road, between Harris Road and Chapel Road and connects the East Tamaki business area to residential suburbs to the east, incorporating intersections on Te Irirangi Drive and Chapel Road. The on-road route is aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists, and road crossings for pedestrians. This is a continuation of commuter route P3 and connects up with P5 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-uses. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- Connection to the future Greenmount Park development.
- Ensure ecological outcomes are met.
- The Smales Road intersection project has been earmarked by AT for construction to begin in the near future, so it may be possible to tie in this route with the wider reconfiguration of Smales Road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.

COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Allens Road to Highbrook Drive

Description

This route runs from Highbrook Drive (near Otara Creek bridge) to Harris Road, via Highbrook Drive and Allens Road. It connects the Highbrook Business Park and East Tamaki business precinct to surrounding areas. The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

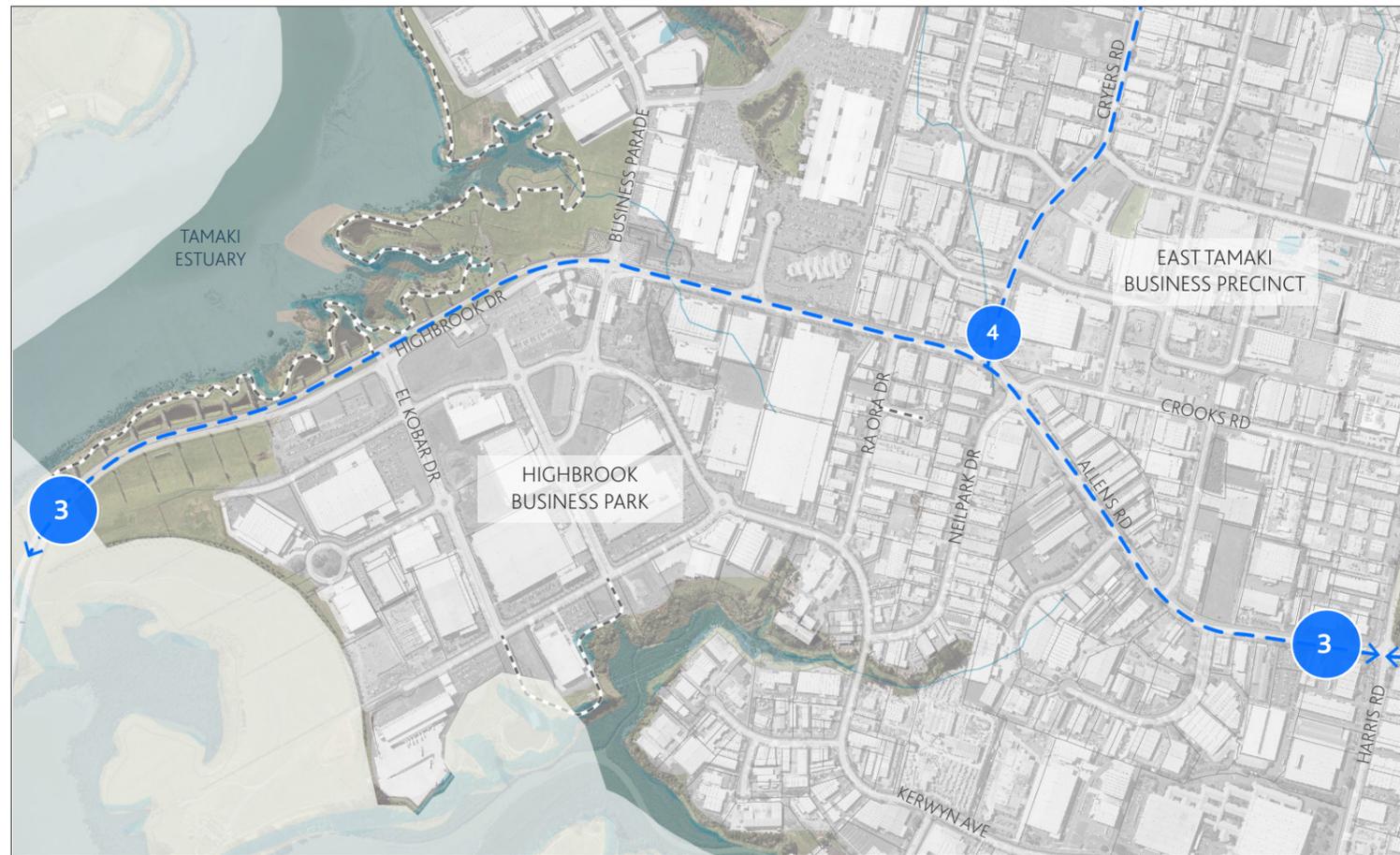
- Connects up with a Local Paths route within the adjacent Otara-Papatoetoe Local Board area.
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings. This could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)

COMMUTER

4

PRIORITY WALKING & CYCLING ROUTES

Location

Cryers Road

Description

This route connects Highbrook Drive to Harris Road via Cryers Road. It provides access to central East Tamaki from the surrounding areas. The route is on-road and aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

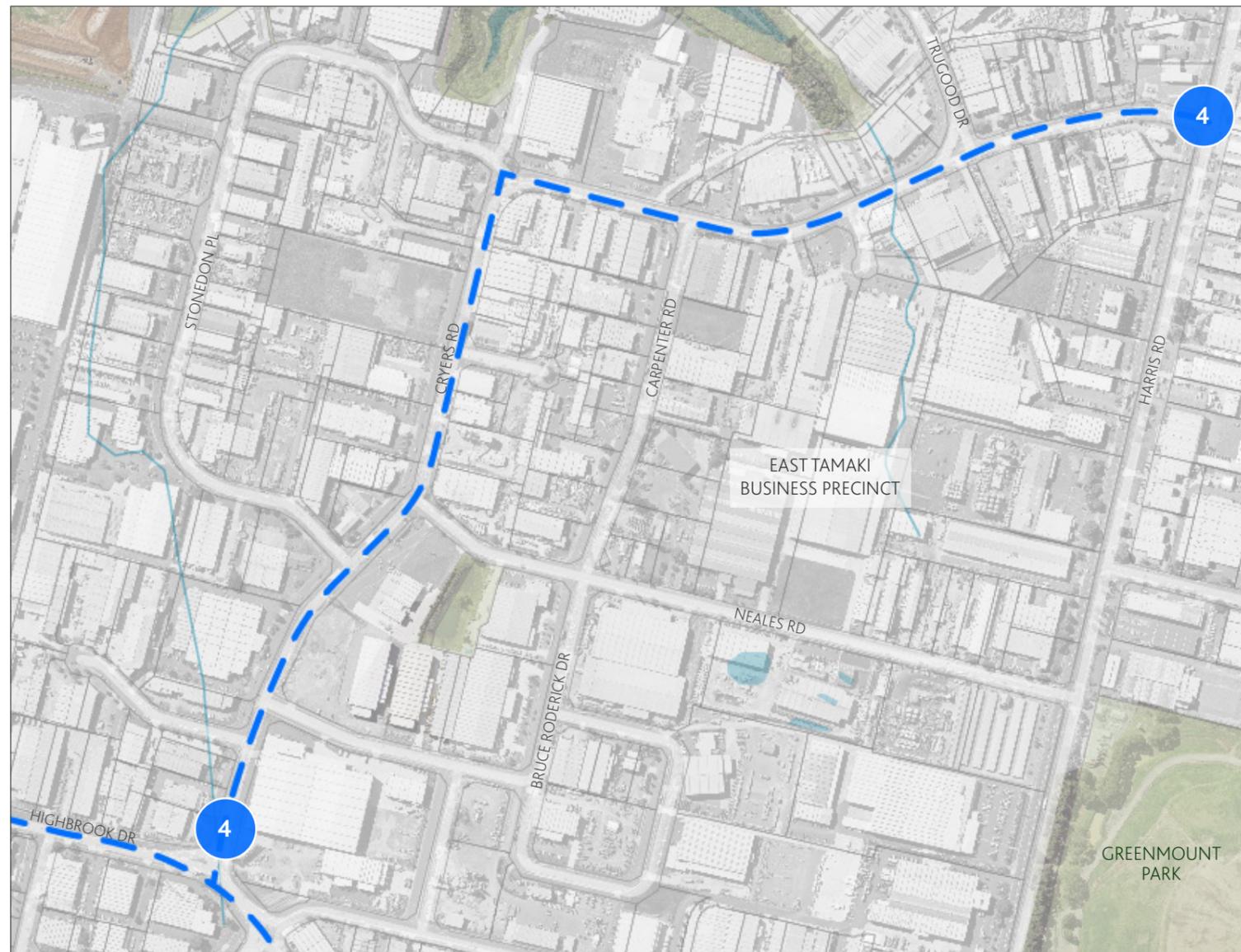
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



COMMUTER

PRIORITY WALKING & CYCLING ROUTES

5

Location

Chapel Road

Description

This on-road route is located on Chapel Road, between Ti Rakau Drive and Ormiston Road. It links the residential neighbourhoods of Dannemora and Flatbush, and provides a direct connection between Botany Town Centre and Ormiston. The route is aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Chapel Road is a busy arterial route with many intersections. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

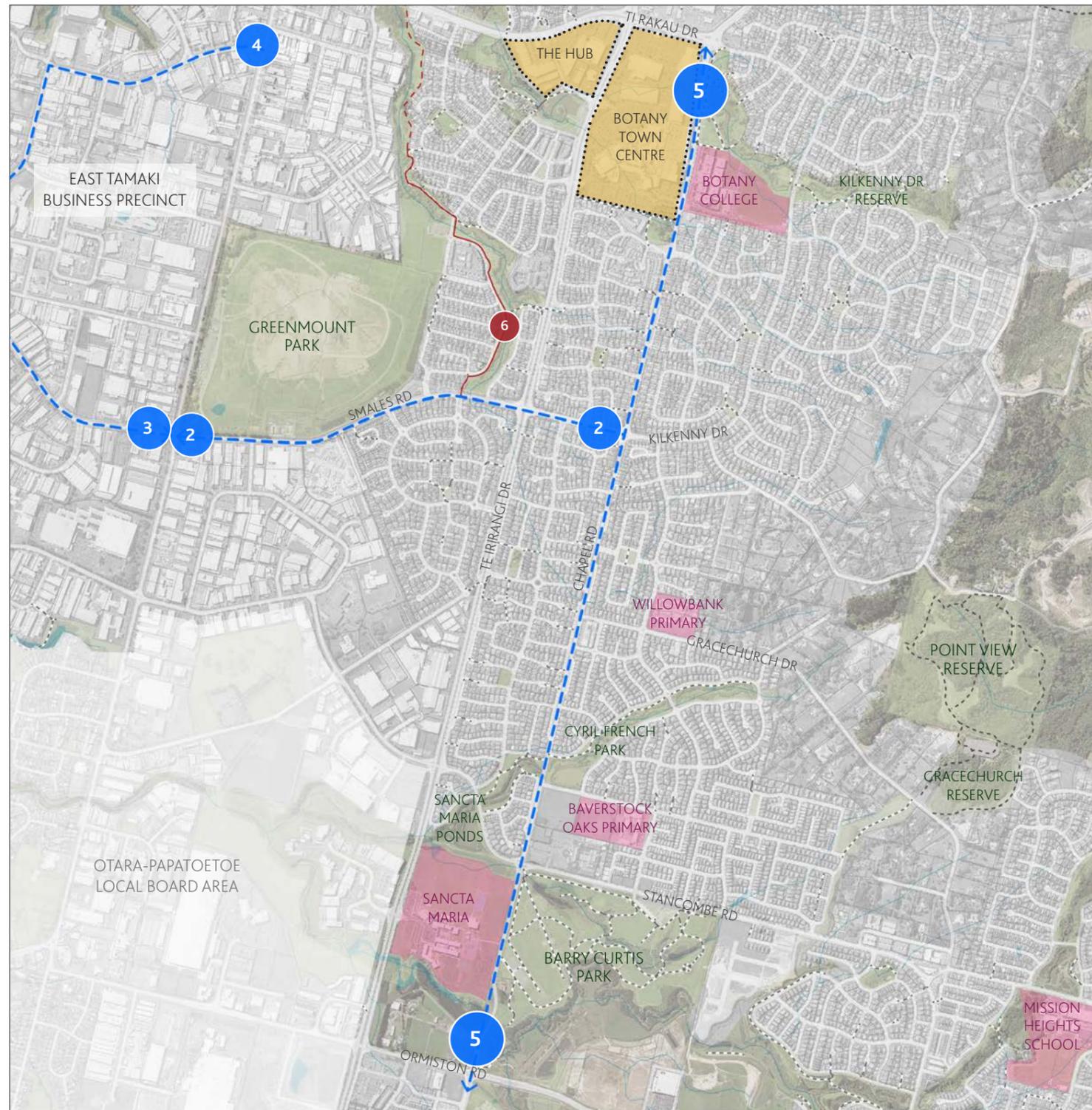
- This route connects a large residential catchment to Botany Town Centre and the East Tamaki business area, as well as to Ormiston Hospital, Barry Curtis Park and a number of Dannemora schools.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

