

Section III - Framework - shaping the place



Section Three

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Framework – shaping the place

Introduction

The development framework identifies how the 'hard asset' goals and associated 'key moves' identified in Section II can be delivered to meet the strategic vision for New Lynn. It adopts a whole place approach in which ten precincts are identified, each with its own distinct role to play in meeting the goals and delivering the vision.

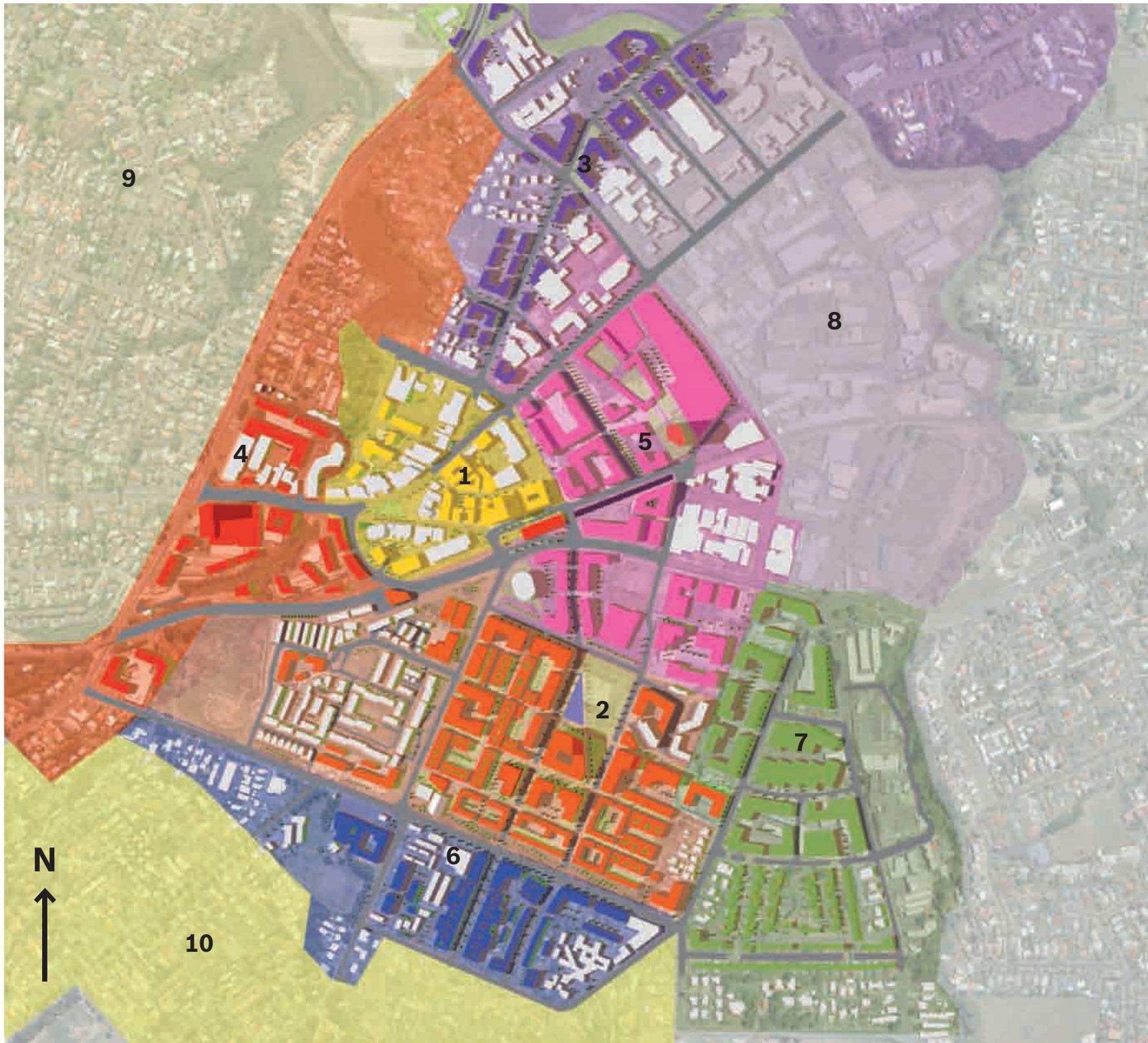
The precincts, where possible and appropriate, mirror those already established in the New Lynn Urban Regeneration Framework however changes and additions have been made reflecting the expanded study area. The precinct boundaries have also been informed by the character area study in Section I and the Development Strategic Objective in Section II.

The precincts are:

1. MERCHANT QUARTER
2. CROWN LYNN
3. DELTA AVENUE
4. WESTERN GATEWAY
5. THE MALL
6. THE AVENUE
7. BOB HILL
8. INDUSTRIAL
9. RESIDENTIAL WEST
10. RESIDENTIAL SOUTH

Precincts 1-5 effectively represent the extent of the future town centre and the truly urban area, with 6-10 being either transition areas between the urban and suburban areas or stable residential neighbourhoods. Whilst capable of being delivered independently from their neighbours the precincts complement each other contributing to the whole.

Issues, opportunities and physical interventions have been considered for each precinct in the following precinct plans. Projects are identified and design principles and parameters established to guide delivery. Council initiated Precinct Implementation Plans will be developed to further outline the delivery approach, investment and partnership opportunities and costs.





MANAWA WETLAND
RESERVE

TRANSIT
INTERCHANGE



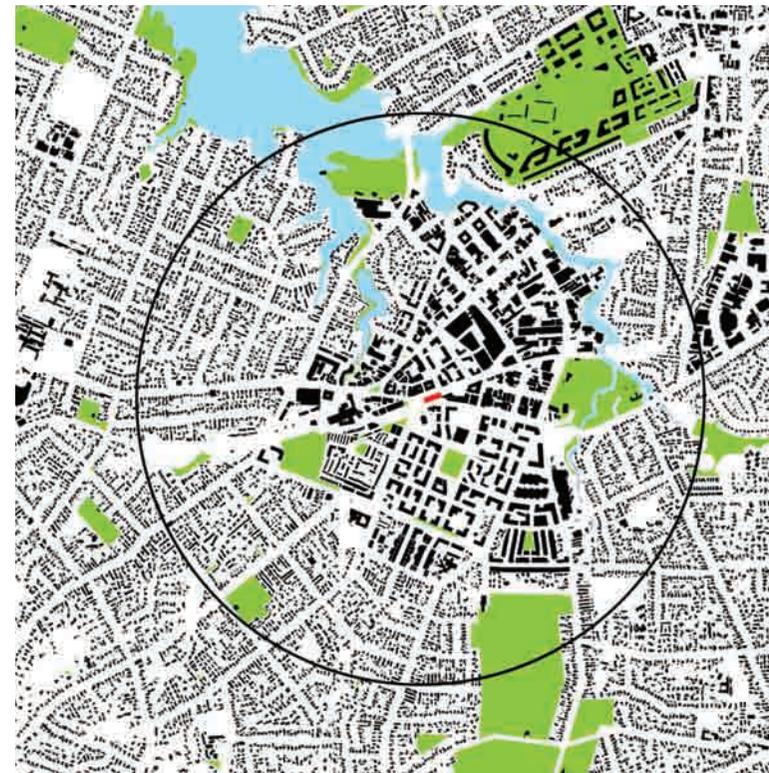
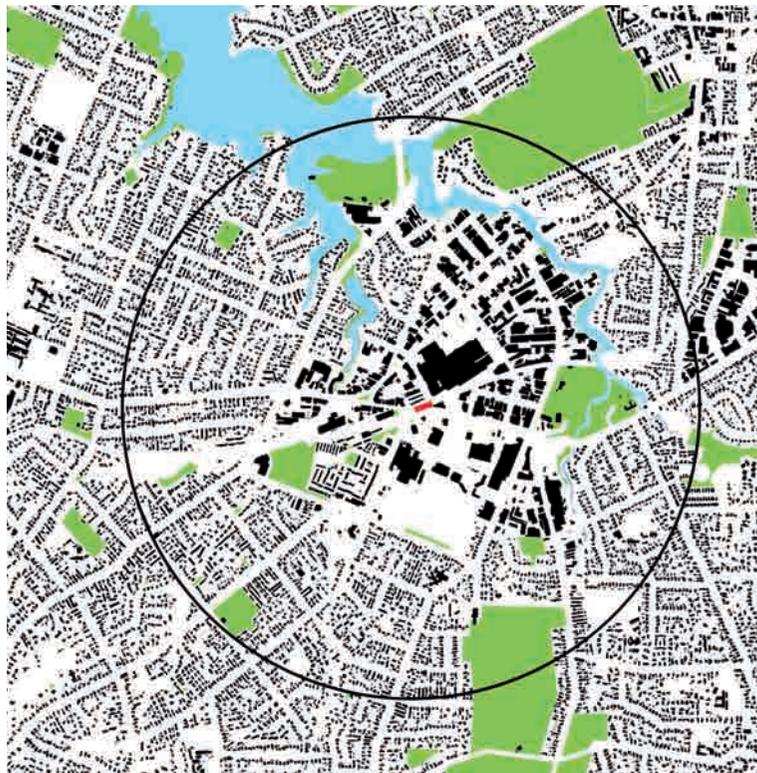


FIGURE GROUND 2010↑ →2030



CONNECTIVITY ↑ 2010 →2030



Merchant Quarter



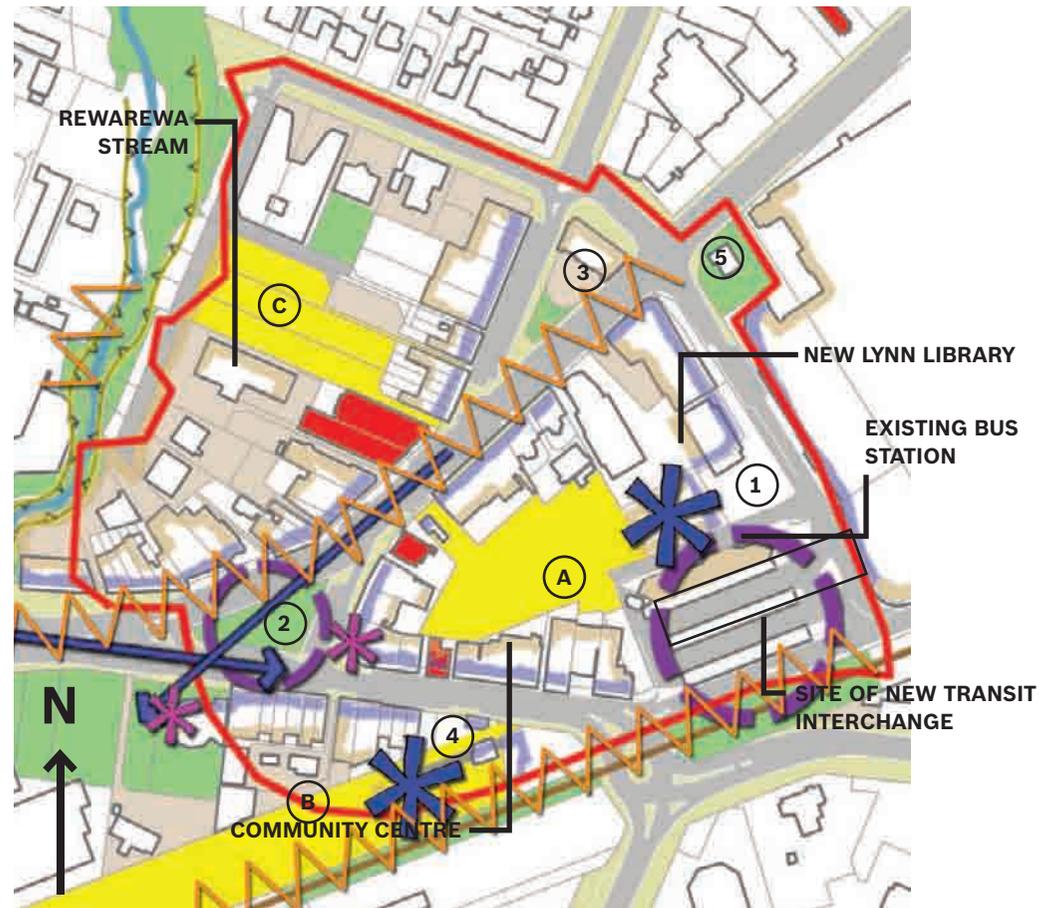
Merchant Quarter

The Merchant Quarter, bounded by the Rewarewa Stream to the west, Hugh Brown Drive and Memorial Avenue to the north and the railway line to the east and south is bisected by Great North Road, a major arterial road long connecting New Lynn and west Auckland to the rest of the Auckland Region. The precinct has always been the 'heart' of New Lynn and today presents one of the most significant mixed-use redevelopment opportunities in New Zealand.

Having a long history as a trade and retail 'hub' the precinct still offers many of the important services expected of a town centre including a post office, police station, library, banks, community centre as well as numerous shops. Over the years the retail offer has however declined in terms of quality and range reflecting the dominance of LynnMall. Construction of the New Lynn Transit Interchange, reconstruction and extension of Clark Street and the new shared space along Totara Avenue West are all expected to help support businesses that remain as well as attract new destination retail and leisure activities. The interchange, in the south eastern corner of the precinct, will see at least five million travellers a year pass through it and the precinct.

The Merchant is the oldest part of New Lynn and contains numerous built and natural heritage assets including Ceramco House the former BNZ bank building and a few significant trees in Todd Triangle (Space 2 below). Several of the heritage buildings appear a little tired, however in most cases the opportunity to reinvigorate them remains.

The principal streets through the precinct are Great North Road and Totara Avenue, both currently dominated by traffic. Great North Road carries more than 25,000 vehicles per day, including freight traffic, and represents a major barrier to pedestrian movement across the town centre. Totara Avenue currently takes through traffic off Clark Street with some 20,000 vehicles using the street per day. The extent of traffic degrades this street which is otherwise well proportioned and has a distinct character. The planned construction of the Clark Street extension in 2012 along the southern boundary of the precinct line will relieve Totara Avenue of much of this through traffic enabling it to be reconsidered as a shared space street (handling approx. 3,500 vehicles per day).



MERCHANT QUARTER PRECINCT ANALYSIS

- | | |
|-------------------------------|------------------------------|
| 1. MEMORIAL SQUARE | A. NEW LYNN CAR PARK |
| 2. TODD TRIANGLE | B. COMMUNITY CENTRE CAR PARK |
| 3. DELTA TRIANGLE | C. McNAUGHTON WAY CAR PARK |
| 4. COMMUNITY CENTRE FORECOURT | |
| 5. WAKA SQUARE | |



Trains running in the trench through New Lynn centre since March 2010



The large amount of at grade car parking in the centre of New Lynn offers opportunities for redevelopment

POSTIVE EDGE		NODE	
WEAK EDGE		LANDMARK BUILDING	
STREAM		HERITAGE BUILDING	
MARKER BUILDING		CROWN OWNED LAND	
FOOTPATH		SIGNIFICANT LEVEL CHANGES	
BARRIER			
CARRIAGEWAY			
CAR PARK			
GREEN SPACE			



The precinct includes the town centre's key public spaces:

1. **Memorial Square**, in front of New Lynn Library adjoining Memorial Drive, is the key 'hard' civic space in New Lynn. Constructed in mid 1990s the square represents the current 'heart' of New Lynn providing an interface between the precinct and LynnMall (the Mall Precinct)
2. **Todd Triangle**, a long standing space at the intersection of Totara Avenue and Great North Road is perhaps the most prominent space in New Lynn. This civic green space was redesigned in 2006 and is scheduled for further enhancement as part of the Totara Avenue West shared space project
3. **Delta Triangle**, on the former intersection of Delta Avenue and Great North Road is a low key public space edged by mature trees. The focus of the space is a piece of art that celebrates New Lynn's brick making history

4. **Community Centre Forecourt**, immediately in front of the community centre it is currently a utilitarian space however the small historic building, the Potters Post, in the space, provides an opportunity to reconsider the space and how it is used
5. **Waka Square** at the intersection of Memorial Drive and Great North Road in front of one of LynnMall's service areas. The large waka sculpture by Bill McKay and Warren Visco dominates this rather disappointing space as it is mainly surrounded by blank walls and loading bays which serve LynnMall. The prominent location suggests it could be reconsidered as a future development opportunity with the space and art relocated elsewhere within the town centre.

The character buildings, mix of uses, busy roads and civic spaces give the precinct a distinct character much more urban in nature than other parts of New Lynn. However, the numerous ridgelines encircling New Lynn provide several viewpoints from within the precinct that serve as a reminder of the semi-rural backdrop of the Waitakere Ranges and foothills.

The Rewarewa Stream, along the western boundary of the precinct, represents the most significant green/blue space, however it is a rather neglected and concealed asset. Public access is limited with only one bridge crossing the stream. Buildings tend to turn their backs on it and there are a number of storm water pipes and other bits of infrastructure that impact negatively upon its overall character.

Land in the precinct is in multiple ownership reflecting the relatively fine grain nature of the urban form. Council has a significant holding in the form of the existing at grade public car parks in the area between Totara Avenue and Great North Road (Site A on the plan and on the aerial photo to the left), adjacent to the community centre (Site B) and off McNaughton Way (Site C). Council has also been actively assembling land in recent years to enable comprehensive redevelopment of the precinct. Another significant landowner in the area and potential partner in its redevelopment is Infracore Infrastructure Property Ltd, owners of the bus station site.



New Lynn Library - in the heart of Merchant Quarter Precinct



Former BNZ Bank fronting Todd Triangle



New Lynn Police Station, Great North Road



Great North Road creating a barrier to pedestrian in the heart of the centre



Waka Square at the intersection of Great North road and Memorial Drive



Rouse Hill, Sydney – intimate public space



Newhall, Harlow, England – town house creating a strong edge to the park

TRANSIT INTERCHANGE



Merchant Quarter Vision

As the centre point of the Transit Oriented Development, the Merchant Quarter will drive change across the wider New Lynn area by attracting new business and residents into a vibrant, walkable mixed-use urban environment. The precinct can be considered in two halves with Great North Road the unifying element bringing the two areas together.

The first and highest profile development will be within the 'Merchant Heart' between Great North Road and Totara Avenue (West). Infratil Infrastructure Property Ltd and the council are engaged in a joint venture to develop the area as a vibrant destination place typified by exceptional public spaces and streets and high quality architecture.

Development will see the public at-grade car park resupplied as part of a podium building with retail at ground floor, three storeys of car parking above (260 spaces) and a residential apartment block on top (possibly up to 8-10 storeys). The bus station site will accommodate a mixed-use pavillion building of at least three storeys. The remainder of the car park land and council's other landholdings including some Totara Avenue frontage will be developed as relatively fine grained three to four storey buildings with predominately retail uses at ground floor and residential and commercial above. New Lynn Library, already at capacity, may be expanded through an extension on part of the former car park site with the possibility of retail at ground level.

McCrae Way, running east-west through the Merchant Heart, will be an important shared space street connecting LynnMall and Memorial Square to Totara Avenue and Todd Triangle. Somewhere along its length a new urban Merchant Square (a

new space under the Power of Ten) could accommodate the space and artwork relocated from the Waka Square which could be redeveloped as a marker building.

Totara Avenue (West) will be relieved of much of its current traffic thanks to Clark Street Extension. This will allow it to become a vibrant pedestrian oriented place with retained character buildings alongside new infill development providing a vibrant mix of shops, cafes, bars, restaurants and offices. At one end of the street, opposite the Transit Interchange, the Community Centre forecourt will be reinvigorated as a public space focused on the Potter's Post building. At the other end Todd Triangle is to be reconfigured with a calmed Totara Avenue West curving through it on its old alignment to form a T-intersection with Great North Road. The existing hard space in front of the Todd Triangle restaurants, bars and shops will be retained with the green space west of the street redesigned as a quality multifunctional space.

To the south of Totara Avenue West, behind the row of shops and community centre, the existing car park will be given over to residential development or, if required, a further car park building delivering upwards of 360 spaces.

Clark Street Extension and the proposed Portage Road/Veronica Street freight route will reduce traffic volumes on Great North Road to a level that enables it to be progressively enhanced as a high amenity boulevard. The first stage would be to reconfigure the intersections to McCrae Way, Clark Street Extension and Totara Avenue as raised tables – slowing traffic and increasing pedestrian crossing opportunities. The next stage would see mature trees introduced on one side of the street and clearways in both directions

(no parking on the west side between 7:00am and 9:00am and the east side between 4:00pm and 6:00pm). If volumes permit the ambition should be to ultimately reduce the number of lanes to one in both directions and plant trees on the opposite side of the road.

Following the development of the Merchant Heart the second half of the precinct, the area north of Great North Road behind the road frontage and bounded by the Rewarewa Stream will be built out primarily as compact family housing (town houses, terraces and patio houses) along narrow mews style lanes. The Rewarewa will be opened up to the public as a linear park (as a 'power of ten' space) including a new footpath along its edge and a new road over it. New development will be required to front onto it improving natural surveillance and optimising property values. The existing council car park will be built on for housing with spaces reprovided in a further parking building (up to 400 car parks) in the area if and when demand is realised.

To help enliven the shops that run along Delta Avenue and capitalise on the opportunities that may arise from Avondale Racecourse (see Delta Precinct) the Delta Avenue road connection to Great North Road will be reinstated. Delta Triangle, benefiting from an increased level of prominence would be enhanced but remain essentially a quite reflective place just outside of the core town centre.



One of the vibrant laneways in Melbourne



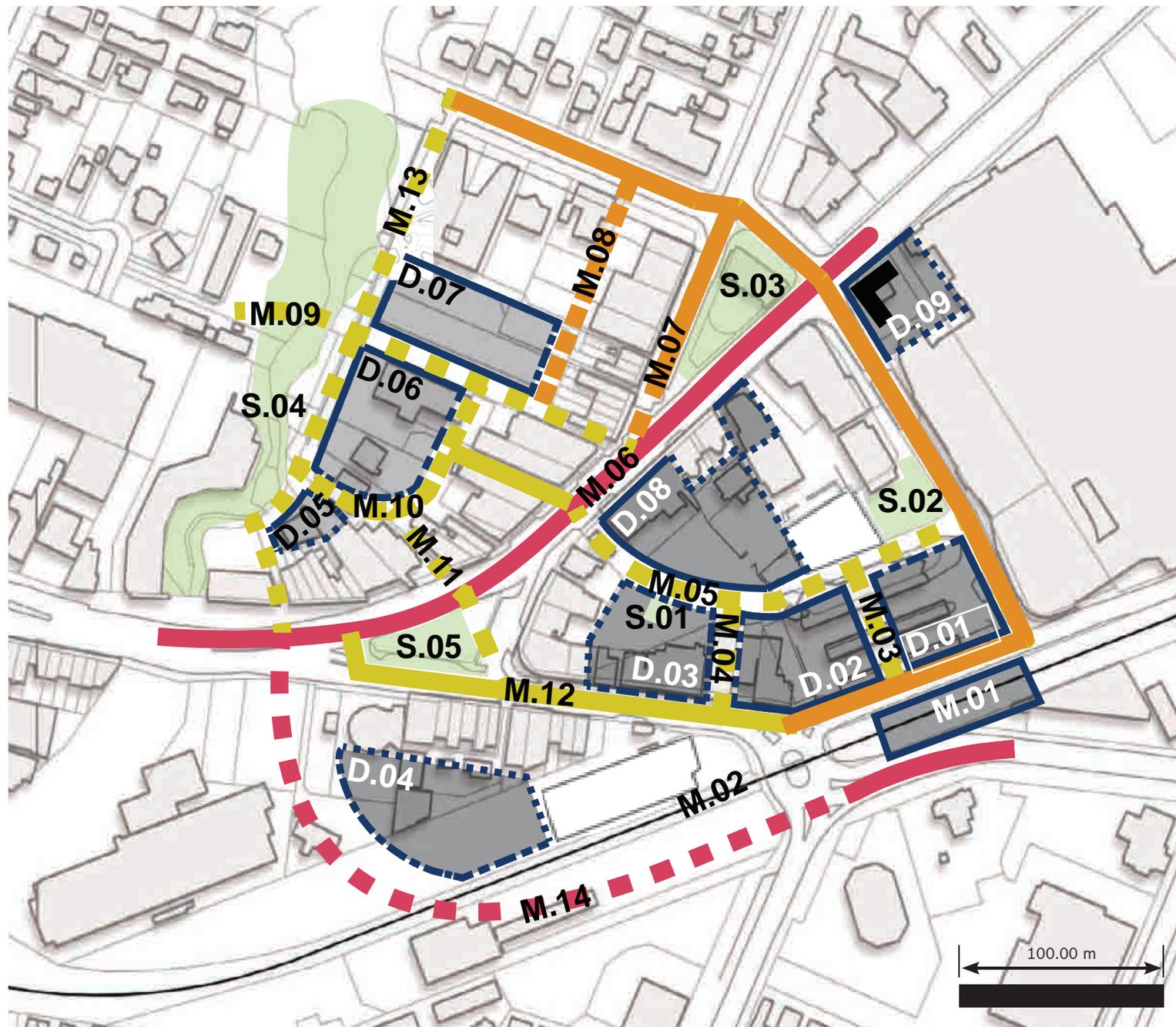
Shared spaces offer flexibility for art and culture in the street environment



Boulevards with generous footpaths and tree planting offer great pedestrian amenity, Melbourne



Urban Plaza – Exeter, UK



 MERCHANT QUARTER PROPOSALS

- SPACE 
- AVENUE / BOULEVARD 
- LOCAL STREET 
- SHARED SPACE / LANE 
- DEVELOPMENT SITE - SHORT TERM 
- DEVELOPMENT SITE - MEDIUM TERM 
- DEVELOPMENT SITE - LONG TERM 



KEY FACTS:

TOTAL AREA OF PRECINCT: **12.9 ha**

NEW RESIDENTIAL GROSS AREA: **17,500 m²**

NEW EMPLOYMENT GROSS AREA: **13,000 m²**

GROSS NEW FLOOR AREA: **36,700 m²**

NEW RESIDENTIAL UNITS: **120**

NEW RETAIL GROSS AREA: **6,200 m²**

NET NEW FLOOR AREA: **30,000 m²**

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
MOVEMENT			
M.01	The new transit interchange and associated intersections in and around the area that will help to improve connectivity.	New train station building with exits onto Clark street and Hetana street. Relocation of the bus interchange to Totara Avenue (both sides) and along Clark street (one side), freeing up sites D.01 and D.02 for redevelopment. Inclusion of a 'Barnes Dance' crossing (i.e. a pedestrian priority crossing with the ability to cross diagonally) at the intersection of Totara Avenue and Memorial Avenue and the provision of two additional intersections improving pedestrian access to the town centre.	Completed 2010
M.02	The rail trench helping to improve train service into New Lynn and access for all road users across rail line into Town Centre.	Trench has been designed with a number of crossings to help improve connectivity and, in the future, could be capped off in places to provide additional development/open space opportunities.	Completed 2010
M.03	Pedestrian link to be provided between proposed buildings on Infratil site, to provide alternative connections between the transit interchange and the heart of the Town Centre.	Pedestrian link between D.01 and D.02 of min. 5m width. Street lighting at pedestrian scale.	Short
M.04	New shared space to be constructed from McCrae Way to connect to the Totara Avenue West 'shared space'.	Two-way shared space with parallel indented car parking on both sides with trees planted in between – max carriageway width 5.5m. Design speed – 15kph.	Short
M.05	McCrae Way extension (shared space) to connect with Great North Road to the west. Shall provide better connectivity through the Merchant Quarter Heart.	Two-way shared space with parallel parking on both sides – max. carriageway width 6m. Footpaths min. 2.5m wide, no berm, no central median, no kerbs. Trees planted in between car parking spaces or on footpaths (max. spacing 10m). Design speed – 15kph.	Short
M.06	Redesigned/reconfigured Great North Road between Veronica street and Clark Street Extension to provide a much more friendly environment for pedestrians and cyclists. This can potentially be achieved with a staged process.	Through design introduced in stages, the ambition should be for a two way single lane (two lanes in each direction with clearways in the interim) higher order avenue with parallel parking on both sides (max. 2.0m) - max. carriageway width 7.0m. Extended footpaths on both sides to a min. 3.0m (for pedestrian movement, outdoor seating, planted areas). Existing trees retained and new trees (large stands) planted on both sides in footpaths or in between parallel parking (spacing about 10m. Additional crossing facilities provided designed as raised tables. Design speed will depend on future road classification.	Short (interim design) / Medium (ultimate design)



