

Newton and Eden Terrace Plan

2016-2046



**Albert-Eden
Local Board**

**Waitematā
Local Board**



Newton and Eden Terrace Plan

2016-2046





View towards Dominion Road flyover

Mihi

Ruia taitea, kia tū ko taikākā anake

Ko au tēnei e noho nei i te pūmanawa tonu o te tāone hirahira nei,
ka titiro whakarunga.
Ko koe tēnā e Maungawhau e tū hēteri mai nā i taku tuarā;
hei rau tītapu mō taku māhunga, hei māpuna maurea mō aku pepeha.
Ka whakataka iho te atarau o tō kanohi ki ngā korikoringa o taku ao,
kia puea ake he ara hou, ko te pikinga a te tini, ko te takahitanga a te mano,
i iri ai te pātai: Mai i konei ki hea?
Tērā pea, ka kitea tonu ko ngā whakamakere o Te Uru Karaka;
i tū ki runga kahiwi, ki roto awaawa i tōna wā.
Rukea i te whenua, tuhia ki te rangi.
“Mā wai e tō te waka ki uta?
Mā mātou e tō.
Mā wai e whakatakoto te kaupapa?
Mā mātou e whakatakoto te kaupapa.
Mā mātou ia e hiki
ki te taumata o whakaaro nui,
ki te tihi o wairua hihiko, ki te keokeo o manawarū.
Ka whakairihia ki reira ngā pou tohu me ngā herenga kōrero e hua ai ko te pai,
e kiko ai ko te tika, e tauherea ai tātou ki ngā oati a tēnei whakatupuranga ki te
whakatupuranga ka whai mai.”

Koina ko taikākā anake.

Take away the sapwood, so that only the heartwood remains.

So here I sit at the heart of this great city, looking upward.
I see Maungawhau the sentinel that has my back;
the feathered plume upon my head, and keeper of my aspirations.
Let the shadow of your face gaze down upon all that moves my world, creating
new pathways, where the masses may travel, and the crowds may wander, which
begs the question:
Where to from here?
Still now, one might detect remnants of the ancient karaka plantation;
that once clad the knoll above and gully below.
Dig down into the earth and write it across the sky.
“Who will drag this canoe ashore?
We will drag it.
Who will set out a well-designed plan?
We will set it out.
We, the people will raise it to the summit of far-sightedness, to the higher reaches
of exuberance, to the heights of exhilaration.
There we will erect the signs that show the way and our commitment to the better
good, giving substance to doing what is right as a commitment by this generation
to the next.

That is all but the heartwood.

Foreword

Cities are living fabrics, constantly evolving, re-creating spaces from old, and creating new experiences. Great cities and experiences do not happen by chance alone; they happen by a mixture of chance and deliberate, thoughtful design.

We have the opportunity created by the City Rail Link construction to take a moment to consider the history, strengths and unique character of this area and to assess how it could look in 30 years' time. The construction of an expanded new station on the current site of the Mount Eden station opens possibilities for the neighbourhood – new businesses, more and better housing and better open public spaces.

Investment in public transport infrastructure unlocks private sector investment, so careful foresight about how we can channel such investment should help shape an appealing, vibrant and colourful neighbourhood. This plan represents an opportunity to engage in a thoughtful design process that will assist in creating one of the most sophisticated and stimulating areas in Auckland.

This plan covers a diverse, eclectic area comprised

of character villas, contemporary apartments, small businesses and light industry which is connected by major transportation arterials. In producing a framework which will meet future growth and the changes projected for the area, the challenge is to ensure our character villas are protected and cherished, while new developments meet quality urban design standards.

The Waitemata and Albert-Eden local boards also want to make sure current and future communities have suitable access to community facilities, open spaces and both visitors and residents feel safe in the area.

This plan will help us guide future investment into the area and inform our advocacy discussions with the council's governing body and Auckland Transport.

We have developed this plan based on the input of a number of interested stakeholders in the Newton, Grafton, Eden Terrace and northern area of Mount Eden. A previous consultation process based on earlier plans for an underground station below the New North Rd ridge informs this draft. We would therefore like to thank everybody who provided input into the development and production of this plan at all its stages. We trust that it will serve you well.

Yours sincerely,



Christopher Dempsey,
Waitemata Local Board



Rob Thomas,
Waitemata Local Board



Peter Haynes, Chair,
Albert-Eden Local Board



Graeme Easte,
Albert-Eden Local Board

Symonds Street Community Garden

Everyone is
welcome to relax,
garden and help themselves
to the harvest. Please join
us for a working-bee on
the first Sunday of
every month.



City Rail Link

Visit www.facebook.com/SymondsStreetC

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1. Purpose of the Newton and Eden Terrace Plan

The purpose of the Newton and Eden Terrace Plan is to provide a clear planning framework to guide how the area could grow and change over the next 20 to 30 years.

The area faces a number of issues such as busy roads which can act as a physical and visual barrier, particularly for pedestrians and cyclists, under-utilised open spaces and the quality of the existing public realm being generally poor. Over time, greater numbers of people will be living and working in the area. The area benefits from being close to the city centre, and with space to grow there is significant development potential. One of the key drivers for the growth in the area is the redevelopment of the Mount Eden station as part of the City Rail Link (CRL) project. The CRL will be one of the catalysts for urban regeneration, attracting more people into and through the area. The plan provides a guide to how the area could respond to these challenges and opportunities.

The challenge will be to understand, best manage and plan for this change so that it provides maximum benefit to the community, now and into the future. The plan seeks to support the area in becoming a highly desirable place to live, work, visit and invest in. The plan will contribute to defining and enhancing the vitality and identity of the area.

This plan sets out a vision, key moves and accompanying outcomes, projects and initiatives

to support and facilitate growth and change, alongside fulfilling the aspirations and goals that key stakeholders, the community, iwi and local businesses have for the area.

Vision

The vision for Auckland becoming the world's most liveable city is achieved at a local level by developing Newton and Eden Terrace over the next 30 years, into an attractive, people-friendly area that makes the most of opportunities surrounding the existing heritage and character, the existing commercial base, prominent ridge line locations, and connections to surrounding areas.

Five Key Moves

Five key moves have been identified that are integral to guide change in the area and delivery of these will facilitate the achievement of the desired outcomes for Newton and Eden Terrace over the next 30 years. These five key moves are:

1. Establish Newton as a prominent centre for business, residents and visitors with its own unique identity
2. Create a great place for people within Newton and Eden Terrace through the provision of good quality interconnected public spaces and community facilities.

3. Enhance pedestrian and cyclist amenity and provide for public transport movement through and within Newton and Eden Terrace
4. Integrate new development whilst protecting the historical and cultural character of Newton and Eden Terrace
5. Promote the City Rail Link and public transport improvements as the catalysts for new investment and growth in the area.

A number of outcomes have been identified under each key move to guide change in the Newton and Eden Terrace area. The key moves are articulated into an implementation strategy and plan which includes short, medium and long term projects to deliver change and renewal in the area. The implementation plan will be monitored over time, to determine the delivery of projects and whether new projects should be investigated and explored. The CRL, a major urban transformation project, will help deliver projects and improvements to the area. Where possible, this plan has prioritised key projects and actions aligned with the delivery of the CRL, the redeveloped Mount Eden station, and other major infrastructure projects in the area.



Upper Symonds Street shopping parade



Apartments adjacent to Basque Park (looking south)



2. Looking ahead – Newton and Eden Terrace now and in the future

Newton and Eden Terrace is surrounded by motorways and bisected by major arterial roads which define the area. The once thriving area of the Upper Symonds Street shopping strip contained all the shopping, entertainment, civic and community services of a centre but there was a gradual decline in the number and range of facilities available after the 1970s. This was due in part from the introduction of the central motorway junction, reducing the connectivity into the area, and decreasing patronage.

The area is gradually changing and becoming more diverse with an emerging creative hub of commercial businesses alongside the established industry, heritage and residential character areas. Smaller scale commercial enterprises have an edgy artistic feel interspersed amongst industrial sites. Local bars, restaurants and cafés each with an individual character have capitalised on being close to music venues in the area including the Powerstation and the Kings Arms, and have also become destination venues themselves.

Encouraging more local services such as banks, pharmacies, a post office, and also community facilities, local cafés, restaurants and bars to locate in the area will act as an attractor for many people. With the support of the Uptown Business Association and other organisations, Newton and Eden Terrace can continue to grow as a cultural, diverse and inclusive quarter, economically and socially. With the benefit of being close to the city centre, the area's accessibility supports further intensification.

The Upper Symonds Street Special Character Business overlay seeks to retain and manage the character of this traditional town centre to ensure development protects and enhances the historical values and distinctiveness of the area. This may affect some growth as development must be sensitive to the heritage of the area and reinforce the predominant streetscape character. In future, there is potential for the area to make greater recognition of its many heritage and character buildings. The on-going retention of the historic fabric and 'high street' character of the town centre will help preserve the area's uniqueness.

The Newton area has generally been known by Māori as Te Uru Karaka after a significant grove of Karaka trees growing in the area in pre European times. The area is also associated with a spring known as Te Ipu Pakore. Opportunities to capture and express cultural and historical narratives creatively and appropriately will be explored through the use of Te Aranga Māori design principles as an engagement and design framework for new physical improvement projects and development.

West of Upper Symonds Street is characterised by steep topography, small sites and narrow streets which can make development somewhat difficult. However, this is an area where several new apartment buildings have sprung up in recent years, many around Basque Park, which is the largest open space in the area. There are opportunities for further development in this location which will continue to transform the

area into a high-quality mixed-use (business and residential) contemporary urban village, strategically located close to the city centre, with the benefit of direct access to Basque Park.

South of the rail line is defined by its proximity to Maungawhau/Mount Eden, with views to the maunga and low-scale, villa housing. Most of this residential area is characterised with heritage protection and therefore less potential for growth. There are a number of new developments in the south east, comprising a mix of office blocks and intensive pockets of terrace housing.

The northern area is characterised by its proximity to the city centre, particularly through Upper Queen Street, with a commercial base consistent with its city fringe location. There is a predominance of off-street surface car parking (public and private) in this location. There is more capacity for development of new business and residential accommodation on these under-utilised sites. The potential for increased heights may enable redevelopment of these sites.

It is expected that Newton and Eden Terrace will have the most intensive development of all the city fringe areas, catalysed by a new CRL station at Mount Eden station. The redeveloped station built to accommodate CRL will be a significant catalyst for revitalising the area, opening opportunities for private development, encouraging new business and residential growth, and providing a high level of public transport access.



Apartment building on Basque Road

There is generally poor streetscape and pedestrian amenity throughout the area, influenced by vehicle dominated main roads and a lack of active shop frontages and continuity of the built frontage in some places. The provision of parking on-site has also encouraged multiple vehicle crossings over the footpath.

Increasing the pedestrian focus in the area, particularly along the Upper Symonds Street, Khyber Pass Road and Mount Eden Road main public transport and vehicular routes, will help strengthen the unique identity of the town centre and encourage the reinstatement of a well-defined and legible centre. There is also an opportunity to create a greater sense of enclosure, an improved urban environment and accessibility along Ian McKinnon Drive, which is a major arterial route. This could be through exploring the introduction of light rail transit and better connectivity for cyclists and pedestrians.