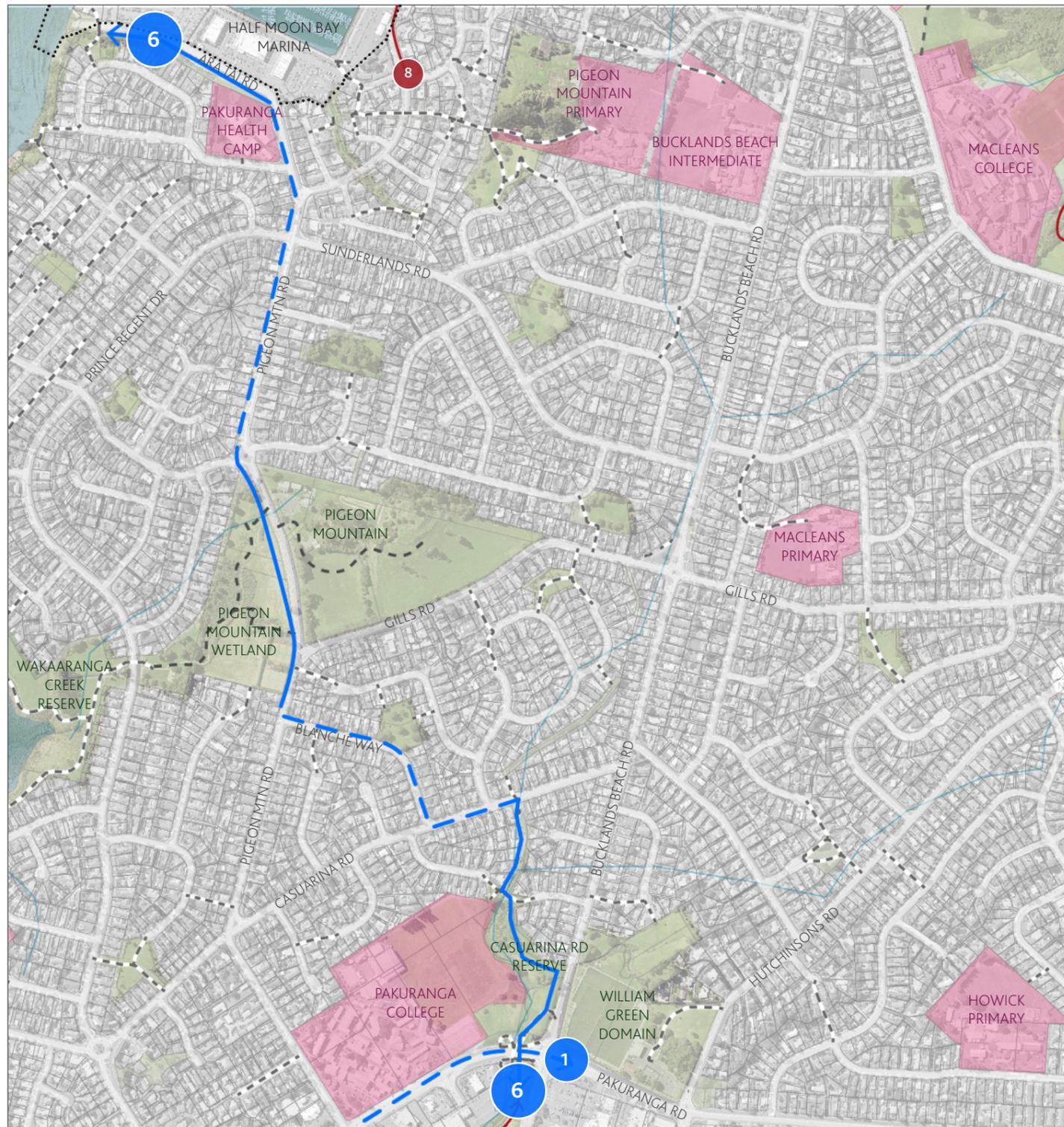
- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)





LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



COMMUTER

PRIORITY WALKING & CYCLING ROUTES



Location

Lloyd Elsmore to Half Moon Bay Ferry

Description

This route runs from Half Moon Bay marina in the North to Lloyd Elsmore in the South, via Ara Tai Rd, Pigeon Mtn Rd, Blanche Way, Casuarina Rd and Mooneys Bridge North Reserve. It is a combination of on-road [dashed line] and park [solid line] connections, joining up with both the recreational and commuter P1 routes to link a number of people and neighbourhoods to the new ferry terminal and bus interchange at Half Moon Bay. On-road routes are aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety and crossings for cyclists and pedestrians alike.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist along the road or on adjacent park land.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Not all the roads involved in this route have wide parking corridors or berms. Careful planning is required to deliver a quality commuter route in this environment.
- Sections of reserve land (i.e Pigeon Mountain) are administered by Tupuna Maunga Authority where the route may have to be diverted on-road instead.

Opportunities

- This route links Pakuranga to the Half Moon Bay ferry terminal, which in turn connects people to greater parts of Auckland.
- Ecological improvements to the stormwater channel and outfall in Casuarina Road Reserve.
- Working with AT to improve pedestrian and cycling safety at key intersections on Pigeon Mountain Road.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

- [1] Where the route occurs on-road, scoping and budget estimating is required by AT at a project phase.
- [2] Where the route occurs on park land: Path improvement (widening to 3m) 60K, New path (3m wide) 140K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 50K. Total 325K

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI), CAPEX, Individual LTP line item, volunteer/partnership work (planting), Urban Cycle Programme, AT Cycling Programme.



PAKURANGA TOWN CENTRE MASTERPLAN

JULY 2015



MIHI

*Tēnā kia hoea e au taku waka mā ngā tai mihi o ata
e uru ake ai au mā te awa o Tāmaki
ki te ūnga o Tainui waka i Ōtāhuhu.
I reira ka toia aku mihi ki te uru ki te Pūkaki-Tapu-a-Poutūkeka,
i reira ko te Pā i Māngere.
E hoe aku mihi mā te Mānukanuka a Hoturoa
ki te kūrae o te Kūiti o Āwhitu.
I kona ka rere taku haere mā te ākau ki te puaha o Waikato,
te awa tukukiri o ngā tūpuna, Waikato Taniwharau, he piko he taniwha.
Ka hīkoi anō aku mihi mā te taha whakararo
mā Maioro ki Waiuku ki Mātukureira
kei kona ko ngā Pā o Tahuna me Reretewhioi.
Ka aro whakarunga au kia tau atu ki Pukekohe.
Ka tahuri te haere a taku reo ki te ao o te tonga e whāriki atu rā mā runga i ngā hiwi,
kia taka atu au ki Te Paina, ki te Pou o Mangatāwhiri.
Mātika tonu aku mihi ki a koe Kaiaua
te whākana atu rā ō whatu mā Tikapa Moana ki te maunga tapu o Moehau.
Ka kauhoetia e aku kōrero te moana ki Maraetai
kia hoki ake au ki uta ki Ōhūiarangi, heteri mō Pakuranga.
I reira ka hoki whakaroto ake anō au i te awa o Tāmaki
ma te taha whakarunga ki te Puke o Taramainuku, kei kona ko Ōtara.
Katahi au ka toro atu ki te Manurewa a Tamapohore,
kia whakatau aku mihi mutunga ki runga o Pukekiwiriki
kei raro ko Papakura ki kona au ka whakatau.*

*Let this vessel that carries my greetings
travel by way of the Tāmaki River
to the landing place of Tainui canoe at Ōtāhuhu.
There, let my salutations be borne across the isthmus to the Pūkaki lagoon
and the community of Māngere.
Paddling the Manukau Harbour
we follow the Āwhitu Peninsula to the headland.
From there we fly down coast to the Waikato river mouth,
sacred waters of our forebears.
Coming ashore on the Northern side
at Maioro we head inland to Waiuku and Mātukureira,
there too is the Pā at Tāhuna and Reretewhioi.
Heading southward I come to Pukekohe.
My words turn to follow the ancient ridgelines along the Southern boundary,
dropping down into Mercer and Te Pou o Mangatāwhiri.
My greetings reach you at Kaiaua
who gaze across Tikapa Moana to the sacred mountain, Moehau.
Taking to the sea, my remarks travel to Maraetai
and then to Ōhūiarangi, sentinel to Pakuranga.
There we follow again the Tāmaki River
to Te Puke o Taramainuku, Ōtara resides there.
From here I reach for Manurewa
until my greetings come to rest on Pukekiwiriki
below lies Papakura and there I rest.*



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FOREWORD FROM HOWICK LOCAL BOARD

We are delighted to present the Pakuranga Town Centre Masterplan. The local board and the masterplan team have listened to the community and stakeholder feedback to help shape the plan.

The Howick Local Board sponsored and initiated the process for a masterplan as a response to the Auckland Manukau Eastern Transport Initiative [AMETI] programme of works. Achievements include:

- influencing changes to the road layout and location of the proposed bus interchange, pedestrian crossings and local street upgrades
- influencing the Proposed Auckland Unitary Plan with regard to heights, zones and frontages within the town centre
- a high level of engagement with the local community and key stakeholders.

These have been achieved through partnerships between the local board, Auckland Transport and AMETI. It is clear that change is needed in order to achieve this vision. The area must be developed as a

place for people, a destination rather than a junction of several main roads for traffic.

Thank you to everyone who has contributed to the masterplan to ensure that we make the town centre and surrounding areas a better place to live, work and play.



David Collings
Chairperson
Howick Local Board



Howick Local Board members

INTRODUCTION AND STRATEGIC CONTEXT

The Pakuranga Town Centre Masterplan sets a clear direction for making Pakuranga a vibrant town centre destination over the next 30 years. It outlines the design concepts, key moves and a plan of short to long-term actions for achieving our vision for Pakuranga.

The masterplan is informed by the Pakuranga Urban Design Framework produced by the former Built Environment Unit at Auckland Council. This Framework provides a fine grain look at land use, the street pattern and built form of the existing centre. It focuses on three strategic directives – the green link and open space network, sustainable growth, and an accessible town centre.

The masterplan also builds on what we have heard from the community. It seeks to enhance valued aspects of the centre and create new draw cards for residents and visitors alike. We have worked closely with key stakeholders and mana whenua to ensure their aspirations are captured in this document.

Pakuranga is on the verge of change, with multi-modal transport initiatives being delivered through the Auckland Manukau Eastern Transport Initiative (AMETI). Key to the preparation of this document is a constructive working relationship with Auckland Transport to ensure that we successfully integrate land use and transport planning.

The 30 year vision for Pakuranga Town Centre is:

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

THE STRATEGIC CONTEXT

Auckland Plan

The Auckland Plan is a strategic document that provides guidance on how growth is to be managed while protecting and enhancing the attributes and qualities we value most in our region. It addresses how we will prepare for an additional one million people and four hundred thousand new homes by 2040. Auckland’s vision is to become “the world’s most liveable city”.

What does the Auckland Plan mean for Pakuranga?

The Auckland Plan identifies Pakuranga as a Town Centre, with a Rapid Transit Network running from Botany through the centre to Panmure to link with the Rail Network. Pakuranga is identified as part of the ‘urban south’ that is expected to see moderate to significant change over the next 30 years and will need 70,000 new dwellings to accommodate its residents.

Directive Three of the Auckland Plan’s High Level Development Strategy is ‘moving to a quality, compact city’. This directive has helped us shape our approach to managing and planning for growth within Pakuranga, focusing it in and around the Town Centre.

Howick Local Board Plan

The masterplan, including the development of the Rotary Walkway, has been identified as one of five Local Board initiatives that are funded through the Howick Local Board Plan. The extension of the Rotary Walkway from Bucklands Beach to Panmure Bridge was completed in 2013 and is an important feature of Pakuranga.

Long-Term Plan (LTP)

Auckland Council’s Long-Term Plan sets out all council and Council Controlled Organisation (CCO) funding across Auckland over a 10 year period. It is one of the key tools for implementing the Auckland Plan and includes budget for projects and initiatives identified within the Local Board Plans.

Operative Manukau District Plan

Under the Operative Manukau District Plan the centre is zoned Business 2 and 4. There are currently no height limits or building coverage requirements which apply to development in the centre. In terms of urban design requirements, the District Plan does not encourage development to face the street or address the interface with the public realm. The residential areas surrounding the centre are zoned Main Residential which permits 1 house per 400m² section and more intensive development on larger amalgamated lots.

Unitary Plan

The Draft Unitary Plan was open to feedback from the community between March and May 2013. There was strong opposition expressed to the zoning proposed for Pakuranga, which provided for apartments and terraced housing around the coastline. The Masterplan team worked with the Howick Local Board to propose an alternative plan for the provision of growth in Pakuranga. These ideas were taken out for community consultation in July 2013 and were well received. The amended zonings, which have fed into the September 2013 notified version of the Proposed Auckland Unitary Plan (PAUP), draw taller buildings away from the coastline and instead focus intensification along the road corridors and within the centre itself. As a result, a permitted height of 12 storeys is proposed in the Pakuranga Town Centre zone. The Town Centre zone is surrounded by Mixed Use and Terrace Housing and Apartment Building zones. The PAUP is currently proceeding through hearings that are scheduled to finish in mid 2016.

Auckland Design Manual

The Auckland Design Manual (ADM) is the sister-guide to the Unitary Plan, and provides an online tool box to enable better design performance for new developments in Auckland. It is recommended that any new development within centre follow the ADM's best practice guidelines.

DID YOU KNOW?

THE WORD "PAKURANGA" IS MĀORI FOR THE BATTLE OF THE SUNLIGHT OR THE BATTLE OF THE SUN'S RAYS.

LOCAL INFRASTRUCTURE

This section outlines some of the high level infrastructure considerations for the centre; full assessments would need to be undertaken as part of any proposed development.

Geotechnical

The centre straddles two geological formations – the Tauranga Group Alluvium and the East Coast Bays Formation. Part of the centre sits on estuarine deposits and the remaining area consists of basalt, ashtuff and alluvium. Appropriate geotechnical assessments within the centre will need to be undertaken by developers to support their proposals.

Wastewater

Watercare is currently undertaking construction of a diversion project within Howick. This project will create some spare capacity within the main trunk sewer for the centre. Local sewer upgrades may be required to support any development as proposed within this masterplan. The close proximity of the main trunk sewer would allow for expansion of waste water servicing capacity for development in the centre.

Transmission corridors

Transmission corridors running south of the centre carry the high voltage electricity network on pylons. Transpower New Zealand Ltd is the owner and operator of these lines that will remain as they currently exist and not be undergrounded. Development around transmission lines and towers/ poles needs to be consistent with the National Policy Statement on Electricity Transmission 2008. Transpower have to ensure that adverse effects on (or from) the National Grid need to be carefully managed to ensure that the operation, maintenance and development of this important infrastructure is not compromised. It is advised that Transpower is contacted if development is proposed within the specified buffer corridors.

Stormwater

The centre and its adjacent neighbourhoods are currently serviced by conventional stormwater reticulation which collects stormwater from hard surfaced areas and takes it away through an underground pipe system. The stormwater is only partially treated before it enters the Tamaki River. The redevelopment of the centre provides a good opportunity to construct water sensitive design systems which could benefit both landscaping and stormwater management.

AMETI IN PAKURANGA

The Auckland Manukau Eastern Transport Initiative (AMETI) is delivering multi-modal transport improvements to the Eastern suburbs including Pakuranga and this will greatly affect how the centre grows and develops.

The AMETI proposals present a number of challenges and opportunities for the masterplan. The transport proposals, opportunities and challenges are detailed below.

