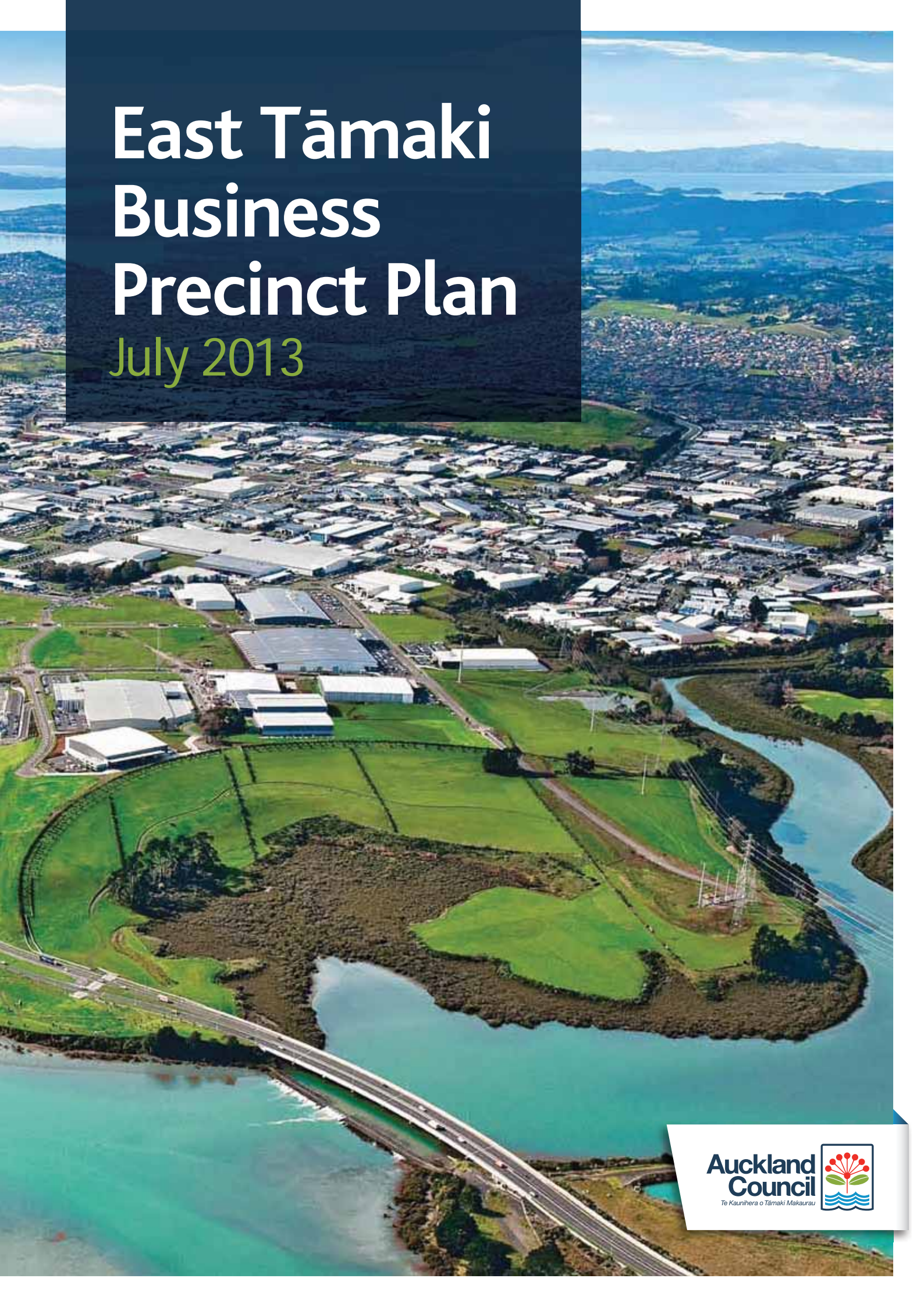


East Tāmaki Business Precinct Plan

July 2013



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Introduction

East Tāmaki is situated in a key strategic location with links to the airport, port, CBD and other business areas within the region. The precinct has developed from greenfield origins and the availability and relative cost of land has made the precinct attractive to businesses. As such, the area has a number of nationally and internationally significant companies, some of which are involved in developing innovative technologies.

East Tāmaki is one of a number of key business areas across the region that has the potential to support increased employment of workers, customers and goods.

Located in the south-east of Auckland, the precinct contributes 4.5 per cent to the region's total employment.

It is a dynamic and highly successful production and export zone with concentrations of activity in:

- manufacturing
- wholesale
- administrative and support services
- professional, scientific and technical services.

With over 27,500 employees, East Tāmaki has experienced 61 per cent growth between 2000 and 2010. Growth within the precinct has been driven by factors such as greenfield development location and access to strategic infrastructure such as the motorway, port and airport.

With increasing pressures from alternative land uses and the limited availability of land for future expansion, there is a need to plan how the precinct will evolve to ensure its ongoing regional and national competitiveness as a business location.

Business precinct plans provide the guiding framework to support business and employment growth within key business areas and aim to assist in the delivery of the economic objectives set within the Auckland Plan and Auckland's Economic Development Strategy.

The council has consulted with stakeholders on issues, opportunities and possible actions, using a number of mechanisms including business reference group workshops, public consultation evenings, feedback forms and door-to-door conversations with business owners.

The vision for East Tāmaki is:

“East Tāmaki is a diverse, innovative and sustainable hub of high value manufacturing, with a productive industrial workforce, and is the driver of growing export capability and markets.”

The vision:

- promotes export capability and access to markets
- encourages high value manufacturing to locate in East Tāmaki
- supports a productive local workforce.

The council will work with its partners to achieve this vision.

Themes for precinct plan **Outcomes**

Business growth and employment	Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses.
Infrastructure	Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered.
Business capability and exports	<p>International export markets are identified and accessed.</p> <p>Business management capability is expanded through targeted business support programmes.</p> <p>Existing international networks are identified and developed to facilitate growth in export capacity.</p> <p>Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market.</p>
Skills, training and workforce	<p>A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met.</p> <p>The majority of the workforce continue to live locally¹.</p>
Sustainable growth	Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced.
Land use and economic activity	<p>Land uses in East Tāmaki underpin business to business activity and growth.</p> <p>Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate.</p>
Transport integrated networks	<p>Connections are provided that promote business to business activities and land uses both within the precinct and beyond.</p> <p>The efficient movement of both goods and people is facilitated.</p>
Quality of the business environment	An environment that is attractive for businesses to locate and employees to work.

¹ Living locally is defined as living within the 10km radius identified in figure 4 on page 13.

1. A framework for East Tāmaki

1.1 Auckland's Economic Development Strategy

The Economic Development Strategy is the first of a suite of core strategies being developed to help deliver the Auckland Plan. It has been developed in tandem with the Auckland Plan through a series of discussions and research, and in partnership with key stakeholders.

The strategy is a call to action for a greater degree of investment and cooperation by business, industry, government and community organisations. It will guide Auckland's economic development and the council's planning and investment decisions over the next 10 years.

The East Tāmaki Business Precinct has the capability to contribute significantly to the region's strategic economic directions over this period.

1.2 The East Tāmaki Business Precinct

With over 27,500 employees, East Tāmaki has experienced 61 per cent growth between 2000 and 2010. Growth within the precinct has been driven by factors such as greenfield development, location and access to strategic infrastructure such as the motorway, port and airport.

With increasing pressures from alternative land uses and the limited availability of land for future expansion, there is a need to plan how the precinct will evolve to ensure its on-going regional and national competitiveness as a business location.

1.3 What is the East Tāmaki Business Precinct Plan about?

The East Tāmaki Business Precinct Plan is a plan to facilitate the development of a high value manufacturing and commercial hub, attracting new business and employment opportunities in high-value industry sectors.

The plan will provide the framework for the renewal and on-going development of the business precinct. It will foster an environment where high value manufacturing businesses can locate with like-minded organisations and contribute to a sustainable future and prosperity, locally and in the wider Auckland region. The East Tāmaki Business Precinct Plan sets out a vision, goals, desired outcomes and high-level actions for the East Tāmaki business area. These actions form the basis of a detailed implementation plan.

1.4 Why have a business precinct plan for East Tāmaki?

Based on current population growth projections, there will be an additional 156,000 jobs in Auckland by 2031². A substantial share of these jobs will be located in business areas such as East Tāmaki and Penrose, the CBD, CBD fringe and sub-regional centres.

East Tāmaki is a key employment area within Auckland and provides 4.5 per cent of the region's total employment. In 2010, businesses in the precinct employed 27,580 people. The potential to establish an innovation precinct presents an opportunity to improve the economic performance and future success of the area.

² Market Economics Limited, Economic Futures Model applied to Auckland city base year 2006.

In order for the business precinct plan to realise its potential, we need to consider how to catalyse change within East Tāmaki that will:

- make efficient use of available greenfield and brownfield sites
- improve public transport services, private vehicle access and connectivity to the precinct
- ensure the efficient movement of high value-added goods and services for export
- encourage the development and use of sustainable technologies
- improve the built form
- provide a higher level of ancillary services and facilities
- encourage high quality amenity and recreational space.

The East Tāmaki Business Precinct Plan will enable the area to continue to move towards being an internationally competitive, high performing business location.

1.5 The business precinct planning process

The development of a business precinct plan goes through seven key phases:

- research, analysis and scoping
- initial consultation with business community
- visioning and identification of issues and actions
- consultation on the draft plan
- adoption
- implementation
- monitoring and evaluation.

Work on the business precinct began in 2011 and has built on previous studies by Auckland Council and its partners.

1.6 Projects bounding the project

Within the vicinity of the precinct, several key projects are being planned or are underway. These projects are complementary to the development of the business precinct and support the overall revitalisation of the wider East Tāmaki area.

Due to their importance and proximity to the business precinct, they have been considered throughout the development of the business precinct plan. These projects include:

- Auckland Manukau Eastern Transport Initiative (AMETI) – a project to improve connections between central Auckland and Manukau and within the precinct
- Multi Modal East West Study – this will explore the improvements to connectivity between the airport, southern industrial areas and East Tāmaki with a focus on freight movement
- the Southern Initiative – a cross-agency programme to develop the economic potential of the southern area, and tackle social issues with an emphasis on education, health and housing. It recognises that income, educational achievement and employment status are key determinants of health status and other social outcomes. The programme therefore identifies stable housing, job growth, skills development and environmental enhancement as priorities. To increase employment opportunities, the Southern Initiative will build on existing innovative, high-skills industries such as manufacturing, logistics, food technology and health.

These projects will drive employment generation and retention, enhance and increase transport movements, improve access to and up-skill the local workforce within the business precinct and its surrounds.



Highbrook Business Park continues to attract businesses wishing to design and build in this world-class mixed-use development.

2. East Tāmaki today

2.1 History of the precinct

East Tāmaki has been transforming from rural land use into Auckland's industrial business engine room since the 1970s. This development was partially synchronised with the government's investment into state housing in nearby suburbs and the motorway connection of State Highway 1 which provides access to Auckland's port.

Strongly supported by the former Manukau City Council, the expansion of the area through the last 30 years has reflected an increased demand for more expansive industrial and business land. The area has catered for manufacturing, warehousing and distribution businesses looking to relocate from the city fringe and older industrial areas such as Penrose and Ōtāhuhu.

In the past five years it has also offered development lots for significant sized warehouses, distribution centres and purpose built buildings; significant sized lots are in extremely limited supply in Auckland. East Tāmaki's success can be attributed to its

attractive land prices, local workforce, good road based travel, local amenity expectations and the opportunity to co-locate with other businesses.

2.2 East Tāmaki today

The East Tāmaki Business Precinct currently occupies approximately 900ha of south eastern Auckland. Business 5 and 6 (light and heavy industry) zoning gives the area a primarily industrial nature with some office uses. The area is considered to be an industrial 'engine room' for the region and is crucial for Auckland's economy.

East Tāmaki is situated at the base of the Tāmaki River. It is a sensitive natural setting which brings with it environmental responsibility. Much of the coastal margin has been put into reserve land along with associated larger open spaces for passive recreation. Surrounding the precinct is primarily residential land including future residential intensification planned to the east.

The area enjoys a good connection to the southern motorway. This, combined with local arterials, provides for connectivity to customers in the wider region and exports via the Auckland and Tauranga ports and Auckland Airport. Connectivity in the north of the precinct will improve with the anticipated delivery of the AMETI.

The availability of greenfield land has attracted businesses from throughout the region seeking large sites for purpose-built buildings to house business operations. The precinct has a mix of business sizes with over 2000 small to medium-sized enterprises (SMEs), and more than 100 businesses employing over 50 employees.

There are two special purpose areas with the East Tāmaki Business Precinct. The first of these is on the Waiouru Peninsula Special Policy Area, which lies adjacent to the Tāmaki Estuary in the west of the precinct. The area is comprised of 235 hectares and was previously used for pastoral farming. A structure plan is now in place to transition the land use in this area. Development of the area has already begun with stage one of the Highbrook Business Park having been completed.

Sitting on the eastern edge of the precinct is the second special purpose zone. This is the Greenmount Landfill which is a regional clean-fill site. This landfill is due for closure in the short to medium term and discussions have begun to determine the site's end use. While the site is located within the East Tāmaki Business Precinct, future uses are unlikely to include built development given the current instability of the land.

2.3 Business structure

Key facts regarding the business structure of the area include:

- the precinct has a total of 1.9 million sqm of industrial stock which equates to 17 per cent of the region's industrial stock³
- there is approximately 135.3ha vacant or potential vacant business zoned land. In addition, there is some 24.7ha with redevelopment potential³
- in 2010, there were 27,580 employed in 2510 businesses in the East Tāmaki Business Precinct, contributing to 4.5 per cent of the region's employment⁴
- between 2000 and 2010 there was an increase of 61 per cent in employee numbers. This equates to a total net increase of 10,446 and an annual average growth rate of 4.88 per cent
- 55 per cent of employees within the precinct work in either the manufacturing or wholesaling sector⁴
- the manufacturing sector comprises of approximately 37 per cent of all employment in the precinct and 15 per cent of the regional sector employment⁴.

2.4 Employment characteristics

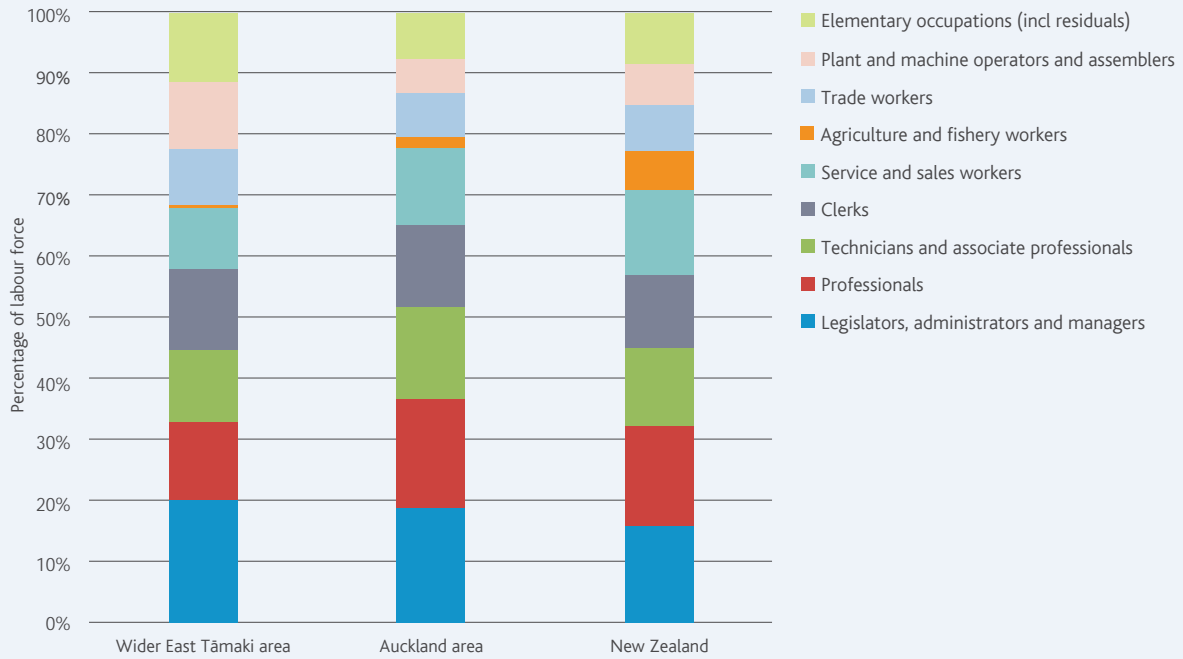
East Tāmaki is the key employment hub for residents located in the Manukau area. Facts to note include:

- in 2006, 6291 employees resided within 5km of the precinct⁴
- the East Tāmaki Business Precinct draws 35 per cent of its employees from within 5km of the precinct and 70 per cent from within 10km⁴
- the majority of workers come from East Auckland
- it is anticipated that demand for local employment is likely to increase with the residential development at Ormiston.

3 CBRE (March 2012) Industrial Property Market Analysis at East Tāmaki (Draft).

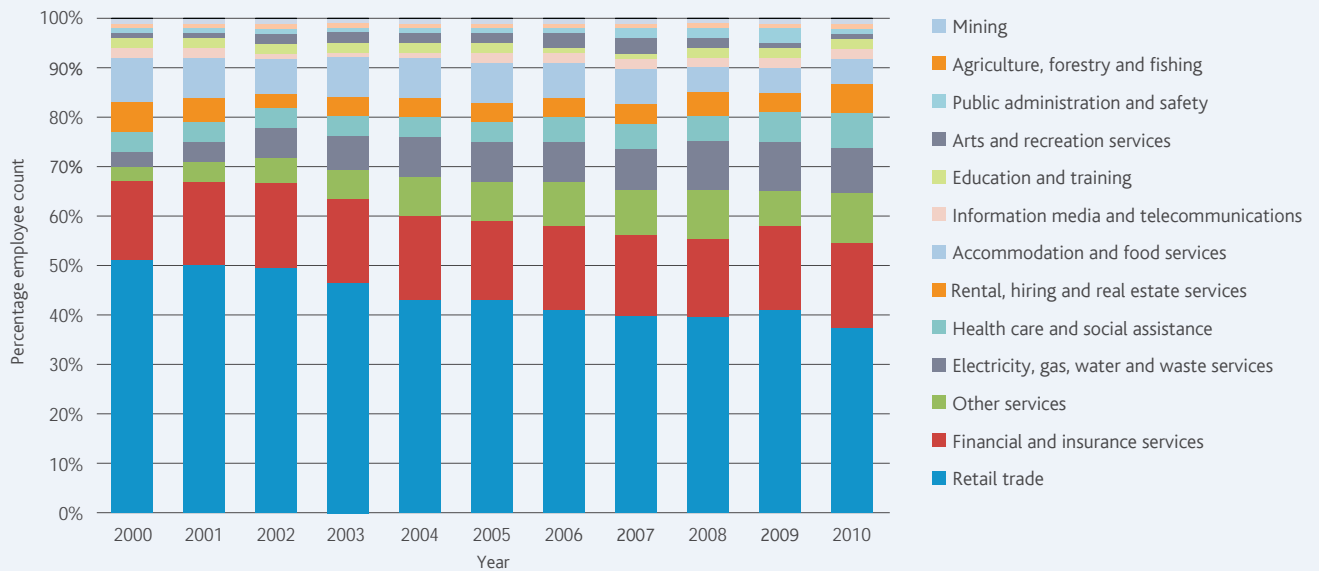
4 East Tāmaki Business Precinct Economic Analysis, June 2011.

Figure 1: Usually resident population aged 15 years and over and employed, employment occupation group, for the wider East Tāmaki area, Auckland and New Zealand, 2006.



Source: Statistics New Zealand, Census of Population and Dwellings, 2006

Figure 2: Changes in East Tāmaki Business Precinct's industrial structure of employment, 2000-2010



Source: Statistics New Zealand, Business Demographic Dataset, 2000-2010

2.5 People

Between 1996 and 2006, the population of the wider East Tāmaki area⁵ increased from 37,000 to 64,000⁶. This is a total growth rate of 73 per cent over the ten year period. East Tāmaki heavily draws on the areas to the east and south for its employees. Understanding the demographic profile of these communities will assist the council and its partners in determining how to best support skills and training requirements as the precinct transitions to provide for future employment opportunities.

At the 2006 census the wider East Tāmaki area had:

- a lower median age (29 years) compared to the Auckland region (33 years), with 28 per cent of the population under 15 years compared to 22 per cent across the Auckland region, indicating that a smaller workforce supports a higher proportion of dependents
- a forecast of 3 per cent population growth over the next 20 years equating to an additional 56,590 residents and a total of 125,000 residents by 2031
- a greater ethnic diversity compared to the rest of the Auckland region with 32 per cent of residents of Pacific Island descent, 27 per cent of European descent, 24 per cent of Asian descent and 11 per cent of Māori descent
- 32 per cent of usual residents over 15 years of age have no qualification, compared to 18 per cent across the Auckland region. Six per cent of residents hold a bachelor degree or higher compared with the regional average of 17 per cent. Another 18 per cent of residents held certificate or diploma tertiary level qualifications, compared to 20 per cent across Auckland
- a similar number of residents in the labour force who are legislators, administrators and managers, professional or technicians and associate professionals (45 per cent) compared with Auckland region (43 per cent)
- more residents in the labour force who are plant and machine operators and assemblers, or work in other elementary occupations (22 per cent) compared with Auckland Region (18 per cent)
- over 70 per cent of workers within the East Tāmaki Business Precinct live within 10km of the precinct and 35 per cent live within 5km, however at the 2006 census one-third of Auckland's population lived within 10km of the precinct.

In addition, a travel survey was carried out on behalf of Auckland Transport in June 2011 on staff across a number of businesses in and around Highbrook and Lady Ruby Drive in East Tāmaki. The survey assessed their current travel habits. It showed that 77 per cent of commuters drive alone in their cars, 19 per cent drive with passengers, and less than 4 per cent use public transport or choose active modes.

5 The wider East Tāmaki area is defined by Clover Park, Dannemora, Donegal Park, East Tāmaki, Fergusson, Golfland, Millhouse, Ormiston, Ōtara East, Ōtara West, Ōtara South, Ōtara North, Point View, Redoubt North, Flat Bush and Burswood.

6 New Zealand Statistics 2006 census data.

Figure 3: Highest qualification of the usually resident population aged 15 years and over in the wider East Tāmaki area, Auckland and New Zealand, 2006 (NZ Census 2006)

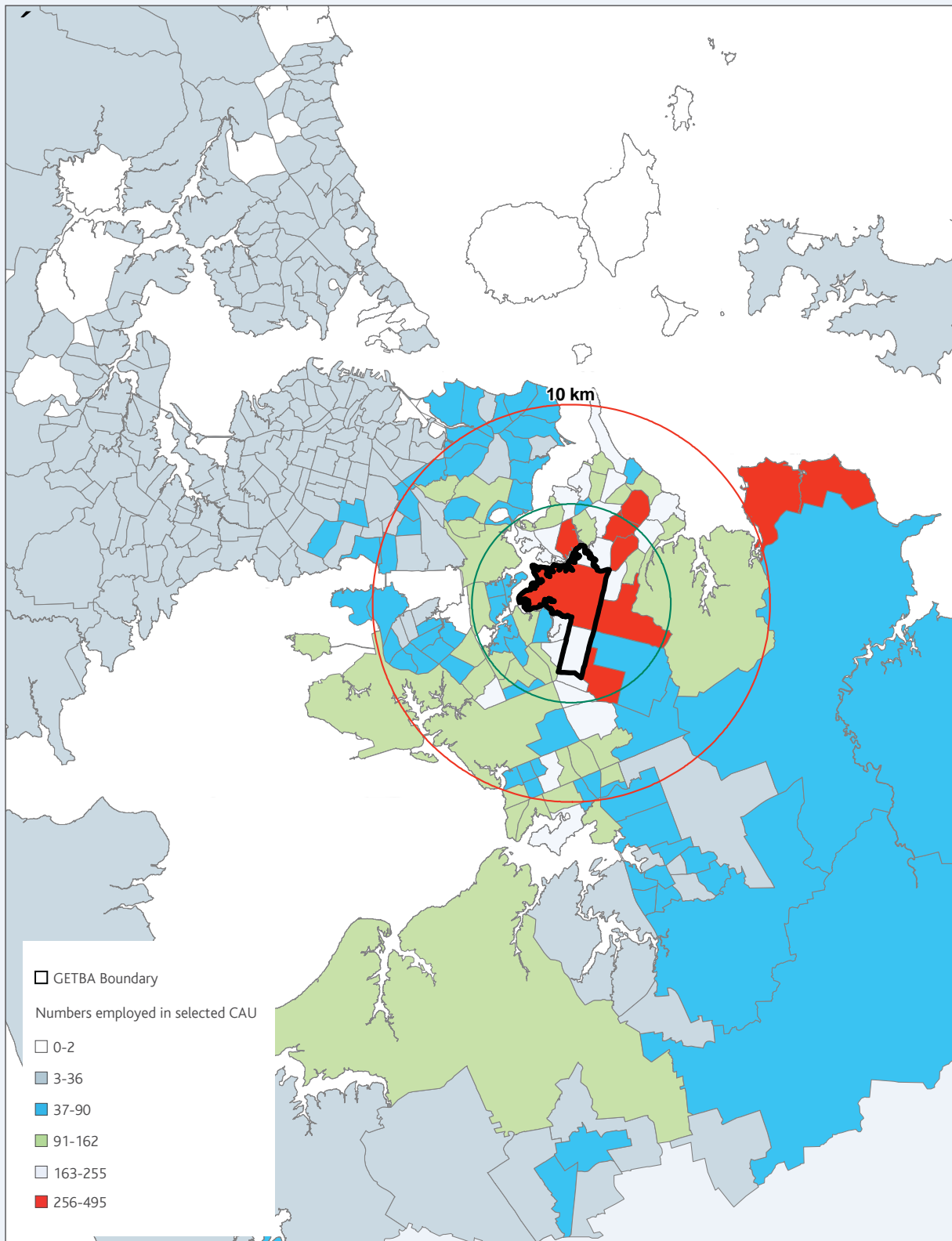


Source: Statistics New Zealand, Census of Population and Dwellings, 2006

Table 1: Travel to work, wider East Tāmaki area, 2006

Number of those working in East Tāmaki Business Precinct living:	Count (2006 census)
within East Tāmaki Business Precinct (ETBP)	927
within approx. 5km (incl. ETBP)	6291
within approx. 10km (incl. ETBP)	12,726
Auckland Total	18,075
Note: This is from those who stated a workplace address and will generally be significantly undercounted.	

Figure 4: Spatial density of people who work within East Tāmaki Business Precinct, 2006





Companies like Hynds Pipe Systems that service the region's infrastructure needs are making their homes in East Tāmaki.

3. The Auckland economy

3.1 Economic performance

New Zealand has improved its economic performance materially over the past decade (2000 to 2010). The manufacturing sector produced approximately NZ\$7.2 billion within the region in 2007, the largest contributor to total GRP. This sector is expected to grow by NZ\$3.9 billion by 2031, and accounts for 12 per cent of the total growth within Auckland's GRP⁷. The business services sector is expected to grow significantly during the same period, accounting for 20 per cent of the total economic growth within Auckland to 2031. Wholesale trade is also expected to show significant short-term growth between 2007 to 2016 with this change driven by productivity gains, as the increase in employment is expected to be small.

Overall growth in Auckland under a business as usual scenario is expected to grow at approximately two per cent per year over the next 20 years, with an overall increase in employment of 39 per cent (246,396 employees), and a total increase of NZ\$32.6 billion (62 per cent) in value added production by 2031.

Despite this, the country still has a per capita income 14 per cent lower than the OECD average. Auckland's GDP per capita is around 22 per cent less than key Australian cities⁸, while on average an hour worked in New Zealand produces one-third less value than an hour worked in Australia⁹. To close the gap internationally, we need to lift productivity.

Figure 5 (on page 15) shows how the relative shares of value added may change under a business as usual scenario between 2007 and 2031. There may be a significant share increase in value added from business services, which is the long-term effect of the increased growth rate in business services between 2011 and 2016. Generally, the remaining sectors are expected to show only small changes in relative value added shares, indicating a stable increase in the economy, with little structural variation. This shows that Auckland is likely to remain a diverse economy, with a range of employment and industrial sectors throughout the region.

⁷ East Tāmaki Economic Analysis June 2011 (unpublished).

⁸ Auckland City Council, Auckland City Business and Economy Report, 2009.

⁹ New Zealand Treasury Productivity Paper 08/01, Putting Productivity First, April 2008.

Figure 5: Projects value added change within the Auckland economy, 2007 and 2031

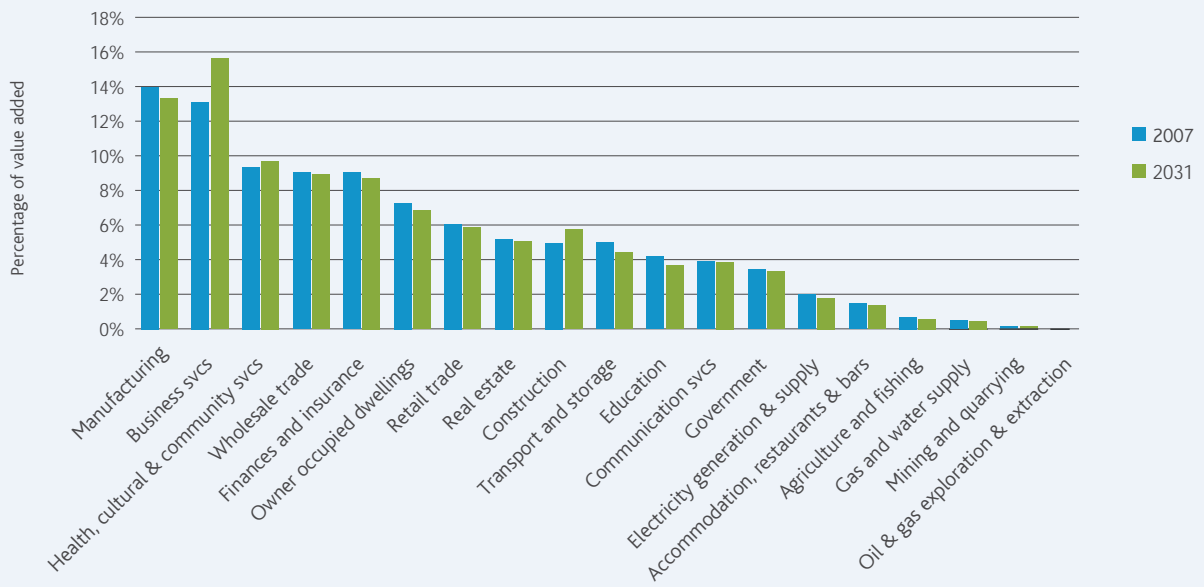
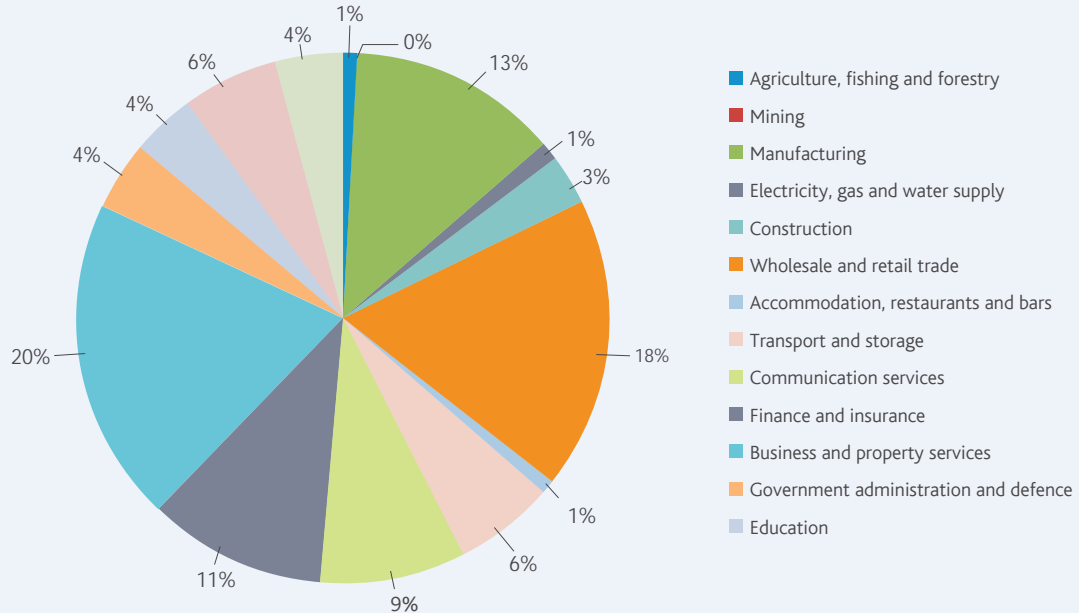


Figure 6: Auckland annual economic profile (2010)



3.2 National and regional economic development agendas

At a business breakfast held in 2008, Prime Minister John Key said the government had identified increasing New Zealand's productivity, maintaining high-levels of employment, and reducing New Zealand's vulnerability to adverse events as key economic objectives for increasing economic growth. To further these objectives, the government aimed to provide an environment in which the private sector could thrive and was working on six main policy drivers: regulatory reform, investment in infrastructure, better public services, education and skills, innovation and business assistance and a world-class tax system, to facilitate this outcome¹⁰. At both a regional and national level, East Tāmaki has a role in contributing to the outcomes of these objectives.

At a regional level, the Auckland Plan is a key document that provides a framework for regional development. It seeks to lift Auckland's productivity through a series of objectives and accompanying actions.

Relevant objectives within the Auckland Plan are to increase Auckland's business innovation and export strength; develop world-class infrastructure and world-class urban centres; and develop a skilled and responsive labour force¹¹. These three objectives are of particular importance to East Tāmaki as they enable the establishment of a high-value manufacturing and export focused precinct with links to regional and international partners.

Auckland's Economic Development Strategy produced by Auckland Council outlines its vision for Auckland's economic future as being able to attract skills, New Zealand's gateway to promote trade and export opportunities and attractive for innovators, investors and business.

The targets set out in the Economic Development Strategy are for an average annual increase of regional exports of more than six per cent, annual GDP of greater than five per cent a year and an average annual productivity growth greater than two per cent.

3.3 Skills, training and education

At both a regional and national level, the importance of skills and education is seen as critical to the growth of the economy. As East Tāmaki strengthens its role as a high-value manufacturing and export focused precinct, it will be necessary to investigate what training and skills will be required to provide on-going employment opportunities for existing employees and surrounding residential communities. Working collaboratively with the council and primary, secondary and tertiary education providers will be vital to addressing this issue and achieving greater levels of skills and education within the precinct and its surrounding areas.

Facilitating partnership development between industry training organisations, education providers and the business community will assist alignment between the needs of business and the provision of courses. Economic growth, innovation and productivity are dependent on sufficient skill levels in the workforce to ensure highly productive, high-value workplaces. Auckland's future prosperity will depend upon our people having the opportunity to develop their skills and abilities to be able to compete effectively in a global economy and improve the quality and value of work. People with the right skills can give firms a competitive edge, through increased innovation, use of new technologies, improved workplace practices and access to new markets. Therefore, it is important to consider skill development as an integral part of improving New Zealand's productivity.

A clear understanding of skill requirements in high-value and high-growth sectors is also needed to support our exporting sectors. High-value, high-growth sectors need skilled workers tailored to each sector's need. Opportunities will be explored to build and develop partnerships, with a focus on establishing better linkages between industry and education.

Enhancement of skills also has wider social benefits. There are recognised links between skills and social outcomes such as health, the reduction of crime, and social cohesion. The capability of firms in relation to skills is about how effectively a firm attracts, develops, uses and retains skills at all levels of the organisation to enable it to produce goods and deliver services and to provide quality work.

¹⁰ Prime Minister John Key, speech to business breakfast hosted by Cullen Law, 15 July 2008.

¹¹ Auckland Council, Auckland Plan, December 2011.

3.4 Transformation of the manufacturing sector

Manufacturing is undergoing a global transformation in the way goods are produced and the fundamental nature of the offerings available. New Zealand needs a competitive manufacturing sector as it underpins 63 per cent of our exports, which in turn employs 350,000 people¹². The risk the country faces at this time is not the loss of all manufacturing, but rather, the inability to create high-value exports along with substantial employment, workforce skills and national capability.

Companies that have been successful in this sector have been the ones that have learned to leverage the expertise they have developed through the unique challenges of operating and producing goods in New Zealand. It is a strategic and national imperative that the country has a vibrant and technologically advanced manufacturing industry, which is fostered at all levels of the economy.

