

# NEWMARKET LANEWAYS PLAN





Adopted by the Waitemata Local Board, September 2015

# CONTENTS

|  |           |
|--|-----------|
| <b>SECTION 1.0 – INTRODUCTION</b>  | <b>4</b>  |
| 1.1 Executive summary  | 5         |
| 1.2 Newmarket Laneways Plan Principles   | 6         |
| 1.3 Why Do We Need A Newmarket Laneways Plan?  | 8         |
| 1.4 Examples Of Recent Auckland and International Laneways                             | 10        |
| <b>SECTION 2.0 – CONTEXT ANALYSIS</b>  | <b>12</b> |
| 2.1 Newmarket’s Cultural Significance  | 13        |
| 2.2 Newmarket’s Built History  | 14        |
| 2.3 Newmarket Laneways: Scheduled Heritage Buildings                                   | 17        |
| 2.4 Newmarket Laneways: Character and Sense of Place                                   | 18        |
| 2.5 Current Context  | 19        |
| 2.6 Current Issues   | 20        |
| 2.7 Road Hierarchy   | 21        |
| 2.8 Pedestrian and Cycling Network   | 22        |
| 2.9 Bus Stops and Parking  | 23        |
| 2.10 Building Uses   | 24        |
| 2.11 Recent Upgrades   | 25        |
| 2.12 Material Palette  | 26        |
| 2.13 Te Aranga Design Principles   | 28        |
| <b>SECTION 3.0 – PROJECTS</b>  | <b>29</b> |
| 3.1 Newmarket Laneways   | 30        |
| 3.2 Projects For Public Realm Improvements – Newmarket Wide                            | 31        |
| 3.3 Projects For Public Realm Improvement – Newmarket Laneways Phase One Delivery Plan | 32        |

SECTION 1.0

NEWMARKET LANEWAYS PLAN

INTRODUCTION

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## 1.1 EXECUTIVE SUMMARY

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**Getting the balance right at the right place is critical because streets are one of the most important parts of the public realm, and fundamental to how we live together in towns and cities. Streets influence our lives in functional ways (i.e. how we get around) and how we relate to others in public spaces. Streets are testing-grounds for how we, as individuals, share the citizenship of places.**

### **A laneways plan will help to:**

- set the vision for Newmarket laneways in the future
- identify which streets have the potential for upgrade
- enable the delivery of projects which will deliver on the vision on an incremental basis as and when budget comes available
- deliver consistent and visually coherent designs
- make the design process more efficient
- make streets easier to maintain and manage
- save money by eliminating wasted time and materials.

### **The laneways plan vision:**

The Newmarket Laneways vision is simple; we aim to improve the quality of our streets and public spaces, making them safer, more inviting, more interesting – and more walkable!

Lanes provide an environment for social interaction and activity (such as live music performances, outdoor dining, play and art appreciation) and can make a significant contribution to the enjoyment, identity and vitality of Auckland.

### **The laneways plan principles:**

1. prioritising the movement of people
2. developing a dynamic local economy
3. improving our places
4. feeling and being safer
5. reinforcing local distinctiveness
6. streets are social spaces
7. the street network
8. human geography – street users
9. sustainability
10. child friendly public realm
11. historic and cultural heritage
12. te aranga design principles.

## 1.2 NEWMARKET LANEWAYS PLAN PRINCIPLES

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**Successful town centres and neighbourhoods respond to a set of qualities that shape our buildings, spaces, uses and community. Different places respond differently to these qualities.**

**The response to these qualities should at all times be appreciative of the surrounding context and conditions.**

### **1. Prioritising the movement of people**

Realising Auckland's vision to become a more walkable and rideable city, while having an awareness of the wider transport network.

### **2. Developing a dynamic local economy**

Linking local businesses and activating streets and spaces.

### **3. Improving our places**

Creating quality public realm and streetscapes that are clean, safe, healthy, accessible and pleasant – places where we live, visit and enjoy, that everyone can be proud and feel ownership of.

### **4. Feeling and being safer**

Tackling the underlying causes of actual safety issues and the perceptions that make people feel unsafe.

### **5. Reinforcing local distinctiveness**

Any locally distinctive character should be identified and celebrated as part of Newmarket's sense of place.

Where possible, materials that contribute to the sense of place will be salvaged and reused.

### **6. Streets are social spaces**

Roads and streets are often purely appreciated for their traffic function. Typically road design promotes safe and efficient traffic flow, with little regard given to other users and the wider function of the street as a place where people live, work and socialise.

Activating streets is key to a vibrant public realm and creates a valued destination.

## **7. The street network**

Streets should not be considered in isolation. They are part of a network.

Good design should reinforce a quality network for all users and link streets both for ease of movement for all users and aesthetically for wayfinding and sense of place.

## **8. Human geography – street users**

Understanding how and why people and vehicles use the public realm and streets informs decisions about space allocation and public realm design.

## **9. Sustainability**

Sourcing materials from local suppliers has multiple benefits. It supports local employment, reduces the environmental impact of transporting goods, reinforces local distinctiveness and allows designers to discuss their precise requirements with fabricators and suppliers face to face. The NLP (Newmarket Laneways Plan) will attempt to ensure that materials are sourced from suppliers that uphold accepted standards of ethical business practice.

Incorporate sustainability measures and environmental protection including suitable low impact sensitive stormwater practices.

## **10. Child friendly public realm**

Consider how the public realm looks and feels to a child. Utilise colour, incorporate random play opportunities and consider accessibility for push chairs in design.

## **11. Historic and cultural heritage**

Protect, recognise and interpret the historic and cultural heritage of Newmarket.

## **12. Te Aranga Design Principles**

Adhere to the Te Aranga Design Principles as described on page 28.

## 1.3 WHY DO WE NEED A NEWMARKET LANEWAYS PLAN?

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**The Laneways have a special heritage and a built form character. With the right vision the Newmarket Laneways have the potential to become a special place.**

Newmarket Laneways Plan (NLP) is primarily intended to identify potential streetscape and laneway upgrades and to provide best practice streetscape principles for Newmarket.

The NLP will build on previous work undertaken by Auckland City Council, linking the recent vision, strategies and projects within the area.

The NLP will help to ensure that the built environment we create reflects the community's vision and supports Council strategies, underpinning an integrated approach to better physical environments.