Flyover

A new road connection is proposed, possibly in the form of a flyover, to divert traffic from Pakuranga Road directly to the Waipuna Bridge. This will substantially reduce localised congestion around the centre particularly around the intersection of Ti Rakau Drive and Pakuranga Road. This creates the opportunity to reallocate road space to bus, walking and cycling facilities, reducing the width of Pakuranga Road to the north of the centre, as well as enabling a range of other improvements to be delivered.

Busway

A new dedicated busway is planned to run between the Panmure train station and Botany town centre, along Pakuranga Road and Ti Rakau Drive. It will provide an attractive, frequent and reliable public transport service for the Eastern suburbs and make the centre more accessible by public transport. The centre will have its own busway station.

Walking and cycling facilities

New walking and cycling facilities along the Pakuranga Road and Ti Rakau Drive corridor, including around the centre, will help to make the centre a safer, easier and more attractive place to walk around and get to by bicycle.

Local road connections and intersections

New local road connections and signalised intersections are set to improve vehicle, cyclists and pedestrian access to the centre. Proposed new connections are for Cortina Place to William Roberts Road, William Roberts Road to Ti Rakau Drive and Aylesbury Street to Ti Rakau Drive. It is also proposed to stop vehicle access along a number of local roads that flow into Pakuranga Road including Tamaki Bay Drive, William Roberts Road and Latham Avenue.

Alignment with Masterplan

The transport changes provided by AMETI will contribute towards delivering the Masterplan and the vision expressed for Pakuranga in the Auckland Plan and PAUP. The masterplan has been informed by and responds to the most current information available about the AMETI project's proposals for Pakuranga. These proposals are not yet finalised, and any substantive changes to them may result in a need to review the masterplan. The document should also be reviewed periodically to ensure that it is aligned with the Local Board Plan and the council's Long-Term Plan, to allow consideration of any necessary changes to funding.

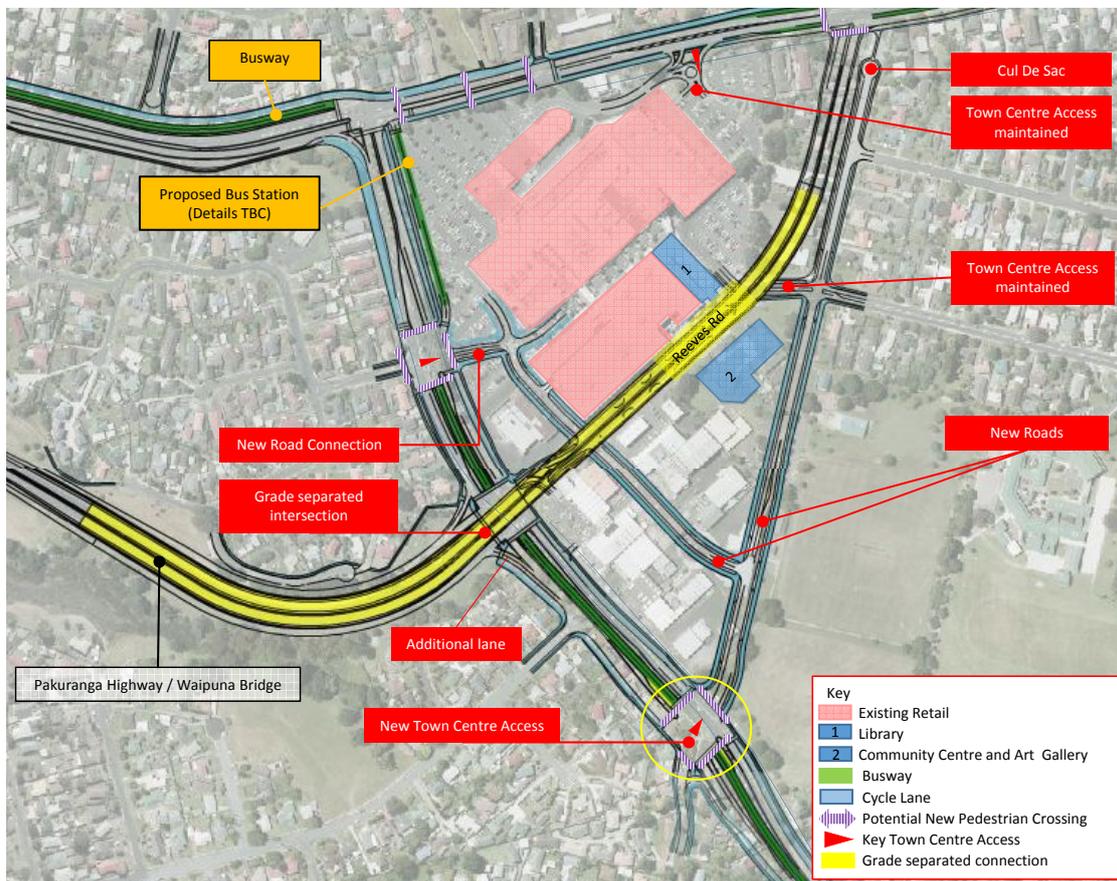


Image courtesy of Auckland Transport and subject to change

PAKURANGA'S STORY

Pakuranga's past

Pakuranga was once covered in a low lying swamp that was drained and developed to create the landscape we see today. Until the 1950s the area was a sparsely settled farming community, but in the following decade it was transformed into a new suburb. To support the growing community, a new bridge was constructed over the Tamaki Estuary, and in 1965 the Fletcher Construction Company developed the centre and Ti Rakau Drive.

Pakuranga today

Pakuranga is the eastern gateway to Howick and home to one of the busiest roads in Auckland - Pakuranga Road. The area is characterised by its proximity to the Tamaki Estuary coastline where the popular Rotary Walkway attracts visitors and residents alike.

The centre's focus is around the Pakuranga Plaza, a large shopping mall that is surrounded by car parking.

There are civic functions within the centre such as the Pakuranga Library, Te Tuhi Arts Centre and the Pakuranga Leisure Centre.

Pakuranga's people

Between 2006 and 2013 Howick was one of the five local boards in Auckland that grew the most, with 13,620 more people now living in the area.

Census data shows that compared to the wider Auckland region, Pakuranga has a higher percentage of Asian people and a lower percentage of Pacific people than the Auckland Region.

Statistic	Pakuranga (4 area units)	Howick Local Board	Auckland
Māori people	7.5%	4%	12%
Pacific people	6.6%	3.6%	11.4%
Asian people	33%	37%	22%

* Pakuranga statistics are taken from the four Area Units of Sunnyhills, Edgewater, Pakuranga Central and Pakuranga East

Mana whenua values

Mana whenua with a connection to the Pakuranga area have identified ways to ensure Maori values, history and connections are recognised and celebrated throughout the centre including:

- telling mana whenua stories in public spaces and parks through public art and urban design elements
- incorporating Maori design elements within public space to enhance place and identity
- removing invasive plant species and using native plants in any redevelopment of the centre and surrounding areas
- ensuring there is minimal impact on waterways, by filtering storm water and treating it before it enters natural water systems
- recording Maori archaeological sites as they are discovered during the re-development of the area.

Pakuranga's green rating

Sustainable building design, access to green space and the promotion of walking and cycling that promote community health and wellbeing are all key components of any plan for a quality town centre environment. Examples of green and sustainable development strategies, such as Waterfront Auckland's Sustainable Development Framework are setting the benchmark for sustainable building throughout Auckland. The centre has an opportunity to create a point of difference and encourage the adoption of green building practices.

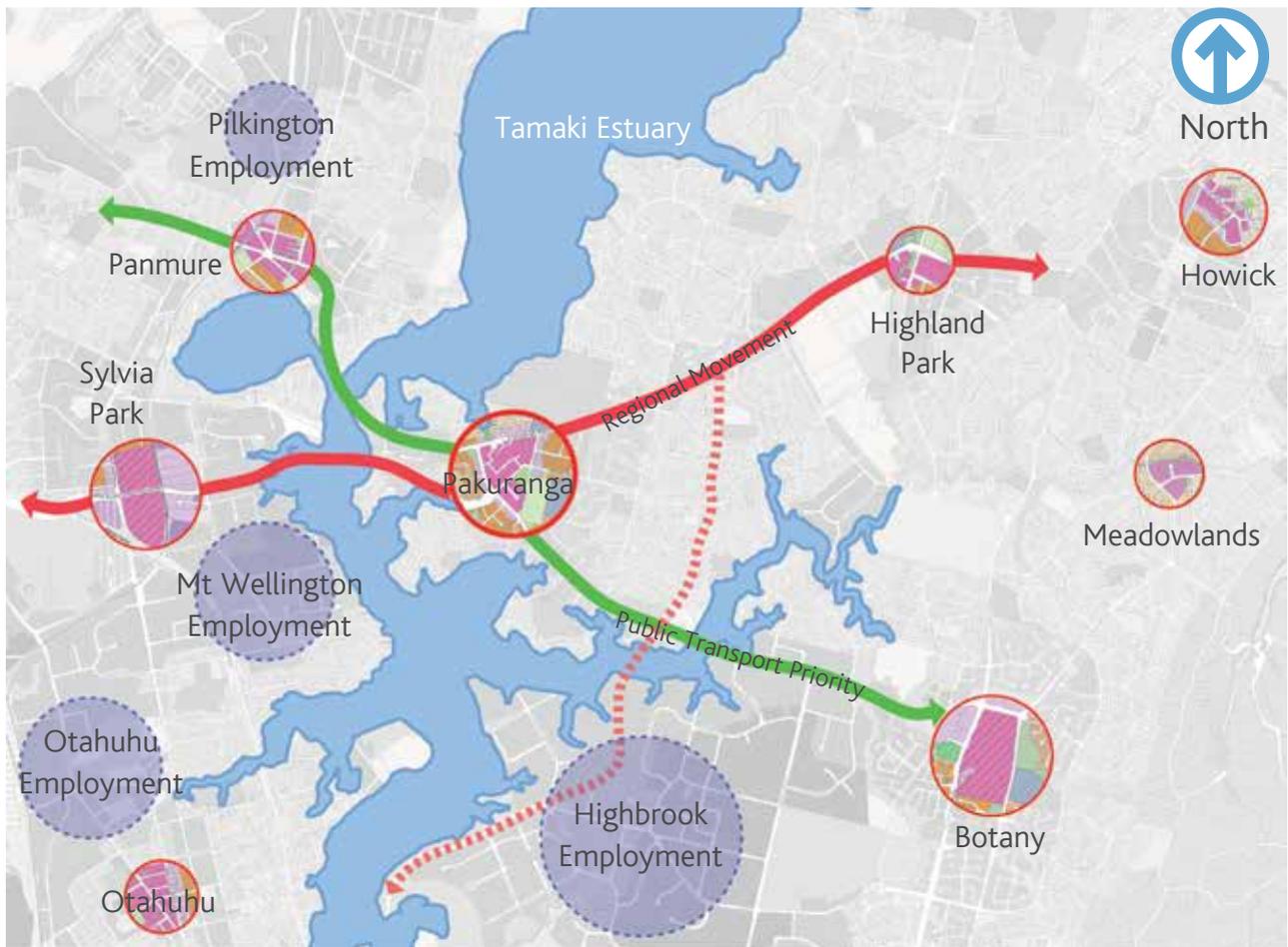
Pakuranga's economy

The centre currently plays a strong local convenience role in the hierarchy of shopping centres within the wider area. Howick Village, Highland Park, Sylvia Park, Mt Wellington's Lunn Avenue, Panmure and Glen Innes all offer a range of attractions and services that compete with those available at Pakuranga.

The average retail spend in Pakuranga is around \$41 per shopping trip which is lower than the \$50 average spend across Auckland. This suggests that shoppers currently make larger purchases outside of the centre, that the centre most likely services local rather than regional needs and that it has a small catchment area.

In order to create and support more diverse activities within the centre in the future, it will be important to enhance the pedestrian environment to support retail growth, to attract private investors to deliver residential developments and to explore the viability of office development through a rental assessment.

Pakuranga's context



Pakuranga's voice

This masterplan has been prepared in consultation with key stakeholders and the wider community. The first community consultation sessions undertaken in 2012 informed the Pakuranga Urban Design Framework which was used to prepare the draft masterplan. In July 2013 two engagement events were held where eight key concepts (see diagram) were presented for community feedback. A total of 800 people attended the two events and gave us their feedback. One of the consultation sessions was jointly held with Auckland Transport so that people could see the proposed transport changes together with the proposed land use response.

Community feedback at these events was gathered in a variety of ways. This feedback was analysed and contributed to the direction provided in the draft masterplan. Two further consultation sessions held in May 2014 enabled the community to give feedback on the detail of the draft document's proposals. Community feedback from the May consultation sessions has further shaped this document and helped to ensure it reflects community aspirations.



Eight Key Concepts



PROUD TO BE LOCAL

Serving shoppers and the community for 50 years.



YOU SPOKE, WE LISTENED...



The future looks good for Pakuranga.

Roof structures should be used for viewing platforms, restaurants, gardens and recreational activities.

More parking! The parking needs to be long term, close by and reasonably priced with covered access ways.

The area would benefit from an outdoor performing area to promote the cultural diversity present in our community.

Include cultural elements within design (e.g. names and cultural markers).

Support the extension of Aylesbury Street.

Retain visual connections to the centre from Ti Rakau Drive and Pakuranga Road.

Careful concern needs to be given to the design of the flyover and the quality of space underneath it.

Importance of town squares – don't make them too small, shady or cramped.

Shared spaces are important but must have strong design cues to emphasise slow speeds.

The Rotary Walkway is a local resource whose great potential is still far from fully realised.

A direct, lighted crossing from the Rotary Walkway to the centre would be great.

More restaurants and outdoor dining would be ideal.

We want the coast safe-guarded against high rise development. Intensification and increased height should be in the town centre.

The town centre should be appealing, well lit and easily accessible on foot.

Provide a semi-permanent open market place with local crafts and foods.

The importance of meeting places with a variety of seating options, water features and public art.

Provide good links and improved cycle facilities.



VISION AND GUIDING PRINCIPLES

The masterplan team has listened to community and stakeholder feedback and built on eight initial concepts to develop a vision, design concept and guiding principles for the future of the centre. These are described in more detail in the next four sections, which focus on building, connecting, greening and revitalising the centre.