If the East Tāmaki precinct is to achieve its vision as an internationally competitive high-value adding manufacturing location, then it must seek to lead by example within its national transformation agenda.

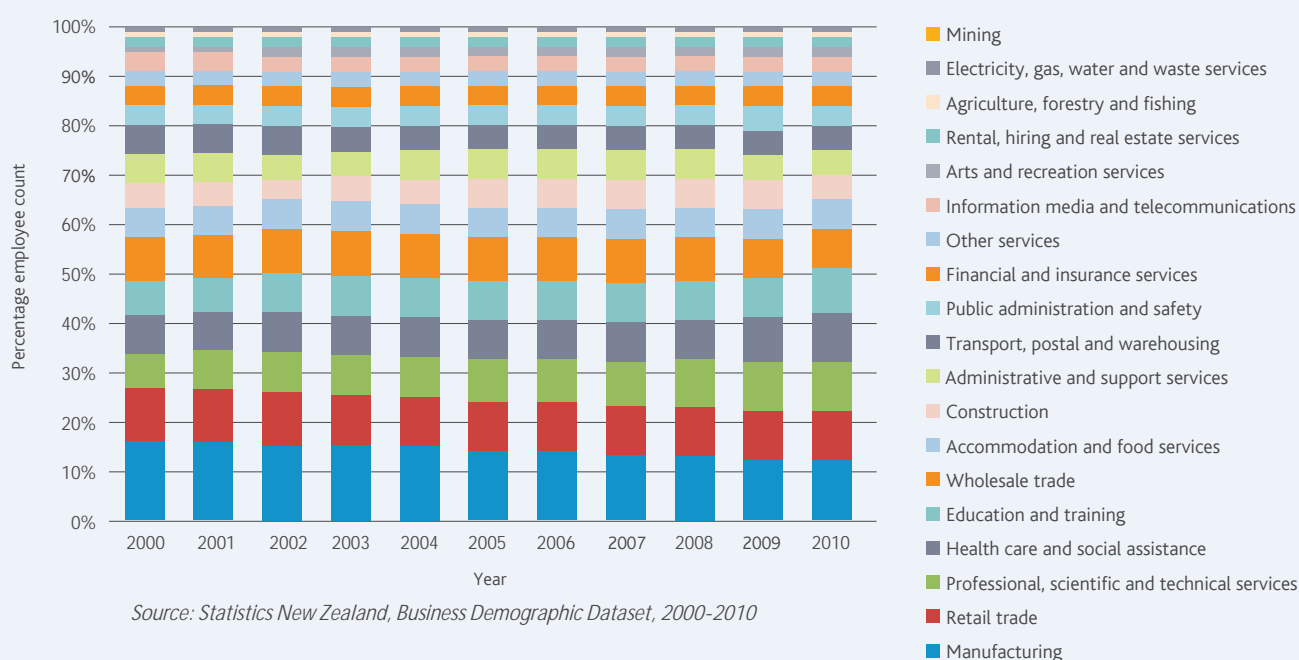
There have been some significant changes in the manufacturing sector within East Tāmaki Business

Precinct between 2000 and 2010; Table 2 (on page 18) illustrates this change. The largest change has been an increase in medical and surgical equipment manufacturing in the west of the precinct, and is due to Fisher & Paykel Healthcare’s manufacturing plant being located within East Tāmaki. The significant decrease in whiteware appliance manufacturing was due to a gradual decrease in employment at Fisher & Paykel’s manufacturing facilities. This process was punctuated by a restructuring of the entire facility in 2007.

Overall through this process Fisher & Paykel decreased its workforce by 714 employees. The second largest decrease in manufacturing was due to Quality Bakers reducing its employee count by 290 over the 10 year period. These changes are similar to the other employment changes shown in Table 2 (on page 18), where many of the large changes in employment counts are because of the employment decisions of a relatively small number of large firms.

Many of the changes that have occurred within the sector have been due to firms located within the central area, as this is the most established area of business activity within the precinct.

Figure 7: Changes in Auckland’s industrial structure of employment, 2000-2010 (economic analysis June 2011)



12 New Zealand Trade & Enterprise, Manufacturing +, November 2006.

Table 2: Net change in manufacturing activity across the East Tāmaki Business Precinct, 2000-2010

Manufacturing industry (taken from 6-digit ANZSIC code)	Business count 2010	Change in business	Employee count 2010	Change in employee
		Count 2000-2010		Count 2000-2010
Ten largest contributors to sector growth				
Medical and surgical equipment manufacturing	1	0	760	1760
Other machinery and equipment manufacturing n.e.c.	36	2	438	230
Glass and glass product manufacturing	3	3	230	230
Other food products manufacturing n.e.c.	8	2	628	202
Soft drink, cordial and syrup manufacturing	5	2	346	156
Printing	26	3	425	149
Other specialised machinery and equipment manufacturing	7	5	155	140
Human pharmaceutical and medicinal product manufacturing	2	2	110	110
Rigid and semi rigid polymer product manufacturing	19	7	250	99
Architectural aluminium product manufacturing	12	8	124	95
Ten largest detractors from sector growth				
Whiteware appliance manufacturing	2	-1	586	-714
Bread manufacturing (factory-based)	3	0	170	-290
Polymer film and sheet packaging material manufacturing	2	-1	65	-160
Other domestic appliance manufacturing	1	0	0	-160
Spring and wire product manufacturing	7	1	240	-155
Other basic non-ferrous metal product manufacturing	1	0	9	-111
Machine tool and parts manufacturing	12	-3	89	-74
Wooden furniture and upholstered seat manufacturing	12	-1	219	-71
Metal roof and guttering manufacturing (except aluminium)	2	-1	26	-39
Structural steel fabricating	13	0	98	-31

Source: Statistics New Zealand, Business Demographic Dataset, 2010

3.5 Intensification of business land

Opportunities to increase business land are primarily through the redevelopment of brownfield sites located in mature industrial areas. Intensification of existing dedicated business areas is essential to provide for employment growth in technology focused high value-added businesses. Ensuring the future success and contribution of business precincts to the changing Auckland economy requires that our precincts undergo development and change to maintain and expand their competitive advantages within this new economy.

Brownfield sites are those which are significantly underutilised in terms of building improvements

and could be redeveloped into a higher use. There are few brownfield sites in East Tāmaki compared to more established older industrial precincts such as Penrose. However, a limit to the available greenfield land in East Tāmaki will result in brownfield land redevelopment to support growth.

Given the capacity and take up trends for greenfield land, a significant amount of intensification and brownfield development is not expected until 2020 but after that, especially in a 'high take up scenario', the emphasis for new development will gradually shift onto the redevelopment of existing premises and the take up of brownfield land¹³.



A large percentage of workers within East Tāmaki come from within a 5km travel distance.

¹³ CBRE, *East Tāmaki Industrial Property Market Analysis*, April 2012.



Good access to key transport routes to the airport and port make East Tāmaki an ideal home for logistics companies.

4. Planning for the future

4.1 Planning for East Tāmaki

4.1.1 Auckland's Economic Development Strategy

The Economic Development Strategy is the first of a suite of core strategies being developed to help deliver the Auckland Plan. The Economic Development Strategy has ambitious economic goals that include increasing Auckland's annual average regional exports, real GDP, and productivity. To achieve this, the strategy proposes five strategic directions and four cross-cutting themes to focus efforts.

Strategic directions:

- a business-friendly and well-functioning city
- an innovation hub of the Asia-Pacific region
- internationally connected and export driven
- investing in people to grow skills and local workforce
- a vibrant, creative world city.

Cross-cutting themes:

- creating a sustainable eco economy
- facilitating an iwi/Māori economic powerhouse
- developing and enhancing an innovative rural and maritime economy
- supporting a diverse ethnic economy.

4.1.2 The Auckland Plan

The Auckland Plan is the strategy to make Auckland the world’s most liveable city. This plan will have a major impact on Aucklanders’ lives over the next 30 years. It will shape where we live and work and the transport we use.

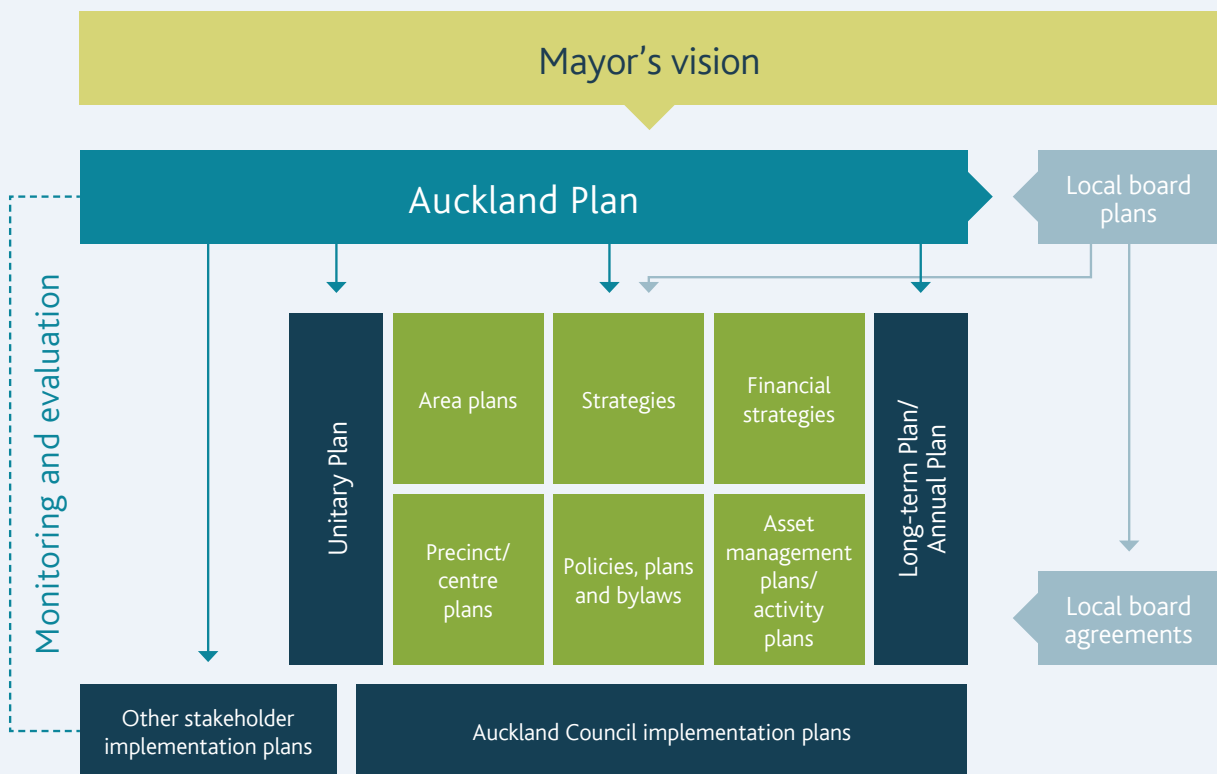
The Auckland Plan’s horizon stretches to 2040. It must therefore be flexible and responsive to shifting dynamics within NZ and globally. The relationship of the Auckland Plan to place-based plans, such as East Tāmaki Business Precinct Plan is expressed in Figure 8 below.

4.1.3 The Auckland Unitary Plan

The Auckland Unitary Plan will be the resource management plan for the Auckland region. Providing consistency and simplified rules, it will replace the existing district and regional plans and policies of the former city and district councils and regional council, with the exception of the recently approved Hauraki Gulf Islands District Plan.

The Unitary Plan will be the principal regulatory tool to implement the Auckland Plan.

Figure 8: Auckland Council’s Strategic Framework



4.1.4 Area and precinct plans

Auckland Council is embarking on a programme to develop 21 area plans. Area plans are based on the same geographic areas as local boards. They will:

- help to implement the directions and outcomes of the Auckland Plan at a local level
- reflect local aspirations such as those included in local board plans (where these are consistent with the direction set by the Auckland Plan)
- provide strategic direction to progressively inform policies and rules of the new Unitary Plan which will eventually replace the existing regional and district plans of the former councils
- inform future versions of the long-term plan (which determines council spending over a 10-year period). This will enable the council to prioritise and budget for projects to achieve area plan goals.

Area plans will analyse local issues, challenges and opportunities.

Precinct plans provide a guiding framework for locations within a larger area plan that would benefit from more detailed planning and identification of opportunities and actions owing to the precinct being of strategic importance to the region or part of the region within which it is situated. Suitable subjects for a precinct plan include areas likely to experience significant growth or transformational change, such as a town centre, or transport corridor and significant commercial/ industrial locations, such as East Tāmaki.

4.2 Consultation

Extensive consultation with key stakeholders and the wider community was undertaken between 2011 and 2012 to develop the plan. Key components of the consultation included:

- two engagement events with the wider East Tāmaki business community with over 50 stakeholders taking part. The subjects of discussion were zoning and land availability, broadband, infrastructure capacity, connectivity, skills and training, regulatory environment and beautification and amenities
- a property owners' forum to discuss land availability and zoning in the precinct
- a forum to discuss the specific issues and opportunities in the Burswood commercial area

- review and feedback from the Howick and Ōtara-Papatoetoe Local Boards
- three planning and visioning exercises undertaken by the council project team.

Based on the feedback received, council officers developed the draft business precinct plan. The release of this draft plan for public consultation was agreed by the Howick and Ōtara-Papatoetoe Local Boards and the Regional Development and Operations Committee in April and May 2012.

Throughout June 2012, Auckland Council sought feedback from local businesses, property owners and other key stakeholders on the draft East Tāmaki Business Precinct Plan. Consultation events included:

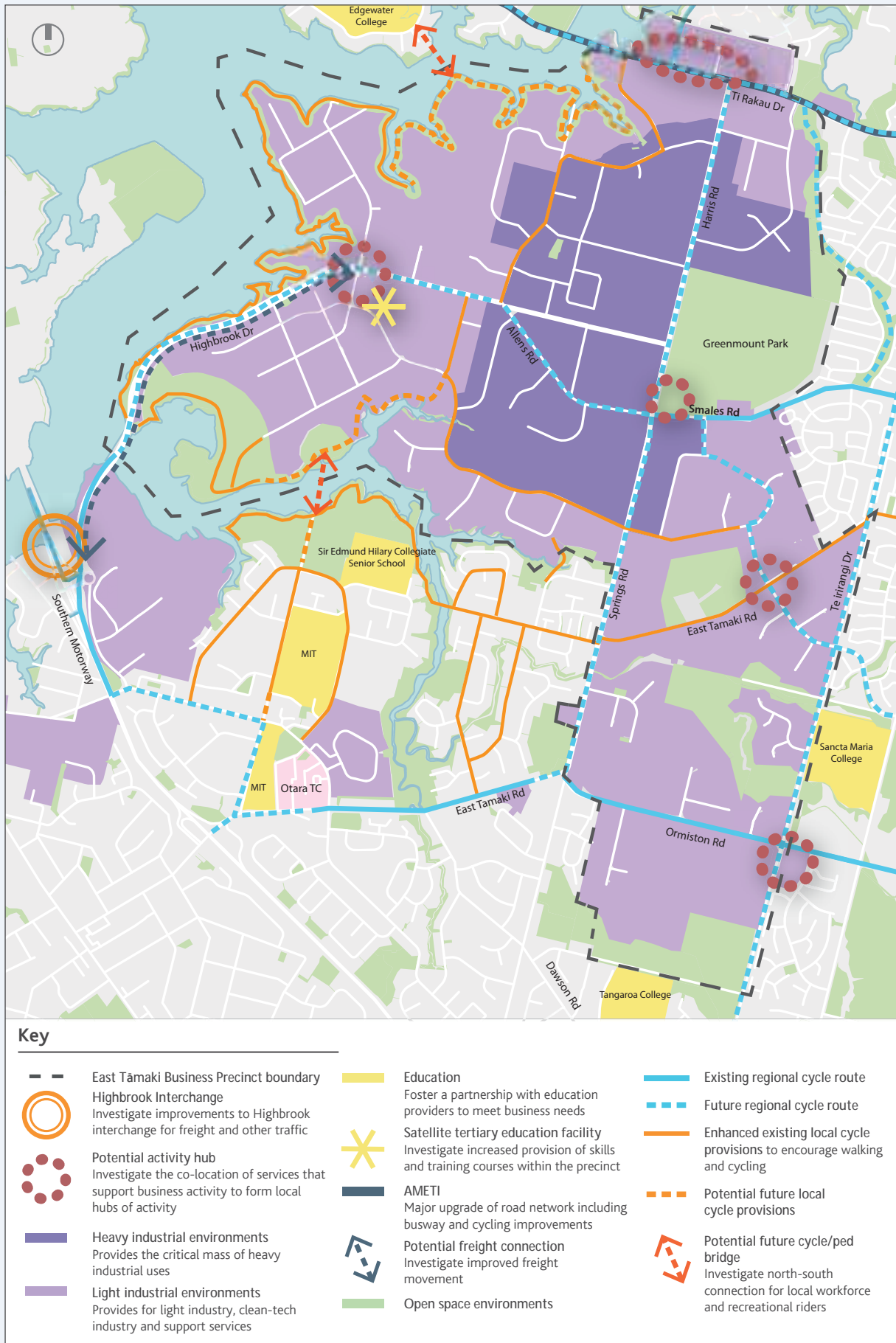
- a public open evening hosted by BNZ
- a business show-case event for local businesses hosted by Greater East Tāmaki Business Association (GETBA)
- a series of face-to-face discussions between key stakeholders and council officers.

Based on the feedback received, and subsequent review of the feedback by the project working party, the East Tāmaki Business Precinct Plan has been updated and finalised.

4.3 A sustainable future

Key to the future success of East Tāmaki will be the precinct's ability to be innovative and forward thinking so that the area is at the forefront of research and technology-based industrial activities. This will involve creating and maintaining an environment that allows innovation to thrive. Components of this include crafting the spaces, facilities and networks which allow people and research to mingle, designing adaptable buildings to allow for the continual reinvention of space and encourage new businesses to locate in the precinct, and reinforcing the reputation of the precinct as New Zealand's hub of high-value, export-focused manufacturing through establishing a strong identity and brand.

Figure 9: East Tāmaki Business Precinct Plan



5. East Tāmaki 2041

5.1 Vision

Based on research, analysis and consultation feedback the long-term vision for East Tāmaki is that:

“East Tāmaki is a diverse, innovative and sustainable hub of high value manufacturing, with a productive industrial workforce, and is the driver of growing export capability and markets”.

5.2 Outcomes for the East Tāmaki business precinct

The aim of the East Tāmaki 2041 framework is to guide and plan for future growth and sustainability.

East Tāmaki 2041 is expected to help deliver the following outcomes listed below.

These outcomes have been grouped in the next section under broad topic headings.

Outcomes for the East Tāmaki business precinct

- ▶ development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses
- ▶ infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered
- ▶ international export markets are identified and accessed
- ▶ business management capability is expanded through targeted business support programmes
- ▶ existing international networks are identified and developed to facilitate growth in export capacity
- ▶ businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market
- ▶ a partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met
- ▶ the majority of the workforce continue to live locally¹⁴
- ▶ sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced
- ▶ land uses in East Tāmaki underpin business to business activity and growth
- ▶ development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate
- ▶ connections are provided that promote business to business activities and land uses both within the precinct and beyond
- ▶ the efficient movement of both goods and people is facilitated
- ▶ an environment that is attractive for businesses to locate and employees to work.

14 Living locally is defined as living within the 10km radius identified in figure 4 on page 13.



Lion have made East Tāmaki the home of their state-of-the-art brewery and beverage manufacturing and warehousing facility 'The Pride'.

6. Issues and opportunities

6.1 Business growth and employment

6.1.1 Outcome

Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses.

6.1.2 Stakeholder comments

- That the area retains its focus as a manufacturing/export hub with supply chain and support services in the same precinct.
- Would like to see more businesses capitalise on technology and research and development.
- Auckland Council to provide incentives – rebates, lowered development contributions, easier and more efficient/cost effective consenting process.

6.1.3 Discussion

East Tāmaki is situated in a key strategic location with links to the airport, port, central city, other business areas in the southern Auckland region and has road links to the south, Hamilton and Ports of Tauranga.

Sixteen of the 20 top activities in the precinct are within the following four sectors: manufacturing, wholesale trade, administrative and support services and professional scientific and technical services with a significant employment activity in heavy and civil engineering construction. There has been a general growth trend over the last 10 years (2000-2010) in administrative and support services, wholesale trade, professional, scientific and technical services and manufacturing. The period 2009-2010 has seen a significantly lower rate (0 per cent) of growth than the annual average (4.9 per cent).

Employment growth has continued to increase steadily over the last 10 years (2000–2010) experiencing a net increase of 10,446 (61 per cent) employees equating to an average annual growth rate of 4.9 per cent.

The business precinct draws 70 per cent of its existing employment base from within a 10km radius.

6.1.4 Issues and opportunities

East Tāmaki has the highest concentration and number of large manufacturing businesses within the region. There is a high degree of export activity with many firms operating business to business. There are opportunities to support future business growth through improved export capability, innovation and new product development.

The precinct faces competition from business areas such as the airport and Penrose in attracting new business and employment opportunities to the precinct. The precinct has already seen the continued move of low-tech manufacturing businesses off shore where manufacturing is cheaper.

There is an opportunity to create a strong brand for East Tāmaki that reinforces the export capability and economic significance of the precinct whilst identifying the area as an attractive location for businesses to locate and for employees to live and work locally.

Traditionally, East Tāmaki has been competitive in attracting businesses to locate here because of the availability of lower-priced land and its strategic location and accessibility to markets. As competition increases, the opportunity exists to introduce incentives such as stream-lined processes for the consenting of business development or rebates that facilitate the competitiveness of Auckland businesses against off-shore markets.

6.2 Infrastructure

6.2.1 Outcome

Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered.

6.2.2 Stakeholder comments

- Ensure essential infrastructure services are in place.
- That infrastructure supports anticipated growth.
- Introduce sustainable approaches to reduce the impact of development on the services i.e. stormwater.
- 'World-class' fibre broadband connectivity in precinct.

6.2.3 Discussion

Historically there has been under investment in infrastructure across the Auckland region. The Auckland Plan realises the opportunity to improve the delivery and sequencing of infrastructure with land use to serve future projected growth.

East Tāmaki is a significant growth area that is integral for Auckland's economy and it is imperative that the provision of infrastructure doesn't restrict growth. Provision of the right infrastructure can be a powerful tool to shape positive growth.

There is also the need for resilient infrastructure systems across all the lifeline utility networks to mitigate the risk that any singular failure could produce. While the provision of the right infrastructure is important it is also important that East Tāmaki develops using innovative sustainable technologies to become more resilient and less reliant on external infrastructure services.

Broadband: East Tāmaki is a priority one area for Ultrafast Broadband (UFB) rollout. East Tāmaki recipients need to be prepared for the opportunities and services that fibre will provide. Auckland Council is collaborating with Chorus and Crown Fibre Holdings through stakeholder engagement to help Auckland prepare for UFB services.

Energy – Power and Gas: The precinct has a number of existing gas pipelines and electrical substation routes running through it. These include the Rotowaro-East Tāmaki Gas Pipeline and the Brown Hill Substation to Ōtāhuhu substation underground tunnel. In addition to these, designations exist for gas transmission purposes, and electrical works substations. This suggests that the precinct is well served in regards to its energy supply to allow industry to operate in the precinct.

Water: The area is supplied with water via the contiguous metropolitan water supply network; local upgrades will be needed to support growth. Water infrastructure networks are best depicted as having fixed catchments and capacities which can only be expanded by significant investment.

Wastewater development restrictions are in place until further notice (the bulk of these restrictions apply to the southeast for the study area).

6.2.4 Issues and opportunities

Planning for the future: It is recommended that any future planning for the area identifies the existing infrastructure assets and corridors (e.g. the National Grid) to determine possible areas of land use conflict. In addition, the council could engage with infrastructure providers to both co-ordinate any necessary investment in the area (which results from the council's planning) and determine possible interventions to resolve conflicts between the council's planning aims and the assets owned by these providers.

Mapping: There is a need to identify via maps critical infrastructure and give special recognition and priority to these networks. This will provide a focus for the utility supplier and certainty for businesses and investors.

6.3 Business capability and exports

6.3.1 Outcomes

- International export markets are identified and accessed.
- Business management capability is expanded through targeted business support programmes.
- Existing international networks are identified and developed to facilitate growth in export capacity.
- Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market.

6.3.2 Stakeholder comments

- East Tāmaki needs to respond to the risks and conditions in the local and global economy.
- Undertake website marketing to receive queries and offers (via the website and other sources) from New Zealand and overseas companies and to pass these on to the appropriate members.
- Undertake website marketing to promote and ensure the GETBA website provides on-going opportunities for members to showcase their products and services.
- Provide information to businesses concerning the business support and grants available.
- To attract and retain export led and high added value businesses, while making good use of the unique employee base that exists in surrounding suburbs. To substantially grow the output of the GETBA over the next 20 years.
- Provide a future hub for diverse businesses from IT services to marine and retaining the manufacturing focus with export capability and employment opportunities within an attractive sustainable environment.
- Focus on export capability and creation of employment opportunities.
- Ideal industry is an export led type industry with central government support.

6.3.3 Discussion

Within East Tāmaki, manufacturing industries provide 37 per cent of the employment making it the largest industry for employment within the precinct. Manufacturing firms generally export their goods out of the country or region. Targeting and securing international export markets is key to growing these local industries.

At present 78 per cent of the businesses are small to medium-sized enterprises employing less than 20 people. These businesses may be more vulnerable than the larger businesses and may need more business support such as mentoring and better access to grants and loans to enable growth.

Generally the largest businesses within the precinct are geared towards serving both national and overseas export demands, taking advantage of the precinct's locality to motorways to link them to the Auckland Ports and Airport.

Currently GETBA is providing support to local businesses, facilitating business to business relationships, connecting local business with support services and promoting the area to local and international markets through their website.

Over time, the precinct may come under pressure to transition to higher value-added land uses, as business services become intensified within the Auckland economy. Within this shift there are anticipated skills shortages and this may limit business growth and capacity.

6.3.4 Issues and opportunities

- There is an opportunity to work closer with business support agencies such as the Regional Economic Development Delivery Agency and New Zealand Trade and Enterprise to further grow the international market.
- There is the opportunity to develop links with expatriate associations to facilitate business growth and for businesses to link into investment fund networks.
- Another limiting factor for business capability is the local skill shortage, this is discussed in section 6.4.

6.4 Skills, training and workforce

6.4.1 Outcomes

- A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employers is met.
- The majority of the workforce continues to live locally¹⁵.

6.4.2 Stakeholder comments

- Establish an innovation hub to see more businesses capitalise on technology and research and development.
- Develop partnerships with primary, secondary and tertiary institutes and local businesses.
- Work with local government to secure increased funding for apprenticeship programmes.
- Education and training providers to tailor courses time and length to suit the workforce i.e. night classes, short courses.
- Capture importance of technology transfer.
- Encourage and promote career profiling.

6.4.3 Discussion

East Tāmaki is an area of primarily manufacturing businesses. Traditionally manufacturing has required many low skilled jobs, however the area is moving towards producing higher value goods as well as many bespoke pieces. In some cases runs are as short as two to three items. The impact on the shop floor employees means they have to have greater knowledge, training and understanding of the basic products, processes and chemistry.

Management and technical staff require more knowledge and skills to manage the design of the factory and the work flows, including more sophisticated data collection for viability of the organisation.

Marketing personnel also need to be highly skilled to effectively promote the range of products their companies produce. To ensure the on-going productivity and growth of businesses in the precinct, skills and training deficits will need to be addressed.

In the East Tāmaki area there is a satellite MIT campus that provides a range of short courses on businesses, computer skills and logistics. There are also other tertiary institutes available in Ōtara or Manukau. As the majority of the workforce lives locally¹⁵ these institutes are easily accessible.

6.4.4 Issues and opportunities

Education and Training Providers: With many institutes within close proximity to East Tāmaki, and one within East Tāmaki, there is an opportunity for these institutes to provide the education and training the workforce needs. At present there is a disconnect between the courses provided and the needs of the local businesses. There is an opportunity for these institutes to broaden their range of courses and tailor them to better service the local businesses. This may need to be the subject of regular review to respond to the changing business environment.

Technology transfer is another area of opportunity. This would facilitate the sharing of knowledge between the education provider and businesses. Similarly, there is also an opportunity to undertake career profiling to promote jobs locally to attract young people leaving education.

6.5 Sustainable growth

6.5.1 Outcome

Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other uses. Impacts on the natural environment are reduced.

6.5.2 Stakeholder comments

- Recycling facilities for commercial uses.
- Limited availability of land for future growth.
- Redevelopment should be encouraged as it will lead to higher capital values.

6.5.3 Discussion

East Tāmaki has the potential to be an industry leader by being a sustainable business precinct through its protection of its unique natural environment, being more resilient and having lower operational costs.

Sustainable waste management: Commercial manufacturers can produce large amounts of waste. Some of the waste is recyclable, some is suitable for landfill and some is hazardous. Currently there is no recycling for commercial properties in the area and no communal waste collection areas. There is the potential for business owners to collectively manage their waste sustainably with innovative recycling procedures and hazardous waste collections.

Sustainable building design and construction: New buildings and redeveloped buildings present a significant opportunity to use innovative technologies to reduce the demands on energy and water consumption and lower operational costs. These buildings can be used to showcase new technologies and to make East Tāmaki an example of sustainable manufacturing practices. Sustainable building technologies should be encouraged and also a consent requirement.

Sustainable water solutions: Low impact design reduces demands for water use and reduces the pressure on the stormwater system protecting the environment. Innovative solutions for water should be encouraged in both the public and private realms.

6.5.4 Issues and opportunities

GETBA initiatives: There is an opportunity for the GETBA with the support of the council to develop a precinct recycling programme.

Self-policing: Local businesses have the opportunity to self-police issues like pollution and untidy yards. This could be facilitated through the business association or the provision of a hotline phone number to report un-complying businesses.

Auckland Council enforcement: There are various bylaws in place regarding pollution and waste disposal. There is an opportunity for council to better enforce these bylaws. There is also the opportunity for council to offer incentives for sustainable building designs.

¹⁵ Living locally is defined as living within the 10km radius identified in figure 4 on page 13.

6.6 Land use and economic activity

6.6.1 Outcomes

- Land uses in East Tāmaki underpin business to business activity and growth.
- Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate.
- The Unitary Plan reflects planning outcomes sought by the East Tāmaki Business Precinct Plan.

6.6.2 Stakeholder comments

- There needs to be a tightening of activities allowed in the precinct to prevent the spread of retail and the loss of valuable industrial land.
- Keep retail at fringes of precinct so industrial uses aren't pushed out.
- Rules should be updated and modernised.

6.6.3 Discussion

The area is well served by appropriate land zonings within the Operative District Plan, which have been tailored to facilitate general business and industrial/manufacturing business activities whilst maintaining a reasonable degree of amenity. The Unitary Plan is however currently being developed to replace the district plan in the next few years. It is imperative that the Unitary Plan reflects the planning outcomes sought by the East Tāmaki Business Precinct Plan.

The size of the area has enabled a critical mass to develop in terms of co-locational business opportunities to provide efficient support for continued growth.

The area has room for further growth, particularly around the primarily Goodman Group and Fisher Trust owned Highbrook.

The forecast regional shortage of Group 1/LEIA land and thus its value as a resource means that industrial zoned land within the East Tāmaki Business Precinct should be protected against the encroachment of general business and retail uses.

The Business 5 zone applied to mixed areas of light and medium industry, offices, and a limited range of retailing activity. It is recognised that with increasing use of better technology and management practices the effects of industrial and manufacturing activities are compatible with or similar to a range of retailing and other activities.

The Unitary Plan with its new zonings for the ETBP area – must reflect the outcomes sought within the ETBP Plan. It must ensure clear and robust objectives and policies to provide for and support industrial activity. It must protect valued industrial zoning – thereby maintaining the critical mass of industrial zoned land. It must also ensure that the Unitary Plan provides for strong local area planning (LAP).

6.6.4 Issues and opportunities

A review of business land provisions is being undertaken as part of the development of the Unitary Plan. The review will outline the council's preferred approach to protecting and consenting and controlling activity within business environments. This represents a major opportunity to influence the direction of planning policy in relation to business land during the lifetime of this precinct plan. Specific opportunities exist to determine how industrial and manufacturing uses will be supported and protected within East Tāmaki and what range of support services are appropriate for the precinct, including determination on existing uses within the precinct, such as retail.

6.7 Transport integrated networks

6.7.1 Outcome

- Connections are provided that promote business to business activities and land uses both within the precinct and beyond.
- The efficient movement of both goods and people is facilitated.

6.7.2 Stakeholder comments

- Improve Highbrook Interchange.
- Fast track the AMETI project.
- Develop a transport plan.
- Carry out a travel demand management plan.
- Develop a Southern industrial link ring road connecting Wiri, Māngere, Penrose, Ōtāhuhu.
- Freight lane on the approach to Highbrook Interchange.
- More walking and cycling options.
- Better cycle routes that don't compromise freight corridors.
- More buses on better routes that are connected to employment hubs at appropriate times.
- Introduce trains to the area – public transport and freight.
- Improve bus provisions along Ti Rakau Drive.
- More frequent bus services from worker population areas e.g. Ōtara, Māngere, Manurewa, Mt Wellington.

6.7.3 Discussion

The East Tāmaki Business Precinct is bounded, at its southern and northern edges, by State Highway 1 and Ti Rakau Drive which allows for high connectivity through the road network. In terms of traffic, an additional 15,000 workers will occupy the precinct once the Highbrook Business Park is completed. The Highbrook precinct has one of the three highest inflows of commuters in the Auckland region (NZ Statistics, 2006). There are two distinct requirements for transport provision in the area; for the workforce and businesses.

Stakeholders have expressed the need for greater business to business connectivity both locally and sub regionally. This is primarily referring to the movement of freight which is currently road only. A Port Accessibility Study, commissioned by Auckland Transport and Auckland Council and a North Island Freight Study, commissioned by NZTA and the Ministry of Transport, are currently being undertaken and these studies will help to inform the understanding and needs associated with freight movement in this part of Auckland.

Initial accessibility reviews show that the worker population has a high dependence on car travel. Initial studies also indicate that there are few pedestrians and cyclists. Bus services are dispersed with some reasonable 'peak-time' only services from the south and west. Transfer between buses is required at Botany for travel from the north, there is some disjointed connection between bus and train, and shift workers remain generally un-catered to.

6.7.4 Issues and opportunities

Travel demand management: The existing road network and corridors are sufficient for existing demands. However as the area develops so too will the demand. To provide an efficient network it needs to be safe, permeable, legible and have the appropriate road capacity.

It is important that any further demand be planned and catered for. Tools such as workplace travel plans can be used to make the network more efficient by reducing the reliance on private vehicles.

Connections to other businesses are critical for the viability of East Tāmaki. There is an opportunity to better provide better connectivity locally and between other business precincts. This will aid the businesses to be more productive and profitable.

Walking and cycling: Existing walking and cycling counts are low and this is partially due to the lack of high quality safe facilities. Access into the area is confined by major arterials where there are a large number of heavy vehicles. There is the provision for cycle lanes along some arterials but many of these stop short. The high number of heavy vehicles deters many cyclists from using on road cycle lanes. There is an opportunity to enhance the walking and cycling environment to encourage high counts.

Public transport: The area is currently serviced by many bus routes with some commuters connecting from the Panmure train station. However the existing public transport provision is not meeting the needs of the work force. In 2006 bus trips were 6.9 per cent of the commuting trips. Today's bus service provides partial coverage for the precinct with some services requiring short walks to most of the area but offer low levels of frequency; others provide good service but long walking distances in residential catchments. All services are planned for a standard working day, leaving a paucity of public transport access for 'out of hours' shift workers.

The challenge is that the existing demand is insufficient to provide more frequent services for longer hours. As surrounding areas such as Ormiston develop they will provide more viability for better bus service, however there may be opportunities to make the existing network more efficient. Until the level of services increases it will not be able to compete with the comfort of the private vehicle.

Private vehicle: Private vehicle use is the most common means for getting to work; this is largely due to the convenience it brings and the ample parking provisions within the precinct. Ridesharing could be an option to minimise private vehicle use. Forty-two per cent of people surveyed by Flow expressed an interest in finding out more about ride sharing.

6.8 Quality of the business environment

6.8.1 Outcome

An environment that is attractive for businesses to locate and employees to work.

6.8.2 Stakeholder comments

- Harris/Springs/Allens Road should provide a centre to the precinct with supporting amenities.
- Beautification of the roads through planting and controls over signage.
- Messy and polluting businesses should be brought into line.
- New social amenities such as gyms, recreation centres, childcare facilities be provided.
- Increase safety and encourage walking and cycling i.e. murals, signage, footpath repairs.
- Maximise value of existing open space.
- Lack of bus stops with seats and shelters.