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
M.07	Reconnected Delta Avenue with Great North Road. New roundabout created at the intersection of Hugh Brown Drive and Delta Avenue.	One-way entry off of Great North Road with provision of on street parking spaces. Additional large scale development trees planted. Crossing facility on a raised table at the intersection with Great North Road. Two-way street along the rest of Delta Avenue leading to the new single lane roundabout with crossing facilities at each branch. Design speed - 30kph.	Medium
M.08	New north-south street/laneway west of Delta Avenue to help provide greater connectivity through this large block and provide servicing opportunities for the existing stores along Delta Avenue.	Two way single lane calmed local street with parallel indented parking on both sides – max. carriageway width 6.0m. Min. footpath width 1.8m on both sides. No berm, no central median. Design speed – 20 kph.	Medium
M.09	New slow street and bridge connection across the Rewarewa Stream linking the Merchant Quarter with residential communities to the west.	Two way single lane slow street and bridge with indented parking on one side (street) – maximum carriageway width 5.5m (bridge) / 6m (street). Footpaths on both sides – min. width 1.8m (bridge) / 2.5m (street). Street trees on both sides in between car parking spaces / in footpaths / in carriageway – max. spacing 10m. No berm, no central median. Design speed – 30kph.	Medium
M.10 & 11	New calmed streets and lanes created on the western side of the Merchant Quarter in behind the shops which run along the western side of Great North Road, connecting with Great North Road.	Two-way lanes with parallel parking on one side. Maximum carriageway width 6.0m. Footpaths on both sides – min. width 1.8m. Raised tables provided at intersections with other streets. Design speed – 20kph.	Medium
M.12	Totara Avenue West redesigned as a shared space between Rankin Avenue and Great North Road, connecting with Great North Road at a 'T' intersection further to the east than its current location.	Two-way shared space (equal priority for pedestrians and vehicles) with maximised parking opportunities – max. carriageway width 6.0m.. No kerb, no berm. Materials of high quality. Trees irregularly spaced on both sides (max. spacing 10m). Provision for rain gardens and other LID devices. Raised intersection with Great North Road. Design speed – 15kph.	Short
M.13	McNaughton Way redesigned as a shared space to complete the connection from Hugh Brown Drive to Great North Road.	Two-way shared space with limited parallel parking opportunities – max. carriageway width 6.0m..Footpaths on both sides – minimum width 2.5m. Trees planted on both sides. No berm, no central median. Raised tables at intersection with Great North Road. Design speed – 30kph.	Medium
M.14	Clark Street extended to bypass the core of the Town Centre and enable the redesign of Totara Avenue West as a shared space (M.12)	Two-way two lanes each direction raised avenue connecting Clark Street to Great North Road via the southern side of the community centre – max. carriageway width 12m. Footpaths on both sides – min. width 1.8m. Signalised intersection including crossing facilities provided at mid-length with access off to site on the west, and future possible access to D.04. Trees planted at proximity to Great North Road. Design speed – 50 kph.	Short



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
DEVELOPMENT			
D.01	High quality mixed use building on the north-eastern half of the Infratil Block.	Occupied continuous frontage to Totara Avenue, Memorial Drive and M.03 and semi-continuous to M.05. Min. four storeys with retail / commercial at ground floor and office/residential above. No setbacks from streets.	Short
D.02	High quality mixed-use building on the western half of the Infratil Block.	Occupied continuous frontage to Totara Avenue, M.03 and M.05 and semi-continuous to M.04. Min. six storeys with retail/commercial at ground floor and parking/office/residential above. Min. storey height for parking storeys 3.3m (to enable future conversion to other uses). No setbacks from streets.	Short
D.03	New building(s) which maintains the existing fine grain of the area and respects the heritage buildings already existing along Totara Avenue West.	Occupied continuous frontage onto Totara Avenue M.12, semi-continuous frontage onto M.04 and M.05, and fully occupied frontage onto public open space accommodated within the development and surrounded by at least three sides of building (S.01). Min. four storeys with retail/ commercial at ground floor and residential / office above. No setback from streets.	Short/ Medium
D.04	New mixed use and / or multi-storey car park building with occupied frontage to Clark Street Extension to provide additional office/commercial space, and designed in a way that it can be converted overtime into other uses.	Semi-continuous frontage onto Clark Street Extension M.14. Minimum four storeys with office / commercial onto Clark Street Extension. Minimum ground floor height of 4.5m to ensure future robustness for conversion to usable space for community centre. Min. height for parking storey 3.3m (to ensure future robustness for conversion to residential / office spaces).	Medium/ Short
D.05, D.06 & D.07	Redevelopment of current at-grade car parking areas to mainly future residential development to help activate the edge along the Rewarewa Stream, potentially to include a car parking building.	Occupied active frontage onto M.09, M.13 / Rewarewa Stream S.04 with parking provided within the block or on-street. Min. three storeys with potential for office / retail at ground floor and residential above. (and potentially some parking in one building). Min. height for parking storey 3.3m to ensure future robustness for conversion to residential /office spaces. Access off M.08 or M.10.	Medium
D.08	New building(s) which maintains the existing fine grain of the area and respects the heritage buildings already existing along Great North Road.	Occupied fully continuous frontage to McCrae Way M.05 and Great North Road M.06. Min. three storeys with retail at ground floor and office / residential above. No setback from Great North Road M.06.	Short/ Medium
D.09	Redevelopment of the existing space (waka square) as a mixed use landmark building. Space and artwork to be provided as Merchant Square S.01.	Occupied fully continuous frontage onto Great North Road M.06 and Memorial Drive. Min. 4 storey mixed use landmark building. Servicing / loading to the rear of the building.	Short/ Medium



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
Open Space			
S.01	Creation of a hard urban space surrounded on all three sides by buildings.	Minimum 800m2. Intimate hard urban space with grass, play area and seating areas organised around the relocated waka artwork. Shall provide at least two accesses through the space linking the rest of the town centre and servicing opportunities for surrounding buildings.	Short/ Medium
S.02	Continued maintenance and enhancement to the existing Memorial Square.	General ongoing maintenance and enhancement.	Ongoing
S.03	Redesign of the existing Delta Triangle by reconnecting Delta Avenue with Great North Road.	Reconfigured space to enhance its heritage value and to enable connection of Great North Road and to Delta Avenue.	Medium
S.04	Major works on Rewarewa Stream to solve current slippage issues , to restore the natural heritage of the area and increase its accessibility as a linear park. Improvements to occur in a staged process.	Rewarewa edges treated as a linear park, reflecting the heritage value of the stream, with slippage issues to be resolved and relocation of some existing hard infrastructure.	Short- Medium- Long (staged process).
S.05	Reconfiguration of Todd Triangle to provide more amenity for the Town Centre, particularly green amenity.	Reconfiguration of Todd Triangle increased in size as a consequence of the new reconfigured intersection between Totara Avenue West and Great North Road, and redesign of the space to provide greater amenity: children's play area, large trees, benches and enhanced lighting.	Short



VIEW OF TOTARA AVENUE (WEST) SHARED SPACE AND TODD TRIANGLE

Chashle Street, Christchurch – a shared street



VIEW OF THE REDEVELOPED MERCHANT HEART



Crown Lynn

TRANSIT INTERCHANGE



Ambrico development from Rankin Avenue



Crown Lynn Place development - 6 storey high development



Brick works with the claypits site in the background



View of the claypits site towards the Town Centre core - a site with great potential to contribute to the strategic vision

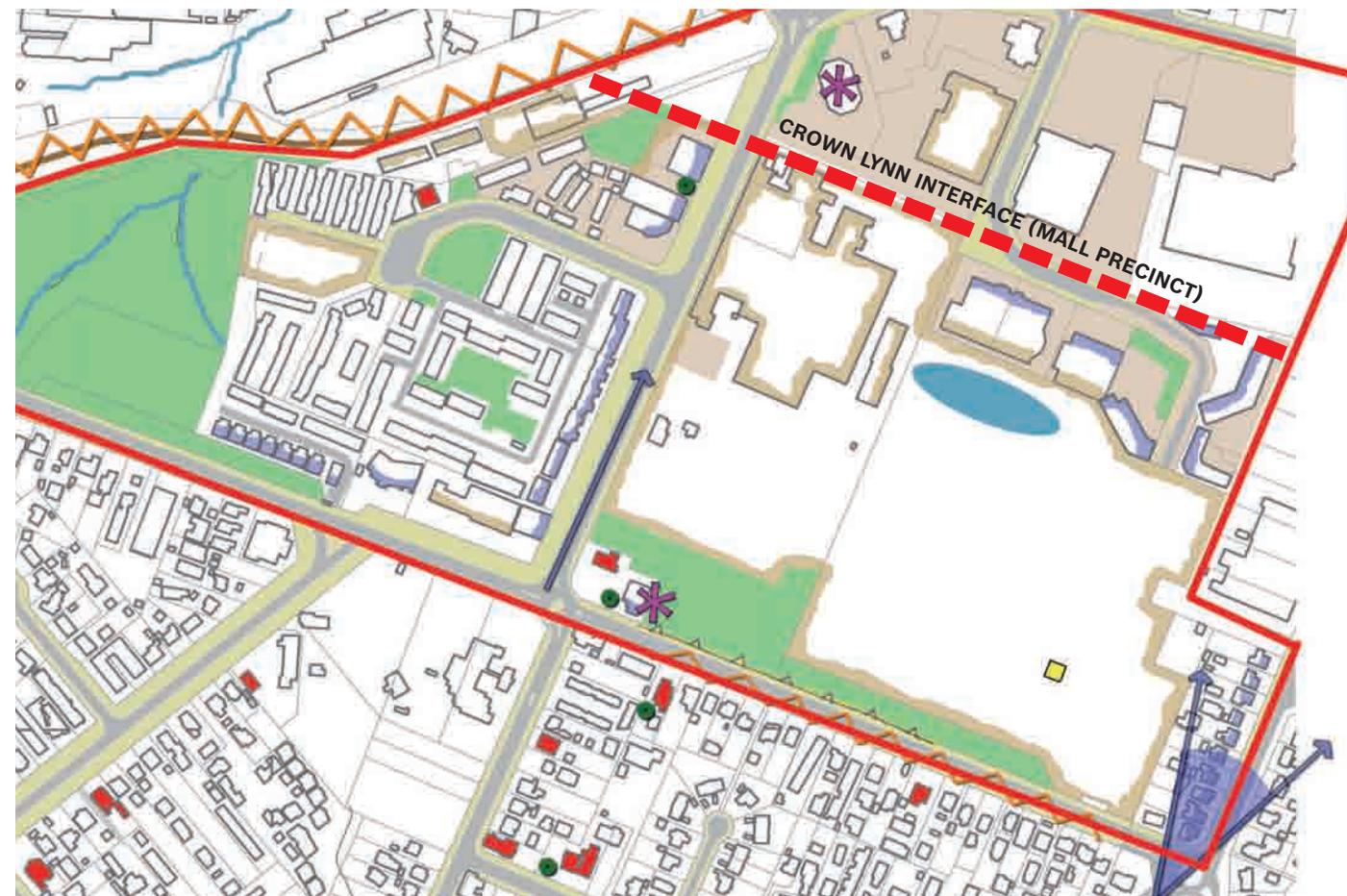
Crown Lynn

Crown Lynn, once the location of the famous Crown Lynn Potteries (Ceramco from 1974 onwards) and still home to Monier Brick Works represents the largest single residential-led development opportunity in New Lynn. The precinct is bordered by Margan Avenue and the railway line to the south and east with Astley Avenue forming much of the western edge.

It is a precinct of two halves bisected by the north-south Rankin Avenue. West of Rankin Avenue is the existing residential neighbourhood of Ambrico Place which was progressively developed through to 1980-90s (eight developments in total); the Manawa Wetland Reserve which includes a landscaped storm water pond; a small parade of shops fronting Margan Avenue and office/light industrial buildings fronting Rankin Avenue. East of Rankin is the former claypits, the still active CSR Monier brick works, some small industrial units; and the medium rise residential apartment enclave of Crown Lynn Place built in the 1990s.

Ambrico Place was developed incrementally and so has an incoherent street pattern and variety in the quality of construction. The development is substantially disconnected from its surroundings with a single access road off Rankin Avenue. The railway line severs it from the town centre and a solid line of houses and a landscaped batter prevent links to Margan Avenue – it is a large cul-de-sac estate or island. Leaky building syndrome has further harmed the desirability of the estate and tarnished public perception of medium-rise more generally.

Ambrico Place Reserve is the last remaining down-draught kiln in the west of the city which was restored by a local historic committee in the early 90s.



CROWN LYNN PRECINCT ANALYSIS

HERITAGE BUILDING



VIEW



VISTA



BARRIER



SIGNIFICANT LEVEL CHANGE



CARRIAGEWAY



CAR PARK



GREEN SPACE



CARRIAGEWAY



POSITIVE EDGE



WEAK EDGE



STREAM



MARKER BUILDING



HERITAGE TREE



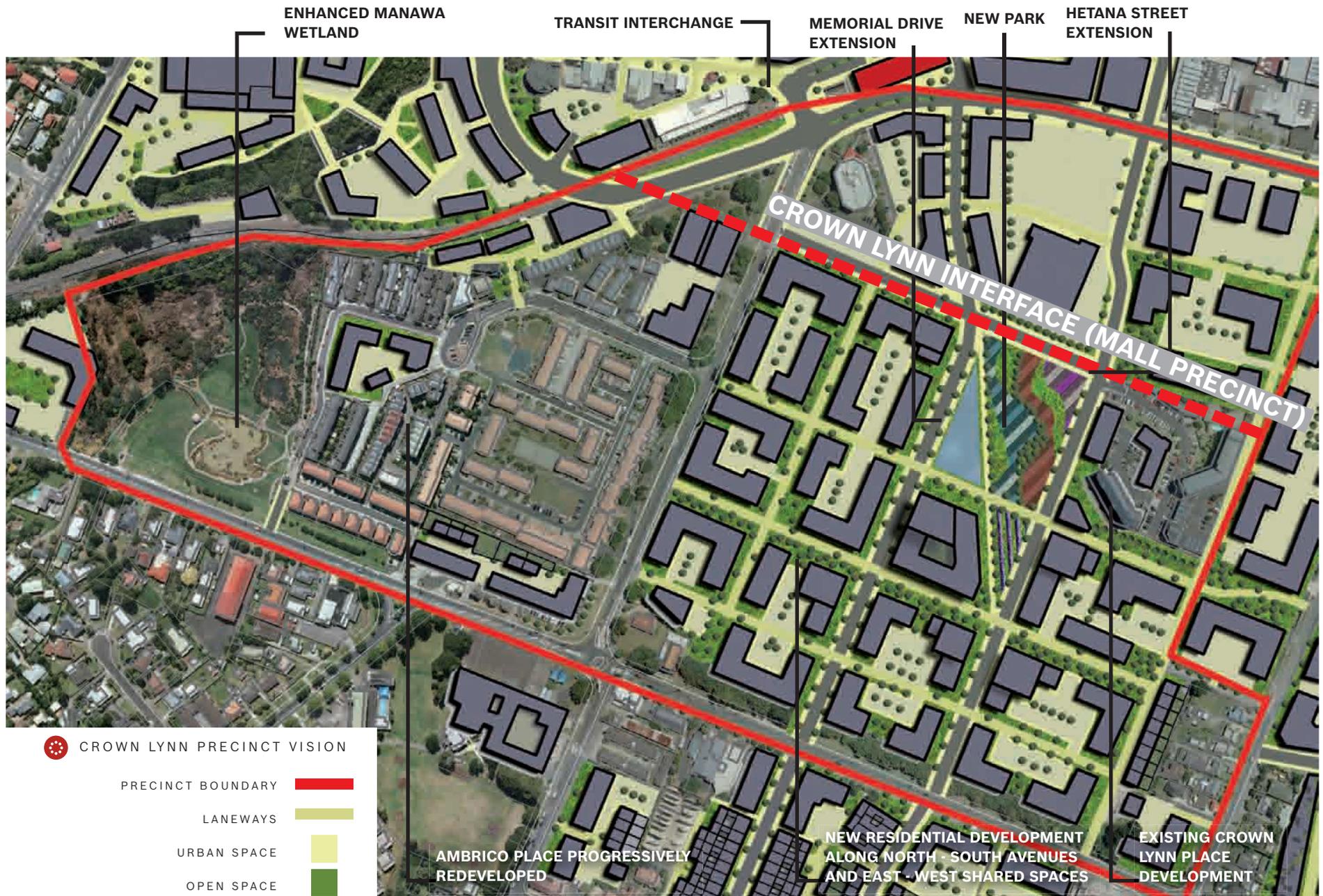
POND



The former claypits site has been filled to a future development platform standard. CSR Monier continues to make bricks for the New Zealand market from its site however it is anticipated it will exit the in the long-term. The challenge in the interim is managing this use and the first stages of new residential development. Plan Change

17 includes a number of provisions to enable this transition.

With the trenching of the railway line the Crown Lynn Precinct and the Crown Lynn transition area (Mall Precinct) is no longer on the 'wrong side of the tracks' and consequently has massive potential to contribute to the Vision.



Diversity in the building facades – Western Harbour, Malmö, Sweden



Potsdamer Platz, Berlin - development around a stormwater retention basin



Wozoco development, Amsterdam



Charles Jencks sculptured landscape



Crown Lynn Vision

Crown Lynn precinct is envisaged as a residential led mixed-use neighbourhood built around a stunning new park for New Lynn (the jewel in the crown of the Power of 10 spaces). Existing and new residential development will make the single most important contribution to achieving the vision target of 20,000 residents living within walking distance of the transit interchange.

The precinct can be considered in two halves.

East of Rankin Avenue a new residential community will emerge on the Claypits site and a vacated Monier site, enveloping the currently isolated Crown Lynn Place apartments. Generally the development will be laid out on a simple grid pattern of north-south avenues (assisting with movement from the town centre) and east-west shared space lanes (local residential spaces aiding connections to Ambrico Place). Residential development delivering upwards of 2500 residential units, will generally be to a minimum three storeys high stepping up towards and around the park arranged as perimeter blocks. Development adjacent to the park will be predominately a mix of apartments of various sizes. Family apartments will be part of the offer and will have similar

attributes to a house with two, three or four bedrooms with a garage, garden and garden shed (within the courtyard and/or above the car park roof). Further to the south densities will be relaxed to allow for a seamless transition to the town housing of the Avenue Precinct with the introduction of three to four storey compact family houses – terraced, patio, maisonette or town houses. Opportunities for a landmark residential tower/s exist on the edge of the park exploiting key view lines from and to the town centre.

Retail, leisure and commercial will all be a feature of ground floors along continuous frontages to Rankin Avenue and surrounding the park.

The north-south avenues, running from the town centre through the Mall Precinct, will comprise an extended Memorial Drive, Hetana Street and Ward Street. The existing Crown Lynn Place will be realigned as a consequence to enter the area off Rankin Avenue running east-west on the alignment of the existing access road behind Les Mills to a new intersection with Memorial Drive.

Car parking will be almost entirely concealed from view either within perimeter block courtyards, undercroft or underground (exploiting the need to

potentially remediate/cut ground at both Monier and Claypits). The north-south avenues will have parallel on street parking in both directions with some yield parking on the east-west lanes as part of the “calmed street” philosophy.

Each avenue will have occupied frontage along its full length with all east-west lanes having at least semi-occupied frontages.

The centerpiece new park will be reasonably formal comprising a beautifully integrated storm water pond; extraordinary mass structural planting of trees and shrubs (ideally an edible landscape), a contoured landscape for picnicking, art trails, play parks and a café kiosk.

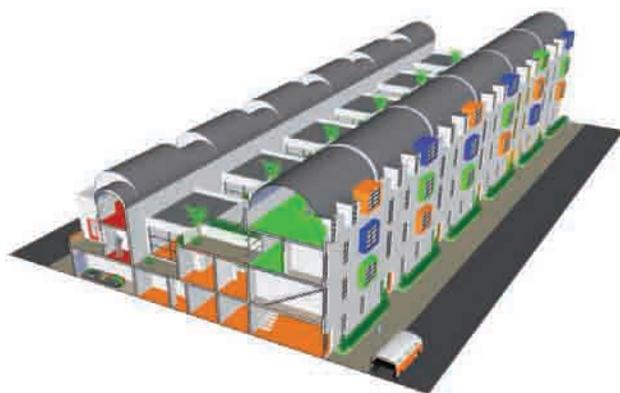
Given the scale of the site and ambition, opportunity exists for it to become a model of urban living. A set of council Quality Standards will apply with the aim of the development being declared an international Expo of best practice design and development.

West of Rankin Avenue the Ambrico Place neighbourhood is already established although shortcomings in the quality of some units would suggest they may be redeveloped. Ideally future redevelopment should be comprehensive not incremental

to exploit opportunities to connect the numerous cul-de-sacs and push for greater densities (once the nexus between quality and density has been proven east of Rankin Avenue). As a priority, it will be connected to the wider structure of New Lynn so it doesn't become isolated. New links will therefore be created between the neighbourhood and the town centre across the new Clark Street Extension and to the south through a Melview Place/Margan Avenue connection.

The Manawa Wetland Reserve, as a Power of Ten green space, will continue to be enhanced as a semi-naturalised space to observe and enjoy native flora and fauna – a walk in the wild side next to New Lynn centre.

The importance of Rankin Avenue in the street hierarchy will be raised to that of boulevard with road resurfacing and reconfiguration to include a dedicated cycle lane or shared path for pedestrians and cyclists with additional tree planting. Current industrial uses on its western side will be encouraged to redevelop over time to higher value, higher density employment activities.



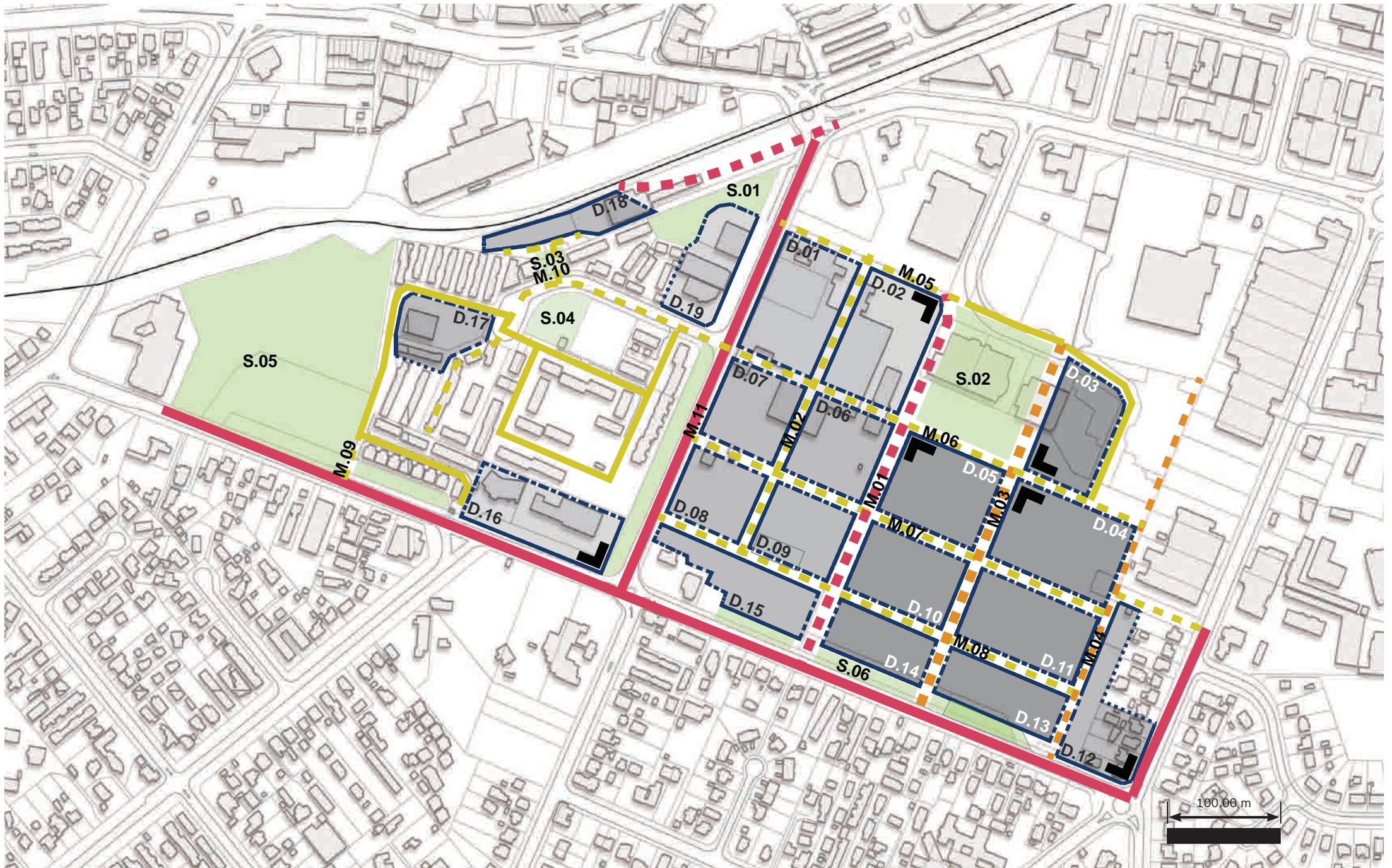
Compact family housing typologies on 3-4 storeys in the south of the precinct will allow for a seamless transition to the town housing of the Avenue Precinct



Thames Park - London



Munich, Germany - Eco social housing



CROWN LYNN PROPOSALS

- SPACE
- AVENUE / BOULEVARD
- LOCAL STREET
- SHARED SPACE / LANE
- DEVELOPMENT SITE - SHORT TERM
- DEVELOPMENT SITE - MEDIUM TERM
- DEVELOPMENT SITE - LONG TERM



KEY FACTS:

TOTAL AREA OF PRECINCT: **30.5 ha**

NEW RESIDENTIAL GROSS AREA: **170,000 m²**

NEW EMPLOYMENT GROSS AREA: **36,900 m²**

GROSS NEW FLOOR AREA: **180,000 m²**

NEW RESIDENTIAL UNITS: **1800**

NEW RETAIL GROSS AREA: **3,600 m²**

NET NEW FLOOR AREA: **144,000 m²**

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
MOVEMENT			
M.01	Continuation of Memorial Drive Extension as the main avenue route from the Precinct to the Town Centre.	Two-way single lane avenue with dedicated parallel parking strip both sides - max carriageway width 11m. Footpaths (min. 3m wide) and berm (max 5m wide) both sides. No centre median. Trees (broad leaf stands) in berm both (two rows) sides regularly spaced (10m intervals). Raised tables with flush kerb at all intersections with all east-west shared space streets and at Crown Lynn Place. Design Speed - 40kph.	Short/ Medium
M.02	New shared space.	Two way shared space (flush kerb) lane with informal yield parallel parking both sides (alternately) - carriageway width 5.5m min. - 8.5m max. Trees both sides irregularly spaced (max. 15m intervals) in carriageway. Design Speed - 15kph.	Short/ Medium
M.03, M.04	Continuation of Hetana Street and Ward Street extensions as secondary routes from Precinct to the Town Centre.	Two way single lane local streets with indented parallel parking on both sides - max carriageway width 5.5m min. - 8.5m max. Footpaths (min. 2.5m wide). No berm. No centre median. Trees (broad leaf stands) in parking strips on both sides regularly spaced (max. 15m intervals). Raised tables with flush kerb at all intersections with all east-west shared space streets. Design Speed - 30kph.	Short/ Medium
M.05	Crown Lynn Place realigned to come off Rankin Avenue (rather than Clark Street) and connect through to proposed east-west shared space street M.06.	Two way single lane street (two lane exit at Rankin Avenue for max. distance of 30m) with two sided end-on 90° parking on both sides (as per the existing) - max carriageway width 15m. Footpaths (min. 2.5m wide) no berm. No centre median. Trees (broad leaf stands) in parking bay on both sides regularly spaced (max. 10m intervals). Design Speed - 30kph.	Short
M.06, M.07, M.08	East-west shared space lanes serving residential blocks.	Two way shared space (flush kerb) lane with combination of yield parallel parking both sides (alternately) and end-on 90° parking - carriageway width 5.5m min. - 15m max. Trees in the carriageway irregularly spaced (max. 10m intervals). Design speed - 15kph.	Short/ Medium
M.09	Melview Place/Margan Avenue connection created to Margan Avenue.	Melview Place extended southward to create a new intersection with Margan Avenue requiring the reprofiling of an existing batter. Existing dimensions maintained with 5m wide carriageway and 1.8m footpath on both sides. Design Speed - as per existing.	Medium
M.10	Ambrico Kiln Reserve link created to enable access 1C Rankin properties post construction of Clark Street extension.	Two way shared space street with 5m carriageway. Raised table at junction with Ambrico Place.	Short