In conjunction with commercial, residential and transport development, effort will be required to strengthen connections throughout the area, in addition to making improvements to the accessibility within the public realm and to open spaces to make Newton and Eden Terrace a better place to live, work and play. The presence of high quality urban spaces, trails, footpaths and cycle lanes will encourage more walking, cycling, and play among both children and adults. When communities are safe, well-maintained and have appealing scenery, children and families are more likely to be active.

This plan seeks to build on the opportunities the area offers. It identifies five key moves to help us realise the

vision and a number of projects and actions designed to improve and transform the area.

This plan recognises that there are a multitude of organisations and stakeholders working to improve the Newton and Eden Terrace area. The ability to deliver this plan and to successfully deliver on the vision will rely heavily on collaboration. Auckland Council along with Auckland Transport, the Waitemata and Albert-Eden Local Boards are all committed to working in collaboration with each other and with iwi and stakeholders, including the Uptown Business Association, business and property owners, community groups, resident groups and other organisations and agencies to realise this.

This plan is one of the key strategies which will contribute to making the City Centre Masterplan and the Auckland Plan a reality. This desire is based on a vision that is shared by the partners who have contributed to developing this plan. It provides a blueprint for Auckland to contribute to achieving the vision of becoming *the world's most liveable city*.



Apartment building in Newton



Upper Symonds Street (view north)



Basque Park view from Exmouth St



Cycle lane on Upper Symonds Street

3. The Strategic Policies and Planning Context

The Newton and Eden Terrace Plan is guided by, and implements at the local level, a number of Auckland Council’s strategic policies and planning documents (see Figure 1).



The Auckland Plan

The Auckland Plan (2012) provides a 30-year strategy to make Auckland *the world's most liveable city*. Auckland is anticipated to grow by 1 million people, approximately 400,000 new households, by 2040.

The Auckland Plan is the council’s key strategic document which informs all documents referenced below. The Newton and Eden Terrace Plan is comprised of five key moves that will contribute to and align with Auckland’s vision to become “the world’s most liveable city”. A liveable Auckland will be a place with cohesive, resilient communities; a productive high-value economy; quality urban, rural and natural environments; and, a comprehensive and integrated transport system.



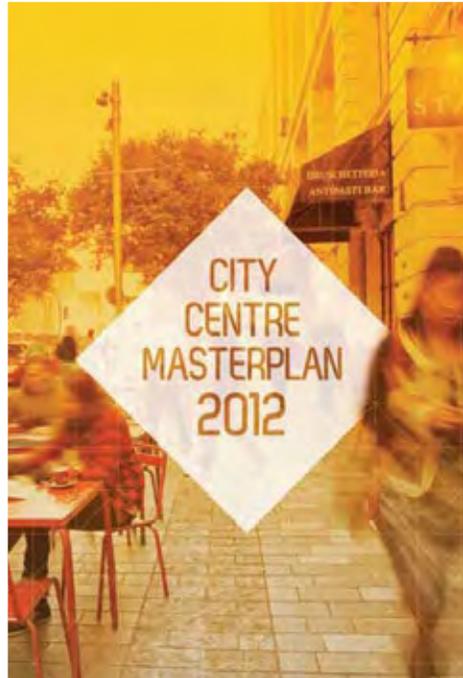
Figure 1 – Relationship of place-based plans with Council’s strategic policies and planning context.

The City Centre Masterplan

The City Centre Masterplan (2012) (CCMP) progresses the strategic vision set out in the Auckland Plan (2012) and provides a 20-year vision that sets the direction for the city centre and also earmarks the city fringe area for significant change.

The CCMP identifies the Newton area as an emerging creative hub with innovative, eclectic people and industries.

Newton is also identified as a growth node in the CCMP due to its location on the CRL route. It is described as having the potential to become one of the best-quality, high-density villages in the country, given its excellent accessibility, elevation and views, and its high future development capacity.



The Long Term Plan

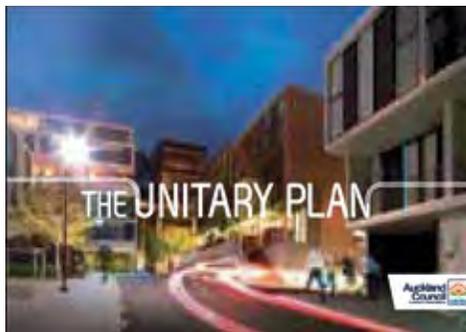
The Long Term Plan 2015-2025, the council's 10-year budget for Auckland, outlines how it will invest in the city over the next decade. It implements the Auckland Plan, and it also includes projects and initiatives identified within the Local Board Plans. The next Long Term Plan 2018-2028 funding cycle will provide an opportunity to obtain financing for projects that will implement parts of the Newton and Eden Terrace Plan. Some of these projects are already included within the current 2015-2025 Long Term Plan funding cycle.



The Auckland Unitary Plan

The Auckland Unitary Plan, notified in September 2013 and prepared under the Resource Management Act 1991, is the council's main land-use planning document setting the regulatory framework for the Newton and Eden Terrace Plan.

Once the Auckland Unitary Plan is operative, Newton and Eden Terrace will be predominantly zoned as 'Mixed Use', with a 'Town Centre' zone identified around Upper Symonds Street. The south-western part of the study area is largely zoned 'Single House' due to its heritage values. The wide range of development and activities provided for under the Mixed Use and Town Centre zones will help enable the actions in the Newton and Eden Terrace Plan. The Auckland Unitary Plan objectives, policies and rules will also help implement the Auckland Plan.



Auckland Design Manual

The Auckland Design Manual is a best practice guide providing advice on building design and the built environment. It is a non-statutory document that illustrates how to achieve the best quality outcomes sought by the Auckland Unitary Plan. It includes the Te Aranga Māori Design Principles which aim to enhance the recognition and development of mana whenua cultural landscapes.

The Newton and Eden Terrace Plan includes a number of design based objectives for the area. The Auckland Design Manual, together with the Te Aranga Principles, will be a useful tool in achieving these outcomes under the Auckland Unitary Plan.



Waitematā and Albert-Eden Local Boards and Annual Agreements

The Waitematā and Albert-Eden Local Board Plans set out a framework to guide decision-making and actions by the Local Boards over a three year period. The Plans contain indicative budgets as well as key outcomes for the areas.

The Waitematā and the Albert-Eden Local Boards Annual Agreements form part of the wider Annual Plan document for the Auckland region. They allocate funding to key projects and initiatives each year according to the priority areas and outcomes sought by each of the Local Boards.

Through the development of these agreements and review of the Local Board Plans, the Waitematā and Albert-Eden Local Boards will ensure that the projects and initiatives identified in the Newton and Eden Terrace Plan are considered and included, where possible, for delivery and implementation.



Waitematā City Fringe Local Economic Development Action Plan

The Waitematā City Fringe Local Economic Development Action Plan has been developed to guide local economic development in the city centre fringe in line with the council's key strategic documents, including the Auckland Plan and Auckland's Economic Development Strategy.

Under its partnership approach, the council, key public sector organisations and business associations, such as the Uptown Business Association, will work closely with the private sector to deliver the Action Plan's initiatives and projects that support the economic development aspirations of the Newton and Eden Terrace area.

Waitematā and Albert-Eden Greenways Plans

Both the Waitematā and Albert-Eden Local Boards have developed Greenways Plans. These plans are visionary documents with the long-term aim to improve walking, cycling and ecological connections across the region.

The Greenways Plans will be implemented over time through co-ordination between the Local Boards, Auckland Council, Auckland Transport and key organisations and interested stakeholders.

The Greenways Plans for the Waitematā and Albert-Eden Local Boards include several major routes running through the Newton and Eden Terrace area which support the implementation of the Newton and Eden Terrace Plan.





Mural on telephone exchange box – Upper Symonds Street

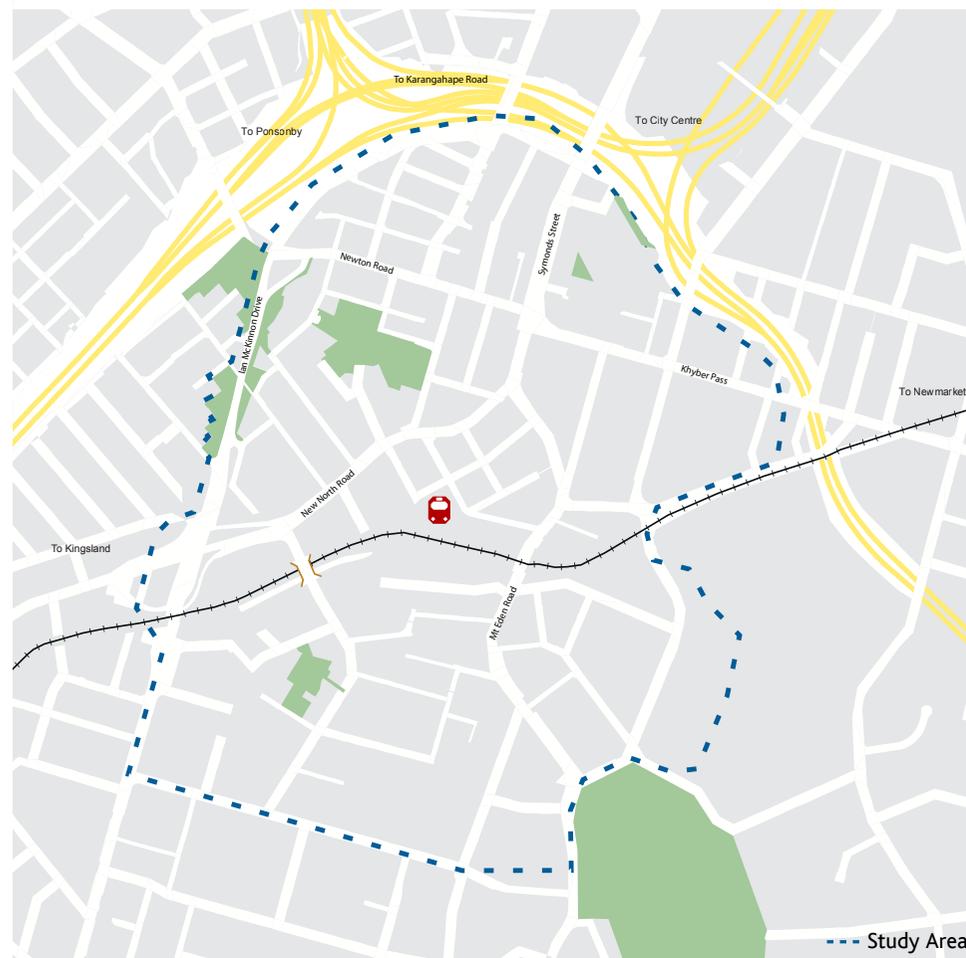


Basque Road green link

4. The Local Context of Newton and Eden Terrace

Study Area

Newton and Eden Terrace are located on the southern fringe of Auckland city centre. The study area for this plan is defined as the area between the central motorway junction and View Road and is bordered by Ian McKinnon Drive and



Map 1: Newton and Eden Terrace Study Area

Dominion Road to the west and Normanby Road and Boston Road to the east. The study area is shown in **Map 1** on left below.