The NLP will set a long term vision for the future development of Newmarket's streetscape environment as well as recognising opportunities for adjacent land use and building development.

The NLP will focus primarily on the streets / laneways and the public realm but it will also consider private development opportunities.

### **The NLP will help to:**

- provide guidance on how future developments and projects contribute to placemaking, identity, environment, structure, common interest and culture
- inspire responsive and resilient design of new buildings, spaces and the interface, of architectural quality and place-making principles
- provide Council with a reference tool in the coordination of a capital works program to incrementally achieve the built form and public realm vision
- consolidate existing good practices
- deliver consistent and visually coherent designs
- make the urban environments more sociable, lively and culturally enriching
- encourage people to walk and cycle more and drive less, reducing pollution and improving health
- minimise crime and antisocial behaviour through good lighting and clear sightlines

- allow beautiful buildings and public spaces to be appreciated
- attract tourists and visitors to support the local economy
- ensure value for money through durable design
- foster an integrated design approach.

While having some prescriptive elements which are outcome based, the NLP highlights the overall vision to achieve or exceed these outcomes.

1. Create a sense of unity for Newmarket streetscapes and laneways.
2. Particular consideration for the physical, visual qualities and function of the public realm.
3. Recognise the unique qualities and sense of place for this urban environment.
4. Illustrate the vision and quality of the public realm, and streetscape.

## 1.4 EXAMPLES OF RECENT AUCKLAND AND INTERNATIONAL LANEWAYS



O'Connell Street Shared Space,  
Auckland City Centre



Osbourne Street, Newmarket,  
Auckland City



Dixon Street and Chinatown, Sydney Laneway Upgrades.



Melbourne Laneways.

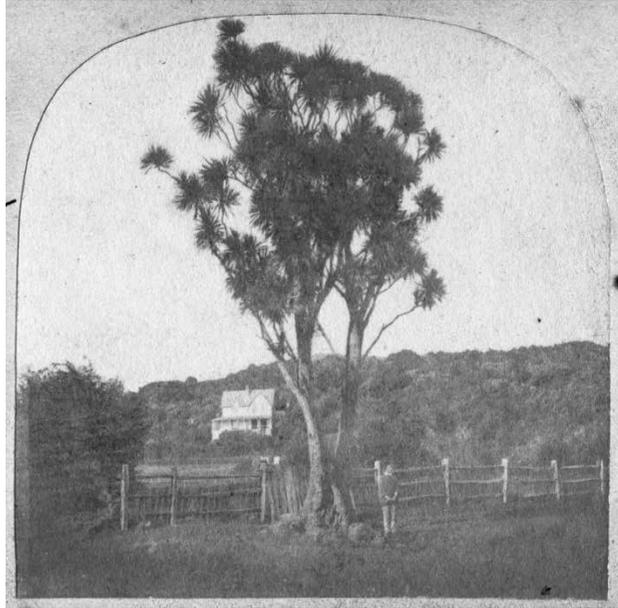
SECTION 2.0

NEWMARKET LANEWAYS PLAN

CONTEXT ANALYSIS

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## 2.1 NEWMARKET'S CULTURAL SIGNIFICANCE



Stereoscopic view of a young boy standing at the foot of the cabbage tree Te Ti Tutahi in Newmarket, with Clovernook, the home of Charles Stichbury, in the background  
Auckland Region (N.Z.)



View of Newmarket showing Manukau Road, now Broadway, and the Cabbage tree known as Te Ti Tutahi, tents of the 40th Regiment, the Stichbury house 'Clovernook', left, and 'Highwic' on the right  
Auckland Region (N.Z.)

Māori called Newmarket, particularly the southern part Te Ti Tūtahi, 'the cabbage tree standing alone' or 'the cabbage tree of singular importance', referring to a tree which stood on the corner of Mortimer Pass and Broadway (according to other references at the corner of Clovernook Road and Broadway) until 1908. [4] Some of the cabbage trees in the area are descended from this tree, after Alfred Buckland rescued a portion and replanted trees around Newmarket and as far away as Bucklands Beach. [4]

In the general area of Nuffield Street/Mahuru Street, no remnants today are visible of the Mahuru Spring, once sacred to the local iwi. It is noted that the spring was named after the Māori word for the season of spring.

### 1860s

Imagine the corner of Mortimer Pass and the Broadway today. Traffic lights, the giant 277 complex, cars, buses. Turn the clock back to the 1860s and you will see the sacred tree, Te Ti Tutahi which was what the Waiohua named Newmarket. Some flat land and the tents of the 40th South Lancashire Regiment.

For Māori, fresh water is a taonga, essential to life and identity. Māori have cultural, historical and spiritual links with many of the country's springs, wetlands, rivers, hot pools and lakes. This special relationship with water is recognised under the Treaty of Waitangi. Māori also value having healthy water bodies for mahinga kai (customary food and resource gathering).

## 2.2 NEWMARKET'S BUILT HISTORY

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**Nudging against Grafton and posher Parnell, Remuera, Epsom and Mt Eden, Newmarket's heart lies where Broadway and Khyber Pass Road collide at a right angle. Narrow back streets grid the land west of Broadway and further north, Davis Crescent kinks around the back of what used to be a much larger Lumsden Green.**

*(NZ Heritage, Autumn 2010)*

**This succinct description accompanied a cover feature article in the magazine NZ Heritage. Under the headlines "Reclaiming Newmarket's Past" and "Shopping for history".**

*(Dinah Holman's book Newmarket Lost and Found)*

Noting that the area was probably once all swamp, author Dinah Holman tagged the mainstay of Newmarket's existence to its location first, then its topography and role as a gateway, with an acknowledgement also of the role that a plentiful supply of fresh water played in the brewing industry.

The comment that most people don't see beyond Newmarket's appeal as a place for shopping is balanced with the point that shopping is also part of the area's original heritage. "Rather than just developing as a dormitory suburb, Newmarket always had both shopping and light industries that serviced the rest of the city (and were sold around the world) as part of its foundation".

Amongst pockets of historic interest is a honeycomb of buildings in the nexus of York, Kent and Teed Streets between the major roadways of Broadway and Crowhurst Streets.

These include:

- the Charles Lee & Co building and Excelsior buildings (York Street)
- Kent St Bakery buildings and Cashmores Brothers Timber Merchants (Kent Street)
- F Hayes Building (at the corner of Teed and Osbourne Streets).

