

TE MAHERE MŌ TE POKAPŪ O KUMEŪ KI HUAPAI

# Kumeū-Huapai Centre Plan

A community-led plan  
September 2017



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Plans & Places; Planning North,  
West and Islands



# Ngā upoko kōrero

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# Mihi

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“Tērā ka kūmea  
kia ū mā te tōanga roa,  
e hua ai ko te pai anake.”

E koutou e toko ake nei i runga  
i ngā tapuwae o ngā wheinga o tuawhakarere,  
kia tūpato e ahu ake ana koutou  
mā runga i ngā papa whenua  
i whakatōkia ai ō rātou tūmanako  
me ō rātou moemoeā.

Mehemea he manene pahure noa koe,  
nau mai haere,  
waihoa noa mai ko te kakara o tō rongō.

Mena ko tō whai he whakamau pūtake  
ki ngā one o tēnei whenua taurikura,  
whakatau mai rā.

Ko koe pea te kākano e kimihia nei  
e pua ai ngā pepeha o apōpō  
e tū pōrehu mai nei.

Tirohia ngā tai whakaeke o te wā,  
e tohu nei e anga ana tātou ki hea.  
Ko te pītau whakareia kokoti ngaru,  
ko te au ka rere ki muri hei whaingā atu,  
ko te ao tūroa ka hora ki mua.

“That which is drawn  
and secured through effort and endurance,  
gives reward of none else, but success.”

Those of you who travel over  
the footprints of our forebears,  
tread lightly, you are passing  
over the green fields  
that were planted with their dreams  
and aspirations.

If you are just passing by  
welcome and farewell,  
leave only your good name.

If you intend to plant your roots  
in this prosperous and fertile land,  
welcome.

You may be the seed sought  
from which tomorrow’s dim and distant hopes  
may grow.

Consider the ebb and flow of the tides of time,  
that pave the way that we might travel,  
the adorned prow cuts through the waves  
leaving a wake for others to follow  
and the world before it.

I te otinga o te haere,  
ki te hunga e kore e tūohu ngā ūpoko  
nā te nui o te mahi te maringa nui.  
Ki a rātou anake ngā whakaaweawe  
kei tua i ngā taumata o te moana.

“Tērā ka kūmea  
kia ū mā te tōanga roa,  
e hua ai ko te pai anake.”

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At journey’s end  
to those unbowed  
by the challenge of great enterprise  
to them alone go the spoils of good fortune,  
the wonder that lies beyond the horizon.

“That which is drawn  
and secured through effort and endurance,  
gives reward of none else, but success.”

# Kōrero huaki a te Poari ā-Rohe

## Local board foreword

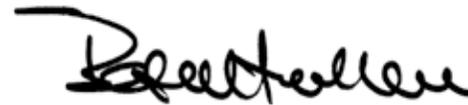
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We are pleased to present the Kumeū-Huapai Centre Plan. This plan prepared in collaboration with the community outlines a 30 year vision for the centre and draws together the various different community ideas.

Kumeū and Huapai are growing rapidly and with this growth comes both opportunities and challenges. We can build on the growth opportunities to fulfil the vision that “Kumeū-Huapai is an attractive town centre that focuses on the river, has improved connections, and celebrates its heritage and rural hinterland.”

Thank you to everyone who has contributed to the centre plan. We have heard from you that

you want your town to look better, to be easier to get around and to have improved public spaces and natural environments. The centre plan has a goal to create a town centre that is about the people that live and work in Kumeū and Huapai. The local board in partnership with the community, mana whenua, private landowners and council controlled organisations looks forward to delivering on these outcomes.



**Beth Houlbrooke,**  
**Chairperson, Rodney Local Board**



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# Kupu whakataki

## Introduction

**The purpose of the Kumeū-Huapai Centre Plan is to provide a planning framework to guide how the town centre area grows and develops in the short term and over the next 30 years.**

The wider Kumeū-Huapai area is identified in the Auckland Plan as a greenfield area for investigation. Following this, the Auckland Unitary Plan has set a Rural Urban Boundary for Kumeū-Huapai to enable a large amount of growth to occur over the next 30 years. Over that time the town is anticipated to grow in stages from around 1,400 residents (2013 Census) to around 25,000.

Through various existing developments<sup>1</sup> there is capacity for around 2,000-2,500 new dwellings to be built in Kumeū-Huapai over the next 5-10 years. The Future Urban Land Supply Strategy 2017 earmarks the 800ha of the Future Urban Zone in Kumeū-Huapai to be development ready (operative zoning and bulk infrastructure in place) between 2028-2032.

As the surrounding area grows, the existing central area of Kumeū-Huapai will continue to be a focal point and there will likely be opportunities for redevelopment within the study area. This is especially following recent rezoning of the centre area in the Auckland Unitary Plan.

The Kumeū-Huapai Centre Plan has been developed to improve the form and function of the town centre area in the context of the wider growth that will occur. It creates a clear vision for the future of Kumeū-Huapai, and identifies a number of stakeholders who can be involved in the implementation of the plan.

<sup>1</sup> *Huapai North, Huapai Triangle and Oraha Road Special Housing Areas, Maddren Town Centre.*





## Te whakawhanake i te mahere mō te pokapū

# Developing the centre plan

Table 1: Timeline

Activity	Dates	Description
<b>Research and community engagement</b>	June 2016 – March 2017	Specialist technical reports prepared. Initial community engagement events held.
<b>Review of feedback</b>	March 2017	Review of feedback received from the community and creation of a feedback summary.
<b>Draft Kumeū-Huapai Centre Plan prepared</b>	April – July 2017	Further engagement with specialists. Draft plan prepared.
<b>Community engagement on the draft plan</b>	July – August 2017	Draft Kumeū-Huapai Centre Plan released for public engagement.
<b>Review of feedback, and plan amendments</b>	August – September 2017	Review of feedback received from the community and creation of feedback summary report.
<b>Adoption of the Kumeū-Huapai Centre Plan</b>	September 2017	Rodney Local Board adopts the Kumeū-Huapai Centre Plan.
<b>Implementation</b>	Ongoing	Ongoing implementation involves a number of facilitation parties.

## Engagement and feedback

The Kumeū-Huapai Centre Plan has been prepared using a community-led approach empowering communities in making decisions over what happens in their area, and Auckland Council fostering conditions that support this. This approach follows through on the outcome sought in the Rodney Local Board Plan 2014 that communities are empowered and plan for their own futures.

Community engagement has been fundamental to the creation of the Kumeū-Huapai Centre Plan, along with engagement with iwi and specialists. The council's Community Empowerment unit was also involved in facilitating this process. Many comments have been received which have helped form the focus of the centre plan. The Rodney Local Board has also guided the development of this plan.