6.8.3 Discussion

Visual amenity, physical amenities and the natural environment all contribute to the quality of the business environment.

East Tāmaki is adjacent to a sensitive coastal environment which, if protected, can add significant amenity value to the area. Manufacturing businesses often have toxic waste which if not dealt with correctly could lead to significant adverse effects on the natural environment.

As the precinct is regionally significant it is important that it maintains high visual amenity to attract customers, investors and workforce. Careful considerations should be given to the treatment of gateway areas, roads, built form and even private property. Landscaping can be used to enhance open space areas and to screen or soften the appearances of the large warehouses and storage yards.

There are a range of open spaces in the precinct from the esplanade reserves along the coastline to the Highbrook Crater that offer views of the Ōtara Lake to Murphy's Bush that holds ecological value whilst Hampton Park is a heritage site. All of the spaces provide for various people in the community and are at different levels of development. Many of these spaces are on the periphery of the precinct leaving the central area mostly void of open space.

Physical amenities support the viability of an area, these amenities must provide for the workers as well as the local businesses. As the area grows it will have increasing demand for larger facilities such as day care centres, gyms and hotel and conference facilities. In East Tāmaki there are many bus stops, many of these have no shelters or seats and some even have outdated timetable information.

There are several volunteer groups from local businesses, schools, churches and other organisations that work in the community, undertaking rubbish collections and planting days.

6.8.4 Issues and opportunities

Improved streetscape: The existing streetscapes in East Tāmaki lack planting and are overcrowded with signs, there is an opportunity to enhance the streetscapes in East Tāmaki through additional landscaping and controls around signage. Improvements to the streetscape can also aid the legibility of the precincts through different treatments. This will improve visitor experience of the precinct.

Quality open space networks: Open Space Networks provide for a range of activities from walking and cycling to organised and passive recreational activities. There is an opportunity to develop the existing spaces into a network of high-quality open spaces.

Coastal edge: There is a potential to further protect and develop the coastal edge to provide a high quality open space and green link. This space could be used for passive recreation, a walking/cycling route to work and as a green buffer to protect the estuary.

Views across to headlands and water could be utilised to provide a unique sense of place. Any development along this edge should be carefully considered.

Development controls and bylaws: Bylaws are a useful tool to ensure the quality of visual amenity and the protection of the natural environment.

Existing bylaws relating to discharge, signage and tidiness of yards are either not sufficient or not being enforced. These need to be reviewed.

Precinct centre: The development of a centre to the precinct could improve legibility and provide amenities for the local workforce. This would be a place for retail and high quality streetscape environment that would service the local business community. This is already developing at the Highbrook Drive/Business Parade intersection. An additional location could be at the intersection of Harris/Springs/Allens Road as it is centrally located and easily accessible and/or along the Ti Rakau Drive corridor.

Local amenities: Providing better local amenities will support business growth, create a more self-sufficient and sustainable precinct and make East Tāmaki a more desirable place to work. At present there is a demand for more local amenities to service the business community. These range from bus shelters for commuting workers to hotel and conference facilities for corporate functions.

Encouraging volunteers: There is currently a high level of volunteers that are contributing to the community and helping to make East Tāmaki more attractive. It is important that this culture is fostered and valued.



Quality building design has contributed to the attractiveness of East Tāmaki.

7. High-level actions

7.1 High-level actions

A series of high-level actions have been identified from the research into the issues and opportunities affecting the precinct and from the feedback received from key stakeholders and the wider business community. These high-level actions outline a range of activities or tasks that will support the delivery of the overall vision and desired outcomes within the East Tāmaki Business Precinct.

Following the conclusion of the forthcoming consultation period, these high-level actions will be agreed by, and ownership of these actions assigned to, Auckland Council, its council-controlled organisations, the Howick and Ōtara-Papatoetoe Local Boards and any other relevant stakeholders.

Table 3: High-level actions

Themes for precinct plan	Outcomes	High-level actions
Business growth and employment	<ul style="list-style-type: none"> Development and employment growth in the precinct is fostered through the retention, attraction and expansion of businesses. 	<ul style="list-style-type: none"> Develop a marketing proposition for the identity and branding of the precinct as a vibrant industrial employment and business area. Work with stakeholders to attract investment within the precinct. Investigate involvement in competitive growth networks, sector groups and technology clusters; in conjunction with New Zealand Trade and Enterprise (NZTE), the Regional Economic Development Agency and other parties. Ensure that business-friendly regulations are introduced to optimise the conditions in which business growth can occur.
Infrastructure	<ul style="list-style-type: none"> Infrastructure needs are delivered for anticipated business growth and quality. Reliable and continuous services are delivered. 	<ul style="list-style-type: none"> Ensure world-class broadband networks are rolled out across the East Tāmaki business precinct, connecting fibre 'to the factory floor'. Work with businesses to ensure the provision of services are designed to support business capacity and allow for escalating growth in demand. Work with providers to ensure that quality, reliable and continuous services are delivered. Work with businesses to promote and foster improvement of infrastructure in the area (including roading, gas, water, electricity and telecommunications).
Business capability and exports	<ul style="list-style-type: none"> International export markets are identified and accessed. Business management capability is expanded through targeted business support programmes. Existing international networks are identified and developed to facilitate growth in export capacity. 	<ul style="list-style-type: none"> Encourage businesses to access Regional Economic Development Delivery Agency programmes that target overseas markets intelligence, build export capability and increase export earnings of firms. The Regional Economic Development Delivery Agency to provide business support services to help to grow the capability of businesses. Work with government agencies such as NZTE to access international facilities and arrange introductions to investors, distributors and other partners.

Themes for precinct plan	Outcomes	High-level actions
<p>Business capability and exports (continued)</p>	<ul style="list-style-type: none"> • Businesses have the capability to assess emerging technologies, innovate, undertake product development and commercialise to market. 	<ul style="list-style-type: none"> • Seek collaborative arrangements between local businesses or with international corporates, for example in investment, research and development, distribution or manufacturing. • Facilitate the technology transfer of intellectual property between tertiary education providers and local businesses. • Ensure that businesses in East Tāmaki are linked to innovation networks and funding regionally and nationally.
<p>Skills, training and workforce</p>	<ul style="list-style-type: none"> • A partnership exists between the local employers and education providers to ensure the skills and training needs required by businesses within the precinct for their existing and future employees is met. • The majority of the workforce continue to live locally. 	<ul style="list-style-type: none"> • Undertake a 3 yearly audit of skills demand in the precinct in association with MIT, AUT, ITOs and schools. • Businesses and education providers to work in partnership to ensure that the local workforce has fundamental business skills (including mathematics, English and science). • Investigate increased provision of skills and training courses within the precinct, including the expansion of the satellite education facility if appropriate. • Work with schools, industry organisations, government agencies and careers advisors to inform school leavers (and graduates) about the potential opportunities in East Tāmaki and engage through opportunities, such as internships, placements and work experience. • Ensure East Tāmaki business area is linked into 'pathways to employment' schemes.

Themes for precinct plan	Outcomes	High-level actions
Sustainable growth	<ul style="list-style-type: none"> • Sustainable business practices are adopted by all businesses in East Tāmaki leading to cost efficiencies in energy, transport and other activities. • Impacts on the natural environment are reduced. 	<ul style="list-style-type: none"> • Create a partnership between businesses to facilitate the shared resourcing of energy efficient activities. • Create a partnership between businesses for the shared resourcing of efficient waste management programmes. • Work with businesses to establish efficiencies of scale in reducing, reusing or recycling commercial waste materials or hazardous waste collection. • Educate businesses about opportunities for 'whole of life' product design and re-use, and options for effective waste management. • Work with the Energy Efficiency and Conservation Authority (EECA) and the Sustainable Business Network to educate businesses about the benefits of incorporating sustainable business practices in their strategic planning.
Land use and economic activity	<ul style="list-style-type: none"> • Land uses in East Tāmaki underpin business to business activity and growth. • Development in the precinct ensures the continuance of a strong, high value, export-focused manufacturing base while allowing supportive services to co-locate. 	<ul style="list-style-type: none"> • Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning – thereby maintaining the critical mass of industrial zoned land. • Ensure strong local area planning (LAP) within the East Tāmaki Business Precinct. • Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations. • Ensure that technology or design-led industries be provided for in light industrial environments. • That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct. • Ensure that the draft Unitary Plan's provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.

Themes for precinct plan	Outcomes	High-level actions
<p>Transport integrated networks</p>	<ul style="list-style-type: none"> • Connections are provided that promote business to business activities and land uses both within the precinct and beyond. • The efficient movement of both goods and people is facilitated. 	<ul style="list-style-type: none"> • Work with businesses to establish Travel Demand Management measures to facilitate alignment with public transport services. • Work with businesses to support the outcomes of the AMETI project. • Identify amenity improvements to walking and cycling connections to support the provision of public transport services. • Investigate improvements to freight movement in and out of East Tāmaki. • Identify routes for enhanced walking and cycling provision within the precinct. • Undertake a service review to ensure public transport provision maximises opportunities to serve demand and reflect work patterns.
<p>Quality of the business environment</p>	<ul style="list-style-type: none"> • An environment that is attractive for businesses to locate and employees to work. 	<ul style="list-style-type: none"> • Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing amenity levels within the East Tāmaki Business Precinct. • Undertake an amenity and maintenance plan for the public domain within the precinct and review periodically (in order to increase amenity standards across the whole precinct). • Encourage the private sector to seek opportunities to provide support facilities within the industrial environment, potentially including business conference facilities, short stay business accommodation, banking, child-care, gyms and other services for employees. • Ensure any environmental standards, including those relating to signage, pollution and waste disposal are enforced. • Work with the business association to encourage businesses to maintain a high quality standard of their business premises. • Council and businesses work together to respond immediately to issues such as graffiti and vandalism. • Maintain a database of businesses and property owners.

7.2 Monitoring and evaluation

An implementation plan, setting out the detailed tasks required to advance the outcomes identified in the East Tāmaki Business Precinct Plan and identify those agencies leading these tasks, accompanies this plan. The tasks identified have been agreed with the relevant departmental managers and agencies and form part of the respective work programmes for these departments and agencies.

Auckland Council will be responsible for monitoring and evaluating the implementation of East Tāmaki Business Precinct Plan.



The businesses within East Tāmaki attract a range of skilled employees from around the Auckland region.



East Tāmaki has a large proportion of modern buildings with about 45 per cent of the industrial stock being Grade A, having been built since the mid 1990s (CBRE report March 2012).

8. Implementation plan

8.1 Why an implementation plan?

In June 2012, the East Tāmaki Business Precinct Plan consultation process sought feedback on the content and approach taken by the East Tāmaki Business Precinct Plan. A key item of feedback from the consultation process was that an implementation plan be developed and accompany the East Tāmaki Business Precinct Plan.

8.2 Purpose

The purpose of the implementation plan is to identify specific tasks and activities to be undertaken by the respective partner organisations and agencies who were involved in developing the East Tāmaki Business Precinct Plan. These tasks and activities will contribute to the high-level actions and support the outcomes identified in the East Tāmaki Business Precinct Plan. In agreeing to the tasks and activities identified in this implementation plan, each organisation and agency commits to the delivery of these tasks and activities within the time-frame specified. This commitment is based on the current work programmes and funding allocations of the respective organisations and agencies.

8.3 Partners

Auckland Council is pleased to have worked closely with a number of partners in developing this implementation plan. Those organisations or agencies who are ultimately responsible for the delivery of the tasks and activities described in the implementation plan will lead the delivery of particular tasks, however, the leads will be supported and partnered by other organisations and agencies who either can assist in the delivery of these tasks or who represent a key stakeholder and influencer in the process.

The organisations and agencies involved in the East Tāmaki Business Precinct Plan are:

- Auckland Council; including Howick Local Board and Ōtara-Papatoetoe Local Board, ATEED, Auckland Transport and Watercare Services Limited
- GETBA
- Highbrook Business Park Board – Goodman
- Manukau Institute of Technology (MIT)
- COMET Auckland
- 2 Degrees
- Chorus
- Telecom
- Transpower
- Vector
- Vodafone
- Energy Efficiency and Conservation Authority (EECA)
- Green Building Council.

Auckland Council would like to thank all the partners and stakeholders who took part in the development of the East Tāmaki Business Precinct Plan and implementation plan.

8.4 Format of the implementation plan

The information contained in the implementation plan comprises the high-level actions identified in the East Tāmaki Business Precinct Plan, the detailed actions identified that will contribute to the delivery of the high-level actions, the organisations and agencies with a lead or partnering role in the delivery of these detailed actions, the current status of the detailed actions and the indicative timeframe for their delivery.

8.5 Monitoring and evaluation

Auckland Council will be responsible for monitoring and evaluating the implementation of East Tāmaki Business Precinct Plan.

East Tāmaki Business Precinct Implementation Plan – business, growth and employment

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business growth and employment Develop a marketing proposition for the identity and branding of the precinct as a vibrant industrial employment and business area.	Showcase East Tāmaki business and innovation.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Ensure the regional events strategy supports the external marketing of East Tāmaki.	ATEED	GETBA	To be confirmed in work programme.	✓	✓	✓	✓
	Create a special interest group with a focus on the marketing of East Tāmaki.	GETBA	Bayleys Real Estate, Highbrook – Goldman	Identified in GETBA Business Plan.	✓	✓	✓	✓
	The marketing of the Highbrook Business Park is closely aligned with the marketing of the East Tāmaki Precinct.	Highbrook – Goldman	GETBA	To be confirmed in work programme.	✓	✓	✓	✓
Business growth and employment Work with stakeholders to attract investment within the precinct.	The regional economic development agency to work with GETBA to attract investment and promote economic development in the area.	ATEED	GETBA, NZTE	Identified in GETBA Business Plan.	✓			
	Develop an economic development plan for the Industrial South.	Auckland Council – Economic Development	ATEED	To be confirmed in work programme.	✓	✓		

East Tāmaki Business Precinct Implementation Plan – business, growth and employment (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business growth and employment Investigate involvement in competitive growth networks, sector groups and technology clusters; in conjunction with NZTE, the Regional Economic Development Agency and other parties.	Support a Howick Local Board Business Leaders Network.	Howick Local Board	ATEED	Identified in the Howick Local Board Plan.		✓		
	Provide information to businesses on opportunities for business support and networks.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Develop the role of East Tāmaki within the Auckland Health Innovation Cluster.	ATEED	Auckland District Health Board, Counties Manukau, GETBA	To be confirmed in work programme.		✓	✓	✓
Business growth and employment Ensure that business-friendly regulations are introduced to optimize the conditions in which business growth can occur.	Ensure that business-friendly regulations are introduced to optimise the conditions in which business growth can occur.	Auckland Council – Unitary Plan, Regional and Local Planning	Auckland Council – Economic Development, Auckland Council CCOs	In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – infrastructure

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Ensure world-class broadband networks are rolled out across the East Tāmaki business precinct, connecting fibre 'to the factory floor'.	WiFi expansion to public spaces in business areas, including East Tāmaki.	Auckland Council – Economic Development	GETBA	To be confirmed in work programme.	✓	✓		
	UFB Awareness broadband road show to generate demand in support of physical infrastructure rollout.	Auckland Council – Economic Development	GETBA	To be confirmed in work programme.	✓			
	Businesses to connect to their own specification.	East Tāmaki businesses		Subject to individual business requirements.	✓	✓		
Infrastructure Work with businesses to ensure the provision of services are designed to support business capacity and allow for escalating growth in demand.	Work with businesses to understand their needs in relation to infrastructure.	GETBA, ATEED	Auckland Council – Spatial Infrastructure and Strategy	To be confirmed in work programme.		✓		
	Ensure that the Unitary Plan and other strategic documents contain criteria to assess the impact of significant growth proposals and plan changes on the operation of existing infrastructure networks and future infrastructure networks.	Auckland Council – Unitary Plan, Regional and Local Planning	Auckland Council – Spatial Infrastructure and Strategy, Watercare, Vector, Chorus, Transpower, Vodafone	In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – infrastructure (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Work with providers to ensure that quality, reliable and continuous services are delivered.	Undertake infrastructure network planning to ensure that quality, reliable and continuous services are delivered.	Auckland Council – Spatial Infrastructure and Strategy	Watercare, Vector, Chorus, Transpower, Vodafone	Identified in the LTP.	✓			
	Establish an Auckland Infrastructure Forum in order to address water and other infrastructure issues and facilitate the co-ordination of projects.	Auckland Council – Spatial Infrastructure and Strategy	Watercare, Vector, Chorus, Transpower, Vodafone	Identified in the Auckland Plan.	✓			
	Prepare a strategic stormwater plan which will provide the appropriate regulatory and financial mechanisms to achieve improved sustainable outcomes in stormwater management.	Auckland Council – Stormwater Unit	Auckland Council – Spatial Infrastructure and Strategy	Identified in the Auckland Plan.		✓		
	Prepare a Water Strategy in conjunction with stakeholders which will provide a collaborative framework for the management of Auckland's water including the maintenance of water-related infrastructure.	Auckland Council – Air, Land, Water, Coastal Unit	Auckland Council - Stormwater Unit, Auckland Council – Spatial Infrastructure and Strategy	Identified in the Auckland Plan.		✓		

East Tāmaki Business Precinct Implementation Plan – infrastructure (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Infrastructure Work with businesses to promote and foster improvement of infrastructure in the area (including roading, gas, water, electricity and telecommunications).	Undertake stormwater and wastewater management to ensure infrastructure meets business demand.	Auckland Council – Stormwater Unit, Watercare	GETBA	Identified in the LTP.	✓	✓	✓	✓
	Undertake electricity supply and management to ensure infrastructure meets business demand.	Vector	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Chorus	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake electricity supply and management to ensure infrastructure meets business demand.	Transpower	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Vodafone	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	2 Degrees	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓
	Undertake telecommunications supply and management to ensure infrastructure meets business demand.	Telecom	Auckland Council, GETBA	To be confirmed by the provider.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – business capability and exports

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Business capability and exports</p> <p>Encourage businesses to access Regional Economic Development Delivery Agency programme that target overseas markets intelligence, build export capability and increase export earnings of firms.</p>	Develop a 'Journey to Export' Programme to help businesses build export capability.	ATEED	GETBA	In work programme and under development.	✓	✓	✓	✓
<p>Business capability and exports</p> <p>The Regional Economic Development Delivery Agency to provide business support services to help to grow the capability of businesses.</p>	Continue the Business Capability Advisor Programme to support businesses (including those in East Tāmaki).	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue the Regional Partner Network to support businesses (including those in East Tāmaki).	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
<p>Business capability and exports</p> <p>Work with government agencies such as New Zealand Trade and Enterprise (NZTE) to access international facilities and arrange introductions to investors, distributors and other partners.</p>	Develop a Sectors Engagement Strategy that supports Auckland's sector growth through work with NZTE and access to investors, distributors and other partners.	ATEED	NZTE	In work programme and under development.	✓			
<p>Business capability and exports</p> <p>Seek collaborative arrangements between local businesses or with international corporates, for example in investment, research and development, distribution or manufacturing.</p>	Develop a Foreign Direct Investment Strategy that identifies international collaboration and support for Auckland businesses.	ATEED	GETBA	In work programme and under development.	✓			

East Tāmaki Business Precinct Implementation Plan – business capability and exports (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Business capability and exports Facilitate the technology transfer of intellectual property between tertiary education providers and local businesses.	Manage and facilitate applications for research and development funding.	ATEED	MIT, AUT, GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue to provide the Technology Transfer Voucher to encourage the sharing of information between education providers and businesses.	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
	Continue to work with education providers to tailor Master's and Postgraduate programmes that support business needs and skills demand.	ATEED	GETBA	In work programme and operational.	✓	✓	✓	✓
Business capability and exports Ensure that businesses in East Tāmaki are linked to innovation networks and funding regionally and nationally.	Develop an Innovation Strategy that links East Tāmaki to innovation networks and funding regionally and nationally.	ATEED	GETBA	In work programme and under development.	✓			
	Work with Advanced Technology Institute to link networks into regional and national funding sources.	ATEED	GETBA, ATI	In work programme and operational.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – skills, training and workforce

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Skills, training and workforce</p> <p>Undertake a 3 yearly audit of skills demand in the precinct in association with MIT, AUT, ITOs and schools.</p>	Work with GETBA to identify and respond to skills demand i.e. through a 3 yearly skills audit.	ATEED, COMET Auckland	GETBA, MIT, AUT, ITOs, local schools	To be confirmed in work programme.	✓	✓	✓	✓
<p>Skills, training and workforce</p> <p>Businesses and education providers work in partnership to ensure that the local workforce has fundamental business skills (including mathematics, English and science).</p>	Facilitate and manage a written agreement between MIT and GETBA that builds on the high-level actions in the precinct plan. This agreement could include third parties such as ATEED or Auckland Council and would comprise a schedule of tasks/ obligations and a timeline for their completion.	MIT, GETBA		To be confirmed in work programme.	✓	✓	✓	
	Facilitate a relationship management group comprising representatives of the various partners to be established to ensure the delivery of actions as set out in the written agreement.	MIT, GETBA		To be confirmed in work programme.	✓	✓	✓	
	That MIT's close links to secondary schools are leveraged to introduce young people into the local workforce through careers fairs/expos, the establishment of cadetship or internship programmes that introduce young people into the workforce on a day release basis whilst still at school and work with schools to improve the basic skills needed such as maths and English.	MIT	GETBA, COMET Auckland, ATEED, Youth Providers, Ōtara-Papatoetoe Local Board (Youth Connection Project Manager)	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – skills, training and workforce (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Skills, training and workforce</p> <p>Investigate increased provision of skills and training courses within the precinct, including the expansion of the satellite education facility if appropriate.</p>	<p>The expansion of the MIT satellite facility in Highbrook Business Park and introduction of a wider range of courses, services and engagement.</p>	MIT	GETBA	To be confirmed in work programme.		✓		
<p>Skills, training and workforce</p> <p>Work with schools, industry organisations, government agencies and careers advisors to inform school leavers (and graduates) about the potential opportunities in East Tāmaki and engage through opportunities, such as internships, placements and work experience.</p>	<p>Continue working with businesses and schools (incl. primary) to undertake career planning with students and the long-term unemployed. Profile potential careers covering diverse skills and multiple skill sets.</p>	COMET Auckland	GETBA, MIT, AUT, ITOs, Schools, WINZ, Youth Providers, Ōtara Papatoetoe Local Board (Youth Connection Project Manager)	To be confirmed in work programme.	✓	✓	✓	✓
<p>Skills, training and workforce</p> <p>Ensure East Tāmaki business area is linked into 'pathways to employment' schemes.</p>	<p>Manage the transition from completing tertiary studies to entering the workforce by tailoring final year course content to suit location businesses and introducing formal placements for students in the last 6 months of their course with local businesses and ensure the new graduates receive support from MIT in the first 6 months of them entering the local workforce full-time.</p>	MIT	GETBA	To be confirmed in work programme.		✓	✓	✓
	<p>Maintain MIT Portal as a tool for businesses to connect with training and employment opportunities within the local community.</p>	MIT	GETBA	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – sustainable growth

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Sustainable growth Create a partnership between businesses to facilitate the shared resourcing of energy efficient activities.	Investigate the appetite for joint business initiatives to share resources.	GETBA, Auckland Council – Spatial Infrastructure and Strategy	Packaging Council, Auckland Council	To be confirmed in work programme.	✓			
Sustainable growth Create a partnership between businesses for the shared resourcing of efficient waste management programmes.	Investigate the appetite for joint business initiatives to minimise waste.	GETBA, Auckland Council – Spatial Infrastructure and Strategy	Packaging Council, Auckland Council	To be confirmed in work programme.	✓			
Sustainable growth Work with businesses to establish efficiencies of scale in reducing, reusing or recycling commercial waste materials or hazardous waste collection.	Utilise regulations and incentives to facilitate and encourage increased energy generation through local decentralised energy systems.	Auckland Council – Spatial Infrastructure and Strategy	Central Government, Auckland Council Property Services	Identified in the Auckland Plan.	✓			
	Lead a special interest group to explore the opportunities for grey water harvesting and combined heating and power initiatives across businesses in East Tāmaki.	Auckland Council – Spatial Infrastructure and Strategy	GETBA, Stevensons Engineering	To be confirmed in work programme.	✓			
	Introduce commercial domestic waste collection in East Tāmaki.	Auckland Council – Waste Minimisation Team	Auckland Council – Spatial Infrastructure and Strategy	To be confirmed in work programme.		✓		
	Investigate the opportunity for a commercial recycling drop-off centre in East Tāmaki.	Auckland Council – Waste Minimisation Team	GETBA	To be confirmed in work programme.	✓			

East Tāmaki Business Precinct Implementation Plan – sustainable growth (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
	Develop an Energy and Climate Change Mitigation Strategy to explore policy options for road pricing, transport mode shift, electric land transport infrastructure, alternative fuels, local generation, behaviour change, carbon sequestration, waste streams, urban form and innovation.	Auckland Council – Spatial Infrastructure and Strategy	Private sector providers	Identified in the Auckland Plan.	✓			
Sustainable growth Educate businesses about opportunities for 'whole of life' produce design and re-use, and options for effective waste management.	Investigate and address the vulnerabilities faced by Auckland as a result of peak oil to help understand the impacts within a business area like East Tāmaki.	Auckland Council – Spatial Infrastructure and Strategy	NZ Refining Company, Wiri Oil Services, Central Government, Packaging Council	Identified in the Auckland Plan.	✓			
Sustainable growth Work with the Energy Efficiency and Conservation Authority (EECA) and the Sustainable Business Network to educate businesses about the benefits of incorporating sustainable business practices in their strategic planning.	Investigate opportunities for sustainable business practices in East Tāmaki.	EECA	GETBA, Auckland Council	To be confirmed in work programme.	✓	✓	✓	✓
	Investigate opportunities for sustainable building construction in East Tāmaki.	Green Building Council	GETBA, Auckland Council	To be confirmed in work programme.	✓	✓	✓	✓

East Tāmaki Business Precinct Implementation Plan – land use and economic activity

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Land use and economic activity Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning – thereby maintaining the critical mass of industrial zoned land.	Ensure clear and robust objectives and policies within the Unitary Plan to provide for and support industrial activity and protect the valued industrial zoning.	Auckland Council – Unitary Plan, Regional and Local Planning		In work programme – draft Unitary Plan under development.	✓			
Land use and economic activity Ensure strong local area planning (LAP) within the East Tāmaki Business Precinct.	Undertake Ōtara-Papatoetoe Area Plan.	Auckland Council – Planning South, Regional and Local Planning	Ōtara-Papatoetoe Local Board	Identified in LTP.	✓			
	Undertake Howick Area Plan.	Auckland Council – Planning South, Regional and Local Planning	Howick Local Board	Identified in LTP.		✓		
Land use and economic activity Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations.	Ensure that the Unitary Plan allows for a potential increase in employment density and land intensity over time, particularly in high value locations.	Auckland Council – Planning South, Regional and Local Planning	Howick Local Board	Identified in LTP.		✓		
	Seek high quality tenants that provide highly skilled jobs to make best use of vacant and potential vacant land in East Tāmaki.	Bayleys Real Estate, Goodman	GETBA, other real estate agents, landowners	To be confirmed in work programme.	✓	✓	✓	✓
Land use and economic activity Ensure that technology or design-led industries be provided for in light industrial environments.	Ensure that technology or design-led industries be provided for in light industrial environments.	Auckland Council – Unitary Plan, Regional and Local Planning		In work programme – draft Unitary Plan under development.	✓			

East Tāmaki Business Precinct Implementation Plan – land use and economic activity (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Land use and economic activity</p> <p>That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct.</p>	<p>That there be provisions in the Unitary Plan that limit retail and residential uses in the precinct.</p>	<p>Auckland Council – Unitary Plan, Regional and Local Planning</p>		<p>In work programme – draft Unitary Plan under development.</p>	✓			
<p>Land use and economic activity</p> <p>Ensure that the draft Unitary Plan’s provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.</p>	<p>Ensure that the draft Unitary Plan’s provisions are reviewed by the East Tāmaki Business Precinct Plan project team and that formal submissions are made to advocate for the outcomes sought for the area.</p>	<p>Auckland Council – Economic Development</p>	<p>Auckland Council – Unitary Plan, Regional and Local Planning</p>	<p>In work programme – draft Unitary Plan under development.</p>	✓			

East Tāmaki Business Precinct Implementation Plan – transport integrated networks

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Transport integrated networks Work with businesses to establish Travel Demand Management measures to facilitate alignment with public transport services.	Undertake a travel demand management programme and the part-funding of a Project Manager/ Travel Coordinator for East Tāmaki to respond to specific demands or issues within or connecting to the precinct.	Auckland Transport	GETBA, Howick Local Board	Identified in Regional Land Transport Programme (RLTP).	✓	✓	✓	✓
Transport integrated networks Work with businesses to support the outcomes of the AMETI project.	Undertake a travel demand management programme to provide commuters and businesses information about journey times, timetables and opportunities to travel by public transport.	Auckland Transport	GETBA	Identified in Regional Land Transport Programme (RLTP).	✓	✓		
Transport integrated networks Identify amenity improvements to walking and cycling connections to support the provision of public transport services.	Investigate the opportunities for the enhancement of the walking and cycling network within the precinct as part of regional cycling network programme.	Auckland Transport	Local boards	Identified in Regional Land Transport Programme (RLTP).		✓		
Transport integrated networks Identify routes for enhanced walking and cycling provision within the precinct.	Investigate the opportunity for pedestrian/cycle bridges over the estuary as part of regional cycling network programme.	Auckland Transport	Local boards	Identified in Regional Land Transport Programme (RLTP).		✓		
	Investigate opportunities to enhance the coastal pedestrian/cycle coastal route at Highbrook.	Auckland Council, Parks and Recreation	Local boards	To be confirmed in work programme.		✓		

East Tāmaki Business Precinct Implementation Plan – transport integrated networks (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Transport integrated networks Investigate improvements to freight movement in and out of East Tāmaki.	Investigate benefits of a dedicated freight/T2 lane along Highbrook Drive to the motorway.	Auckland Transport	NZTA, Highbrook Business Park Board, Howick Local Board	In work programme – MMEWS project under development.		✓		
	Investigate opportunities to enhance the efficiency of freight movement at the interchange with SH1 at Highbrook.	Auckland Transport	NZTA, Howick Local Board	In work programme – MMEWS project under development.	✓			
	Investigate whether Highbrook Drive via SH1 is an appropriate location for a dedicated freight route to connect between East Tāmaki and the airport.	Auckland Transport	NZTA, Howick Local Board	In work programme – MMEWS project under development.	✓			
Transport integrated networks Identify and promote the realignment of appropriate roads and intersections to improve traffic flow, access and safety.	Investigate options that provide enhanced traffic flow, access and safety for all modes at Harris/Springs/Smales intersection.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		
	Investigate options that provide enhanced traffic flow, access and safety for all modes at Ormiston/East Tāmaki intersection.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		
	Investigate options that provide enhanced traffic flow, access and safety for all modes at roads within the precinct that intersect with Ti Rakau Drive, particularly Trugood Drive.	Auckland Transport	GETBA, Local boards	Identified in Regional Land Transport Programme (RLTP) as part of a Corridor Management Plan.	✓	✓		

East Tāmaki Business Precinct Implementation Plan – transport integrated networks (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
	Investigate design, layout and development of Great South Road to Ti Rakau Drive via Harris corridor via Corridor Management Plan.	Auckland Transport	GETBA, Local boards	In work programme – MMEWS/ Corridor Management Plan.	✓	✓	✓	
	Investigate options that provide enhanced traffic flow, access and safety for all modes at the interchange with SH1 at Highbrook.	Auckland Transport	GETBA, Local boards	In work programme – MMEWS/ Corridor Management Plan.	✓	✓	✓	
Transport integrated networks Undertake a service review to ensure public transport provision maximises opportunities to serve demand and reflect work patterns.	Investigate more flexible transport alternatives to public transport services.	GETBA		To be confirmed in work programme.		✓		
	Investigate the use of consolidated car-parking areas served by a park'n'ride private shuttle service to business locations.	GETBA	Auckland Council – Unitary Plan team	To be confirmed in work programme.		✓		
	Respond to proposed changes in the Regional Public Transport Plan (RPTP).	GETBA	Auckland Transport	Identified in Regional Public Transport Plan (RPTP).	✓	✓	✓	

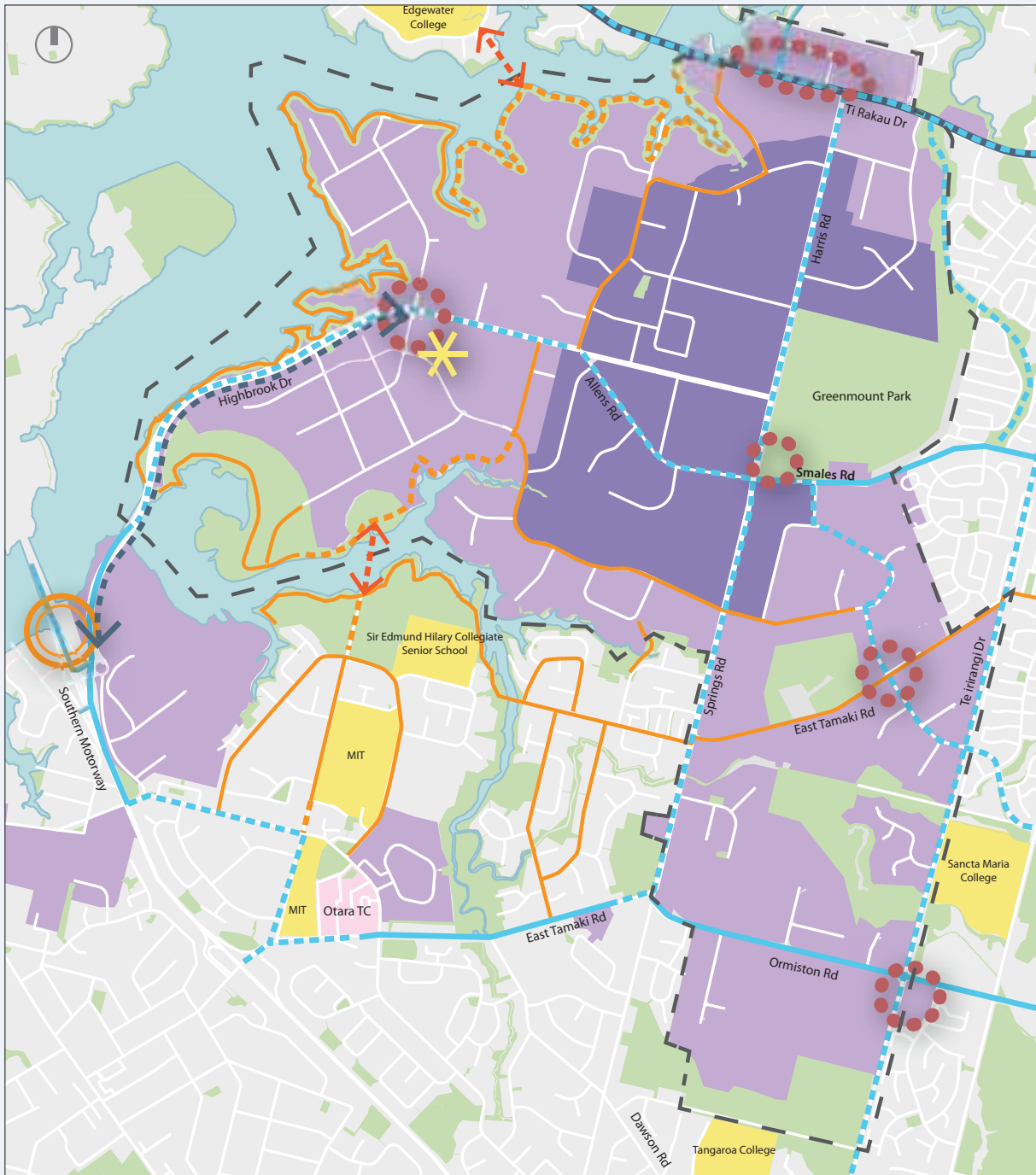
East Tāmaki Business Precinct Implementation Plan – quality of the business environment