THE VISION

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

GUIDING PRINCIPLES

- Maintain 'one vision' for the centre, with on-going input and collaboration from the community, mana whenua, landowners and council to guide any decision making process.
- Foster a distinct point of difference for Pakuranga to set it apart from the other sub-regional centres of Botany, Sylvia Park and Panmure.
- Encourage the use of sustainable practices aligned with community values through the use of development incentives and tools.
- Weave the arts and mana whenua values into the centre's infrastructure, public amenities, buildings and open spaces.
- Ensure the delivery of an easy, legible and future-proofed parking system for the whole centre.
- Focus taller buildings towards the middle of the centre, north of the proposed flyover to front Aylesbury St, and avoid shading of open spaces.
- Take advantage of opportunities provided by new transport infrastructure that is to be delivered through the AMETI project.

THE CONCEPT – PAKURANGA'S STRONG TRIANGLE

The centre is shaped like a triangle. A triangle is strongest at its corners and edges. The concept focuses on strengthening these.

The centre will have three striking urban landmark corners and three welcoming visitor gateways on each of the centre's activity edges.

STRENGTHEN PAKURANGA'S CORNERS, EDGES AND ENTRANCES



BUILD IT UP, MIX IT UP

The centre cannot easily grow out in size, but it can easily grow up in both quality and market attractiveness. The centre can take full advantage of 360 degree sea views, good access to transport routes, and celebrate being the gateway to the east. The triangle will be anchored by a revitalised, high quality retail and increasingly mixed use core that provides for new and enhanced retail, civic and community spaces. People will be attracted to live, work, shop, dine and be entertained.

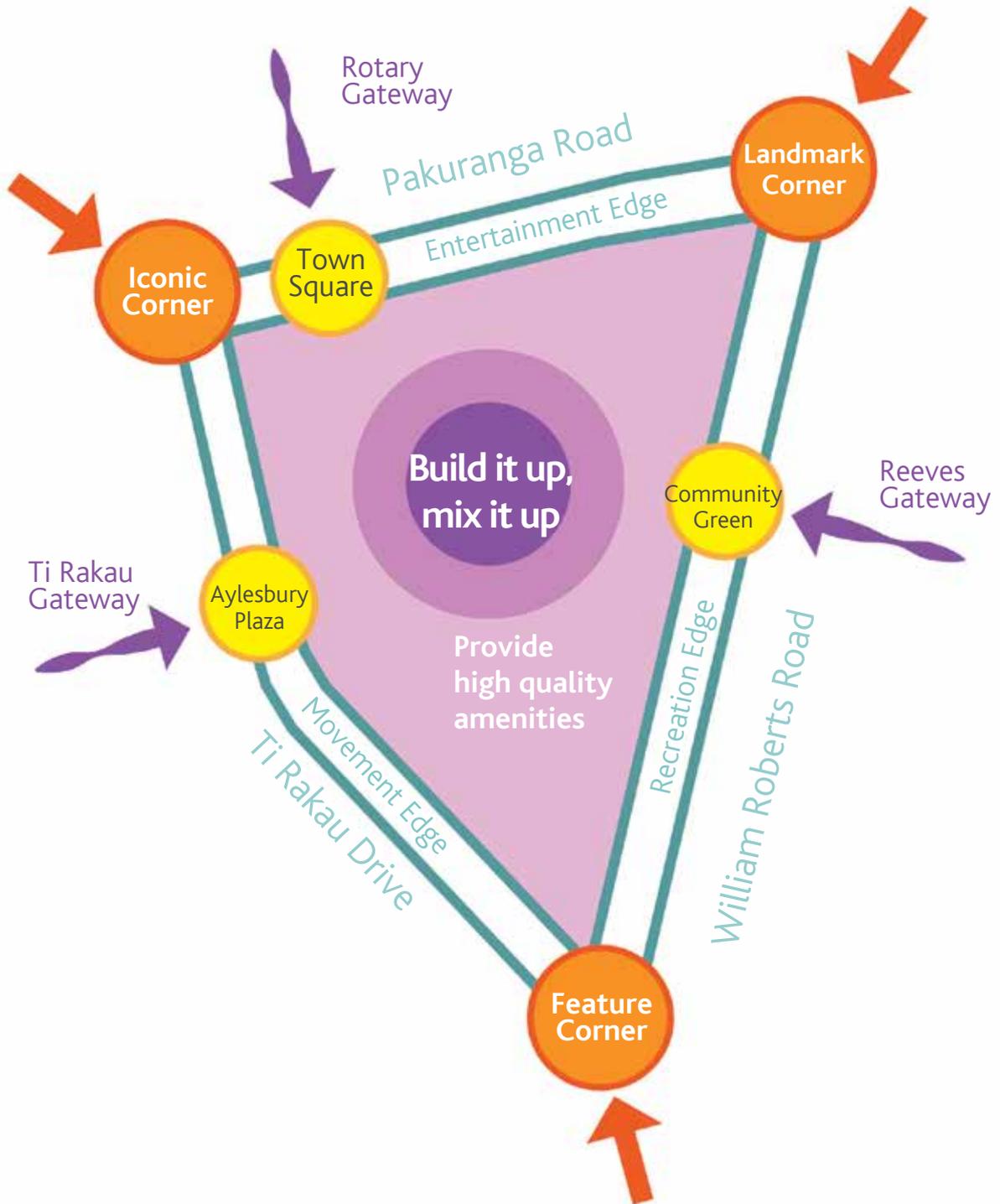
DELIVER HIGH QUALITY AMENITIES

The centre's competitive point of difference will be in encouraging the delivery of high quality civic and community amenities, and offering a greater mix of uses.

PAKURANGA'S TRIANGLE

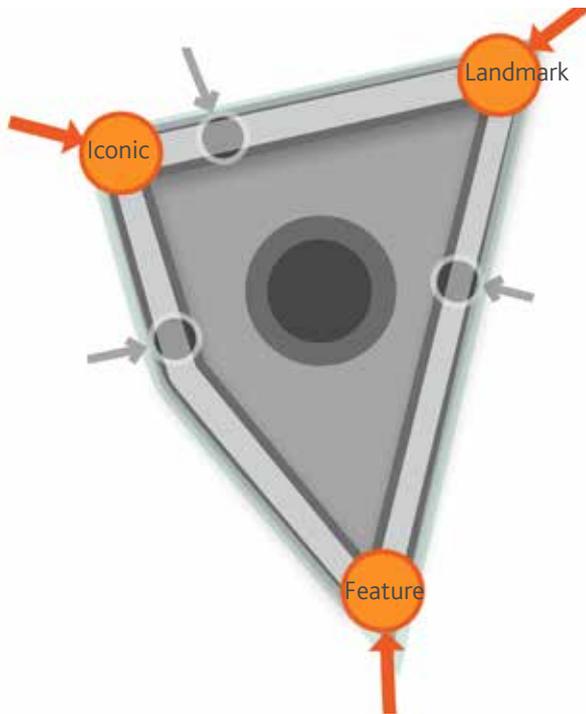
The centre is shaped like a triangle.

A triangle is strongest at its corners and edges – the masterplan concept focuses on strengthening these.



BUILDING THE CENTRE

In order to realise the masterplan's vision for the centre, the built form needs to be guided to build on the strengths of the centre's corners, edges and its core. This section sets out how this can be achieved through a considered design approach.



THREE STRONG CORNERS

The existing centre is largely made up of low level buildings one or two levels high. The tallest building in the centre is the office block above Pakuranga Plaza (approximately six storeys). There is a lack of landmark buildings to be clear identifiers for the centre.

One of the major proposals for the centre is that there should be three strong corner developments that anchor the town centre and invite people to visit. The three strong corners are:

- The landmark corner - at the intersection of Pakuranga Road and the entrance to the proposed flyover
- The iconic corner - at the intersection of Ti Rakau and Pakuranga Road
- The feature corner - at the intersection of William Roberts and Ti Rakau Drive.

The following sections identify the opportunities that these corners present, and the masterplan's vision for each one.

→ ● The Landmark Corner

As part of AMETI, a flyover could be built over Reeves Road, starting at Pakuranga Road in the north east corner of the site. There is an opportunity at this corner of the centre to create a landmark corner that announces the town centre to passing traffic.

This development could incorporate a larger mixed use residential development that could be built up to 12 storeys and capitalise on stunning uninterrupted views out to the Tamaki Estuary and beyond to Rangitoto and the Waitemata Harbour.

→ ● The Iconic Corner

The corner of Ti Rakau Drive and Pakuranga Road presents a unique opportunity to develop a Transit Oriented Development directly adjacent to the proposed location of the bus station that will be delivered by the AMETI project (specific location and design yet to be determined).

This development would be an entry statement for the centre and could attract ground level activities such as restaurants and shops. The building should act as a strong edge to both Pakuranga Road and Ti Rakau Drive and be set back sufficiently to allow generous space for both pedestrians and cyclists to enter and exit the bus station.

Along Pakuranga Road, the proposed corner development could have activities such as cafes and restaurants on the ground floor that spill out on the public square. This would activate the entertainment edge of the centre and be compatible with the improved Pakuranga Road as proposed by AMETI.

→ ● The Feature Corner

This corner at the intersection of Ti Rakau Drive and William Roberts Road will be highly visible to local traffic bound for the Waipuna Bridge as well as to vehicles traveling north on Ti Rakau Drive. This would be a good location for a bus stop along the AMETI route and people getting on and off buses will enhance its liveliness.

This corner's location opposite the playing fields and the leisure and arts centres makes it attractive for health, community or medical related services.

Access to development on the corner could be achieved from Cortina Street, and there are opportunities for retail activation at ground floor.



Landmark corner concept - development potential



Iconic corner concept - development potential



Feature corner concept - development potential

MIXED USE ZONE SURROUNDING THE TOWN CENTRE

The PAUP provides a Mixed Use zone around the Town Centre zone. This zone generally allows four storey buildings and will act as a transition area, in terms of scale and activity, between the existing residential areas and the centre.

The zone will provide for residential activity as well as smaller scale commercial activities that would not affect the viability of the centre.

A Urban fringe shop top living (north of Waipuna Bridge)

The proposed upgrade of Ti Rakau Drive as part of AMET1 to allow for a busway, cycle lanes and pedestrian facilities will make this road a wide and busy one.

The proposed Mixed Use zone will enable shops, business, offices and multi-storeyed residential buildings to locate along it. The focus here will be on high quality mixed use development.

This is important for helping to make the transport facilities AMET1 is delivering vibrant, well used and market attractive.

B Commuter convenience zone

Service stations in the Pakuranga area are becoming a rare sight. The masterplan proposes the area along Ti Rakau Drive, south of the proposed flyover, as an ideal location for a service station and other commuter convenience businesses, for example bike shops.

C Accommodation and amenity focus

The area on the north side of Pakuranga Road opposite the Centre is currently being redeveloped.

The existing restaurant, real estate office and other small businesses are evidence that this area is well positioned to take advantage of the evening peak traffic going into Howick.

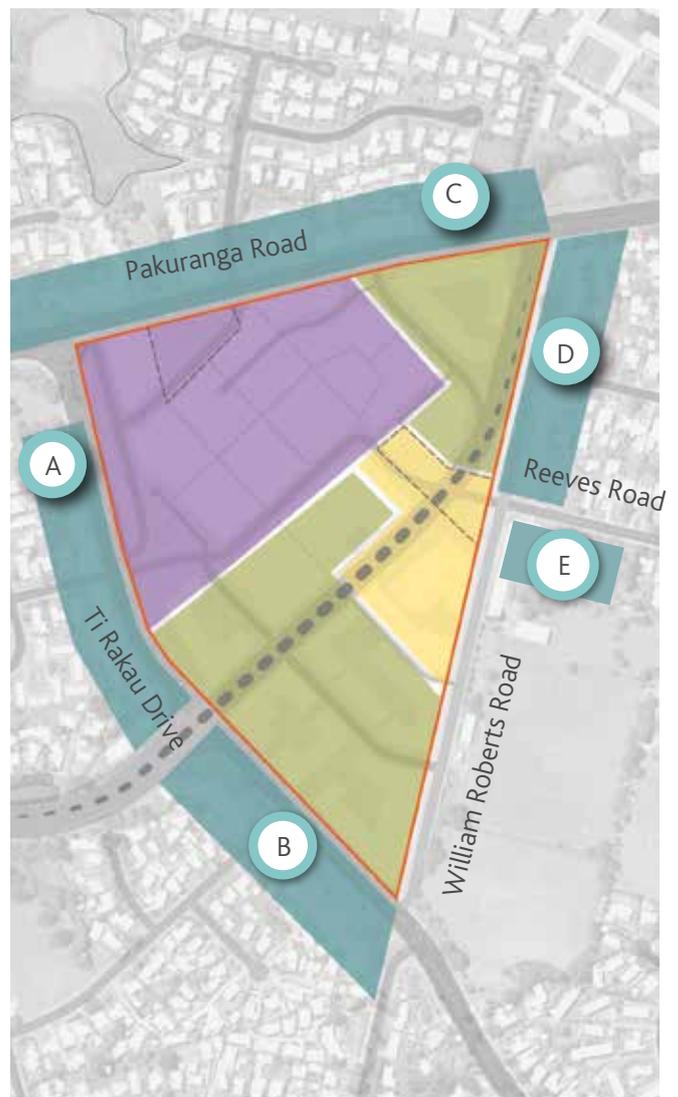
The height proposed in the PAUP for this area is three storeys, lower than that permitted standard Mixed Use zone. Three storeys is more suitable here due to the proximity to residential areas, where more intensive development is constrained by existing cul-de-sac streets and the coastal environment.

D Community Office Fringe

The proposed Mixed Use zone on the eastern fringe of the town centre (along William Roberts Road and north of Reeves Road) would be an ideal location for businesses that complement the centre. Offices for small businesses such as accountants and small medical practices with residential above them would fit well in this location. The character of the area would be more residential, although development along this edge does need to respond to the proposed flyover opposite. The Mixed Use zone provides the flexibility and scale to do this.