**Table 2: Community engagement events**

Engagement activity	Dates
<b>Community Workshop 1</b>	Wednesday 22 June 2016 (6pm-8pm)
<b>Community Workshop 2</b>	Sunday 26 June 2016 (1pm-3pm)
<b>Milenko Matanovic Workshop</b>	Saturday July 20 2016 (1pm- 4.30pm)
<b>Feedback form/flyer distribution</b>	
<ul style="list-style-type: none"> <li>Interactive event at New World with project stand</li> <li>Local mail out</li> <li>Huapai Service Centre</li> </ul>	Thursday 24 November 2016 (3pm-7pm) and Sunday 27 November 2016 (10am-2pm) Mid-December 2016 14 November 2016 until 31 January 2017
<b>Shape Auckland website</b>	14 November 2016 to 31 January 2017
<b>Huapai District School Workshop</b>	Monday 5 December (1.40pm-3pm)
<b>Rodney Local Board Facebook page</b>	Posts on 5 November 2016, 22 November 2016, 23 January 2017 and 26 January 2017
<b>YouTube – What is a Centre Plan? video</b>	Published on 7 November 2016
<b>Iwi consultation site visits with Nga Maunga Whakahii o Kaipara Development Trust and Te Kawerau Iwi Tribal Authority &amp; Settlement Trust respectively.</b>	Thursday 9 February and Friday 17 February 2017
<b>Community Design Workshop 1</b>	Monday 20 March 2017 7pm-10pm
<b>Community Design Workshop 2</b>	Saturday 25 March 2017 9am-12pm
<b>Project stand at New World, Kumeu</b>	Monday 14 & Tuesday 15 August, 3pm – 7pm
<b>Kumeu Farmer’s Market</b>	Sunday 20 August, 9am – 2pm





# Te āhua noho o te mahere – horopaki ā-rautaki

## How the plan fits – strategic context

The Kumeū-Huapai Centre Plan is influenced by various strategic policies and planning documents. The hierarchy of Auckland Council documents is shown in Figure 1.



Figure 1.

## The Auckland Plan

The Auckland Plan sets out the long term strategy for the growth and development for the whole Auckland region. This is a 30 year strategy.

Kumeū-Huapai is identified in the Auckland Plan as a rural town. Its surrounding area was also identified as a potential area for greenfield growth as it is a viable area for the provision of new infrastructure, it can provide new employment and new homes, and it is relatively unconstrained by environmental factors.

The Auckland Plan sets out a quality compact approach for future growth. Aligning with this approach, a key principle is to have a rural-urban boundary and staged release of greenfields land, with timely delivery of infrastructure.

A refreshed Auckland Plan is currently being prepared, to be completed in 2018.

## The Auckland Unitary Plan Operative in part

The Auckland Unitary Plan Operative in part is the main land-use planning document for Auckland. The Auckland Unitary Plan became operative in part on 15 November 2016.

Under the Auckland Unitary Plan, the wider Kumeū-Huapai area is primarily zoned Future Urban following on from its identification as a greenfield area for investigation in the Auckland Plan. A large area of land is zoned Single House to the north of SH16. The rest of Kumeū-Huapai is a mix of Mixed Housing Suburban (primarily in the Huapai Triangle Precinct), Town Centre, Mixed Use, Mixed Housing Urban and a large area of Light Industry. Auckland Unitary Plan zoning is shown in Figure 2.

## Future Urban Land Supply Strategy 2017

The Kumeū-Huapai area comprises around 800ha of future urban land. The Future Urban Land Supply Strategy 2017 sets out the order in which land is supplied for development. The strategy applies to development in the Future Urban Zone across the whole of Auckland over the next 30 years. Development in this zone will accommodate some of the anticipated growth in Auckland's population.

The Future Urban Zone in Kumeū-Huapai is proposed to be development ready in the first half of Decade Two (2028-2032) with an anticipated capacity of around 6600 dwellings. Prior to this, structure planning of the Future Urban zoned area will start around 2025.

The sequencing of Kumeū-Huapai and Riverhead is dependent on the completion of the Northern Interceptor in 2025, which is needed to provide new bulk wastewater capacity to this area. The interceptor is a wastewater pipeline to serve the northwest. Transport improvements are also needed to address safety and capacity issues on SH16.

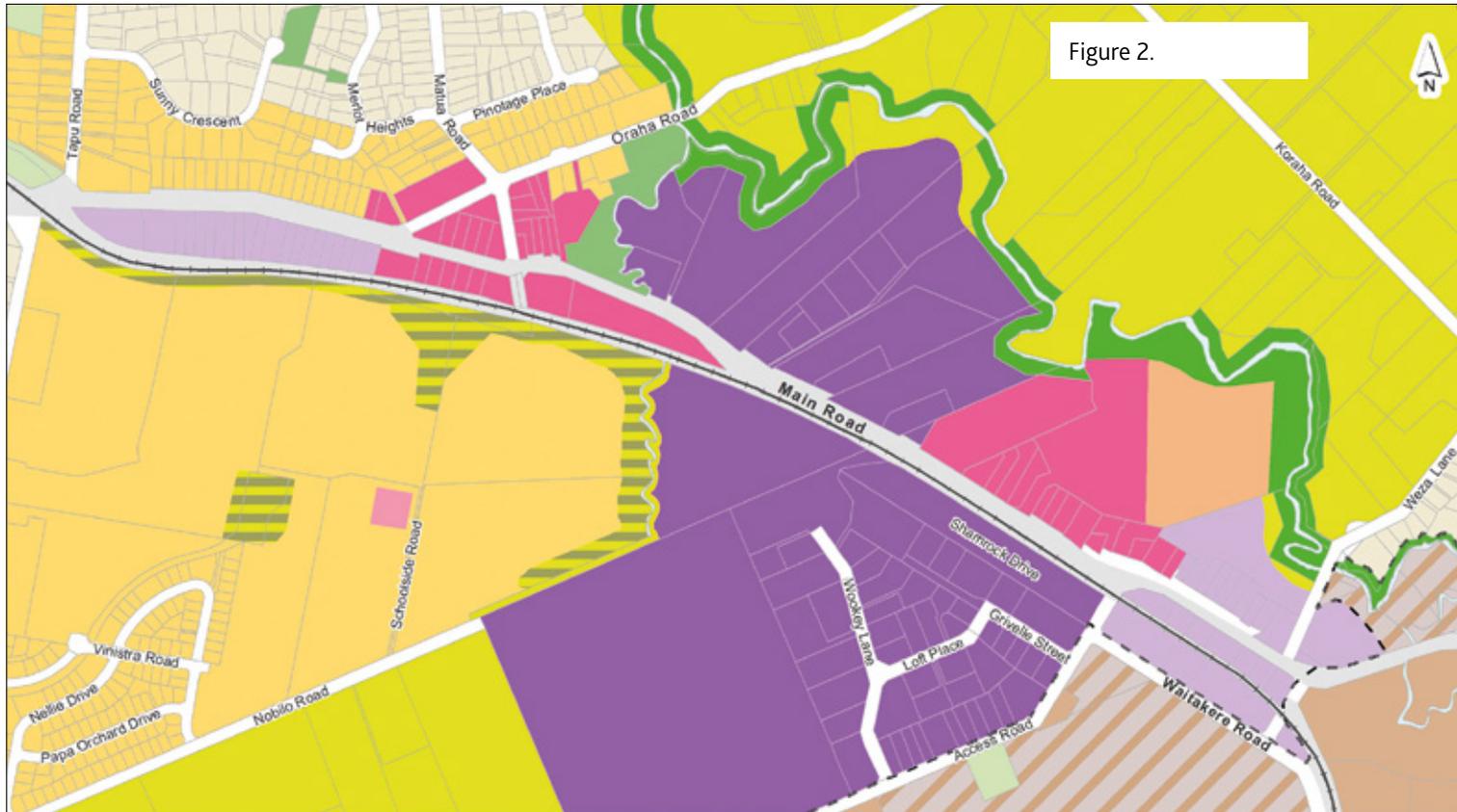


Figure 2.