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
<p>Quality business environment</p> <p>Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing the amenity levels within the East Tāmaki Business Precinct.</p>	<p>Ensure that the Unitary Plan provides appropriate provisions for maintaining and enhancing the amenity levels within the East Tāmaki Business Precinct.</p>	<p>Auckland Council – Unitary Plan, Regional and Local Planning</p>	<p>GETBA</p>	<p>In work programme – draft Unitary Plan under development.</p>	<p>✓</p>			
<p>Quality business environment</p> <p>Undertake an amenity and maintenance plan for the public domain within the precinct and review periodically (in order to increase amenity standards across the whole precinct).</p>	<p>Undertake an amenity and maintenance plan for the public domain within the precinct.</p>	<p>Auckland Council – Economic Development</p>	<p>GETBA, Howick Local Board</p>	<p>Identified in work programme – under development.</p>	<p>✓</p>			
<p>Quality business environment</p> <p>Encourage the private sector to seek opportunities to provide support facilities within the industrial environment, potentially including; business conference facilities, short stay business accommodation, banking, child care, gyms and other services for employees.</p>	<p>Manage attraction and relocation programmes to support business locations in the Industrial South.</p>	<p>ATEED</p>		<p>To be confirmed in work programme.</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>
<p>Quality business environment</p> <p>Ensure any environmental standards, including those relating to signage, pollution and waste disposal are enforced.</p>	<p>To publicise the council call centre line, so that enforcement issues relating to signage, pollution and waste disposal are reported.</p>	<p>Auckland Council – Enforcement unit</p>	<p>GETBA</p>	<p>To be confirmed in work programme.</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>

East Tāmaki Business Precinct Implementation Plan – quality of the business environment (continued)

High-level action	Detailed action	Lead	Partner	Current status	Timeline (years)			
					0-2	2-5	5-10	10-20
Quality business environment Work with business association to encourage businesses to maintain a high quality standard of their business premises.	Encourage businesses to maintain a high quality standard of their business premises by modelling best practice in the public realm.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
Quality business environment Council and businesses work together to respond immediately to issues such as graffiti and vandalism.	To publicise the council call centre line, so that incidents of graffiti are reported.	GETBA	Auckland Council – Enforcement Unit	To be confirmed in work programme.	✓			
	Work with the Manukau Beautification Trust to improve areas affected by graffiti.	GETBA	Manukau Beautification Trust	To be confirmed in work programme.	✓	✓	✓	✓
Quality business environment Maintain a database of businesses and property owners.	Maintain a database of property owner information annually.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓
	Maintain a database of information on businesses on an on-going basis.	GETBA		Identified in GETBA Business Plan.	✓	✓	✓	✓

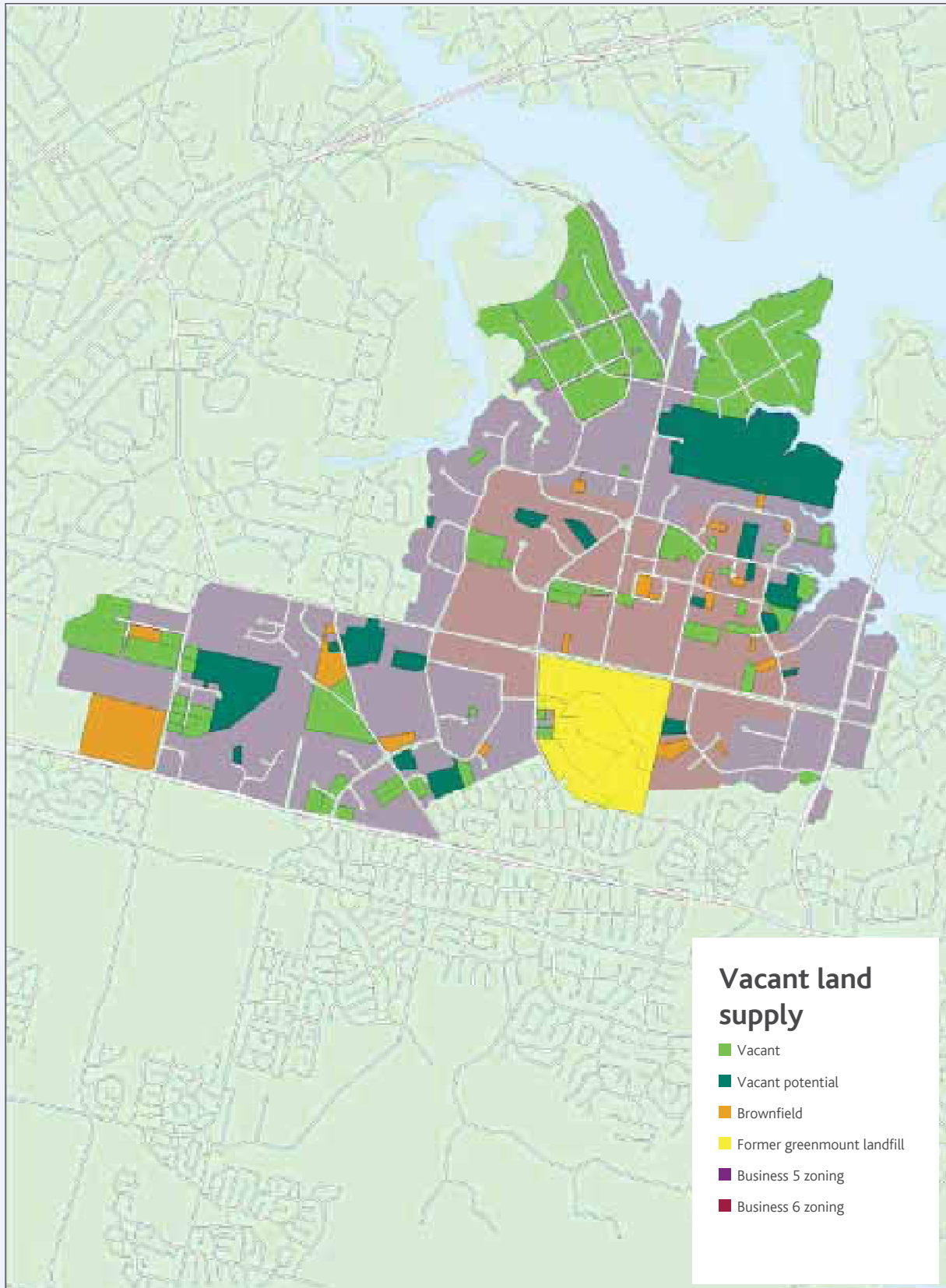
Appendix A: Precinct plan map



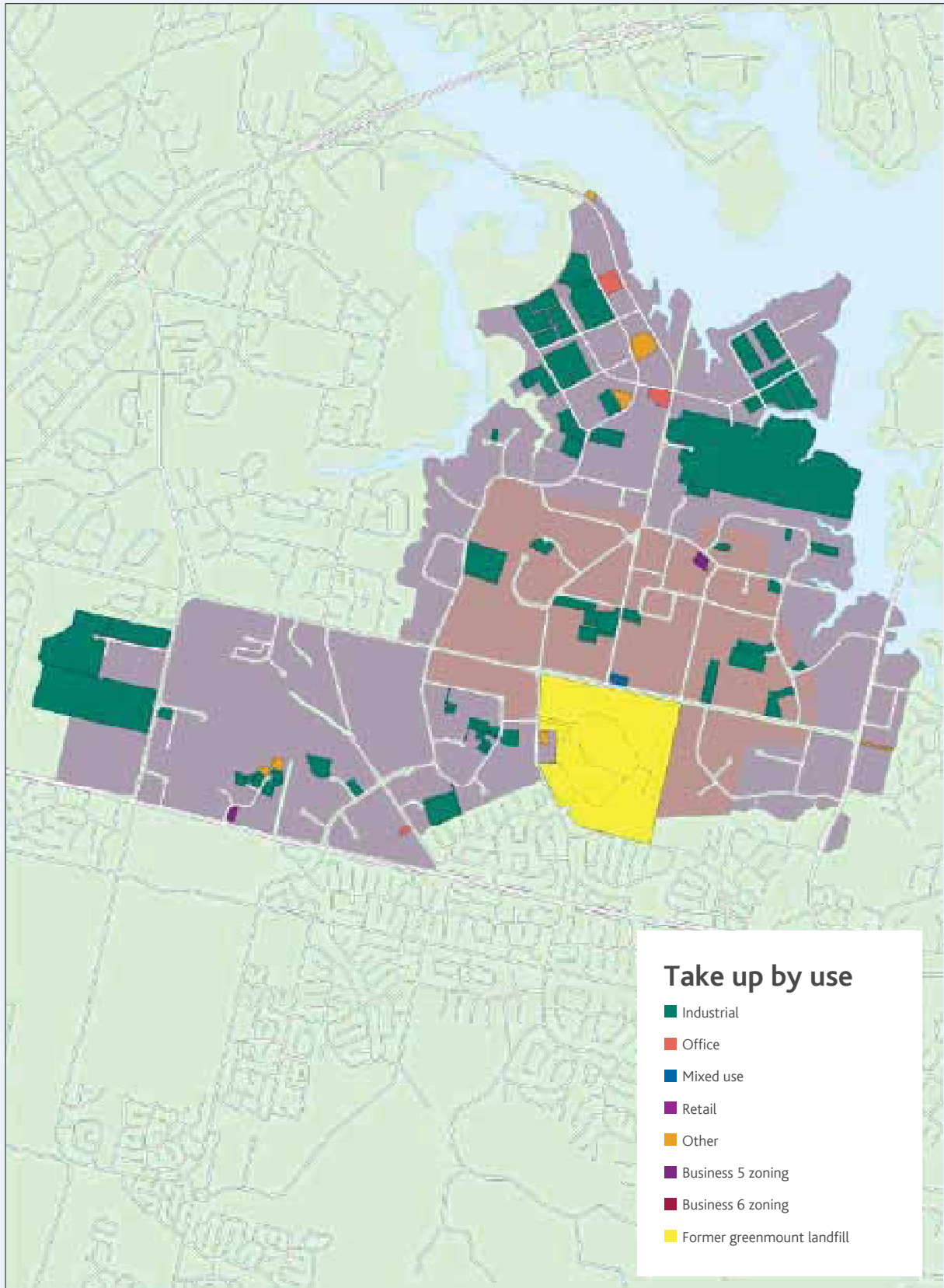
Key

- | | | | | | |
|--|---|--|---|--|---|
| | East Tāmaki Business Precinct boundary | | Satellite tertiary education facility
Investigate increased provision of skills and training courses within the precinct | | Future regional cycle route |
| | Highbrook Interchange
Investigate improvements to Highbrook interchange for freight and other traffic | | AMETI
Major upgrade of road network including busway and cycling improvements | | Enhanced existing local cycle provisions to encourage walking and cycling |
| | Potential activity hub
Investigate the co-location of services that support business activity to form local hubs of activity | | Potential freight connection
Investigate improved freight movement | | Potential future local cycle provisions |
| | Heavy industrial environments
Provides the critical mass of heavy industrial uses | | Open space environments | | Potential future cycle/ped bridge
Investigate north-south connection for local workforce and recreational riders |
| | Light industrial environments
Provides for light industry, clean-tech industry and support services | | | | |

Appendix B: East Tāmaki industrial vacant land capacity – December 2011



Appendix B: East Tāmaki industrial vacant land take up – 2006-2011





Auckland Council
Te Kaunihera o Tāmaki Makaurau



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TE MAHERE Ā-ROHE O HOWICK 2020

Howick Local Board Plan 2020



Mihi

Tēnā kia hōea e au taku waka mā ngā tai mihi o ata
e uru ake ai au mā te awa o Tāmaki
ki te ūnga o Tainui waka i Ōtāhuhu.
I reira ka toia aku mihi ki te uru ki te Pūkaki-Tapu-a-Poutūkeka,
i reira ko te Pā i Māngere.
E hoe aku mihi mā te Mānukanuka a Hoturoa
ki te kūrae o te Kūiti o Āwhitu.
I kona ka rere taku haere mā te ākau ki te puaha o Waikato,
te awa tukukiri o ngā tūpuna, Waikato Taniwharau, he piko he taniwha.
Ka hīkoi anō aku mihi mā te taha whakararo
mā Maioro ki Waiuku ki Mātukureira
kei kona ko ngā Pā o Tāhuna me Reretewhioi.
Ka aro whakarunga au kia tau atu ki Pukekohe.
Ka tahuri te haere a taku reo ki te ao o te tonga e whāriki atu rā mā
runga i ngā hiwi,
kia taka atu au ki Te Paina, ki te Pou o Mangatāwhiri.
Mātika tonu aku mihi ki a koe Kaiaua
te whākana atu rā ō whatu mā Tikapa Moana ki te maunga tapu
o Moehau.
Ka kauhoetia e aku kōrero te moana ki Maraetai
kia hoki ake au ki uta ki Ōhūiarangi, heteri mō Pakuranga.
I reira ka hoki whakaroto ake anō au i te awa o Tāmaki
ma te taha whakarunga ki te Puke o Taramainuku, kei kona ko Ōtara.
Katahi au ka toro atu ki te Manurewa a Tamapohore,
kia whakatau aku mihi mutunga ki runga o Pukekiwiriki

Let this vessel that carries my greetings
travel by way of the Tāmaki River
to the landing place of Tainui canoe at Ōtāhuhu.
There, let my salutations be borne across the isthmus to the
Pūkaki lagoon
and the community of Māngere.
Paddling the Manukau Harbour
we follow the Āwhitu Peninsula to the headland.
From there we fly down the coast to the Waikato river mouth,
sacred waters of our forebears.
Coming ashore on the Northern side
at Maioro we head inland to Waiuku and Mātukureira,
there too is the Pā at Tāhuna and Reretewhioi.
Heading southward I come to Pukekohe.
My words turn to follow the ancient ridgelines along the southern
boundary,
dropping down into Mercer and Te Pou o Mangatāwhiri.
My greetings reach you at Kaiaua
who gaze across Tikapa Moana to the sacred mountain, Moehau.
Taking to the sea, my remarks travel to Maraetai
and then to Ōhūiarangi, sentinel to Pakuranga.
There we follow again the Tāmaki River
to Te Puke o Taramainuku, Ōtara resides there.
From here I reach for Manurewa
until my greetings come to rest on Pukekiwiriki
below lies Papakura and there I rest.



Ngā upoko kōrero

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On the cover: Local residents Nicke Wickman and Andrew Kirkup enjoy a cycle ride at the Burswood Loop Path in Pakuranga.



From the Chair

It's my privilege to present the Howick Local Board Plan 2020-2023.

Over the years, you have been clear about what you think our priorities should be. Your feedback has helped us refresh our focus for the next three years, so that together we can make the Howick Local Board area an even better place to live, work and play.

There is no doubt that people's lives have been turned upside down due to the COVID-19 pandemic. It is still unclear what the impacts of this will mean for our communities and the board's ability to deliver on your expectations over the next three years.

We remain committed though to the core outcomes that are important to you; our focus in this plan is on hauora - the health and well-being of our communities, environment, and local economy. This plan includes key objectives and initiatives targeted at helping our local economies and

communities recover. We will have to work together and partner with other organisations to achieve this quickly and effectively.

In addition to this, we need to find ways to mitigate and reduce the increasingly apparent effects of climate change in order to build strong, resilient communities who can face a future with certainty and confidence.

A number of the objectives and initiatives in this plan align strongly with Māori identity and well-being, so it will be important that we work closely with Māori and seek alignment as we prioritise, design and deliver our projects.

You told us over the last few years that getting around the area safely and efficiently is a key concern and we agreed. We have responded by including a new outcome within the plan focussed on transportation – in terms of both key projects and strong advocacy.

“

By working together, I know we can achieve great things for Howick.



The initiatives contained within our plan are dependent on finance or resource. To make them happen, we will need to secure funding from the council's long-term plan. At the same time, we acknowledge the challenges our city faces in maintaining services and keeping rates rises at acceptable levels while faced with a rapidly growing population and the ongoing effect of the COVID-19 pandemic.

Local communities and each local economy will need our support to recover and build a stronger future that is more

resilient and sustainable. By working together, I know we can achieve great things for Howick.

A handwritten signature in black ink that reads "Adele White".

Adele White
Chairperson, Howick Local Board

He kōrero nō te Heamana

Nōku te maringanui ki te whakatakoto i te Mahere Poari ā-Rohe o Howick 2020-2023.

I ngā tau kua taha, i matua mārama ki a mātou ngā kaupapa e whakahirahira ana ki a koutou. Nā ngā kōrero i whakahokia mai ai e koutou i whakahoungia ngā whakaaro mō te toru tau kei mua i te aroaro, ā, mā te mahi tahi e tino pai kē atu te rohe Poari ā-Rohe o Howick hei wāhi noho, wāhi mahi, wāhi ngahau.

Kāore e kore kua huripokia te oranga o tēnā, o tēnā i te urutā MATE-KORONA. Kāore anō kia tino mārama ngā pānga ki ō tātou hapori me ngā kaupapa e taea ai te poari te whakatinana i ngā toru tau kei mua i te aroaro.

E mārō ana tō mātou wawata ki te whakatinana i ngā kaupapa e whakahirahira ana ki a koe: ka aro tēnei mahere ki te hauora me te oranga o ngā hapori, te taiao, me te ōhanga ā-rohe. He kaupapa matua, he whāinga matua hoki o te mahere nei ki te

whakakipakipa i te ōhanga ā-rohe me ngā hapori. Mā te toro atu me te mahi ngātahi ki ngā ohu me ngā rōpū e tere tutuki ai ēnei.

Waihoki, me rapu i ngā huarahi ki te whakamāmā i ngā raru āhuarangi e mōhiotia whānuitia, kia kaha, kia aumangea, kia kore ai e āwangawanga ngā hapori o nāiane, o āpōpō hoki.

He maha ngā wawata me ngā kaupapa o tēnei mahere e rere ngātahi ana ki te Māoritanga me te ao Māori, nā whai anō e tika ana kia mahi ngātahi ki te iwi Māori i a tātou e whakaraupapa ana, e whakarite ana, e whakatinana ana i ngā kaupapa.

I ngā tau ruarua kua taha ake i whakahokia mai ngā kōrero mō te whakahirahira o te hāereere marutau, te hāereere tika ki tēnā pito o te rohe, ki tēnā pito o te rohe, e whakaae ana mātou. I whai wāhi atu tēnei kaupapa i te tāpiritanga o te whāinga hou mō te hāereere - ā-hinonga, ā-kaupapa māngai hoki.

“

Mā tō rourou,
mā tōku rourou,
ka ora ai te hapori
o Howick.



Kei te nui o te pūtea tautoko te oranga, te hinganga rānei o ngā kaupapa o roto i te mahere. E tinana ai ēnei kaupapa, me whai pūtea tautoko i te Long-term Plan o te kaunihera. Heoi, kei te whakaae mātou - he uaua te whakahaere i ngā ratonga me te whakataupoki i ngā pikinga rēti, i te kaute tangata o te tāone e tere piki ana, i ngā raru o te urutā MATE-KORONA e whakataumaha ana i ngā pūtea moni.

Me tautoko tātou i ngā hapori me ngā ohaoha ā-rohe kia ora ai, kia kaha ai, kia toitū ai ngā hapori o āpōpō. Mā tō rourou, mā tōku rourou, ka ora ai te hapori o Howick.

Adele White

Heamana, Howick Local Board

He aronga poto i tā mātou mahere

Our plan at a glance

We will focus on six outcomes to guide our work and make Howick a better community for all. Our aspirations are outlined below.



Open Air Orchestra at Lloyd Elsmore Park.

Outcome 1: People in our communities feel safe, engaged and connected

People are proud to live in the area and actively participate to make it a wonderful, safe place to live, work and play.



Traps display at Festival 2019.

Outcome 4: Our natural environment is protected, restored and enhanced

Our wonderful environment and admired coastline is clean, safe and protected for all to use in the future.



Lloyd Elsmore Park Pool and Leisure Centre.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Our extensive network of public places and sport, recreation and leisure facilities are looked after so people of all ages and abilities can use them to remain healthy, active and connected.



Local cafe on Picton Street, Howick.

Outcome 5: A prosperous local economy supporting business growth and opportunity

New businesses in our area provide opportunities for local employment. Visitor numbers increase, attracted by our vibrant town centres, recreational opportunities, heritage and events.



Howick Chinese New Year 2020.

Outcome 3: Heritage, local arts and cultural diversity are valued

We are culturally diverse and have great facilities for creative activities and events, including music and dance, theatre and visual arts.



Cascades Road bridge showing the walkway connection down to the Cascades Walkway.

Outcome 6: Effective and accessible transport choices

A safe, convenient, accessible and affordable transport network that plays an important role in wellbeing of communities and health of local economies, by connecting people to each other, the goods and services they need (such as shopping outlets and health services), and their places of recreation, education and work.



Te Rohe ā-Poari o Howick

Howick Local Board area



The Howick Local Board area is the fifth largest urban area in New Zealand and includes the suburbs of Howick, Pakuranga, Botany and Flat Bush and the industrial and commercial areas in East Tamaki and Highbrook.



Howick has four town centres -

Howick, Pakuranga, Ormiston and Botany, along with commercial and industrial areas on East Tāmaki and Highbrook.



We have a population of

140,970

We have a population of 140,970 people in 2018 or 9 per cent of Auckland's total population. This is expected to grow to 180,000 by 2051 5th largest urban area in New Zealand



We have **7 LOCAL BEACHES**

and the Tāmaki River in our

63km OF COASTLINE

We are home to:



266 local parks



14 sports parks



four libraries



and four recreation centres - including one pool, seven community halls and houses

We have four premier parks: Lloyd Elsmore Park, Barry Curtis Park, Macleans Park and Murphys Bush Reserve

He kōrero mō ngā poari ā-rohe

About local boards

Auckland Council has a unique model of local government in New Zealand, made up of the Governing Body (the mayor and 20 councillors) and 21 local boards. The Governing Body focuses on Auckland-wide issues while local boards are responsible for decision-making on local matters, activities and services and provide input into regional strategies, policies and plans.

Local boards make decisions on local matters such as:

- supporting local arts, culture, events and sport and recreation
- providing grants and partnering with local organisations to deliver community services
- maintaining and upgrading town centres and facilities including parks, libraries and halls
- caring for the environment and preserving heritage.

Local boards also have a role in representing the view of their communities on issues of local importance.

About local board plans

Local board plans are strategic three-year plans that are developed in consultation with the community. They set out the direction for the local area that reflects community aspirations and priorities. The plans guide the local boards in:

- decisions on local activities, projects, and facilities
- input into the council's regional strategies and plans, including the Auckland Plan
- how local boards will work with other agencies including community groups, central government agencies and council-controlled organisations that play key roles in the area
- funding and investment decisions.

Local board plans are inclusive and connected; they don't operate in isolation. They support the following:

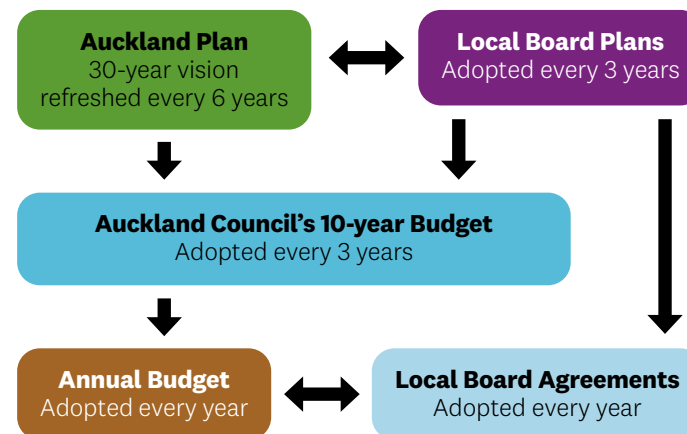
- the Auckland Plan 2050 – the 30-year vision for Auckland
- the council's 10-year budget (long-term plan) – planned spending and future investment priorities over the longer term, including local boards

- the council's annual budget (annual plan) – funding for the coming financial year of the 10-year budget, including local boards.

Local Board Agreements form the basis for each local board to develop its annual work programme and set out local funding priorities and budgets,

levels of service, performance measures and targets by activity for each financial year.

Detail of our projects, budgets and timelines are outlined in our annual work programmes. Progress is reported quarterly and communicated to our communities.



Working with Māori

Māori culture and identity is celebrated by Aucklanders and is our point of difference in the world.

Te Tiriti o Waitangi recognises the rangatiratanga of Auckland's hapū and iwi, and the inseparable bond between Tāmaki Makaurau the people and Tāmaki Makaurau the place.

Local boards play a vital role in representing the interests of all Aucklanders. We are committed to our Treaty-based obligations and to Māori participation and development.

We have worked with Māori to develop initiatives that respond to Māori aspirations.



Te whakawhanake i tā mātou mahere

Developing our plan

Our plan comprises aspirational outcomes, objectives we want to achieve and some of the key initiatives we will carry out to achieve them.

A draft plan was developed using feedback received from public engagement carried out between November 2019 and April 2020. The draft was also developed by

considering what we know about our community, having worked closely with you and heard your views on a wide range of topics.

During July and August 2020 we consulted on the draft plan to hear your thoughts. To hear your feedback and ensure we reflected your needs and desires – for the Howick Local Board

area, we engaged with our community at a range of events and activities across the board area to hear your feedback.

The issues and priorities you raised with us through these interactions helped us finalise our local board plan.

The social and economic impacts of COVID-19 pandemic mean some of our aspirations have been modified. Our response is delivered via the annual budgeting process but the decisions we make will focus on ensuring the benefits for our community.

Te whakatutuki i tā mātou mahere

Carrying out our plan

Turning plans into reality takes many people working together – the community, the local board and the wider council family such as Auckland Transport.

To deliver against the outcomes in the local board plans, we will:

prioritise budget to focus on the initiatives in the plans

- make the best use of local assets such as community centres and parks
- set direction for the council staff who deliver the projects and services

- work with various community groups and partners to deliver projects and services.

Sometimes important projects in local areas are beyond the funding available to local boards or our authority to make decisions. In those cases, the role

of the local board is to advocate to decision-makers to ensure they are aware of community views and the board's support for them.



Whakaotinga tahi: Kei te rongō
te hunga ki ngā hapori i te haumarū,
i te tūhononga, i te herenga

Outcome 1: People in our communities feel safe, engaged and connected

People are proud to live in the area and actively participate to make it a wonderful, safe place to live, work and play.

***He aha te mea nui o te ao? He tangata! He tangata! He tangata!
What is the most important thing in the world? It is people! It is people!
It is people!***

The Howick Local Board area is home to a truly diverse population of around 141,000 people. This diversity is both a strength and a challenge, but we are committed to building strong, resilient, inclusive communities that support and enrich us all.

You have told us that it is important to you for our communities to come together, to celebrate and share differences, so that we may learn from each other and understand our differing world views.

The health and well-being of all our diverse communities is a key focus of this local board plan. With this in mind, we will commit to implementing programmes and initiatives that support healthy Howick outcomes for an involved and connected, active and healthy community across all our priorities for the next three years.

To help with this, we will focus on building capacity and capability within key groups and organisations in our area, representing the full range of diversity, to promote wellbeing in an inclusive society where everyone feels valued, respected, supported and safe.

“ The health and well-being of all our diverse
communities is a key focus of this local board plan. ”



Open Air Orchestra at
Lloyd Elsmore Park.





WHAT YOU HAVE TOLD US

- “Support more informal and small group use of our park assets.”
- “Continue engaging meaningfully with ethnic communities – both first generation, second generation and beyond as each group has a different experience.”

We will promote and support community resilience and self-reliance, working with community leaders to achieve the outcomes they seek. We will target our local grants funding to community-run programmes and events that foster well-being, participation and connection.

We need to hear all of the voices in our community, so that people can participate in local decision-making on matters that interest them. However, eight per cent of our residents cannot speak English. To be truly inclusive, we must meet the challenge this presents and develop ways to communicate so that people will be able to access, understand and respond.

Working with Māori

A thriving Māori identity is Auckland’s point of difference in the world that advances prosperity for Māori and benefits all Aucklanders.

Many of the priorities in this plan will be of particular interest to local iwi and their aspirations. Over the next three years, we intend to foster and grow our relationships with mana whenua (the hapū and iwi of Tāmaki Makaurau) and mataawaka (Māori who are not in a Tāmaki Makaurau mana whenua group). By working together, we can respond to the issues of significance for Māori in Auckland and give more visibility to Auckland’s point of difference - our Māori identity.

Rangatahi / Youth

Young people under the age of 25 make up around 33 per cent of the population of the Howick Local Board area. It is important that they are able to inform our priorities, strategies and plans and have a voice on the issues that are important to them, given the decisions we make will, to a large extent, shape the future they will inherit.

The Howick Youth Council was established in 2011 by the local board to “empower youth to bring about a positive influence in our community by ensuring their voices are heard in the decisions that shape our (area)”. We will continue to support the Howick Youth Council and its priorities to improve and promote youth participation, inclusion and empowerment.

Safety in the community

Feeling safe as we go about our daily lives in the community and at home is essential to a sense of well-being. This means that you feel protected from harm but that help is available should you need it – from neighbours, the community, and the services you rely on in times of need.

To achieve this, we will continue working with the police, other agencies and community leaders to design and implement safety strategies, particularly in our most vulnerable areas. This may include advocating for additional emergency services provision in our newer, developing suburbs.

We will also target local board grant funding to community initiatives and programmes that promote safety, connectedness and well-being in our area.

Opportunities

- Build the capacity of community groups to effectively serve their members.
- Bring people together through involvement in community activities.
- Work with communities to deliver on their aspirations and priorities.



Challenges

- Communicating with a diverse group of communities in a range of different languages.
- Providing opportunities to promote connectedness, safety and social cohesion in areas without easy access to physical or social infrastructure.
- Engaging and representing communities with different priorities, interests and levels of understanding of council and its decision-making processes.
- The medium and long-term impacts of COVID-19, especially on volunteering, financial well-being and ongoing isolation.

Our commitment

- We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



Music in Parks at Lloyd Elsmore Park.



Howick Moon Festival.

Outcome 1: People in our communities feel safe, engaged and connected

Objective	Key initiatives
People actively contribute to their community	<p>Identify and support a network of representative community groups, building their capacity to successfully serve their communities</p> <hr/> <p>Empower community groups to co-deliver projects with Auckland Council, and to take action to protect and maintain community assets</p> <hr/> <p>Fund activities that bring diverse communities together and support volunteering</p> <hr/> <p>Prioritise support for new communities to enhance social connectedness, safety, self-expression and learning (e.g. in Flat Bush and Ormiston)</p>
Build and maintain mutually beneficial relationships with Māori	<p>Strengthen relationships with mana whenua and mataawaka, in order to increase Māori input into decision-making and support participation in local government</p> <hr/> <p>Work together with mana whenua and mataawaka to identify and progress joint aspirations and priorities in our area</p>
People are safe with access to services to support their wellbeing	<p>Work with police and other agencies to implement safety strategies throughout the area, including the new communities of Flat Bush and Ormiston</p> <hr/> <p>Target local board grant funding to community initiatives and programmes that promote safety, connectedness, well-being and COVID-19 recovery in our area</p>
Rangatahi /Youth in Howick have a voice, are valued, and contribute	<p>Continue to support the work of the Howick Youth Council</p>





Lloyd Elsmore Park Pool and Leisure Centre.

Whakaotinga rua: He takiwā tūmatanui kua pai te whakamahere, e tautoko ana i ngā āhuahanga noho oi, hauora, toitū anō hoki

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Our extensive network of public places and sport, recreation and leisure facilities are looked after so people of all ages and abilities can use them to remain healthy, active and connected.

Well-planned public spaces contribute to safe, engaged, connected communities. They provide places for people to come together to enjoy healthy, active lifestyles and participate in a variety of social, cultural and learning opportunities.

The Howick Local Board area has a large number of parks and reserves, along with community, sports and leisure facilities, art galleries and libraries. More facilities are planned to help meet the various needs of a diverse, growing population.

In developing this local board plan, we received many suggestions about other facilities and improvements that would contribute to the well-being of our communities.

“ As our population increases and their needs change, the facilities we have need to keep pace. ”



WHAT YOU HAVE TOLD US

- “As a community we need places to meet, to be together.”
- “It would be great to have fenced playgrounds with toilets so we can stay and play for longer.”
- “Waste management is everyone’s responsibility, recycling helps but we should re-use and re-allocate unwanted items. I’d love to see a recycle centre within a reasonable distance for our region.”

There were ideas for facilities and activities in parks, reserves and the marine environment. These included developing a network of play spaces and active recreation opportunities that provide for all age groups and abilities. Safe places for recreational walking and cycling, dog exercise areas, learn to ride facilities, opportunities for wheeled play, and activities in and on the water were also mentioned.

We want to provide places for healthy, active lifestyles to suit our diverse communities. We will respond these needs and suggestions over the next three years as our budgets allow. As we continue to build on our quality network of parks and open spaces, we will also consider our environmental outcomes, sustainability and mitigations for climate change.

Formal sport and recreation play a key part in many people’s lives. As our population increases and their needs change, the facilities we have need to keep pace. We must also ensure our existing amenities are fully utilised, fit for purpose and well-maintained. We will work with local sports clubs and organisations to address capacity concerns and support them to build their resilience and capability. This approach responds to the four priority areas of the Auckland Sport and Recreation Strategic Action Plan - participation, infrastructure, excellence in recreation and sport, and sector development.

It is important for us to recognise opportunities for mana whenua to share their knowledge and local history throughout our parks and open spaces network. This includes the naming of streets, parks and facilities such as the new Flat Bush library and community centre, and the Flat Bush aquatic and leisure centre.

The Howick Local Board fully supports Auckland Council’s vision for zero waste by 2040. Eliminating waste improves well-being, limits environmental impact, and provides opportunities for community and social enterprise. To support this goal, we will advocate for facilities in east Auckland to divert waste away from landfill, provide more opportunities for new waste minimisation initiatives (including

community and business education), and foster a sense of shared responsibility for our environment by actively encouraging participation from all of our communities.

We will also continue to support the council’s smokefree policy initiatives.

In addition, we will encourage and support residents, businesses and schools to build resilience, and implement sustainable and low carbon living practices.

Opportunities

- Further develop our many parks, beaches and marine environment as play spaces for more people to enjoy.
- The number of large parks such as Lloyd Elsmore Park, Barry Curtis Park, Greenmount Reserve and Murphy’s Bush Sports Park and Reserve in various stages of development.
- Develop Flat Bush community facilities to meet the diverse needs of neighbouring communities.

Challenges

- Increasing needs for facilities from existing and emerging new sports.
- Lack of currently available community spaces in the Flat Bush area for people to meet, and limited council community spaces in Botany as well.
- Privately owned town centres (at Pakuranga, Highland Park, Botany and Ormiston) limit potential to develop community facilities in and around them.
- Lack of waste management facilities in east Auckland.

Our commitment

- We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.





Bucklands Beach.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Objective

Community facilities, spaces and activities enable people to participate, learn and grow

Key initiatives

Provide accessible library programmes and services to cater to diverse communities now and into the future

Trial a dedicated and programmed space for young people that offers age appropriate activities

Provide additional street and park furniture and covered spaces in emerging communities

Promote healthy living and sustainable lifestyles by establishing and supporting gardens and orchards in communities and schools

Develop a community facility for Flat Bush residents that provides a place to gather and participate in activities to build a supportive, caring and vibrant community

Advocate for use of eco-friendly and environmentally sustainable building methods for the Flat Bush Aquatic & Leisure Centre and the Flat Bush Community Centre and Library, incorporating nature spaces for reading, nature imagery and views that promote health and well-being

Involve the community in the design and delivery of future event infrastructure at Barry Curtis Park





Lloyd Elsmore Park Pool and Leisure Centre.

Outcome 2: Well-planned public spaces that support active, healthy and sustainable lifestyles

Objective	Key initiatives
Parks, open spaces and coastal areas support a wide variety of recreational activities	Investigate the creation of a 'destination' play space for East Auckland
	Establish dog exercise areas and infrastructure in the East Auckland area
	Explore improving water access, increasing water-based activities, and making better use of our beaches
Sports and recreational opportunities respond to the needs of our communities	Provide facilities and activities across our parks network to suit people of every demographic and ability
	Partner with local sports clubs to continue to investigate a multi-club and code facility at Lloyd Elsmore Park
	Explore ways to assist local sports clubs to improve sharing and utilisation of existing facilities
Accessible waste reduction facilities, services and activities	Review provision of indoor facilities for emerging sports
	Advocate to the Governing Body for local landfill diversion facilities and initiatives for south-east Auckland
	Support community, business and school initiatives to reduce waste to landfill, including construction and demolition waste
	Promote sustainable waste reduction initiatives and programmes that reach out to culturally and linguistically diverse groups



Whakaotinga toru: E kaingākautia ana te tukunga iho, ngā toi ā-rohe, me te kanorau ā-ahurea

Outcome 3: Heritage, local arts and cultural diversity are valued

We are culturally diverse and have great facilities for creative activities and events, including music and dance, theatre and visual arts.