A significant change to the southern skyline of this closely built centre was the Newmarket Viaduct, erected in 1966 (and recently redeveloped).

This and the development of the Southern Motorway effectively opened up new industrial hubs to the south such as Penrose and Mount Wellington.

This resulted in drawing much of the local manufacturing industry out of Newmarket, and along with it many of the working class people who lived in modest houses in the surrounding streets.



Borough of Newmarket. Date Period 1920-1929



Borough of Newmarket. Date Period 1924-1931



Looking along York Street 1928

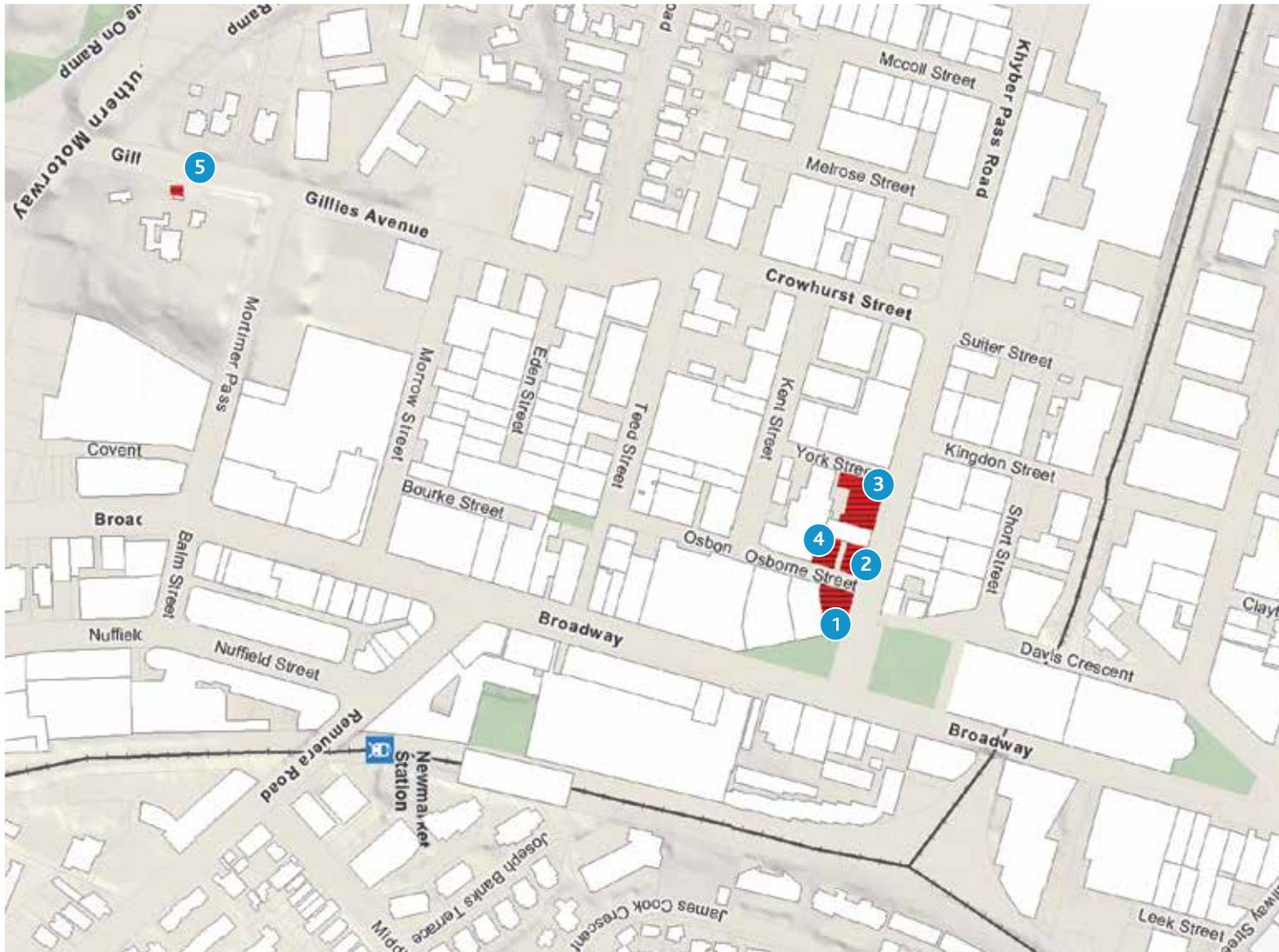


Looking north along Broadway, Newmarket 1928



Looking west from Broadway, Newmarket along Teed Street 1928

## 2.3 NEWMARKET LANEWAYS SCHEDULED HERITAGE BUILDINGS



### Scheduled buildings

- 1 The Carlton  
(Category B)
- 2 Kent's Bakery  
Administration  
(Category B)
- 3 Excelsior Buildings  
(Category B)
- 4 Kent's Bakery  
(Category B)
- 5 Highwic House  
(Category A)

## 2.4 NEWMARKET LANEWAYS: CHARACTER AND SENSE OF PLACE

### Recent upgrades



Lumsden Green



Broadway



Nuffield Street

### Laneways



Osbourne Street



Entrance to Teed Street



Private Development off Kent Street

### Scheduled heritage buildings



Excelsior Building



Carlton Club



Highwic House

## 2.5 CURRENT CONTEXT

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To facilitate the quality intensification of Newmarket, Auckland City Council implemented Plan Change 196, which converted the Business 4 (industrial) zone to mixed-use and introduced a high-density Residential 8 zone.

Additionally, there was an increase in the basic allowable floor area ratio and height limits (to six stories in the Residential 8 zone, seven stories in the mixed-use zone, and eleven stories in the central Business 3 zone.) The plan change introduced a number of design controls and made car parking requirements less onerous for retail and business activities.

The Auckland Plan (May 2012) has reinforced these earlier strategies. It lists Newmarket as one of the ten metropolitan centres in the Auckland region, for which it states that:

“Metropolitan centres will accommodate a large proportion of the city’s future residential, retail and employment growth. Generally these centres will serve a sub-regional catchment and be supported by efficient transport networks” (Auckland Plan 2012).

With strip shopping on the main street of Broadway and character-filled, compact side streets, Newmarket is currently portrayed as a magnetic precinct that encompasses a complementary mix of retail stores and commercial businesses.