- |   |   |   |   |
|---|---|---|---|
|  | Future Urban Zone   |  | Business - Mixed Use Zone                     |
|  | Residential - Single House Zone   |  | Business - Town Centre Zone                   |
|  | Residential - Mixed Housing Suburban Zone                               |  | Business - Light Industry Zone                |
|  | Residential - Mixed Housing Urban Zone                                  |  | Open Space - Conservation Zone                |
|  | Rural - Countryside Living Zone   |  | Open Space - Informal Recreation Zone         |
|  | Rural - Mixed Rural Zone  |  | Open Space - Sport and Active Recreation Zone |
|  | Strategic Transport Corridor Zone                                       |   |   |
|  | Green Infrastructure Corridor (Operative in some Special Housing Areas) |   |   |

## Long-term Plan

The Long-term Plan is Auckland Council's 10-year budget, outlining how the council will invest in Auckland over the next decade. The next Long-term Plan 2018-2028 funding cycle will provide an opportunity to obtain financing for projects that can implement some of the actions in the Kumeū-Huapai Centre Plan.

## Draft Rodney Local Board Plan 2017

The Draft Rodney Local Board Plan 2017 reflects the community's priorities and preferences. The plan guides:

- the local board's decisions on local activities, projects and facilities
- the local board's input into the regional strategies and plans of Auckland Council
- how the local board works with other agencies that play a key role in local areas including community groups, central government agencies and council-controlled organisations.

Local board plans also form the basis for development of the annual local board agreements for each financial year, and inform the development of the Long-term Plan. The Draft Rodney Local Board Plan includes the following key initiatives that are relevant to Kumeū-Huapai:

- investigate the options for a multisport facility in Kumeū-Huapai and support and advocate for its construction and funding
- advocate to Auckland Transport to prioritise the establishment of key public transport links in Rodney, such as regular passenger rail services to and from Huapai

- support the establishment of park and ride facilities/transport hubs in Rodney, and advocate to Auckland Transport to expand existing facilities in neighbouring local board areas, to drive the uptake of public transport
- communities in growth areas, particularly Warkworth and Kumeū-Huapai, have asked for their areas to be well planned to accommodate growth. The local board will continue advocating for completion of the detailed planning needed to do this
- progress the implementation of our town centre plans in partnership with our communities, including community-led planning and place-making.

Following consultation, feedback will be considered and the local board will adopt the final Rodney Local Board Plan by October 2017.

## Rodney Local Board Agreement

The annual Rodney Local Board Agreement forms part of the wider annual plan for the Auckland region. It allocates funding to key projects and initiatives each year according to the priority areas and outcomes sought by the local board.

Through the development of this agreement and review of the local board plan, the Rodney Local Board can consider the projects and initiatives identified in the Kumeū-Huapai Centre Plan for fundraising, delivery and implementation.

## Rodney Greenways – Local Paths Plan Kumeū, Huapai, Waimauku and Riverhead

The Rodney Greenways – Local Paths Plan for Kumeū, Huapai, Waimauku and Riverhead is a guiding document that provides cycling and walking connections which are safe and pleasant.

These connections can also improve local ecology, and access to recreational opportunities. The greenways network links together areas of housing, employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

## Auckland Design Manual

The Auckland Design Manual provides guidance on how to deliver quality projects within the built environment, from design concept to development phase. The manual is not a statutory document, but a practical guide that sits alongside the Auckland Unitary Plan, providing some context for the references in the Auckland Unitary Plan relating to best practice.

The Auckland Design Manual aligns with the Auckland Plan, that expects “its urban environment to be as beautiful as its natural environment.”



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## Te horopaki ā-rohe o Kumeū ki Huapai Local context of Kumeū-Huapai

### Study area

Kumeū-Huapai is located in northwest Auckland, approximately 25km from Auckland's central business district. The wider Kumeū-Huapai area is broadly comprised of a mix of rural production land and rural lifestyle living opportunities.

The study area focuses on the town centre areas of Kumeū-Huapai, and is approximately 2km in length (shown in Figure 3). It comprises the shopping areas of Kumeū and Huapai as well as the industrial areas on State Highway 16 (SH16). The centre plan study area does not cover the wider Future Urban Zone.

The area encompasses a section of SH16 and the North Auckland Railway Line, with Station Road forming the western boundary and the eastern edge following the Rural Urban Boundary. To the north, the study area is bounded by Kumeū River, and a residential area parallel to Oraha Road and SH16. To the south, the study area is bounded by the railway line, and land bordered by Access Road and Waitakere Road.

### History

The settlements of Kumeū and Huapai came about through the presence of a historically important transport corridor connecting the Waitematā and Kaipara Harbours. This began as a Māori canoe portage known as Te Tōangaroa. It became a dray and coach route after European settlement. An early proposal for a canal linking the two harbours was rejected in favour of a less expensive rail link connecting Riverhead and Kumeū. This was replaced in 1881 by the Auckland-Helensville line. The rail connection contributed significantly to the growth of the district but use of the line declined in favour of road transport along what is now SH16.

For many years the settlement of Kumeū consisted of little more than a hotel, station and store. The district finally saw a surge in development from 1915 when it was promoted as a fruit growing colony under the newly coined name Huapai (good fruit). During the interwar period Dalmatian winegrowers began establishing vineyards at Kumeū. Wine production grew into a significant enterprise in the district and Kumeū is widely known for its association with some pioneering New Zealand wine brands.



## People and communities

### People

The socio-demographic profile for the wider Kumeū-Huapai area is largely similar to the wider Rodney Local Board area profile. According to 2013 Census data, the resident population within the wider Kumeū-Huapai area has:

- 1,400 residents
- a median age of 41.5 years
- a moderately large proportion of older persons, aged 65 years and above (14 per cent of residents). This figure is similar to the proportion of older persons living in the Rodney Local Board area (15 per cent of residents).
- a large proportion of residents of European ethnicity (90 per cent)
- a median household income of \$85,800 and a median family income of \$91,200 by comparison. The median household income for the Rodney Local Board area is \$70,200.
- the wider Kumeū-Huapai area has low deprivation (deprivation index of 2) compared to the Auckland region. This is largely similar to the Rodney Local Board area as a whole (deprivation index 2 and 3).

### Community

The existing community facilities in Kumeū-Huapai consist of two council-owned

community facilities (Kumeū Library/Service Centre and Kumeū Arts Centre) as well as non-council owned churches, schools, sport and recreation facilities, and a community centre.

A number of other community facilities are located in the neighbouring areas of Riverhead and Waimauku. These are approximately 5km from the centre of Kumeū-Huapai. In addition, a new multi-purpose centre including library and community spaces at Westgate town centre are due to be completed in 2017 (being less than 10km drive from the centre of Kumeū-Huapai).

The growth figures suggest that the existing community facilities will not be sufficient for the future population of Kumeū-Huapai.

### Arts

Arts and culture activity within the study area has generally been delivered by Kumeū Arts Centre. The arts centre is sited within a re-furbished former works depot shed, behind the service centre and Kumeū Library. The centre faces a large, underutilised piece of civic land.

Opportunities for audience participation and engagement are provided at the arts centre through visual arts, music and poetry programmes. The library also provides a

range of activities. A needs assessment was completed for the Kumeū area in 2015, and Rodney Local Board has earmarked a \$300,000 capital grant towards the expansion of the arts centre.