The underlying topography of Newton and Eden Terrace, in particular the elevation of Upper Symonds Street, provides the area with various vantage points allowing extensive views towards Karangahape Road to the north, the Waitematā Harbour and Rangitoto to the east, the Waitakere Ranges to the west and Maungawhau (Mount Eden) to the south. The Newton/ Upper Symonds Street town centre is primarily located on the western side of Symonds Street and around the intersection with Mount Eden Road and New North Road.

The study area is bisected by a number of key arterial routes, connecting the area to several nearby and popular urban centres. Upper Symonds Street acts as the main street for the Newton town centre and its primary link northward to the city centre, across the motorway. Newton Road links the centre to Ponsonby village to the north-west, while Khyber Pass Road provides a connection to the Newmarket metropolitan centre. To the south, Upper Symonds Street diverges into New North Road, which runs south-east towards Kingsland, and Mount Eden Road, which heads south towards Mount Eden village. Mount Eden station is located at the centre of the study area and is one of the main focal points of this plan.



Ian McKinnon Drive looking north

Historical context of Newton and Eden Terrace

Auckland grew rapidly after initial settlement in the 1840s. From its original centre near the waterfront the city expanded out towards the Symonds Street ridge and into the suburban areas of Parnell, Ponsonby and Freemans Bay. The Newton and Eden Terrace area developed throughout the nineteenth century into a densely populated and diverse working class suburb that stretched from Grey Lynn to Eden Terrace. The junction of Upper Symonds Street, Newton Road, Khyber Pass Road and Mount Eden Road developed into a busy area of shops and services. Newton became a hub of industrial and commercial enterprises and Symonds Street was the route for many of the tram lines travelling from the developing outer suburbs into the city.

The construction of the motorway in the late 1960s and early 1970s saw most of the residential community, along with much of the remaining housing stock and infrastructure disappear. What remained of the suburb was severed from the surrounding neighbourhoods by the motorway, and the remaining housing stock was replaced with commercial and industrial buildings and activities. The once thriving retail strip along Upper Symonds Street went into decline, and without a residential population to support it, the remaining schools and the library eventually closed.

Although much of the older residential suburb of Newton was removed by the motorway construction and subsequent developments, parts of old Newton still remain today, particularly the historic shopping strip on the western side of Upper Symonds Street and numerous individual historic heritage buildings. To the south, the historic residential suburb of Eden Terrace remains.



Looking south along Symonds St from Khyber Pass Rd -1928



Looking towards Mount Eden from Newton Road

Sir George Grey Special Collections,
Auckland Libraries, 4-2233

Sir George Grey Special Collections,
Auckland Libraries, 1-W1126



Cityside Baptist Church Mount Eden Road



Sri Radha Krishna Mandir temple

People and Communities

The population of Newton and Eden Terrace was 6,484 at the time of the 2013 Census. It is largely concentrated in a few pockets of residential development. These include areas adjacent to St Benedicts and Upper Symonds Street, surrounding Basque Park, between Mount Eden and Normanby Road, and the historic character area south of Mount Eden station and north of View Road.

The area has a young population, with the median age being 29.9 years in comparison to the median age of 35.1 in Auckland. The majority of residents are of European decent (65.25%) followed by Asian descent (27.45%). 70% of the residents live in rental accommodation, a far higher percentage than the region as a whole (38.5%) (2013 Census).

The disappearance of much of the residential community as a result of the motorway construction, together with the following period of industrial development, has stalled the development of a strong community identity in contrast to other city centre fringe suburbs such as Ponsonby and Parnell.

Newton and Eden Terrace has, however, been described as an emerging creative hub (City Centre Master Plan 2012). It is now a place for night entertainment and fine dining establishments, new upmarket apartment blocks, new innovative start-ups and numerous TV and film studios and a music hub.

The area contains a number of early childhood facilities, and tertiary education facilities, as well as a number of sites of worship, including Life Central, St. Davids, the Radha Krishna Mandir (Temple), the Church of the Holy Sepulchre and Auckland Māori Mission who have been providing social, community and cultural services to the local and wider community. It is also home to both the Auckland Indian Association and the Dalmatian Cultural Society, along with a number of Non-Governmental Organisations (NGOs) and various business associations. While there are no primary or high schools in the Newton and Eden Terrace study area, Auckland Grammar, St Peter's College, Mount Eden Normal primary school and Newton Central School are located just outside the study area.



Economy

Newton and Eden Terrace is part of the city centre fringe, which is a significant employment location for Auckland. In 2012, the city centre fringe provided 9.5% of total regional employment, second only to the city centre at 13.9%. The city centre fringe is particularly important for the region's creative and information and communications technology (ICT) industries, employing 26.2% and 19% of workers in those areas, respectively.

Newton and Eden Terrace today are home to mix of activities that reflect the change it has undergone over the past century. The light industry development that dominated the suburbs from the 1950s through to the 1980s is still present, particularly around Mount Eden station. In recent years residential development has been stronger than commercial development, with construction of a number of new apartment blocks, particularly around Basque Park.

With an increase in accessibility, the area would be a more desirable workplace location and could attract medium and larger companies. It is already attractive to residential apartments, and a higher population of workers could locate here in future, both working within the area and commuting into the city centre on the CRL.

Creative Industries

The creative industries have a strong presence in Newton and Eden Terrace. The creative industries sector as a whole provides a large contribution to the Auckland economy which is estimated at over \$1.8 billion in 2012. The area contains an agglomeration of film and media activities, with the information media and telecommunications sector being the largest employer in the area. Aside from Media Works, there are a number of smaller studios, screen production,

photography, digital media and film businesses. These types of businesses are heavily influenced by the needs of employees and owners to work in stimulating environments. Developing quality urban environments is important to economic growth.

Uptown Business Association

The Auckland Business Improvement District (BID) Partnership Programme is an important partnership between Auckland Council and 48 business associations across Auckland. The purpose of a BID is to support the development of local businesses through the collection of a targeted rate within a defined area.

Newton and Eden Terrace have their own BID, known as the Uptown BID. It includes approximately 700 businesses and is managed through the Uptown Business Association in partnership with Auckland Council. Business Associations use the funds collected from targeted rates to undertake a range of projects, including location promotion, business networking, advocacy, websites, signage and local amenity improvements.



Upper Symonds Street

The Orange building - mixed use development, Newton Road

Social and community infrastructure

At its height in the 1920s and 1930s Newton provided most of the everyday services, supplies and entertainment needs for the surrounding suburbs. The area had several primary and intermediate level schools, pubs and hotels, ballrooms and entertainment venues, a library, post office, fire station and about six churches.

Things started to change more rapidly after the mid 1960s when work started on the southern motorway connections. Consequently, thousands of families were moved from their homes in Newton and Grafton Gullies, away from the businesses which depended on their custom. Deprived of this local residential community Upper Symonds Street went into decline.

Investment in public transport and the CRL, and further development of new apartments and dwellings in the area will see the population of Newton and Eden Terrace continue to grow. To ensure the needs of the residential and commercial community continue to be met it will be necessary to undertake monitoring and investigate the need for new local services and community facilities. It will also be important to support the existing services and facilities provided by independent service providers in the area, including church groups and community organisations.



Bicycle refurbishment cooperative



Mana Whēnua

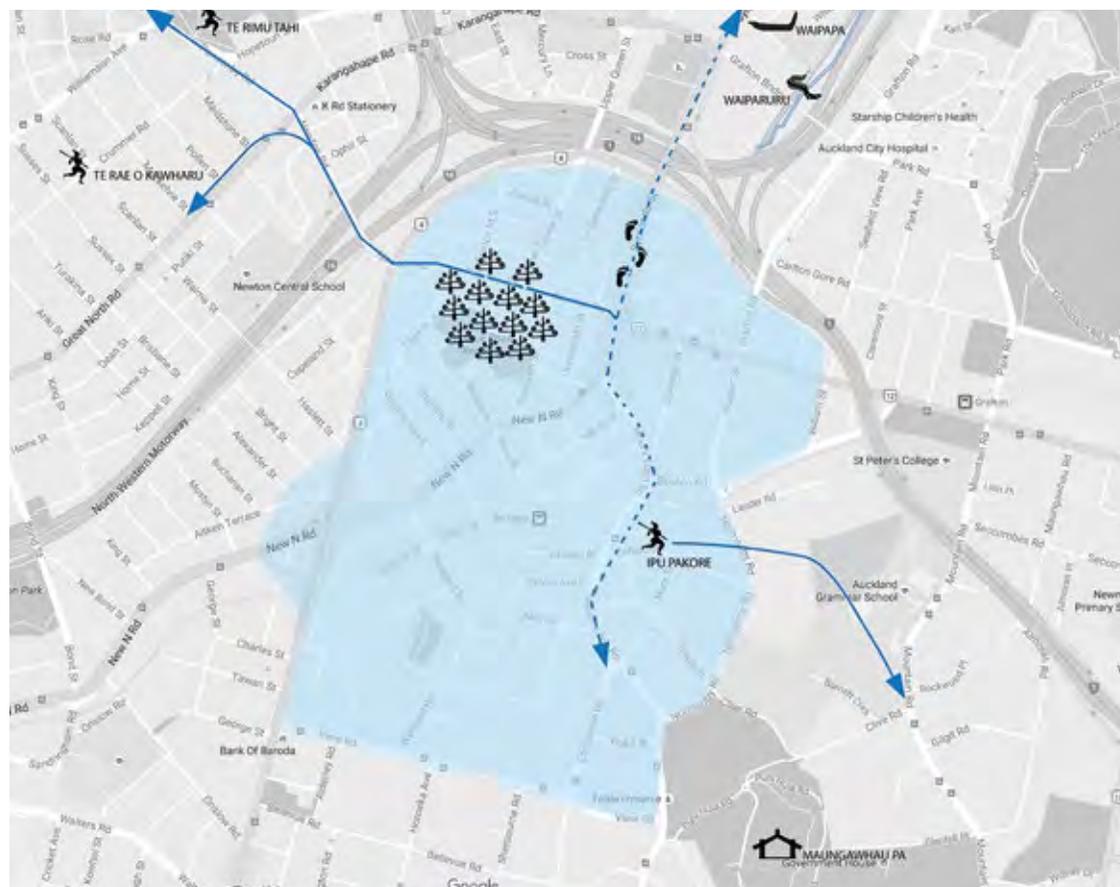
The history of Tāmaki Makaurau/ Auckland is that of a highly contested and resource rich land strategically located at the centre of several interconnecting trade routes running between Northland, Waikato, Coromandel and the Bay of Plenty. Tāmaki was well known by the great Polynesian navigators who settled Aotearoa over a thousand years ago, and the 800 metre portage between the Tāmaki River and Manukau Harbour was the most frequently used canoe portage in the pre-European Māori world. Many canoes left settlers in Tāmaki before heading north or south and the settlers gave rise to the earliest tribes in the area.

With its excellent gardening soils, a wide variety of fish stocks, and natural fortifications provided by a multitude of Tūpuna Maunga/ volcanic cones, Tāmaki Makaurau became the centre of Māori civilisation in Aotearoa and it remains the most populated Māori city in the world today.