Some of Newmarket’s current strengths are understated, such as its status at the greatest employment centre outside the Auckland City Centre with 15,000 employees at work in the area. This is half as many again as either Takapuna or Manukau City and boasts a well balanced range of employment types (Source: Growing Smarter, 2008).

Given it was identified in a previous Regional Growth Strategy as a 'strategically managed growth area (meaning that high density mixed-use building would be encouraged), and is now one of Auckland’s 10 designated Metropolitan Centres under Auckland Council there is no doubt that Newmarket will experience construction of more multi-storey buildings (subject to special rules such as volcanic cone sightlines) and intensification.

The Unitary Plan has reinforced earlier steps, such as the Auckland City Council’s Plan Change 196 which also permitted more mixed-use development and a higher density in the Residential zone.

Within the capacity of the area for more development, Newmarket is on the cusp of a new era for transforming, reinvigorating and leveraging its potential – but is not without its tensions.

Within the area’s capacity for new development, Newmarket is entering an era of transformation, reinvigoration and a meeting of its full potential – but not without overcoming current constraints and tensions.

## 2.6 CURRENT ISSUES

- Narrow, cluttered footpaths on Broadway. Despite the recent footpath widening, there is a perception that the footpath is still congested and cluttered with bins, signs, and other street furniture.
- The central section of Newmarket has had a major streetscape upgrade, but the wide ex-industrial streets such as Teed Street now accommodate high-quality retail and hospitality business. The condition of the footpaths still evokes the past industry in the area, with sub-standard footpaths and nose-to-kerb parking overhangs.
- Pedestrian safety issues at crossing points.
- Signalised crossing points are widely spaced and there are few unsignalised pedestrian crossing points across major roads including Broadway, Khyber Pass Road, and Crowhurst Street.



Narrow footpath along major school connection and retail destination.



Teed Street road and footpath in poor condition.

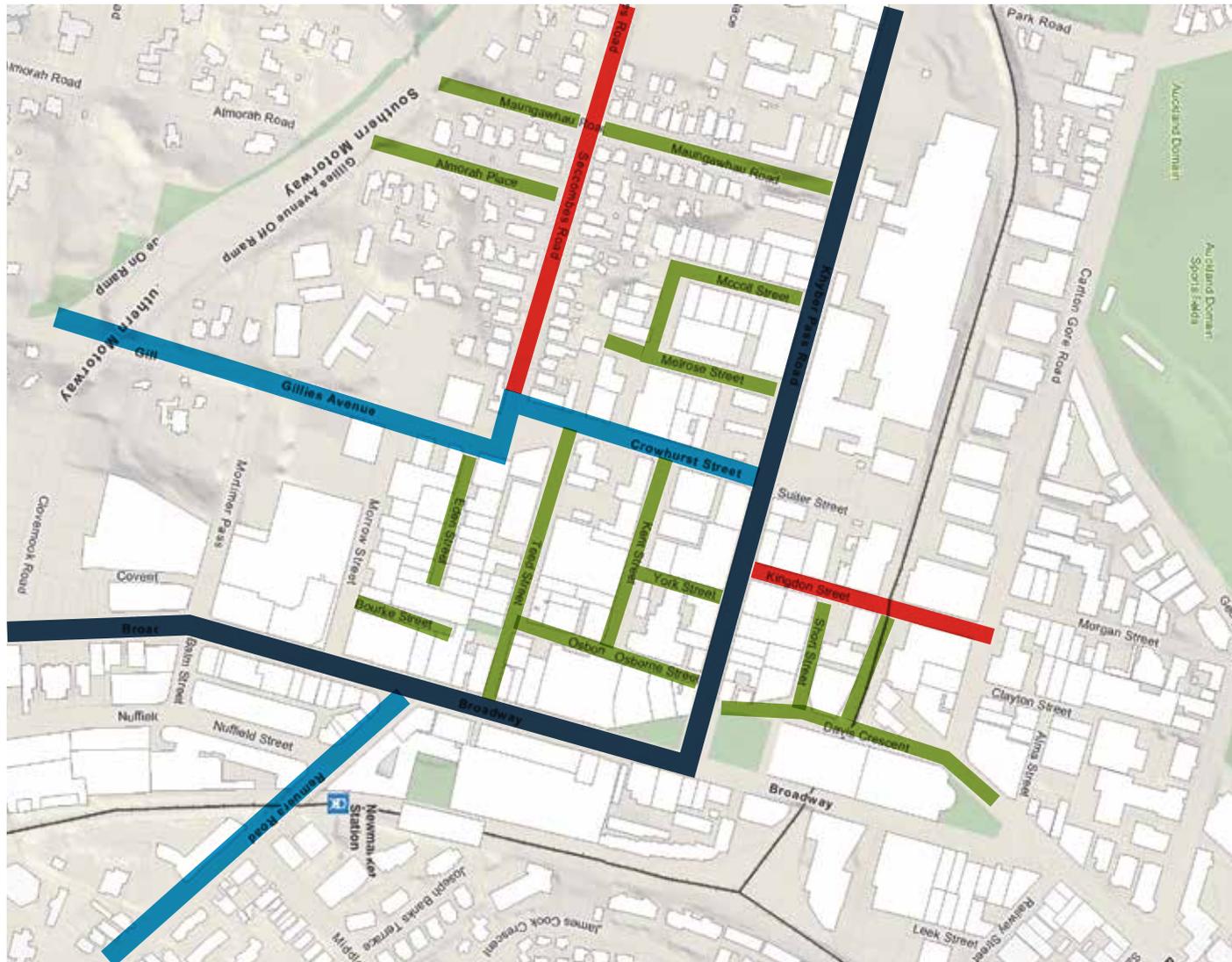


Poor legibility from Bourke Street and Teed street.



Narrow footpath along major pedestrian connection.