The Howick Local Board area has vibrant and active arts, culture and heritage communities. They are supported by facilities and events that bring people together to experience, share, learn and enjoy, and promote tolerance, open-mindedness and respect.

Over the next three years, we will continue to provide grants to help sustain and support our local arts, culture, and heritage activities as our budgets allow. This may mean reviewing how our current programme is delivered and look at partnering with other organisations to develop new initiatives.

“ They are supported by facilities and events that bring people together to experience, share, learn and enjoy, and promote tolerance, open-mindedness and respect. ”



Howick Chinese New Year 2020.

WHAT YOU HAVE TOLD US

- “I like the strong consideration for the Māori community, but would like more concrete actions in this area.”
- “Barry Curtis Park is a platform for multi-ethnic communication.”
- “Please keep giving us things to celebrate together.”

Heritage

The Howick Local Board will continue to implement initiatives that respond to the Howick Heritage Plan 2016 through our community grants and other funding which will be determined through our annual planning process.

Our area’s local heritage, Māori and European, plays a significant role in plans to attract more visitors to support our local economy. Alongside existing promotional resources, we will explore the possibility of extending and translating Howick’s Heritage App to make it accessible to a wider range of visitors.

Arts and Culture

Participating in arts and cultural initiatives enables Aucklanders to express our unique cultures and see ourselves reflected in public places. Creativity, culture and the arts make Auckland a vibrant and dynamic city.

Over the period of this plan, we will continue our support for local artists, working with communities and groups like Uxbridge, Te Tuhi and theatre / music groups to showcase artists’ work and stage local events.

Opportunities

- Share the stories of mana whenua and pre-European history of our area.
- Display diversity of cultures through built form, spaces and places e.g. cultural gardens.
- Create opportunities to bring people together to experience our rich cultural diversity.
- Use arts facilities to celebrate and showcase the work of local artists and present cultural displays and events.

Challenges

- Diverse communities who do not always easily connect with each other.
- Making sure all cultures are celebrated equally.
- Ensuring the resources we have (facilities and funding) are shared equitably among new arts / cultural groups as well as those already receiving support.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.





All Saints Anglican Church, Howick.



Te Tahawai Marae, Pakuranga.

Outcome 3: Heritage, local arts, and cultural diversity are valued

Objective

Key initiatives

Enable people to engage with local history, and share their diverse cultures

Progress actions from the Howick Heritage Plan

Develop public gardens with our ethnic communities that reflect their culture and aesthetic preferences

Māori culture, language, art and stories are incorporated into the design of public spaces

Support local arts, culture, music and heritage activities and experiences

Review and refresh council-funded events to ensure they continue to provide appeal, reflect our communities and are well supported

Co-deliver cultural festivals and celebrations with a view to establishing a signature multi-cultural festival

Fund local arts through operational grants for Uxbridge Arts Centre, local theatre groups and orchestras

Support arts facilities to collaborate with community groups to create art experiences which showcase our ethnically diverse population and cultural heritage, and allow people to do, sample or experience arts and crafts



Whakaotinga whā: Ka tiakina tō tātou taiao, ka haumanutia, ā, ka whakahaumakotia

Outcome 4: Our natural environment is protected, restored and enhanced

Our wonderful environment and admired coastline is clean, safe and protected for all to use in the future.

The natural environment can be described as part of our shared cultural heritage, if you think of heritage as something we've been gifted by past generations to take care of for the benefit of future generations. As caretakers of this environment, we must ensure that what we pass on has been looked after and nourished.

The impacts of climate change are becoming more apparent on the environment and on our lives, so we will encourage an eco-friendly and environmental approach to lifestyle and development at a local level to help mitigate these. We are committed to the council's Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework, Waste Management and Minimisation Plan and Urban Ngāhere (Forest) Strategy, and the need to both reduce emissions and build local resilience to respond to the changing climate.

Mana whenua as kaitiaki of this area for many generations have a unique relationship with the natural environment. Their body of knowledge and practice can help us all to enhance our relationship with our land, marine and freshwater environments. We must all work together in the interests of those who come after us.

“ As caretakers of this environment, we must ensure that what we pass on has been looked after and nourished. ”



Traps display at Festival 2019.



WHAT YOU HAVE TOLD US

- “Beaches are big asset that need safeguarding - climate change makes them vulnerable.”
- “Our local beaches are our taonga and need protecting. They provide great joy to the community and need to be places we can all enjoy along, with a healthy biodiversity.”

On the land

The Howick Local Board area has an abundance of natural and open spaces that contribute to our sense of well-being and provide for our sense of identity and belonging. We are drawn to our wonderful beaches and marine playground in the Hauraki Gulf and Tāmaki Estuary for activities including swimming, boating and fishing.

Our parks and reserves, such as Mangemangeroa, Ōhūiarangi / Pigeon Mountain, Te Naupata / Musick Point, Lloyd Elsmore and Sir Barry Curtis Parks provide for our recreation and host events. But they also play a vital role in protecting our biodiversity, providing habitats for many endangered and threatened species of native flora and fauna.

Working with local Māori, volunteers and schools, we will enable communities to take action to protect, restore and improve our natural environment through grant funding and partnerships, e.g. planting native plants / trees to help improve water quality, Pest Free Auckland and other aligned initiatives.

It is unlikely that the Greenmount landfill site will be ready during the three years of this plan. However, we will continue to advocate for the community’s aspirations to turn it into a public open space reserve with large-scale native planting, cycling and walking, informal active recreation and play, and passive areas for sitting and viewing the landscape.

We will also continue to support the work of the Friends of Mangemangeroa.

Around our coast

You have told us how important our local beaches are and of your concerns for their continuing erosion and the loss of sand. We have received expert advice which helps inform our understanding of local climate change impacts from sea level rise, coastal storm induced flooding, coastal erosion and sand migration. This also helps us identify opportunities for solutions.

We must also consider the marine environment adjacent to our beaches and the role they play in maintaining healthy, functioning ecosystems throughout the Hauraki Gulf Marine Park. As we balance the challenges often presented when populations interact with the natural environment, along with the costs and resources needed for mitigation, we will continue to work with affected communities to develop solutions to these pressing issues.

Along our streams

The quality of water in our streams and waterways directly impacts on the health of our harbour and its biodiversity. Many of our streams have been severely impacted by development and pollution through stormwater and waste discharge and we continue to provide support for the Tāmaki Estuary Environmental Forum. We will support volunteer stream restoration programmes to clean up our waterways, and water quality testing and analysis to assess the effects of small site development activity on the area’s waterways. We will also explore the possibility of stream restoration through riparian planting and daylighting.



Opportunities

- Support and expand the number of environmental programmes and initiatives being delivered by community-based groups.
- Build on the wide support in the community for initiatives to address climate change, particularly from young people, by building capacity and knowledge.
- Deliver Auckland Council's Urban Ngahere (Forest) Strategy to address climate crisis issues, improve air quality, provide shade, and increase habitat for birdlife.

Challenges

- Aging and inadequate stormwater infrastructure in older areas coupled with intensification of housing leading to overflows, flooding and beach degradation in high rainfall events.
- Climate change and the effects of rising sea levels on the Howick Local Board area's coastline, along with the lack of regional / national response to deal with these effects which are particularly evident in adverse weather events.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



Ōhūiarangi/Pigeon Mountain.





Free pest traps are handed out to residents as part of Pest Free Howick project.

Outcome 4: Our natural environment is protected, restored and enhanced

Objective	Key initiatives
Empower the community to take environmental action	Continue to fund a co-ordinator for the Pest Free Howick Ward pest animal and plant control programme
	Establish a communication tool to link local people with local environmental projects
	Work with local communities and schools to deliver projects that restore sensitive ecological areas, improve local water quality, reduce pests, clean up our environment, and allow people to connect with nature
Protect and enhance our unique coastline	Advocate to the Governing Body for increased regional funding for the restoration of our beaches and to address the impacts on our coastline due to climate change, sea level rise and weather-related events
	Implement sustainable measures to prevent the erosion and migration of sand at local beaches
Protect the mauri / lifeforce of our awa / waterways	Mitigate the effects of climate change by restoring freshwater ecosystems to provide ecological services such as flood mitigation, habitat for native biodiversity, and carbon sequestration through riparian planting
	Undertake environmental and water quality testing and analysis to assess the effects of small site development activity on our waterways





Mellons Bay beach.

Outcome 4: Our natural environment is protected, restored and enhanced

Objective

Our large natural areas are enhanced and protected

Key initiatives

Collaborate with mana whenua, East Tāmaki businesses and communities to transform the former Greenmount Landfill into an urban ngahere (forest) and recreational space

Support community-led initiatives to restore and enhance our natural environment

Improve the overall tree canopy cover of the local board area through ongoing annual tree planting programmes to help improve the number and quality of trees on local parks and along streets

Support the Tūpuna Maunga Authority to protect and enhance Ōhūiarangi / Pigeon Mountain

Support Ngai Tai ki Tāmaki in its management of Te Naupata / Musick Point





Local cafe on Picton Street, Howick.

Whakaotinga rima: He ohaoha ā-rohe taurikura whai āheinga ā-rohe

Outcome 5: A prosperous local economy supporting business growth and opportunity

New businesses in our area provide opportunities for local employment. Visitor numbers increase, attracted by our vibrant town centres, recreational opportunities, heritage and events.

The Howick Local Board area economy has been reasonably buoyant over the past 10 years, with over 18,000 new jobs created and annual GDP growth estimated to have been around three per cent or better year-on-year.

This prosperity, however, has been seriously threatened by the impact of the COVID-19 pandemic and lock down in early 2020, the full impacts of which (social and financial) are unlikely to be known for some time. For that reason, over the three years of this plan the Howick Local Board will prioritise its efforts to support local businesses to get back on their feet. We will work with Auckland Council, Auckland Unlimited and other agencies, local businesses and communities to try to limit the impact and hasten the recovery. It is also important to consider resilience and sustainability with our response, to ensure that if there is another such event, the impacts are less severe.

“ A strong, prosperous local economy that everyone can participate in is vital to the well-being of the entire community. ”





Part of this will involve working alongside the Greater East Tāmaki Business Association (GETBA) and the Howick Village Business Association (HVBA) to deliver elements of their strategic plans.

Local employment opportunities mean people can live and work locally. We will continue our efforts to attract new businesses to locate in the area. As it's likely international travel to and from New Zealand will be curtailed for some time, and more domestic travellers will be looking for interesting places to visit closer to home, we will work with East Auckland Tourism and link with neighbouring local boards on ways to bring more domestic visitors to explore and experience our area.

A strong, prosperous local economy that everyone can participate in is vital to the well-being of the entire community. The Auckland Plan 2050 describes how our economy needs to be constantly agile and innovative to be resilient against disruption in a changing world. The recent pandemic experience highlights this and it is unlikely we will return entirely to business as usual. As part of Auckland Council, we will work alongside key partners and stakeholders to ensure people can access training and education so they have the skills employers will be seeking.

WHAT YOU HAVE TOLD US

- “Position Howick as a clean green eco-friendly place, with stunning natural amenities and great cafes with healthy food.”
- “Hold events in the communities to encourage more people to get involved and support local businesses.”

Opportunities

- Promote “buy local” in response to the COVID-19 economic impact.
- Large industrial/commercial areas for businesses.
- Strong Business Improvement Districts in Howick Village Business Association and Greater East Tāmaki Business Association.

- Large and youthful population to support business / employment.
- Joint approach to tourism with Franklin to promote East Auckland and Pohutukawa Coast tourism.
- New events to attract more visitors, including a signature regional event.
- Promote Howick’s Heritage App and translate it into other languages to improve visitor numbers.

Challenges

- Recovering successfully from the economic impact of the COVID-19 pandemic.
- Significant transport challenges for people, goods and services moving to and from the area.
- Rapid public transport – AMET1 Eastern busway and the Airport to Botany link – are still in development.
- Attracting more domestic visitors to the Howick Local Board area.
- Limited opportunity for the council to influence development and operation of privately-owned town centres at Ormiston, Pakuranga, Highland Park and Botany.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.



New residential subdivision adjacent to Ormiston Town Centre.



Local cafe at Uxbridge Centre.

Outcome 5: A prosperous local economy supporting business growth and opportunity

Objective	Key initiatives
Support local business recovery from impact of COVID-19	<p>Work with local business associations (such as Greater East Tāmaki Business Association and Howick Village Business Association) and groups such as East Auckland Tourism on initiatives that support recovery</p> <p>Support “buy local” campaigns where possible</p> <p>Identify opportunities for social enterprise developed by communities</p>
Vibrant town centres	<p>Implement actions from the Howick Village Centre Plan</p>
Grow the number of businesses locating in the Howick Local Board area’s key industrial and commercial areas	<p>Support local Business Improvement Districts (Greater East Tāmaki Business Association and Howick Village Business Association)</p> <p>Support initiatives that facilitate youth into training and employment</p> <p>Support initiatives that enable entrepreneurship and capacity building in small business</p>
Generate business activity and employment by increasing visitor numbers to the Howick Local Board area	<p>Support East Auckland Tourism to increase the number of visitors to the area and implement actions from the Howick Tourism Plan 2016</p> <p>Continue to provide operational funding support for the Howick Historic Village</p> <p>Develop new events, infrastructure and amenities to attract more visitors</p>



Whakaotinga Ono: He kōwhiringa
ikiiki pai, haratau hoki

Outcome 6: Effective and accessible transport choices

A safe, convenient, accessible and affordable transport and travel network that plays an important role in the well-being of communities and the health of local economies, by connecting people to each other, the goods and services they need (such as shopping outlets and health services), and their places of recreation, education and work.

You have told us that getting around the area safely and efficiently is a key concern. Over the next three years, we will use our Local Board Transport Capital Fund to deliver local improvements for pedestrian safety, town centre amenity, and infrastructure such as bus stops. We will also prioritise projects from the Howick Walking and Cycling Network Plan for both commuter and recreational use.

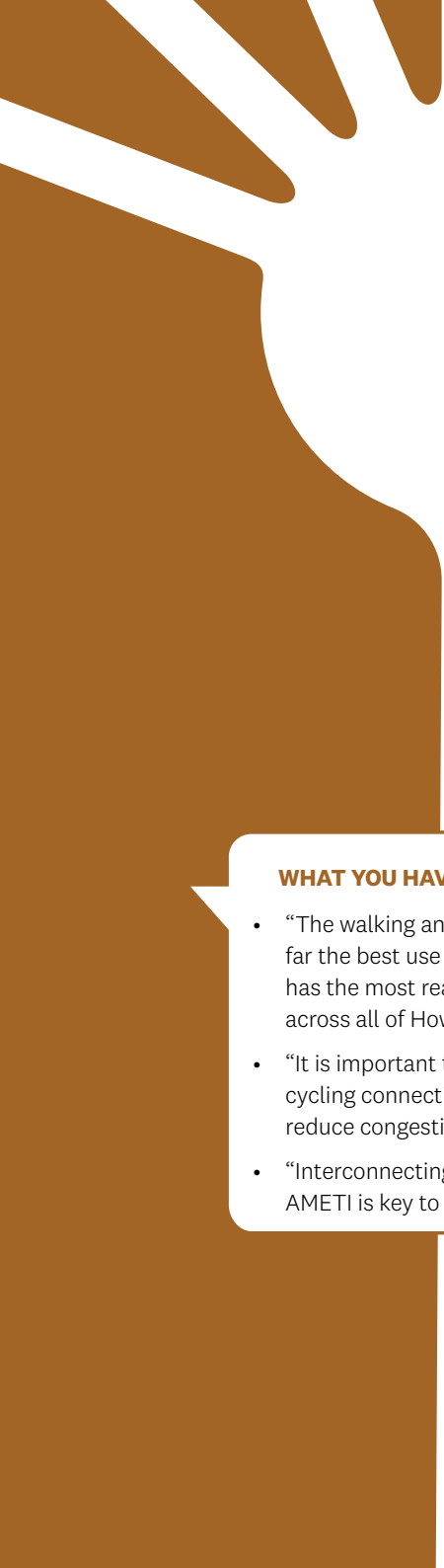
Road Network

An efficient, well-maintained road network provides the foundation for a transport system that supports social connection, access to employment and education, and the movement of goods and services. It provides the public transport routes around our area, and most of the existing walking and cycling network.

“ In order to make walking, cycling and public transport preferred choices for many more people, we must make them convenient, safe, reliable and easily accessed options. ”



Cascades Road bridge showing the walkway connection down to the Cascades Walkway.



WHAT YOU HAVE TOLD US

- “The walking and cycling network plan is by far the best use of limited resources, and has the most reach to the wider community across all of Howick’s Local Board area.”
- “It is important to create better walking and cycling connections with key destinations to reduce congestion on the roads.”
- “Interconnecting cycling infrastructure to AMET1 is key to its success.”

We will continue to support, through our advocacy to Auckland Transport, key additions and improvements to the road network in our area to ensure it meets the needs of business and residential growth. This includes work on key intersections to reduce or avoid bottlenecks, improvements to rural roads to cater for increased traffic flows, and important new routes such as the Mill Road corridor link to the south.

Public Transport

In order to make walking, cycling and public transport preferred choices for many more people, we must make them convenient, safe, reliable and easily accessed options.

The AMET1 Eastern Busway is forecast to carry approximately 7500 passengers during the morning peak period and increase patronage by up to 13 per cent for south-east Auckland suburbs. It will reduce travel times from Botany to Britomart to around 40 minutes, significantly improving transport choices to other parts of the region. Over the three years of this plan, construction of the Pakuranga to Botany section, including the Reeves Road flyover, will get underway, with completion scheduled for 2025. To fully capitalise on the

opportunity this brings, we need to make sure that people from all over the Howick Local Board area can easily connect to all the transport services they need through feeder buses, or safe cycling and walking routes. This includes connections to and infrastructure for Auckland and Waiheke Island ferries. We will work with Auckland Transport on making sure our transport network meets the needs of East Auckland.

We will also ensure newer areas are well served with bus shelters, particularly in Ormiston and Flat Bush, and as budget permits, assess existing bus stops and shelters to ensure they cater for passenger numbers and comfort, now and into the future.

A significant missing link in our public transport network is the Auckland Airport to Botany Rapid Transit Network. This will provide more direct public transport access to the airport through Manukau and the new Puhinui interchange, and an alternative route into the CBD and points south, building resilience into the network. It will also provide a more direct route from the south to bring visitors into the area. We will continue to advocate for this important initiative.



Active travel

Active transport opportunities (walking, cycling and increasingly, micro-transport such as scooters) not only provide travel choice, but they can also help keep children and adults in healthy bodies for a lifetime.

You have told us this is important so we will make safe walking and cycling routes a key priority for us. We want to encourage more children to walk or cycle safely to school, and for active travel to be a realistic option for people going to work or any reasonably close destination. To achieve this, we will progressively implement projects from our Walking and Cycling Network Plan to improve connectivity to more places and services that people need to get to.

Opportunities

- Provide connectivity to the AMETI Eastern Busway e.g. cycling / walking routes, bus feeder services.
- Community support for cycle lanes.
- Airport to Botany Rapid Transit Network will increase connectivity to Manukau and southern train line and offer an alternative route to the CBD.
- Prioritise Howick's Local Board Transport Capital Fund for local projects over the next three years.

Challenges

- New suburbs in the south of our area have limited access to public transport and related infrastructure.
- The prohibitive cost of upgrading rural roads and narrow bridges to urban standards as rural areas become urbanised or experience increased traffic flows.
- The reduction in the allocation of funding via the Local Board Transport Capital Fund, as a consequence of the COVID-19 pandemic will limit the ability to plan and deliver projects.

Our commitment

We are committed to carrying out the following key initiatives to achieve these goals and will continue to look for other opportunities as they arise.

Outcome 6 : Effective and accessible transport choices

Objective	Key initiatives
Public transport services that people can easily access	Advocate to Auckland Transport for feeder bus services or other innovative on demand services that will enable the community to access the existing bus / ferry networks
	Advocate to Auckland Transport for more bus services to serve the areas of Flat Bush, Mission Heights and the Murphys Road area, Cockle Bay, Farm Cove and Bucklands Beach
	Continue to represent community interests in the delivery of the AMETI Eastern Busway project
	Advocate to Auckland Transport for the airport to Botany Rapid Transit Network, and for the route to connect with Barry Curtis Park
Review and improve bus shelter provision, particularly for new areas such as Ormiston / Flat Bush	
Active transport infrastructure enables connection with schools, key community facilities and transport hubs	Implement projects from the Howick Walking and Cycling Network Plan that increase connectivity to schools, places of sport and recreation, AMETI Eastern Busway, Half Moon Bay Ferry, and Highbrook



Te Uho Nikau Bridge, Flat Bush.



Outcome 6 : Effective and accessible transport choices

Objective	Key initiatives
Our road network is safe, well maintained and fit for purpose	<p>Deliver pedestrian safety improvements around schools</p> <p>Advocate to the Governing Body for funding to upgrade rural roads to urban standards, including widening narrow bridges in response to growth of the urban area (e.g. Chapel Road and Murphys Road)</p>
Our road network enables local economic prosperity	<p>Advocate to Auckland Transport to maintain funding and commence construction for the following:</p> <ul style="list-style-type: none">• widening of Smales Road / Allens Road intersection• Stancombe Road connector in Flat Bush• the Mill Road upgrade <p>Advocate to the Governing Body for continued planning for an east-west connection between Onehunga, Ōtāhuhu, Sylvia Park and Panmure and through to East Tāmaki</p>
Local boards have transport infrastructure funding available for local area improvements that don't meet regional priorities.	Advocate to the Governing Body for local board transport funding to be re-instated to the pre-COVID-19 level of \$21m per annum and, for previously allocated funding of \$38m lost through the COVID-19 pandemic emergency budget to be fully restored.



Barry Curtis Park, Flat Bush.





He kōrero take pūtea

Funding information

The local board funding policy sets out how local boards are funded to meet the costs of providing local activities and administration support.

Local board funding is approved through the council's budget-setting process. This involves the council's Governing Body adopting a 10-year budget (long-term plan) every three years and an annual budget every year. Local board agreements, in which the local board and the governing body agree the local board budget for each year, make up part of the annual budget.

The council's budget-setting process involves allocating funding gathered through revenue sources such as rates and user charges. It also involves setting levels of service for council activities and corresponding performance targets.

The financial and levels of service statements in this plan are based on the information included in the Long-term Plan 2018-28 and updated through subsequent annual plans (including the Emergency Budget 2020/2021). Updated financial information and levels of service will be adopted as part of the long-term plan which is due to be adopted in June 2021. The Long-term Plan 2021-2031 will be informed by the local board plans and may impact the initiatives in this local board plan.



Kaupapa ā-rohe me ngā paerewa ā-mahi

Local activities and levels of service

The budget-setting process sets levels of service for local activities and corresponding performance targets. The table below describes the local activities and default level of service statements set out in the Long-term Plan 2018-28. These level of service statements may change when they are reviewed as part of the Long-term Plan 2021-2031.

More information on local board budgets can be found in the Howick Local Board Agreement and Auckland Council's local board funding policy, which are available on the council website.

Local activities	Levels of service statements
Local community services	
<p>This is a broad activity area, which includes:</p> <ul style="list-style-type: none">• supporting local arts, culture, events, sport and recreation• providing grants and partnering with local organisations to deliver community services• maintaining facilities, including local parks, libraries and halls.	<p>We provide library services and programmes that support Aucklanders with reading and literacy, and opportunities to participate in community and civic life.</p> <p>We fund, enable and deliver community events and experiences that enhance identity and connect people.</p> <p>We fund, enable and deliver arts and culture experiences that enhance identity and connect people.</p> <p>Utilising the Empowered Communities Approach, we support Aucklanders to create thriving, connected and inclusive communities.</p> <p>Provide safe, reliable and accessible social infrastructure for Aucklanders that contributes to placemaking and thriving communities.</p> <p>We provide community centres and hire venues that enable Aucklanders to run locally responsive activities, promoting participation, inclusion and connection.</p> <p>We provide recreation programmes, opportunities and facilities to get Aucklanders more active, more often.</p> <p>We provide safe and accessible parks, reserves and beaches.</p> <p>We showcase Auckland's Māori identity and vibrant Māori culture.</p>





Local activities**Levels of service statements**

Local planning and development

This group of activities covers improvements to town centres, the local street environment as well as local environment and heritage protection. These activities also include working with business and community associations to improve local economic development and employment initiatives.

We help attract investment, businesses and a skilled workforce to Auckland.

Local environmental management

Local boards work in partnership with local communities and iwi to deliver projects and programmes to improve local environments. Our focus is on indigenous biodiversity, healthy waterways and sustainable living.

We manage Auckland's natural environment.

These activities include stream restoration, waste minimisation programmes, supporting environmental volunteers and partnering with schools to provide a range of environmental initiatives.

Local governance

Activities in this group support our 21 local boards to engage with and represent their communities and make decisions on local activities. This support includes providing strategic advice, leadership of the preparation of local board plans, support in developing the local board agreements, community engagement including relationships with mana whenua and Māori communities, and democracy and administrative support.

The measures for this group of activities are covered under the Regional Governance group of activities in the Long-term Plan 2018-2028 which determine participation with Auckland Council decision-making in general. This includes local decision-making.

There are no significant changes to the measures or targets for 2020/2021.

Tirohanga take pūtea whānui

Financial overview

Revenue, expenditure and capital investment by local activities for the Howick Local Board for the period 1 July 2020 to 30 June 2021.

Annual Budget Financials	2020/2021 (\$000)
Operating revenue	
Local community services	4,527
Local planning and development	-
Local environmental services	-
Local governance	-
Total operating revenue	4,527
Operating expenditure	
Local community services	25,287
Local planning and development	670
Local environmental services	354
Local governance	1,154
Total operating expenditure	27,465
Net operating expenditure	22,938
Capital expenditure	
Local community services	1,529
Local planning and development	-
Local environmental services	-
Local governance	-
Total capital expenditure	1,529



Ngā Mema o tō Poari ā-Rohe o Howick

Your Howick Local Board members

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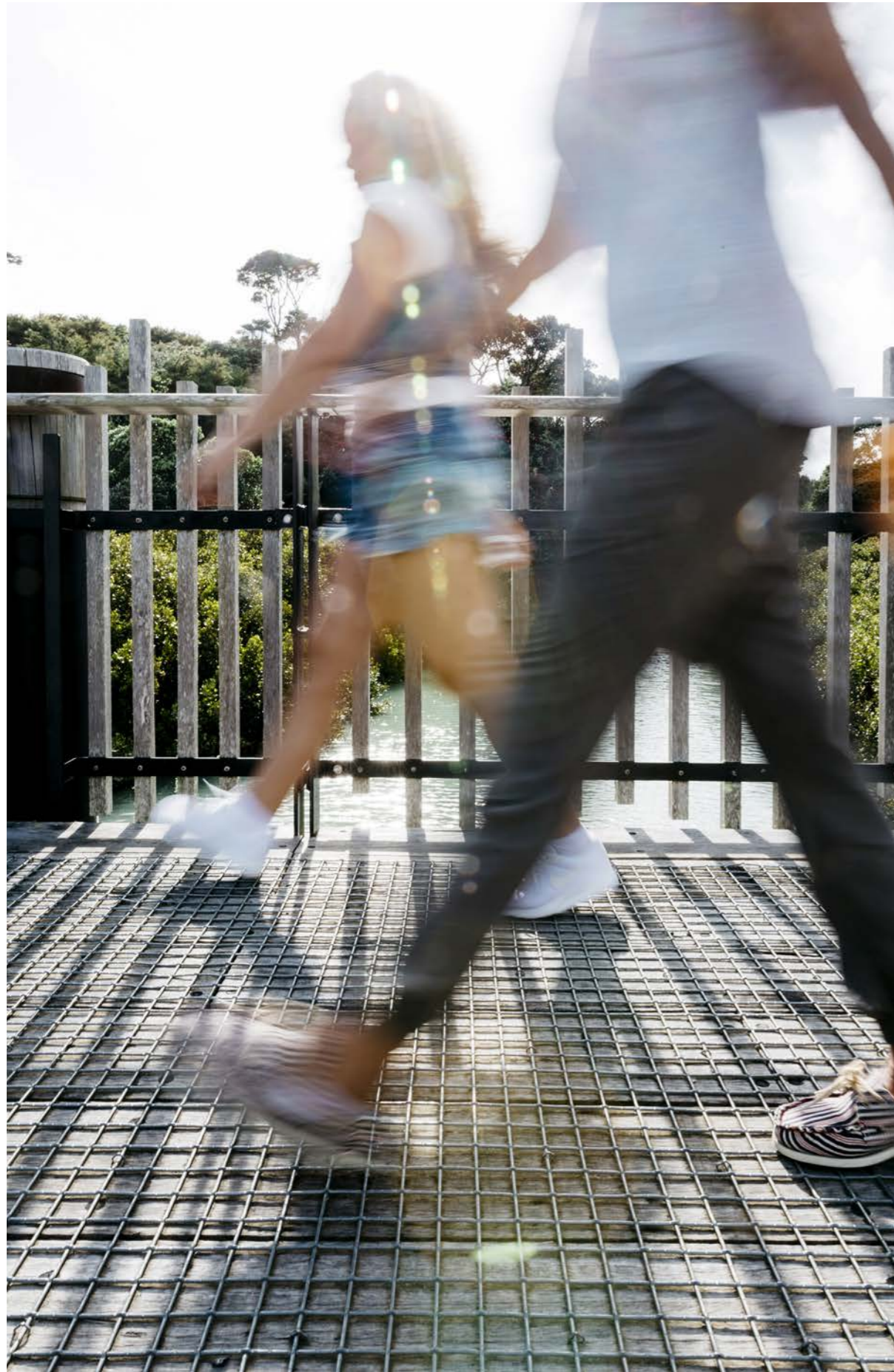
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HOWICK WALKING & CYCLING NETWORK

Adopted Report, November 2018



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1.0 Introduction & Background

1.1 Purpose of the Document

PURPOSE

This document defines the long-term walking and cycling network plan for the Howick Local Board area. It is a visionary and guiding document intended for use by elected members, Council and CCO officers, community and volunteer groups, private developers and other interested parties.

VISIONARY DOCUMENT

Network plans similar to this have been successfully developed throughout the world. One of the most notable examples is in Portland, Oregon, where the local government and residents worked together to develop their network of cycleways, walkways and parkland. This was then extended further into the urban environment to include a wholesale retrofit of streets, parks and industrial developments to achieve a fully connected city.

Planning and delivery of an overall Auckland network called 'Local Paths' (formerly known as Greenways)* is now well underway across the city, where plans are being developed in a ground-up manner by Local Boards with a shared vision; to greatly improve walking, cycling and ecological connections throughout the region.

GUIDING DOCUMENT

Upon adoption of this walking and cycling network plan, the Howick Local Board will identify a series of priority projects and look for opportunities to fund and create these connections over the coming years. Auckland Council will continue to develop Open Space Network Plans under its Open Space Strategy for all Local Board areas, and Local Paths plans will ultimately become a chapter of these.

*The Howick Local Board has opted to rename their Local Paths project as the Howick Walking and Cycling Network (HWCN), and will be referred to as such from here on in.

1.2 Strategic Fit

LINKS TO THE AUCKLAND PLAN

The Auckland Plan sets Council's long-term strategic direction, and sets out a vision to create the world's most liveable city. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

Implementation of the projects contained within the HWCN plan can deliver on a number of the aims of the Auckland Plan, including:

Chapter 5: Auckland's Recreation & Sport

Priority 1: *Encourage all Aucklanders, particularly children and young people to participate in recreation and sport*

Chapter 7: Auckland's Environment

Priority 1: *Value our natural heritage*
Priority 2: *Sustainably manage natural resources*
Priority 3: *Treasure our coastlines, harbours, islands and marine areas*

Chapter 12: Auckland's Physical & Social Infrastructure

Priority 2: *Protect, enable, align, integrate and provide social and community infrastructure for present and future generations.*
Directive 12.8: *Maintain and extend the public open space network, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs.*

Chapter 13: Auckland's Transport

Priority 3: *Prioritise and optimise investment across transport modes.*

LINKS TO OTHER INITIATIVES

In developing this walking and cycling plan, a number of related Council and non-council initiatives have been investigated and, where possible, included in the network:

- Auckland Unitary Plan;
- Local Board future planning documents such as the Howick Heritage Plan, Howick Village Centre Plan, and Howick Local Board Plan (2017);
- The large number of Special Housing Areas (SHAs) within the region, including those currently progressing around Flatbush;
- Auckland Council or private development proposals such as the Greenmount Reserve and Ostrich Farm Concept Plans, Barry Curtis Park and Lloyd Elsmore Park Masterplans, and the Mangemangeroa Development Plan;
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN), AMETI Eastern Busway, East West Connections project, and the Half Moon Bay Ferry / Bus Interchange.

LOCAL BOARD ASPIRATIONS

Each Local Board plan is a reflection of what elected members have heard from their community. Feedback gained both formally and informally is instrumental in shaping these plans, and they provide a touchstone for the aspirations of each area's community.

Successful implementation of high-performing walking and cycling routes has the potential to fulfil a number of the outcome aspirations in the Howick Local Board Plan (2017):

Outcome 1: Involved and connected communities

"We are proud of our area and participate in our community to make Howick a great place to live, work and play."

Outcome 2: Our future growth is managed effectively

"We want to ensure future growth is well planned a with good quality design and transport connections that enable people to move easily around our area."

Outcome 3: Valuing our cultural diversity

"We are culturally diverse and have great facilities for creative activities including music and dance, theatre and visual arts."

Outcome 4: A treasured environment

"We will keep our wonderful environment and admired coastline clean and safe for all to use."

Outcome 5: Our people are active and healthy

"Our extensive network of public places, and recreation and leisure facilities will be looked dafter so people of all ages and abilities can use them to remain healthy and active."

Outcome 6: A prosperous local economy

"We will attract new businesses to support our economy and provide opportunities for training and skills development. We will also continue to attract tourism to our area."

Supporting this vision, the Board Plan sets out a number of more tangible objectives per outcome, to guide allocation of funding and advocacy over the Local Board term. Construction of the walking and cycling network, as detailed by this document, can help to deliver on a number of these objectives, specifically:

Our future growth is managed effectively:

- A well integrated, well designed and efficient public transport system.
- Provide a quality network of better used parks and open spaces to meet existing and future growth needs.

Increasing the network of safe walkways and cycleways in Howick, and encouraging these modes of transport as practical, healthy options for community and regional connections is a main aim of any walking and cycling network plan.



A treasured environment:

- Our natural and built environment is well managed with ongoing support for pest and weed control, and pollution prevention.

The HWCN plan is a tool which can be used to deliver this outcome, by providing re-vegetated riparian ecological corridors. Such corridors offer habitat for both flora and fauna in the area, as well as doubling as a movement corridor to allow animals to move between larger areas of habitat.



Our people are active and healthy:

- Sport and recreation opportunities responds to the needs of our growing communities and offers a wide range of activities
- Planning and development of parks, walkways and cycleways and 'green fingers' are continued

The HWCN plan provides a connected recreational network, allowing residents to move safely through and between their existing open spaces. This has benefits for the health and well-being of those people actively using the network, as well as offering an opportunity for people to get out and meet others from their local community. It also has the potential to see a greater uptake of usage of existing recreational facilities in Howick.



1.3 What is a walking and cycling network?

DEFINITION

The aim of a walking and cycling network is to provide connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, the HWCN may cross existing areas of parkland, and follow street connections between parks. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

Implementation of the HWCN plan will better connect Howick to the neighbouring Otago-Papatoetoe, Maungakiekie-Tamaki and Franklin Local Board areas, and will also connect to regional walking/cycling proposals for the greater Auckland area. The adjoining map shows routes either under development or adopted by other participating local boards. Each board sets their own 'Local Paths' definition for their respective areas, based around a common aim.