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
M.11	Rankin Avenue upgraded as a boulevard (staged process).	In the short term, 3m wide shared path for pedestrians and cyclists created on western side of Rankin Avenue. In longer term, existing mature trees retained and supplemented to create two rows of trees on each side of the street – one within the berm and another row within the parallel parking strip. Raised table introduced at intersection with Ambrico Place M.10 and a new street M.06. Design speed – 40kph.	Short-Long (staged process)
M.12	Ambrico Place 'bull nose' Improvement	Reconfiguration of existing car park area and turning area to make efficient arrangement to include a new urban space	Medium
DEVELOPMENT			
D.01	Mixed-use high density perimeter block development.	Occupied frontage to Rankin Avenue M.11 with retail/commercial on ground floor and residential above with 2m max. building setback. Residential for the balance of the block to a min. Four storeys and a min. 2m setback. Occupied frontage to M.02 and semi-occupied to M.05 and M.06. Courtyard/undercroft/basement within interior of block with access off street M.06 plus on street parking.	Long
D.02	Mixed-use high density perimeter block development.	Occupied frontage to an extended Memorial Drive M.01 and Crown Lynn Place M.05 with retail/commercial at ground floor (canopied) and a minimum three storeys residential above. Special corner treatment at intersection with min. four storeys. Occupied frontage to M.02 and semi-occupied to M.06. Courtyard/undercroft/basement within interior of the block access off street M.06 plus on street parking.	Long
D.03	Mixed-use building(s) fronting the new park S.02 and infill residential apartment building in existing Crown Lynn Place.	Occupied frontage to an extended Hetana Street M.03 to min. four storeys with retail at ground floor (canopied) and residential above. Special corner onto Hetana Street/shared space street M.06 at a minimum five storeys. Infill residential apartment building min. four storeys. Car parking on street.	Short
D.04	Mixed-use high density perimeter block development.	Occupied continuous frontage to an extended Hetana Street M.03 with retail/leisure at ground floor (canopied) and a minimum three storeys residential above. Special corner onto M.03/ shared space M.06. Min. three storeys for balance of block. Semi-occupied frontage to M.04. Courtyard/undercroft/basement within interior of the block access off street M.07 or M.04 plus on street parking.	Short
D.05	Mixed-use high density perimeter block development including residential tower.	Occupied continuous frontage to M.06 and M.01 min. four storeys with retail/leisure/commercial at ground floor and residential above. Opportunity exists for a residential tower of max. 16 storeys. Courtyard/undercroft/basement within interior of the block access off street M.07 or M.03 plus on street parking.	Short
D.06	Residential high density perimeter block.	Occupied continuous frontage to M.01 min. five storeys with retail/leisure/commercial at ground floor and residential above. Min. three storeys for balance of block. Courtyard/undercroft/basement within interior of the block access off street M.07 or M.06 plus on street parking.	Medium



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
D.07	Mixed-use high density perimeter block.	Occupied frontage to Rankin Avenue M.11 with retail/commercial on ground floor and three storeys residential above with 2m max. building setback. Residential for the balance of the block to a min. three storeys and a min. 2m set back. Occupied frontage to M.02 and M.06 and semi-occupied to M.07. Courtyard/undercroft/basement within interior of block with access off street M.07 plus on street parking.	Medium
D.08	Residential high density perimeter block.	Occupied frontage to Rankin Avenue M.11 with min. three storeys of residential, 3m max. building setback. Residential for the balance of the block to a min. three storeys and a max. 2m setback. Occupied frontage to M.07 and m.08 and semi-occupied to M.02. Courtyard/undercroft/basement within interior of block with access off street M.02 plus on street parking.	Medium
D.09	Residential high density perimeter block.	Occupied continuous frontage to M.01 and M.02. Min. two storeys. Max 3.5m setback. Courtyard/undercroft/basement within interior of the block. Access off street M.07 or M.08 plus on street parking.	Medium
D.10	Residential high density perimeter block.	Occupied continuous frontage to M.01 and m.03. Min. three storeys. Courtyard/undercroft/basement within interior of the block access off street M.07 or M.08 plus on street parking.	Short
D.11	Residential high density perimeter block.	Occupied continuous frontage to M.03 and M.04. Min. three storeys. Courtyard/undercroft/basement within interior of the block access off street M.07 or M.08 plus on street parking.	Short
D.12	Residential development with apartment block at the intersection of Margan Avenue and Astley Avenue and town houses along new street (M.04).	Occupied continuous frontage to Margan Avenue and Astley Avenue for compact family housing apartment block with special corner detailing at intersection. Minimum 3 storeys for the corner building and 2 storeys for the balance of the block. Max 3.5m setback. Parking to the rear. Town houses along M.04 min. two storeys. Occupied frontage with max. 2m setback with integral car parking	Long
D.13, D.14, D.15	Residential medium density perimeter block. Compact family housing.	Compact family housing (mews, patio, terraced, maisonette). Occupied continuous frontage to M.08. Min. two storeys. Min. 2m- max 3.5m setback. Rear loaded car parking of lanes or integral from the front.	Short/ Medium
D.16	Remodelling/redevelopment of retail parade to introduce residential apartments/ town house units above and behind or alternatively for residential apartments/ town houses only.	Fully continuous occupied frontage to Margan Avenue. Min. three Storeys. Min. 3m setback of Margan Avenue. Special corner building at Rankin Avenue / Margan Avenue intersection.	Long
D.17	Development of site (Council owned) for residential and potentially community uses.	Active residential edge of reasonable scale (three storeys minimum) required onto Manawa wetland with in rear in lot car parking. Active frontage onto Ambrico Place with max. 5m setback.	Short/ Medium



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
D.18	Redevelopment of units at 1C Rankin (to be renamed post M10).	Apartment block of min. three storeys with active frontage to Ambrico Kiln Reserve. Setback from railway reserve to satisfy noise requirements.	Medium
D.19	Redevelopment of existing industrial units as commercial buildings.	Min. three storeys. Continuous occupied frontage to Rankin Avenue. Max 3.5m setback from Rankin Avenue. Car Parking to rear.	Long
SPACE			
S.01	Gardner Reserve improved as part of Clark Street Extension.	Continued enhancement of the reserve for recreational purposes with a new footpath connection (min. 3m wide) connecting to Ambrico Place and new landscaped terraced embankment as part of new Clark Street extension.	Short
S.02	Creation of New Lynn Park as one of the Power of Ten green spaces.	Minimum 1 Hectare. Formal park including the retention of storm water pond / retention basin reconfigured to maximise amenity value. Inclusion of play park, kiosk, passive grassland, productive landscapes and mass drift planting. Possible relocation of the Waka artwork in this park.	Short
S.03	Ambrico Kiln Reserve enhanced as a green shared space link.	See M10.	Short
S.04	Enhancement of central green space as community pocket park and potentially community allotment.	New play park.	Medium
S.05	Continued improvement and maintenance of Manawa Wetlands Reserve as one of the Power of Ten green spaces.	Naturalised park centred on the storm water ponds.	Ongoing
S.06	Margan Avenue buffer reserve protected and improved with selective tree clearance and planting, creating a permeable landscape buffer between the new Crown Lynn residential development and Margan Avenue.	17m buffer strip. Native trees with no under storey thinned/spaced to allow glimpsed views from new residential development.	Short



Affordable/ social housing: Granville Road, London (Levitt Bernstein)



Bourbon Lane, London (Mace)



Tetris Apartments, Slovenia (OFIS Arhitekti)



Crown Lynn **continued**



NEW LYNN PARK WITH VIEW DOWN MEMORIAL DRIVE TO THE RAIL INTERCHANGE



New residential development around Roma Street Park, Brisbane



Ambrico Place turning arrangement enhanced (M12)



VIEW TO NEW LYNN PARK MID-WAY DOWN EXTENDED MEMORIAL DRIVE



Delta Avenue



Whau River - an existing underutilised great asset



Delta Avenue - in the industrial environment



Character house



Parade of shops at the beginning of Delta Avenue

Delta Avenue

Delta Avenue runs in a northeasterly direction from Great North Road to the edge of the Whau before 'dog legging' in a southerly direction as Stock Street to reconnect with Great North Road. It is a fairly inconspicuous and perhaps at first glance unpromising street, however it represents perhaps one of the most significant catalytic opportunities for New Lynn as part of The Stitch between it and Avondale. On the other side of the heavily tidal Whau River is Avondale Racecourse with all the latent development potential it presents - possibly the single most important 'greenfield' development within urban Auckland. The new Whau Local Board under Auckland Council is well positioned to drive this opportunity, furthering the close relationship that exists between Avondale and New Lynn.

The precinct is defined along its western and northern edge by the Rewarewa Stream and associated residential streets and then, further north, by the major western arterial route of Rata Street. To the east the precinct, having crossed the Whau, the boundary is effectively Avondale town centre. To the south the boundary is formed by Great North Road until, in a southwards direction, it cuts mid-block into the industrial area to exclude the numerous car yards and low grade commercial activities fronting Great North Road.

Delta Avenue acts as the 'spine' for the precinct. Low-rise Housing New Zealand and private housing run along its western flank and commercial and industrial uses on its eastern flank. Beyond the nature of

the uses on both sides transitions to largely industrial which has no regard for the Whau as a natural asset. Several industrial roads hang off Delta Avenue (Veronica Street, Bentinck Street, Crum Avenue, Stock Street) connecting it back to Great North Road.

No connection currently exists across the Whau at this point and there are no opportunities to engage with this historically important waterway. Jumping across the Whau the alignment of Delta Avenue is picked up by Wingate Street with a relatively new cluster of executive homes to the north and more established detached dwellings on both sides along its length.

The point at which Rata Street crosses the Whau represent not only the gateway to New Lynn from the east but also 'the west' more generally. The current situation belies its gateway status with the Curnard Street industrial units that step back from the road on the southern side. The backside of the industrial building associated with Ken Maunder Park on the northern side which is itself entirely screened from view. The Rata Street bridge across the Whau fails to celebrate the importance of this gateway location.

Other than the racecourse the precinct is almost entirely built out however there are numerous opportunities for redevelopment on underutilised sites.

A significant constraint in the precinct is the power pylons and associated lines.



DELTA AVONDALE PRECINCT ANALYSIS

BARRIER		CARRIAGEWAY	
POSITIVE EDGE		CAR PARK	
WEAK EDGE		GREEN SPACE	
STREAM		PYLON CONNECTION	
COMMUNITY FACILITY		INTERSECTION	
HERITAGE BUILDING		RESIDENTIAL (CHARACTER BUILDING)	
CROWN OWNED LAND			
TREE ALIGNMENT			



Delta Avenue Vision

A new Delta Avenue bridge, as an addition to The Stitch between New Lynn and Avondale, will drive the transformation of the precinct on both sides of the Whau. Delta Avenue will take on the characteristics of a tree lined urban avenue. It will become an attractive walking route between the two centres with the western side of the street lined by medium density residential apartments up until the Racecourse where it will give way to playing fields and parkland. The eastern side of the street will be fronted by reasonably fine grained light industrial and research and development units - the "Incubator Avenue" - before changing in scale at the racecourse to become dominated by large floorplate office pavilion buildings and/or apartments.

A significant amount of recreational space will be retained by an elegant tree lined avenue and promenade that follows the path of the original racecourse. Non recreational uses would be excluded from this inner core preserving it as an important 'play' space while also exploiting the significant development value. Residential development – apartments, terraced, patio, maisonette or town houses - would line the outer edge of the site creating a seamless transition with existing residential areas. Residential apartments laid out as perimeter blocks would concentrate at the eastern and northern corners of the racecourse exploiting the proximity to public transport at Avondale town centre and along Rata Street. Car parking will be almost entirely concealed

from view either within perimeter block courtyards, undercroft, underground or via rear lot access lanes.

A new cycle/footpath trail will be created from the Whau to Avondale along a generous green corridor of native planting. Opportunities for engaging physically and visually with the Whau will be created.

A new space aimed at local workers as well as residents will be provided within the precinct or the neighbouring Industrial Precinct as part of the Power of Ten spaces.

Reid Road and Binsted Road will be better connected into Great North Road aiding north-south movements through

the Precinct to New Lynn centre. The intersection of Binsted Road and Delta Avenue would be realigned or 'straightened out' to enable the route to become part of an alternative freight route along Veronica Street. On Rata Street, the gateway opportunity will be realised with new commercial uses fronting reasonably hard up against the road on both sides. This 'front door' gateway development will be of exceptional quality and will be accompanied by new art work on the bridge.



Infinity Bridge – Stockton-on-Tees, England, scale of development creates a strong avenue



Newhall, Harlow, England



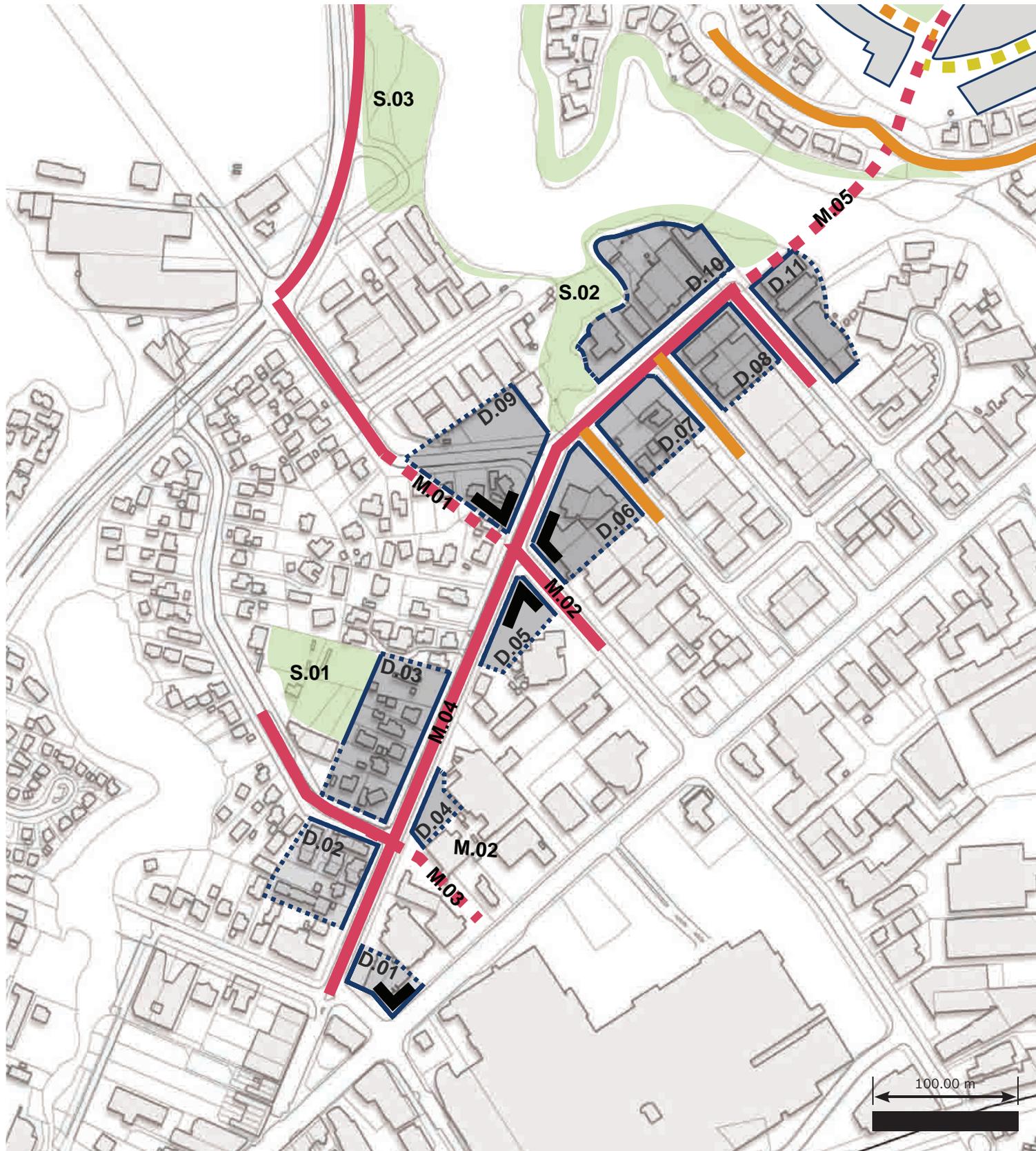
South Bank, Brisbane



Adelaide Wharf London – affordable apartments facing the Regent Canal



River Avon – a fully utilised asset in the centre of Christchurch



- DELTA AVENUE PROPOSALS
- SPACE
- AVENUE / BOULEVARD
- LOCAL STREET
- SHARED SPACE / LANE
- DEVELOPMENT SITE - SHORT TERM
- DEVELOPMENT SITE - MEDIUM TERM
- DEVELOPMENT SITE - LONG TERM



KEY FACTS:

TOTAL AREA OF PRECINCT: 48.2 ha	NEW RESIDENTIAL GROSS AREA: 45,200 m²	NEW EMPLOYMENT GROSS AREA: 111,600 m²
GROSS NEW FLOOR AREA: 158,000 m²	NEW RESIDENTIAL UNITS: 300	NEW RETAIL GROSS AREA: 1,400 m²
NET NEW FLOOR AREA: 126,400 m²		

OBJECTIVES	PROPOSAL	PARAMETERS AND PRINCIPLES	PRIORITY
MOVEMENT			
M.01 & M.02	Binsted Road realignment (possibly requiring acquisition of properties) to meet Delta Avenue at the intersection with Veronica Street and reconfiguration of both streets as part of the Freight Route.	Two-way single lane road with no on street parking - max carriageway width 7m. Footpaths (min. 2m wide) and berm to carriageway (min 2m wide) on both sides. Centre median for over dimensional vehicles. Trees (broad leaf stands) in berm both sides regularly spaced (max. 15m intervals). Signalised intersection at Delta Avenue. Design Speed - 50kph.	Short/ Medium
M.03	New Reid Road connection onto Great North Road (requiring land take of existing business service areas) creating an intersection with a potential future link through redevelopment of existing LynnMall (see The Mall precinct page 134).	Two way single lane street with no on street parking - max carriageway width 5.5m, footpaths min. 2m wide. No berm. No right turn in or out at Great North Road intersection.	Medium
M.04	Delta Avenue reconfigured and upgraded as a tree lined avenue.	To be maintained as two-way single lane street with parallel parking however width to be reduced from 11.5m to 10m. Existing berms on both sides removed to enable existing footpaths to be widened to 4m (having the potential to become shared paths for pedestrians and cyclists). Existing semi- mature trees in the berms retained and supplemented at regular spacing of 10m.	Medium
M.05	Extension of Delta Avenue as a 'green' bridge over the Whau as a key addition to The Stitch.	Two-way vehicular overbridge crossing both the Whau and Wingate Street. Carriageway width max 5.5m, footpaths both sides min. 3m (street) / 1.8m (bridge). Trees both sides irregularly spaced (max. 15m intervals) in footpaths. Mid point viewing platform/seating area. Design Speed - 40kph.	Medium
DEVELOPMENT			
D.01	Corner building on prominent corner of Great North Road /Memorial Drive intersection.	Continuous fully occupied frontage to Great North and Hugh Brown Drive. Special corner building min. 3 storeys with zero setback to Great North Road and Hugh Brown Drive and max. 3m on Delta Avenue. Off street parking to rear of lot.	Long
D.02	Residential apartment/masionette block.	Continuous occupied frontage (including balconies above ground floor) and main entrance/s on Delta Avenue. Min. 3 storeys. Balconies on Delta Avenue above ground floor. Setback min. 2m-max .3.5m. Courtyard/undercroft car parking to rear.	Long



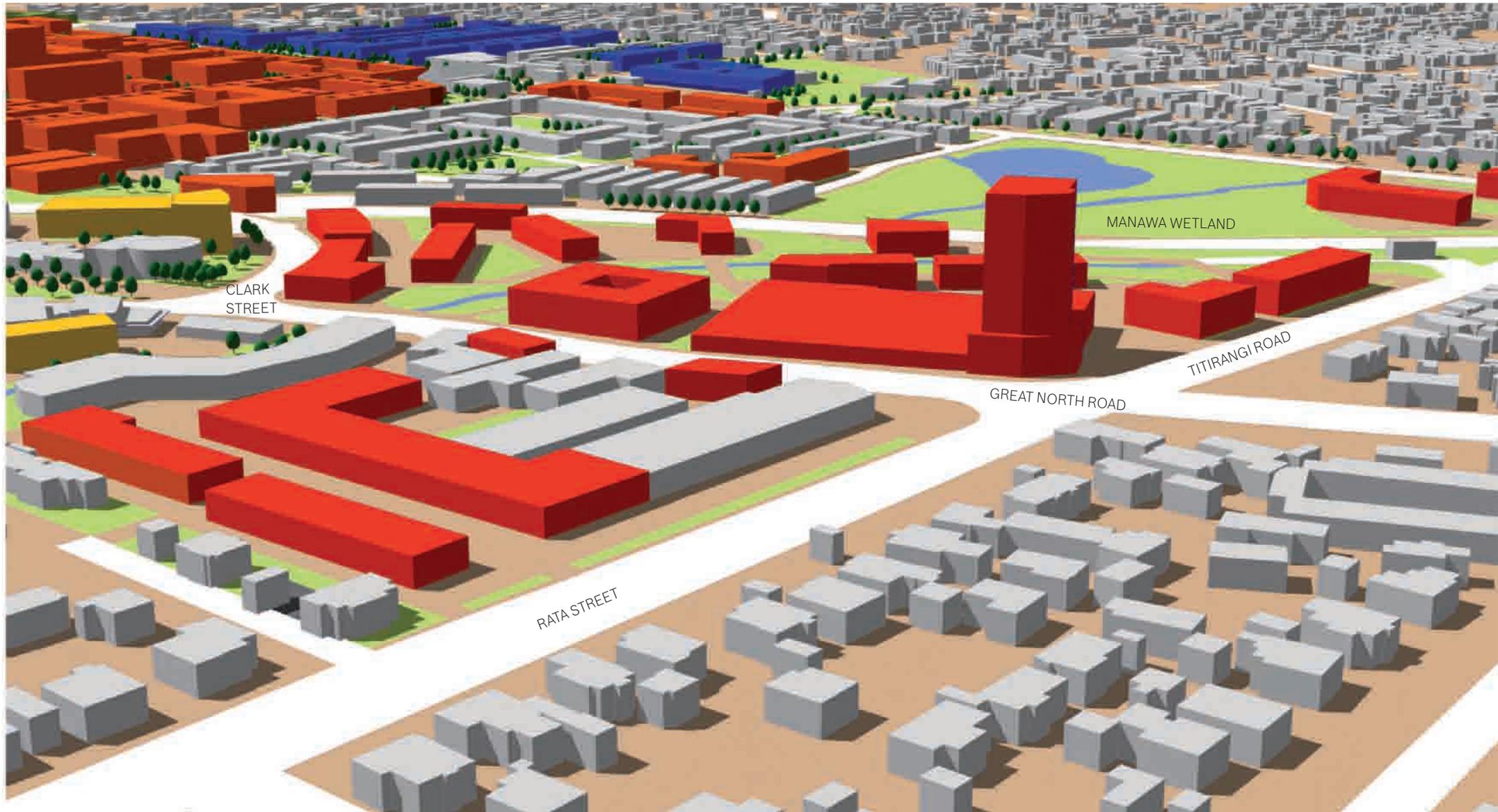
OBJECTIVES	PROPOSAL	PARAMETERS AND PRINCIPLES	PRIORITY
D.03	Residential apartment/masionette block on the site of existing Housing New Zealand low-rise single units and bowling club land.	Perimeter block development. Continuous occupied frontage (including balconies above ground floor) and main entrance/s on Delta Avenue and open space S.01 with setback min. 2m-max .3.5m. Min. 3 storeys. Courtyard/ undercroft car parking within interior of block.	Medium
D.04, D.05, D.06, D.07, D.08, D.11	Redevelopment of back land sites, car parking sites and some industrial units for commercial office space and research and development units aimed at start-up/growth businesses creating an incubator avenue.	Occupied frontage to Delta Avenue with parking to rear of lot and on street. Set back min 0m – max 3.5m. Min 2 storeys, with the exception of D.11 which should achieve min. 4 storeys given prominent location with views down the Whau.	Medium
D.09	Residential apartments on land released by the realignment of Binsted Road M.01 and current service yards.	Perimeter block development. Continuous occupied frontage to Delta Avenue M.04 (including balconies above ground floor) and semi-continuous to Binsted Road M.01. Main entrance(s) on Delta Avenue and Binsted Road. Setback min. 2m - max. 3.5m. Min. 4 storeys. Courtyard/undercroft car parking within interior of block accessed off Binsted Road plus on street parking. Special corner treatment to Delta Avenue/Binsted Road intersection.	Medium
D.10	Residential apartment development plus small scale workshop / work live units on the site of existing low grade industrial units which turn their back on the Whau River.	Perimeter development with occupied frontages to the Whau and Delta Avenue M.04. Min. 3 storeys with retail/leisure/commercial at ground floor and residential above. Min. 4 storeys for balance of block. Courtyard/undercroft/ basement within interior of the block access off Delta Avenue plus on street parking.	Medium
SPACE			
S.01	Possible conversion or adaptation of the existing bowling club into an open space accessible to public (as part of the Power of Ten hard and soft spaces).	Open space related to redeveloped D.03.	Medium
S.02, S.03	Enhancement of the edges of the Whau River to make them attractive and open to public, and to enhance its accessibility.	Enhancement of the edges of the Whau River treated as linear parks accessible to public, reflecting on its heritage value.	Long



 VIEW DOWN DELTA AVENUE FROM DELTA WHAU BRIDGE (THE STITCH)



Western Gateway



Great North Road between the future Clark Street Extension and Rata Street



Pedestrian bridge over Rewarewa Stream



View of Rata Street



Intersection at Great North Road, Titirangi Road and Rata Street - existing gateway to the Town Centre

Western Gateway

The Western Gateway Precinct, focused on the intersection of Great North Road and Rata Street is the gateway to New Lynn town centre from the west and north. However, it has no urban character or quality and negatively impacts on the perception of the wider town centre.

The precinct is bounded by Rata Street/ Titirangi Road in the west, the railway line and Manawa Wetland Reserve to the south, the Rewarewa Stream and proposed Clark Street Extension to the east and Binsted Road to the north. Great North Road runs through the centre of the precinct dividing it into two halves.

The northern side has a variety of predominately stand alone commercial and retail units fronting Great North Road with some larger retail sheds including The Warehouse behind. Further north at Kaponga Crescent town centre uses give way to a pleasant residential neighbourhood characterised by a mixture of generally single detached housing. The low density nature of this residential area belies its close proximity to the town centre. The market has responded with some incremental additions of multi-unit developments including single/multi-storey 'sausage flats', some terraced housing and single unit infill housing which have eroded the areas character.

The Rata Street frontage is mixed with, (from north to south), single houses then a large gap for car park associated with The Warehouse before changing to relatively recently built single storey retail units serviced off a slip lane. Development along the edge of the Rewarewa turns its back on it with no public access to this side of the stream.