Today there are few physical remnants of the Māori heritage of the area in the landscape. Presiding over the area, Maungawhau/Mount Eden sits as a cultural and geographical marker in the landscape, and maintaining and protecting visual connections with the maunga is an integral part of protecting Auckland's unique identity.

The following historical sites in the Newton and Eden Terrace area have been identified by a number of iwi:

- Te Uru Karaka (Karaka Tree Grove) - The Newton Gully area had a tended orchard of Karaka. The berries were a food and medicinal source, while the caterpillar found in the floor litter of Karaka was burnt and combined with shark oil for use as ink in Moko.
- Te Ipu Pakore (The Broken Calabashes) - The northern freshwater spring for Maungawhau Pa was located near the present day Horse and Trap pub. During the raids of Kawharu and Ngati Whatua on the Auckland Isthmus in the 1600s a number of women were killed there while they were fetching water.



Map 2: Mana Whēnua historical features in Newton Eden and Terrace



Source: Auckland Council

Built environment

The built environment of Newton and Eden Terrace is characterised by a diverse mix of commercial, retail and residential buildings displaying a range of eras of development, architectural types, bulk, materials and detailing.

New apartment buildings and townhouses have recently been developed around Basque Park. Commercial and industrial style buildings of varying ages are located throughout the area, and reflect the light industrial development of the area through the 20th century. Large water reservoirs are situated on land between Khyber Pass Road and Mount Eden Road.

Within Newton and Eden Terrace there are a number of scheduled historic heritage buildings. These include churches (Church of the Holy Sepulchre, St Benedict's

Church and St Benedict's Presbytery), the former Grafton Library (now Galbraiths Public House), The Stables on St. Benedicts Street, the Pumphouse and Orange Coronation Hall. The area also has a number of character defining and supporting buildings which make an important contribution to the area.

The Newton town centre is a recognised special character area centred on Upper Symonds Street, extending from the motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses St. Benedicts Street and the upper part of Newton Road, and to the east, Khyber Pass Road to Madeira Place. It is also a New Zealand Heritage registered historic area. It contains a significant grouping of late 19th

and early 20th century buildings, which demonstrate the centre's consolidation and development from the 1880s through to the 1920s and 1930s.

To the south the study area is characterised by historic character residential dwellings, generally located south of the Mount Eden station and the rail line.

Map 3 on the next page shows the Upper Symonds Street Special Character area.

The potential for Newton to become a contemporary and sustainable urban village in the future may put pressure on the existing heritage and character buildings. Development pressure and heritage conservation will need to be addressed and managed.



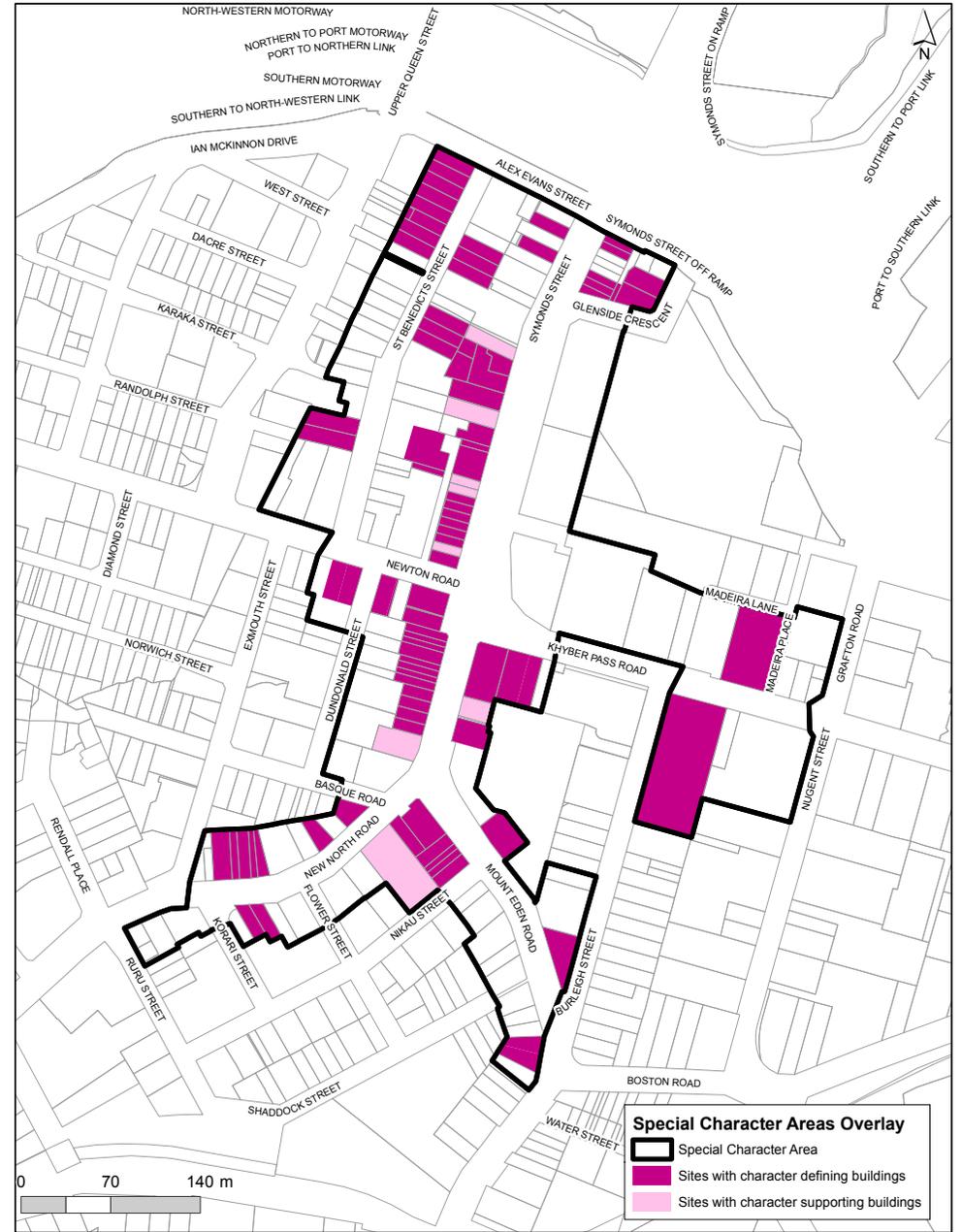
Cafe in the town centre



Upper Symonds Street Special Character area



Galbraiths Alehouse Mount Eden Road



Map 3: Upper Symonds Street Special Character area overlay

Source: Auckland Unitary Plan 2016

Parks and public space

Basque Park is the largest open space in the area, located in the north west of the study area. It has a total area of 2.3 hectares and is located in the gully between Newton Road, New North Road and Ian McKinnon Drive. The park was developed incrementally between the 1930s and the 1970s, initially to provide a space for a children's playground.

As the surrounding land uses changed over time from predominantly residential to more commercial and industrial, the intention for the park to provide a play space was never fully realised. Its future became uncertain throughout the 1960s and 1970s and the space was generally neglected and under used. Various housing projects were proposed but did not proceed and in 1999 the council decided to retain the entire park as open space.

A redesign of Basque Park was instigated in the early 2000s. The park is now an amphitheatre open to Fleet Street at the bottom and encircled with multi-level apartments and light industrial buildings. Although there are numerous access points there is still a lack of visibility and connection between Basque Park, the wider pedestrian routes in the area and Newton town centre. This has resulted in an open space that remains under-utilised by the community, despite its location and potential.

Apart from Basque Park, public open space is scattered and fragmented. Edenvale Park is located off Wynyard Road. Other small isolated parks exist in the area at Hohipere Street and Glenside Crescent. However connectivity between these spaces and the existing public realm is generally poor.

The volcanic cone Maungawhau (Mount Eden), just beyond the study area to the south, is a notable presence of both local and regional significance. Auckland's highest natural point, it provides a 360 degree view of the city and a large amount of public open space.

The development of the CRL and potential upgrades to Ian McKinnon Drive will offer opportunities for improvements to the public realm, subject to funding. New public spaces should be well integrated with new commercial and residential developments to ensure accessibility and connectivity.



View towards Maungawhau (Mount Eden)



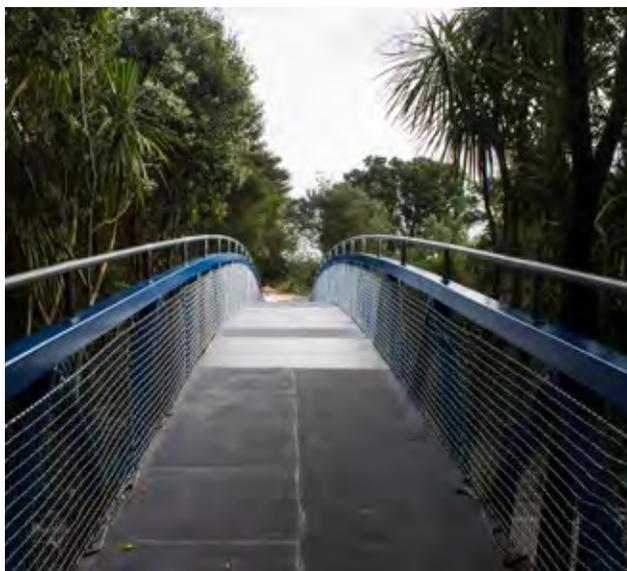
Basque Park

Pedestrian and cycle movement, traffic and transport

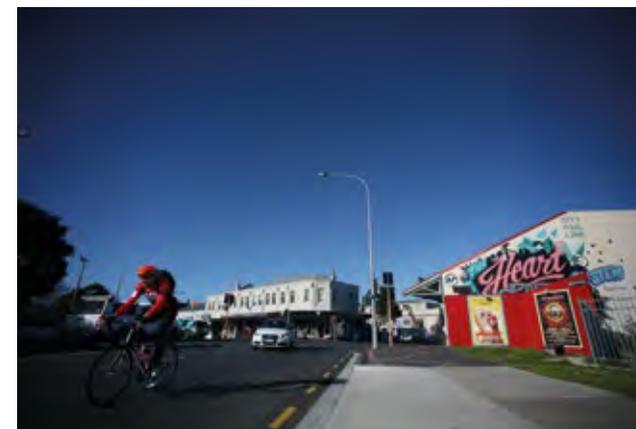
Newton and Eden Terrace have a strategic location on the edge of the city centre and is surrounded by the inner city suburbs of Ponsonby, Kingsland, Mount Eden, Grafton and Newmarket. The area serves an important function as a through-route for north-south traffic heading to and from the city centre as well as east-west traffic travelling between the inner-city suburbs. It contains several major bus routes which travel along Upper Symonds Street, New North Road, Dominion Road and Mount Eden Road. The motorway and Ian McKinnon Drive/Dominion Road Flyover also sever the area both internally and from its wider surroundings.

The most prominent intersection in the area is the Newton Road/Khyber Pass Road/Symonds Street intersection to which all of the major arterial roads, bar Ian McKinnon Drive, lead and subsequently through which most traffic has to pass.