BENEFITS OF A WALKING AND CYCLING NETWORK

There are many benefits from developing a network, including:

Recreation – Improving people's access to outdoor recreation and enjoyment close to their home;

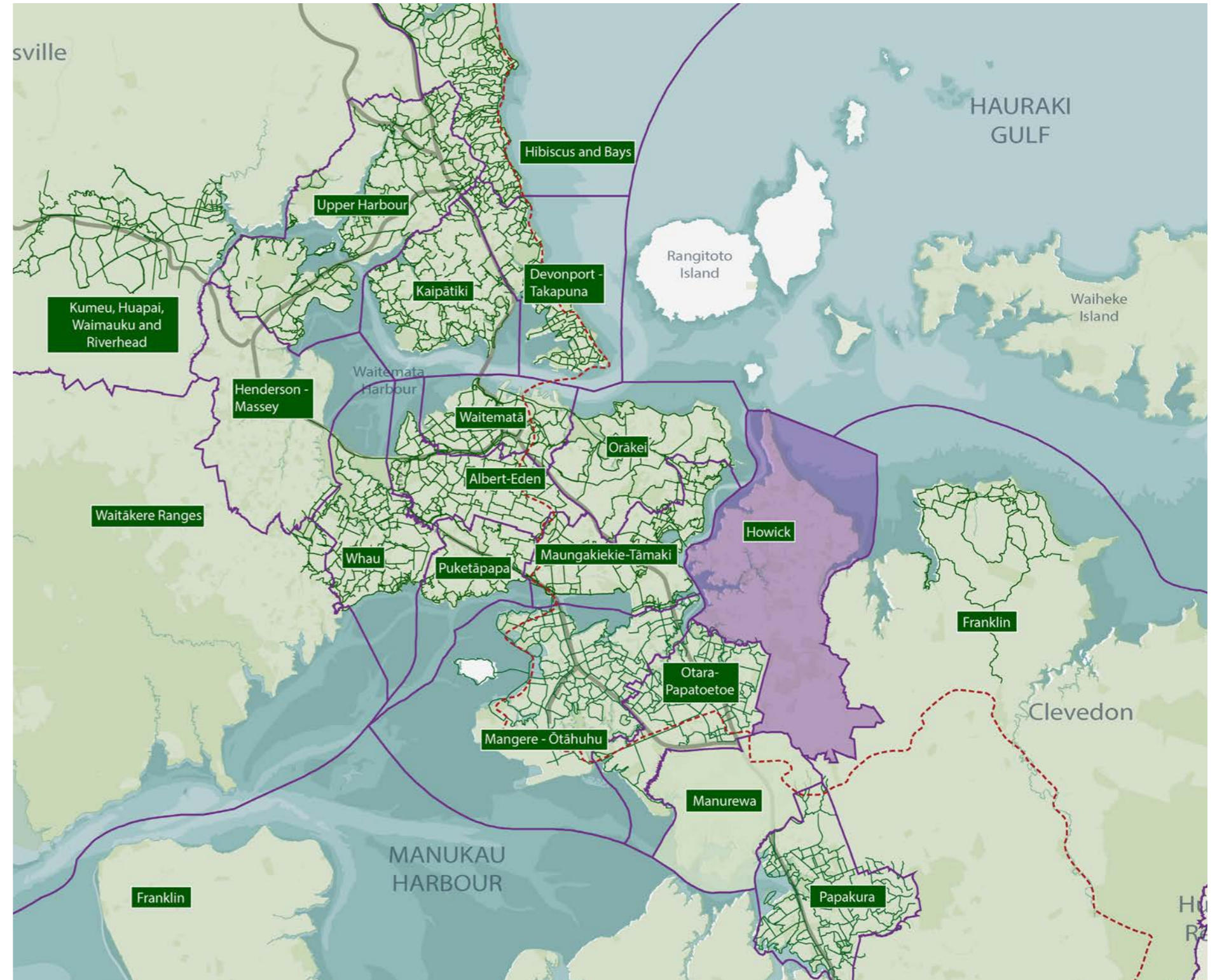
Environmental – reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving stormwater quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;

Social – providing improved opportunities for people to get outside and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities;

Health – providing improved opportunities for activity and fitness;

Education – Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and

Economic – Increasing local employment as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors, and improve property values.



LEGEND

- Planned network routes (partially constructed)
- Local Board boundaries
- Te Araroa Walkway (National Walkway)

Boards with planning underway

Local Paths Network, Auckland



WHAT THE ROUTES MIGHT LOOK LIKE

The appearance of the network will vary dependent on its location. For instance, a connection that runs through parkland may look and function quite differently to a connection adjacent to a road or in a built-up urban environment. The adjacent images show what the network could look like in a variety of settings, including:

- parks, reserves, and connecting to bush areas
- alongside streams or ecological areas
- alongside industrial land or residential properties
- slow-speed traffic environments and major transport corridors.

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects have been considered by Auckland's 'Local Path Design Guide', which will see the construction of each individual project following a consistent set of 'rules' to allow the projects to work together consistently as part of the overall network. See over the page for examples from the Local Path Design Guide.



CONNECTIONS IN OPEN SPACES



CONNECTIONS IN STREETS & TRANSPORT CORRIDORS

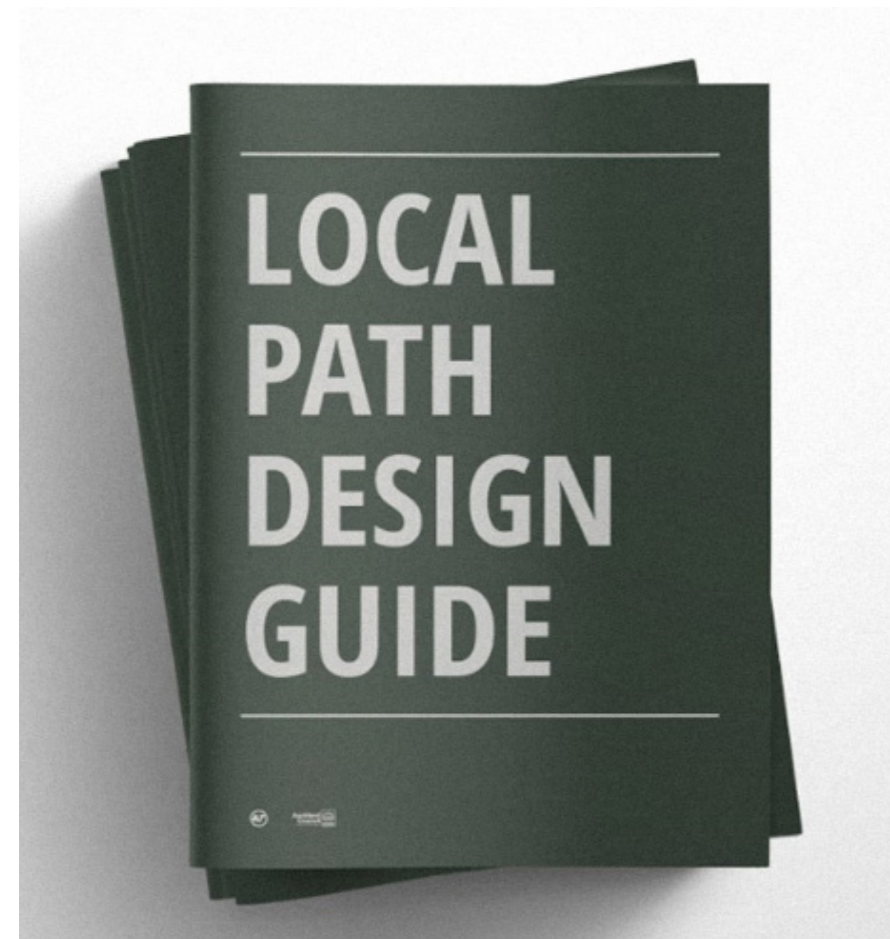


ECOLOGICAL OPPORTUNITIES

1.4 Local Path Design Guide

POSITIONING HOWICK'S WALKING & CYCLING ROUTES WITHIN THE WIDER AUCKLAND NETWORK

Over the last few years, Auckland Transport and Auckland Council have worked to produce a 'Local Path Design Guide' (March, 2017) for shared walking and cycling routes across all of Auckland. The purpose of this network planning document is to detail where the routes are to go, while the design guide describes their look and feel. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes. Together, these two documents will form the backbone of the ongoing delivery of these projects for the Howick area, and ensure that the routes connect up in a logical manner to those in surrounding areas.



WHAT ARE LOCAL PATHS?

Local Path - Street

An on-street Local Path had pedestrians accommodated on footpaths with streets that are safe enough to cycle on without the need for separated cycle lanes. Traffic calming tools, pavement markings and signage are used to improve safety for all street users.

Local Path - Open Space

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.

Express Path

Express Paths are major cycleways on busy streets or off-road paths. They connect people to major centres and form the base structure of the cycleway network.

Trail

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. Many trails will connect to Local or Express Paths, but may also allow for horse riding alongside walking and cycling. A trail can also be a bush walk, which due to topography would not be shared by cyclists. Trails are not generally intended to form a connection between destinations, and often run in loops.



1 Sandringham, Auckland



2 Beach Road Cycleway



3 Grafton Gully Cycleway



4 Mount Roskill War Memorial Reserve



5 Mahurangi East Track



6 Henderson Creek / Opanuku Stream

1.5 Auckland Context

This map shows the Board area within its wider regional context, sitting approximately 20km east of Auckland's CBD. It is bound by the Huraki Gulf in the North, Tamaki River and the Mangakiekie-Tamaki and Otara-Papatoetoe local boards to the West, and the Manurewa and Franklin local boards to the South and East.

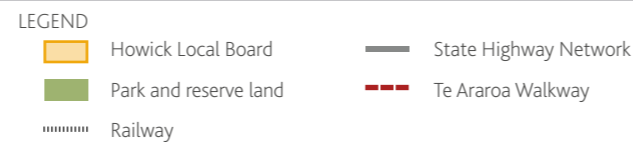
The Howick Local Board area takes in the established suburbs of Howick, Pakuranga, Bucklands Beach and Botany, as well as the industrial East Tamaki sector and the more recently developed Flatbush area. A significant increase in the residential population is forecast over the coming years, with a Special Housing Area (SHA) located within the board's boundary. This makes it uniquely positioned to take advantage of a pre-planned walking and cycling network, as these can be incorporated into new residential areas as they are constructed.

BROADER TRANSPORT CONNECTIONS

The Southern Motorway and railway line both sit outside of the Howick Local Board area, presenting a challenge of how to get people to these important corridors, or the transport hubs that link up to them (i.e Panmure and Manukau Transfer Stations). This is where planned walking and cycling routes may help to fill those gaps. From a safety perspective, the fact the area is not bisected by rail or motorway corridors means there is more opportunity to provide a safe and fully connected walking and cycling network. In terms of public transport access directly into the CBD, Howick has access to a number of ferry services running from Half Moon Bay, as well as a comprehensive bus network.

BROADER WALKING AND CYCLING CONNECTIONS

The walking trail 'Te Araroa' is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route doesn't currently feature within the Howick area (instead running just beyond the southern boundary), there may be future potential to link other routes in with the national trail or out towards Hunua.



Scale 1:500,000 @ A3



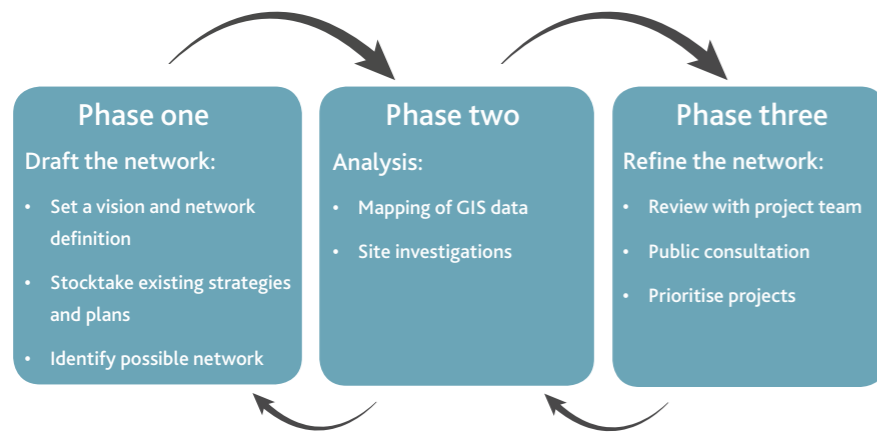
Picton Street, Howick Village



2.0 Methodology

2.1 The Process

The Howick Walking and Cycling Network was developed using a three-stage process as outlined below:



PHASE ONE - DRAFT THE NETWORK

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Howick Local Board Plan (2017) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, a definition for the Howick Walking and Cycling Network (HWCN) was discussed and agreed upon with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a high-level plan of walking and cycling connections as per the agreed components set out in the local network definition. Ecological improvements were also given consideration, to improve links between existing vegetated areas, including significant areas of bush, wetlands, coastal edges and streams. These desktop studies gave an understanding of the broad landscape patterns within the Howick area, and were used to guide phase two of the process, where the network was investigated on site.

This stage of the draft network plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Board's aspirations and objectives for the project.

During this phase, discussions were held with Auckland Transport and other Council officers to inform them of the project, and to understand linked policies or projects that would affect the HWCN.

PHASE TWO - ANALYSIS

Following the desktop mapping, the draft route was overlaid with GIS data (in Appendix - Section A) to ensure that the network made appropriate connections to local destinations such as schools, community facilities, town centres and transport nodes.

The draft network plan was then assessed on-site to ensure that it provided logical, practical and safe connections. This process involved analysis of a number of aspects that could influence the suitability of the route, such as topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of any roading corridors identified as greenway routes.

All proposed connections were sighted and evaluated, and photo-record taken. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

PHASE THREE - REFINE THE NETWORK

Following the analysis phase, the Howick Local Board and Council officers from Parks Sports and Recreation, Community Facilities and Local Board Services reviewed the proposed HWCN routes in detail, and a two-phase community consultation process was then carried out.

The first phase of community engagement / consultation was carried out as follows:

- Botany Community Day, 3rd March 2018
- Howick Village Market, 10th March 2018
- Digital communications via Shape Auckland, and Howick Local Board websites such as Facebook. Online consultation closed on the 8th April 2018.

Feedback was received from local organisations, members of the local community and residents of the wider Auckland area, and was generally supportive of the proposed routes.

The second phase was a targeted stakeholder session held mid May, which sought to gain feedback from groups with an active interest in this type of work. Invitees to this session included:

- Local recreational and interest groups, such as members from Bike East Auckland, and Fisher & Paykel Healthcare
- Auckland Transport
- Schools and Local Sports Clubs
- Local Business Association

Feedback from both phases of community consultation was then incorporated into the plans. This feedback helped to modify the draft routes based on real community needs, and was also very valuable in determining the priority routes described below.

Following consultations, routes were identified that could be prioritised for delivery and/or advocacy. The HWCN is a long-term project, to be developed over the next ten-twenty years, and project prioritisation helps the board focus on achieving sections of the plan within its three year term. Prioritisation is based on a number of factors including costs, benefits, constraints and opportunities, often driven by other local projects - including those by Auckland Council, Council Controlled Organisations and external stakeholders, such as NZTA.

The priority sections can be viewed in Appendix - Section C of this document.

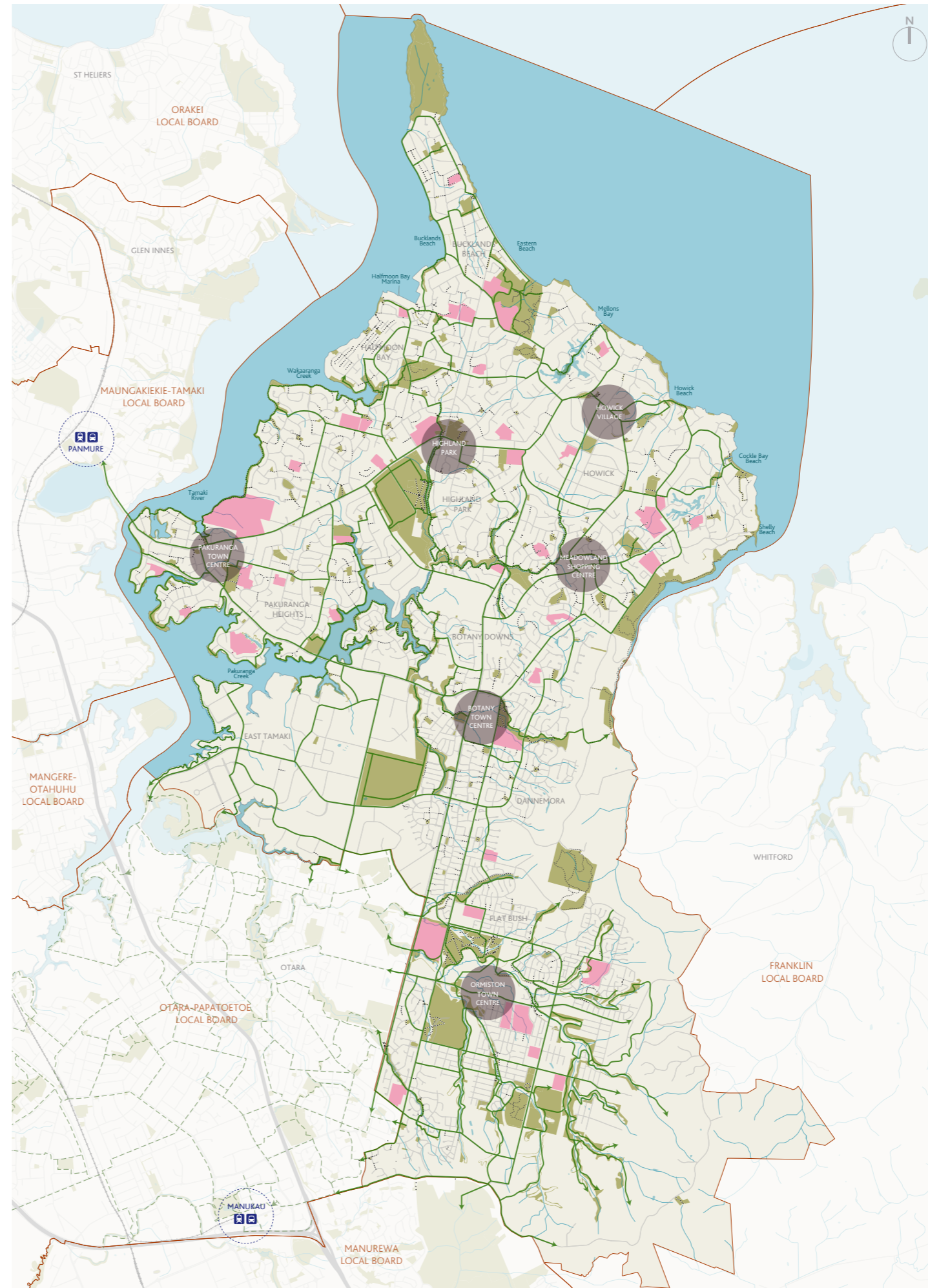




3.0 Network Mapping

3.1 Long-term Aspirational Routes

This map shows the completed Howick walking and cycling vision identified by the Local Board, including both the priority sections as well as longer term routes. This vision is aspirational, and will be reviewed on a regular basis as priority sections are completed, and as other related projects are completed.



LEGEND:

Base information

- Schools
- Parks & reserve land
- Streams & River
- Roads

HWCN connections

- Proposed route
- Existing paths
- Transport Interchange hub
- Neighbouring local board routes

3.2 Long-term Aspirational Routes with Additional Future Planning Overlays

This map shows the walking and cycling network as it relates to the draft Auckland Cycle Network (ACN), and other long term planning overlays. The other planning overlays shown here include:

- AMETI Eastern Busway

It is worth noting that the routes do not often overlap with the ACN's 'highway' or 'connector' routes, as these are predominantly on busy roads where opportunities for amenity, recreational and ecological improvements are very difficult to achieve. Routes tend to overlap with the ACN's 'feeder' routes much more closely, and are included in AT's definition of a feeder route. These routes are usually on low traffic volume, 'minor' streets where improvements to the streetscape are more practical to achieve.

It is also of note that the ACN is currently in draft form, and a process to better align the 'feeder' routes with the various Local Board Local Paths plans is currently underway. It is intended that both the ACN and the HWCN plans are 'live' documents, which will be updated at regular intervals. ACN routes shown on this map were current as of November 2017.

LEGEND:

Base information

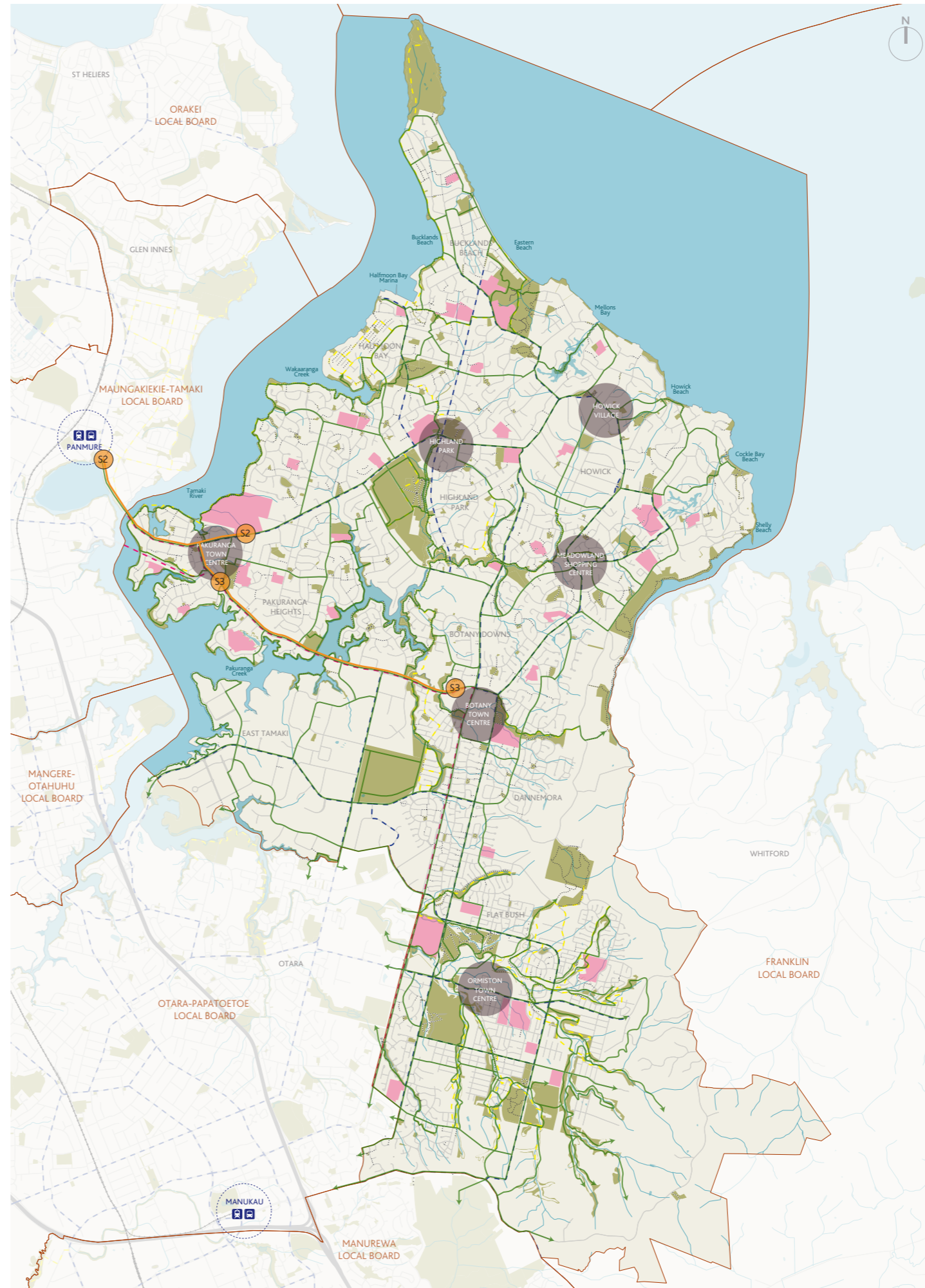
- Schools
- Streams & Rivers
- Parks & reserve land
- Roads

HWCN connections

- Proposed route

Future Planning Overlays

- ACN Metro
- ACN Connector
- ACN Feeder
- AMETI project stages



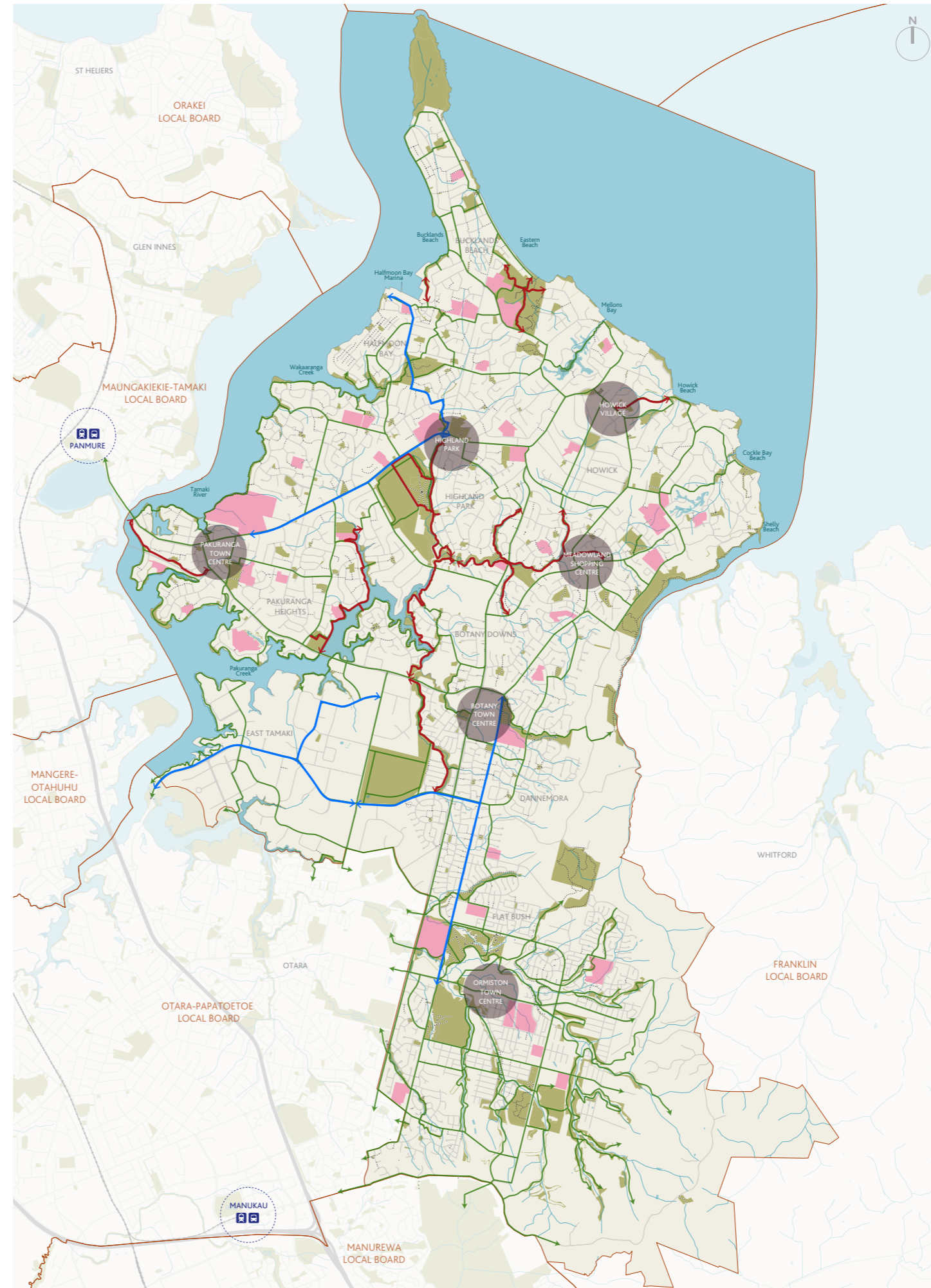
3.3 Proposed Priority Routes

As noted earlier, the HWCN plan is a long term vision, and in order to deliver a tangible result, a number of routes have been prioritised for delivery and/or advocacy over the next 3-5 years. Not all of these routes will be delivered, due to financial constraints - but these routes give an indication of where attention will be focused in the short term.

The routes have been split into recreational and commuter routes, as there are clear distinctions between them in terms of context and location.

- Recreational routes are typically on council-owned park land and may follow existing paths (i.e upgrading the Cascades Walkway to shared path standard).
- Commuter routes are typically on-road, and will require strategic design and implementation working alongside Auckland Transport.

Further detail on these routes is contained within Appendix C.



LEGEND:

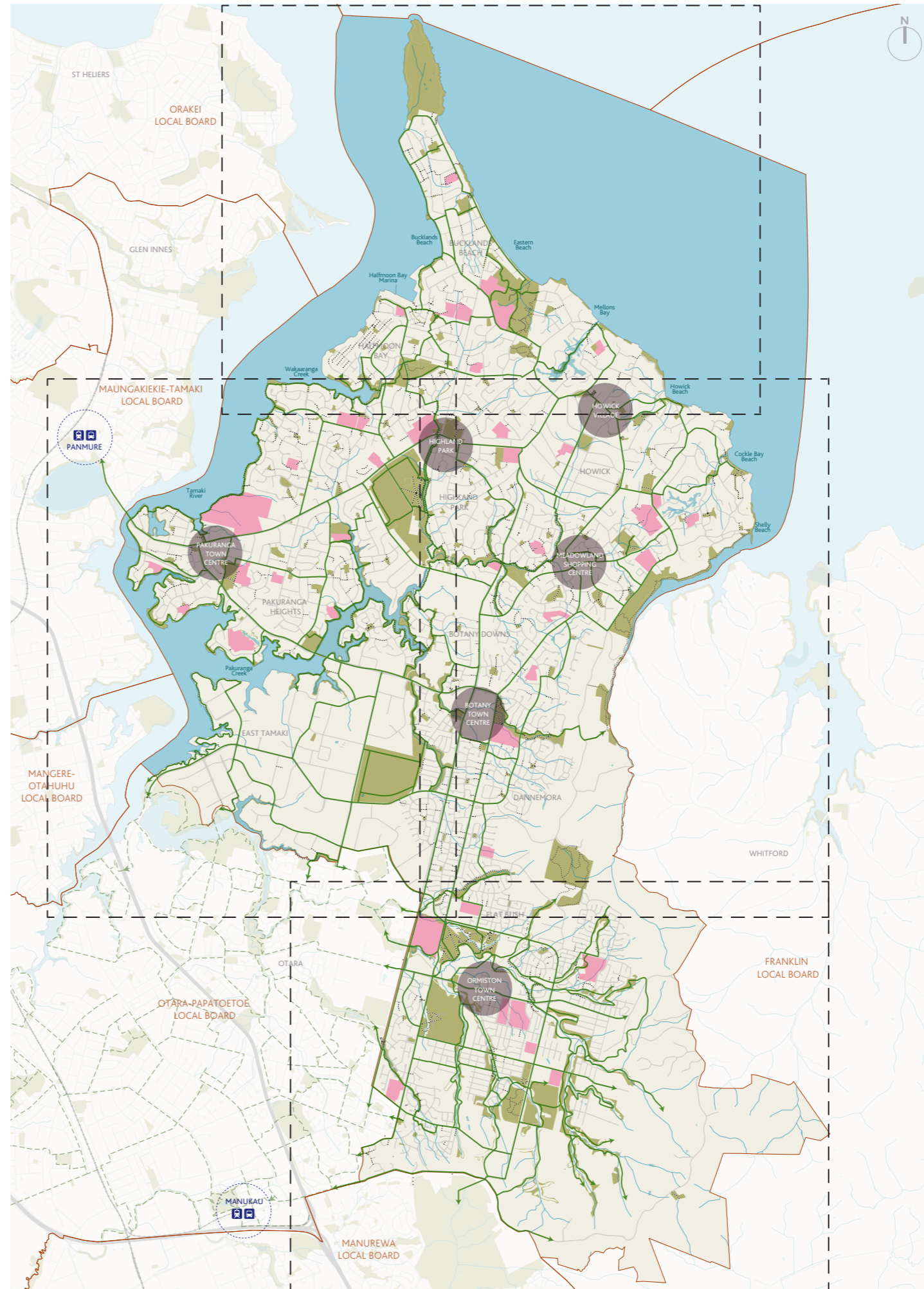
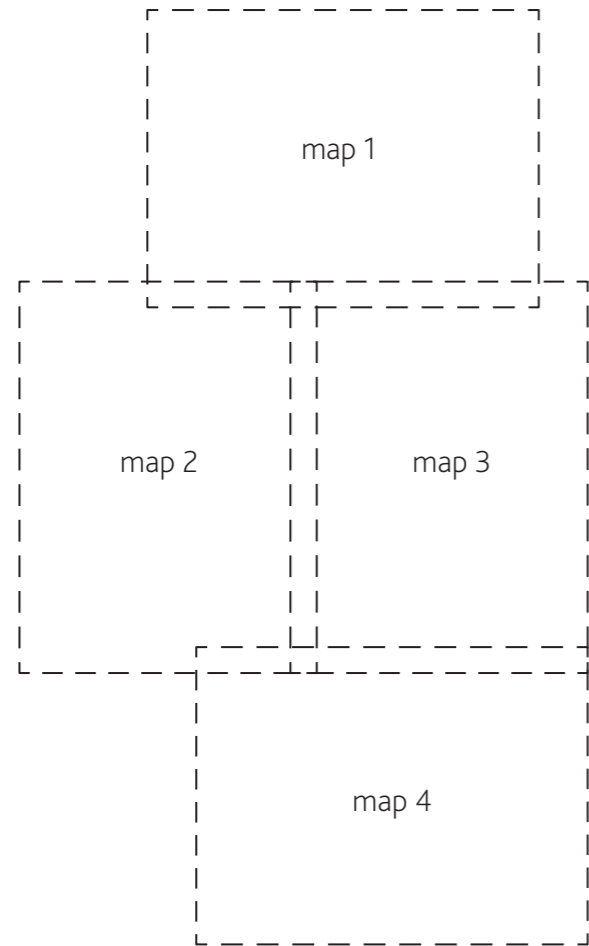
Base information

- Schools
- Parks & reserve land
- Streams & Rivers
- Roads

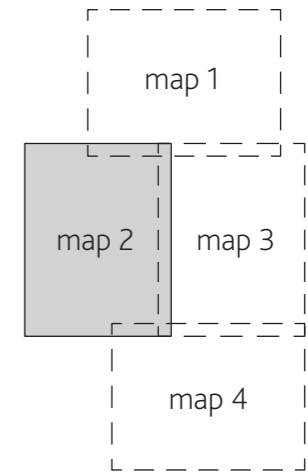
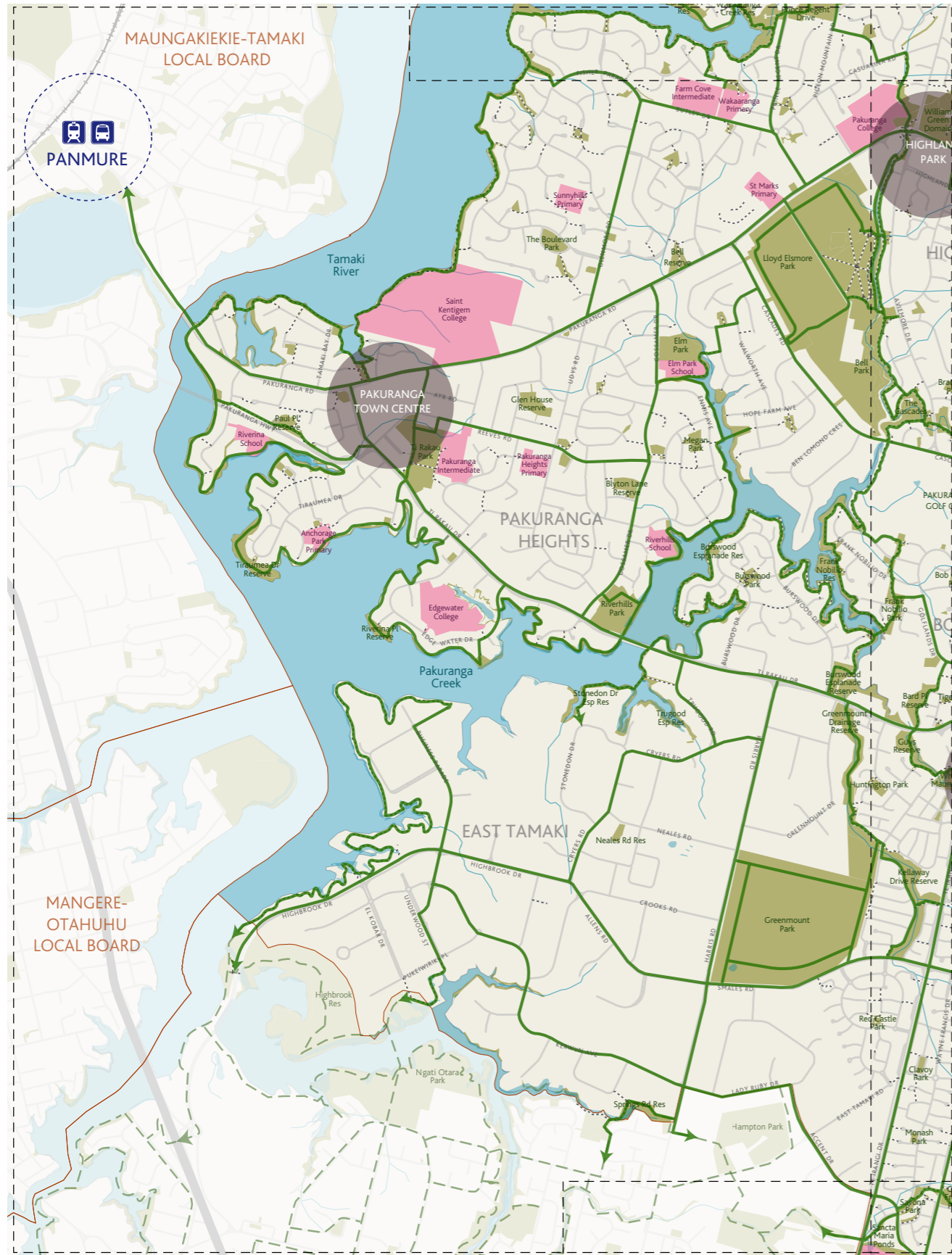
HWCN connections