E Mixed use zone

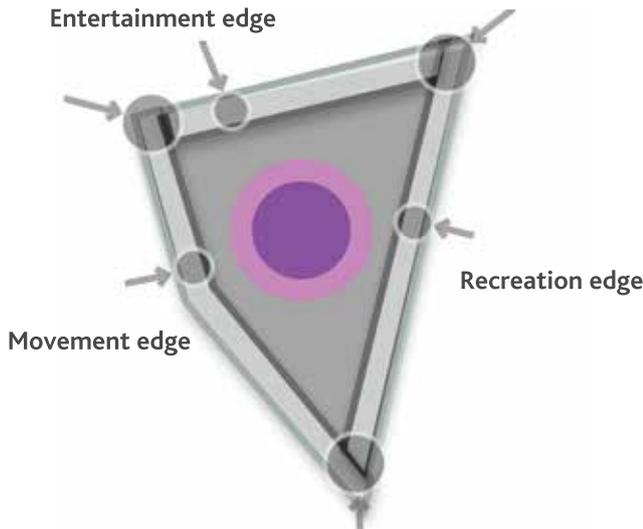
The Mixed Use area proposed along Reeves Road and adjacent to Ti Rakau Park has the potential to accommodate activities such as food and beverage retail outlets that would complement and enliven the community green and adjacent park. Reeves Road traffic bound for the Waipuna Bridge will need to turn left at William Roberts Road, which would give these sites high visibility to passing traffic.





BUILD IT UP, MIX IT UP

The PAUP enables housing choice and business development opportunities for Pakuranga, and all of Auckland. The Auckland Plan encourages more of Auckland's future population to live within our town centres and near good public transport and civic amenities such as parks and libraries. The Auckland Plan's direction has been given effect to in part through the PAUP's zoning provisions.



The PAUP supports more intensive, smaller, attached and apartment housing to be built close to centres and along transport corridors, like AMETI's proposed bus corridor along Pakuranga Road and Ti Rakau Drive.

Within the centre itself, the PAUP proposes that 12 storey buildings can be built for both residential and business activities. Consent can be sought for taller buildings.

While the proposed zones provide for these options, new building and development will only take place if and when property owners and market conditions allow.

Building heights in the Centre

The masterplan provides a recommended guide for building heights within the centre and ensure that any new development enhances the physical and social relationship of the centre with its surrounding neighbourhoods. Recommended heights for buildings along the three activity edges are set out below:

Movement edge - 8 storeys

On the busy movement edge (Ti Rakau Drive) where the road is at its widest, a height of 8 storeys is preferred in order to reinforce the edge but not overly impact on the residential properties to the west.

Entertainment edge - 6 storeys

On the entertainment edge (Pakuranga Road) the proposed new road layout will be more pedestrian and cycle friendly, and the Masterplan proposes this as a good location for a sunny north-facing square. A permitted height of 6 storeys is recommended here so as not to create long shadows and wind tunnelling in and around the square. This height also responds to the need for lower building heights closer to the coastal edge.

Recreation edge - 6 storeys

Along the recreation edge (William Roberts Road) fronting the park, the recommended height is 6 storeys so as not to overshadow the park, civic spaces and other amenities in this area.

In the centre itself, 12 storey buildings would be appropriate immediately north of the proposed flyover. Development at this height will overshadow the proposed flyover but not impact on Aylesbury Street, the parks or any of the civic open spaces. Locating the highest development in this area makes it easy for occupants of buildings to enter and exit from Aylesbury Street, thereby adding more energy and potentially some evening activity to the centre. Buildings at 12 storeys would enjoy uninterrupted views of the Tamaki estuary, Rangitoto, Mount Wellington and beyond (see the diagram on page 19 for an outline of building heights in the centre).



Looking north towards Rangitoto Island - from the top of the Pakuranga Plaza office tower. Image- courtesy of Pakuranga Plaza



RECOMMENDED HEIGHTS OF BUILDINGS IN THE CENTRE



CONNECTING THE CENTRE

The centre cannot grow and flourish if it is not well connected. Connections to, from and within the centre are key to unlocking its development potential. This section outlines how existing connections can be enhanced and new connections for all modes of transport encouraged.

EXISTING CONNECTIONS

Roads

Pakuranga Road is one of the busiest roads in Auckland, carrying up to 40,000 vehicles per day. From the east, Reeves Road provides local access into the centre. Traffic travelling between the central city and the eastern suburbs is currently funnelled over two bridges which take traffic past the centre, placing it in a key strategic location.

Public transport

Public transport is currently limited to a small range of bus services that follow the arterial routes and are focused on getting local residents into the city. There is also a regional service that links the area to suburbs such as Sylvia Park, Manukau and Otahuhu, and connects with the ferry services at Half Moon Bay.

Pedestrian and cycle network

Pakuranga does not have an integrated pedestrian or cycle movement network, which fails to capitalise on the fact that nearly all of Pakuranga is within 10 minutes walking distance of the centre. Pedestrian and cycle movements are hindered by the dominance of regional arterial roads (Pakuranga Road and Ti Rakau Drive) that are difficult to cross and act as a barrier for accessing the town centre from surrounding neighbourhoods.

DID YOU KNOW?

IN THE 1930s THE PAKURANGA TO HIGHLAND PARK AREA WAS THE SECOND CHOICE, BEHIND MANGERE, FOR SITING THE AUCKLAND INTERNATIONAL AIRPORT.

GETTING TO THE CENTRE

Multi-modal approach

Pakuranga is changing. As well as a dedicated bus route, AMETI is proposing to deliver high quality walking and cycling routes along Panmure Bridge, Pakuranga Road and Ti Rakau Drive. Another Auckland Transport led project is a Corridor Management Plan for Pakuranga Road, between the town centre and Highland Park, that looks at improving transport along the corridor, including for cycle, pedestrian and bus movements.

The PAUP zones allow for intensified growth in the centre and along the main streets leading to it. If this growth occurs there will be more people living in Pakuranga and sustainable modes of travel will be vital to avoid further congestion on the roads. Walking and cycling routes into and around the centre that build on improvements to the transport network from the AMETI project are essential components of the masterplan.

These connections need to provide accessible, legible, safe, attractive and efficient access to the centre from all directions.

From open space to the town centre

As well as the Rotary Walkway, there are a lot of other green and open spaces in Pakuranga that need to be reconnected to the centre. Green links and walkways could be created through Ti Rakau Park to the Recreation Edge along William Roberts Road. The centre will also be accessible from Riverhills Park along Ti Rakau Drive.



From the Tamaki Estuary to the centre

The coastline is only minutes away from the centre, and although the Rotary Walkway is highly valued by residents there is no sense of this closeness to the water from within the centre. The Rotary Walkway, as set out in the map below, connects Pakuranga through to the Half Moon Bay Ferry terminal. Access to the Walkway is currently across Pakuranga Road. The masterplan strongly recommends improving this access by creating a direct and signalised pedestrian crossing. Interpretive signage could also be used to provide useful environmental information, and to help tell Pakuranga's story.

The masterplan recommends improving accessibility to the coast by exploring the option of extending the walkway south of Panmure Bridge to create a loop for walking and cycling, starting and finishing at the centre. This extension would continue around the coast past the end of the existing walkway, then head back to the centre across Ti Rakau Drive. The walkway would need to be signposted from the centre to encourage and inform potential users. A longer loop could also be explored going further south of Waipuna Bridge.

From neighbourhoods to the centre

There are a lot of cul-de-sacs in Pakuranga which disrupt vehicle, pedestrian and cyclist movements around the suburb, and alternative ways need to be found to connect the centre to its surrounding neighbourhoods. Existing walkways which are important feeder routes to the centre and bus stops should be reviewed and enhanced. The aim should be to create legible routes for pedestrians and cyclists along neighbourhood streets to the centre, creating clear sightlines and encouraging car-free movements.

From the Half Moon Bay Ferry terminal to the centre

Half Moon Bay is a popular ferry terminal for cyclists and pedestrian passengers going to the city centre as well as for pedestrians, cyclists and vehicles going to Waiheke Island. The centre is one of the first shopping centres for Waiheke residents when they arrive on the mainland, and there is an opportunity to locate activities and services here that cater to their needs and attract them to visit on a regular basis.

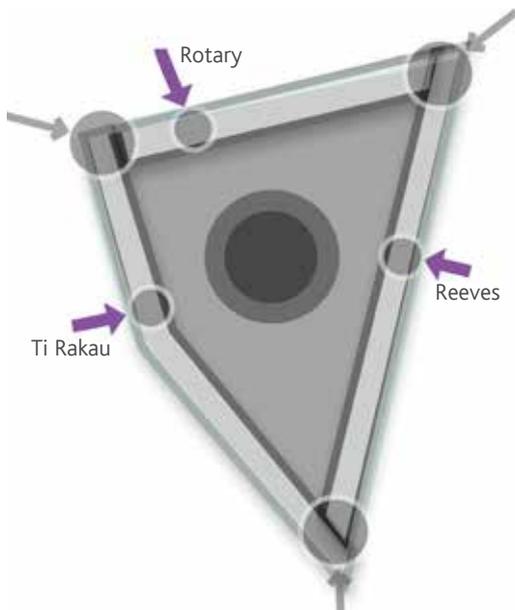


Rotary Walkway - image courtesy of Auckland Transport

THE THREE GATEWAYS

The first Strategic Directive in the Pakuranga Urban Design Framework was to link the centre with the water and the open spaces in Pakuranga. Green links have been identified to and through the centre, as shown on the diagram on page 25.

The green links create three gateways clear gateways into the centre, one on each side of the triangle. The gateways should be landmarked as arrival points, allow good lines of sight into the centre, and be used to assist with creating an outward-facing centre.



1. Rotary Gateway

This gateway links the coastline and the Rotary Walkway to the centre. A pedestrian crossing over Pakuranga Road between the Rotary Reserve and the centre is proposed, to facilitate pedestrian and cycling movements through this gateway.



View from Rotary walkway looking into the town square

2. Ti Rakau Gateway

This gateway is important for residents living west of the centre and for people using cycle and pedestrian links along Ti Rakau Drive. There is an opportunity to facilitate safer pedestrian and cycling movements into the centre by creating a signalised intersection connecting Palm Avenue across to a reorientated Aylesbury Street.



View from Palm Avenue looking into Aylesbury Street

3. Reeves Gateway

This gateway sits on the recreation edge and will be important for residents living east of the centre and for people wanting to access the centre from Ti Rakau Park. This gateway will attract people into the centre past Te Tuhi Arts Centre and the Pakuranga Library as a result of the reduced traffic volumes expected on Reeves Road from the proposed flyover. There is also potential to better align Reeves Road with Aylesbury Street under the proposed flyover and improve access between.



View from corner of Reeves Road and William Roberts Road

GETTING THROUGH THE CENTRE

Moving through the centre is difficult today. With the changes that AMETI proposes, vehicle movements could be made easier through local road upgrades such as realigning Aylesbury Street to meet Palm Avenue and connecting Cortina Place to William Roberts Road. This is illustrated in the diagram on page 24.

It is critical that pedestrians and cyclists have easy access to the mall entrance from the Rotary and Ti Rakau Gateways and for cyclists and pedestrians to cross over and join Aylesbury Street from the Reeves Gateway. All these routes need to be clear and well signposted, as well as provide a safe and pleasant experience for people coming into the centre.

Streets in the centre need to be safe and pleasant for pedestrians and cyclists (see diagram on Page 25). This can be achieved by implementing a variety of traffic calming measures such as parallel parking on streets within the centre, tree pits and raised pedestrian crossings.

It will be important to create routes that are legible and safe during the day and at night, with signs that point people to the medical centre, arts centre, library, night market and the estuary. This will help facilitate movement and improve experiences for people in the centre. Way-finding signs can also be used to reflect Pakuranga's history and cultural character throughout the centre. Community groups and local artists can contribute to the design of these signs and markers.

VEHICLE AND CYCLE PARKING

There is currently a lot of street level parking in the centre taking up land that could be better used for public open spaces, green spaces, residential or business uses. This land could be freed up by consolidating some of the car parking into multi storey car park buildings, located adjacent to the main gateways. Some accessible parking would still need to be provided at street level at various locations around the centre.

When designing parking structures the masterplan recommends the following:

- Activation of the edges and ground floor of the building with retail or office space such as the approach taken at the Auckland Hospital (pictured).
- Locating parking within the basements of buildings.
- Incorporating water sensitive design techniques such as permeable surfaces or using swales or raingardens to treat run off.
- Doubling the number of carparks by using an automated stacking system (pictured).

AMETI will deliver new cycle lanes that will connect to the centre to promote cycling. The centre will need to provide cycle parking to enable people to interchange onto public transport or to stop and shop in the centre. It is important that this cycle parking is accessible, safe and secure.