The severance of the area due to the motorway and Ian McKinnon Drive, together with high vehicle traffic flows and low pedestrian amenity, is particularly problematic for cyclists and pedestrians. However, the proximity of Newton and Eden Terrace to the city centre and a number of popular inner city suburbs, together with its prominent location and views across the city, provide ample opportunity for it to become one of the most pedestrian and cycle friendly parts of the region.



Evelyn Street & Virginia Avenue pedestrian bridge across Ian McKinnon Drive



Cyclist on Upper Symonds Street

5. Planning for the future – Issues and Opportunities

The construction of the central motorway junction during the 1960s and 70s limiting vehicle access and pedestrian permeability from the city centre to the inner city suburbs, the removal and unsympathetic renovation of heritage buildings, and building heights restricted by volcanic viewshafts towards Mount Eden have all impacted on the area's form and shape over the past 50 years.

Despite these issues, a distinctive, established built form and urban fabric exists which is characterised by a mixture of uses and activities. There is scope for further intensification and enhancement opportunities to contribute to the creation of a distinctive identity for Newton and Eden Terrace.

This plan provides opportunities to build on and improve an already interesting place to work, live and visit. Change also presents challenges that need to be carefully managed, such as improving pedestrian and cycle movement, traffic and public transport, impacts on local and existing businesses and residential properties, and maintaining the character and heritage of Newton and Eden Terrace.

This section sets out key opportunities that the plan seeks to address. These are based on feedback from engagement and through partnership working, as well as research and local knowledge.

- Strengthening the appeal of the area to visitors and to a wider range of occupiers by promoting the activation of shopping frontages, a wider mix



Upper Symonds Street Shopping parade

of uses and activities, and improvements to the public realm.

- Encouraging the re-development of under-utilised and under-developed sites to consolidate and expand the cluster of creative businesses and create capacity for residential development.
- Celebrating Māori identity as a unique point of difference through design and development.
- Re-establishing a city-fringe residential neighbourhood by providing improved community gathering places and recreational facilities to strengthen the relationships between people living and working in the area, and encourage more active communities.
- Protecting and improving existing open spaces and providing quality urban spaces throughout to



Street Art – Mural at Lot 23, Minnie Street

complement and enhance pedestrian, cycling, bus and rail routes.

- Strengthening the connections between neighbourhoods to the north and west of the area across the motorway and Ian McKinnon Drive to create greater amenity and a sense of place along what are currently physical and visual barriers between suburbs.
- Make it easier, more attractive and safer to walk and cycle by improving the local street network and pedestrian environment; where possible, opening and creating new connections by promoting the development of through-site links and laneways.
- Recognising and protecting the heritage of the area whilst also encouraging intensification and

distinct place-making by re-use of historic buildings for new uses and activities and where possible new development celebrating the historic character and cultural heritage.

- The redevelopment of Mount Eden station with CRL will provide the opportunity to encourage pedestrian journeys into the area and increase street level activity and vibrancy. The relationship to Mount Eden station to the wider area can be strengthened through improved public realm and pedestrian connection legibility.
- Aligning key projects and improvements with the development and delivery of the CRL and redeveloped Mount Eden station.
- Maintaining the density of employment by supporting existing and new businesses in the vicinity to grow and flourish. Retaining the viability of the area as a business location while construction of the CRL station at Mount Eden takes place.



View of St Benedict's church and adjacent pay and display car park site (Alex Evans Street)



Basque Park

The City Rail Link

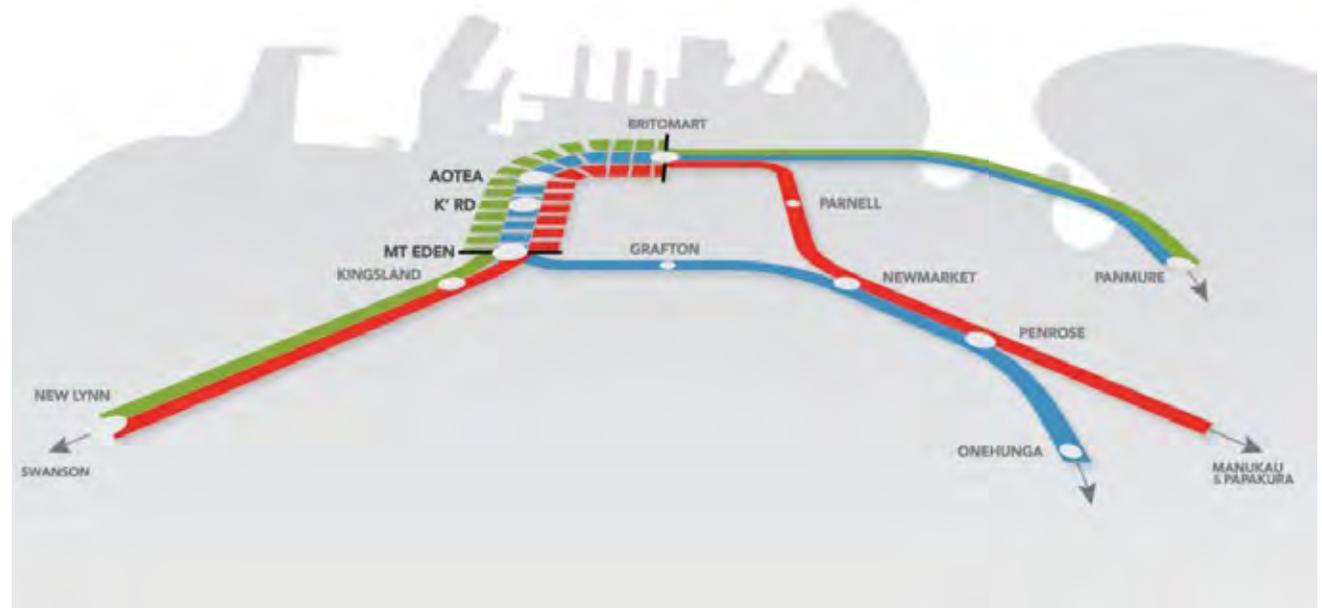
Public investment in passenger transport infrastructure can stimulate the regeneration of the surrounding areas, particularly near rail stations. As one of Auckland's largest infrastructure projects, the City Rail Link (CRL) has the potential to act as a development catalyst around new and upgraded station locations.

Both the Auckland Plan and City Centre Masterplan placed a particular emphasis on the importance of delivering the CRL. The CRL project will double the capacity of the rail network by making Britomart two-way and connecting the network. This will enable more frequent trains with shorter travel times in the network.

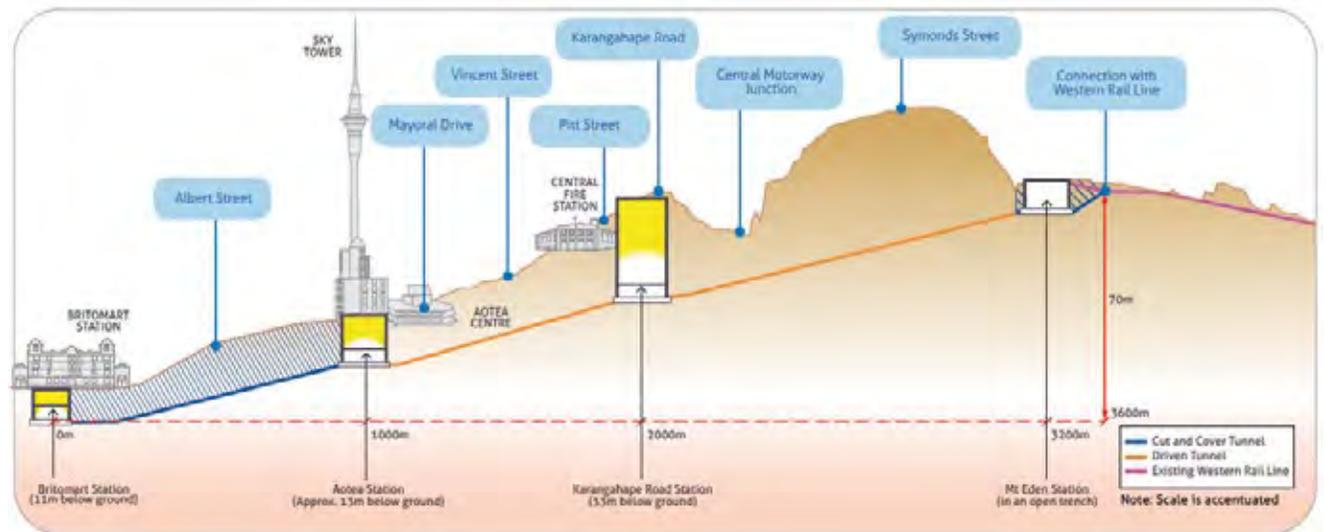
In addition to the central city stations at Britomart and Aotea, the CRL will deliver a new station at Karangahape Road (Mercury Lane) and an extended and redeveloped Mount Eden station. Once CRL construction is completed, the land used for construction and access provide an opportunity for regeneration and redevelopment in the area.

The design and planning process to date has future-proofed above ground development, enabling the CRL project to create and capture value within its footprint. The approach to procuring delivery of above-station developments will depend on a variety of factors, including the appetite for development risk, market conditions and potential for public and/or private investments.

The construction of the CRL will take about 5-6 years to build with completion due around 2022.



Auckland's Rail Network with City Rail Link



CRL alignment route

Source: Auckland Transport 2016

Source: Auckland Transport 2016

Directing and managing change with the future City Rail Link station at Mount Eden Station

The CRL project will redevelop the Mount Eden station and have a positive impact on the future development and growth of the area. The land acquired at Mount Eden is the largest contiguous piece of land within the CRL project footprint, and provides a significant large scale regeneration opportunity of similar scale to redevelopment in the Britomart Precinct. Located around the existing Mount Eden station, just south of the Upper Symonds Street/Newton town centre, the CRL land totals approximately 4.7 ha, including a construction yard (3.2ha) and land for a new station platform and trenches heading north to Aotea station.

This plan provides a unique opportunity to transform the area and maximise the opportunities available for development surrounding the station.

The next phase will involve a detailed planning and legal review to determine the most appropriate consenting and implementation mechanism to deliver the preferred Development Framework Plan for the CRL land.



Artistic impression of Mount Eden station redevelopment, indicative only

Light Rail Transit

Auckland Transport has identified that Auckland requires a mass rapid transit mode in order for the transport network to cater to the needs of the growth in population, tourism, events and the economy; relieve the currently congested areas and to transform the way that people travel.

Even with the implementation of optimised network operations and initiatives, demand will continue to exceed capacity over the next decade, and worsen over time. Auckland Transport has recognised the need for a long term solution to Auckland's transport challenge.

Light Rail is currently being investigated as a mass rapid transit option to help expand the capacity of the transport network, unlock the city's development potential, improve the urban environment, attract investment and productivity, and provide environmental, safety and health benefits. The Ian McKinnon Drive and Dominion Road corridors are currently being explored as a potential route.



