STRATEGIC FIT

THE MASTERPLAN IS A NON-STATUTORY SUPPORTING DOCUMENT TO THE AUCKLAND PLAN, AND IS AN INPUT TO THE UNITARY PLAN.

Together, the Auckland Plan and the Unitary Plan provide the overall vision and direction that guide the future development of the whole city region. The vision and transformational moves of this masterplan are embedded in the Auckland Plan, and will help to inform the strategic direction of the city centre in the Unitary Plan. A city centre overlay forms part of the new Unitary Plan, introducing planning direction in support of delivering the transformational moves.

The Long-term Plan 2012–2022 confirms council funding of $130 million (excluding funding for the City Rail Link) to deliver the masterplan over the next 10 years. Considerable private investment estimated at $325 million is expected to supplement this.

A city centre overlay forms part of the new Unitary Plan, introducing planning direction in support of delivering the transformational moves.

The masterplan also supports other similar, direction-setting Auckland Council strategies, including the Auckland Economic Development Strategy (Auckland Council), and the Auckland Visitor Strategy (Auckland Tourism, Events and Economic Development). Transport elements of the masterplan are expressed within the Auckland Transport and NZTA’s Auckland Integrated Transport Plan.

The Waterfront Plan (which can be found at www.waterfrontauckland.co.nz), is a companion document to the City Centre Masterplan, aligned by shared proposals at the interface between the city centre and waterfront.
MAYOR’S VISION
Creating the world’s most liveable city

AUCKLAND PLAN
30-year vision and strategy for Auckland

UNITARY PLAN
Policies and rules to implement the Auckland Plan

PLACE-BASED PLANS
Spatial Plans for geographic areas e.g. Local Board area plans, City Centre Masterplan, and Waterfront Plan

STRATEGIES
Examples: Economic Development Strategy, Waste Management & Minimisation Strategy

LONG-TERM PLAN
Council’s 10-year plan and budget

LOCAL BOARD PLAN
3-Year plans of 21 Local Boards

LOCAL BOARD AGREEMENT
Annual budgets of 21 Local Boards

IMPLEMENTATION
The focus will be on doing a few things well

In this context not all moves and key projects will be advanced at the same time, but delivered in a number of broad, overlapping ‘episodes’. This ensures they are complementary and have maximum impact. The episodes identified in the plan are superimposed across the transformational moves, underscoring the stepped approach to their delivery over the life of the masterplan and beyond.

In the first episode over the next 10 years, transformational projects will focus on the CBD, or Engine Room, and the waterfront. An energised Engine Room will lift investor confidence and provide the impetus for other quarters to grow. Momentum created around the Wynyard Quarter, unleashed at the same time, will continue to create a ‘water city’ of international acclaim.

The first episode will also include projects that help reinforce the Aotea Quarter’s role as the civic and cultural heart of the city centre, ensuring it remains resilient to the shifting centre of focus to the harbour’s edge. Critically, the City Rail Link station at Aotea will make this area far more accessible to the region.

Together with the City Rail Link, the first episode will create the necessary impetus for change elsewhere in the city centre; specifically, growth around the proposed City Rail Link stations at Karangahape Road and Newton. This second episode will start as and when the train stations are opened, with the agglomeration benefits revealed over 20-years. The Auckland Council group will encourage and incentivise development around these stations.

Recognising that delivering the moves needs to be in step with demand for development, transformational moves in the third episode around the Victoria Quarter and Quay Park will happen as and when the private sector responds or opportunities arise. For example, the New Zealand International Convention Centre may create the impetus and funding opportunities for upgrading adjoining public areas.

Other opportunities identified in the masterplan will fall into place around these broad episodes, according to the market.

See the Masterplan Delivery section (page 191) for more detail on the projects prioritised for delivery in the first 10 years.
The masterplan’s transport elements are shown in the Auckland Transport Integrated Transport Plan, which determines the sequence of changes required to the transport network and parking, to enable the proposed street redesigns and redevelopment. Project interdependencies are outlined on page 195 in the Masterplan Delivery section. Construction of the City Rail Link will be the most critical element in determining what happens when.

The private sector will be encouraged to respond to the development opportunities identified. The fundamentals of demand and profit margins will ultimately determine when things progress. However, Auckland Council and its family organisations can help motivate the market through:

- Providing enabling infrastructure
- Catalysing exemplar projects
- Investing in the amenity of places
- Making clear and expeditious decisions
- Having a planning regime that encourages and rewards projects that are innovative, high-quality projects which support the masterplan, and discourages those that do not
- Setting clear standards for new development
- Monitoring anticipated results and allowing corrective action to be taken where results are not being met
- Understanding how what happens outside the city centre can affect its success.

It is understood that ongoing investment by the private sector requires a set of positive pre-conditions:

- A visible champion and strong leadership
- Coordination among public sector stakeholders
- A comprehensive and integrated plan based on realistic assumptions
- A long-term planning horizon
- A viable and prioritised public sector investment plan.

Spreading investment over a wide range of initiatives and areas will undermine the pre-conditions; less is definitely more. The mutually supporting investment ‘episodes’ over a 30-year-plus horizon support a system-wide approach to decision-making.
City Centre Journey

Some of the places, spaces, and events that have built the city we know and love.
1300s settled by Māori

1300s - 1700s Waiōhua, Marutūahu, and Ngāti Whātua camps and Pā

Wellington becomes NZ’s capital city

Government House completed

Auckland becomes NZ’s capital city

Auckland Domain established

Āpihai Te Kawau invites Governor Hobson to site capital in Auckland

Supreme Courthouse completed

Albert Barracks converted to Albert Park

Horse tram services start

1880

1870

1860

1850

1840

Commonwealth Games

Sky Tower opens

Britomart Station opens

Vector Arena opens

America’s Cup (Auckland)

Rugby World Cup 2011

Auckland University established

Horse tram services start

1840