Parking building with an active retail ground floor – Auckland City Hospital

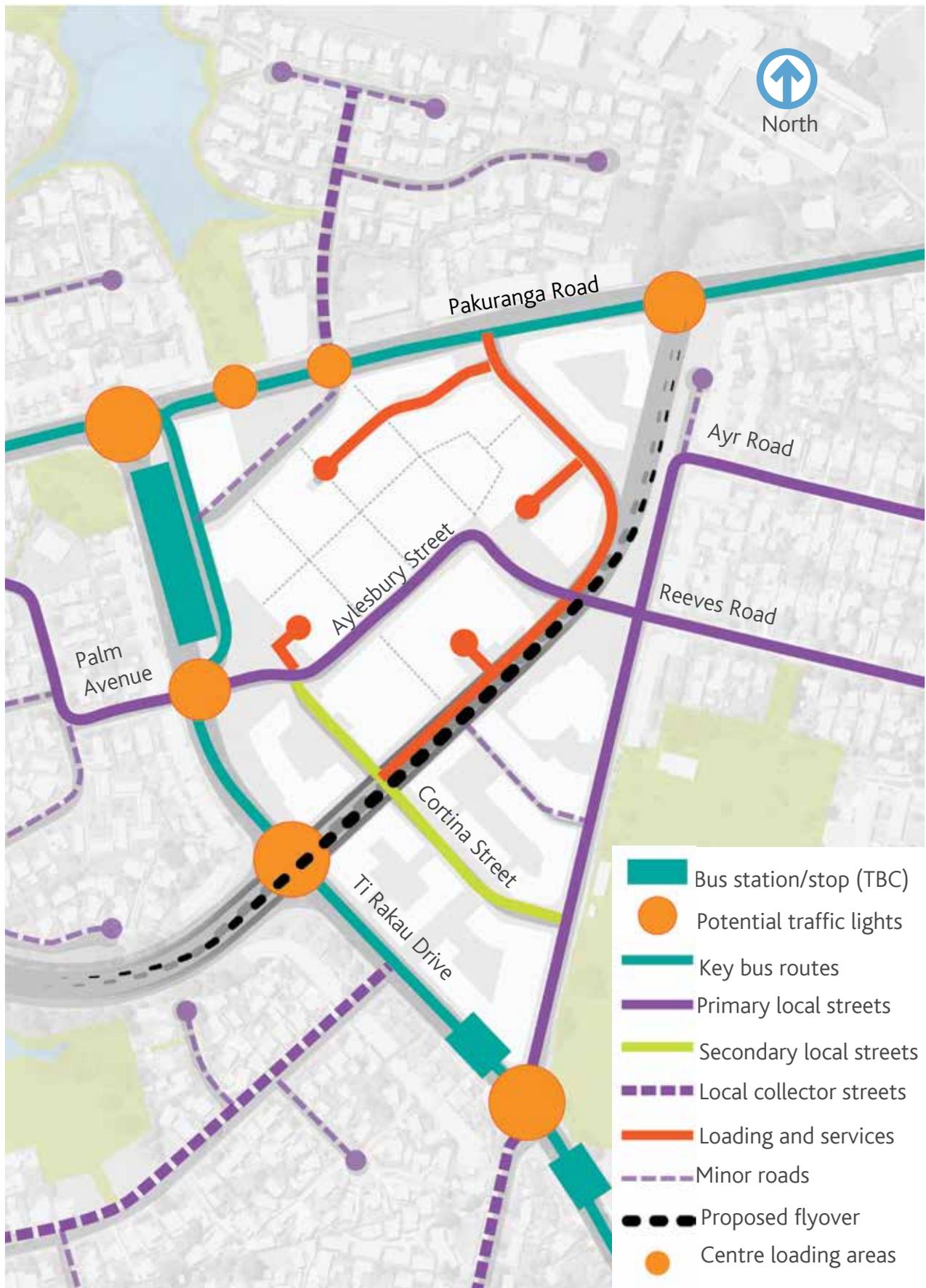


Automated stacked parking lot

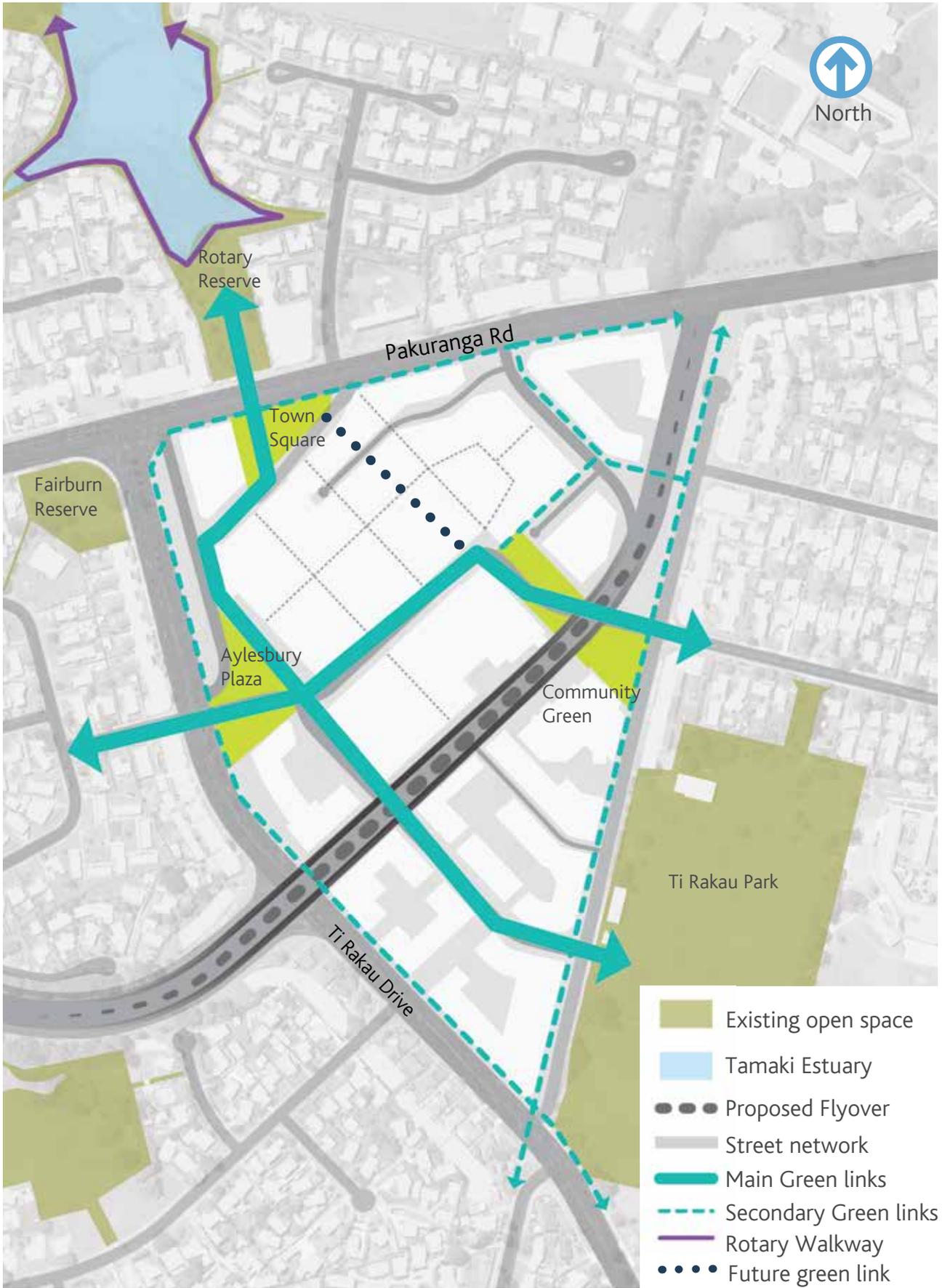


Cycle parking

POTENTIAL VEHICLE MOVEMENTS IN 30 YEARS



POTENTIAL PEDESTRIAN AND CYCLE - GREEN LINKS



GREENING THE CENTRE

The centre can strengthen its roots by creating play spaces, enhancing its existing green spaces, and by taking a water-sensitive approach to landscaping and stormwater management. It can also trap, harness and utilise the stormwater that falls on hard surfaces and runs untreated into the Tamaki Estuary.

Community consultation on the masterplan has shown that people want to see more green spaces, more trees, and more places for children to play in the centre. There is also strong support for enhanced green links to the estuarine setting of the Rotary Walkway. Consultation with mana whenua has highlighted aspirations for bringing the 'swamp up to the surface', for planting indigenous species, and improving the quality of water running off into the Tamaki Estuary. Eventually, mature trees and plants will provide shade in sunny public spaces, and perhaps for the return of some indigenous birdlife.

WATER SENSITIVE URBAN DESIGN MIMICS A NATURAL SYSTEM WHERE STORMWATER IS CONTROLLED AND FILTERED. IT CAN POSITIVELY CONTRIBUTE TO STREET AMENITY AND PROVIDE A GOOD WATER SOURCE FOR PLANTS AND TREES.

The masterplan's approach to greening the centre involves taking a considered approach to planting and landscaping within the three corners, along the three activity edges and around the three gateways.

Greening the centre also involves taking into account green building design. Developers are encouraged to adopt sustainable building features such as rainwater harvesting, solar panels and green roofs or walls. The PAUP requires all new commercial buildings to reach a Green Building Star rating of 6.

Building green is also about providing future flexibility so spaces built for one use can be used for something different in the future. For example, a car park in the short term could have higher floor levels so in the future it could be redeveloped for office or residential use.

The existing landscape

Pakuranga is situated on a natural bend of the Tamaki River and has an island-like geography, with the river running to the north, south, and west. The extensive shore line and numerous inlets provide a significant, naturally occurring green infrastructure. Located on the north-west corner of the centre, Fairburn Reserve and the Rotary Reserve contain protected trees and provide a landscape asset to the area but are poorly connected.

The area benefits from a number of public open spaces which vary in character and use and are considered valuable by several user groups. Both Ti Rakau Park, adjacent to the centre, and Riverhills Park provide playing fields and sports amenities within walking distance of surrounding neighbourhoods.

Landscape concept approach

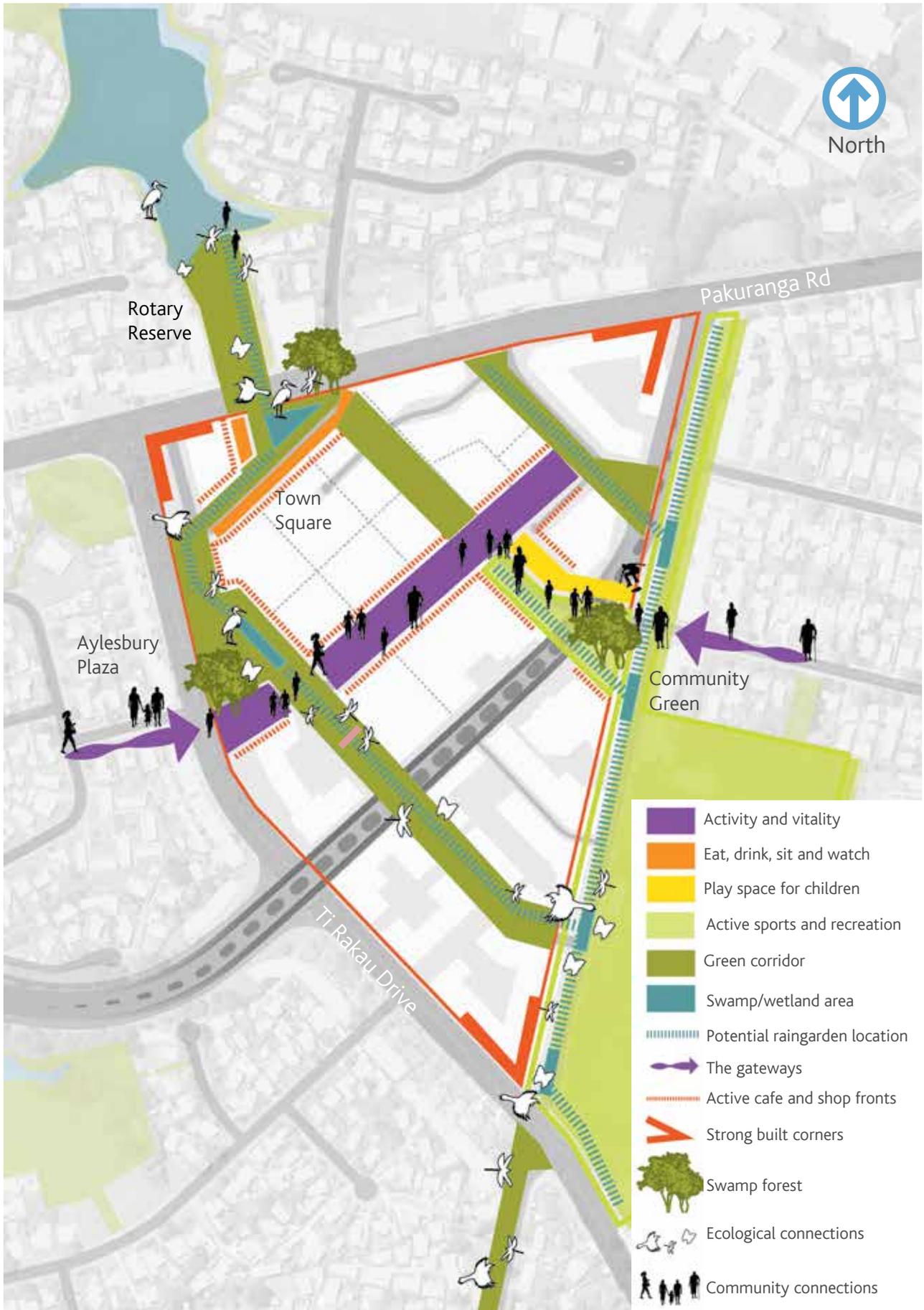
Stormwater from the centre currently flows untreated into the Tamaki Estuary. Mana whenua's aspirations have guided and shaped the approach to landscaping and species selection, which encourages the use of native trees, grasses and shrubs that support local biodiversity and improve water quality in the Tamaki Estuary. Water sensitive design approaches should be incorporated into the design of buildings, car parks, streets and other public spaces to promote better stormwater outcomes.