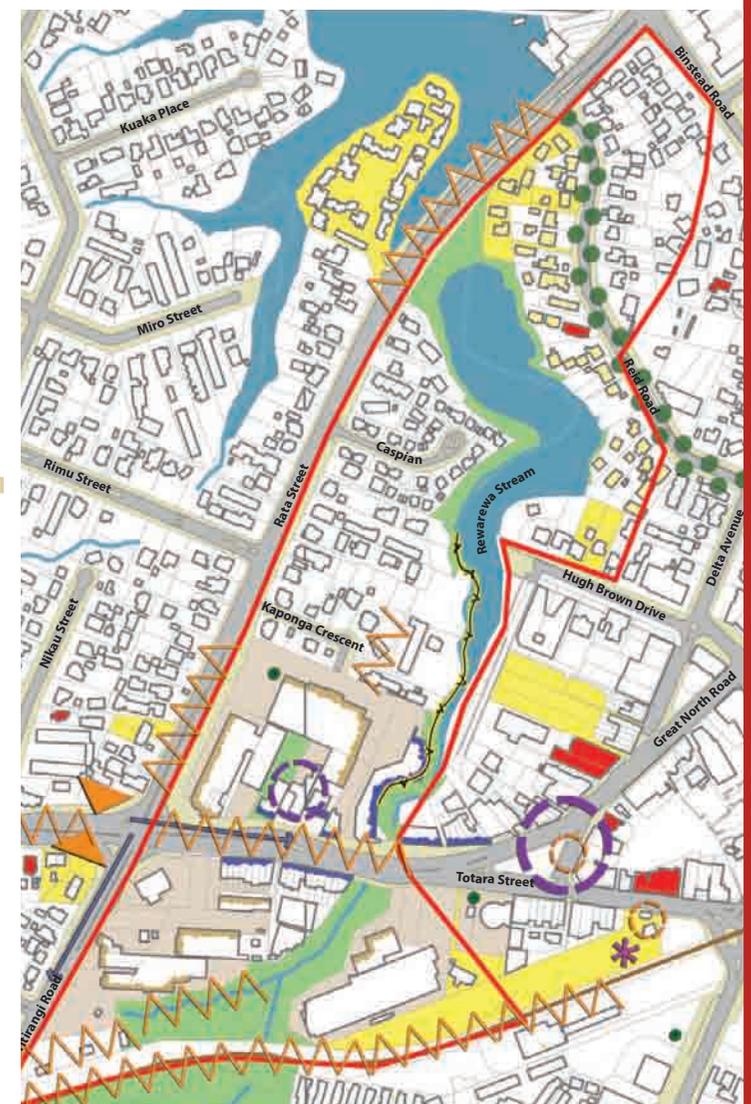
The southern half of the precinct is generally characterised along its Great North Road frontage by fine grain single storey relatively low value retail units of variable condition. At the corner of the intersection of Great North Road and Titirangi Road is a former car dealership building and forecourt (currently a short

term lease outlet store) on a split level site making use of the topography which falls away from the road to the Rewarewa Stream. The Titirangi Road frontage includes a couple of small workshop units before opening up to reveal the rail corridor which crosses Titirangi Road as an overbridge. Titirangi Road narrows from being two lanes in each direction to one lane before opening up on the other side to its intersection with Margan Avenue. This has created a long standing traffic bottle neck which, along with access issues related to proximity to the major intersection, the fragmented land ownership and constraints associated with the Rewarewa Stream corridor has frustrated previous efforts to redevelop the area.

South of the rail line, at the intersection with Margan Avenue and Titirangi Road, there is a small retail complex which, sitting behind a car park area, is rather tired with low value uses.

The Rewarewa Stream skirts along the eastern edge of the northern part of the Precinct before crossing under Great North Road as a culvert resulting in it being largely concealed from view (not helped by certain buildings obscuring views). The stream corridor, though a generally pleasant natural environment, is in parts degraded not helped by the lack of frontage onto it and the limited crossing points. South of Great North Road where it cuts along the western boundary of the Cambridge Clothing factory site it has been considerably enhanced by the company highlighting its potential as an asset for New Lynn.

Cambridge Clothing, on a large triangular site in the south eastern corner of the precinct is defined by the railway line, the route of the new Clark Street Extension and Rewarewa Stream has been producing high quality garments in New Lynn since 1957. The factory and office buildings sit back from Great North Road behind a large gently sloping green space. While the company is one of the anchor businesses



WESTERN GATEWAY PRECINCT ANALYSIS

in New Lynn, long-term planning should consider appropriate development responses should they move.

Both Great North Road and Rata Street represent significant barriers to pedestrian

movement. Rata Street carries more than 40,000 VPD. Great North Road carries more than 25,000 vehicles per day.



PROMINANT GATEWAY DEVELOPMENT

NEW PUBLIC STREET AND RETAIL DEVELOPMENT

NEW ROAD BRIDGE TO KAPONGA CRESENT

REDEVELOPMENT CAMBRIDGE CLOTHING SITE



The Glass House, Maidenhead, England – gateway mixed use developments over a supermarket



Adelaide Wharf, Hackney, London - affordable housing development along Regent Canal



Chinatown, Vancouver – modern apartment development echos Chinese architectural style

PRECINCT BOUNDARY 

LANEWAYS 

URBAN SPACE 

OPEN SPACE 

 WESTERN GATEWAY VISION

Western Gateway Vision

The precinct will live up to its name with new development either side of Great North Road on the intersection with Rata Street and Titirangi Road forming a stunning 'front door' to New Lynn town centre. It will be intensely urban with a vibrant mix of uses, places and spaces that invite the visitor to venture further into the town centre. Each side of the gateway is considered in turn:

The southern wing, the triangle block between the railway line, Rewarewa Stream and Titirangi Road, will be comprehensively redeveloped as mixed-use with the prominent corner site (former car dealership) accommodating a large landmark commercial or residential tower above retail/offices. Larger retail units within the core of the block will be sleeved by finer grain units (retail/offices at ground floor and residential/offices above) along both Great North Road and Titirangi Road. The edge of the Rewarewa Stream will be opened up with a connecting shared space street (Great North Road to Titirangi Road) running along its length with compact family houses fronting onto it.

The northern wing will see the transformation of the present access lane to The Warehouse acquired as a public road. The Warehouse will relocate to another site in New Lynn enabling the redevelopment of this site. New predominately two storey retail units will join some retained existing shops to create a mixed-use street with retail and restaurants a ground floor and office and residential above. Just behind this new street, Kaponga Crescent will cross the Rewarewa Stream via a new road bridge creating a direct link from the Western Residential Precinct to the Merchant Quarter and the town centre beyond.

Away from the gateway intersection the corner site on Titirangi Road/ Margan Avenue will be redeveloped as residential apartments with perimeter block development stepping up to the site boundaries providing active frontage onto Titirangi Road and the Manawa Wetlands Reserve. Exploiting the site levels car parking will be located in the interior of the block under a shared courtyard space.

Further into the town centre the Cambridge Clothing site will (should the company decide to relocate) be redeveloped as a mixed-use quarter with an emphasis on retail, leisure and entertainment activities exploiting the northerly outlook onto the Rewarewa Stream. Bars and restaurants will front the Rewarewa further developing the entertainment hub developed around Todd Triangle and along Totara Avenue West. A public space will be created on either side of the Rewarewa with a footbridge across the stream connecting the two and the new developments beyond. The open grassed area to Great North Road will be developed by a high quality marker building with a new retail frontage along the edge of the new Clark Street Extension. A commercial building will be prominently situated next to the railway line with car parking provided in the core of the block and undercroft working to the levels.

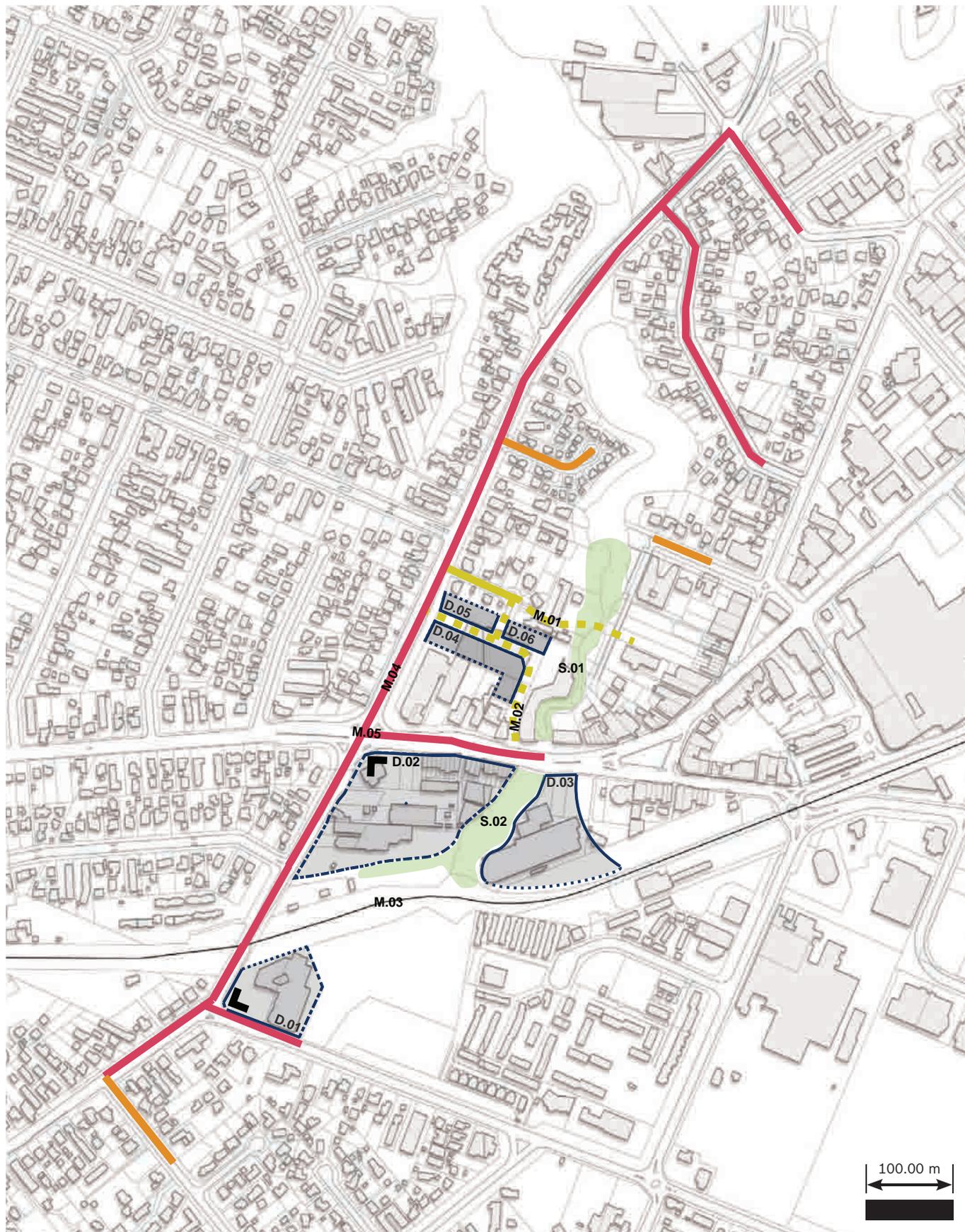
The amenity offered by the Rewarewa Stream will be exploited to its fullest potential. The stream will no longer be ignored. No longer will buildings be allowed to be constructed to back onto it. Access to the stream will be improved. Existing infrastructure that negatively impacts the stream will be relocated. The stream will become an accessible linear park of the Power of Ten offering

spaces for leisure activities and to provide important connection into the 'heart' of New Lynn. The history of the stream will be recognised, particularly its Maori history. Finally, to heighten its exposure, views to and from the stream will be enhanced. For example, view shafts to and from the stream from Great North Road will be opened up to take full advantage of the natural amenity the stream offers (possibly requiring the demolition of a building).

Rata Street will evolve to a friendlier pedestrian and cyclist environment, while still providing for the movement of freight. Great North Road, though enhanced with new street trees, will remain as wide as it is today (although lanes would be re-designated) to enable ease of access to the new developments on either side of the road. Other improvements for cyclists in this precinct include the creation of a walkway / cycleway on the northern side of the west rail corridor.



 VIEW DOWN NEW STREET FROM RATA STREET - NEW LYNN'S POSSIBLE CULTURAL QUARTER



- SPACE
- AVENUE / BOULEVARD
- LOCAL STREET
- SHARED SPACE / LANE
- DEVELOPMENT SITE - SHORT TERM
- DEVELOPMENT SITE - MEDIUM TERM
- DEVELOPMENT SITE - LONG TERM



KEY FACTS:

TOTAL AREA OF PRECINCT: **22.9 ha**

GROSS NEW FLOOR AREA: **54,900 m²**

NET NEW FLOOR AREA: **43,900 m²**

NEW RESIDENTIAL GROSS AREA: **22,300 m²**

NEW RESIDENTIAL UNITS: **150**

NEW EMPLOYMENT GROSS AREA: **15,700 m²**

NEW RETAIL GROSS AREA: **16,900 m²**

OBJECTIVES	PROPOSAL	PRINCIPLE	PRIORITY
MOVEMENT			
M.01	Extension of Kaponga Crescent and creation of a bridge over Rewarewa Stream to improve connection between Western Gateway and Merchant Quarter Precincts.	Two-way shared space - max. carriageway width 6m (5.4m on the bridge). Min. 3m wide footpaths on both sides (1.8m on the bridge). Trees on both sides, either in the footpaths or in between parking spaces. Design speed - 15 kph.	Medium/ Long
M.02	Creation of a shared space through the commercial block to increase connectivity and access to the redeveloped sites.	Two-way shared space with informal parking on one side. Max. carriageway width 8m. Min. 3m wide footpaths on both sides. Trees irregularly spaced (max. spacing 10m). Design speed - 15 kph.	Medium
M.03	Creation of a walkway / cycleway in the rail corridor (northern side of the railway line).	Min. 5m shared path.	Long
M.04	Redesigned Rata street to increase pedestrian amenity, while still allowing for freight movement.	Footpaths extended to 3m on each sides to allow for shared path (pedestrian + cyclists).	Long
M.05	Redesigned intersection between Rata Street / Great North Road / Titirangi Road to make pedestrian crossings much more direct	Possible removal of the free left turns and minimised pedestrian crossing distances (tighter kerb radii).	
DEVELOPMENT			
D.01	Redevelopment of the commercial building on the corner site at Margan Avenue / Titirangi Road intersection.	Occupied frontage to Manawa Wetland (to increase natural surveillance and benefits from the views). Continuous fully occupied frontage to Titirangi Road and Margan Avenue. Min. 2 storeys with a special corner treatment at the intersection with Titirangi Road and Margan Avenue. Parking at rear of the building. Access off Margan Avenue.	Long



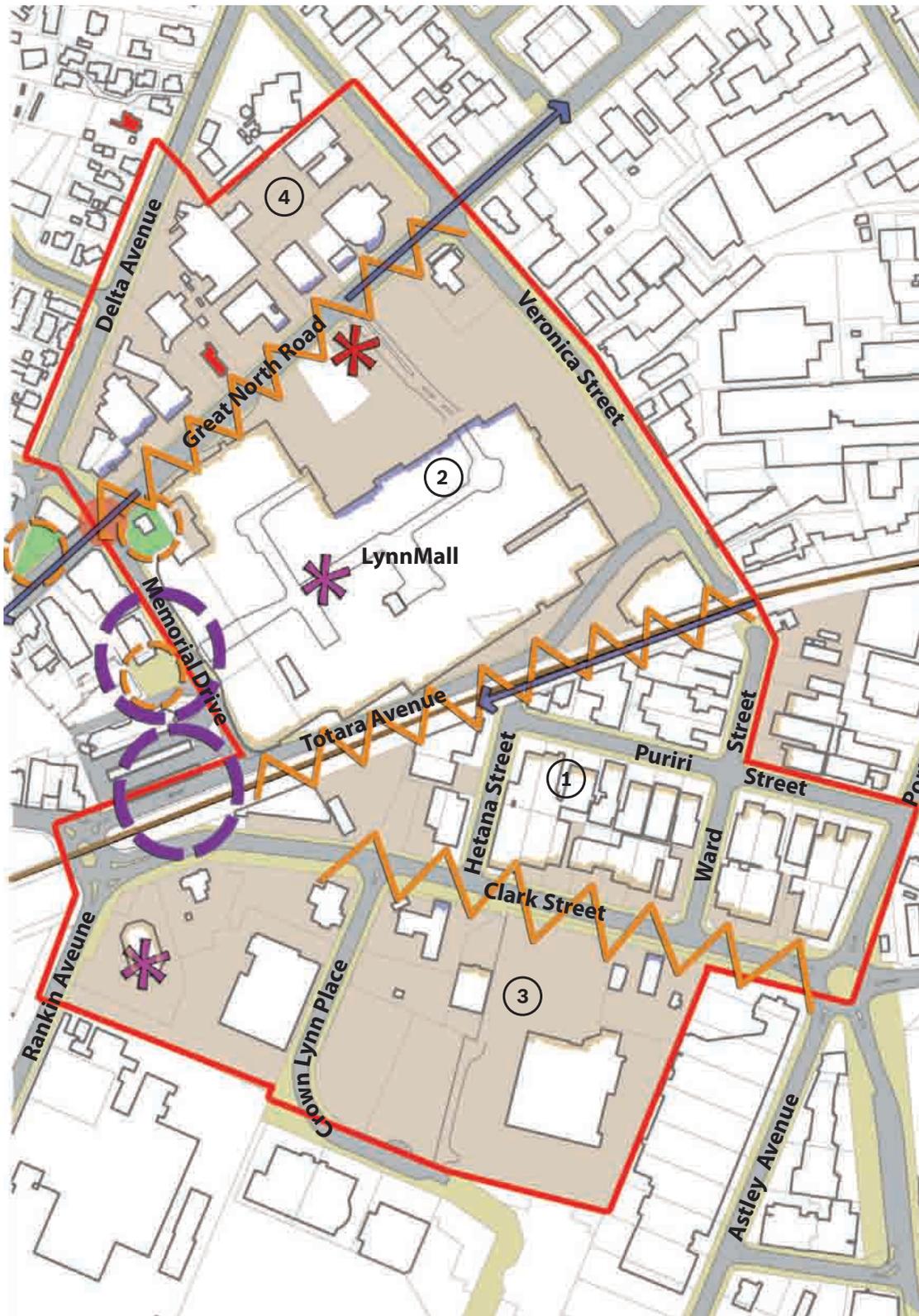
OBJECTIVES	PROPOSAL	PRINCIPLE	PRIORITY
D.02	Mixed use development on the southern side of Great North Road and west of the Rewarewa stream.	Continuous occupied frontages to Great North Road and semi-continuous occupied frontage to Titirangi Road and to the upgraded edges of the Rewarewa stream (S.02). Min. 4 storey along Great North and Titirangi Road with retail / commercial development at ground floor and office / residential development above. Special corner building at the corner of Great North Road and Titirangi Road. Opportunity exists for a residential tower of a max. of 16 storeys. Min. 2 storeys for the balance of the block. Large Format Retail units to be sleeved along street edges.	Medium/ Long
D.03	Redevelopment of Cambridge Clothing site south of Great North and east of Rewarewa Stream.	Continuous occupied frontage to Great North Road, to Rewarewa Stream and to Clark Street Extension. Min. 3 storeys along Great North Road with retail at ground floor and office / residential above. Min. 2 storeys for the balance of the block. Access off Great North Road or Clark Street Extension	Long
D.04, D.05, D.06	Redevelopment of the Large Format Retail site along Rata street and south of Kaponga Crescent to mixed use development. This site could possibly be redesigned according to the principles of a cultural precinct (see page xxx).	Occupied continuous frontage to Rata Street and new M.02 shared space. Minimum 2 storey mixed use development (retail at ground floor with commercial and residential above).	Medium
SPACE			
S.01, S.02	Redesigned edges of the Rewarewa Stream north and south of Great North as linear parks.	Both sides of Rewarewa stream made accessible between Great North Road and Rata Street. Linear park designed as fitness trails for exercise, as well as a place to relax (provision of benches at places offering good views along the stream and to the town centre). Rich history of the stream celebrated through design. Amenity space also used as a pedestrian link between Great North and Ken Maunder Park on the other side of Rata Street. Space redesigned according to self sustaining standards.	Medium/ Long



WESTERN GATEWAY - INTERSECTION OF GREAT NORTH ROAD / TITIRANGI ROAD / RATA STREET 2006



The Mall



Corner of Totara Avenue and Veronica Street



View of Great North Road



Street view of Hetana Street



View of railway line through the mall precinct - once covered and treated as a promenade, all pedestrian barriers will be removed

The Mall

The opportunity within the Mall Precinct, named because of the dominance of LynnMall at its core, has been revealed by the trenching of the railway line and construction of new road bridges that connect the precinct north-south. These infrastructure improvements change the ability to move from one side of the town centre to the other bringing the existing and future residential catchments closer to the core of the town centre and public transport interchange.

The precinct forms the eastern flank of the town centre and will be critical to delivering an integrated well connected destination town centre. The precinct is defined by three significant movement corridors (Clark Street, Great North Road and Hetana Street) and comprises the following four distinct areas:

1. The Hetana Street wedge, the area sitting between the railway line and Clark Street, functions as an extension of the Portage Road industrial area. It comprises predominantly light industrial uses including mechanics and panel beaters. The prevalence of these uses despite such close proximity to the retail core of the town centre can be attributed to the former at grade railway line which acted as a barrier and inhibited the spread of town centre uses. Generally the capital investment on these sites is low with the exception of Mayceys' sweet factory, one of New Lynn's most successful and long standing businesses since 1962. Poor levels of investment in the building stock is reflected in the generally poor street environment.

Plot coverage of the area's buildings is high with rows of units set back

from the street behind relatively narrow forecourts. Laid out on a grid pattern the area has a relatively fine grain urban form for an industrial area.

2. LynnMall constructed in 1963, was an innovative and market leader providing a new international style of retail environment. The original mall comprised both an internalised but open air pedestrian street and an enclosed retail mall. Over the past four decades the mall has grown incrementally and now represents the largest single landholding in New Lynn while also dominating the retail offer in the town centre. Bounded by Great North Road, Totara Avenue., Memorial Drive and Veronica Street LynnMall has some 910 linear metres of, until the 1990s, almost entirely blank frontage to the surrounding streets. LynnMall, following the conventional mall model, has internalised shopping activities surrounded in a sea of highly visible and easily accessible car parking.

In the late 1990s a major refurbishment of LynnMall resulted in the creation of external facing stores fronting Memorial Drive. The centre was extended south-westwards in the form of a curved building in order to actively engage with the north eastern edge of Memorial Drive. Another external street fronts the northern façade of the mall however this is set back 100 metres from Great North Road. There is little opportunity to traverse the LynnMall site without entering the mall and the ability to do so is therefore limited by opening hours. The existing internal street pattern is logical and should be

regarded as part of the wider street network.

As the largest single ownership landholding in the town centre LynnMall and surrounding car parking represents a unique opportunity to change the face of New Lynn.

3. Crown Lynn interface, south of Clark Street up against the Crown Lynn Precinct, is currently dominated by a number of large format retail units including Placemakers, Repco, Redpaths (former Cinema building) and the recently constructed New World supermarket. All trade off Clark Street, set back from the road behind expansive car parking areas. The former office building on the intersection of Clark Street and Rankin Avenue now converted to the Les Mills gymnasium is, at four storeys, an important marker building. The area also includes a few eating establishments including a cafe at the ground floor of the Les Mills building, the Brick Lane restaurant and bar and Burger King. Crown Lynn Place, running north-south through the area represents the only current road connection between the town centre and the Crown Lynn Precinct.

4. Great North Road wedge, north of Great North Road stopping south of frontage onto Delta Avenue and west of Veronica Street, is a fairly incoherent mix of retail units, banks and a heritage church. None of the buildings have much of a relationship to Great North Road being set back off it by car park areas.

Clark Street and Great North Road cut through the Mall Precinct. These roads

carry the most significant traffic volumes through the town centre. They have been designed and constructed to take little account of the centre they pass through. Great North Road is currently a five lane road through Precinct with a 1.5m footpath on either side. Clark Street, currently being upgraded, is also five lanes but now includes on street car parking and cycle lanes which contribute to the width of the street environment. The expansive nature of Great North Road as it runs through the Mall Precinct does little to indicate the town centre nature of the area nor signal a change between the industrial uses and the retail core. The form of this street encourages relatively high vehicle speeds while discouraging any pedestrian movement across it. The northern edge of LynnMall extends some 300 metres and there is no pedestrian crossing or refuge to encourage walking. Given the vehicle dominance of this area most of the retail and commercial development is set back from the street to provide car parking in front- despite the ability for and in most cases already having rear parking.



Entrance to LynnMall - off Memorial Drive (opposite New Lynn Library)



GREAT NORTH ROAD ENHANCED AS A HIGH QUALITY BOULEVARD

LYNNMALL PROGRESSIVELY REDEVELOPED

HETENA WEDGE REDEVELOPED

CROWN LYNN INTERFACE MIXED USE REDEVELOPMENT



THE MALL VISION

TRANSIT INTERCHANGE

RAILWAY LINE TRENCHED, COVERED AND DESIGNED AS A PRMEDADE AS RETAIL/COMMERCIAL, SUPPORTING THE TOWN CENTRE



THE NETHERLANDS, RESIDENTIAL DEVELOPMENT ABOVE A 2-STOREY HIGH MALL

- PRECINCT BOUNDARY
- LANEWAYS
- URBAN SPACE
- OPEN SPACE

The Mall Vision

Seizing the opportunity presented by the rail infrastructure improvements, general amenity enhancements and changes to catchment size and profile, LynnMall will continue its programme of investment to better integrate itself into the wider area. While ensuring it remains competitive with other regional shopping centres (specifically St Lukes) it will move towards being a multiuse complex with a range of uses to possibly include residential, offices, entertainment and leisure. The established internal street pattern will be retained but better connected to the wider street network and car parking rationalised opening up valuable land for development. A new public street running north-south through the LynnMall block would be the ultimate connectivity move, linking the identified wedges and wider residential neighbourhoods either side of the mall.

Great North Road will be redesigned as a high quality pleasant boulevard with Totara Avenue similarly upgraded. This will provide a catalyst for LynnMall to introduce new active frontage along both its northern and southern edges. Memorial Drive, Hetana Street and Ward Street will be enhanced and extended southward as high quality avenues that connect the Crown Lynn interface area and Crown Lynn Precinct to the town centre. Specifically, Memorial Drive extension will, by virtue of its alignment, design, character and vibrant mixed-use continuous frontage, draw pedestrians along its route to the new town park within the Crown Lynn Precinct.