There is no public art in the Kumeū-Huapai area. The wider Rodney area has very little public art.

## Economy

### Employment

Many residents travel out of the area for employment via State Highway 18 (SH18) to the North Harbour business area. Auckland's CBD is also a key employment location.

Future employment areas adjacent to Kumeū-Huapai are planned (within the Kumeū-Huapai Future Urban Zone), with growing retail as well as light industrial areas at Westgate and Whenuapai, and along SH18 at Hobsonville.

### Business Demographics

There are three large sectors: manufacturing (27 per cent of employment), construction (20 per cent), and retail trade (13 per cent). Around 20 per cent of employment sits across the service sector (professional, health, education, public administration, transport, arts, media etc).

### Consumer spending

The Kumeū-Huapai centres, from 2014-2015, saw a 14 per cent increase in spend by

customers. This is compared to Auckland's spend increase of 6 per cent. Spend is predominantly local from Kumeū itself (33.7 per cent) as well as Rewiti (9.9 per cent), Muriwai (9.1 per cent), and Riverhead (6.4 per cent). However a significant share comes from farther afield in Auckland, suggesting people travelling to or passing through the area from elsewhere in Auckland also spend in the area.

Food and liquor, automotive (fuel and repairs) and hospitality, make up a higher than average share of spending in these centres while core retail (clothing, footwear, furniture) is low.

### **Mana whēnua**

An important canoe portage spurred the settlements of Kumeū and Huapai. This canoe portage is known as Te Tōangaroa. The portage extended from the Kumeū River, at the southern end of what is now the Kumeū township, to Riverhead (Pītoitōi).

The Kumeū area was known traditionally as Waipaki-i-rape. The area downstream from Waipaki-i-rape, which is now known by the modern name Huapai, was called Tūrakiawatea. Kumeū had been the site of a small Ngāti Whātua settlement until the musket wars of the 1820s. While the district was never intensely settled by Māori because of the unsuitability of the soils for Māori

cultivation, in pre-European times the area was of considerable strategic importance because of its location at the western end of the portage and walking track connecting the two harbours, being the Waitematā and Kaipara.

The iwi with an interest in the Kumeū-Huapai town centre area are Ngāti Whātua o Kaipara and Te Kawerau a Maki. Both these iwi have been engaged throughout the centre plan process.

A main issue raised by the iwi during consultation was around water quality and restoring the waterways, most notably the Kumeū River.

### **Built Environment – Urban Design**

The Kumeū-Huapai centre is made up of a series of retail nodes scattered along a two kilometre stretch of SH16 (Main Road). Buildings are not built up to the street edge, with an emphasis on carparks and slip roads.

Main Road can clearly be perceived as a state highway rather than a town centre. Visual clues along Main Road support increased vehicle speed in the town centre e.g. large building setbacks with carparks, narrow or no pedestrian footpaths, low streetscape amenity and lack of pedestrian crossing points along Main Road.

Signage visually dominates the frontages of commercial and retail activities on Main Road. The Main Road street edge is a low amenity pedestrian environment due to lack of built form edge, no shelter, and proximity to speeding traffic, combined with a high number of vehicle entrance and exit points.

### **Parks and public space**

Open space (parks) within the study area include the reserve at the service centre and esplanade along the Kumeū River. There are sports fields (Huapai Domain) and a small local playground on Merlot Heights, just outside the study area.

The Rodney Local Board has recently completed the Rodney Greenways – Local Paths Plan for Kumeū, Huapai, Waimauku and Riverhead which identifies potential walking and cycle connections within Kumeū-Huapai.

Funding has been provided for the development of a community space within the reserve, arts centre, and service centre area. This project is known as the Huapai Hub and is led by a community convening group.

### **Environment and sustainability**

Prior to human settlement, the Kumeū-Huapai study area is likely to have been covered by puriri dominated broadleaf forest, and kahikatea and pukatea dominated swamp forest.

However, the area has since been significantly developed, now consisting of predominately urban and industrial land use. There are no remaining areas of significant indigenous vegetation within the study area. As a result the most important ecological features remaining within the study area are the Kumeū River and Huapai Stream.

## Infrastructure

### Transport

State Highway 16 – SH16 is owned and maintained by the New Zealand Transport Agency, which is the Crown entity responsible for maintaining, operating and developing the State Highway network in New Zealand.

Near the intersection with the Coatesville-Riverhead Highway, SH16 carries around 25,000 vehicles per day of which some 1000 are heavy vehicles (Annual Average Daily Traffic). Traffic volumes drop to 15,500 around Matua Road.

North Auckland Railway Line – The North Auckland railway line is owned and operated by KiwiRail and generally carries two freight services per day (one each way) through Kumeū-Huapai. The Auckland Unitary Plan includes a policy discouraging new road and pedestrian crossing at grade/level

rail crossings to ensure the safe, effective and efficient operation of the region's rail network and efficiency of the network. Any new connections over the North Auckland railway line must be grade separated (i.e. a bridge/not a level crossing).

Local Road Network – Kumeū-Huapai has historically expanded linearly along SH16, which is the primary east-west route between the Kumeū and Huapai town centres, and for through traffic. Local road connections are reasonably limited within Kumeū-Huapai and largely comprise of feeder roads onto SH16. This is particularly the case in the south of the township where the only access over the railway line to the new Special Housing Area and Future Urban Zone land is the Access Road level rail crossing and the Station Road bridge crossing.

In the north of the townships, the Kaipara River constrains local road connections in the Kumeū town centre to cul-de-sacs or loop roads feeding onto SH16. Huapai town centre has a more connected local road network with Matua Road, Oraha Road and Tapu Road all providing north connections to and around Huapai North and an alternate east-west route to SH16 on Matua Road.

Walking and cycling – The walking and cycling network within Kumeū-Huapai is limited with SH16 providing the primary

east-west route between the Kumeū and Huapai town centres. The walking and cycling environment is generally poor with issues such as narrow and non-continuous footpaths, limited pedestrian crossings on SH16, no exclusive cycle paths or shared cycle/pedestrian facilities and a relatively high traffic speed environment.

Public Transport – The recently rolled out new bus network for West Auckland includes greater frequencies and services between Kumeū-Huapai and Westgate. The new network includes a service between Westgate and Helensville via Kumeū-Huapai combining to give an overall frequency of half hourly service between Kumeū-Huapai and Westgate with additional peak period services to Auckland Central Business District. Bus stops are located on SH16 on either side of Access Road at Kumeū town centre and between Oraha Road and Matua Road at Huapai town centre.

South of the Huapai town centre on the North Auckland railway line is an unused passenger railway station platform. Auckland Transport has no immediate plans to operate passenger train services to Kumeū-Huapai. Options for the extension of Rapid Transit Network services to the north west are subject to further business case analysis through the Supporting Growth project process.

### **Wastewater and water supply**

Kumeū-Huapai is serviced by a pressure wastewater collection system.

The current wastewater infrastructure will not accommodate the long term future planned growth of Kumeū-Huapai and Riverhead, as shown within the Rural Urban Boundary. However, the Kumeū-Huapai Centre Plan study area is within the wastewater area of benefit and therefore any intensification of the area (i.e. new dwellings, businesses) can be accommodated in the network.