## 2.7 ROAD HIERARCHY



Regional Arterial Roads

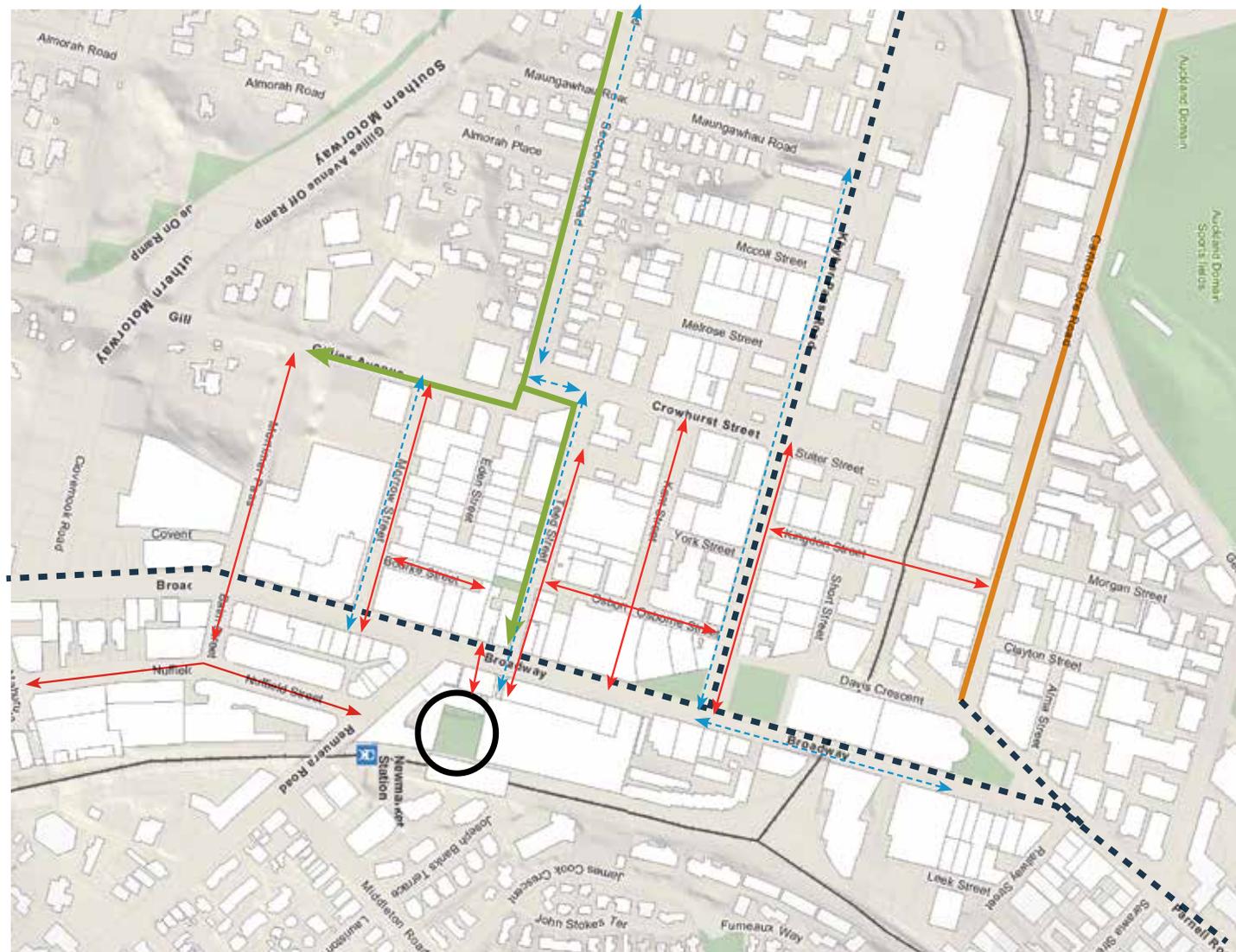
District Arterial Routes

Local Roads

Collector Roads

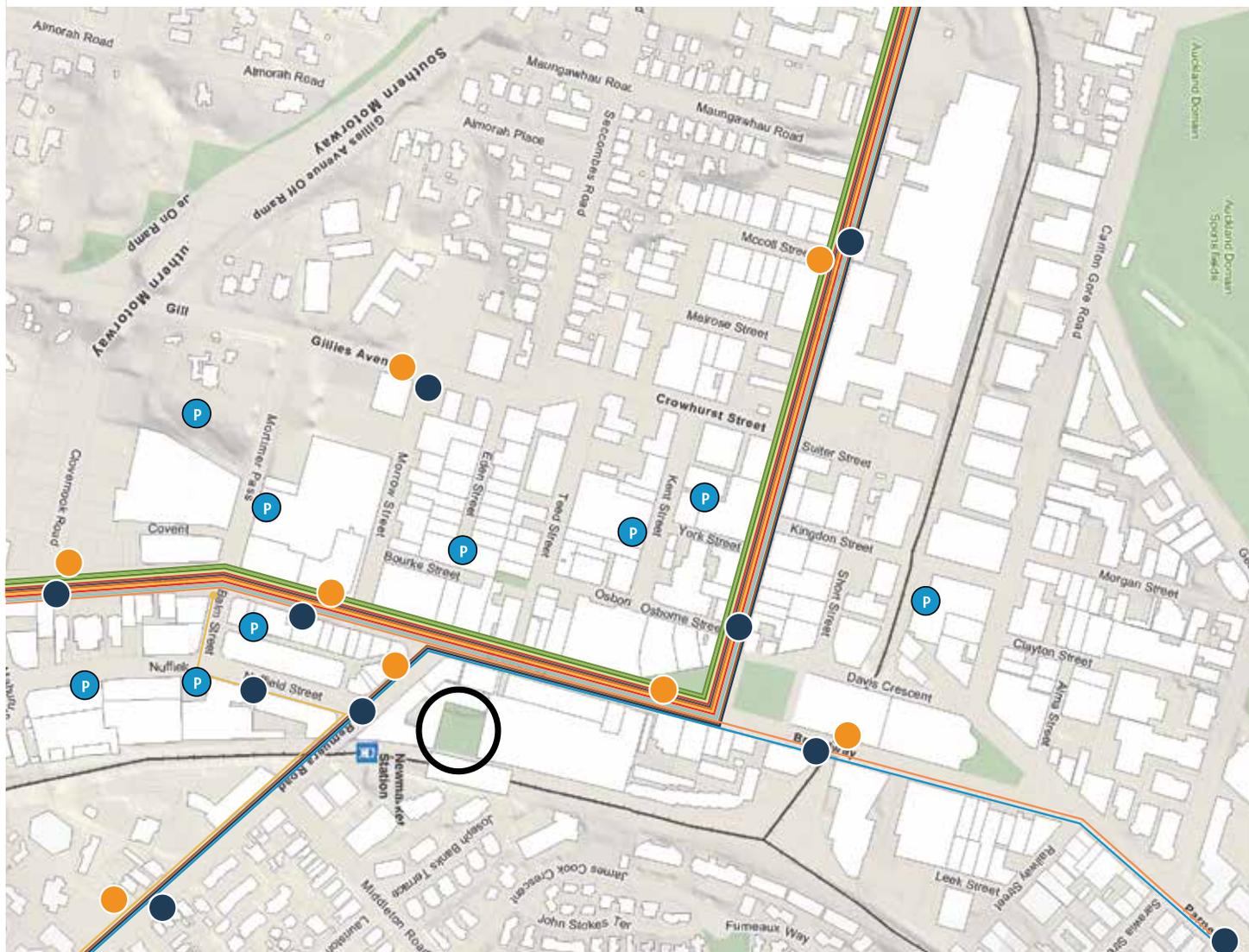
\*Note: In accordance with City of Auckland Isthmus Section Planning Map, updated October 1 2013