Artistic impression of Mount Eden station entrance, indicative only



Looking west along Shaddock Street to CRL project land

6. Developing the Newton and Eden Terrace Plan

Research and Analysis	June 2013-January 2014	Project initiation and study area confirmed. Research and analysis of plans, strategies, projects, technical reports and policy work relevant to the area
Draft Newton Plan prepared	February - March 2014	Targeted stakeholder engagement and public ideas sessions held Draft Newton Plan prepared with Waitemata Local Board
Public Engagement on the Draft Newton Plan	April - May 2014	Draft Newton Plan released for public engagement (five-week period)
Review of feedback and Plan re-scoped	Mid 2014	Feedback received from the public engagement reviewed and feedback summary report was completed CRL changes released Draft Newton Plan was re-scoped and re-named Newton and Eden Terrace Plan
Draft Newton and Eden Terrace Plan prepared	June - October 2014	Further targeted stakeholder engagement Draft Newton and Eden Terrace Plan prepared with Waitemata and Albert-Eden Local Boards
Public Engagement on the Draft Newton and Eden Terrace Plan	November-December 2014	Draft Newton and Eden Terrace Plan released for public engagement (five-week period) Feedback received from the public engagement reviewed and feedback summary report was completed
Final Newton and Eden Terrace Plan prepared	April-August 2016	Targeted stakeholder engagement in Local Board workshops, stakeholder meetings, and a community engagement event Final Plan prepared with Waitemata and Albert-Eden Local Boards
Adoption and Implementation	August-September 2016	Final Plan adopted by Waitemata and Albert-Eden Local Boards Publication of final plan

Engagement and Feedback

Engagement with local communities and stakeholders has been an essential part of the development of the Newton and Eden Terrace Plan. Targeted engagement and formal consultation was undertaken to gain and consider insights from across the community, including groups who might not normally use traditional engagement. The feedback received on the draft plan, along with the initial research and targeted engagement sessions, has been used to inform and develop this plan. The Waitemata and Albert-Eden Local Boards have also guided the development of this plan.

February-March 2014: Targeted stakeholder engagement with community groups, iwi, businesses, organisations and Auckland Transport was undertaken and a public ideas evening was held where participants were given the opportunity to hear about the process and map their ideal vision and ideas for how the area should develop.

April - May 2014: The draft Newton Plan was released for formal consultation over a five week period and feedback was sought through written representations, an online form and through four public drop-in sessions. Feedback was generally in support of the key moves identified in the draft plan.

June-November 2014: A summary of the feedback received was made available in July 2014 on the Auckland Council website. Further engagement with iwi was undertaken to obtain their input and feedback on the draft plan and to share their aspirations for the area. During this period, the proposed Newton CRL station was removed from the CRL project and

the study area was expanded to include Mount Eden station as part of the CRL project. Further stakeholder workshops, meetings and drop-in sessions were held during the preparation of the re-scoped draft Newton and Eden Terrace Plan.

November - December 2014: The draft Newton and Eden Terrace Plan was publically released for formal consultation and feedback was sought through written representations, an online form and through four public drop-in sessions. Two drop-in sessions were held at the Albert-Eden Local Board Office and at the vacant lot at 255 New North Road. There was a public display at the Grey Lynn Park Festival and feedback was also received through an online survey.

During 2015 the council was preparing the Proposed Auckland Unitary Plan.

April - June 2016: Targeted engagement on the draft final Newton and Eden Terrace Plan was undertaken during this phase. Further engagement with iwi was undertaken and with other stakeholders.

School engagement

During May and June 2016, a number of interactive sessions were held with approximately 20 children at Newton Central School. The idea was to use a range of creative exercises to allow for guidance rather than direction. The objective was to understand thoughts and feelings about neighbourhoods, journeys, and public spaces. The sessions drew on the principles and approaches of Te Aranga Māori Design Principles, UN Child-friendly Cities Framework, Arts Therapy, Draw



Newton Central School engagement project
–journey to school activity

& Write Research, Humanistic Research and Quality Circle Time. Artwork, images and words from all of the sessions were reviewed and analysed to see what the children thought about and experienced in the places they live. Themes present in conversations with the children throughout the sessions were also considered.



Newton Central School engagement project – introduction to the session



Newton Central School engagement project – 3D artwork activity session



Newton Central School engagement project - children's neighbourhood artwork

Community Day

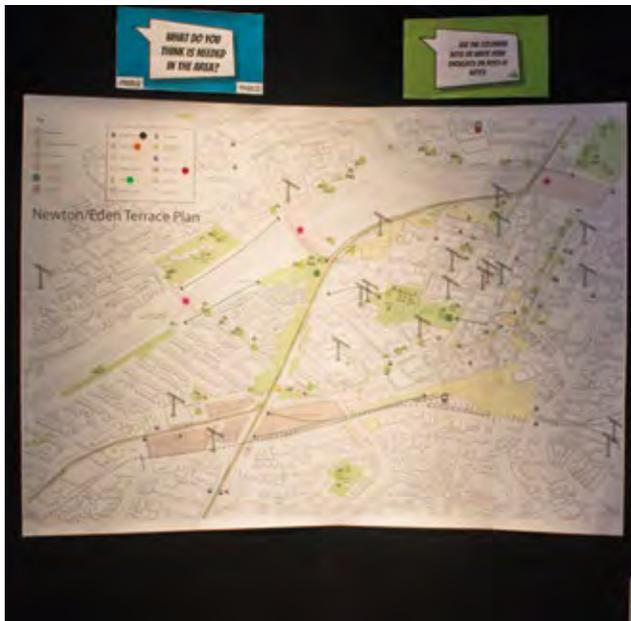
At the end of June 2016 a Community Day was held at Lot 23 gallery, Minnie Street in Eden Terrace. The Community Day offered an opportunity for residents, stakeholders and those interested in the area to come together to find out about the draft plan and other projects going on throughout the area. Alongside the exhibition of the Newton Central School engagement project artwork, creative consultation tools were used to encourage people to share their thoughts and feelings about the area. The day also included the opening of a new book exchange, the painting of a new mural depicting the heritage of the area and the creation of a new community garden with support from Auckland Council.



Interactive engagement activity (Teepee Conversations)



Display of Newton Central School engagement project artwork



Map activity



Interactive engagement activity (Joining the dots)

7. The Vision and Five Key Moves

Vision

The vision for Auckland becoming the world’s most liveable city is achieved at a local level in Newton and Eden Terrace by developing, over the next 30 years, into an attractive, people-friendly area that makes the most of opportunities surrounding the existing heritage and character, innovative industries, prominent ridge-line locations, and connections to surrounding areas.



Upper Symonds Street and Mount Eden Road intersection

This desire is shared by the partners who have contributed to developing this plan and contributing to achieving the vision of becoming the world’s most liveable city.

Five Key Moves

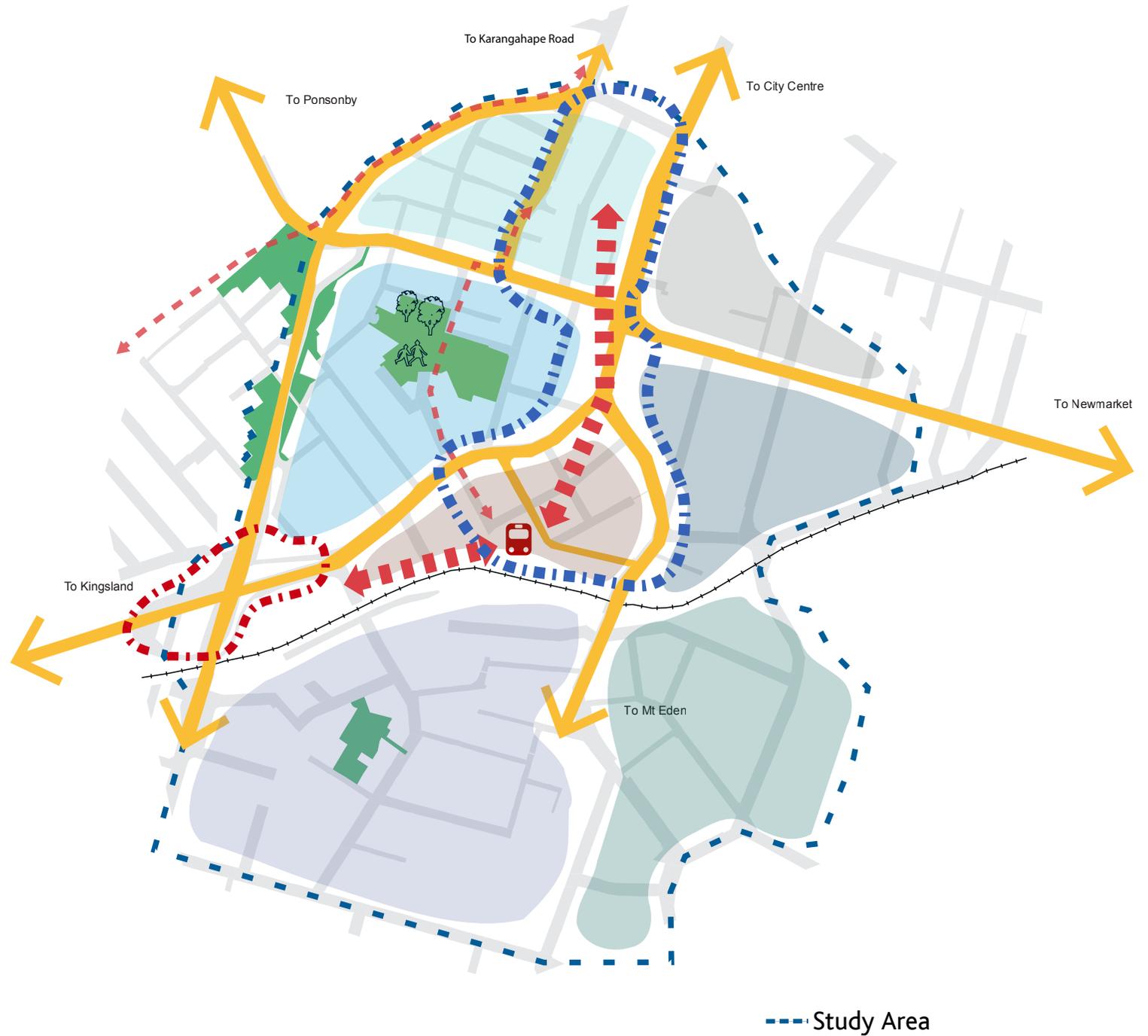
This plan identifies five key moves that respond to the challenges and opportunities facing the area (see map 4). These are integral to this plan and delivery of these will facilitate the achievement of the desired outcomes for Newton and Eden Terrace over the next 20 to 30 years.

This section sets out how the key moves could be achieved over the next 30 years. This is a starting point for the discussion on change in the Newton and Eden Terrace area. Some of these key moves will be easier to implement than others and some will require a new way of thinking about Newton and Eden Terrace and the role this area plays in the Auckland isthmus.

The timing and delivery of the plan’s outcomes and projects over the next 20 to 30 years will need to be worked out and it will require a collaborative approach between the community, iwi, developers, private landowners, Auckland Council and wider family of Council Controlled Organisations.