Kumeū-Huapai is serviced by a reticulated water supply network supplied with water from the dams in the Waitākere Ranges. Further growth within Kumeū-Huapai will require relatively minor local network upgrades to the water supply network.

### **Stormwater**

The dominant stormwater feature in the study area is the Kumeū River which serves an upstream catchment of some 45km<sup>2</sup> from Waimauku upstream.

A major tributary, the Huapai Stream, with a catchment of 8.5km, drains from the area south of the railway line before passing in a culvert under SH16 and joining the Kaipara River just upstream of the Oraha Road Bridge.

The Kumeū-Huapai commercial and industrial area is located within a historical

flood plain of the Kumeū River. Numerous incidents of surface flooding within the Kumeū-Huapai area have been recorded since the early 1900s. The extent of the 100 year flood plain places significant constraints on development, especially within the Kumeū-Huapai light commercial industrial area. This places constraints on future development in the town centre area.

The Kumeū-Huapai Floodway project (rough-order-of-cost \$18 million to \$25 million) was adopted by the former Rodney District Council and is to be constructed in stages. Some stages have been completed but the status of future stages of the floodway project is currently being re-assessed, and at this stage there is no guarantee that the full floodway will be completed.

### **Land use**

A land use study was undertaken in April-May 2016. This study provided detailed information about the land use situation within the centre plan study area at that time. In total, 270 individual land use activities, including residential lots, were recorded.

The most prevalent grouping was Retail and General Services, with 46 per cent of land use activities falling within this grouping. A total of 12 per cent of land use activities fell

within the Industry grouping, with 7 per cent of land use activities within the Other Services grouping. Vacant land and buildings were scarce, notwithstanding a large undeveloped site at the time of the study. Residential comprised 29 per cent of total land use activities.

Figure 4 shows the study area and the results of the land use study.

### **Consented development**

Several notable consents have been granted, which are located within or just outside of the study area. The consented sites are shown in Figure 5.

Of note is a Special Housing Area (SHA), known as the Huapai Triangle, to the southwest, and a site to the north east, which was granted consent in 2016 for a town centre type development.

Figure 5 shows an aerial photo of the study area overlaid with the plans of consented developments.

Figure 4.

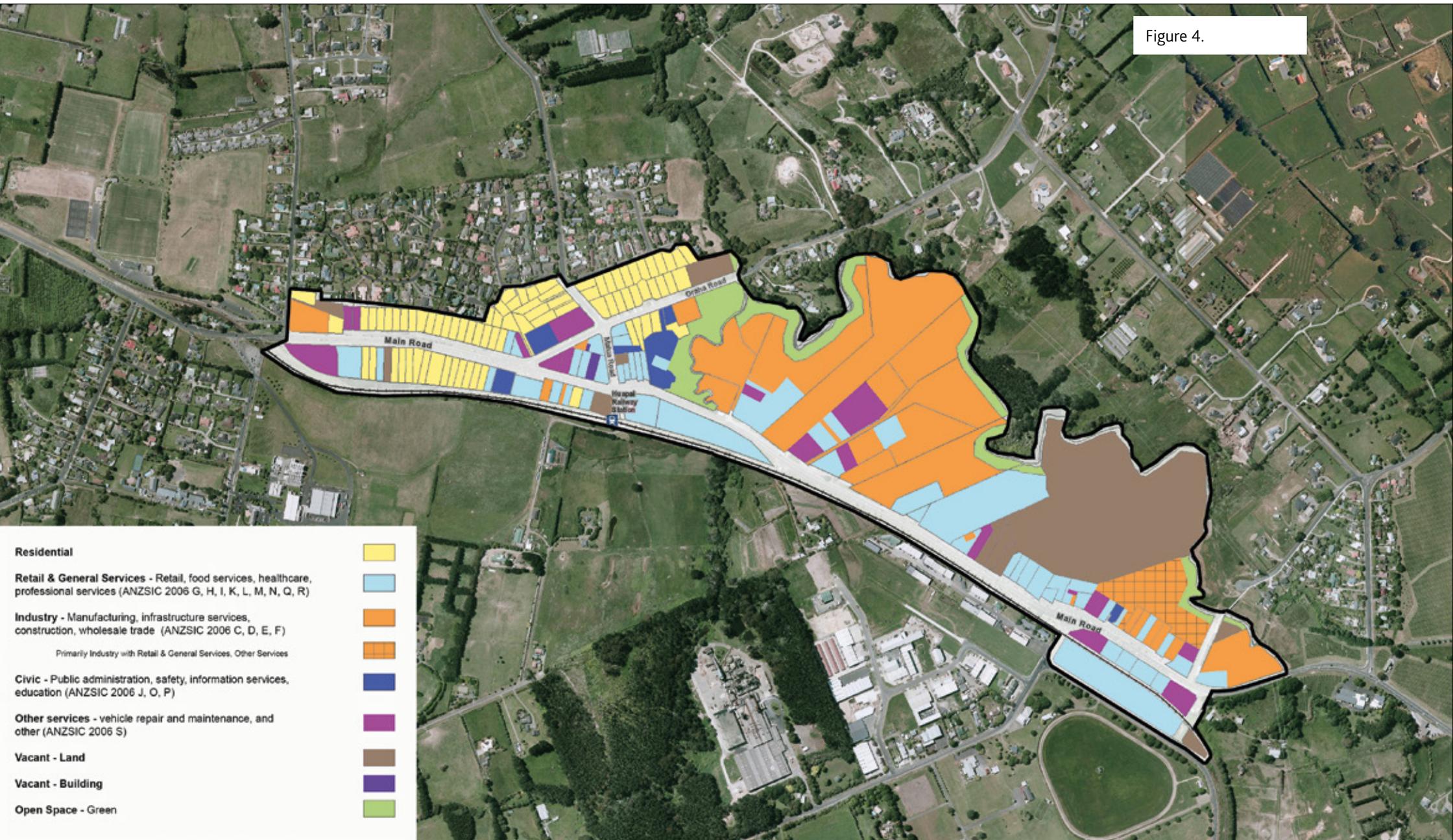


Figure 5.







Te whakarite mō ngā tau ki mua –  
te tirohanga whānui me ngā  
whakaaro matua

## Planning for the future – vision and key ideas

The following vision, key ideas, and actions are based on the feedback received through the initial consultation, the specialist topic papers, and the outcomes of the public workshops.

### Vision

Kumeū-Huapai is an attractive town centre that focuses on the river, has improved connections, and celebrates its heritage and rural hinterland.

### Key ideas

Four key ideas have been identified. These ideas respond to the challenges and opportunities facing the Kumeū-Huapai town centre.

Each key idea is supported by implementable actions as identified in the following tables, and on Figure 6: key ideas – actions map.

1. We want our town centre to look better.
2. We want to get around the centre more easily.
3. Let's improve the river and our natural environment.
4. The town centre is about the people.

Figure 6.