## 2.8 PEDESTRIAN AND CYCLING NETWORK



-  Major pedestrian network paths
-  Major pedestrian network paths for pupils at Auckland Grammar
-  Proposed connector
-  Existing Metro
-  Waitematā Greenways
-  Newmarket Train station

## 2.9 BUS STOPS AND PARKING



- City bound bus stops
- Outbound bus stops
- Newmarket Train station
- P Multi-storey parking

### BUS ROUTES

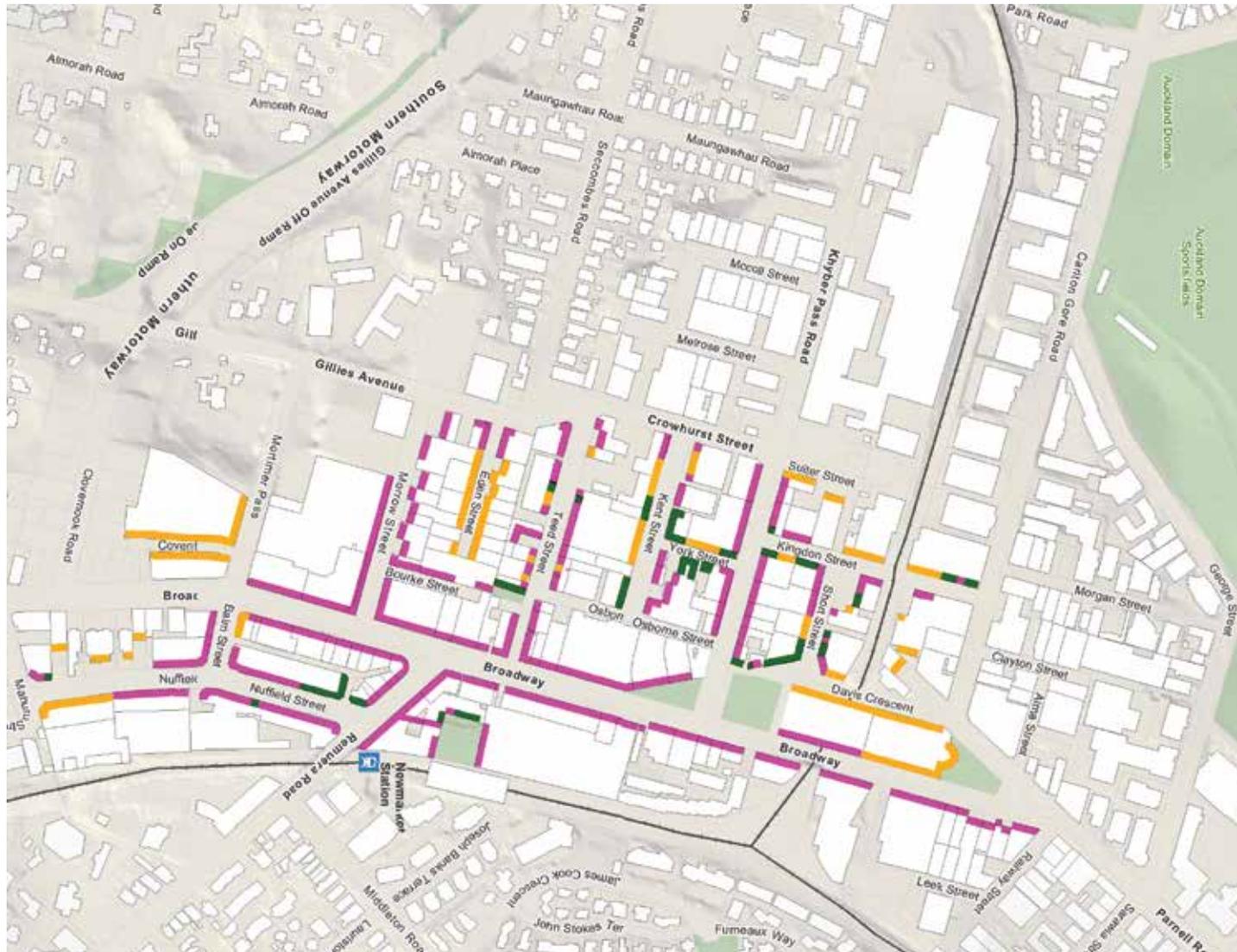
- 605, 606
- 625
- 635, 645, 655
- 770, 771
- 595
- 550
- 551
- 552
- 500, 501
- 502, 512, 522, 532
- 428 - 495
- 392
- 302 - 312
- 324 - 354
- 299

Information is provided only at the bus stops for that particular stop.

Stops, including the station, are not obvious and visible and in most cases are not represented by more than a standard bus stop sign.

A combination of these factors makes for a highly illegible passenger transport environment.

## 2.10 BUILDING USES



### Building uses

Commercial and retail activities dominate the identity of Newmarket.