1		Establish Newton as a prominent centre for business, residents and visitors with its own unique identity
2		Create a great place for people within Newton and Eden Terrace through the provision of good quality interconnected public spaces and community facilities
3		Enhance pedestrian and cyclist amenity and provide for public transport movement through and within Newton and Eden Terrace
4		Integrate new development whilst protecting the historical and cultural character of Newton and Eden Terrace
5		Promote the City Rail Link and public transport improvements as the catalysts for new investment and growth in the area

Map 4: Key moves summary



KEY MOVE 1 – Establish Newton as a prominent centre for business, residents and visitors with its own unique identity

Why this needs to be achieved

Located on the fringe of the city centre, Newton town centre is highly visible and lies in close proximity to many other centres. At present, however, the town centre is not readily definable, and this may contribute to a perceived lack of identity within the area.

The area of Newton will change a lot in the next 30 years. Its prominent location and the redevelopment of the Mount Eden station, along with the opportunities presented by other public transport projects will all play a role in this.

However it will be important to ensure Newton develops in a positive manner and balances residential and commercial development. Key to this will be establishing the identity for the area; businesses, the community and Māori have a role to play in this. Encouraging a mix of arts, community, cultural, leisure, and entertainment activities will help to promote and maintain a vibrant balance of uses improving the town centre environment and appealing to a wider catchment.

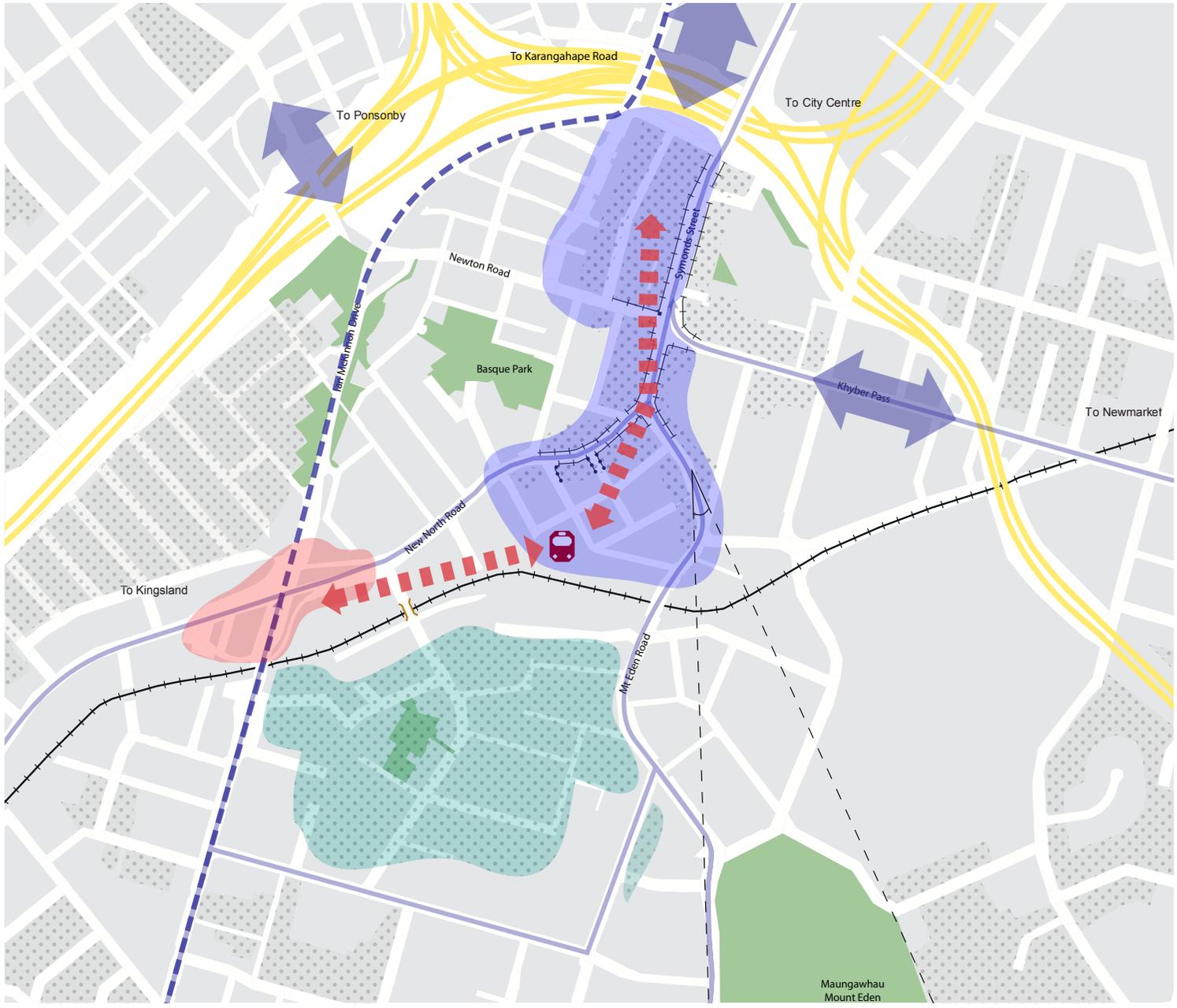
Providing residential development that caters to a range of communities including provision for families, children, couples and singles will continue to contribute to the creation of a vibrant community. Similarly, promoting flexible innovative business space, including small office, studios, and workshops will help consolidate the cluster of creative individuals and businesses in the area.

There is an opportunity to develop an axis north between the Mount Eden station and the existing town centre to strengthen the connections between the two key areas, and additionally to connect Newton to the remainder of the city fringe and city centre.

How this can be achieved

- 1.1 Establish a sense of identity and celebrate the unique local cultural, Māori and built heritage of Newton and Eden Terrace through collaboration and supporting the local community, iwi, and the Uptown Business Association
- 1.2 New development, activities, and public places reflect and acknowledge Māori cultural values and association with the area where appropriate
- 1.3 New development opportunities on catalyst sites support the establishment of Newton as a prominent town centre
- 1.4 Newton attracts new businesses which benefit from locating in the city centre fringe
- 1.5 Provide a wide range of good quality housing, for families, couples and singles, and business space in Newton and Eden Terrace
- 1.6 Clear way finding information increases visibility between areas, connecting neighbourhoods and surrounding centres





-  Centre Focus
-  Dominion Road Flyover
-  Existing heritage housing
-  Potential Mass Transit Route
-  Existing study area bus routes
-  Historic heritage/ Special Character Business
-  Key links
-  City Fringe Relationship
-  Pedestrian bridge
-  Viewshaft
-  Frontage controls
-  Mount Eden Station

Map 5: Locating development

KEY MOVE 2 - Create a great place for people within Newton and Eden Terrace through the provision of good quality interconnected public spaces and community facilities

Why this needs to be achieved

In Newton and Eden Terrace there are a number of existing public open spaces, however some of these are underutilised. There are also few places within the area that are attractive to stop and linger for a while.

The dominance of the road network and the recent industrial and commercial past has additionally eroded the amenity provided by public spaces and community facilities – libraries, schools, the post office, and banks have been lost.

Reconnecting open spaces with the community and with other open spaces in the wider area will enable better use, improve safety as well as cater for the growing population. Creating these spaces with children, the elderly, and a range of physical abilities in mind will further encourage a more physically and socially active community.

Basque Park is the largest open space within the Newton area but is underdeveloped in terms of amenity. While there are also other smaller parks and reserves throughout Newton and Eden Terrace, as well as Maungawhau/Mount Eden to the south, there are opportunities for Basque Park to be better used as a social gathering space providing a focus for the growing residential community.

There are also opportunities not just to provide passive open space but to enhance biodiversity through additional vegetation and pollination pathways for birds, bees and other native fauna. Further to this are opportunities for environmental participation and stewardship, already evident in the community run garden on the currently surplus CRL land on Upper Symonds St. This would relieve the pressure on Maungawhau/Mount Eden as a large recreational destination.

How this can be achieved

- 2.1 A connected, growing and diverse community is supported through the provision and improvement of open space, the public realm and community facilities
- 2.2 Quality urban public spaces are created around which new development can be focused
- 2.3 Basque Park is a key open space, social gathering and recreational focus for the local area
- 2.4 Clear legibility and safe access to and through Basque Park supports the visual and physical links between the park and the surrounding area
- 2.5 The environment is protected, restored and enhanced through community-led and council initiatives





Wildflower community garden, Minnie Street, Eden Terrace

KEY MOVE 3 - Enhance pedestrian and cyclist amenity and provide for public transport movement through and within Newton and Eden Terrace

Why this needs to be achieved

Newton and Eden Terrace is defined by the constraints to movement as much as it is by its connections through and to the surrounding area. Existing roads and the central motorway junction provide barriers to movement of pedestrians and cyclists.

A tension also exists between the movement of large amounts of vehicle traffic, and the creation of places that people want to pause or remain in, or travel through via foot or bicycle.

Future Newton and Eden Terrace communities will have good quality pedestrian and cycling conditions, providing safe and pleasant links to the Mount Eden station and the neighbouring centres. The area will also be well serviced by public transport.

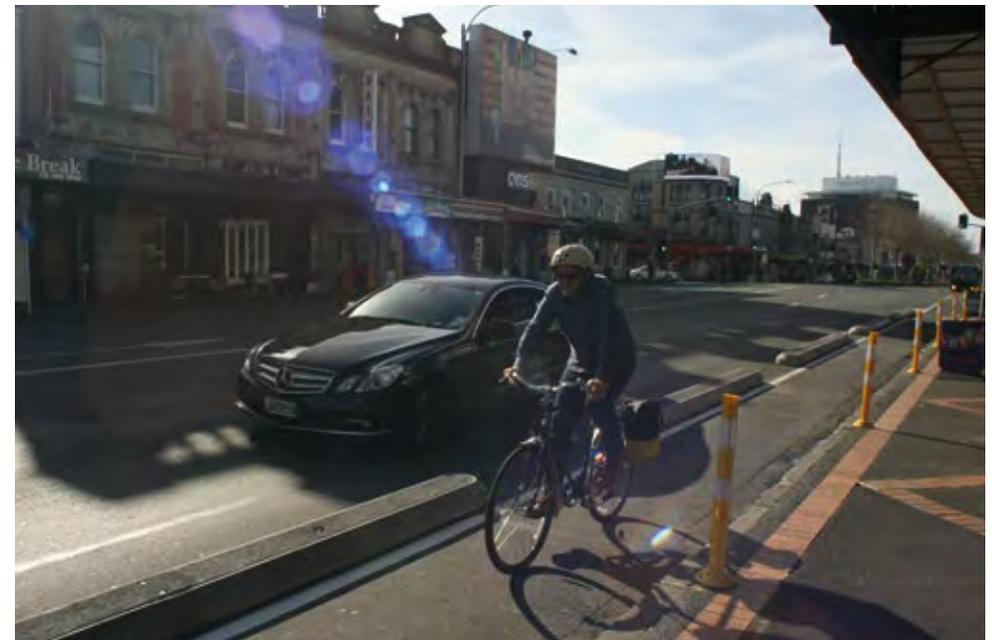
Improving pedestrian and cycling connections will help to revitalise the role of the Newton town centre, connections to other key areas of redevelopment and to the city centre to the north, Ponsonby to the west, and Newmarket to the east. Strengthening connections to the surrounding area are essential components in providing for commercial and residential growth and a vibrant environment.