The Hetana wedge will become a vibrant town centre fringe area supporting a wide range of smaller retail businesses and professional services. Strengthening the existing character of the side streets, future redevelopment will build on the relatively flat topography and the more intimate and distinctive feel of its narrower streets. Development will include both retrofits and new buildings with strong frontages. The scale of development will increase from predominantly single storey to three and four storeys enabling the area to become more diverse and eclectic. Emerging and

niche businesses that benefit from close proximity to the town centre and transit interchange but do not require high value and profile locations will thrive. The land between Memorial Drive extension and Hetana Street, immediately adjacent to the transit interchange, will capitalise on its location being redeveloped for commercial and possibly residential uses. The rail trench within this block, edged by Totara Avenue East, will have a lid put

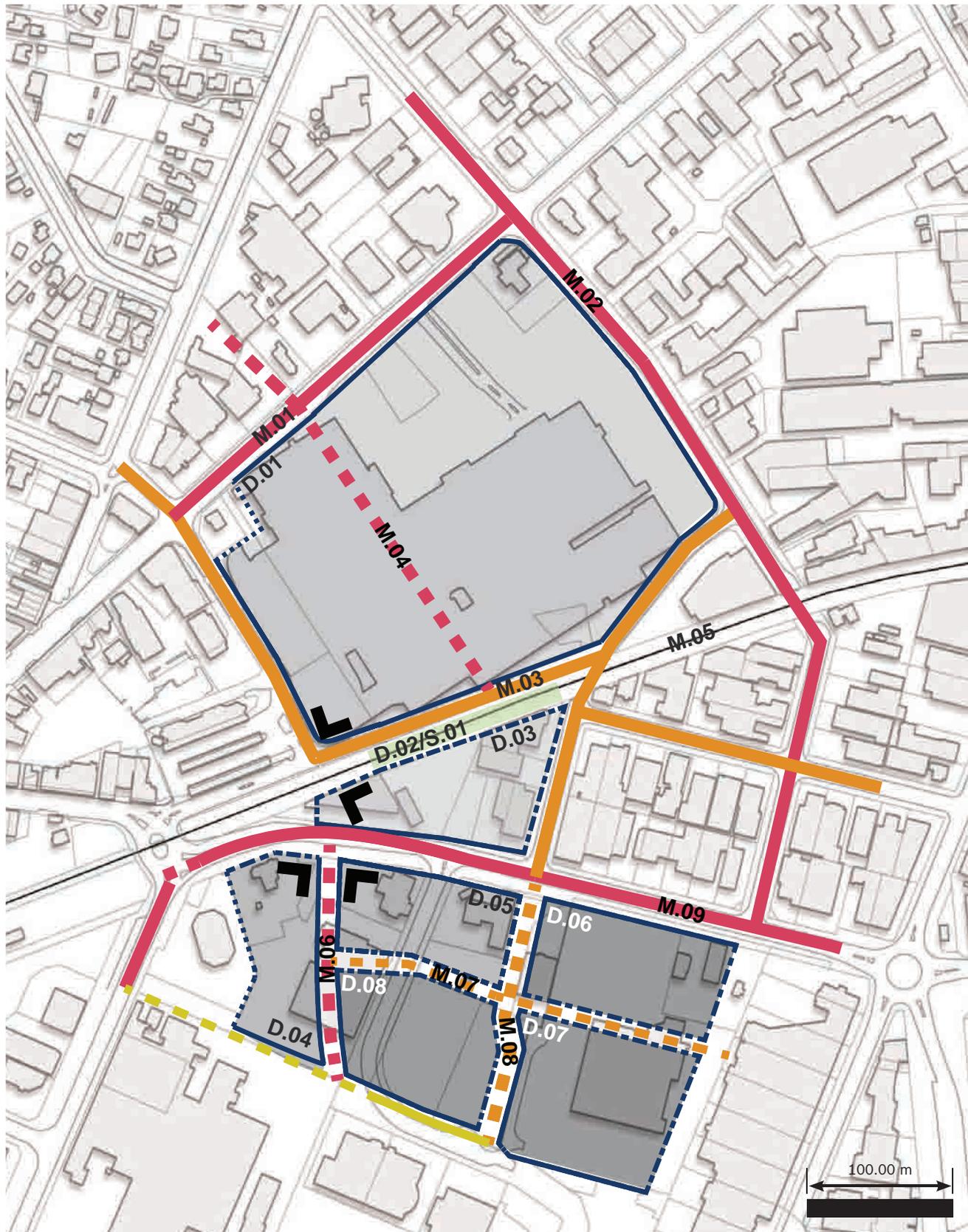
on it enabling it to be treated as a formal promenade with a string of light weight kiosk buildings running along its length.

Crown Lynn interface, responding to the new north-south avenues and the residential neighbourhood with the Crown Lynn Precinct will be significantly redeveloped with new three storey plus mixed-use buildings fronting Clark Street and the Memorial Drive Extension. Further

out from the centre beyond Hetana Street a mix of larger retail units and office buildings will emerge.

The Great North Road wedge will remain relatively as it is although opportunities to improve the Great North Road frontage will be realised and the site on the intersection with Delta Avenue redeveloped as a marker building.





THE MALL PROPOSALS



KEY FACTS:

TOTAL AREA OF PRECINCT: **28.4 ha**

NEW RESIDENTIAL GROSS AREA: **17,200 m²**

NEW EMPLOYMENT GROSS AREA: **73,300 m²**

GROSS NEW FLOOR AREA: **179,900 m²**

NEW RESIDENTIAL UNITS: **120**

NEW RETAIL GROSS AREA: **87,700 m²**

NET NEW FLOOR AREA: **143,600 m²**

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
MOVEMENT			
M.01	Redesigned/reconfigured Great North Road between Veronica street and Clark Street Extension to provide a much more friendly environment for pedestrians and cyclists. This can potentially be achieved with a staged process.	Through design introduced in stages, the ambition should be for a two way single lane (two lanes in each direction with clearways in the interim) higher order avenue with parallel parking on both sides (max. 2.0m) - max. carriageway width 7.0m. Extended footpaths on both sides to a min. 3.0m (for pedestrian movement, outdoor seating, planted areas). Existing trees retained and new trees (large stands) planted on both sides in footpaths or in between parallel parking (spacing about 10m. Additional crossing facilities provided designed as raised tables. Design speed will depend on future road classification.	Short (interim design) / Medium (ultimate design)
M.02	Veronica Street upgraded to carry freight movement as an alternative to Great North Road.	Two way single lane avenue. Design must comply with the minimum requirements for freight routes. Footpaths 2m wide on both sides. Trees planted within the berm area (max. spacing 15m).	Medium
M.03	Totara Avenue redesigned as a higher amenity avenue.	High amenity avenue with further improvements including new footpath (min. 2m) on southern side of street adjoining the RSA, plus street trees.	Completed (northern side) – Medium (south side)
M.04	Possible new north-south avenue created with the redevelopment of the mall, increasing connectivity of the area and connecting to Reid Road (cf Delta Avenue Precinct).	Two way single lane avenue with indented parallel parking on one side - max carriageway width 5.5m. No centre median. Footpaths min. 2.5 m wide, no berm. No right turn in or out at Great North Road intersection. Tree planting on both sides – max spacing 10m. Design speed - 30 kph.	Long
M.05	Construction of the railway trench which will help to improve train service into New Lynn and access for all street users across rail line into Town Centre. Creation of a walkway / cycleway along the rail corridor.	Trench has been designed with a number of crossings to help improve connectivity and, in the future, could be capped off to provide additional development/ public realm opportunities. 5m shared path for pedestrians and cyclists.	Completed 2010 (trench) – Long (walkway / cycleway)



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
M.06	Crown Lynn Interface - Memorial Drive Extension connecting Crown Lynn Precinct to the Town Centre core designed as an avenue.	Two way single lane avenue with indented parallel parking strip both sides - max carriageway width 6m. Footpaths (min. 3m wide) and berm (max. 2m wide) both sides. No centre median. Trees (recommend broad leaf stands) in berm both sides regularly spaced (max. 15m intervals). Raised tables with flush kerb at the junction with Clark Street and at the intersection with the new shared space M.07. - Design Speed - 40kph	Medium
M.07	Crown Lynn Interface - new east-west local street serving commercial lots and linking Memorial Drive extension to Ward Street extension.	Two-way single lane local street with parallel parking on one side – max. carriageway width 6m. No central median. Footpaths (min. 2m) on both sides. Raised tables at intersection with Memorial Drive Extension (M.06) and Hetana Street Extension (M.08). Trees on both sides. Design speed – 30 kph.	Medium
M.08	Crown Lynn Interface - Hetana Street Extension (secondary route) from Clark Street to Crown Lynn Place.	Two way single lane street with indented parallel parking on both sides – max. carriageway width 5.5m. Footpaths min. 2.5m wide on both sides. No berm. No centre median. Trees (recommended broad leaf stands) in parking strips on both sides regularly spaced (max. 15m intervals). Riased tables with flush kerbs at intersections with all east-west streets. Design speed – 30 kph.	Medium
M.09	Redesigned / reconfigured Clark Street to more a much more pedestrian friendly and cyclist environment.	New signalised intersections and wider footpaths (on both sides). New street tree planting.	Completed 2010
DEVELOPMENT			
D.01	Progressive redevelopment of LynnMall to better address the adjacent streets and increase the permeability of the block. Potential exists for an increased mix of uses (incl. residential, office, leisure and entertainment).	Overtime, fully occupied frontages should be provided to the surrounding streets as well as potential new streets within the development (M.04) and a corner building at Memorial Drive/ M.03 intersection. Opportunity exists to introduce finer grain street based development and taller buildings (e.g. residential tower).	Long
D.02	Covering of the railway trench as a promenade with a string of light weight kiosk buildings running its length.	Light weight kiosk buildings integrated as part of the design of the promenade.	Medium
D.03	Redevelopment of the industrial block located south of the railway line and west of Hetana Street to mixed-use development.	Fully occupied frontage to Clark street. Min. 3 storey (fin grain retail at ground floor and office above) with a special corner building (min. 4 storey tower) at the intersection of Memorial Drive Extension and Clark Street.	Medium
D.04, D.05, D.06, D.07, D.08	Redevelopment of the industrial development south of Clark S-treet (Crown Lynn interface) to mixed use buildings.	Fully occupied continuous frontage to Memorial Drive extension and Clark Street. Min. 3 storey mixed use development with retail at ground floor and office spaces above. Parking at the rear of the building. Access via Memorial Drive Extension, M.07 and M.08. No setback from Memorial Drive Extension (M.06) and max. 2m setback to Hetana Street Extension (M.08). Landmark corner building to Clark Street / Memorial Drive Extension on D.04 and D.05 (minimum 4 storeys).	Short / Medium

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
<p>SPACE</p> <p>S.01</p>	<p>Future 'lid' on the trench creating a generous pedestrian promenade and linear public space animated by kiosk buildings.</p>	<p>Min. 3m meandering footpath in between kiosk buildings (D.02) with large trees and grass areas. Street furniture incl. benches, street lighting at pedestrian scale, cycle racks.</p>	<p>Short/ Medium</p>



Promenade Plantée, Paris – 4.5km elevated park constructed on a abandoned railway viaduct



Promenade Plantée, Paris – buildings either side and on top of the promenade



Promenade Plantée, Paris – a fantastic pedestrian and cyclist link



The Avenue



View of Thom Street - down to Islington Avenue)



View down Margan Avenue with the Waitakere Ranges in the background



New Lynn Primary School



View down Seabrook Avenue with few heritage buildings

The Avenue

The Avenue Precinct sits to the south of Crown Lynn Precinct and is largely defined by its avenues. Margan Avenue runs along the northern boundary of the precinct with Astley Avenue to the east, Islington Avenue/Denyer Place to the south and the block behind Titirangi Road to the west.

The precinct is a residential transition zone between the core town centre and the suburbs to the south (Southern Residential Precinct). It includes a number of important community facilities including New Lynn Primary School, churches, a retirement village (on the intersection of Margan Avenue and Astley Avenue) and some commercial buildings (including dairies and takeaways). There are a number of heritage buildings including a couple of churches along Margan Avenue and several homes and a few heritage trees contributing to the established character of the area.

In recent times the precinct has started to transition from a traditional, reasonably 'well heeled' suburb made up of predominately private large single villas to something more urban. The retirement home complex on the corner of Margan Avenue and Astley Avenue illustrates how the scale and density are changing however less successful attempts at urban typologies are evident with several rear lot multi-unit developments including some single/multi-storey 'sausage flats' and some terraced housing (photo). Some Housing New Zealand housing is found in the centre of the precinct fronting Thom Street, a cul-de-sac with the potential to connect through to Margan Avenue as a street (as opposed to a pedestrian walkway).

The precinct sits on the lowest slopes of a ridge that climbs in a northerly direction towards Titirangi creating a "basin effect". The topography levels out along the

southern boundary of the precinct line creating the sense you are approaching a different area. The corner of Astley and Islington Avenue, Islington and Hutchinson Avenues and along Seabrook Avenue near Margan Avenue are important visual gateways with views on their approach to the town centre, CBD, Mt Albert and Mt Eden and back to the Waitakere Ranges.

New Lynn Primary School occupies a large site on the southern side of Margan Avenue west of Hutchinson Avenue. Given the population growth projected in New Lynn the primary school, currently at capacity, will need to expand and/or redevelop.

Despite being only a 5-10 minute walk from the town centre walkability to the town centre could be further improved with connections through the Crown Lynn Precinct which is an obstacle to movement and generally presents a poor backdrop to the area.

Margan Avenue is an important street within the overall road network of New Lynn allowing for east-west movement around the town centre core. As a street it is well proportioned. Running along the northern Crown Lynn Precinct side of the road the linear Margan Reserve contains several heritage trees that further heighten the green nature of the street. Perhaps the streets greatest issue is the incremental rear lot development on its southern side that creates numerous extra vehicle crossings impinging on the pedestrian experience.

Seabrook Avenue, running diagonally in a south westerly direction from Margan Avenue, is one of the most attractive residential streets in New Lynn with a strong tree alignment, generous berm areas and a common building line on both side of the street. Hutchinson Avenue off the mini-roundabout with Margan Avenue and Rankin Avenue is a principal route out



THE AVENUE PRECINCT ANALYSIS

VISTA		BARRIER		WEAK EDGE	
INTERSECTION		CARRIAGE WAY		STREAM	
POSITIVE EDGE		CAR PARK		MARKER BUILDING	
GATEWAY		GREEN SPACE		HERITAGE BUILDING	
		NODE		HERITAGE TREE	
				CROWN OWNED LAND	

to the heartlands on New Lynn south and the suburb of Titirangi beyond. Though not as formally laid out as Seabrook it still displays a pleasant leafy character.

Collectively the avenues, established houses and proximity to the town centre make this Precinct a desirable area that is well placed to capitalise on the changes proposed within the town centre and Crown Lynn Precinct.



ENHANCED MARGAN AVENUE

EXTENDED THOM STREET TO CONNECT WITH MARGAN AVENUE

 THE AVENUE VISION

REDESIGNED NEW LYNN SCHOOL

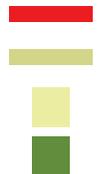
COMPACT FAMILY HOUSING ALONG AN EXTENDED THOM STREET

PRECINCT BOUNDARY

LANEWAYS

URBAN SPACE

OPEN SPACE





The Avenue Vision

The precinct will become a high quality urban-suburban transition neighbourhood with a rich mix of new compact family houses (i.e. two to four storey terraced houses, townhouses, maisonettes and patio houses) lining newly formed north-south shared streets alongside remaining established single villas. Selective redevelopment along the avenues will see the introduction of three to four storey apartment buildings that add further containment and sense of proportion. The precinct will tie seamlessly into the urban development at Crown Lynn Precinct and the Southern Residential Precinct.

The avenues will be enhanced as part of the green streets network with further tree planting, improved pedestrian crossing points and dedicated cycle lanes (along Seabrook Avenue). Where possible carriageways will be narrowed to a maximum of 6m and street lights upgraded.

Views afforded by the topography will be optimised in the design and layout of development and key view points along the avenues protected and enhanced to announce the change from suburban to urban and vice versa.

Thom Street will be driven all the way through to Margan Avenue to form an intersection with Memorial Drive Extension



VIEW TO CROWN LYNN DEVELOPMENT - MIDWAY DOWN THOM STREET RECONNECTED TO MARGAN AVENUE

with a possible further street running parallel to this. Both streets, designed as shared spaces or home zones. They would have a continuous frontage of compact family houses with car parking provided on street or to the rear.

New Lynn Primary School will, in response to a surge in the roll, be transformed as a land efficient multi-level urban school. Residual land on the site would be used to locate a new secondary school, multi level in design.



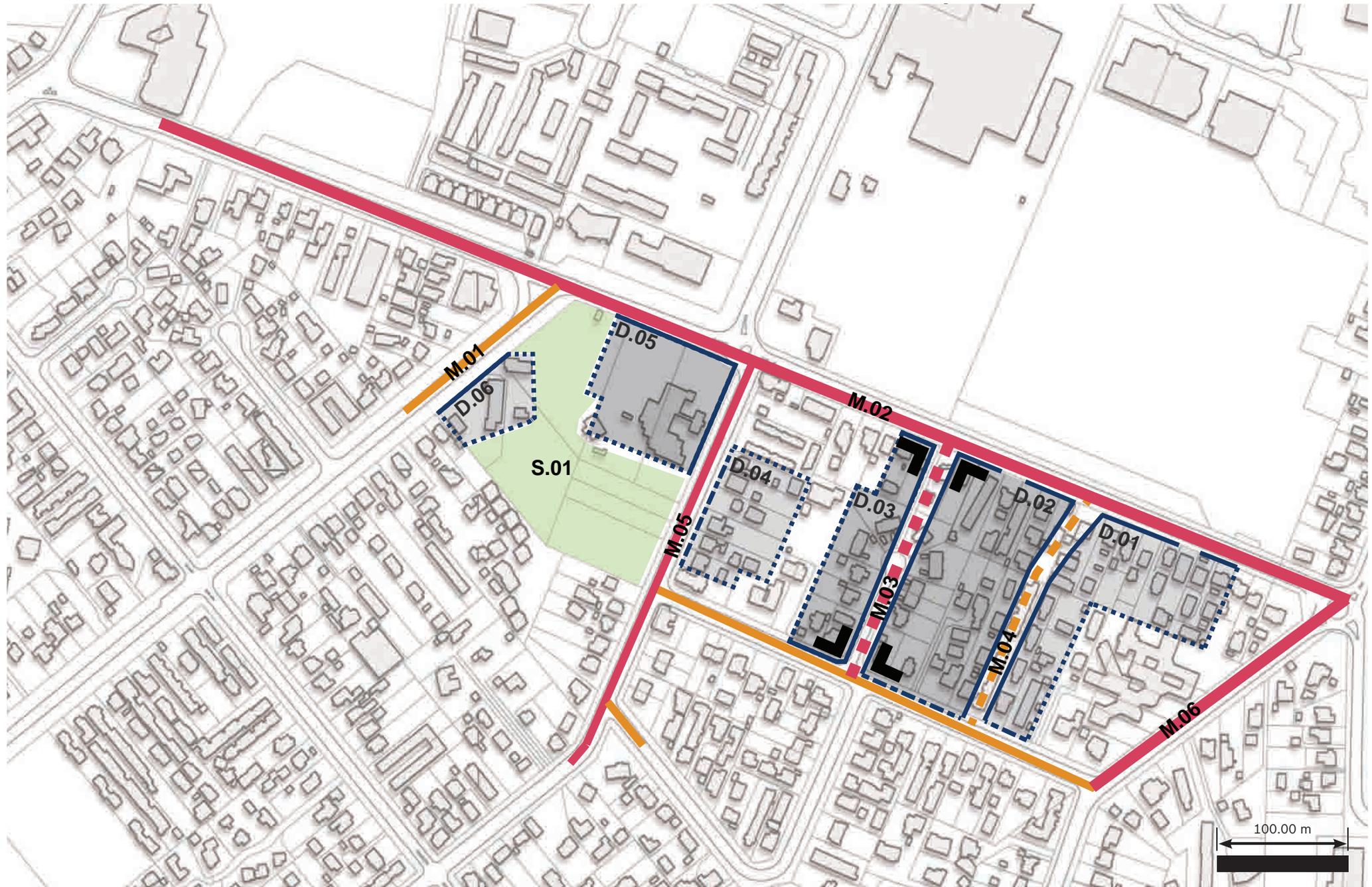
Compact family houses, Newcastle, England



Patio house in Melbourne – a rich diversity in the treatment of the facades



Islington Square Manchester (FAT architects) – affordable family housing



THE AVENUE PROPOSALS

- SPACE
- AVENUE / BOULEVARD
- LOCAL STREET
- SHARED SPACE / LANE
- DEVELOPMENT SITE - SHORT TERM
- DEVELOPMENT SITE - MEDIUM TERM
- DEVELOPMENT SITE - LONG TERM



KEY FACTS:

TOTAL AREA OF PRECINCT: **18.2 ha**

NEW RESIDENTIAL GROSS AREA: **56,000 m²**

NEW EMPLOYMENT GROSS AREA: **0 m²**

GROSS NEW FLOOR AREA: **56,000 m²**

NEW RESIDENTIAL UNITS: **400**

NEW RETAIL GROSS AREA: **0 m²**

NET NEW FLOOR AREA: **44,800 m²**

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
MOVEMENT			
M.01	Further enhanced Seabrook Avenue to provide a cycle connection between the south area of New Lynn and the Town Centre.	Creation of a cycle route (shared path or dedicated cycle lanes). All trees to be retained and some new trees planted in the berms or in carriageway. More crossing facilities provided along the street with raised tables. Design speed – 30pkh.	Medium
M.02	Redesigned Margan Avenue with as a tree lined pedestrian and cyclist friendly avenue.	Two way single lane avenue. Footpaths widened on both sides to a min. of 1.8m and 3.0m when new trees are planted. Shared pedestrian/cycle path along the school and cycle route to be extended along all Margan Avenue (shared path or dedicated cycle lane – TBD). New tree alignment (large stand) to be planted on the southern side and new trees planted on northern side when gaps – spacing between 10-15m. Raised tables with crossing facilities at intersections with Seabrook Avenue and extended Thom Street M.03. Design speed – 40 kph.	Medium
M.03	Extension of Thom Street to connect Islington Avenue with Margan Avenue.	Two way single lane local street with indented parallel parking on one side only (alternately) – max. carriageway 6m. Footpaths min. 1.8m on both sides. Street trees planted in between parking spaces or in footpaths (if min. 3m wide) - max. spacing 10m). Raised tables with pedestrian crossings at intersections with Margan Avenue, Islington Avenue and at mid-block. Design speed – 30kph.	Medium/ Long
M.04	Possible new local street through residential block connecting Islington Avenue with Margan Avenue to increase the connectivity of the residential area.	Two way single lane local street with indented parallel parking on one side only (alternately) – max. carriageway 6m. Footpaths min. 1.8m on both sides. Street trees planted in between parking spaces or in footpaths (if min. 3m wide) - max. spacing 10m). Raised tables with pedestrian crossings at intersections with Margan Avenue, Islington Avenue and at mid-block. Design speed – 30kph.	Medium/ Long
M.05, M.06	Walkability of Hutchinson and Astley Avenues improved (key bus routes).	Widen the footpaths to a minimum of 1.8m (space taken from the existing berm area)	Medium
DEVELOPMENT			
D.01, D.02, D.03	Redevelopment of residential sites south of Margan Avenue around extended Thom Street to compact family housing.	Continuous occupied frontage to Margan Avenue, M.03 and M.04. Semi continuous frontage to Islington Avenue. Min. two storey town houses / maisonettes. Special corner buildings at Margan Avenue M.02 / extended Thom Street M.03 intersection to a min. of three storeys. Generally 5m setback from Margan Avenue and max. 2m for other streets.	Medium/ Long



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
D.04	Possible redevelopment of residential sites to a higher density, better addressing Hutchinson Avenue.	Continuous occupied frontage to Hutchinson Avenue with a min. of three storeys. Min. two storeys for the balance of the block. Parking at the rear of the block. Max. one access off Hutchinson Avenue. Setback from street – generally 5m.	Medium/ Long
D.05	Redevelopment / extension of the existing school building to a more urban school typology of a minimum of 2 storeys. Possible collocation of a new secondary school on the same site.	Continuous occupied frontage to Hutchinson Avenue and Margan Avenue. Minimum 2 storeys.	Medium
D.06	Redevelopment of the residential site along Seabrook Avenue, including retention of heritage building.	Continuous occupied frontage to Seabrook Avenue. Minimum two storeys	Long
SPACE	Continuous occupied frontage to Seabrook Avenue.	Continuous occupied frontage Hutchinson Avenue. Minimum two storeys.	
S.01	Redesigned space for New Lynn Primary School as a consequence of the redesigned school building.	Redesigned school space including playing fields.	Medium





NEW LYNN URBAN PLAN

Section Three



The Avenue *continued*



COMPACT FAMILY HOUSING, EDGEWATER, MELBOURNE



Bob Hill



Huhtamaki building at the corner of Astley Avenue and Clark Street



Street view of Hill Crescent



Bob Hill Reserve surrounded by the backs of residential houses



Street view of Portage Road with a mix of residential and industrial buildings

Bob Hill Precinct

This precinct takes its name from the reserve between two otherwise quite distinct areas, an industrial area to its north and a residential neighbourhood to the south. The boundary of the triangle shaped precinct is contained by the Whau River to the east, Titirangi Golf Course (Links Road) to the south and the possible future Ward Street Extension to the west.

The northern area of the precinct starts at the newly constructed four way intersection on Clark Street before fanning out in a southerly direction along Portage Road and Astley Avenue. The area comprises manufacturing businesses and workshops of varying size and age including a large plastics manufacturer, packaging company, timber yard and a few automotive repair centres. The area has been a traditional manufacturing stronghold in New Lynn however in recent times small workshops and office accommodation has appeared e.g. the old tannery site has been converted into a number of smaller commercial units. The rich manufacturing heritage of the area is however still evident in a number of the older buildings, especially along Portage, which have architectural merit. It can be expected employment in the area will continue to diversify as the town centre extends into this transition zone most recently illustrated by the relocation of a niche ice cream company into the precinct.

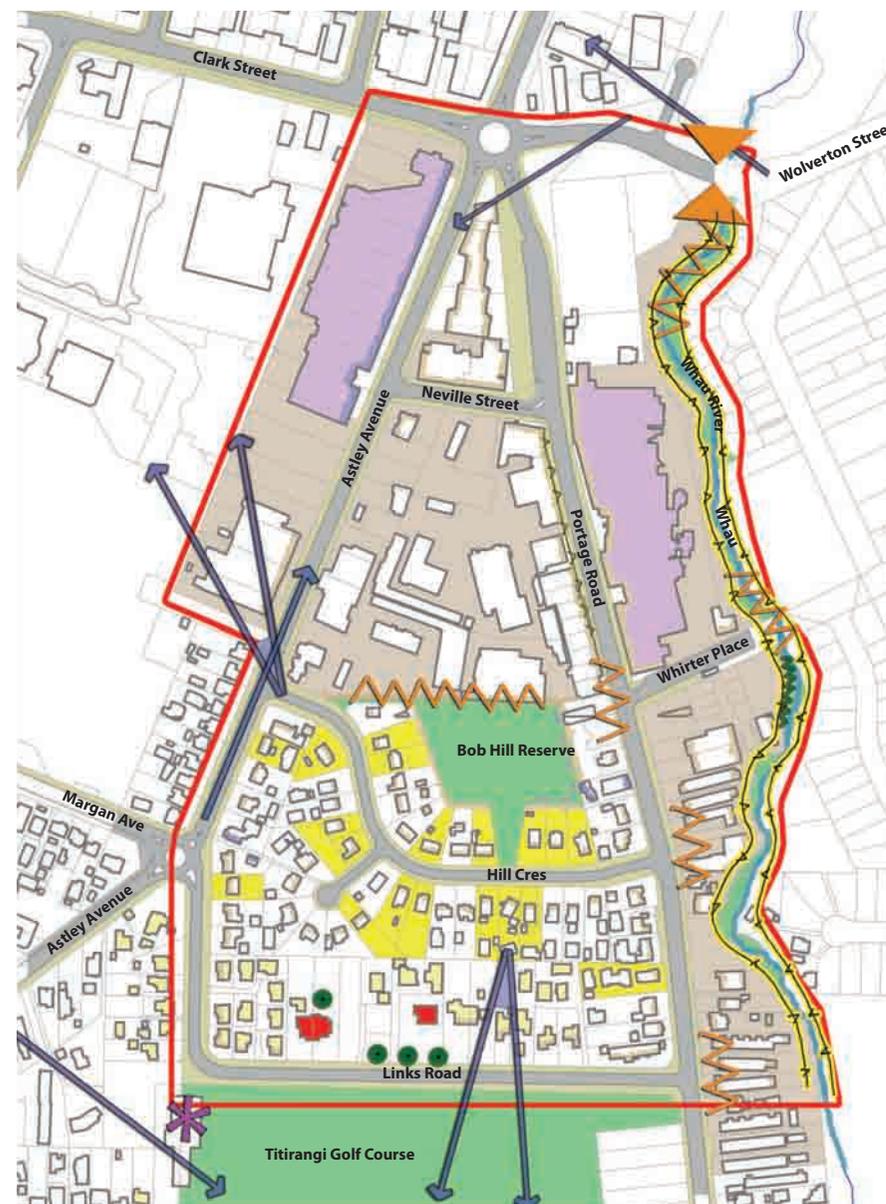
Bob Hill Reserve and Hill Crescent, along the southern edge of the reserve, signals the transition from industrial to residential although there are a limited number of business in the area. The residential estate of Hill Crescent is owned by Housing New Zealand and comprises single family detached dwellings. Given the single ownership the opportunity for comprehensive redevelopment is significant.

