CITY RAIL LINK
New Public Transport Stations and Development Opportunities at Karangahape Road, Newton and Aotea Quarter
Station Catchment

Station

1 Britomart Station
2 Aotea Station (new)
3 Karangahape Road Station (new)
4 Newton Station (new)
5 Mt Eden Station
6 Grafton Station
7 Newmarket Station
8 Parnell Station (new)

Ferry
OUR VISION FOR 2032 IS:

- New City Rail Link station precincts offering a range of housing and work opportunities. They are places Aucklanders want to live, work in and visit.
- Each new City Rail Link station precinct is a distinct neighbourhood, building on its existing heritage character and particular strengths.
BACKGROUND

City neighbourhoods with an energy and pulse are places to which people gravitate. They can’t be manufactured, but their foundations can be put in place. Access is one such foundation. In addition to being great places to live, work, socialise and walk around, city neighbourhoods must be easy to get to. The City Rail Link is our opportunity to create highly accessible city precincts – or growth nodes – around the existing and new (Aotea, Karangahape Road and Newton) City Rail Link stations. Potential growth and possible development around each of the City Rail Link stations, based on detailed capacity studies, are illustrated in orange in the following perspective images.

The extent of the growth nodes is defined as an 800m or 10-minute walk from a rail link station.

The neighbourhoods where the rail link stations will appear are already distinct in their own right, but they have the capacity to further develop and accommodate many of the extra residents and workers the city centre will have in 2032.

The challenge for each of these future growth nodes is to develop their sites, while at the same time nurturing and building their existing identity and heritage. The Aotea Quarter is the city’s performing arts and civic precinct, and also has a prominent education sector. Development around this growth node should build on these functions, as well as protect and enhance important heritage places and their settings, such as the Town Hall, the Civic Theatre and the St James Theatre.

Karangahape Road is an iconic historic street perched on a ridgeline overlooking the Queen Street Valley. Once a destination for department stores, its Victorian and Edwardian buildings now house an array of restaurants, bars and clubs, and workspaces for small and start-up creative businesses. The challenge here is to accommodate high-quality growth, while protecting Karangahape Road’s heritage and keeping the edge and ‘grit’ for which the area is known.

Newton, within the city fringe, is a neighbourhood where several new apartment buildings have sprung up in recent years, many around Basque Park. This recent development could continue and transform the area into a high-quality mixed-use (business and residential) contemporary urban village, strategically located close to the city centre.

The reopening of Parnell Station will better connect the eastern side of the city fringe to the city centre, and enable access to the medical research centres and university in the Park Road area. As with the City Rail Link growth nodes, we expect that this rail station will stimulate additional growth in Parnell, although on a lesser scale, given the limited development opportunities in the area.

To be attractive to future residents and workers, growth nodes must offer a range of employment opportunities, facilities and housing types, and a high-quality environment. They must be easy to get to and easy to get around on foot or by bicycle.

OUTCOME SCORECARD

- SO1 International Destination
- SO2 A Globally Significant Centre for Business
- SO3 Meeting the needs of its residential population
- SO4 Culturally Rich and Creative
- SO5 An Exemplar of Urban Living
- SO6 Integrated Regional Transport System
- SO7 Walkable and Accessible
- SO8 Exceptional Natural Environmental and Leading Environmental Performer
- SO9 World-Leading Centre for Higher Education, Research and Innovation
DEVELOPMENT CAPACITY:
AOTEA QUARTER

Potential built form
Since 2005 the Council has been working with city groups to enhance the Aotea Quarter as the cultural hub of the city – a place people identify with the arts, entertainment, and iconic built heritage. Significant achievements include the redevelopment of Aotea Square as the city’s premier open space and civic square; the redevelopment of the Auckland Art Gallery; the Central City Library café; upgrades to Queen Street, the Lorne Street area and Lower Khartoum Place; and the opening of the Q Theatre.

Opportunities to further enhance and develop the quarter and mid-town as a city centre anchor area, complementing the waterfront and Engine Room, are presented by council-owned sites and buildings and the publicly desired refurbishment of the St James Theatre.

As a thriving area, this growth node has particular redevelopment characteristics and opportunities:

- Large commercial sites without height restrictions
- A location at the geographical centre of the city centre
- Performance venues attracting local, national and international visitors.

They include: the Aotea Centre, the Herald Theatre, the Civic Theatre, the Basement Theatre, Classic Comedy and Q Theatre

- The Auckland Town Hall, the Central City Library, and other civic administration buildings
- Several redevelopment sites fringing Aotea Square, including behind the Aotea Centre and the Council’s Civic and Bledisloe buildings. Development must maintain existing sunlight access planes to the square
- A major university library, and gallery collections.

Auckland Council is committed to the Aotea Quarter. It can best fulfil its customer service aspirations here, and use council property ownership to support and facilitate other strategies and plans working towards Auckland’s vision.

Council is taking the following initiatives:

- Supporting the Aotea Quarter objectives of this masterplan by consolidating the Council’s city centre occupancy in the area
- Locating close to the Auckland Town Hall as the centre of regional governance
- Consolidating staff from various city centre workplaces to the ASB building on the corner of Wellesley and Albert Streets. This encourages operational efficiencies, reduces costs, increases collaboration and reinforces a common culture
- Committing to being easily accessible for community needs and building a unified brand for Auckland Council.

The City Rail Link proposes an Aotea Station. However, the area’s growth will require more than a station in close proximity. The strategy needs to focus on reinforcing the quarter’s role as a cultural heritage and civic hub. Creating a theatre district in the upper Queen Street area can add greater depth to the offering. The heritage values of the Aotea Quarter will be protected and celebrated; it is home to some of the most important landmarks in the city centre.