Ian McKinnon Drive (view north)

How this can be achieved

- 3.1 Enhanced and new pedestrian and cycle routes connect communities, and improve the accessibility and safety within the area, between adjacent neighbourhoods and the wider city centre fringe
- 3.2 An improved urban environment along Ian McKinnon Drive is created to increase pedestrian and cycle amenity and facilitate high quality public transport options
- 3.3 The redeveloped intersection of Ian McKinnon Drive, Dominion Road and New North Road enables improved connections between neighbourhoods



Cycling on Upper Symonds Street



-  Child and people friendly spaces
-  Provide and support cycling infrastructure
-  Key public space
-  Pedestrian routes
-  Cycling Routes
-  Local Board greenways routes
-  Key Intersections
-  Pedestrian bridge
-  Mount Eden Station

Map 6: Movement

KEY MOVE 4 - Integrate new development whilst protecting the historical and cultural character of Newton and Eden Terrace

Why this needs to be achieved

There are few places in Auckland more affected physically or socially by the arrival of the motorway than Newton. The pre-war residential suburb became a peninsula cut off by the central motorway junction. The area changed its focus towards a mixture of commercial, industrial and residential development.

There are a number of identified and protected historic heritage sites and buildings in the area. Although road expansion in the 1990s has eroded the character of the town centre along eastern Upper Symonds Street, the special character business overlay protects and supports redevelopment that integrates with the existing historic buildings.

Opportunities exist for creative reuse of some of the industrial buildings that form the post war fabric of the area. Similarly there are also opportunities to better support, display and share the social and cultural history and heritage of the area, through the history contained in the built form and through the stories and cultural history of iwi who have lived in Te Uru Karaka.

Newton's elevated position along a number of ridgelines provides views back towards the city and south towards volcanic cones such as Maungawhau/Mount Eden and towards the Waitakere Ranges. There is potential for the historical role that Newton took as a connecting point in the landscape to be incorporated into future development.

How this can be achieved

- 4.1 Identify, recognise, protect and celebrate the social and historic character and the Māori and cultural heritage of Newton and Eden Terrace
- 4.2 New development incorporates and values Māori historical narratives and natural landscape elements through interpretation and representation where appropriate.
- 4.3 The Maungawhau / Mount Eden viewshaft and other views to local and historic sites within the landscape are recognised and preserved in new development and connections



Mount Eden Road shopping parade

KEY MOVE 5 - Promote the City Rail Link and public transport improvements as the catalysts for new investment and growth in the area

Why this needs to be achieved

The new City Rail Link (CRL) and redeveloped station at Mount Eden will have significant benefits in terms of the connection to the rest of the city, place-making and development opportunities that will in turn benefit the surrounding area and community.

The land designated for the main construction yard for the CRL tunnel, adjacent to New North Road, will in the future provide a significant area for integrated redevelopment once construction is completed. It presents the opportunity for the revitalisation of a largely light industrial and commercial area adjacent to the station into a mixed use area.

The construction of the CRL has now started. There will be some disruption during the construction period, especially to the area of the designated construction yard. There will also be an opportunity to support existing businesses as well as provide for temporary uses of some sites during the construction period.

The CRL will provide a portal for visitors, businesses and residents to experience the area, and vice versa for the community to the city centre and wider Auckland region.

Along with CRL, the introduction of a potential Light Rail Transit option for the Ian McKinnon Drive and Dominion Road corridor is currently being explored. This may also provide opportunities to improve the streetscape along this corridor.

How this can be achieved

- 5.1 New employment and quality housing is designed to focus on and maximise access to Mount Eden station and main transport corridors
- 5.2 The economic aspirations of Māori and of a diverse local community are recognised and supported
- 5.3 Redevelopment opportunities along Ian McKinnon Drive are identified to create a better streetscape and pedestrian friendly environment.
- 5.4 Streetscape and public realm improvements increase pedestrian amenity between Mount Eden station, Dominion Road/Ian McKinnon Drive and Basque Park, and between Mount Eden station and the town centre at Newton.



View of the future CRL construction yard area

Future artistic impression of New North Road



Now



Future

Future artistic impression of Ian McKinnon Drive/Upper Queen Street



Now



Future

8. Future Development Opportunities in Newton and Eden Terrace

All of the Key Moves will bring opportunities for change to support the vision for the Newton and Eden Terrace area.

There are a number of potential development locations within the Newton and Eden Terrace area with strategic importance to its future (broadly shown on map 7).

Improvement and development at these locations could easily deliver on multiple Key Moves and be instrumental in delivering a Newton and Eden Terrace area with a celebrated, connected and diverse community.

Six locations have been identified for their prominence and potential influence within the built and open space environment of the Newton and Eden Terrace area. Please note that not all of these locations are council- owned and the identification

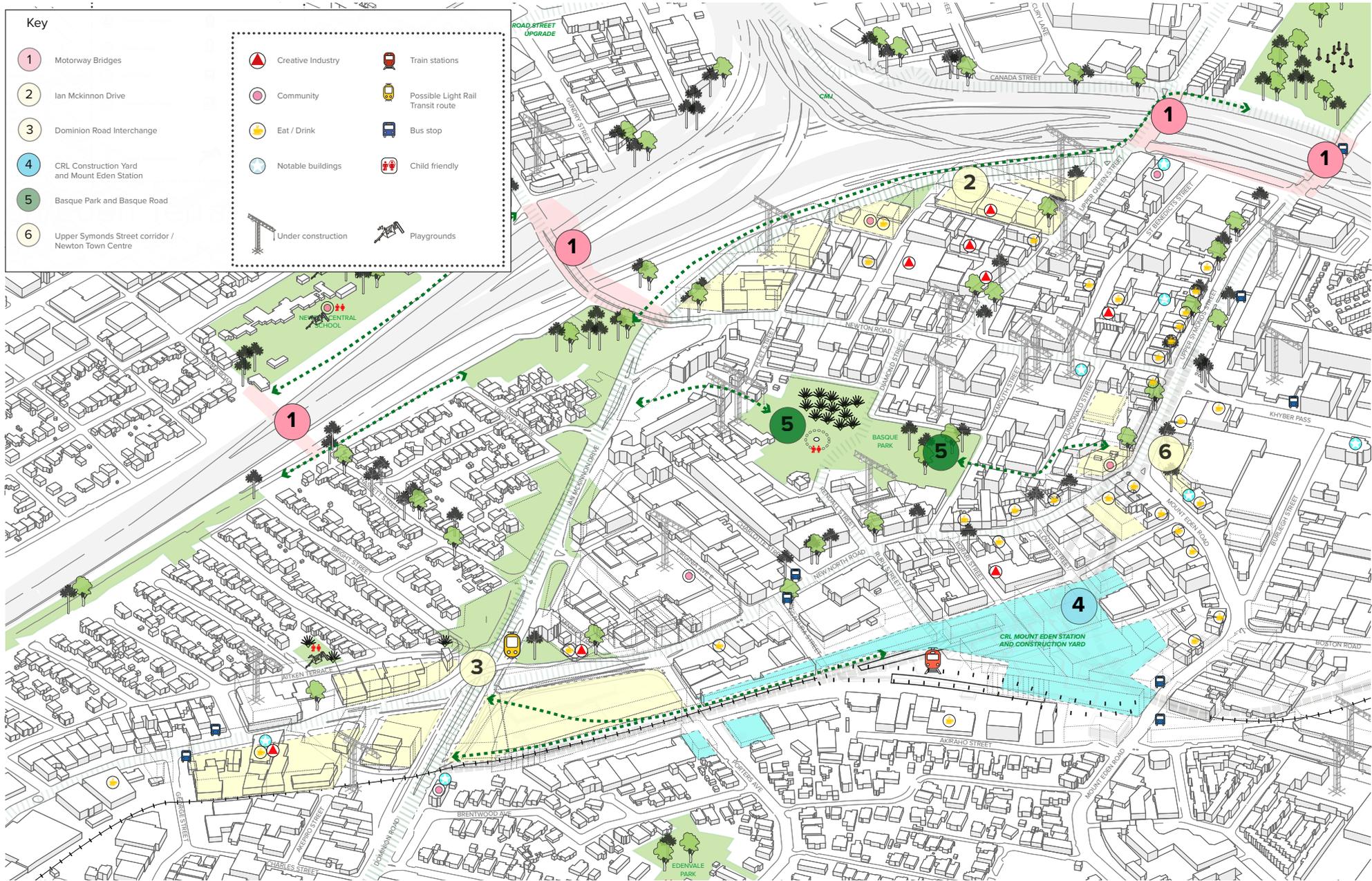
of these locations is to indicate some of the future opportunities which exist in the Newton and Eden Terrace area.

To ensure any future development at these locations accord with the vision for Newton and Eden Terrace, the council has identified key urban design principles to guide how the land could be developed. The council will work with private landowners and developers to encourage them to prepare design briefs when and if these sites are to be redeveloped.

All visualisations and drawings in this section are artistic impressions and included to give a 'look and feel' of the potential change. The Auckland Design Manual also contains design and development guidance and outcomes that may be of use.



Source: Auckland Council 2016



Map 7: Future Development Opportunities



THE SIX LOCATIONS ARE:

Location 1 – Motorway Bridges

Waima, Newton Road, Upper Queen Street and Symonds Street bridges are important pedestrian and cyclist routes crossing the motorway, stitching together sections of the Newton and Eden Terrace to the wider area.

Guiding principles:

- create safe, high amenity connections for pedestrians and cyclists from Newton and Eden Terrace to Arch Hill, Ponsonby and the city centre, through improved public realm and design



Key

1	Motorway Bridges		Creative Industry		Train stations
2	Ian McKinnon Drive		Community		Possible Light Rail Transit route
3	Dominion Road Interchange		Eat / Drink		Bus stop
4	CRL Construction Yard and Mount Eden Station		Notable buildings		Child friendly
5	Basque Park and Basque Road		Under construction		Playgrounds
6	Upper Symonds Street corridor / Newton Town Centre				



Location 2 - Ian McKinnon Drive

Waima, Newton Road, Upper Queen Street and Symonds Street bridges are important pedestrian and cyclist routes crossing the motorway, stitching together sections of the Newton and Eden Terrace to the wider area.

Guiding principles:

- create an urban street edge frontage with active uses at ground floor of buildings along the reconfigured road corridor
- support the provision of high quality pedestrian and cycling routes along the corridor
- the intersection of Upper Queen Street and Ian McKinnon Drive is a landmark location requiring a very high quality building that signifies the gateway to the Newton area and the connection to the city centre. It presents an opportunity for architecture that is reflective of the culture and heritage of the area
- wide range of land uses appropriate on sites, with active uses on the ground floor fronting Ian McKinnon Drive.



Key

1	Motorway Bridges	▲	Creative Industry	🚂	Train stations
2	Ian McKinnon Drive	●	Community	🚊	Possible Light Rail Transit route
3	Dominion Road Interchange	●	Eat / Drink	🚌	Bus stop
4	CRL Construction Yard and Mount Eden Station	●	Notable buildings	👶	Child friendly
5	Basque Park and Basque Road	🏗️	Under construction	🎡	Playgrounds
6	Upper Symonds Street corridor / Newton Town Centre				