Further south, several large established homes along Links Road benefit from pleasant outlooks over Titirangi Golf Course. Along Portage Road there is a small cluster of relatively successful saw toothed roof terrace homes backing onto Bob Hill Reserve illustrating the changing nature of the precinct from suburban to urban.

Bob Hill Reserve, accessed from a narrow opening on Hill Crescent, is surrounded by industrial development to the north and residential properties to the south, east and west. Laid out predominantly as grass with a few mature trees, playground and a hardstand area it would be a nondescript space if it weren't for the skateboard park in the north east corner. This facility is fairly unique in the skateboarding world and Bob Hill is highly regarded in the scene. The reserve is otherwise quite problematic with houses and business on its perimeter backing onto it with either solid walls or 1.8m high board fences reducing the level of potential natural surveillance. The clay soil also means large parts of the space are saturated with rainfall for long periods of the year.

The Whau River is largely ignored and neglected within the precinct with industrial units along Portage Road turning their backs to it and no public access along its edge.

Streets in the precinct are generally very wide with minimal street trees and planting, particularly Portage and Astley Avenues, which promotes vehicle speeds and negatively impacts on the pedestrian experience.



BOB HILL PRECINCT ANALYSIS

SIGNIFICANT	BARRIER	WEAK EDGE	CHARACTER RESIDENTIAL BUILDING
LEVEL CHANGE	CARRIAGEWAY	STREAM	CHARACTER INDUSTRIAL BUILDING
VIEW	CAR PARK	MARKER BUILDING	CROWN OWNED LAND
VISTA	GREEN SPACE	HERITAGE BUILDING	POSTIVE EDGE
	GATEWAY	HERITAGE TREE	



Newhall, Harlow, England – semi private street



A mix of uses in a former industrial area – Adelaide



Compact family housing – Adelaide



Recently developed housing – Adelaide

Bob Hill Vision

Comprehensive redevelopment will occur in the residential and industrial areas to better reflect the precinct's key role as a transition area between urban and suburban.

The focus for this change will be a realigned Hill Crescent and a completely reconfigured Bob Hill Reserve. Hill Crescent will be 'straightened out' running on a new east-west axis from its present intersection with Astley Avenue along the northern edge of Bob Hill Reserve to a new more northerly intersection with Portage Road. This street, as the interface between the industrial area to the north and residential to the south, will be of exceptional quality.

Bob Hill Reserve will be reduced in size and 'nudged' westwards to create the centrepiece of a new mixed tenure (private, social and affordable) residential development on the Housing New Zealand site. As a neighbourhood park it will include a play ground, green space for ball games and possibly a relocated skateboard park.

New housing around its perimeter will be a rich mix of two to three storey compact family housing typologies including terraces, town houses, and patio houses that front directly onto the space off a low key shared street. Car parking will be to the rear of these houses along a lane. Two new north-south mews style streets, one either side of the Bob Hill reserve frontage, will connect Hill Crescent to a new east-west street between Links Road and Portage

Road. These pleasant streets will have a continuous frontage with a similar mix of compact family housing.

Housing along Links Road will be preserved as larger scale family housing catering for a more affluent market.

The industrial area north of the realigned Hill Crescent will be dramatically transformed. Large-scale redevelopment will occur. The former tannery site on Portage Road will be further subdivided to accommodate a cluster of niche manufacturing and workshop activities reflecting the shift in the employment base of New Lynn.

The prominent gateway corner site created by the closure of Astley Avenue at the intersection with Clark Street will be developed as a high profile commercial building. West of Astley Avenue the large industrial buildings bounded to the west by a newly extended Ward Street, will progressively be redeveloped by 'better neighbour' uses related to Crown Lynn Precinct such as office space and residential. Several new east-west streets will run from the Crown Lynn Precinct off Ward Street to Astley Avenue.

The triangle block of industrial land between the Astley Avenue, Portage Road and the newly formed Hill Crescent will be subdivided through a new road network, into four blocks. The already upgraded Neville Street will be joined by a new east-west street between Astley Avenue and

Portage Road and a north-south street off this joining Hill Crescent. The area will continue to be focused on manufacturing and light industrial uses although new units will be of greater quality than the existing.

The Whau River will be reconsidered as a linear park with a new walkway along its western edge. A new link bridge from McWhirter Place to Busby Street over the river will be constructed as part of The Stitch with Avondale.



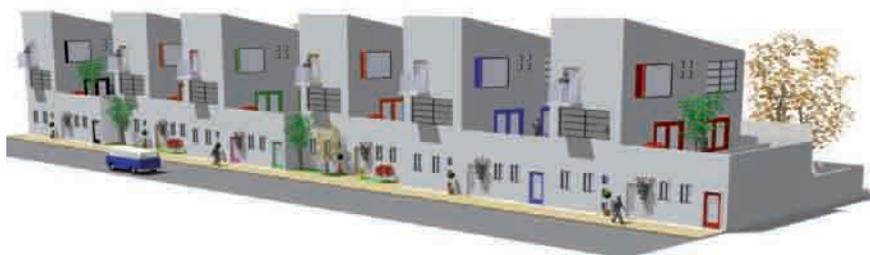
A NEW BOB HILL RESERVE
(IMAGE COURTESAY OF URBAN INITIATIVES)

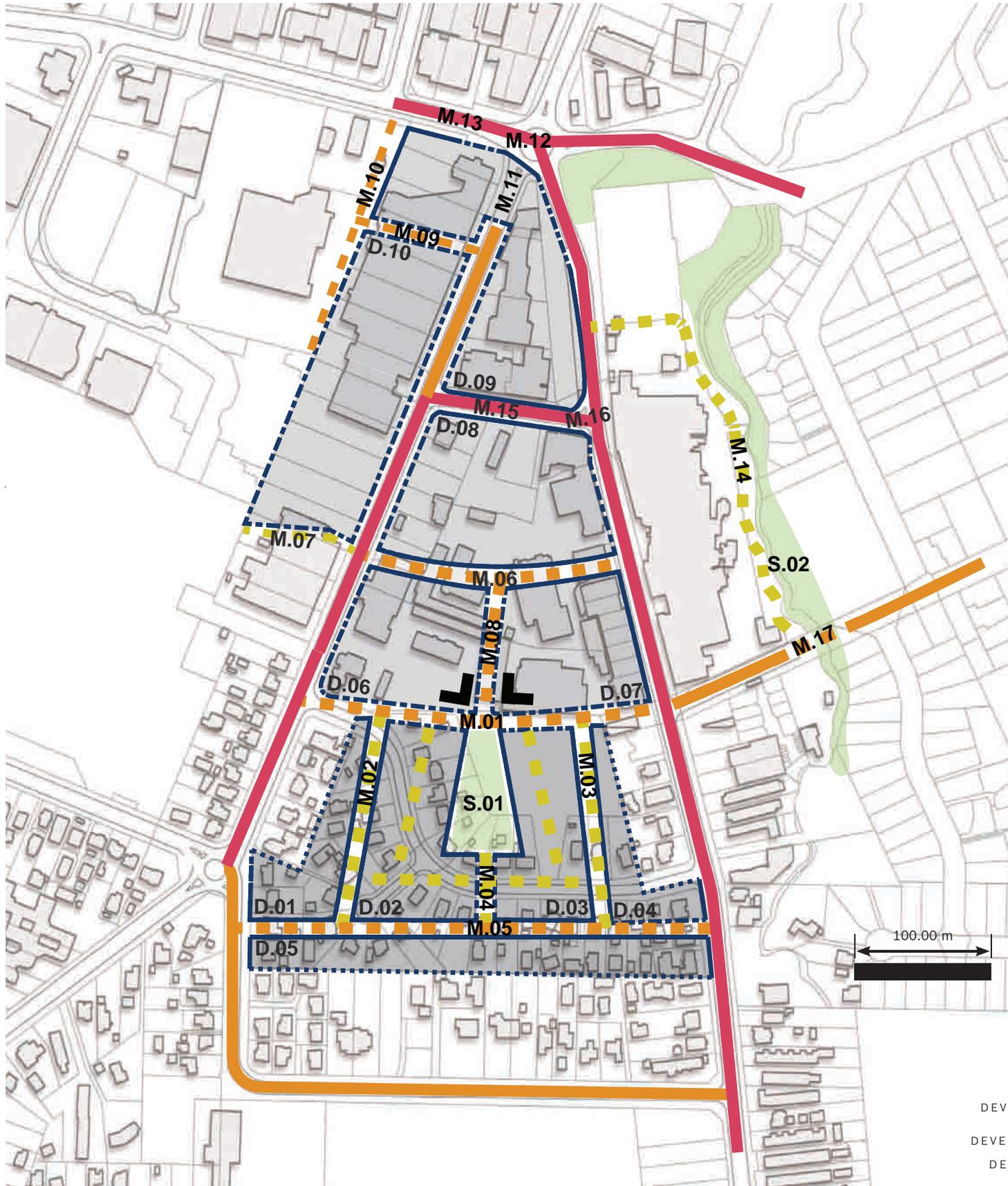


Stadstuinen, Rotterdam – compact family housing centred on a park



Addison development, Auckland – housing creates a strong edge to the park





- SPACE
- AVENUE / BOULEVARD
- LOCAL STREET
- SHARED SPACE / LANE
- DEVELOPMENT SITE - SHORT TERM
- DEVELOPMENT SITE - MEDIUM TERM
- DEVELOPMENT SITE - LONG TERM



KEY FACTS:

TOTAL AREA OF PRECINCT: **31.4 ha**

NEW RESIDENTIAL GROSS AREA: **313,000 m²**

NEW EMPLOYMENT GROSS AREA: **24,200 m²**

GROSS NEW FLOOR AREA: **104,700 m²**

NEW RESIDENTIAL UNITS: **250**

NEW RETAIL GROSS AREA: **0 m²**

NET NEW FLOOR AREA: **83,800 m²**

OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
MOVEMENT			
M.01	Hill Crescent redesigned to create an east-west local street along the northern side of Bob Hill Reserve connecting Astley Avenue to Portage Road. M.17 connection to Taylor Street in Avondale from McWhiter Street via a new bridge as part of The Stitch between the two places.	Two way single lane local street with indented parallel parking on both sides – max. carriageway width 7m. Footpaths min. 2m on both sides. Dedicated cycle lanes on both sides. Street trees (large stands) in between parking spaces – max. spacing 10m. Design speed – 30kph.	Medium (street) – Long (bridge)
M.02, M.03 & M.04	New north-south shared spaces / homezones providing access to the residential development, connecting the new M.01 with the new M.05, increasing the connectivity of the area.	Two way shared spaces (flush kerbs) with informal parking – max. carriageway width 5.5m. Trees irregularly spaced – max. spacing 10m. Design speed – 15kph.	Medium
M.05	New east-west local street connecting Margan Avenue to Portage Avenue.	Two way single lane local street with indented parallel parking on one side only (alternately) – max. carriageway width 6m. Footpaths min. 2m on both sides. Street trees in between parking spaces or in footpaths (if min. 3m) – max. spacing 10m. Design speed – 30kph.	Medium
M.06	New east-west local street immediately south of the existing Neville Street through the industrial area, increasing the connectivity of the area and allowing for some finer grained development.	Two way single lane local street with indented parallel parking on one side max. (alternately) – max. carriageway width 6m. Footpaths min. 2m on both sides. Street trees in between parking spaces or in footpaths (if min. 3m) – max. spacing 10m. Design speed – 30kph.	Long
M.07	Continuation of new M.06 across Astley Avenue as a shared space connecting to the new shared space within Crown Lynn Precinct (ref page xxx)	Refer to Crown Lynn Precinct M.06	Long
M.08	New north south local street connecting new M.06 to new M.01, increasing the connectivity through the site.	Two way local street with indented parking on one side max. (alternately) – max. carriageway width 6m. Footpaths min. 1.8m on both sides. Trees planted in between parking spaces. Design speed – 30 kph.	Long



OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
M.09	Continuation of new local street within the Mall Precinct (M.07) on the other side of Ward Street Extension.	Two-way single lane local street with parallel parking on one side – max. carriageway width 6m. No central median. Footpaths (min. 2m) on both sides. Raised tables at intersection with Memorial Drive Extension and Hetana Street Extension. Trees on both sides. Design speed – 30 kph.	Long
M.10	New north south local street (continuation of new M.04 local street within Crown Lynn Precinct).	Two way single lane local street with indented parallel parking strip both sides - max carriageway width 5.5m min. – 7m max. Footpaths min. 2.5m wide on both sides. No berm. No centre median. Trees (recommend broad leaf stands) in parking strips on both sides regularly spaced (max. 15m intervals). Raised tables with flush kerb at all intersections. Design Speed – 30kph	Long
M.11, M.12	Closure of Astley Avenue (M.11) at intersection with Clark Street / Portage Road in order to create a 4-way signalised intersection (M.12).	Four-way signalised intersection including pedestrian crossings on four legs.	Short
M.13	Redesigned Clark Street to make it more pedestrian and cyclist friendly.	Ref to Mall precinct M.xxx page xxx	Completed 2010
M.14	New shared space along the Whau River in order to increase the accessibility of the Whau edges.	One way shared space with trees irregularly spaced along its length. Design speed – 15 kph.	Long
M.15, M.16	Redesigned Neville Street (M.15) and Neville Street / Portage Road intersection (M.16) as a result of the closure of Astley Avenue (M.11).	Signalised intersection at M.16 with provision of pedestrian crossings.	Completed 2010
M.17	Connection to Taylor Street in Avondale from McWhiter Street via a new bridge as part of The Stitch between the two places.	Two way single lane bridge – max. carriageway width 5.4m. Footpaths – 1.8m on both sides.	Long
DEVELOPMENT			
D.01 - D.05	Redevelopment of the existing residential area to compact family housing (town houses, maisonettes, patio houses, terraced houses), focused on reconfigured Bob Hill Reserve.	Continuous occupied frontage to M.01, M.02, M.03, M.05 and to reconfigured reserve S.01. Min. 2 – max. 4 storeys. Parking via rear lanes or on street. Variable building line with setbacks along street and park edges max. 3m.	Medium



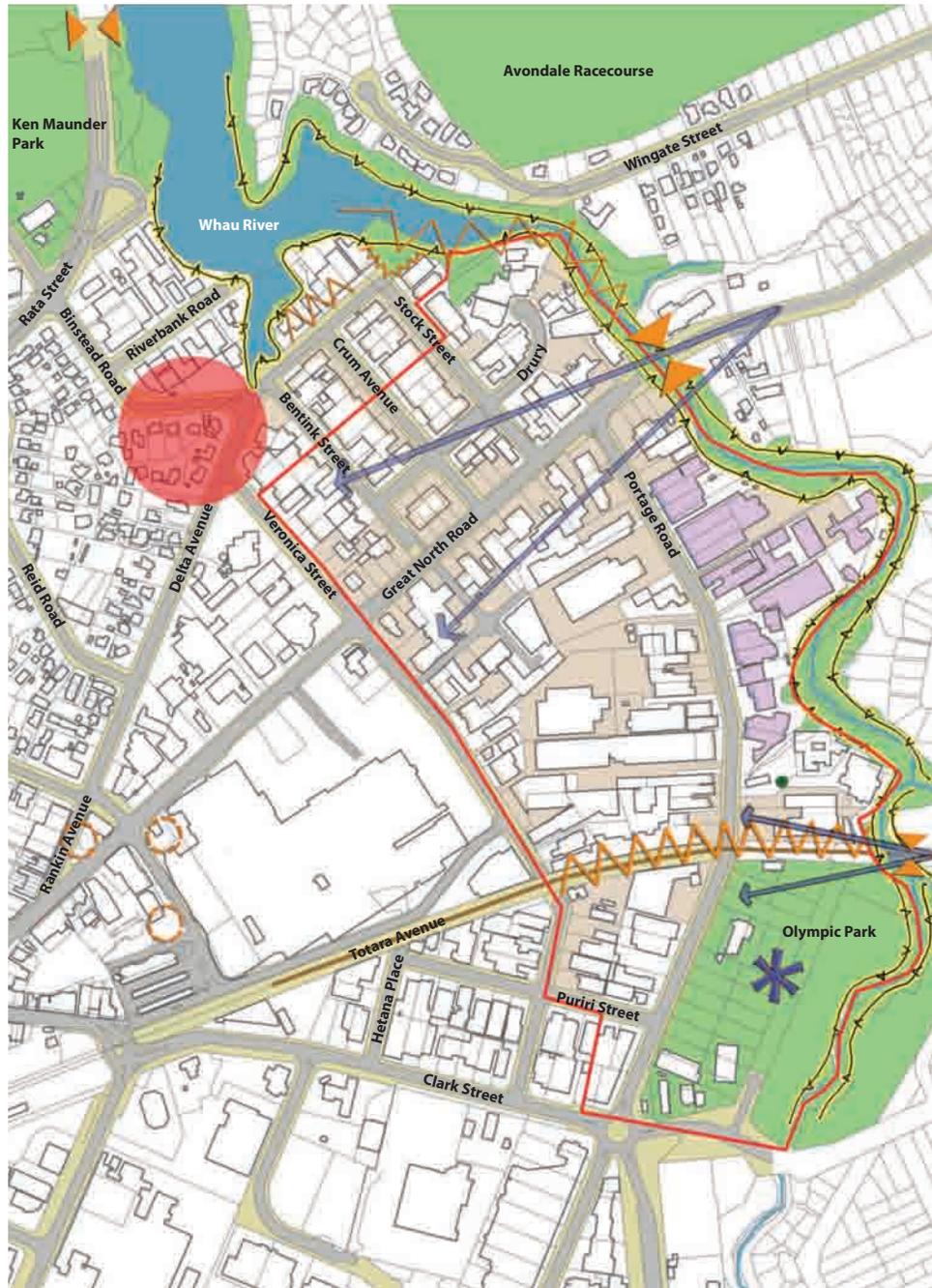
OBJECTIVES	PROPOSAL	PRINCIPLES	PRIORITY
D.06 – D.08	Redevelopment of the existing industrial sites to the north of Bob Hill Reserve as industrial / workshop development facing the reconfigured reserve S.01 and the new streets M.01, M.06 and M.08.	Fully continuous occupied frontage to M.08; semi-continuous occupied frontage to M.06 and M.01 / S.01. Min. 2 storey building. Special corner buildings at the intersection of M.01 and M.08. Parking within the block / at the rear of the building.	Long
D.09	Redevelopment of the industrial site north of Neville Street with a special corner development at Clark Street / Portage Road where Astley Avenue is closed.	Fully continuous occupied frontage to Portage Road and Clark Street M.13. Min. 2 storeys. Special corner building of a min. of 3 storeys at the corner of Clark Street and Portage Road. Parking at the rear of the buildings.	Long
D.10	Redevelopment of the industrial site west of Astley Avenue as mixed use (office, residential, workshops).	Semi-continuous occupied frontage storey to Astley Avenue. Min. 2 storeys. Parking within the block, at the rear of the buildings.	Long
SPACE			
S.01	Reconfigured Bob Hill Reserve fronted by surrounding residential units.	Reserve reduced in size and possibly nudged westwards as part of an integrated Bob Hill development. Skateboard to be retained if possible or relocated.	Medium
S.02	Enhancement of the Whau River edges treated as linear park accessible and open to public.	Enhancement of the Whau River edges.	Long



COMPACT FAMILY HOUSING – MAISONETTE TYPOLOGY



Industrial



Great North Road through the industrial environment



Character industrial buildings on Portage Road



Great North road gateway to New Lynn



Olympic Park



Whau River and its potential as a linear park



Art at Olympic Park

INDUSTRIAL PRECINCT ANALYSIS

BARRIER		WEAK EDGE		VIEW	
CARRIAGEWAY		STREAM		VISTA	
CAR PARK		MARKER BUILDING		HARD SPACE	
GREEN SPACE		HERITAGE BUILDING		INTERSECTION	
GATEWAY		HERITAGE TREE		CHARACTER INDUSTRIAL BUILDING	
				POSITIVE EDGE	



Industrial

This important employment zone is to the east of The Mall Precinct and the town centre beyond. It is contained by the Whau River to the east and is bounded by Veroinca Street/Ward Street to the west, Clark Street to the south and the middle of the block running parallel to Delta Avenue to the north. Great North Road and the railway line both cut through the precinct in a north east-south west direction.

Off Great North Road the area contains light industrial units, workshops, warehouses and sales centres of varying sizes in a grid pattern street layout.

Great North Road is characterised by car sales yards, repair centres, plant and vehicle hire businesses as well as several restaurants and retail units. The road environment is austere with parking forecourts the dominant frontage, no street trees, relatively narrow footpaths and two lanes of road in each direction plus a full centre median. This belies the road's importance as the main approach to the town centre from the east. The road currently carries more than 25,000 vehicles per day, including freight. There is only one signal controlled crossing point resulting in minimal opportunities for pedestrians to cross. The Great North Road bridge over the Whau River enables glimpsed views of the water and mangrove/bush clad margins.

Portage Road, running north-south through the precinct, is essentially its back bone and while dominated by light industry, panel beaters and workshops does have a certain quality with several older units of architectural merit. With limited forecourt space, single carriageway plus parallel parking in each direction, berms and planting along many property boundaries the street condition is much more pleasing than Great North Road. The road dips to a low point mid way along its length where the rail road crosses as an at grade signalled crossing.

The intersection of Portage Road and Clark Street, recently remodelled from a five way roundabout to a four way cross junction represents an important gateway into the area from the east. This important approach to New Lynn is acknowledged to the north of Clark Street by Olympic Park (a regional park shared with Auckland City) and to the south by a new showcase rain garden reserve.

Further west Veronica Street also runs north-south however it is dominated by retail uses that trade off passing LynnMall traffic. Relatively narrow parking forecourts and/or slip lanes dominate the street scene. As the street runs alongside New Lynn RSA it crosses the rail line as a bridge. Beyond this point Veronica Street becomes Ward Street and uses similarly change to car yards, light industrial and trade businesses.

The Whau River defines the eastern boundary of the precinct and New Lynn. It is an important natural asset however it is neglected with most of the development turning their backs to it.

Three different overhead power lines criss-cross the precinct which together with the pylons blight the visual amenity of the area and place a further restriction on the ability to redevelop sites.

As with much of suburban New Lynn this important industrial and commercial area has suffered from incremental infill development reducing opportunities to agglomerate sites for redevelopment. However, there are some large sites still available so employment intensification is still possible.

Industrial Vision

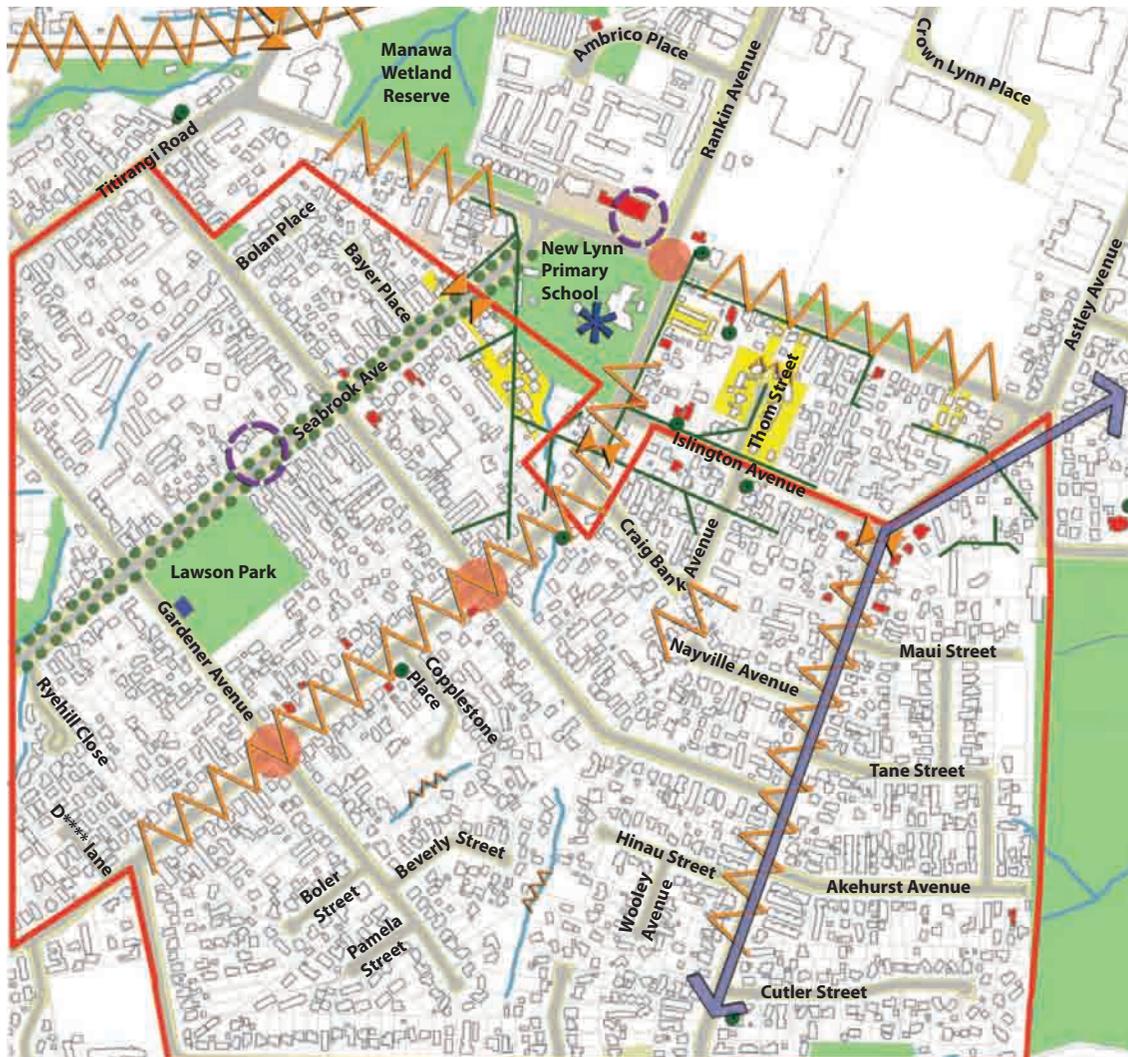
The precinct will remain the most important manufacturing based employment zone in New Lynn with the best of the building stock enhanced but possibly repurposed for higher value, higher density 'blue-collar' employment. It will be a stable neighbourhood with new development driven by the market and managed by the council to ensure non employment uses don't creep in and that where relevant it exploits the Whau River frontage. Council will further enhance the Whau River by introducing public viewing areas.

Great North Road, while still being principally concerned with vehicle movement will be enhanced as a boulevard to include street trees, standards around boundary treatments and new crossing points. The Whau Bridge will be enhanced through art work as a gateway entrance feature. Portage Road and Veronica Street/Ward Street will be similarly improved.

A new public open space will be created as a Power of Ten Space providing a place for workers to picnic and relax. The electricity power lines will be undergrounded relieving the area of a further encumbrance to redevelopment opportunities.