<p><b>Anticipated land uses*</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #d9ead3; border: 1px solid #000; margin-right: 5px;"></span> Retail development and residential intensification</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #a6c9ec; border: 1px solid #000; margin-right: 5px;"></span> Short term change from Industry or Residential to Commercial and Residential</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #fff2cc; border: 1px solid #000; margin-right: 5px;"></span> Residential intensification (limit 2-3 storeys)</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #fce4d6; border: 1px solid #000; margin-right: 5px;"></span> Long term change from Industry to Commercial and Residential</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: #d9ead3; border: 1px solid #000; margin-right: 5px;"></span> Open Space (existing and consented)</li> </ul> <p><small>*based on zones and/or consented development</small></p>	<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid black; margin-right: 5px;"></span> Railway</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid gray; margin-right: 5px;"></span> Private road or consented future road</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Existing pedestrian bridge</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Existing pedestrian crossing</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed gray; margin-right: 5px;"></span> Potential Northern Link Road (landowner built)</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed black; margin-right: 5px;"></span> New pedestrian bridge</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> Investigate potential pedestrian crossing</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed green; margin-right: 5px;"></span> Shared Path - Priority Greenway route</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed lightgreen; margin-right: 5px;"></span> Long-term Greenways</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed yellow; margin-right: 5px;"></span> Priority dedicated cycleway</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid yellow; margin-right: 5px;"></span> Proposed dedicated cycleway</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Kumeū River floodway</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> SH 16 safety &amp; capacity improvements</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid blue; margin-right: 5px;"></span> Potential gateway features</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid blue; margin-right: 5px;"></span> Limit commercial sprawl</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Investigate rapid transit to Westgate</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Investigate rail service</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Rail corridor safety</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Screen southern industrial area</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid blue; margin-right: 5px;"></span> Intersection upgrade</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Huapai Hub</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Upgrade and expand arts centre</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Review SH16 speed limit</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Redevelopment of industrial area</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Interface and connections between town and river</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Potential esplanade road</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid green; margin-right: 5px;"></span> Enhance Kumeū River</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Esplanade to acquire</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Potential community garden</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid purple; margin-right: 5px;"></span> Potential civic heart</li> </ul>
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## Key idea 1 – We want our town centre to look better

### Why this needs to be achieved

The Kumeū-Huapai community have communicated strongly that they would like a better looking town centre. Feedback received identifies the town centre as having *“no continuity of design – not an attractive area”*, being a *“ribbon development”*, *“a bit messy”*, and having *“very little aesthetic or any features that would make you think there even is a town centre”*. One person commented that *“there is no town centre, only ugly, industrial, polluted agglomerations of mismatched architecture that are a blot on the environment”*.

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### A snapshot of what the community want to see, or change about the look of the town centre

- *“all industrial type businesses out of the main highway onto an industrial estate. Make the high street attractive – think Warkworth or Matakana”*
- *“more parks”*
- *“trees, outside places to sit on”*
- *“paving, urban embellishment, art, streetscape [improvements]”*
- *“a cobblestone pedestrian only area”*
- *“a welcome to Kumeū sign”*



## How this can be achieved

Several short term and longer term actions have been identified to work towards achieving the key idea.

We want our town centre to look better			
Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
1.1		<b>Limit commercial sprawl</b> Limit the linear sprawl of business and commercial growth along SH16.	Auckland Council
1.2		<b>Potential gateway features</b> Investigate opportunities for gateway features at the town centre's eastern and western entrances.	Auckland Council, New Zealand Transport Agency, Rodney Local Board, Local community, Business associations
1.3	Centre-wide	<b>Design guidance</b> Investigate design guidance developed as part of the Auckland Design Manual providing guidance for rural town centres established on main arterial routes to assist advocating for improved built form and/or development outcomes for the town centre area.	Auckland Council
1.4	Centre-wide	<b>Town Centre upgrades</b> Investigate opportunities to make upgrades and improvements to the town centre and reserves.	Auckland Council, Rodney Local Board, New Zealand Transport Agency, Private landowners, Auckland Transport, Local community, Business associations
1.5	Centre-wide	<b>Tidy up signage</b> Investigate unlawful advertisement and business signs located along the state highway. Initiate enforcement and (where required) removal of unlawful signage.	Auckland Council, New Zealand Transport Agency
1.6		<b>Screen southern industrial area</b> Investigate options for screening (e.g. planting) of the southern industrial area to improve the town centre amenity.	Auckland Council, KiwiRail, Private landowners, Rodney Local Board
Action no.	Map ref.	Medium to long term actions (6-30 years)	Facilitation parties
1.7		<b>Redevelopment of industrial area</b> Encourage the long-term relocation of industrial activities away from the centre into nearby industrial zoned areas through incentives (e.g. zoning) to get a mix of more dwellings and businesses in the central area. Existing use rights still apply for the industrial activities and any rezoning in the future urban zone is to be timed for when new land for industrial activities in the vicinity is identified (through a structure plan timed in accordance with the Future Urban Land Supply Strategy).*	Auckland Council
1.8		<b>Interface and connections between town and river</b> Work with landowners and developers on ways to make the Kumeū River more accessible (potentially including an esplanade road), improving movement connections from nearby town centre, residential, and employment areas to the Kumeū River.*	Auckland Council, Private landowners
1.9	Centre-wide	<b>Town centre upgrades</b> Implement town centre and reserve upgrades and improvements as identified through earlier investigation.**	Auckland Council, Rodney Local Board, New Zealand Transport Agency, Private landowners, Auckland Transport, Business associations

\*Linked to/dependent on actions 2.1 and 3.1. \*\*Linked to/dependent on action 1.4.



## Key idea 2 – We want to get around the centre more easily

### Why this needs to be achieved

The Kumeū-Huapai community would like improved transport connections to and from the centres, as well as within the central area. Feedback received identifies the town centre as having *“too much traffic!”*, *“not safely/easily walkable or cycle-able”*, *“dangerous for cyclists”* and having *“limited public transport”*.

Additionally, the centre’s busyness (*“unable to park sometimes”*), and the volume of traffic *“making access dangerous at times”* were identified as issues. A common theme was that *“being on the main highway means getting in and out of shops is very risky due to ever increasing traffic”*.

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### A snapshot of what the community want to see, or change about connections within and around the town centre

- *“walking paths that connect the town centre to neighbouring communities”*
- *“additional public transport options”*
- *“the use of a State Highway as a shopping centre is just asking for trouble. Any future plan would be well served by providing a major side road which became the focus of future retail and service development”*
- *“park’n’ride facilities, revitalising the rail stations in the area and linking these to the town centre to create a transport hub”*
- *“better roading to allow for traffic now and in the future with anticipated growth”*
- *“a bypass”*
- *“ability to cycle around”*

## How this can be achieved

Several short term and longer term actions have been identified to work towards achieving the key idea.