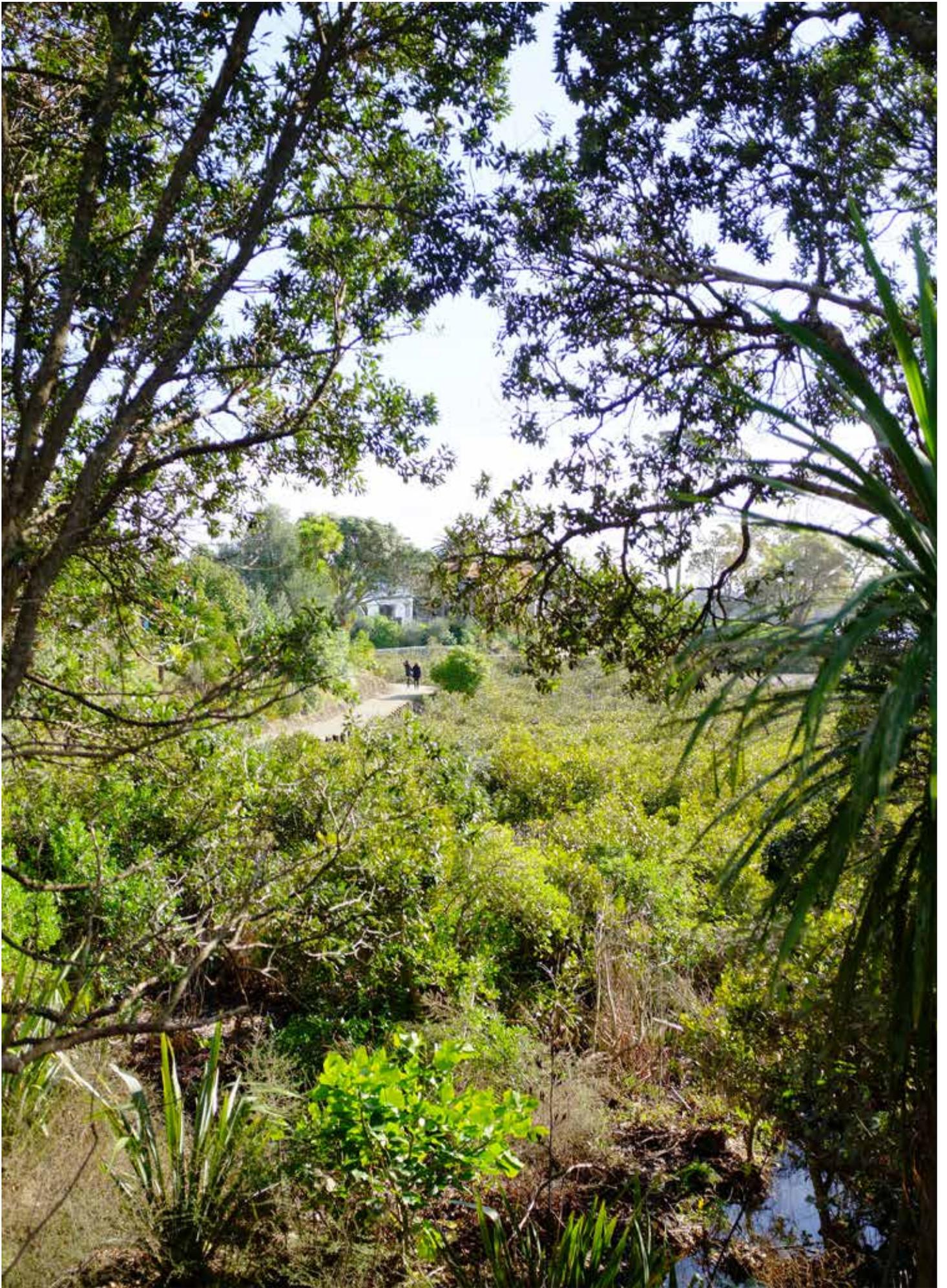
Community consultation has also emphasised the use of flowering plant species that attract bees, recognising the important ecological role they serve as plant pollinators.

The proposed landscape concept shown on the opposite page celebrates Pakuranga's coastal aspect, lifts the swamp up to the surface and creates green spaces to play and relax in the shade.

GUIDANCE ON BEST PRACTICE WATER SENSITIVE URBAN DESIGN FOR STORMWATER IS PROVIDED IN AUCKLAND COUNCIL'S PUBLICATION GDO4.

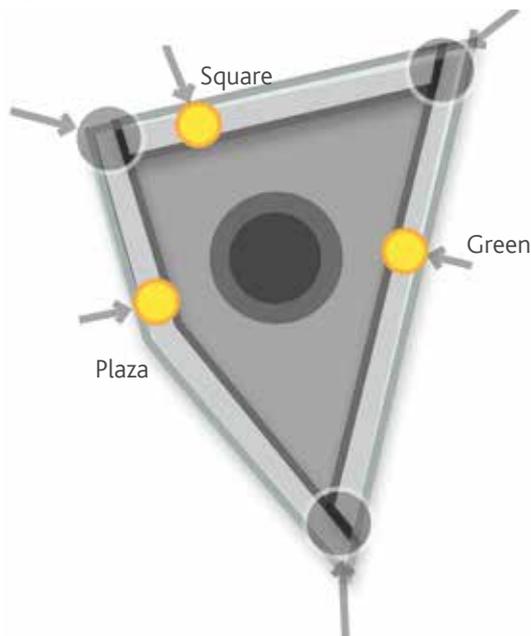
POTENTIAL LANDSCAPE CONCEPT





Rotary Walkway

PUBLIC SPACE DETAILED DESIGN



Town Square

The masterplan proposes a town square along the entertainment edge of the centre, adjacent to the Rotary Walkway. This square would facilitate movement between the Rotary Reserve, the entrance to the Plaza and any future corner development, and would be an excellent opportunity to introduce new planting and paved areas.

This town square will be the main square in the centre in the future, with spots to relax in the shade of mature trees, or sit in the sun on benches and enjoy being in the centre. The community could use these spaces as gathering places, to celebrate, host events and enjoy fairs and markets. The square should also provide vantage points for people sitting in cafés and restaurants to look out on the square both during the day and in the evening. At night time, low-level lighting should be used to navigate people through the square, with brighter lights spilling out from restaurants into the edges.

The square should be planted with a variety of plant species, and colourful plants used to add texture and interest. Raingardens would break the uniformity of paving, provide a sense of a swamp environment and become an excellent habitat for indigenous plant and tree species. Stormwater could be channelled into the raingardens to provide a water source for the plants, and would be a way of capturing and treating run-off. Mature trees planted in tree pits would also capture, harness and treat stormwater. Interpretative signage could be used to explain the purpose of these garden beds and tree pits, and incorporate cultural stories about Pakuranga.

The square could also incorporate a play space for children that includes water. Children could slip through colourful artificial reeds and splash in fountains that intermittently bubble up. This interactive design would help to bring the 'swamp' to the surface and help people to appreciate the story of Pakuranga's past.

Open space adjoining Aylesbury Street

A small corner shop on the west side of this open space could be a place where people can buy a coffee and a newspaper, and sit and relax while they wait for their bus. This could also be a good spot for public toilets. There could be some cycle parking and street level car parking incorporated into this space, as well as careful landscaping that includes tree pits and mature trees.

Community Green

The community green is envisaged as a more informal green space. Along with the realignment of the Reeves Road and Aylesbury Street intersection, the community green would contribute to making this an open, community-friendly area that better connects the library, arts centre and community hall, and integrates them into the centre. The community green could have a rolling, green lawn peppered with art sculptures that could create a unique entrance for Te Tuhi Arts Centre. Existing mature trees should be retained to provide shaded spots to sit and relax.

The area under the proposed flyover will become shaded. Artificial lighting could be used to bring this corner of the centre to life and lead people to the library, shops and restaurants.

A youth activity space, such as a skate park could be a good use for this area. The masterplan also suggests that the area opposite the library has the potential to become a children's playground. These spaces should be designed to be flexible community spaces, which cater for different uses and forms of expression, from arts performances to movies or exhibitions. (refer to Landscape Concept on Page 27).



Concept drawing of town square showing one approach to the design



Concept drawing of proposed open space adjacent to Aylesbury Street: Ti Rakau Drive to the right and Cortina Street in the distance



Concept drawing of community green with a new unique entrance to Te Tuhi Arts Centre and proposed flyover

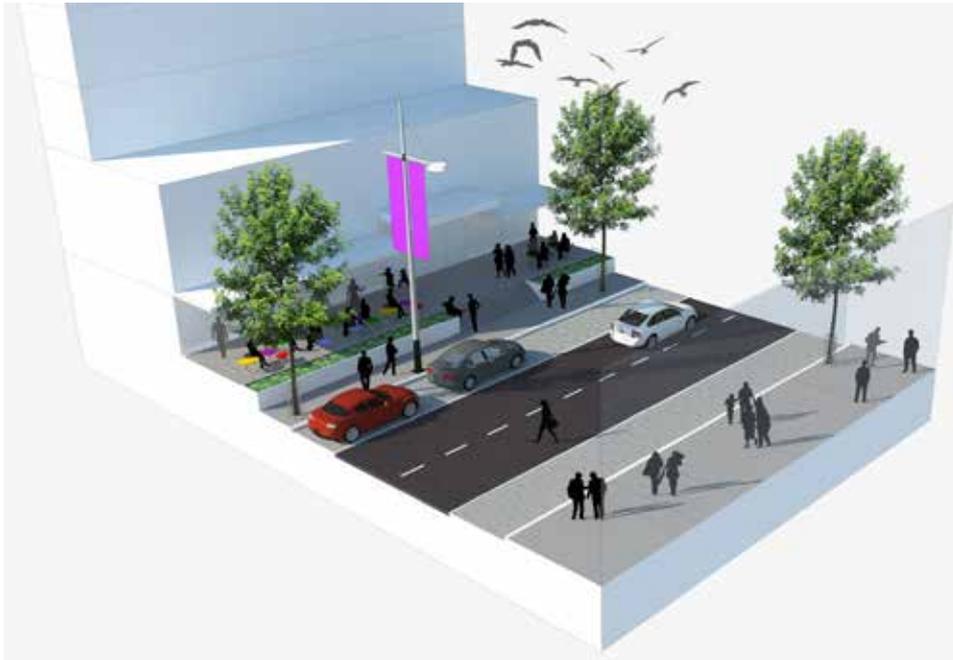


Concept view of community green looking from William Roberts Road

STREET LAYOUT CONCEPTS

Aylesbury Street

Due to the narrowness of Aylesbury Street, there are limited options for additional planting or green landscaping. Existing street trees should be retained and landscaping detail could be achieved through paving design. Paving could be used to tell the story about the swamp that originally lay on the site of the centre, and old rivers that have been forgotten.



Cortina Street

The concept for Cortina Street is an attractive street lined with tree pits and rain gardens that capture, hold and treat stormwater. Leafy, mature trees and pockets of tussock grasses would soften the streetscape while benches around the tree pits would provide opportunities for people to sit and relax.



William Roberts Road and Ti Rakau Park edge

Ti Rakau Park will be an active space that links to William Roberts Road. It is recommended that mature trees be retained around the edges of the park and that legible, safe pedestrian and cycle links to be created across and along William Roberts Road.



Reeves Road

The area under the proposed flyover could be made attractive by way of lighting and design details underneath the structure itself and on its pillars. This could turn an otherwise 'left over', underused space into an interesting place that people value and feel safe in as they move through at different times of the day. The proposed flyover could be fringed by tall trees to soften its impact.



REVITALISING THE CENTRE

The 30 year vision of this masterplan seeks to transform the centre into a thriving destination where people choose to live, work and play. The existing centre needs to be revitalised to include a greater variety of activities and land uses that attract visitors and local residents. In addition, quality urban design treatments along its edges and streets are encouraged to create attractive and exciting public spaces. Some of the tools which could be used to create a vibrant and thriving centre are outlined in this chapter.

PAKURANGA TODAY

The centre is currently dominated by a single level retail mall, with some mainstreet style shopping along Aylesbury Street. It is largely surrounded by a ring of at-grade carparking. The Plaza is valued as a convenient local shopping centre by locals but access is difficult across the busy arterial roads (Pakuranga and Ti Rakau), particularly for cyclists and pedestrians.

There are a number of important community facilities located a short distance from the retail core but with poor pedestrian and cycle connections. These facilities are highly valued by the community and could contribute significantly to the creation of an inclusive and vibrant centre.

Ti Rakau Park

Ti Rakau Park is the largest open space adjacent to the centre. This sporting ground is home to the Pakuranga Rugby League Club and is well used by the community.

Auckland Alzheimers Centre

The centre provides a range of services for people diagnosed with dementia.

Night Market

The Pakuranga Night Market is the longest running and largest of the Auckland Night Market series. Every Saturday night, 150 different stalls offering specialty foods and goods set up shop in the Warehouse carpark under the Warehouse. Visitors flock in their hundreds to enjoy the food and atmosphere.

Pakuranga Library

Pakuranga Library is one of the 55 community libraries in the Auckland region. The library is a purpose-built building, conveniently located next to the Pakuranga Plaza. The library is well used by the local community, with over 341,000 people visiting annually. It has a collection of 58,000 items and provides a range of services to a diverse range of ethnicities, age groups and working backgrounds.

Pakuranga Leisure Centre

The Pakuranga Leisure Centre is a popular meeting place for people of all ages and provides a range of social recreation including group fitness classes and social sport leagues. The Leisure Centre can also be used as a venue for private functions.

Te Tuhi Arts Centre

Te Tuhi Arts Centre is a nationally significant contemporary art gallery presenting exhibitions and projects by New Zealand and international artists. It is also an important community facility, with space available for a wide variety of community groups to hire for their own use.

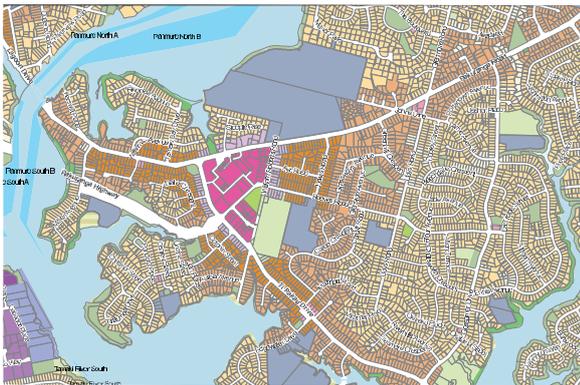


Te Tuhi Arts Centre

SUPPORTING CHANGE

Proposed land use zoning

The zoning proposed in the PAUP enables the mix of activities and uses within the existing centre to expand. Residential apartments could be developed (with a 12 storey permitted height), a mix of retail and commercial activities could locate at lower levels. Development of this nature would allow people to live, work and play in the centre in line with the vision of the masterplan. The PAUP zoning also provides for mixed use development around the centre and some terraced houses and apartment buildings along the AMETI corridor (Pakuranga and Ti Rakau Roads).



The Proposed Auckland Unitary Plan Zoning

AMETI

AMETI will act as a catalyst for change in the centre. It will not only bring a dedicated busway to the centre, but also divert traffic from the intersection of Pakuranga Road and Ti Rakau Drive and allow changes to the road layout in and around the centre (refer to Connecting the Centre).

With change comes some challenges for revitalising the centre, and the masterplan recommends that careful design consideration be given to the following elements:

- Safe connections between the Leisure Centre, Te Tuhi Arts Centre, the Rugby League Club and the Alzheimer's Centre who all value their existing 'cul-de-sac' environment
- Design and landscaping around the flyover and foundations
- Safe, attractive and signalised pedestrian crossings over Ti Rakau and Pakuranga Roads
- The masterplan recommends that every effort is made to deliver AMETI related projects around pedestrian and cycle movements as early as possible as these are necessary to enhance the centre.

The future of libraries

Council's Te Kauroa – Future Directions 2013-2023 document outlines the current state of the city's libraries, the anticipated changes in the use and role of library facilities and how Auckland Libraries propose to respond to those changes. The document takes account of the digital revolution that is affecting how people live their lives, relax, interact and do business, and identifies six areas of focus and the directions and priorities needed to achieve desired outcomes. Pakuranga Library will evolve in line with Te Kauroa over the next 30 years.