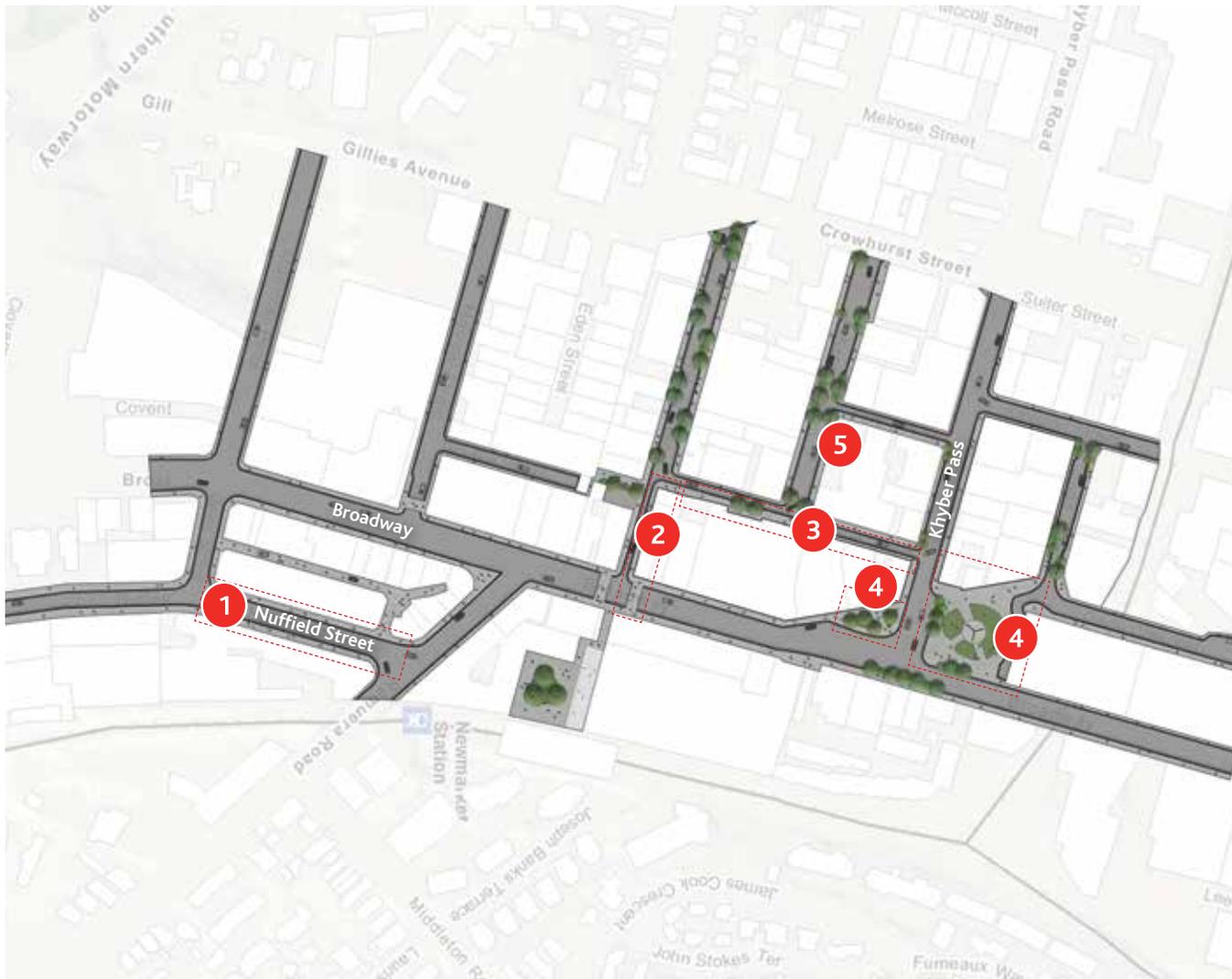
These retail activities are structured around Broadway (the mainstreet) which has a favourable north to south orientation.

The main retail precinct is located in an area north of Mortimer Pass and is typified by the smaller blocks that are more pedestrian/shopper friendly and conducive to walking.

The main dining experience is located within the laneway precinct and along Nuffield Street.

- Commercial
- Retail
- Dining

## 2.11 NEWMARKET LANEWAYS RECENT UPGRADES



Nuffield Street



Entrance to Teed Street



Osborne Street



Broadway and Lumsden Green



Broadway and Lumsden Green



Private development

## 2.12 NEWMARKET LANEWAYS MATERIAL PALETTE





## 2.13 TE ARANGA DESIGN PRINCIPLES

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### The Core Māori Values

Core Māori values have informed the development of earlier Māori design principles. These process-oriented principles have provided the foundation for, and underpin the application of, the outcome-oriented Te Aranga Māori Design Principles.

**Rangatiratanga:** The right to exercise authority and self determination within ones own iwi/hapū realm.

**Kaitiakitanga:** managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that we as humans are part of the natural world.

**Manaakitanga:** the ethic of holistic hospitality whereby mana whenua have inherited obligations to be the best hosts they can be.

**Wairuatanga:** the immutable spiritual connection between people and their environments.

**Kotahitanga:** unity, cohesion and collaboration.

**Whanaungatanga:** a relationship through shared experiences and working together which provides people with a sense of belonging.

**Mātauranga:** Māori/mana whenua knowledge and understanding.

These core Māori values are seen as underpinning and guiding the application of the seven Te Aranga Māori Design Principles.

### Te Aranga Design Principles

- 1. MANA** – Rangatira, Authority  
The status of iwi and hapū as mana whenua is recognised and respected.
- 2. WHAKAPAPA** – Names and naming  
Māori names are celebrated.
- 3. TOHU** – The wider cultural landscape  
Mana whenua significant sites and cultural landmarks are acknowledged.
- 4. TAIAO** – The natural environment  
The natural environment is protected, restored and/or enhanced.
- 5. MAURI TU** – Environmental health  
Environmental health is protected, maintained and/or enhanced.
- 6. MAHI TOI** – Creative expression  
The status of iwi and hapū as mana whenua is recognised and respected.
- 6. AHI KAA** – The living presence  
Iwi/hapu have a living and enduring presence and are secure and valued within their rohe.