- Proposed route
- Existing paths
- Priority Routes (Recreational)
- Priority Routes (Commuter)

3.4 Proposed HWCN Reference Plan



3.5 Proposed HWCN Plan MAP 2 OF 4

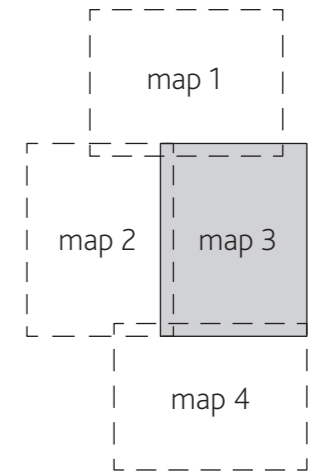
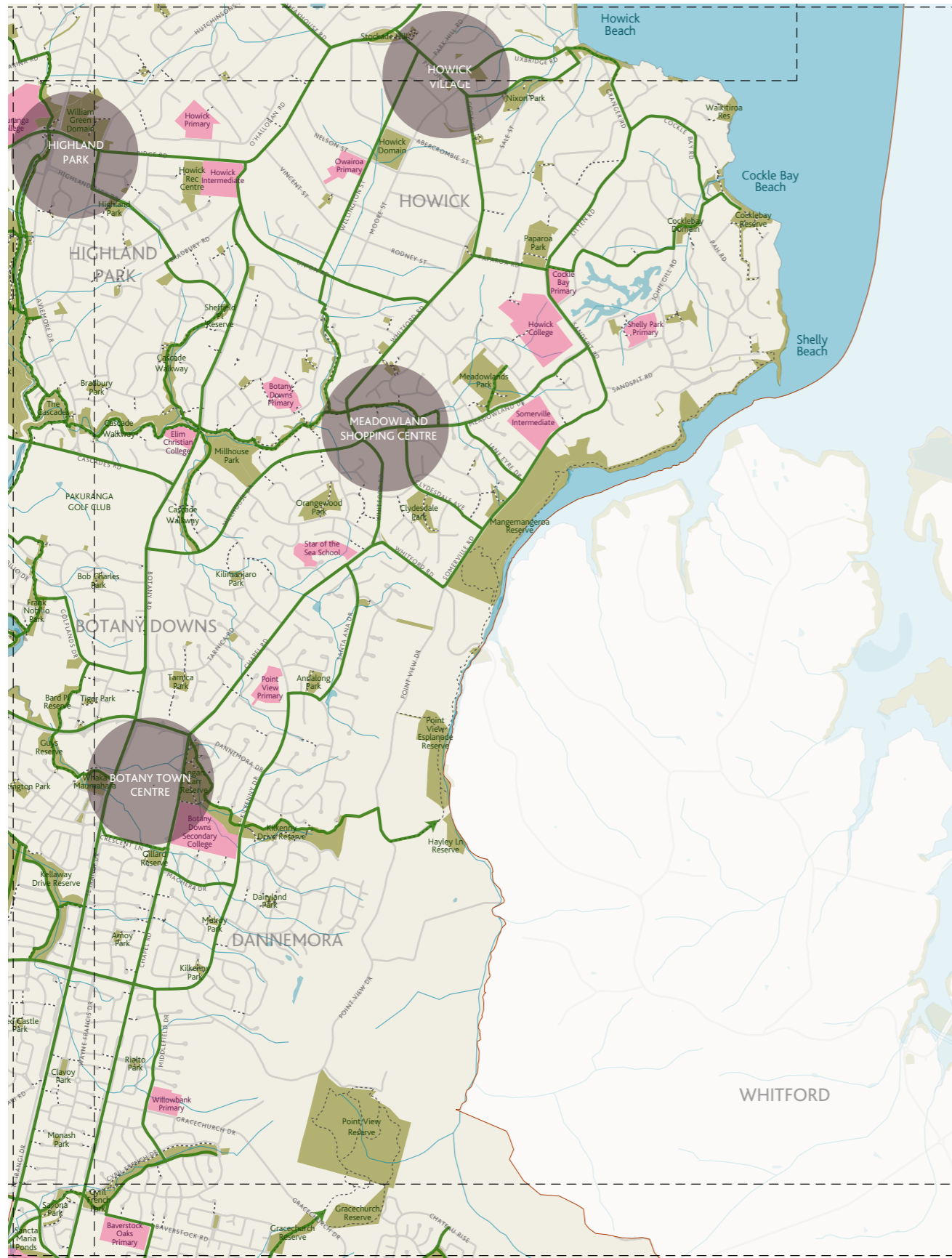


LEGEND:

<u>Base information</u>		
 Schools	 Parks & reserve land	 Streams & Rivers
 Roads		 Neighbouring Local Board routes
<u>HWCN connections</u>		
 Proposed route		 Existing paths



3.5 Proposed HWCN Plan MAP 3 OF 4

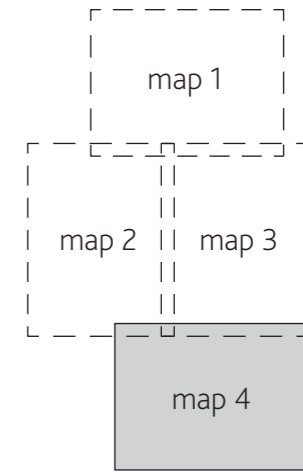
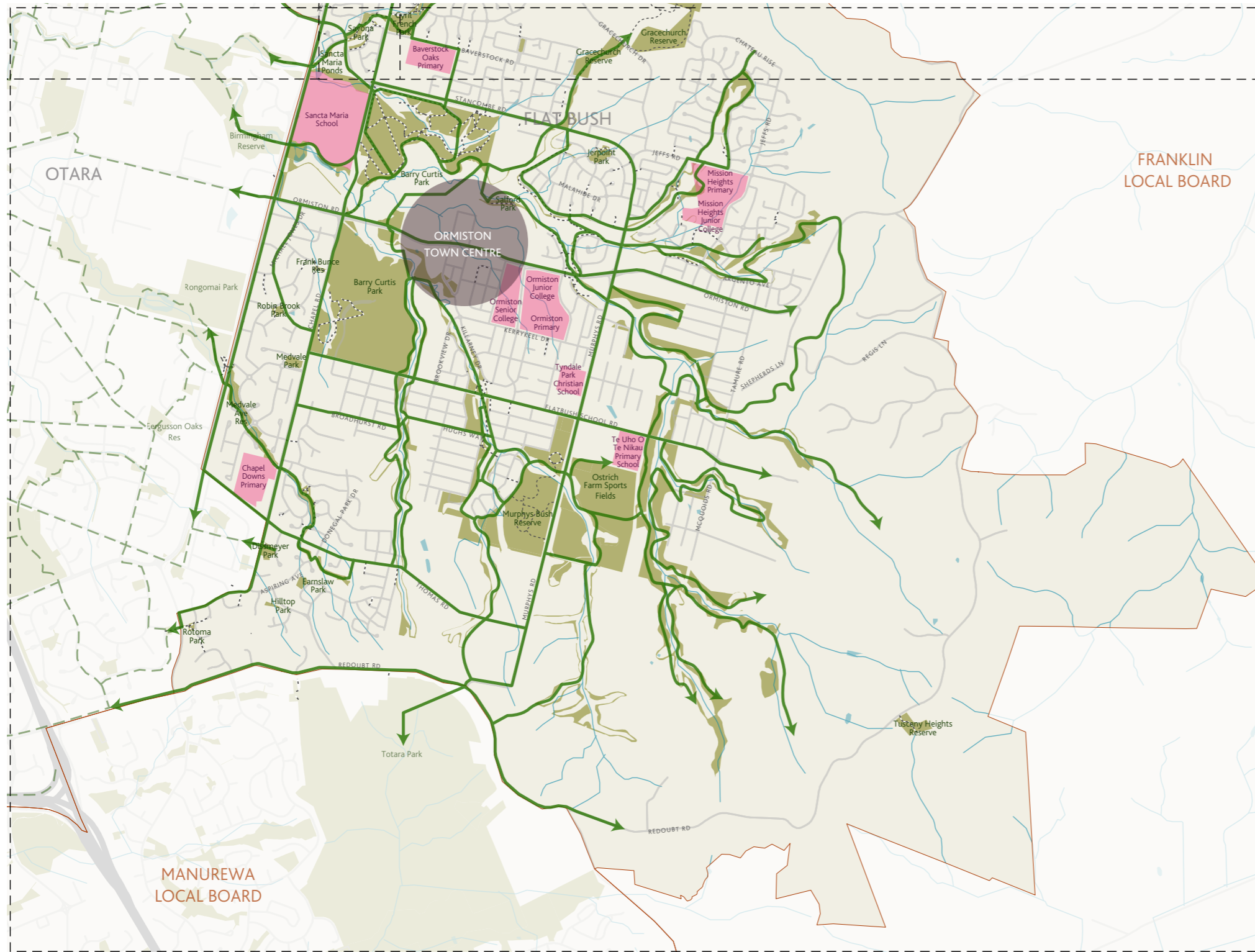


LEGEND:

<u>Base information</u>		
Schools	Streams & Rivers	
Parks & reserve land	Roads	
<u>HWCN connections</u>		
Proposed route	Neighbouring Local Board routes	
Existing paths		

N

3.5 Proposed HWCN Plan MAP 4 OF 4



LEGEND:

Base information	HWCN connections	Neighbouring Local Board routes
 Schools	 Streams & Rivers	 Proposed route
 Parks & reserve land	 Roads	 Existing paths





4.0 Future Development

4.1 Future Development

The Howick Walking and Cycling Network will be implemented over time to achieve (in part) the outcomes envisaged in the Local Board Plan. Implementation of this plan will include the upgrade of existing walking and cycling connections (both on and off-road), as well as the creation of new connections within open space land, through designation areas, and/or via partnerships with non-council parties.

Successful implementation of the plan requires co-ordination and commitment from the Howick Local Board, Auckland Council, Auckland Transport, as well as relevant public agencies such as the NZTA, Watercare Services Ltd, Transpower and Vector. Assistance from community groups, local businesses or schools would also greatly improve delivery of the network.

The following section gives an overview over the future development and implementation of the HWCN plan in the short-medium term, including best practice for implementation, stakeholder involvement and funding availability, related case studies and the prioritisation strategy.



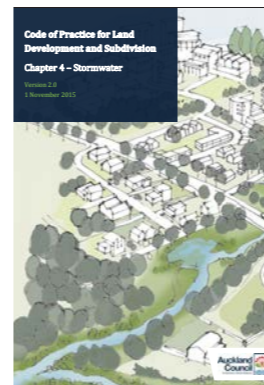
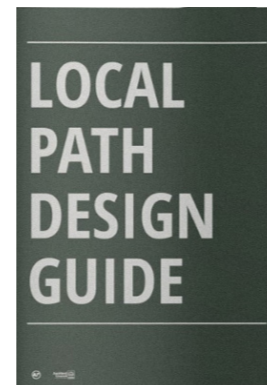
4.2 Best Practice for Implementation

Successful implementation of the HWCN plan relies on a co-ordinated approach between Auckland Council's Parks, Healthy Waters (Stormwater) and Community and Cultural Policy departments, as well as Auckland Transport. Future detailed planning shall take into consideration best practice guidelines, which include:

- Auckland Council/Auckland Transport Local Path Design Guide (2017)
- Auckland Transport Code of Practice (ATCOP)
- Auckland Council Stormwater Code of Practice (Healthy Waters)
- Auckland Council Parkland Design Guidelines (Community and Cultural Policy, Draft)

In addition to the above and all relevant unitary plan controls, there are related 'best practice' documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap: NZTA Urban Design Guidelines
- DoC Caring for Archaeological Sites: NZ Guidelines
- Ministry for the Environment (MFE) National Guidelines for CPTED



4.3 Stakeholder Funding and Information

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the walking and cycling network.

Likely stakeholders, other than those previously mentioned include:

- Neighbouring Local Board areas (Franklin, Otara-Papatoetoe and Maungakiekie-Tamaki)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest & Bird

Grass-roots community involvement is very important to ensure the ongoing success of the network plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, 'adopt a stream/street' groups, fundraising, lobbying and artistic input.

Funding has been allocated for roading improvements in the board area in Auckland Council's Long Term Plan (LTP) for the next 10 years, and it is envisioned that a portion of this will be used to implement the HWCN. Other funding avenues include Auckland Transport and the NZTA's regional cycleways fund. In addition the Local Board has planned open space projects to assist with implementation of the priority sections of this Plan.

The maps contained in Appendix - Section C, break down the prioritised projects in more detail, to assist with budgeting, advocacy and programming.



Barry Curtis Park



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Image reference

- Cover Page
1. Photographer - Liesching, Claire (2017). Macleans Park looking towards Eastern Beach, Howick.
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Appendices



Tamaki River Festival, Bramley Drive Reserve



A. Analysis Mapping



A.1 Howick Local Board Area

This aerial photograph shows the broad landscape patterns of the Howick Local Board area within its surrounding context. The area is bound northwest to northeast by the Waitemata Harbour, specifically the Tamaki and Mangemangeroa Estuaries on either side of the peninsula, and several small bays in between.

Howick is one of the older 'urbanised' board areas on the isthmus, with large zones of residential land which have been established for a long time. A pocket of rural land is visible at the southern boundary of the board, from Flatbush towards Murphys Road. Some of this is set to change however, with sections of this rural pocket posited for residential development under the Unitary Plan.

Looking at the Board area at this scale, there are three 'macro' landscape patterns which define it from a Local Paths perspective:

- Generally flat contour, meaning that the walking and cycling network can occur on good accessible grades to maximise usage.
- Relatively long sections of coastline, with good portions of this in public ownership.
- Industrial land neatly confined to the East Tamaki business precinct, while the remainder of the board area is residential. No large transport infrastructure bisects the area.

Howick connects to four local board areas;

- Maungakiekie-Tamaki (to the northwest)
- Otara-Papatoetoe (to the southwest)
- Manurewa (to the south)
- Franklin (to the east)

All four board areas have developed their own Local Paths plans, and as the Howick routes are constructed, care will be taken to ensure that the links shown flow smoothly out into these adjacent areas.

A.2 Significant Ecological Areas

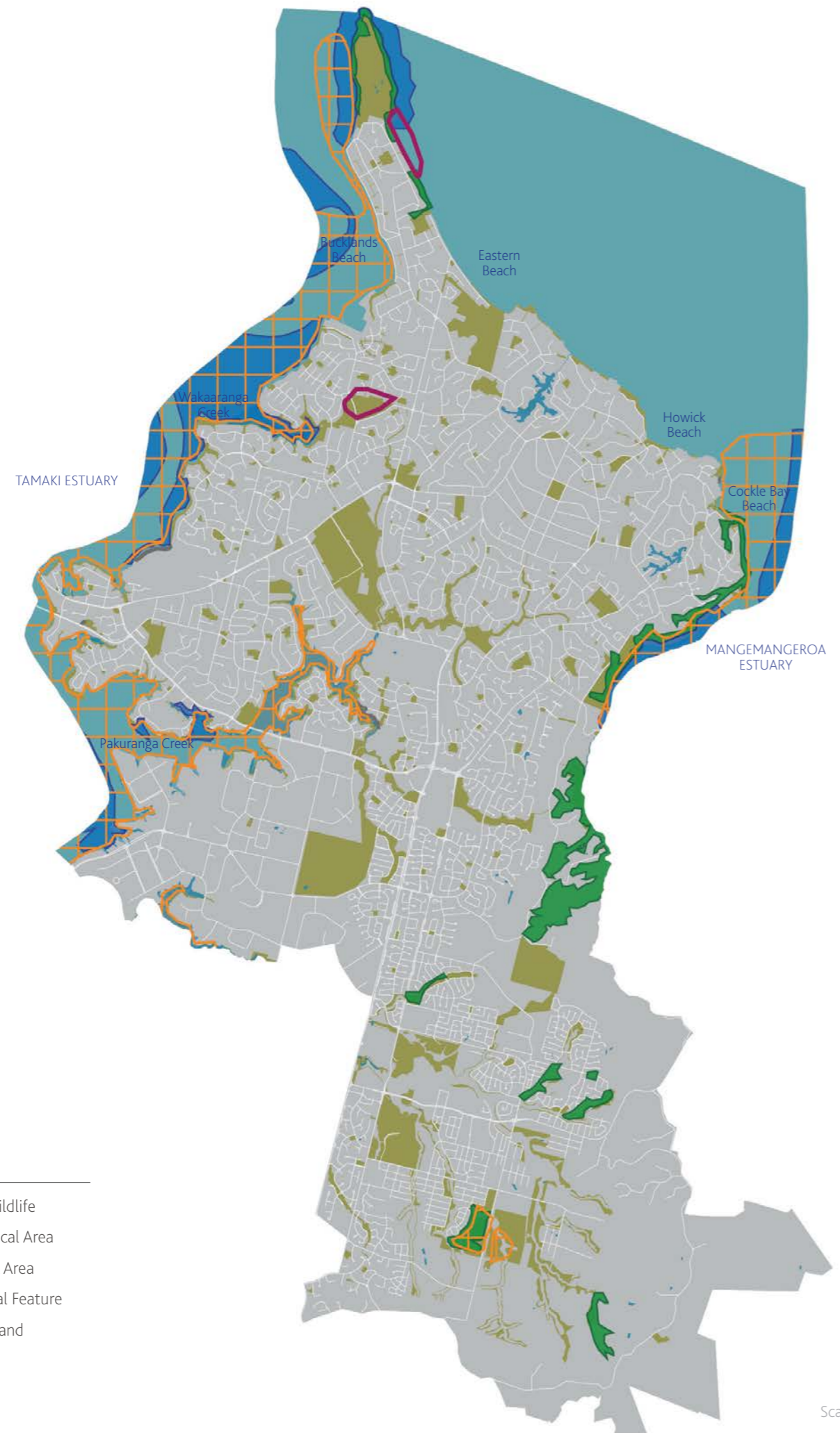
This map shows Significant Ecological Areas (SEA's) as identified within the Auckland Unitary Plan. Much of the ecological significance in the Howick area relates to its marine environment. The entire western coastline of the Tamaki Estuary (Waitemata Harbour) is a regionally significant wildlife habitat, extending down to the narrow inlets where Pakuranga Creek traverses inland. The eastern coastline from Cockle Bay Beach to Mangemangeroa Estuary is highlighted as a significant wildlife area as well, but is also of high terrestrial ecological importance due to the native bush margin located in Mangemangeroa Reserve.


There are several other significant terrestrial ecological areas within the project area, primarily the protected native bush at Murphys Bush Scenic Reserve, and some nearby land on Jeffs Road. The HWCN project can support and link these ecological 'nodes', strengthening resilience of the network as a whole. Fully-formed routes can treat and reduce contaminated urban stormwater runoff, improving the health of both freshwater and coastal waterways.

The Auckland Regional Policy Statement (ARPS) notes that the intertidal flats and sand-shell spit of the Tamaki Estuary provides a number of roosting sites for hundreds of wading birds using the estuary to feed. Bird species that are known to frequent the area include the South Island pied oystercatcher, pied stilt, godwit, knot, turnstone, golden plover, banded and NZ dotterels, wrybill, black-backed and red-billed gulls, caspian terns, pied and little shags, white-faced and blue reef herons. Grey warblers, fantails, and kingfishers, along with numerous introduced species, can often be heard if not seen walking along the spit too.

In order to maintain the wader population, preservation of roosting areas is one of the most important factors. If public land access is provided to any of these areas for walking and cycling routes, it should be planned so as to least disturb these features. Protection of the intertidal sand and mud banks is also essential for bird life in the harbour.

As with archaeological areas, the presence of such rich fauna brings with it specific development constraints, but adds greatly to the interest and potential education potential of any walking and cycling routes here.



Scale 1:80,000 



- LEGEND:
- Notable Parks
 - Parks and reserve land
 - Roads

Scale 1:80,000

A.3 Key Open Spaces

This map includes large open spaces with a recreational function (typically playing fields, attractive walks, gymnasiums and pools). These areas can be considered 'destination' points within the open space network, and connecting these via walking and cycling routes will improve usage of both.

This map shows that recreational destinations are generally well distributed within the Howick area, with a number of smaller parks and green spaces located in between.

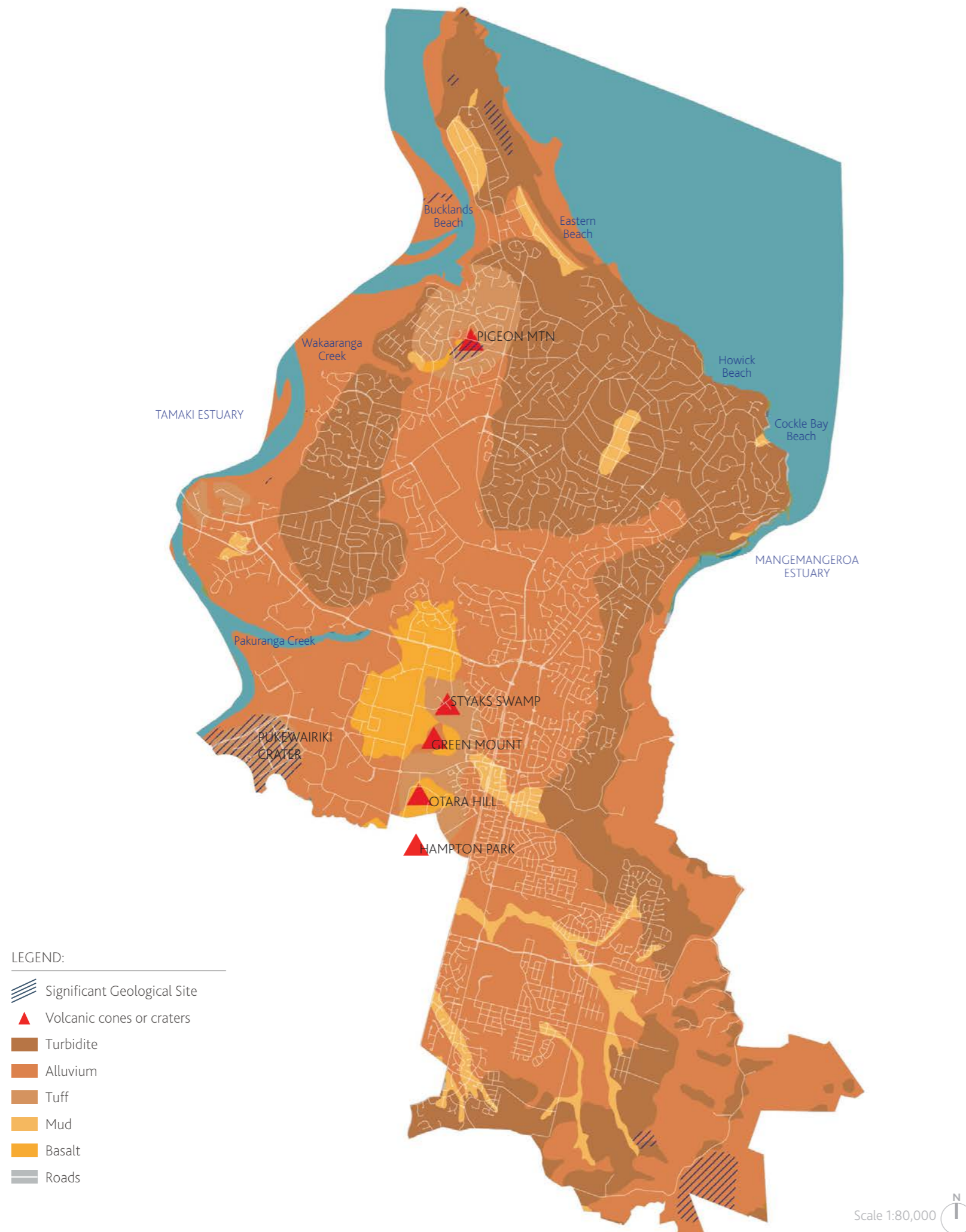
Lloyd Elsmore Park is one of Auckland's premier parks and sporting grounds, comprised of approximately 80 ha. It is home to a wide range of sports clubs and facilities, including a council owned leisure centre and pool complex, a theatre, community hall and the Howick Historical Village. The Cascades Walkway runs through Lloyd Elsmore and connects to several neighbourhoods. A key goal for the HWCN is to replicate this sort of connection in other local open spaces, and create a more accessible network of recreational destinations.

A.4 Geology

The underlying geomorphology of the Howick area is heavily influenced by its volcanic history. The area generally comprises of low lying and gently undulating alluvium soils, as well as turbidite rock which can be seen predominantly on the eastern coast. Along the stream and coastal inlets there are areas of muddy substrate, while pockets of local volcanic deposits are situated around the volcanic cones and tuff rings in the area.

A number of prominent volcanic landscape features occur within the study area including:

- Pukewairiki Crater (Highbrook Park) - a breached explosion crater and tuff ring located on the end of the Waioura Peninsula.
- O Huiarangi (Pigeon Mountain) - a scoria cone which was created from a wet explosion crater with surrounding tuff ring, of which during the eruption some of this tuff ring arc collapsed back into the explosion crater to form a double rim. Today Pigeon Mountain only exists as half a volcanic cone, as the northern half was quarried away between 1950 and 1970.
- East Tamaki volcanoes - a line of four volcanoes, which are thought to have been wet explosion eruptions that occurred at similar times, lies in the East Tamaki industrial area between the Otaru-Papatoetoe and Howick local board areas:
 - Styaks Swamp - the youngest volcano of the four, the crater once contained a swamp but is now covered by industrial development.
 - Matanginui (Green Mount) - a former scoria cone which was quarried away in the early 1900's before becoming a landfill site. Remedial works have recently been undertaken to reform the cone - and upon reduction of gas levels - turn it into a large public park.
 - Te Puke o Taramainuku (Otaru Hill) - formerly a scoria cone with smaller scoria mounds, a breached crater and tuff ring 'moat', Otara Hill was completely quarried by 2002 and is now covered by industrial subdivisions.
 - Hampton Park - the oldest of the four volcanoes, the heart of the cone was quarried during the late 1800's but its lower slopes and maori terracing remain. Hampton Park sits within the Otara-Papatoetoe Local Board Area.



A.5 Hydrology and Catchments

This map shows stormwater catchments, sub-catchments and the 100 year flood plains within the Howick Local Board area, as well as local watercourses. The primary waterways in the area include Pakuranga, Wakaaranga, Mangemangeroa and Botany Creeks; which flow out to the surrounding coastal beaches and estuaries in the Waitemata Harbour.

Some of the streams in the area have been significantly modified over time – with large sections of Botany Creek and Pakuranga Stream being channelised (these streams run along the length of Lloyd Elsmore Park and the Cascades Walkway). In addition, a number of minor streams run through industrial areas and suffer the effects of pollutant runoff. These often flow out via pipes and culverts to the harbour and contribute to the poor water quality of the Tamaki Estuary. The 2016 State of Auckland Report Card marks the ecological health of both marine and freshwater environments in Howick as severely unhealthy (D and F ratings).

The Local Paths network typically aims to follow streams and their tributaries for a number of reasons, including:

- Projects along waterway offer opportunities to enhance local ecology through riparian planting, habitat restoration, and daylighting/re-naturalisation, all of which have great potential in strengthening Auckland's network of ecological corridors.
- Riparian planting also acts as a filtration system, improving water quality as pollutants from overland flow paths are removed.
- Well planned planting and pedestrian/cycle facilities will ensure that routes along waterways will be highly used, which in turn will provide increased stewardship by users alerting authorities of incidents of pollution, dumping etc.
- There are educational benefits of opening up and restoring our stream corridors, to tell the stories of local ecology to our communities, and in turn this can further promote stewardship.

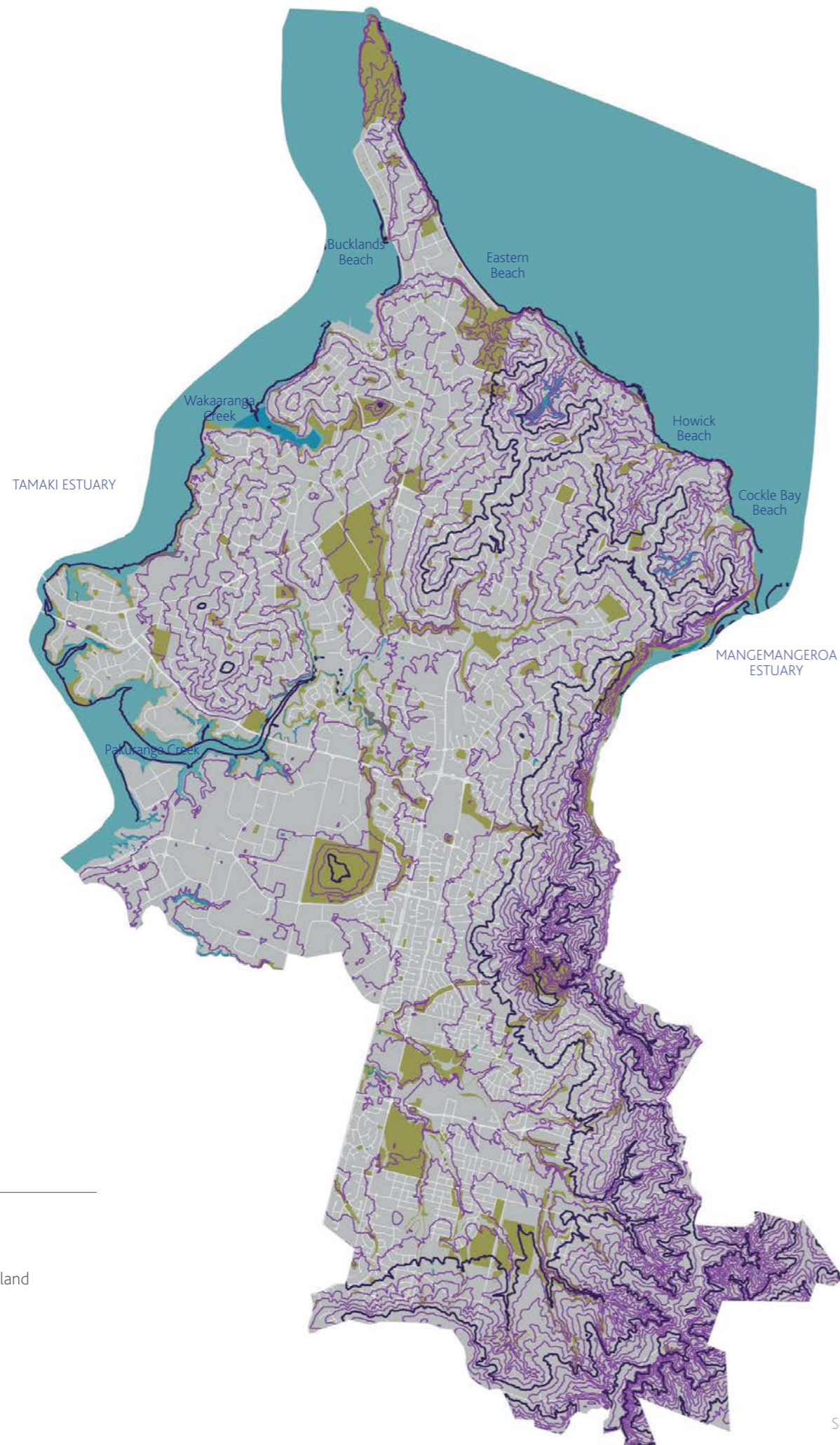


LEGEND:

- Catchments
- Streams/Rivers
- Floodplains
- Roads

Scale 1:80,000





A.6 Topography

Most of the suburbs in Howick are built on relatively flat to gently sloping land, with the exception of the coastal and rural fringe areas along the eastern boundary, which grade down steeply into the Mangemangeroa and Point View/Redoubt Road valleys.


Some of the suburbs also take in small streams and channels where minor local incisions have been carved by the stream network, but topography along these corridors is generally non-challenging.

From a walking and cycling perspective a flat contour is favourable, as it allows for a range of route options, avoiding busy roads; and is suitable for a wider range of ages and physical abilities. Where the network may encounter steeper topography, routes will be selected to minimise vertical climb, by orientating the paths along cross slopes.

In terms of the proposed routes, further investigation is required at a detailed stage to determine the feasibility of providing cycle access. There may be walking-only tracks provided where cycling is not possible due to slope.

LEGEND:

-  50m contours
-  10m contours
-  Park and reserve land
-  Roads

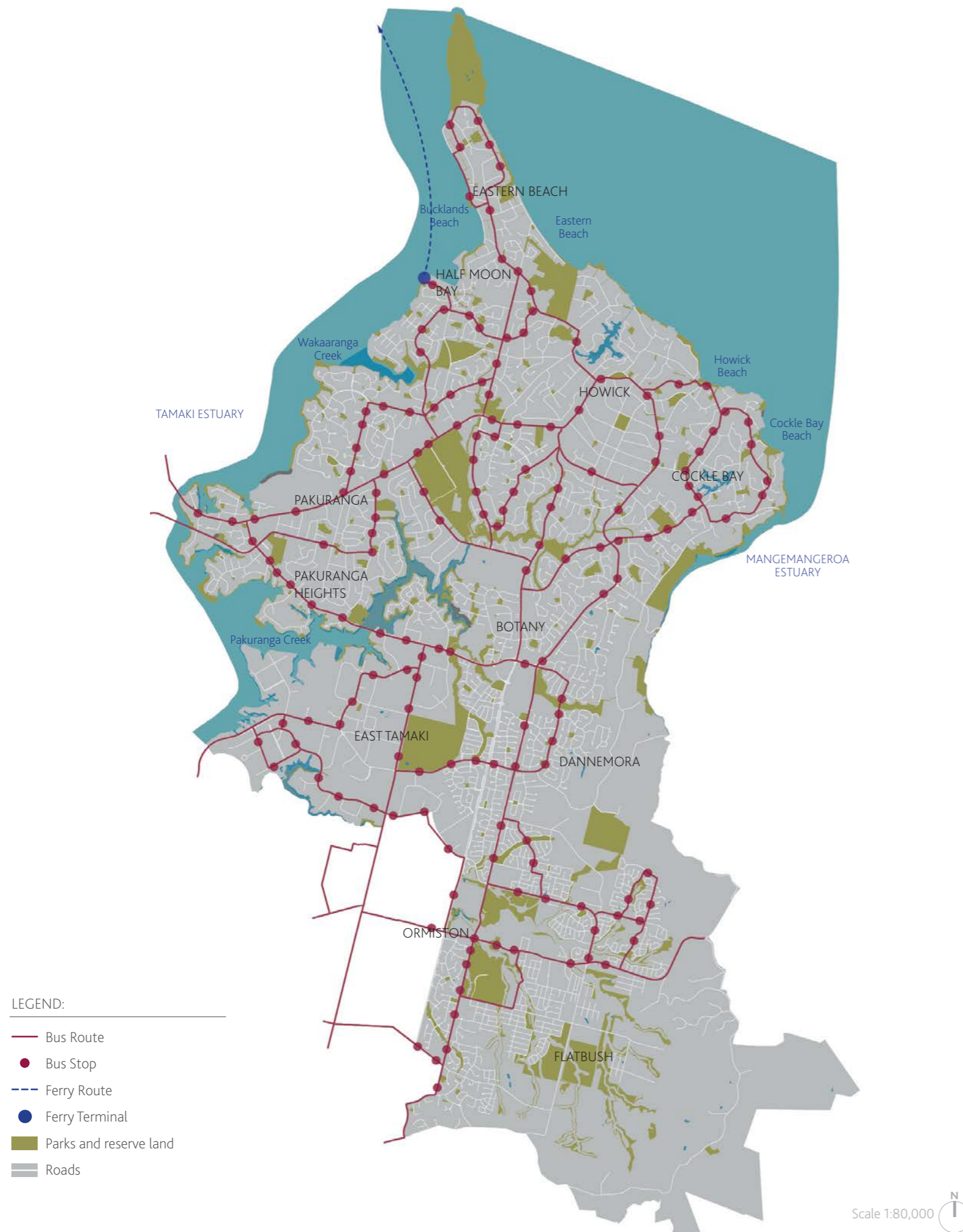
Scale 1:80,000 

A.7 Public Transport Network

Existing and planned public transport routes are illustrated on the adjacent map, showing residential areas of Howick, Botany, Pakuranga and Flatbush which are relatively well serviced by public bus routes. Some of these suburbs also have access to ferry services at Halfmoon Bay Marina. There is no rail within the Local Board area and it is a long trip for most residents to get to the nearest station which is in Panmure, however there are park and ride facilities available at Panmure Station.