Make it easier to get around the town centre			
Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
2.1		<b>Potential northern link road (landowner built)</b> Investigate mechanisms to facilitate private landowners to create a new northern link road through the central area, as their land is redeveloped.	Auckland Council, Private landowners, Rodney Local Board
2.2		<b>Review SH16 speed limit</b> Review the current speed limit of 60km/hr on SH16 through the town centre.	New Zealand Transport Agency
2.3		<b>Pedestrian crossings</b> Investigate opportunities for additional pedestrian crossing/s along SH16.	New Zealand Transport Agency, Auckland Council
2.4		<b>Acquire esplanade</b> Attain public ownership or access to the last remaining 'gap' in the esplanade reserve area adjacent to the southern side of the Kumeū River between Oraha Road and Weeza Lane.	Auckland Council, Rodney Local Board
2.5		<b>Shared path along SH16</b> Implement priority greenway project (5) involving a shared path alongside SH16 from the council's Huapai Service Centre to New World.*	Rodney Local Board, Auckland Council, New Zealand Transport Agency
2.6		<b>Shared path along Kumeū River</b> Implement priority greenway project (6) involving a shared path on the southern side of the Kumeū River from Huapai to the Kumeū town centre development.*	Rodney Local Board, Auckland Council
2.7		<b>Cycleway from Huapai to Riverhead</b> Implement priority greenway project (10) involving a cycleway (or separated walkway/cycleway) from Huapai to Riverhead Memorial Park.*	Rodney Local Board, Auckland Council, Auckland Transport
2.8		<b>New pedestrian bridge</b> Provide a grade separated pedestrian/cycle connection over the railway line to the 'Huapai Triangle' Special Housing Area. Investigate opportunities for an additional bridge to link the town centre area to the southern area.	Private landowners, Rodney Local Board
2.9		<b>Investigate rail service</b> Undertake further investigations into the benefits and costs for rail improvements to Kumeū-Huapai.**	Auckland Transport, Auckland Council, Rodney Local Board
2.10		<b>Rapid transit</b> Investigate opportunities to secure the Rapid Transit corridors and stations between Kumeū-Huapai and Westgate.**	Auckland Transport, New Zealand Transport Agency, Auckland Council, Rodney Local Board

## Make it easier to get around the town centre

Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
2.11	Centre-wide	<b>Park and ride</b> Investigate opportunities for new park and ride facilities in Kumeū-Huapai.**	Auckland Transport, New Zealand Transport Agency, Auckland Council, Rodney Local Board
2.12		<b>Alternative road corridor</b> Investigate and route protect a new road connection south of the Kumeū-Huapai town centre (alternative corridor parallel to SH16).**	Auckland Transport, New Zealand Transport Agency, Auckland Council
2.13		<b>Intersection upgrade – Tapu/Station Roads/SH16</b> Design and implement the upgrade and realignment of the SH16/Tapu Road/Station Road intersection.	New Zealand Transport Agency, Auckland Transport, Private landowners
2.14		<b>Intersection upgrade – Access Road/SH16</b> Design and implement new slip lanes on SH16 at the western and eastern approaches to the Access Road intersection.	New Zealand Transport Agency, Auckland Transport, Private landowners
2.15	Centre-wide	<b>Review parking provision</b> Review public parking in the Kumeū-Huapai town centre to determine appropriate parking outcomes.	Auckland Transport, New Zealand Transport Agency, Rodney Local Board
2.16		<b>Rail corridor safety</b> Investigate options for improving pedestrian safety measures along rail corridor.	Auckland Council, KiwiRail, Rodney Local Board
2.17		<b>SH16 safety and capacity improvements</b> Implement safety and capacity improvements on SH16 between Waimauku-Huapai, and Kumeū-Brighams Creek Road (either side of the town centre).	New Zealand Transport Agency, Rodney Local Board

Action no.	Map ref.	Medium to long term actions (6-30 years)	Facilitation parties
2.18		<b>Potential northern link road (landowner built)</b> Construction of the northern link road by private landowners as they develop their land.	Private landowners, Rodney Local Board
2.19	Centre-wide	<b>Deliver strategic transport projects</b> Initiate design and construction of identified projects in 'Supporting Growth – Delivering transport networks' (subject to prioritisation and funding).	Auckland Transport, New Zealand Transport Agency, Rodney Local Board, Auckland Council
2.20		<b>Long term greenways</b> Implement the long term aspirational greenways* in the Kumeū-Huapai area.	Rodney Local Board, Auckland Council, New Zealand Transport Agency, Local community
2.21		<b>Dedicated cycleway</b> Implement long term proposed dedicated cycleway* in the wider Kumeū-Huapai area.	Rodney Local Board, Auckland Council, New Zealand Transport Agency, Local community

\*as identified in the 'Kumeū, Huapai, Waimauku Riverhead Greenways Network Plan' (December 2016).

\*\*as outlined in 'Supporting Growth – Delivering transport networks' (2016).



## Key idea 3 – Let's improve the river and our natural environment

### Why this needs to be achieved

The Kumeū-Huapai community would like to improve access to the river, and enhance the natural environment. The importance of the

Kumeū River and Huapai Stream has been especially noted through consultation with iwi.

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### A snapshot of what the community want to see, or change about the natural environment within the town centre

- *"focus on the river"*
- *"benefits and beauty of the river are mostly ignored, hidden and unable to be enjoyed"*
- *"greenery and parks"*
- *"cycle/walkway beside river"*
- *"plantings for bees"*
- *"concern is more rubbish ending up in river"*



## How this can be achieved

Several short term and longer term actions have been identified to work towards achieving the key idea.

Let's improve the river and our natural environment			
Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
3.1		<p><b>Kumeū River floodway</b> Investigate Kumeū River floodway project (stage 2). The floodway project involves earthworks to increase the flood water capacity by the river and build up the level of the land to be developed (to be outside the floodplain).</p>	Auckland Council, Rodney Local Board
3.2		<p><b>Enhancement of waterways</b> Enhance the ecological values and the water quality of Kumeū River and Huapai Stream, to achieve iwi and wider community aspirations, by developing a range of actions along the river including:</p> <ul style="list-style-type: none"> <li>• protection and improvement of riparian margins (e.g. through native planting, pest control), enhancing the function of the riparian margins to trap sediment runoff, filter stormwater runoff, reduce water temperature, and provide a better habitat for plants, animals, and birds.</li> <li>• removing fish barriers during low flows</li> <li>• reducing populations of pest fish species (Gambusia) by shading the stream with plants and reducing stream temperature</li> <li>• monitoring adjacent landowner discharge into waterways to ensure the discharge is within resource consent conditions.</li> </ul>	Auckland Council, Local community, Rodney Local Board, Iwi, Private landowners
3.3		<p><b>Public access to Kumeū River</b> Enhance public access to the Kumeū River and increase the river's amenity values through:</p> <ul style="list-style-type: none"> <li>• obtaining full esplanade reserves and strips as part of future subdivisions</li> <li>• improving safety of access</li> <li>• revegetation of riparian margins</li> </ul>	Auckland Council, Rodney Local Board, Local community, Private landowners
3.4		<p><b>Education on Kumeū River values</b> Promote a wider awareness and understanding of the ecological and cultural values of the Kumeū River (including through community and iwi involvement in biodiversity enhancement).</p>	Auckland Council, Local community, Rodney Local Board, Iwi
3.5	Centre-wide	<p><b>Connection to services</b> Encourage all sites to connect to the reticulated water supply and wastewater scheme.</p>	Watercare, Auckland Council, Private landowners
3.6	Centre-wide	<p><b>Integrated Watershed Plan</b> Develop an Integrated Watershed Plan for the South Kaipara to identify water quality and quantity issues and appropriate interventions to achieve water quality targets (Wai Ora Healthy Waterways programme).</p>	Auckland Council

## Let's improve the river and our natural environment

Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
3.7	Centre-wide	<b>Water Sensitive Design</b> Implement Water Sensitive Design as the Kumeū-Huapai area develops (to ensure that the developed catchment mimics natural hydrological patterns once impervious surfaces have been established and to manage the quality of stormwater discharges to the river and its tributaries).	Auckland Council, Private landowners
3.8		<b>Kumeū River floodway</b> Progress Kumeū floodway project Stage 2.	Private landowners, Auckland Council
3.9		<b>Enhance Kumeū River</b> Continue with projects to enhance the ecological values and water quality of the Kumeū River.	Auckland Council, Local community, Rodney Local Board, Iwi, Private landowners



## Key idea 4 – The town centre is about the people

### Why this needs to be achieved

The Kumeū-Huapai community would like a more social and economically thriving town centre. Feedback received found that people liked *“being able to shop locally”* and the recently opened supermarket was widely valued. Comments also included that the centre *“feels semi-rural”* and has

*“friendly people”*. However, the feedback also identified the town centre as having a limited range of shops, lacking *“imagination and a sense of local place”*, with *“no civic space for activities”*, *“no playgrounds and stuff for kids”*, and *“not enough places to hang out and relax”*.