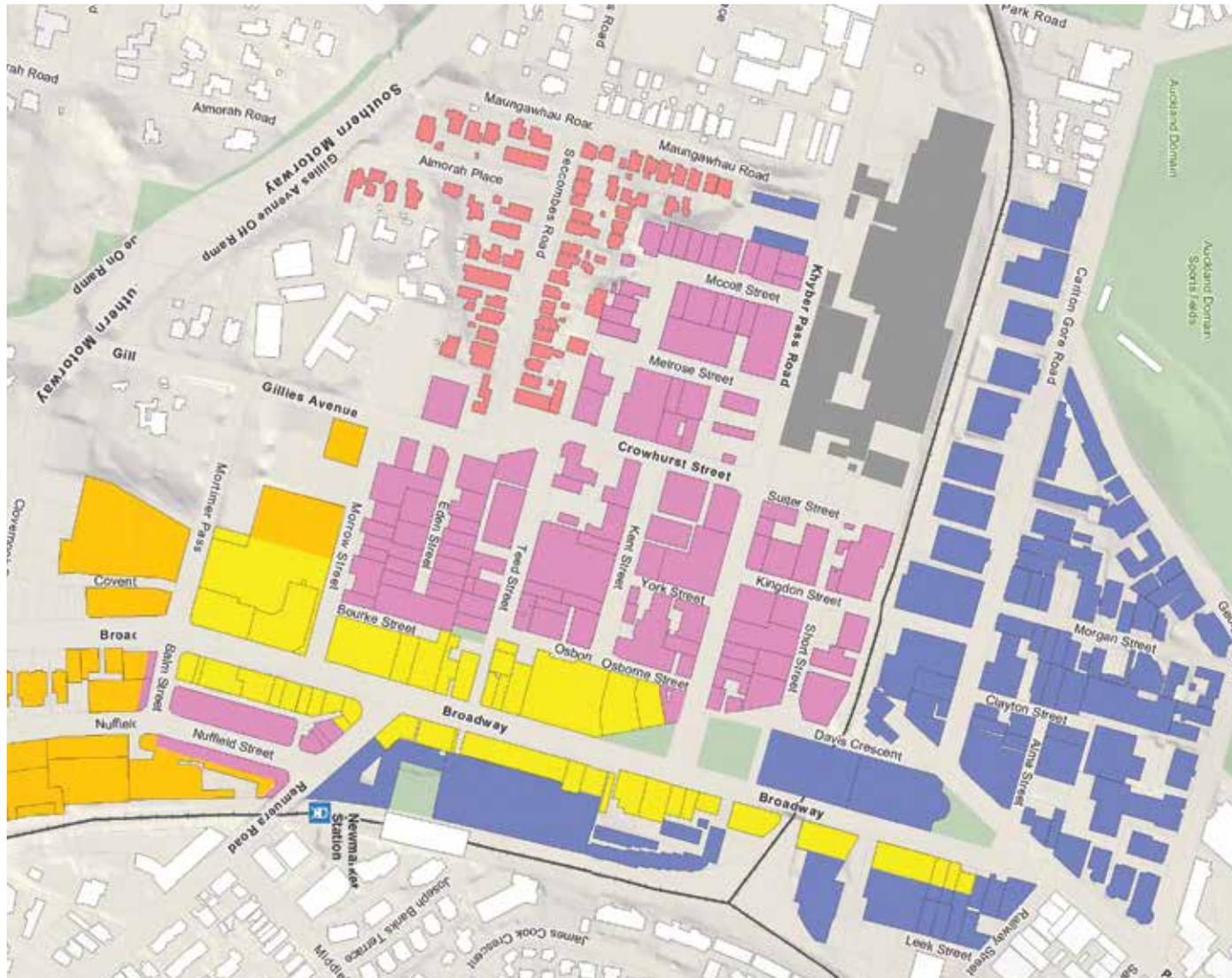
SECTION 3.0

NEWMARKET LANEWAYS PLAN

PROJECTS

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### 3.1 NEWMARKET LANEWAYS



The age, size and the urban structure of Newmarket has enabled the establishment of different sub-commercial characters.

Broadway functions as the high-profile main street – providing Newmarket with its cultural/lifestyle identity.

A 'back lane' environment has been established in the streets and lanes behind Broadway.

This is where high-end retail/designer boutiques and creative industry studios have located, often in refurbished buildings (e.g. Nuffield Street, Teed Street).

A small food retail precinct with a number of cafes and restaurants clustered around the northern end of Nuffield Street has also emerged.

- Core Retail
- Newmarket Laneway Precinct
- Mixed-use / Residential
- Mixed-use / Large Format
- Character Residential

## 3.2 PROJECTS FOR PUBLIC REALM IMPROVEMENTS – NEWMARKET WIDE



- 1 Widen footpath along Khyber Pass road to York Street.
- 2 Better pedestrian crossing from the train station entrance to Teed Street.
- 3 Open space upgrade and a better connection to Bourke Street from Teed Street.
- 4 Widen footpath along Teed Street.
- 5 Widen footpath along Kent Street.
- 6 Widen footpath along York Street and look to activate street edge by multi storey parking.
- 7 Widen footpath along Broadway.
- 8 Widen parts of the footpath along Carlton Gore Road.
- 9 Rearrange some of the street furniture to increase footpath width.
- 10 Widen footpath along Nuffield Street West and activate multi storey parking facade.
- 11 Improve pedestrian crossing on Morrow Street.
- 12 Widen footpath along Short Street.
- 13 Station Square and entrances upgrade including better connections to adjacent streets.
- 14 Pedestrian and cycle connection from Kingdon Street to Carlton Gore Road.
- 15 Widen footpaths on Nuffield Street.
- 16 Improve wayfinding and connectivity between the University of Auckland campus and Station Square.
- 17 Improve wayfinding within the Newmarket area generally, especially to landmarks such as the Domain, Highwic House and Station Square.
- 18 Deliver the Morrow/Gilles/Secombes and Mangawhai Street Greenways project.
- 19 Improve pedestrian safety across Khyber Pass at the Crowhurst Street/Suiter Street intersection.

### 3.3 PROJECTS FOR PUBLIC REALM IMPROVEMENT – NEWMARKET LANEWAYS PHASE ONE DELIVERY PLAN



- 1 Widen footpath along Khyber Pass road to York Street.
- 2 Better pedestrian crossing from the train station entrance to Teed Street.
- 3 Open space upgrade and a better connection to Bourke Street from Teed Street.
- 4 Widen footpath along Teed Street.
- 5 Widen footpath along Kent Street.
- 6 Widen footpath along York Street and look to activate street edge by multi storey parking.

Implementation of the projects identified in the Newmarket Laneways Plan will be achieved progressively as funding becomes available.

Phase One of the delivery programme will commence in October 2015 and focus on implementing those projects located within, or connecting to, the core Laneways area comprising; Teed Street, Kent Street, Osborne Street and York Street.

The delivery of projects within the core Laneways area follows on from the work programme partially completed by Auckland City Council in 2009.



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