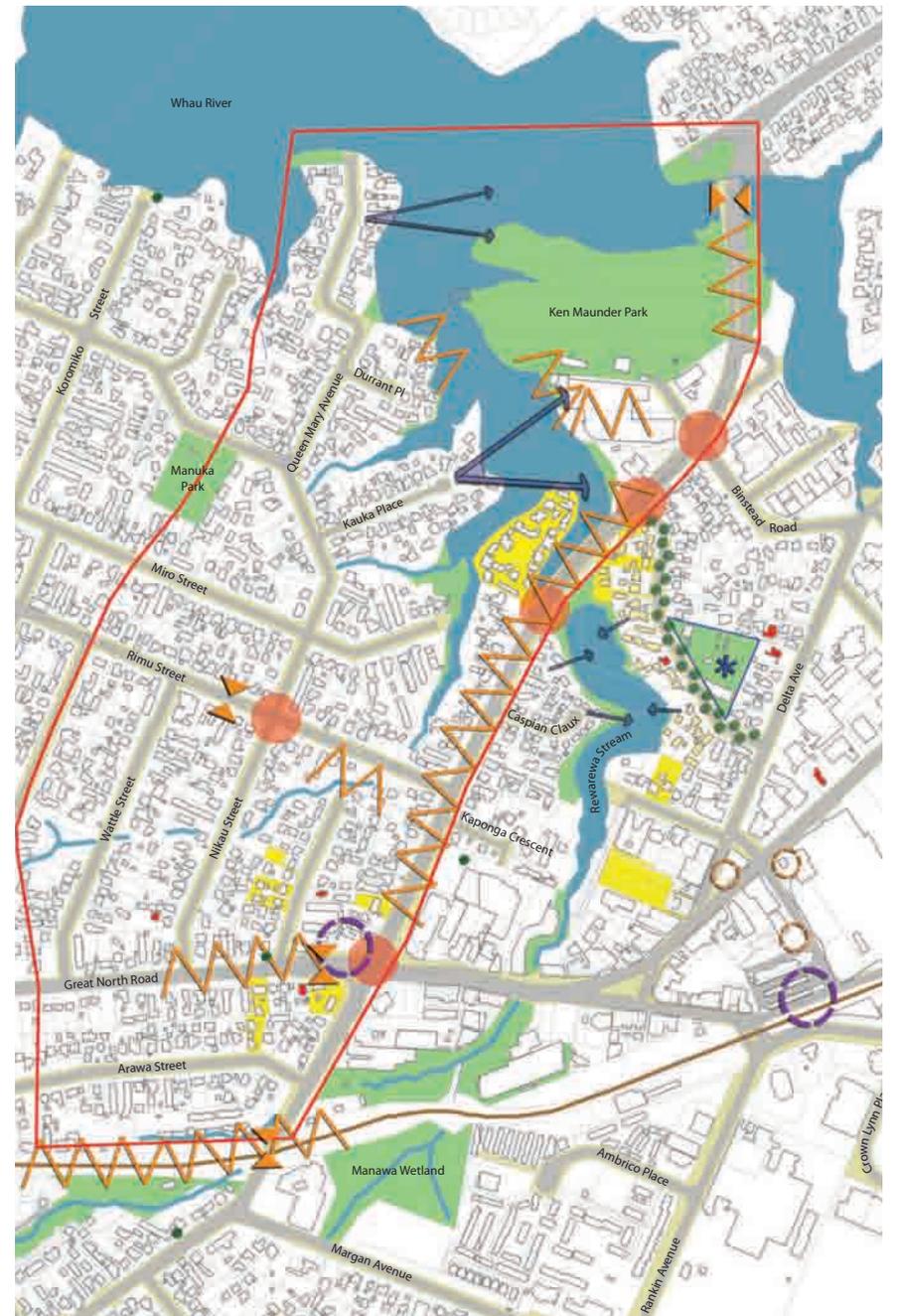


Southern and Western Residential Precincts



REWAREWA PRECINCT

- | | | | | | |
|--------------|--|-----------------------|--|------------------|--|
| BARRIER | | STREAM | | VIEW | |
| CARRIAGEWAY | | MARKER BUILDING | | VISTA | |
| CAR PARK | | HERITAGE BUILDING | | CROWN OWNED LAND | |
| GREEN SPACE | | HERITAGE TREE | | NODE | |
| GATEWAY | | MATURE TREE ALIGNMENT | | HARD SPACE | |
| INTERSECTION | | | | | |



RESIDENTIAL WESTERN PRECINCT ANALYSIS

Southern and Western Residential Precincts

These two precincts are dominated by low density housing of mixed types and tenure. Beyond the standard house typologies there are a number of interesting examples of architectural styles including English Domestic Revival, Art Deco, Moderne, California Ranch Style, The Modern Movement, International Style and the traditional 'Kiwi Bungalow' – weatherboard with a tin roof. The precincts are fairly atypical of suburbia throughout New Lynn with pleasant quiet streets (albeit often poorly connected), generous quarter acre plots, large gardens, plenty of off road parking and a comfortable and welcoming feel.

The precincts are laid out in a grid pattern however connectivity is compromised by the block sizes which at between 150-400m in depth are large. Moreover, the street pattern also includes a number of cul-de-sacs and only a few pedestrian accessways. Streets in the precincts are generally wide, usually providing carriageway widths of over 10-12 metres with berms and footpaths taking them to a total right-of-way width of 18-20 metres providing opportunities for cars to speed. A few streets within the precinct offer a decent tree canopy however the bulk offer little in the way of tree coverage.

The generally pleasing pattern of single and two storey detached houses has been threatened in recent times through subdivision of larger lots. Significant multi-unit and incremental single unit rear lot infill development has occurred. Whilst this development has increased residential density it has been to the detriment of the local character with private trees removed, a proliferation of solid fencing and numerous access ways onto the streets.

Specific features can be summarised as:

Southern Residential Precinct

The area is bounded by Islington and Denley Avenues to the north, Titirangi Road to the west, the Titirangi Golf Course to the

east and Golf Road to the south. Beyond housing the precinct includes a few parks, a primary school, a number of churches and some shops.

Western Residential Precinct

The area, bounded by the Whau River to the north, Karaka St. to the west, Rata Street to the east and the railway line to the south includes some industrial, retail and commercial development, a number of churches and a large reserve, the Ken Maunder Park, at the northern most end of the precinct.

One of the most significant pedestrian barriers is Rata Street which is difficult to cross, has very little amenity and is very

noisy. This road currently carries more than 30,000 vehicles per day, including freight. There are only two signal controlled crossings points along this stretch of the road, therefore connectivity and safety for pedestrians is a major issue.



Seabrook Avenue and its mature tree alignment



Existing great north road creating a barrier to pedestrian in the heart of the centre



Character house



Lawson Park by Seabrook Avenue



Character house on Astley Avenue



WESTERN RESIDENTIAL PRECINCT, FROM RATA STREET INTERSECTION UP GREAT NORTH ROAD



Southern and Western Residential Precincts Vision

The role these suburban precincts play in transforming New Lynn is as important as that placed on the urban precincts. This does not however necessitate change but rather that they remain as pleasant residential areas providing decent family housing. To secure this outcome and resist further incremental sub-division development, a new policy will be introduced that designates both precincts as stable residential neighbourhoods. Consequently, for a period of time there will be a moratorium on infill residential development in these precincts that is not capable of demonstrating how it contributes to the street by either fronting directly onto it or by creating a new public connection. This restriction will raise values of the existing stock enabling a new equilibrium to be struck in terms of the price point with new urban housing in the town centre. It will also help preserve the established character of these precincts and the suburban family housing stock required by the existing community and many newcomers to New Lynn.

To further improve the amenity of the Precinct 'self-calming' streets will be introduced in which trees, street furniture and changes to the floorscape are used to reduce car speeds and improve the pedestrian experience.

With the Western Residential Precinct, residential redevelopment and intensification of the corridors of Rata Street and Great North Road will occur (allowed under the Moratorium when they contribute to the street). Ken Maunder Park will be further enhanced and opened up (both visually and in terms of access) to the New Lynn community. A new gateway building will be constructed on the corner of Rata Street and Binsted Road mirroring that development on the otherside of the road within the Delta Avenue Precinct.



Section Three



Section IV - Implementation - Delivering the place



Section Four

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Overview

New Lynn sits at a cross road with suburban Transit Adjacent Development (i.e. suburbia with all of the transit infrastructure but none of the urban intensity) in one direction and sustainable Transit Oriented Development based urban place in the other. The transit infrastructure signals the scale of ambition and opportunity but does not in itself deliver the vision. It represents the platform upon which a transformation can occur. The role of the New Lynn Urban Regeneration Framework (2008) was to elevate the strategy beyond infrastructure provision and the Urban Plan builds on this 'whole place' approach to New Lynn. This section outlines the critical success factors in motivating the opportunity and securing delivery before going on to place the Urban Plan vision key moves onto a 20 year timeline to 2030.

Critical success factors

Critical success factors for delivering the vision can be summarised as:

- Growing and sustaining a stable resident population in a medium to high density living environment
- Encouraging economic diversity and attracting higher density retail, commercial and knowledge based employment
- Maximising connectivity and movement
- Creating an exceptional level of amenity in open spaces and the public realm
- Delivering a distinct, quality and sustainable built form that captures the distinct character and heritage of the place
- Maximising the attractiveness and activity of the town centre
- Changing attitudes and perceptions
- Surpassing social infrastructure requirements
- Marketing New Lynn as somewhere to live, work, play and visit
- Creating a delivery mechanism for implementation.





Delivery responsibilities

Amalgamation of the region's seven territorial authorities into a single unitary Auckland Council has implications on how places like New Lynn are managed. The new Whau Local Board, with responsibility for both Avondale and New Lynn, will enable a single conversation to occur over how the two places relate to each other. It does however pose questions over how work and energy invested in New Lynn to date will be carried over and maintained. It is intended the New Lynn Urban Plan, as a 'legacy' document, will take the strategy for New Lynn into this new era with a further companion document (Volume 2) prepared for Avondale. Together these documents will inform future policy, planning and investment decisions of Auckland Council and the Whau Local Board.

The task of delivering the vision and precinct plans does not lie with the public sector alone. Delivering the vision necessitates change on a significant scale and requires the private sector and local community to commit to delivering a step change and to become actively involved in making it happen.

Delivery also requires those involved to recognise market realities however New Lynn must not act as if it is helpless against market forces. On the contrary, the most successful places are those that succeed through active engagement with the private sector. A strong, able and dedicated approach is required in light of the complexities of New Lynn with, for example, many opportunity sites presenting barriers of ownership, site assembly, demolition and reconfiguration before development can even take place.

Repositioning New Lynn and the value proposition

Council and any possible future development agency or special purpose vehicle should create the conditions that will enable a step change in the way the market regards New Lynn. Successful precedent tells us that the following conditions are essential to the successful repositioning of New Lynn:

- Active leadership that can articulate and champion the vision in a clear and compelling language. The market welcomes active leadership and achieving an understanding of and commitment to, the long-term vision by stakeholders and the local community will be essential, as will actively promoting this vision to the wider regional audience

Action – identify a vision champion

- Stimulating development by continued delivery of amenity improvements and a package of enabling infrastructure

Action – invest further in amenity and infrastructure improvements as identified in the Urban Plan

- Reinforcing land values by, for example, introducing a moratorium on infill development within the stable residential neighbourhoods and introducing financial/policy incentives (possibly relating to development contributions)

Action – develop a further District Plan change and feasibility study relating to development incentives

- Land banking and acquisition to ensure developable land parcels

Action – progress land acquisition strategy based on the Urban Plan

- Entering into joint venture (JV) arrangements with developers

Action – progress JVs and identify further opportunities

- Effective marketing and promotion to improve New Lynn's image and reputation and thereby sell it as a destination for residents, visitors, shoppers, business and commuters

Action – produce a brochure version of the Urban Plan and further develop marketing strategy/collateral

- Introducing quality standards and design codes (in the District Plan and development agreements) that establish ground rules and provide certainty to developers over the 'quality mark' that will be upheld

Action – develop and adopt New Lynn Quality Standards and precinct design codes

- Continued development of the investor procurement strategy that makes the case for New Lynn to business and property investors

Action – develop the investor procurement strategy to include precinct implementation plans

- Accelerating decision process and sending out clear and consistent messages. The statutory process means some delays are inevitable, but the onus must be very much on the partners to ensure New Lynn is development friendly in the right places and much stricter in others, without compromising the vision or commitment to quality

Action – treat all developers within the New Lynn Urban Plan area as 'A' list customers and explore opportunities for fast tracking resource consents, e.g. by assuming permitted development rights where an adopted design code is in place.



Reshaping and re-energising the partnership

Time is right for some fresh ideas and a new approach which is more inclusive and broad-based. It is proposed that a highly proactive town team or development board, made up of partners, stakeholders and community members, be established. It is not intended this team usurp the council, local board, community board or Business Improvement District but rather it be used to create a body of local knowledge, experience and advocacy for delivering the vision and possibly be co-opted as a special purpose delivery vehicle. The partnership will be an important vehicle in carrying this vision forward and communicating its importance to the new Auckland Council and Local Board. It could also form part of the development of a Local Board Plan for the New Lynn area, and drive components of the work programme that will be developed under the Auckland Council's Long Term Council Community Plan. Money and time need to be spent to build the team.

Special Purpose Delivery Vehicle

Understanding the complexities of bringing together so many stakeholders in New Lynn, Council examined the mechanisms used by other cities to deliver complex town-centre regeneration. The lessons learned from the UK and Australia about the use of Urban Development Authority approaches are applicable to the successful implementation of the vision. The following principles should apply to any delivery vehicle proposed to drive change:

- **Not a further layer of bureaucracy and governance** – the vehicle must be a pro-active tool to bring about change
- **Collection and disbursement of partners and private funds** - the vehicle must be able to legitimately assemble funds from public and private sources and satisfy various frameworks for funding. Ideally, it will be able to assemble and reconfigure funds avoiding the problem of annularity
- **Expedite the planning process** - the vehicle must be able to work within a fast track planning regime. Simplified principles for planning should be established for

key priorities in line with the vision and framework

- **Matching execution with expectation** - qualitative steps in the planning process must be matched on the ground with a parallel step in build quality
- **Accountability** - the partners must balance delegated authority and deal making capacity with accountability to elected members and other partner organisations
- **Credibility** - the new vehicle will need to develop strong links to and credibility with the property market.

Policy Framework for Implementation

A further District Plan Change (to Plan Change 17) is required to:

- Rezone areas beyond the geographic scope of Plan Change 17 to enable proposed development in the transition zones and prevent inappropriate infill development in the identified stable residential neighbourhoods
- Support design quality and innovation through the adoption of minimum quality standards and design codes (based on the precinct plans)
- Introduce incentives to attract office spaces into the centre of New Lynn
- Further develop the street typologies and urban design rules and guidelines (to include industrial areas) set out in Plan Change 17

This Plan Change should be advanced as soon as possible to enable opportunities beyond Phase 1 to be optimised.



Phasing

The vision is intended to be delivered over 20 years to 2030 through a series of interdependent and overlapping phases that closely relate to precinct plan areas.

- **Phase 1:** Transport interchange and associated improvements, including Totara West and a new Clark Street extension.
- **Phase 2:** Creation and enhancement of streets and spaces within the town centre and social infrastructure improvements leading to redevelopment of the Merchant Quarter, Mall (Crown Lynn interface area) Crown Lynn Precincts.
- **Phase 3:** Redevelopment of Delta Avenue and the Avondale Racecourse, with the construction of the Whau bridge, "the stitch" between New Lynn and Avondale (Delta Avenue Precinct).
- **Phase 4:** Redevelopment of the remaining town centre and transition zones including Western Gateway, Bob Hill and The Avenue Precincts.

The phases, mainly focused on 'hard' physical interventions, are underpinned by a raft of 'soft' socio-economic initiatives which also need to be carefully sequenced to help build the 'value proposition' required to attract, grow and sustain the resident population and businesses. Market dynamics will ultimately determine timescales for delivery however council can keep up momentum by continuing to invest in an infrastructure enabling package.



PHASING OF VISION DELIVERY

PHASE 1 - 2010 - 2013

PHASE 2 - 2012 - 2019

PHASE 3 - 2015 - 2025

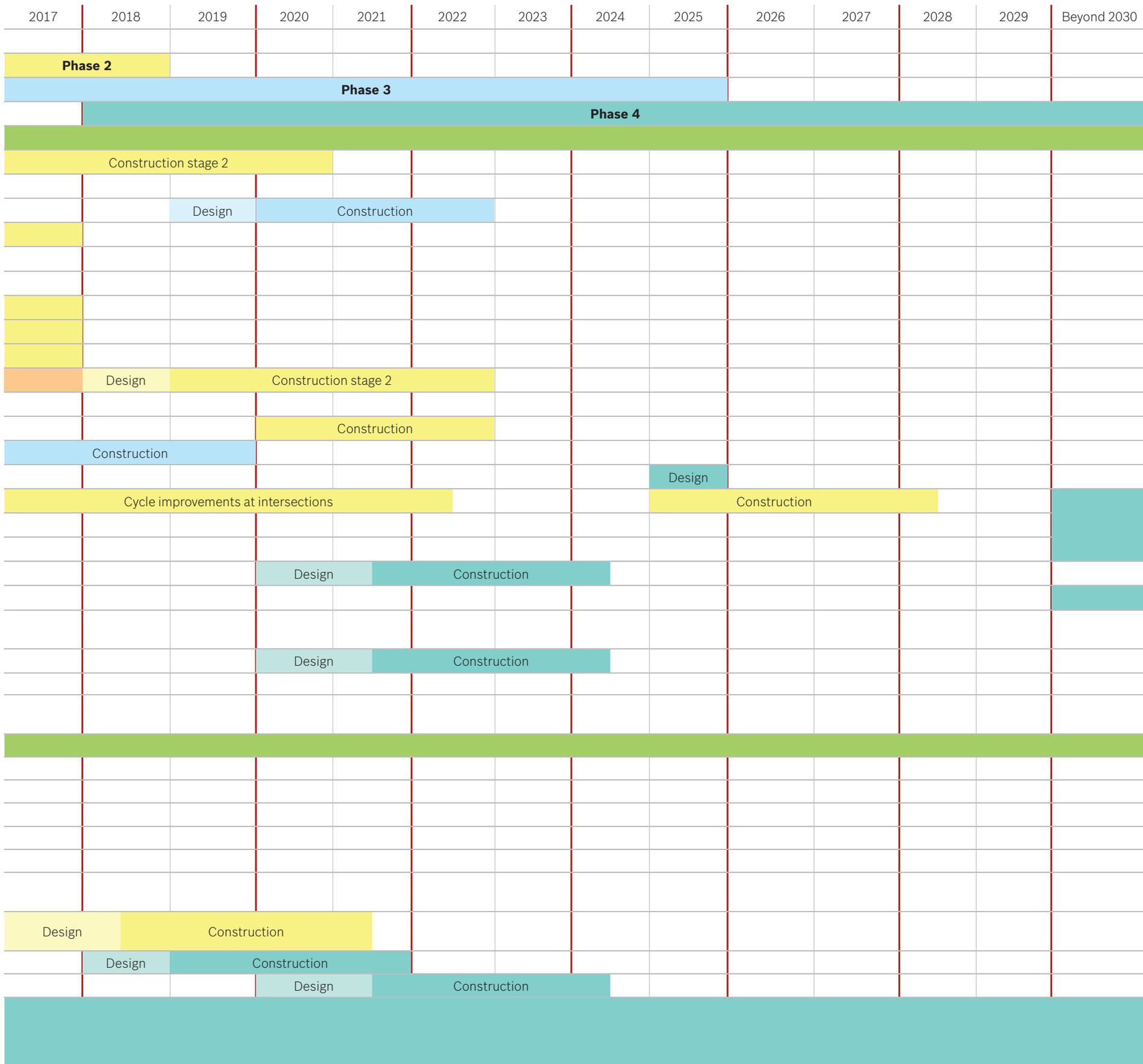
PHASE 4 - 2018 - 2030



Strategic Objectives and Key Moves	Projects	2010	2011	2012	2013	2014	2015	2016	
				Phase 1			Phase 2		
Open Space									
Power of ten	Rewarewa Stream edges (improvement / creation)			Design	Construction stage 1				
	New Park within Crown Lynn Precinct (creation)		Design	Construction					
	Delta Park (creation)								
	Merchant Quarter Square (creation)					Construction	Construction		
	Todd Triangle (improvement / retrofit)		Design	Construction					
	Community centre forecourt (improvement)		Design	Construction					
	Delta Triangle (improvement)						Design	Construction	
Green and blue loops and links	Margan Avenue (trees, pedestrian and cyclist improvements)					Design	Construction		
	Great North Road			Design	Construction Stage 1		Construction Stage 2		
	Railway corridor	Construction stage 1 between transit interchange and Hetena Street							
	Rankin Avenue / Gardner Reserve		Design	Construction					
	Rata Street								
	Delta Avenue							Design	
	Whau River edges								
	Rimu Street								
	Golf Road								
	Lynwood Street								
	Bob Hill Street (creation)								
Blockhouse Bay Road									
Front gardens	Plan Change to introduce pocket reserve requirements for developments with more than 10 units without a park within a 2-3 minute walk		Plan Change						
Rationalise space	Bob Hill reserve (reconfigured)								
	Waka Square redeveloped / art sculpture relocated						Construction		
Play opportunities	Plan Change to introduce play facility requirement for developments with more than 20 units		Plan Change						
Movement and Connectivity									
Street hierarchy	Guidelines for New Lynn street hierarchy		Guidelines						
	Totara Avenue shared space (west)		Design	Construction					
	Clark Street Extension		Design	Construction					
	New streets within Crown Lynn development - stage 1		Design	Construction					
	New streets within Crown Lynn development - stage 2			Design	Construction				
	New streets within Merchant Quarter development - south of Great North Road		Design	Construction					
	New streets within Merchant Quarter development - north of Great North Road								
	New streets within The Avenue development								
	New streets within Bob Hill development								
	New streets within The Mall development							construction as part of the ongoing remodelling	



Implementation - delivering the place **continued**





Strategic Objectives and Key Moves	Projects	2010	2011	2012	2013	2014	2015	2016	
				Phase 1			Phase 2		
Walkability	Programme of safety treatments at intersections, creation of new pedestrian crossing facilities, creation of kerb extensions, widening of footpaths, improvement of the amenity (trees, street furniture)	[Purple bar spanning 2010-2016]							
Great into Great North	Redesign / realignment of Great North Road between Veronica Street and Clark Street Extension (staged approach)		Design	Construction stage 1			Construction stage 2		
	Connection of Delta Avenue to Great North Road			Construction					
Stitch	Delta Whau bridge		Feasibility				Design		
	Undergrounding of powerlines		Advocacy and feasibility		Construction				
On the buses	Planning of feeder bus services and of bus services connecting suburbs in the outer area of New Lynn	Implementation				further implementations			
	Programme of dedicated bus infrastructure		Study	Implementation					
Cycle loop	Ongoing communication and events promoting cycling	[Purple bar spanning 2010-2016]							
	Ongoing installation of storage places, cycle stands and road mark ups	[Purple bar spanning 2010-2016]							
	Clark Street - dedicated cycle lanes		Construction						
	Rankin Avenue and Margan Avenue (by school) - off road shared path		Construction						
	Portage Road - dedicated cycle lane and treatments at intersections					Design	Construction		
	Great North Road (outside centre) - treatments to be defined						Design	Construction	
	Railway corridor - Totara Avenue to Hetana Street		Construction						
	Railway corridor between Fruitvale and Avondale - creation of walkway and cycleway along the western line								
	Margan avenue - treatments to be defined					Design	Construction		
	Hutchinson Avenue - treatments to be defined								
	Seabrook Avenue - treatments to be defined			Design	Construction				
	Titirangi Road - cycle lanes for commuter cyclists linking to railway corridor			Design	Construction				
	Titirangi Road - cycle lanes for commuter cyclists south of Margan Avenue								
	Astley Avenue - treatments to be defined								
	Rata Street - treatments to be defined								
	Veronica Street - treatments to be defined			2011 design			Construction		
	Whau walkway and cycleway (creation)								
	Bob Hill Street (creation)								
	Golf Road - treatments to be defined								
	Rimu Street - treatments to be defined							Design	Construction
Keeping Business moving	Clark Street Extension	Design	Construction						
	Veronica Street upgrade		Design			Construction			
	Intersection Veronica Street / Binsted Road (incl. land acquisitions)		Design			Construction			
Car parking	New car parking building on McCrae Way (260)	Design	Construction						
	New car parking building by Community Centre (360)		2012 design			Phase 1 construction (as required)			
	New car parking building on McNaughton Way (400)								
	Parking pricing and review of time limits			2012 implementation					



Implementation - delivering the place **continued**

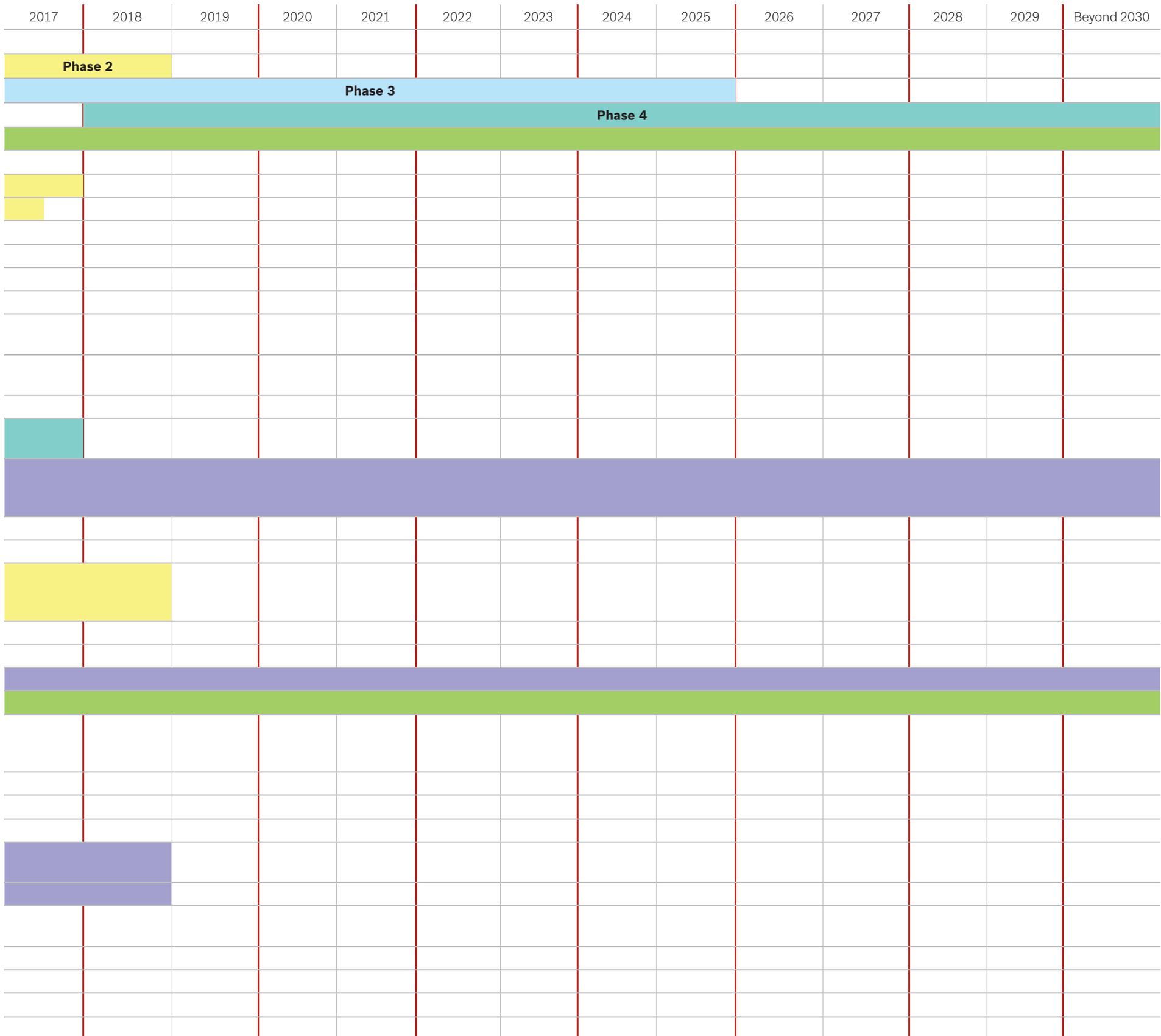




Strategic Objectives and Key Moves	Projects	2010	2011	2012	2013	2014	2015	2016
		Phase 1			Phase 2			Phase 3
Social Infrastructure								
Civic anchors	Library extension			Planning and Design		Construction		
	Community Centre extension				Design		Construction	
	New recreation centre in New Lynn / Glen Eden area			Feasibility		Construction		
	New aquatic centre in New Lynn / Avondale area			Feasibility		Construction		
Key services	New observatory for New Lynn / Avondale							
	Office for Whau local board							
	Community organisation hub							
Early childhood provision	Guidelines for design of early childhood centres / schools in higher density developments							
Performance and capacity of Schools	Communication by Council and local school board of New Lynn schools to improve peoples perceptions of existing schools	Ongoing						
	New secondary school							
	New primary school / increased capacity of the existing school					Planning And Design	Construction	
Tertiary and other Education	New programmes to be developed after 2010							
Housing for All	Waitakere City Housing Needs Assessment							
	Initiatives to retrofit existing housing stock (better insulation etc.)							
"Keeping New Lynn healthy"	Relationship management plan to attract GPs and primary health care centres in New Lynn							
"Community development"	Community development programme							
	Welcome Pack for new residents							
	Events programmes							
Economic development (key moves amended - order and projects to modify)								
Employment skills and strategy	Strategy for New Lynn employment choice and skills (incl. Sponsorships / apprenticeships, travel support and coaching from local business mentors)							
Retail sector	Retail precinct in the Merchant Quarter - Economic gardening initiative							
Office sector	Development of commercially attractive incentives to attract office spaces							
	Branding and marketing strategy							
Manufacturing sector	Strategy for New Lynn, Rosebank and Avondale - Employment Triangle							
Construction	Ongoing promotion and use of local materials and labour							
Knowledge economy	Branding of FTTP programme							
Destination marketting	Creative / cultural clusters strategy							
	Events programme							
	Evening economy strategy							
	Destination marketing exercise							