### A snapshot of what the community want to see, or change about identity and social connections within the town centre

- *“could do with some more interesting restaurants and cafes”*
- *“would like an upmarket pub/bistro (e.g. Riverhead Tavern)”*
- *“could be more shops and a shop for clothes”*
- *“long stretch of busy road from Kumeū to Huapai with no heart”*
- *“create a village square”*
- *“a central point with an intensified focus on commercial offerings with open spaces that are aesthetically pleasing”*
- *“provide good quality destination playgrounds. An aquatic centre/ recreation facility in the area would be fantastic and help cater for the future growth”*
- *“community gardens, orchards, flowers and trees”*
- *“more community events”*
- *“needs a town centre... where people can meet up [and] chat... space to socialise”*

## How this can be achieved

Several short term and longer term actions have been identified to work towards achieving the key idea.

The town centre is about the people			
Action no.	Map ref.	Proposed short term actions (0-5 years)	Facilitation parties
4.1	Centre-wide	<b>Vibrant town centre</b> Support growth and redevelopment within the town centre to achieve a diverse, viable, high-quality, mixed use town centre, encouraging community events in civic spaces.	Auckland Council, Private landowners, Rodney Local Board, Local community, Business associations
4.2	Centre-wide	<b>Identity of town</b> Tell the story of Kumeū-Huapai's Māori and European heritage (e.g. street names, viticulture planting, a museum ) and articulate the town's identity (e.g. branding).	Rodney Local Board, Auckland Council, Local community, Iwi, Heritage interest groups, Business associations
4.3	Centre-wide and outside of the centre	<b>New/improved community facilities</b> Investigate the provision and expansion of community facilities (e.g. library, leisure centre, swimming pool, high school). Some of these facilities may be located outside of the town centre area.	Auckland Council, Ministry of Education
4.4		<b>Potential community garden</b> Investigate opportunities to establish a community garden.	Rodney Local Board, Local community
4.5		<b>Huapai Hub</b> Progress the 'Huapai Hub' concept to create a community gathering space around the area of the arts centre and library.	Local community, Rodney Local Board, Auckland Council
4.6	Centre-wide	<b>Improve and expand open space</b> Improve existing open space (and facilities on open space land) and create additional public open space (e.g. civic spaces, esplanade reserves) where development provides appropriate opportunities.	Auckland Council, Rodney Local Board
4.7		<b>Upgrade and expand arts centre</b> Upgrade and expand the existing arts centre to create additional space within the centre for arts activities.	Rodney Local Board, Local community
Action no.	Map ref.	Medium to long term action (6-30 years)	Facilitation parties
4.8		<b>Civic heart</b> Develop the land around the arts centre and library to create a civic heart for Kumeū-Huapai.	Auckland Council, Rodney Local Board, Local community, Business associations

**Table 3: Facilitation parties**

Party	Description
<b>Auckland Council</b>	The council and all its internal departments (e.g. parks, stormwater, planning, urban design) but not including CCOs or Local Boards.
<b>Auckland Transport</b>	Covers all publicly owned roads except state highways and public transport services/infrastructure.
<b>New Zealand Transport Agency</b>	Owner and operator of SH16.
<b>Local community</b>	Formal or informal community groups.
<b>Private landowners</b>	Owners of land.
<b>Rodney Local Board</b>	A local board represents and makes decisions for local communities.
<b>Iwi</b>	Primarily Te Kawerau a Maki, and Ngāti Whātua o Kaipara.
<b>Heritage interest groups</b>	Formal and informal groups with an interest or expertise in cultural heritage.
<b>Business associations</b>	Business association/s of Kumeū-Huapai involved in the Business Improvement District (BID) programme.

*Public agencies have agreed to the actions where they are listed as a facilitation party.*



FUTURE URBAN  
ZONED LAND



Here is an artist's impression of how the Kumeū-Huapai centre area could look long term following the implementation of a number of the identified actions  
Inset photograph: Kumeū-Huapai 2014.



# Ko te Kumeū-Huapai o nāianeī me tērā a ngā tau ki mua

## **Kumeū-Huapai now and in the future**

### **Implementation strategy**

**The Kumeū-Huapai Centre Plan identifies a number of projects and actions to assist with the delivery and achievement of the four key ideas.**

Realising the plan's vision requires investment. However, a lot can also be achieved through collaboration between stakeholders, residents, landowners and developers, which in itself requires little, if any public funding. Many of the actions note that private landowners or the local community can be actively involved in their facilitation and delivery.

The list of actions includes projects that are funded or unfunded (aspirational), and the facilitation parties. Some actions are already underway but other new projects and initiatives are not funded and these will require further investigation, investment and collaboration. Each action has been identified as either short-term (0-5 years) or medium to long term (6-30 years).

### **Plan interdependencies and timing**

The timeframe for delivery of projects are influenced by the sequencing and roll out of catalyst projects, such as the transport projects identified in the Supporting Growth document.

### **Working in partnerships and collaboration**

This plan is not just the Rodney Local Board's vision for the Kumeū-Huapai centre area; it is owned by a range of public and private sector stakeholders. Achieving the actions will depend on collaboration with key stakeholders and delivery partners and will be achieved by:

- strengthening links and coordination of projects with internal departments and Council Controlled Organisations (CCO's).

- understanding and embracing the co-governance model, in which Auckland Council and the Rodney Local Board lead, advocate and support the delivery of the plan's aspirations and actions. The local board will play a significant role in realising the future vision for the area. This role may take many forms, from direct investment in public works to advocating for positive changes.
- Auckland Transport, Auckland Council, KiwiRail and the New Zealand Transport Agency working together to deliver integrated transport projects.
- forming partnerships with mana whēnua as part of the Māori Responsiveness Framework (discussed in the Auckland Plan) and engaging Māori in realising the vision for the area.
- continuing to engage and connect with local community organisations, businesses and residents so that they can continue to be involved and be a part of the future of Kumeū-Huapai.

## Funding mechanisms

The long-term plan is council's main budgetary tool, which combines all the council and CCO funding across Auckland over a 10-year period. Some of the proposed actions are already budgeted for in the long-term plan.

The Rodney Local Board and key parts of Auckland Council including the CCOs will have a critical role over the next 10 years to select and prioritise projects for funding in the Kumeū-Huapai centre area.

## Monitoring and review

The Kumeū-Huapai Centre Plan will be subject to review on average every three years, and includes engagement with key stakeholders and delivery partners. This review will be undertaken by Auckland Council and the Rodney Local Board, and will be aligned with long-term plan and local board plan processes to allow consideration of any necessary changes to funding and project prioritisation. The next review will take place in 2020.





# Rārangi taunaki kōrero

## Reference material

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