Aotea Station will be the major feeder station eastwards for students and staff of both universities. The University of Auckland is developing a multi-million dollar strategic plan, on the assumption that the pedestrian feed will flow eastwards up Victoria and Wellesley Streets.
RESIDENTIAL
73,000m²
÷ 40m² per resident = 1,825 additional residents
@ 2 residents per dwelling = 912 additional dwellings

COMMERCIAL
249,000m²
÷ 20m² per worker = 12,450 additional workers

CIVIC/ARTS
18,000m²

TOTAL (net) FLOOR AREA
340,000m²
AOTEA QUARTER
THE CULTURAL HUB OF THE CITY
Wellesley Street is uniquely positioned to link several key city centre destinations, and will take on a more critical role in the future. The Wellesley Street corridor links the Learning Quarter, the Aotea Precinct, the planned Aotea Rail Station, the planned New Zealand International Convention Centre, the Victoria Quarter and the Wynyard Quarter, and is therefore a natural destination for large numbers of people. Auckland Transport’s improved bus network will significantly improve accessibility on Wellesley Street, and NZTA will enable walking and cycling across the Wellesley Street Bridge at Grafton Gully. With other east-west routes reducing their traffic-carrying roles, there may also be pressure for more traffic to use Mayoral Drive and parts of Wellesley Street. Future movement functions must support and enable a high-quality pedestrian environment along Wellesley Street, specifically from the Art Gallery to the Civic Theatre corner at the intersection of Queen Street. Work on a Corridor Management Plan will commence shortly, and will complement the Aotea Quarter Masterplan.
DEVELOPMENT CAPACITY: K ROAD

Potential built form
Karangahape Road, known as K Rd, will build on its nationally recognised name with an emphasis on both day and night entertainment economies. It will continue to reflect the significant heritage qualities in this location. This growth node area has the fewest potential development sites (relative to land area) of all the City Rail Link station areas.
K ROAD

THE STRATEGY FOR KARANGAHAPE ROAD IS TO REINFORCE ITS ROLE AS A COLOURFUL 24/7 ENTERTAINMENT ZONE WHILE AVOIDING THE GENTRIFICATION THAT MIGHT TAKE AWAY ITS EDGE, AFFORDABILITY, AND APPEAL TO CREATIVE BUSINESSES.

DEVELOPMENT CHARACTERISTICS AND OPPORTUNITIES TAKE ACCOUNT OF:

1. Multiple small lots with narrow frontages
2. One major arterial road that spatially defines the area
3. Good sunlight, elevation, and views
4. The significant number of heritage/character buildings along Karangahape Road’s ridgeline
5. Greater development capacity away from ridgelines at the back of Karangahape Road
6. A topographical response, by restricting buildings to no more than 8 floors/30m (generally permitted = 15m) and further height constraints to maintain the view shaft and heritage streetscapes along ridgelines.
KARANGAHAPE ROAD

**TOTAL (net) FLOOR AREA**

126,000m²

**COMMERCIAL**

46,000m²

\[ \div 20m^2 \text{ per worker} = 2,300 \text{ additional workers} \]

**RESIDENTIAL**

77,000m²

\[ \div 40m^2 \text{ per resident} = 1,925 \text{ additional residents} \]

\[ @ 2 \text{ residents per dwelling} = 962 \text{ additional dwellings} \]

**CIVIC/ARTS**

3,000m²

\[ \div 20m^2 \text{ per worker} = 2,300 \text{ additional workers} \]
Newton, sitting south of the central motorway junction (‘spaghetti junction’) in the city fringe, lacks a strong identity and has a mix of low-grade uses and buildings. However, it has the potential to become one of the best-quality, high-density urban villages in the country, as it is strategically located within easy access of all parts of the Auckland region. There is an opportunity to promote a contemporary, sustainable, residential-led, mixed-use urban village with all of the qualities associated with Ponsonby and Parnell.

This growth node contains the highest number of potential development sites (relative to land area) of all the City Rail Link growth areas. Development characteristics and opportunities take account of:

- Multiple small lots with narrow frontages
- Multiple major arterial roads that spatially define the area
- A significant public open space, Basque Park, in the southwest of the area
- Good sunlight, elevation and views
- A high degree of visibility from Maungawhau Mt Eden
- The area’s topography, by restricting buildings to no more than 8 floors/30m (generally permitted = 15m), and further height constraints to maintain the view shaft and heritage streetscapes along ridgelines.

The urban village contains several distinct parts derived from the roads that pass through the area. Commercial redevelopment opportunities are particularly prevalent south of Khyber Pass Road, close to arterial roads, motorway intersections and the future station. This area contains multiple sites suitable for amalgamation to create buildings with large floor areas, as well as existing businesses and offices. There is a significant residential community within the southwestern area, centred around Basque Park. This area would benefit from formal recognition as a residential precinct, with accompanying protection in terms of noise limits and sunlight access to public open space.

Additional residential growth capacity is estimated to be 750,000m² of floor area, enough to house an additional population of around 19,000. This level of population will create a strong community and ease housing pressure elsewhere in the city.

To avoid Newton becoming a competitor to the city centre office market as a consequence of its current, less restrictive car parking standards, new parking maximums will be considered for introduction in the Unitary Plan. At the same time, Auckland Council will investigate developing a shared car parking building to serve new development in the area. This will reduce the need for on-site provision in the area and offer considerable urban form benefits.

To further understand Newton’s potential to become a contemporary urban village, a full structure plan is required.
RESIDENTIAL
750,000m²
÷ 40m² per resident = 18,750 additional residents @ 2 residents per dwelling = 9,375 additional dwellings

COMMERCIAL
320,000m²
÷ 20m² per worker = 16,000 additional workers

TOTAL (net) FLOOR AREA
1,070,000m²
NEWTON DEVELOPMENT CAPACITY

Potential built form