Implementation - delivering the place **continued**





Strategic Objectives and Key Moves	Projects	2010	2011	2012	2013	2014	2015	2016	
				Phase 1			Phase 2		
Business Improvement Districts	Ongoing work with BID to increase the amenity and the attractiveness, including offering later opening for restaurants and retail	[Yellow bar]							
	Joint ventures (ongoing, as required)	[Purple bar]							
Development									
Priority sites	1. Hill Crescent								
	2. Astley / Neville / Portage								
	3. Astley / Clark								
	4. Great North / Memorial / Totara							Ongoing remodelling	
	5. Delta / Veronica / Great North							Planning and Design	
	6. Reid Road							Planning and Design	
	7. Great North / Rata / Kaponga							Planning and Design	
	8. Great North / Hugh Brown								
	9. Totara / Memorial / Great North	Planning and Design		Construction					
	10. Totara / Clark Extension east				Design		Phase 1 Construction (as required)		
	11. Totara / Clark Extension west							Planning and Design	Construction
	12. Great North / Titirangi								
	13. Titirangi / Margan								
	14. Melview (Kindergarten + Residential)								Planning and Design
	15. Islington								
	16. Hutchinson / Margan								
	17. New Lynn Primary						Planning and Design		Construction
	18. Seabrook								
	19. Margan								
	20. Rankin / Gardner								
	21. Rankin								Planning and Design
	22. Rankin / Clark / Crown Lynn					Planning and Design		Construction	
	23. Clark								
	24. Crown Lynn / Clay Pitts	Planning and Design		Construction					
	25. Margan / Astley								



Implementation - delivering the place **continued**





Strategic Objectives and Key Moves	Projects	2010	2011	2012	2013	2014	2015	2016
				Phase 1			Phase 2	
Residential demand - carrot and stick	Plan Change to introduce a moratorium on infill and rear lot development below a particular threshold in stable residential areas		Plan Change			Moritorium on development in 'stable areas'		
Compact family housing - the exposition	Urban house typology feasibility study + guidelines	Guidelines						
	International Expo (Crown Lynn Precinct).		Preperation and Design		Construction			
Repurposing the existing building stock	Improvement of public realm	Ongoing						
	Plan Change to further extend the rezoning approach set out in PC17		Plan Change					
Hardwire	Undergrounding of the overhead powerlines (to maximise redevelopment opportunities)		Feasibility		Construction			
Quality places: quality standards	Quality Standards (design review panel, Green building, carbon reduction targets, LID, energy production, recycled content, materials, barrier free design assessment, CPTED assessment)	Guidelines						
		Ongoing						
			Plan Change					



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Developers / Landowners:	NTC Foodstuffs, AMP, Progressive Enterprises Ltd, Cambridge Clothing, CSR Monier, Vuksich and Borich, New Lynn Business Improvement District, Maycey's Confectionary

Residents and workers of New Lynn present at the New Lynn Open

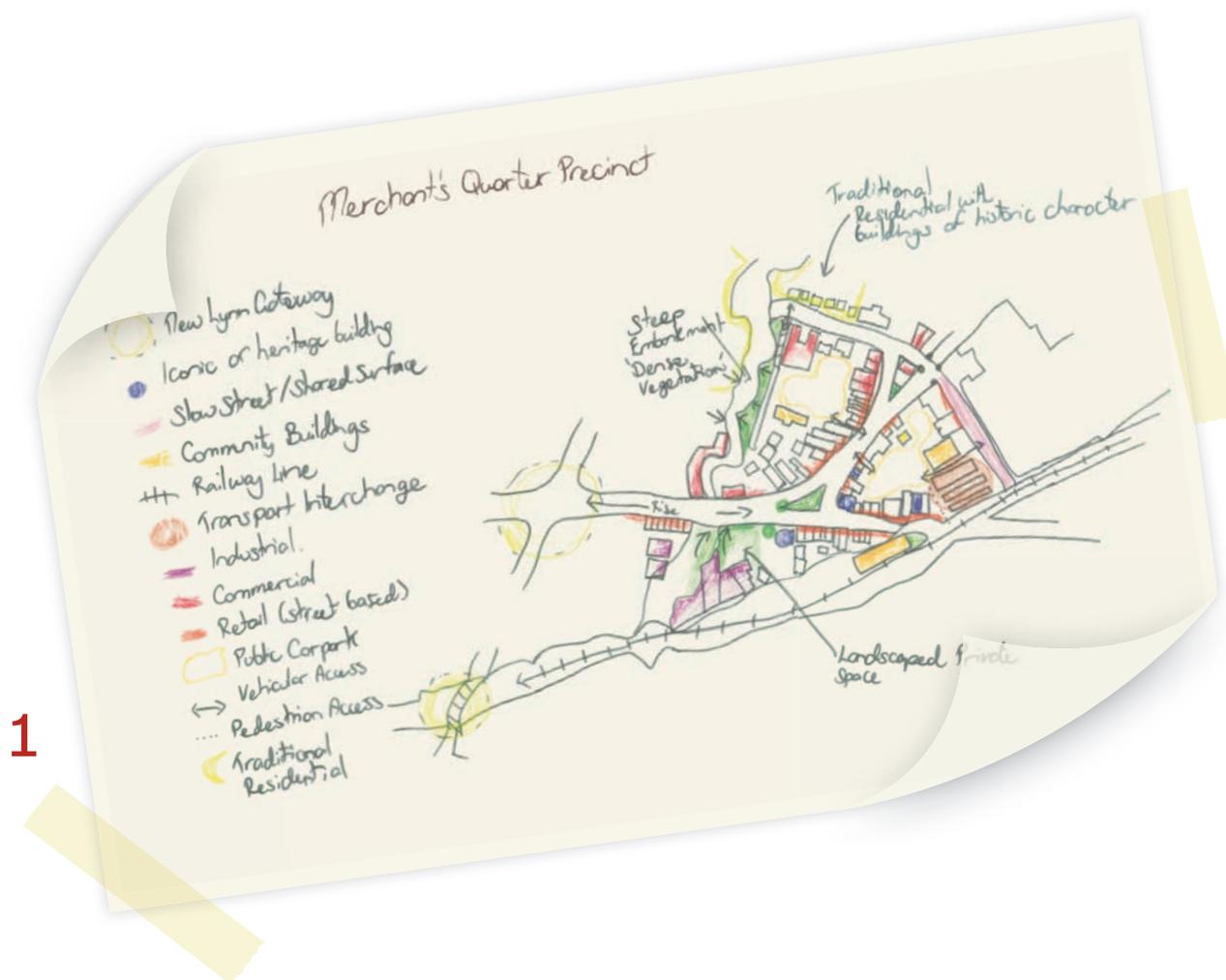


Appendix 1: New Lynn's Character Areas

1 Merchant's Quarter Character Area

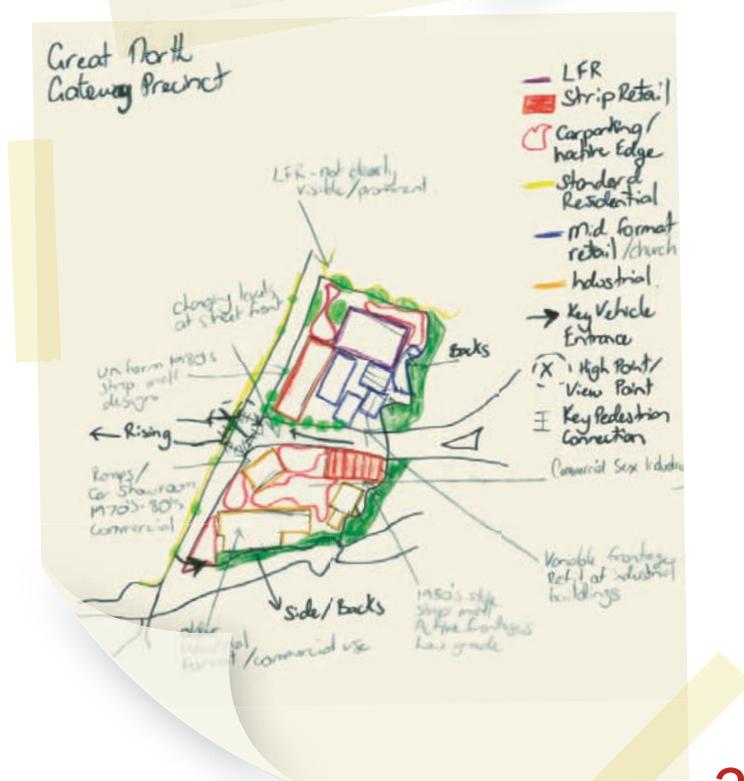
The New Lynn study area has 9 distinct character areas. They have informed but not necessarily determined the precinct areas considered in Part III of the Plan. These character areas are the parts of the study area where there is a sense of common character or theme. Critical elements of each of these areas are captured in the section below.

- This character area is framed by the railway line, the Rewarewa Stream, and Memorial Drive
- It is comprised of a broad range of activities, from the Cambridge clothing factory with its extensive private lawns, New Lynn's two dedicated public parking areas, street based retail of Totara Avenue and Great North Road, and back industrial sites.
- It has a unique road layout, with Great North Road bisecting and dividing the town centre, has left two triangular shaped reserves (Delta and Todd Triangle). These historic reserves create a symmetry between Totara Avenue area and the Delta Avenue.
- Other urban open space in this area, is an eclectic mix of historic sites, e.g. Gardner Reserve, memorial structures, e.g. Memorial Square, and surplus land areas converted to public spaces.
- The transport interchange sits at the core of this area.
- Totara Avenue has the most cohesive group of New Lynn's older buildings on its northern side, including the scheduled Oags building. The buildings on the southern side of Totara Avenue are a collection of early 1960's commercial / retail buildings with basic flat roofs, two level, and horizontal proportions to the windows and building form, reflecting the mid 20th century modernist period.
- Streets in the area are punctuated by character buildings including the architecturally inspired marker buildings, e.g. Ceramco House and the former BNZ building, and the bank on the corner of Memorial Drive / Great North Road, makes a modern signature statement.
- Community centre and the historic Potters Post is disconnected from the heart because of the current design of Totara Avenue.
- Buildings provide little surveillance and a poor relationship with the Rewarewa Stream, which is exacerbated by a steep and unstable embankment.
- This area is the flattest part of the study area, with Great North Road rising steeply to the west.





2



3

Southern Commercial and Transitional Commercial Character Area

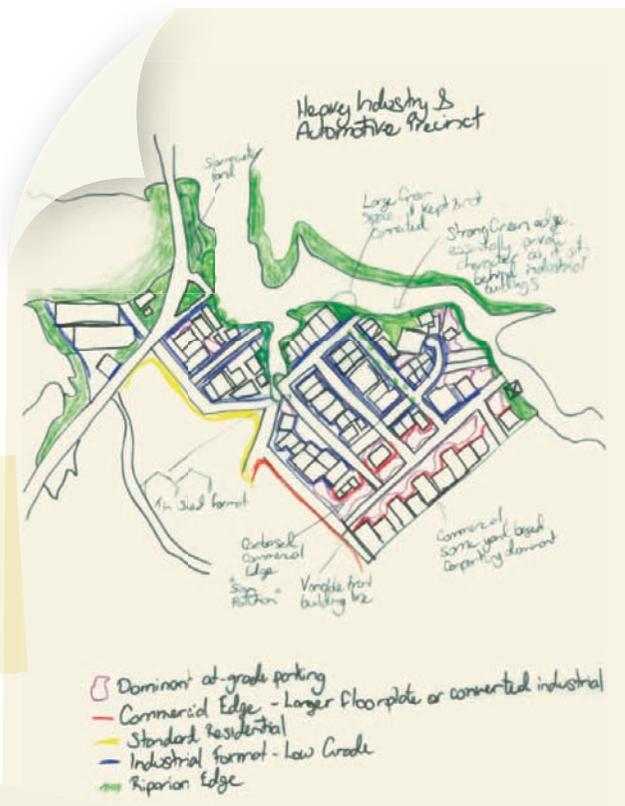
- This area is framed by LynnMall to the north, and encompasses the industrial and commercial areas as far south as Margan Avenue, as well as some of the transitional industrial / warehouse areas to the east of Portage Road.
- There are no remnants of the former clay industries that once dominated Clark Street, other than the Monier Brickworks.
- Redevelopment of former industrial sites south of Clark Street has resulted in a mix of trade based retail where even large buildings are dwarfed by at grade carparks, a higher scale office development (Les Mills building), an attractive but stand alone restaurant (Brick Lane) and residential apartments at the end of Crown Lynn Place.
- The Crown Lynn apartments are effectively an island of development, which represent a glimpse of the future character of the area.
- Clark Street has a car dominated street character, with a wide carriageway, and little to no streetscape treatment.
- Development to the north of Clark Street is more intensive, single level, low amenity, older industrial buildings, which accommodate heavier industrial activities that operate in smaller 'sheds'. Amenity is low.
- Veronica Street east (opposite LynnMall) has a transitional character, because a large number of industrial style buildings are being used for bulk retail activities. This has the effect of providing for the sale of bulky goods, without the large carparking areas that are typical of large format retail precincts.
- The RSA is positioned between the railway line and the LynnMall carpark. It is an attractive, large floorplate, single level building, surrounded by a generous area of carparking. There are poor pedestrian routes from the RSA to the town centre and beyond.

Great North Gateway Character Area

- This area is the western "gateway to New Lynn" and offers the best view shaft into the New Lynn centre, and out toward Mt Roskill, and also along Rata Street toward the Waitakere Ranges
- The Titirangi / Great North / Rata Street intersection is the most significant intersection in New Lynn, offering poor conditions for pedestrians
- Buildings are low scale (maximum 2 levels), which is disproportionate to the width and busy street character of Great North, Rata and Titirangi Roads
- Buildings do not front the Rewarewa Stream and an amenity that the stream offers is blocked by larger footprint buildings
- There is no pattern to the built form, which ranges from larger retail and commercial buildings, a car sales showroom, and uniform shape, 1980's retail on Rata Street
- The area contains a diverse mix of land uses including new and older industry, large format 'big box' retail, more recent strip retail on Rata Street, and older finer grain retail south of Great North Road
- This character area terminates at the historic rail bridge over Titirangi Road, where the road narrows and a more mixed (residential and retail) character has developed.



4



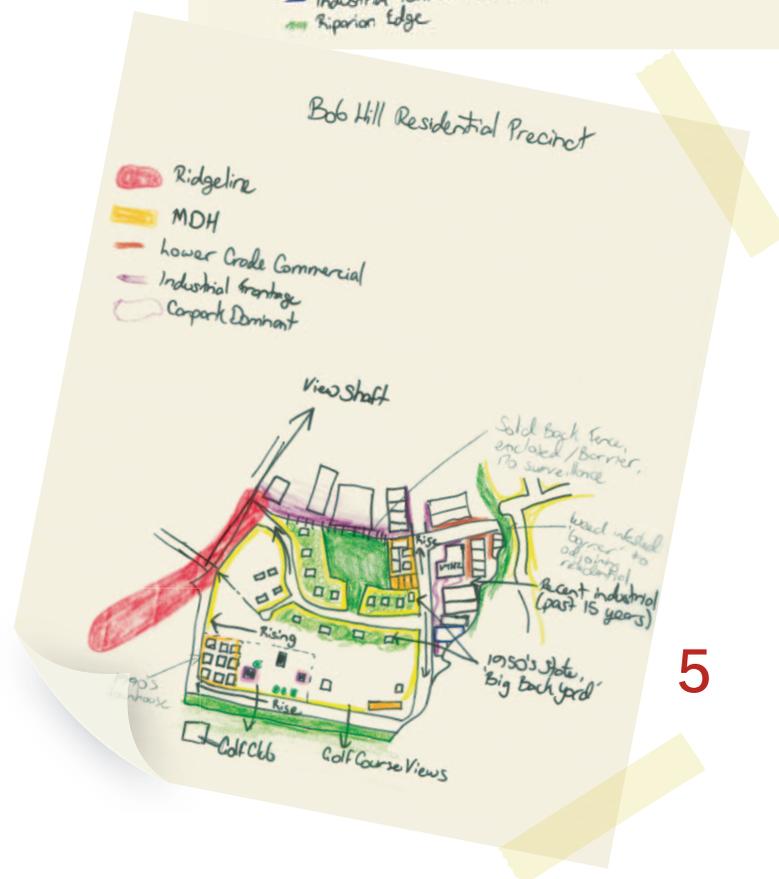
4 Heavy Industry and Automotive Character Area

- This area has few of its original residential dwellings and is now dominated by late 1960's 'tin shed' style factories.
- It has a tighter street structure than the older industrial areas around Clark Street, (more permeable blocks) and a higher level of building coverage.
- It is a poor pedestrian environment and streetscape treatment is minimal.
- The amenity of this area is affected by high tension power lines overhead.
- This area has attractive edge to the Whau River that is largely ignored by the industrial buildings.
- It is relatively flat with no significant views, other than from selected points on the edge of the Whau River, which provide views up the estuary.
- There are few historical cues in the built form to remind people of the heritage of the area as a significant (river based) trading area.
- The older and more intensive industrial buildings on the internal streets, e.g. Stock Street etc, are contrasted with more expansive commercial buildings and car sales yards on Great North Road.
- This section of Great North Road has a car based character, dominated by drive to activities, and permeated by original residential dwellings that are now used for commercial activities.
- This area has a low profile as you cross the Whau River into Waitakere, but there are more significant views into New Lynn and to the Ranges beyond, when viewed from west of the gateway on Great North Road.

5 Bob Hill Character Area

- This area is dominated by Hill Crescent, a short street connecting Portage Road and Astley Avenue, which was largely developed in the 1960s for state owned residential housing, most of which are constructed out of wooden weatherboards with tile roofs.
- The area is bordered by light industry to the north, (Whitcliffs Timber Yard), and contains a mix of commercial and industrial buildings on Portage Road / McWhirter Place, which are permeated by a more recent medium density housing development.
- Links Road sits to the south of this area contains listed and significant character homes where the dwellings and the land around them are of historic value.
- These homes are contrasted with the pockets of terraced flats at the eastern end of Links Road, and the collection of 1990's townhouses on the corner opposite the golf club.
- The area rises toward the Astley Avenue ridgeline, providing views over the golf course to the south and toward central Auckland to the north.
- Bob Hill Reserve is a suburban style park that sits in the centre of this area, providing some recreational value but little amenity value, other than as an open space for the immediately adjoining residents.
- The Golf course remains a significant heritage feature with its unique "Links" design and mature exotic trees, contribute to the older 'estate home' character of some of the dwellings on Golf Road.
- The more recent industrial, commercial, and residential development on Portage Road provides a very mixed flavour to this street. If retail were to be established this would be a genuinely mixed use area.

5





LynnMall & Delta Commercial Precinct

6



6 LynnMall and Delta Character Area

- This area is dominated by a 'big box' mall with 2 active edges, one addressing the street at Memorial Drive and one set too far back from the street on Great North Road to provide a genuinely active frontage.
- The RSA is a quality building that is relatively isolated from the town centre by the mall, so any value of the amenity of this facility is undermined by its pedestrian inaccessibility and the activities around it.
- Memorial Drive contains some of New Lynn's best streetscape treatments (though now a little dated) and features public art, memorial gardens, and the pedestrian entrance to LynnMall, and a more intimate pedestrian character. However its entrance from Great North Road is affected by views into a loading and servicing area for the mall.
- Commercial developments opposite the mall on Great North Road are a range of scales (although largely 2 level). These are 1980's mid size and generally low grade commercial spaces.
- Delta Avenue terminates at Great North Road, but does not provide a connection through. As a result the southern end of Delta Avenue (opposite Delta Triangle) has an intimate feel, although this area is isolated from Great North Road and the heart of the town centre.

7 Rewarewa Stream Character Area

- This character area is bisected by the busy four lane Rata Street.
- This area contains some of New Lynn's most significant natural character, with riparian edges and pockets of riparian open space extending along much of the banks of the Rewarewa Stream and the Whau River. Ken Maunder park, with its range of leisure facilities and coastal walkway, is an important natural feature in this area.
- The area to the west of Rata Street and north of Great North Road contains a mix of housing types, ranging from 1960's dwellings with more recent 1990's infill, to character dwellings at the end of Queen Mary Avenue. This area is disconnected from New Lynn's town centre.
- Reid Road is a slow street with mature trees and a higher amenity suburban character (big back yards), despite providing a link between Rata Street and Delta Avenue. This street is cushioned within a suburban hub to the west of this character area, featuring larger residential lots and the Reid Road Bowling Club.
- There are pockets of medium density housing development in this area, particularly on parts of Delta Avenue. This has the effect of mixing up the suburban land use patterns and created a confused street character.

Rewarewa Stream Precinct

7





8



8 Transitional Residential Character Area

- This area lies at the transition between conventional suburbia, modern and more intensive residential development, a cluster of community and local retail hubs, and brownfield industrial sites that are readying themselves for redevelopment.
- Margan Avenue rises toward the east and has a collection of perpendicular streets, which drop down from the Titirangi South ridgeline and bisect with this street.
- There is no pattern to Margan Avenue as the traditional residential development on the southern side doesn't provide an engaging interface with the more recent high density development and brownfield industrial development on its northern side. As a consequence Margan Avenue provides a confused transition between the stable suburban environments to the south, and the area of transition to the north.
- The former clay pits are a dominant area of vacant land on the northern side of Margan Avenue, which drop away from the street.
- The Monier brickworks are somewhat obscured from Margan Avenue by the historic church, located on the corner of Margan and Rankin Avenues.
- The northern end of Rankin Avenue has a number of street trees and a green edge created by Gardner Reserve, then the pattern becomes more mixed, with low rise housing development on the western side of Rankin Avenue and the large industrial (Monier Brickworks) site to the east.
- The Ambrico residential development has an enclosed character, almost a sense of being a gated community, because of its poor level of permeability. The parks within this development feel as though they belong to the private housing development, rather than public space.
- The Crown Lynn apartments feel isolated from other residential development, but provide a sense of what an increased scale of development in this area could do for its character.
- There are significant views to the Auckland CBD from the corner of Astley Avenue and Islington Avenue.
- There is low permeability from the suburban area through industrial sites (Monier and Claypits), and into the town centre.
- The Manawa Wetlands on the northern side of Margan Avenue are a significant open space with sophisticated landscape features. However the 'green theme' from this reserve is not carried through to the street treatment on Margan Avenue.
- The historic New Lynn Primary School occupies a large site on the southern side of Margan Ave. Its large playing fields do not create an active edge to the surrounding streetscape, although the grounds contribute to the amenity of the area.

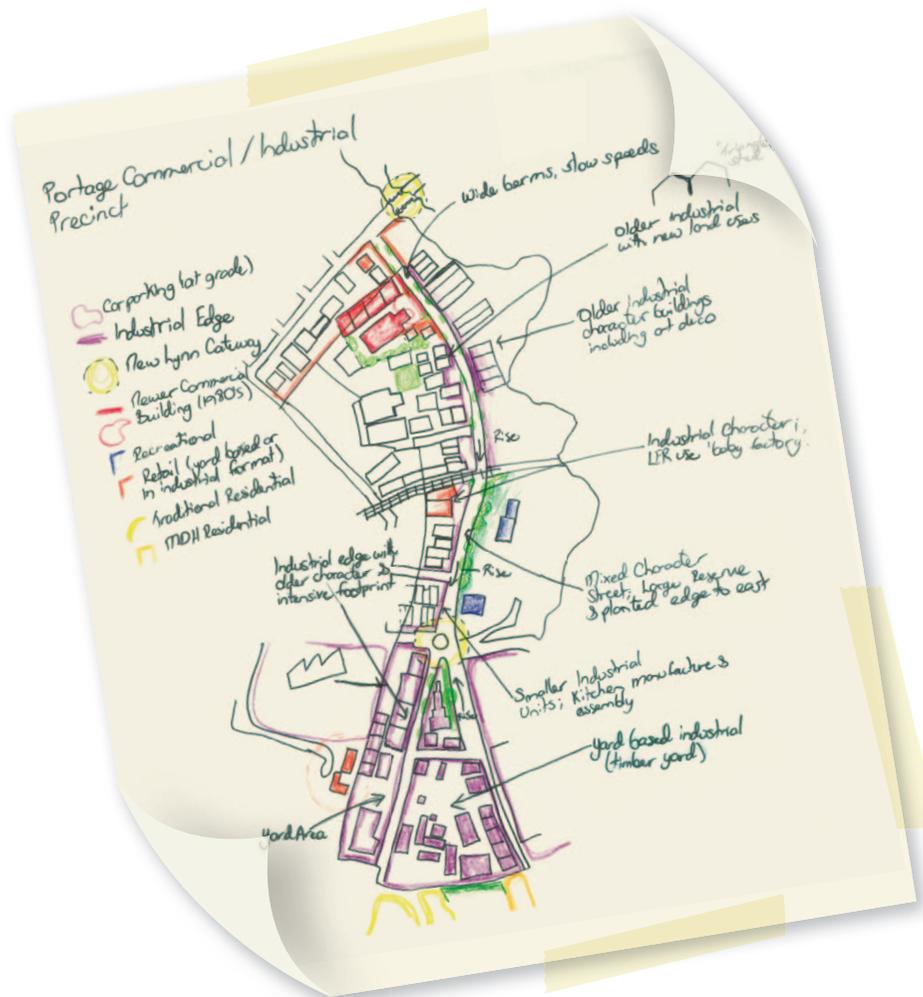


9 Portage Commercial and Industrial Character Area

- This area is framed by Portage Road to the east, Astley Avenue to the west, the Whitecliffs timberyard to the south, and Great North Road to the north.
- The activities on Portage Road are more commercial in nature north of Clark Street, with more older industrial activities at the southern end.
- The buildings at the northern end are 2 to 4 levels in height, and the older industrial activities are typically

constructed in a 'tin shed' style, and are single level with an increased stud height. The pedestrian conditions at the southern end of the Portage Road area are poor.

- The Astley Tannery is a significant heritage features on Portage Road.
- The area immediately to the west of the Portage and Clark Street intersection is the other western gateway to New Lynn.



9



Appendix 2: New Lynn's land uses - 2030



LAND USE AT GROUND FLOOR - 2030



LAND USE AT FIRST FLOOR - 2030



LAND USE AT SECOND FLOOR - 2030



LAND USE AT THIRD FLOOR - 2030



LAND USE AT FOURTH FLOOR - 2030

- RETAIL ●
- OFFICE / COMMERCIAL ●
- RESIDENTIAL ●
- INDUSTRIAL ●
- COMMUNITY ●