Parks and Open Spaces Strategic Action Plan

Council's Parks and Open Spaces Strategic Action Plan 2013 sets out what needs to happen to Auckland's parks and open space network over the next 10 years in order to implement the aims of the Auckland Plan. One of the key actions is to work collaboratively with all organisations and communities. The actions of treasuring, connecting, enjoying and utilising our parks and open spaces are core to the Plan.



Ti Rakau Park

Auckland Design Manual - lifting the bar

The Auckland Design Manual (ADM) is a comprehensive design guide that can assist at all stages of design and with all types of development, from residential units to public civic spaces and commercial buildings. Any development within the centre should not only take into account the principles of this masterplan but also look to the relevant sections of the ADM for design guidance including:

- Design of parks and open spaces – key objectives are to 'treasure, connect, enjoy and utilise'
- Te Aranga Design Principles – developing Iwi cultural landscapes
- Apartments and terraced housing – design guidance on site design, placing of the building, context, outdoor spaces, building height and massing
- Design guidance on commercial buildings, mixed use and retail (to be launched late 2015).



Rouse Hill Town Centre, Sydney - Example of high quality retail mainstreet with apartments above. (Photo supplied by Auckland Design Manual)

Design of the flyover

The masterplan recognises that the flyover will enable improvements to Pakuranga Road and provide the opportunity to create new connections and gateways to the centre as large amounts of traffic will be diverted. However, the flyover creates challenges to urban design and the layout of the centre. The masterplan recommends that careful design consideration is given to the form and design of the structure, and where possible, opportunities taken to soften its profile.

The need for a considered design response is particularly true of the space beneath the flyover. As traffic should be reduced along Reeves Road, and a weather protected area will be created, it could be used for events like the Pakuranga Night Market (see comments below) or for temporary and permanent public art installations. Lighting will be a key element for activating the space and key linkages from the centre to the hub of community facilities should be focal points within it.

Building on the success of the Night Market

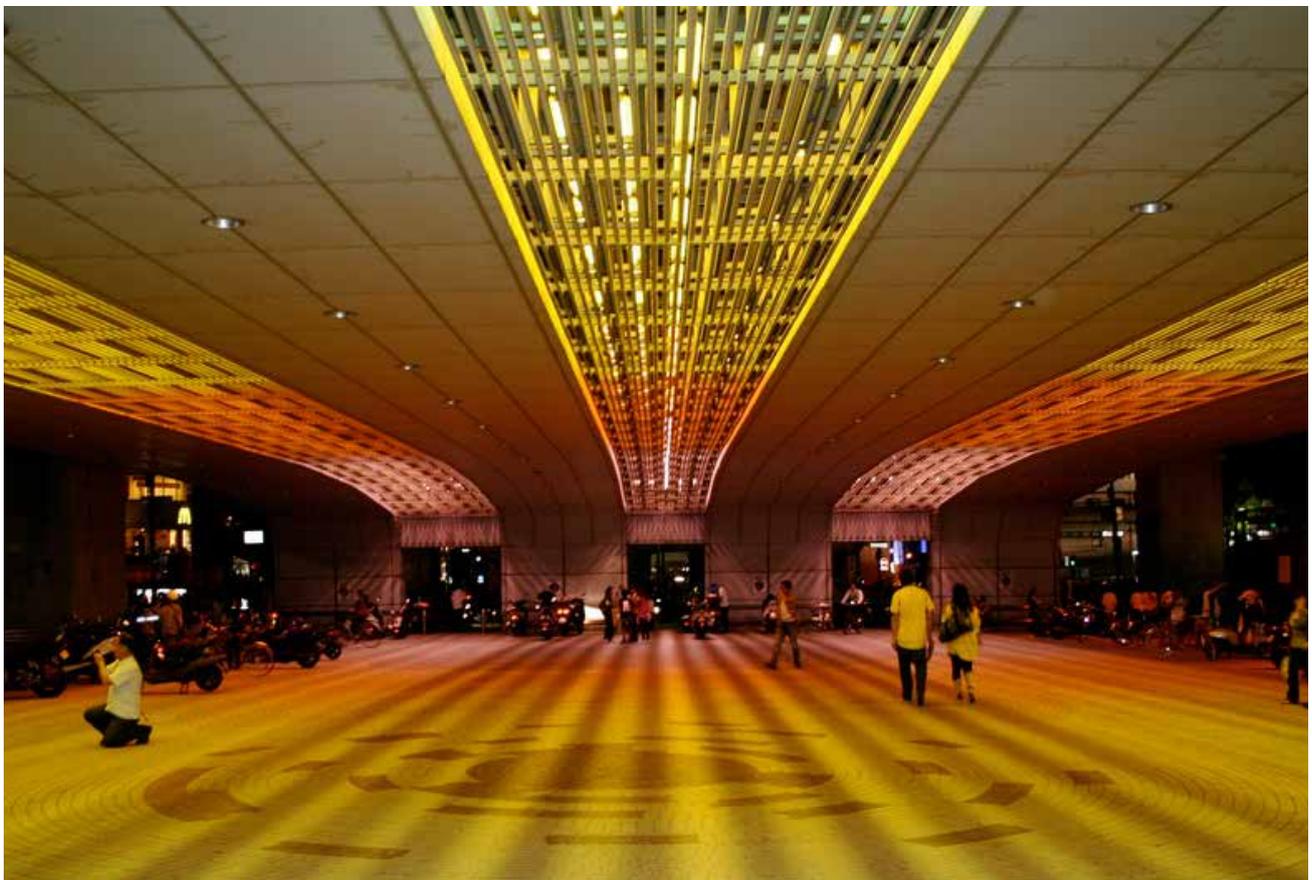
The Pakuranga Night Market is a prime example of what a successful evening economy can do for the centre. Using the centre during the evening as well as the day maximises the investment made in the Town centre and increases the useful life of its buildings and structures. In the future, a portion of Reeves Road under the proposed flyover could be closed to vehicle traffic and be used for the night market, which is highly valued by the local and wider community. In addition to using the new public squares, community groups could also use this weather protected space for performances and events.

Quick wins

In the interim, before larger-scale investment is delivered into the centre, there is an opportunity to deliver some 'quick wins'. These could be as simple as, in collaboration with the current owners of the Pakuranga Plaza, creating a 'pop up' town square on a sunny summer weekend with some artificial grass, some deck chairs, some shade and a few food trucks from the Night Market. Feedback on the look and feel of the square could be captured over the course of the event and help to shape the design approach to a more permanent solution. A similar approach could be taken to enhancing pedestrian and cycling routes through the centre by marking out temporary lanes. Each of these ideas/concepts would need to be delivered in collaboration with key stakeholders and have appropriate permissions.



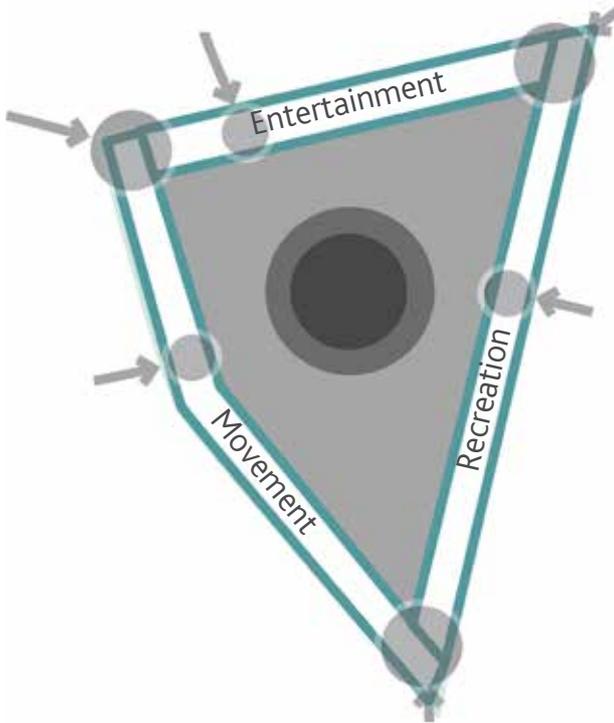
Skate park under flyover concept



Lighting ideas for under a flyover

PAKURANGA TOMORROW

Over the previous Building, Connecting and Greening chapters, the recommended design approach to the centre has been discussed. This will promote activation of the edges of the centre – the movement edge, the entertainment edge and the recreation edge. These edges will be supported by strong corners – the landmark, iconic and feature corners and clear gateways. In order to revitalise the streets throughout the centre, their various functions and roles need to be recognised, supported and strengthened.



In 30 years' time the vision is for the nature of these edges to transform into:

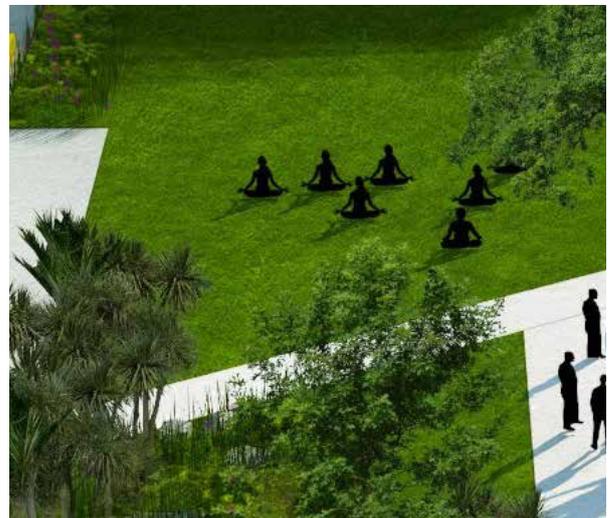
A vibrant movement edge that create a nexus for pedestrian, cycle, bus and vehicle movements. People will be drawn through a gateway on Ti Rakau Road along a thriving Aylesbury Street to shop, dine and live in the residential apartments above.



A lively entertainment edge that will draw people from the Rotary Walkway into have a coffee and relax in the town square,. This is a spot for buskers and live performers to entertain crowds and a great place at night as the sun goes down to have a meal and catch up with friends and family.



An energetic recreation edge – where people will travel safely along legible and attractive pedestrian and cycle paths to play formal and informal sports, exercise with family and friends, walk their dog and relax in the green open space.



POTENTIAL STREET HIERARCHY AND MARKET ATTRACTORS



EXISTING LANDFORM



POTENTIAL FUTURE VISION FOR PAKURANGA



OUTCOMES

BUILDING

1. People will live in the centre and residents and visitors will enjoy a greater mix of activities
2. The built-form will emphasise the strong corners, entrances and edges of the centre's 'triangle'
3. Taller buildings will be located in the centre of the triangle to minimise shading and maximise views
4. Redevelopment of the centre will be a catalyst for change in the surrounding area

CONNECTING

1. The centre will be a well-connected destination for all modes of transport
2. Within the centre there will be a coherent network of attractive, connecting spaces
3. The centre will have strong links to the coast with a dedicated pedestrian crossing over Pakuranga Road
4. Car parking will be located within new developments, freeing up land for other uses
5. Widened footpaths, shared spaces and cycle lanes will make it easier to cycle and walk in and around the centre

GREENING

1. People will have the use of three distinct public open spaces, connected by strong green links
2. Public spaces and streets will have water-sensitive landscaping to treat stormwater
3. Indigenous plants will be used to improve biodiversity

REVITALISING

1. The centre will have a high level of amenity, attracting people to live and visit
2. The centre will have a vibrant daytime and night time economy
3. The new bus interchange will increase the number of people coming to the centre
4. The three edges of the triangle will have their own unique attractions
5. Built-for-purpose community facilities will support people living in the centre and surrounding communities

ACTION PLAN

The preparation of the masterplan is only the first step towards achieving the 30 year vision for the centre. The plan below sets out actions to achieve the vision, and identifies some 'quick wins'. The timeframes for these actions are as follows:

- quick wins: actions that can take place immediately and/or are already underway
- short term 0-6 years: 2015-2021, to align with funding rounds for LTP and HLB Plan
- medium term 6-10 years: 2021-2024
- long term 10+ years: 2024-2044.

Relationships with key stakeholders:

In order to achieve the actions listed in the action plan, it is vital that Auckland Council and the Howick Local Board continue to build and maintain relationships with key stakeholders including, but not limited to:

- Auckland Transport – particularly through AMETI
- Community organisations – Pakuranga Library, Te Tuhi Centre for the Arts, Pakuranga Leisure Centre, Pakuranga Rugby League Club, Pakuranga Medical Centre, Pakuranga Rotary Club, Pakuranga Night Market
- Owner and developer of the Pakuranga Plaza
- Mana whenua
- The people of Pakuranga

ACTION	FUNDING	PARTNERS	TIMEFRAME	AMETI DEPENDANT
Use the masterplan to attract private investment and encourage the revitalisation of the centre	-	AC to lead	Quick win	N
Use the masterplan's vision, principles and design ideas to influence AMETI	-	AC to lead	Quick win	Y
Explore opportunities to allow for events (including the Pakuranga Night Market) to be hosted in key public spaces e.g. under proposed flyover, car parks, squares public	Unfunded	Pakuranga Night Market, CT, PS	Short	Y
Deliver new signage in the centre to link landmarks such as Rotary Reserve, Te Tuhi Regional Arts Facility, Pakuranga Library, Howick Local Board and shopping areas	Unfunded	HLB, AC, AMETI, PS, MW	Short term – strategy Short/Medium term - delivery	Y
Deliver the Iconic Corner development	Unfunded	AMETI, AC, ACPL, PS	Short – Medium	Y
Deliver green links through the centre that incorporate water sensitive design	Unfunded	HLB, Rotary, AC, MW	Short – Medium	N
Pursue opportunities for residential development within the centre, beginning with a feasibility study	Unfunded	AC, AT and PS	Medium	N
Extend the Rotary Walkway south of Panmure and Waipuna Bridges	Unfunded	AC, HLB, Rotary,	Medium	N

Abbreviations: Howick Local Board (HLB), AC (Auckland Council), AT (Auckland Transport), AMETI (Auckland Manukau Eastern Transport Initiative), ACPL (Auckland Council Properties Limited), PS (Private Sector), Crime Prevention through Environmental Design (CPTED), Water Sensitive Urban Design (WSUD), MW (Mana Whenua)

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