In planning the HWCN routes, links to the major transport hubs at Panmure and Manukau were a key consideration, as those transfer stations would likely service a large amount of residents needing to travel towards the city for work etc.

Bus routes were also considered as these routes offer less potential for creating 'slow speed' walking and cycling street environments, and the buses themselves create more risk to cyclists. On-road routes therefore avoid bus routes wherever possible, although links to bus stops have been considered. However it is important to note that the HWCN routes do aim to tie into the future implementation of the AMETI Eastern Busway scheme, which will see separate dedicated bus and cycle lanes go in along sections of Pakuranga Road and Ti Rakau Drive.



A.8 Road Hierarchy

Existing road hierarchy has been considered when determining the HWCN routes in order to create safe, desirable and high-amenity environments, encouraging use by as many Aucklanders as possible.

Major, medium and arterial roads are typically busy roads that provide for a range of transport types, including cars, buses and trucks. Careful consideration needs to be taken where the HWCN intersects or runs along these roads, to ensure desirable/safe routes are formed.

Minor or local roads are slower speed environments with lower traffic flows, and will typically provide more desirable walking and cycling connections. While these tend to be prioritised when planning the routes, careful consideration at the design stage will still be required in order to ensure there will be adequate passive surveillance and motorist awareness of pedestrians, cyclists and recreational users.

The road hierarchy also affects potential for street 'greening' initiatives, such as narrowing traffic lanes, providing vegetated chicanes and shared spaces, and treating stormwater on site. Methods for providing safe crossing points will also be affected by the road hierarchy - for instance, un-signalised crossings are unlikely to be permitted on arterial roads.



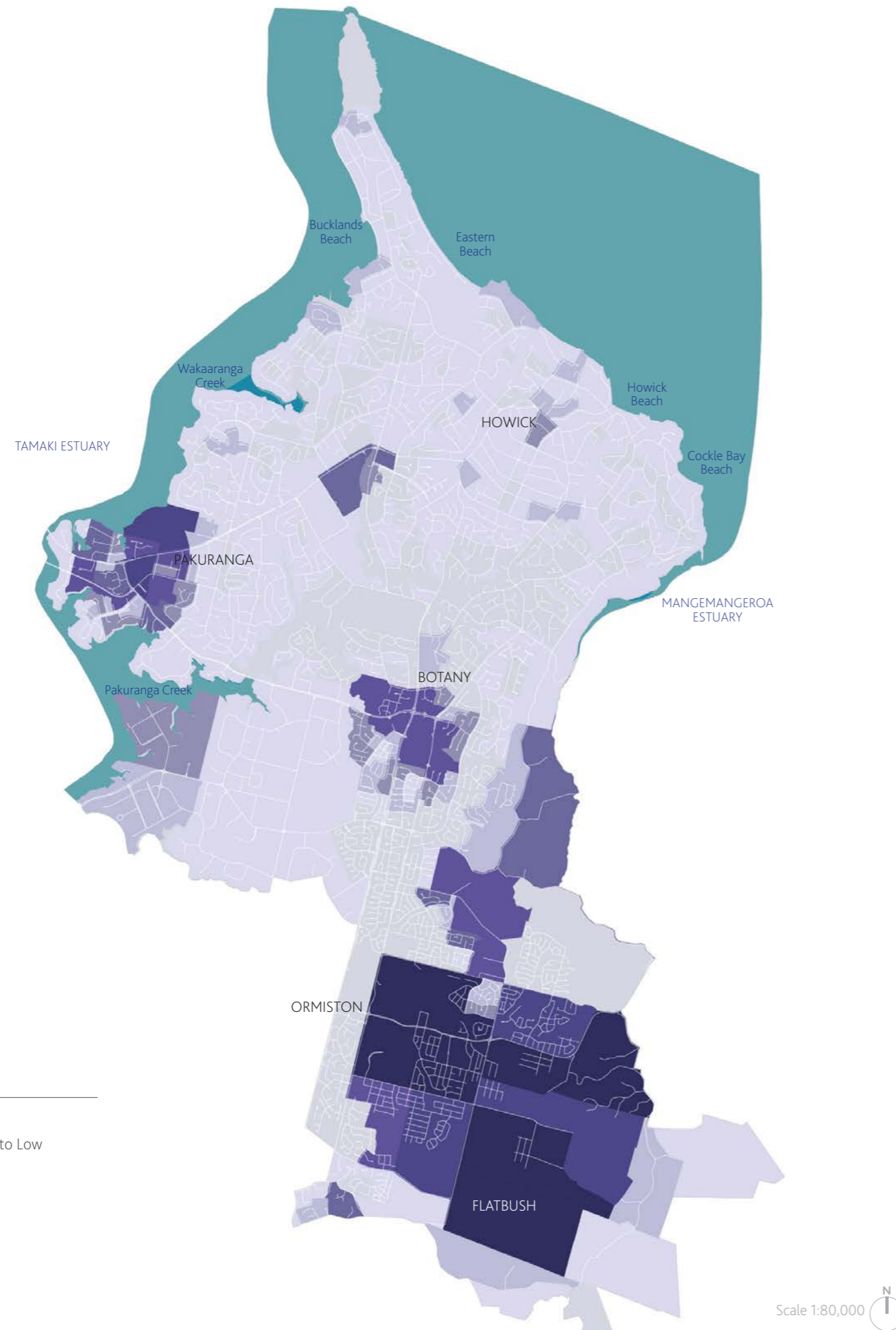
A.9 Population Density & Growth Centres

The adjoining map shows anticipated population density growth between 2011 - 2051. Population and dwelling density is important in walking and cycling planning as it shows where potential users will be coming from, and it is logical to focus efforts in these areas (in addition to providing strategic regional connections, which are not as influenced by proximity to housing).

While Howick has traditionally been comprised of three main residential areas (Howick, Botany and Pakuranga), this map shows where recent and planned growth will also be occurring, notably around the Ormiston and Flatbush developments. Growth is also anticipated at the Botany Town Centre and Pakuranga Plaza areas.

Areas of low population density on the map reflect the older, more established suburbs of Howick where larger-sized lots prevail, as well as the East Tamaki commercial industrial business precinct.

In general, as a city intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While this can be perceived as a negative impact of intensification, if well planned, these public open spaces can actually build communities by providing locations and facilities where people from different communities can come together and meet.



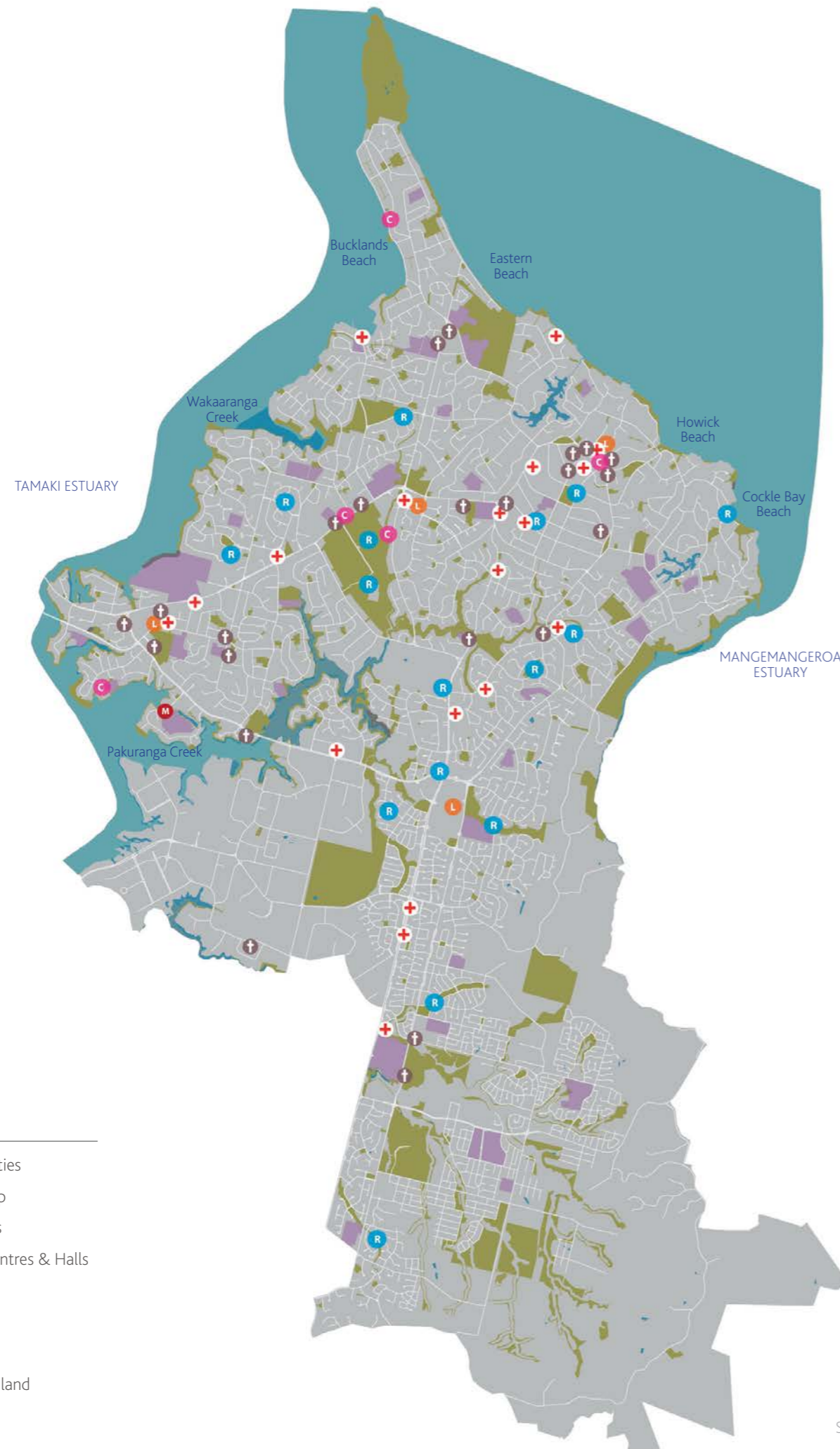
A.10 Social Infrastructure

This map shows community facilities in the Howick Local Board area, including schools, community halls, places of worship, community centres, libraries, swimming pools, recreation facilities and marae.

Schools and community facilities are critical points in planning the walking and cycling routes, as they provide both an opportunity to create connections via easements, while also providing destinations in their own right. These facilities are visited on a frequent basis, so to be able to offer safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Proposed connections to schools may be influenced by existing 'walking school bus' routes. Auckland Transport makes funding available for walking school bus routes, and it is possible that some connections could be supplemented by this funding stream.

Any easement proposal within the boundaries of a community facility would need to be firstly consulted with the landowner or leaseholder, and needs to be carefully considered to ensure the safety of students/facility users, and minimise risk of property damage. Some access may need to be limited to certain times of day for these reasons.



LEGEND:

- R Recreation Facilities
- † Places of Worship
- + Medical Facilities
- C Communities Centres & Halls
- L Library
- M Marae
- Schools
- Park and reserve land
- Roads

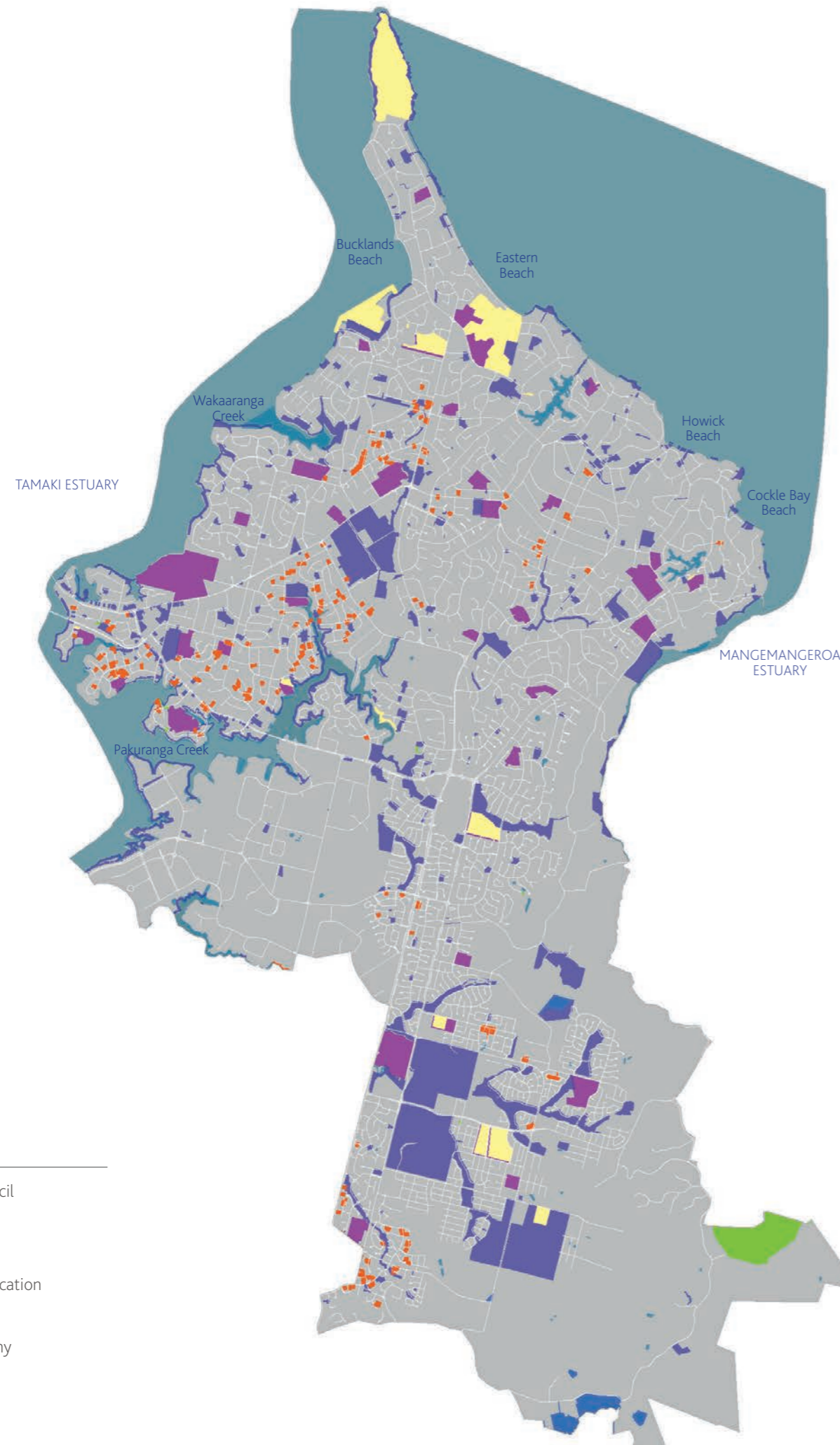
Scale 1:80,000

A.11 Land Ownership

This map shows land within the Howick Local Board area that is in some form in public ownership. This information is important, as connections on publicly-owned land are more readily achieved than those on privately-owned property.

Publicly-owned land within the study area has been divided in to four types of ownership:

- **Auckland Council and Council Controlled Organisations (CCO's):** This land may be available for HWCN connections, dependent on the current or proposed usage of the site. CCO's include Watercare Services Ltd, Auckland Transport, Panuku (Development Auckland), Regional Facilities Auckland and Auckland Tourism, Events and Economic Development Ltd (ATEED).
- **Government Departments and Ministries:** Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.
- **Housing New Zealand (HNZ):** In areas where there is a cluster of HNZ properties, discussions may be held regarding redevelopment of housing stock, and the redistribution of public open space to a layout which suits both housing and recreational purposes better.
- **Crown generally:** This is land owned by the Crown and may include conservation land administered by the Department of Conservation (for example, Macleans Park); as well as commercial forests, leased pastoral land, and marine and coastal areas.



LEGEND:

- Auckland Council
- Crown
- Housing NZ
- Ministry of Education
- Watercare
- Energy Company
- Roads

Scale 1:80,000

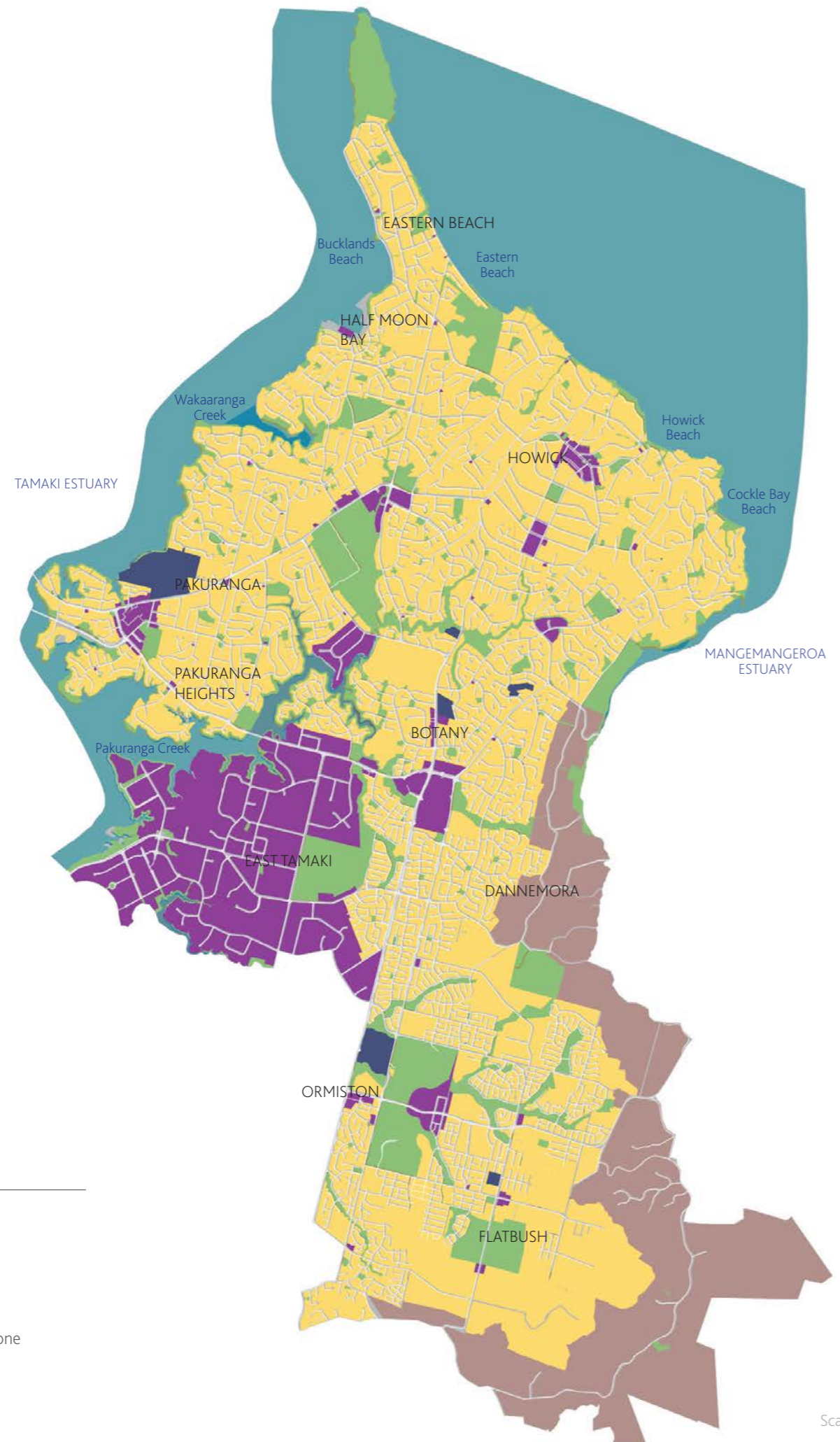


A.12 Unitary Plan

This map shows Auckland Council Unitary Plan zoning (operative since 2016) which supersedes the legacy council District Plans. In essence, the Unitary Plan is a blueprint for future development in Auckland, covering everything from housing densities to heritage and environmental protection.

Zoning in the Howick area can be summarised as:

- Residential Zones:** Is the largest land use, and relates to areas that are predominately but not exclusively used for residential activity. Howick is a relatively well established district, and most of the residential areas are zoned 'mixed housing suburban' meaning properties may subdivide and build up to 2 storeys. Overall dwelling density here will be similar to other Auckland suburbs.
 The pockets of housing around all the main centres and business areas are zoned 'mixed urban and terraced housing/apartment zones' to encourage higher density living in these areas. Development here can occur with 3+ storeys depending on context.
 In contrast, the residential strip running between Howick Village and Howick and Cockle Bay Beaches is zoned as 'single housing' to retain its low density character.
- Open Space Zones:** Relate to a range of open spaces. There are 5 broad zones which facilitate the management of activities on public open spaces including conservation, informal recreation, sport and active recreation, civic and community.
- Business Zones:** Relate to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research orientated activities. Zoning for business for Howick is predominantly concentrated in East Tamaki, which draws a large number of employees from both inside and outside the Local Board boundaries. Smaller business zones are also located at town centres and shopping precincts such as Pakuranga Plaza, Botany Town Centre, Howick Village and Ormiston.
- Rural Zones:** Relate to rural activities, including rural production, rural character and amenity, rural industry and services. Rural areas may include areas of ecological significance as well as countryside living.
- Special Purpose Zones:** Relate to sites or areas that require special treatment and are of particular consequence to the communities well-being, health and safety but do not conform to the provisions of the standard zones.



- LEGEND:
- Residential
 - Open Space
 - Business
 - Rural
 - Special Purpose Zone
 - Roads

Scale 1:80,000



A.13 Auckland Cycle Network (ACN)

This map shows the Auckland Cycle Network (ACN) overlaid onto the Howick Local Board area. The ACN is based on the Regional Cycle Network (RCN), which was developed by the former Auckland Regional Transport Authority in conjunction with former legacy Auckland councils and the NZTA. The ACN is driven by the Auckland Plan growth projections and the Auckland Integrated Transport Plan 'One Network' approach, both of which share an estimated completion date of 2040.

The ACN is broken into three types of cycleways:

- Metro
- Connectors
- Feeders

'Metro' cycleways offer the highest level of service to the cyclist, in that they are dedicated connections, continuous, direct and traffic free. They typically exist along motorway or railway corridors.

'Connectors' follow arterial routes, and are designed to connect people quickly and directly to key destinations and public transport nodes. They are on road connections. A number of these exist already, many in shared bus lanes.

'Feeders' are local neighbourhood connections. These may include and/or double up with the HWCN routes. 'Feeder routes' are intended to connect open spaces, and like HWCN routes are likely to follow quieter streets.

Within internal officer workshops for the development of Auckland's 'Local Paths', Auckland Transport has expressed an interest in adjusting their 'feeder' routes over time to align more closely with those routes developed via Local Board plans – so as to align delivery and funding.



LEGEND:

- Metro
- Connector
- Feeder
- Parks and reserve land
- Roads

Scale 1:80,000



A.14 Cultural Heritage Inventory

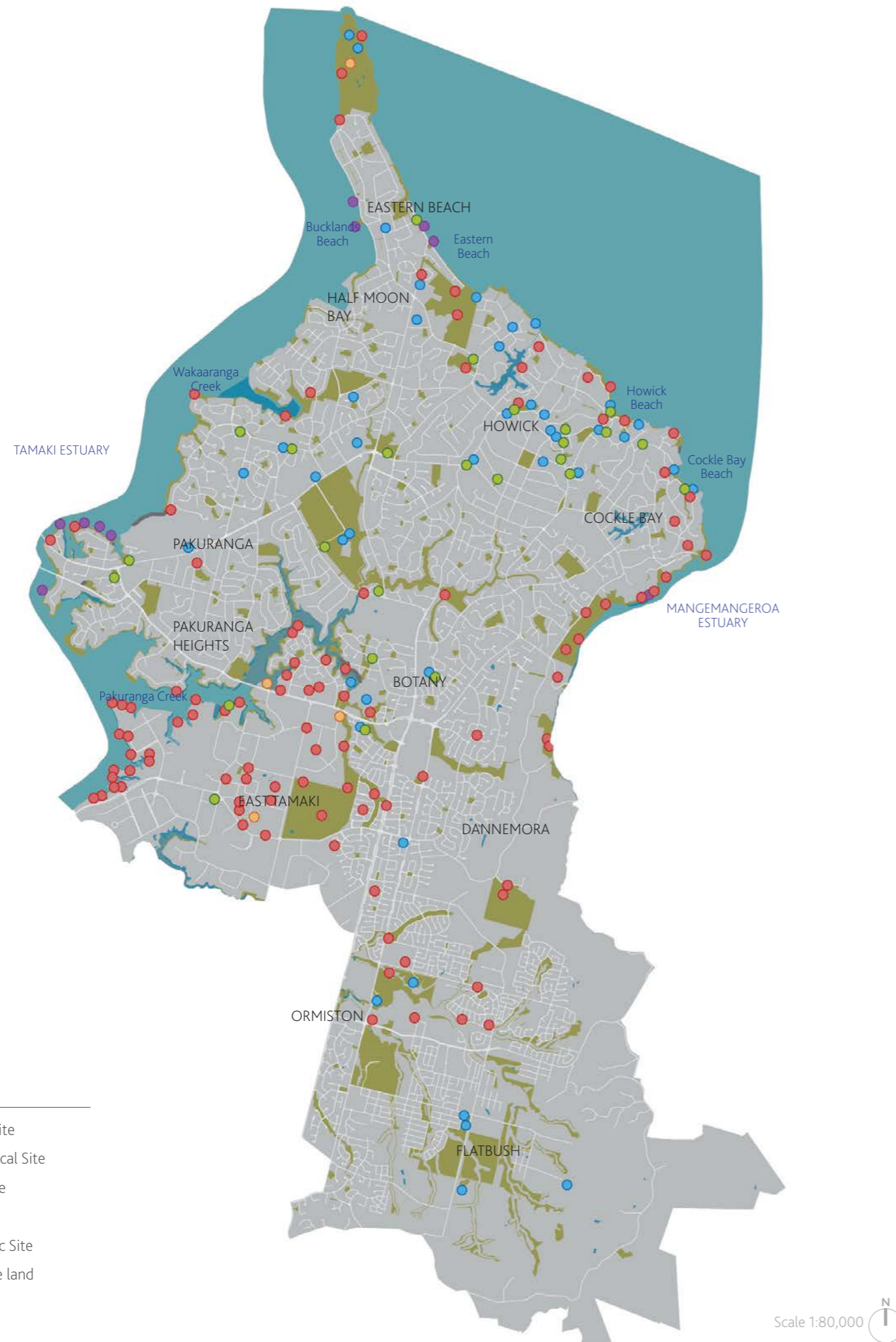
This map shows sites that identified by the Cultural Heritage Inventory (CHI) that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of our cultural heritage by providing easy access to relevant information, and should be used as a resource when developing the network.

CHI sites are classified as follows:

- Archaeological Sites - e.g. midden and pa sites;
- Historic Botanical Sites - e.g. specimen trees;
- Built Heritage Sites - e.g. typically early European buildings;
- Maritime Sites - e.g. shipwrecks, wharfs, boatsheds; and
- Maori Heritage Sites - e.g. known locations of significance to mana whenua

There are large number of historic structures concentrated in and around Howick Village, highlighting its colonial origins. Majority of the historic botanical sites are also clustered in this area, representing the iconic and well established exotic species perhaps planted by the town's first settlers.

Archaeological sites are also well represented, particularly on the coastline and along Tamaki River, illustrating the significance of the area to Maori. These areas were desirable for occupation and food gathering. Walking and cycling routes will take in many of these sites, and while this will create specific development constraints, it can also add greatly to the interest of the routes.



LEGEND:

- Archaeological Site
- Historical Botanical Site
- Historic Structure
- Maritime Site
- Reported Historic Site
- Parks and reserve land
- Roads

Scale 1:80,000



B. Case Studies



B.1 Lloyds Crossing, Portland (USA)

Lloyds Crossing in Portland is a brownfield redevelopment site in the central city area, with the aim of:

"Developing a conceptual design for a sustainable, financially feasible, mixed-use development project that will catalyse future private development in the district.. Following conceptual master planning, a stakeholder engagement process is now underway, to create the 'Lloyd Green District.'"

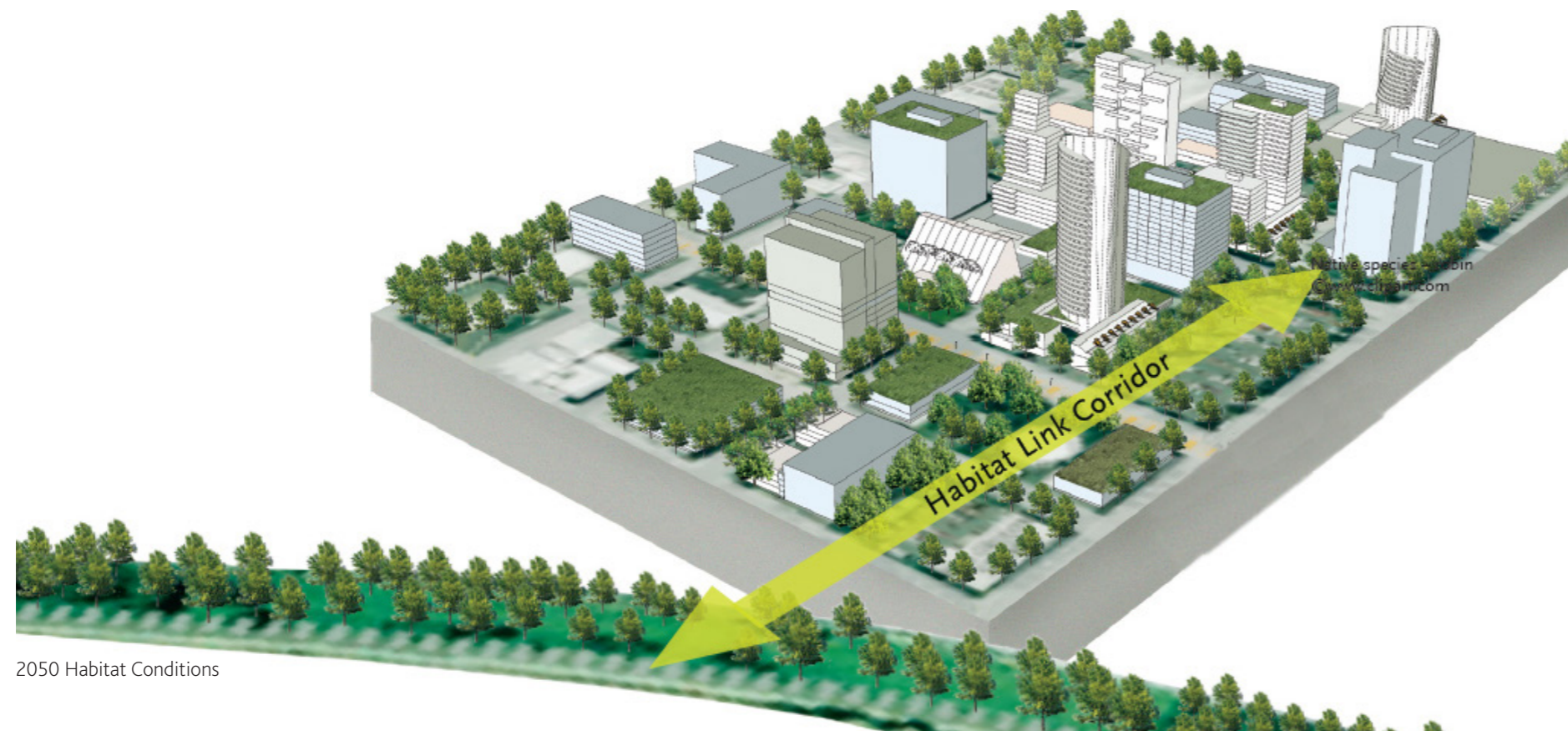
Co-conveners of the stakeholder group are the Mayor of Portland, Council President Metro and Multnomah County Commissioner. Forming the "Lloyd Green District," the group includes sponsors (Portland Development Commission, METRO, City of Portland and Lloyd TMA/BID), invited property owners, employers and developers in the proposed district area and other local and state agencies and civic organizations.

Their goal is to:

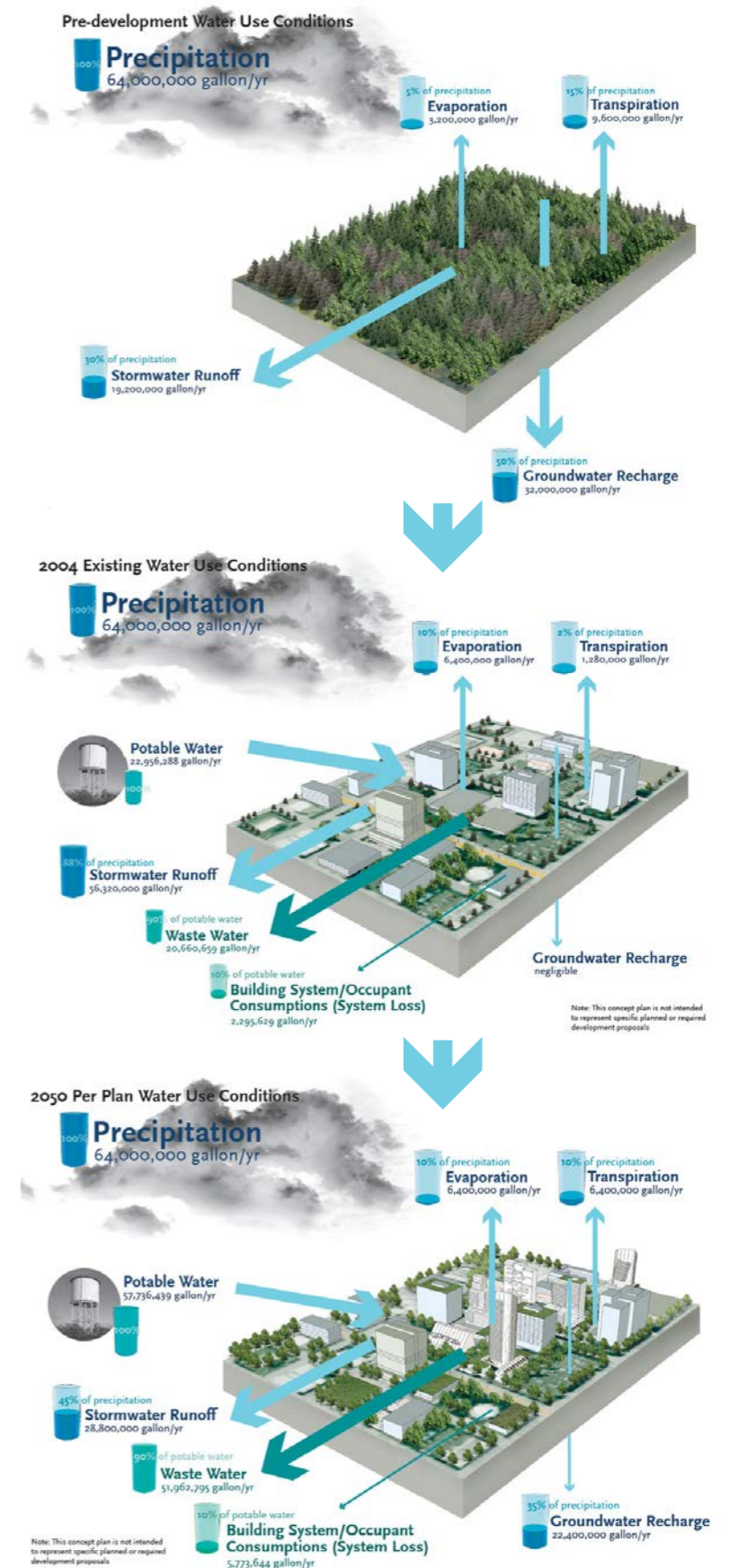
"Create a premier sustainable multi-use development district within an urban center." The District "will become a lifestyle community of choice for residents, workers, and visitors, and a showcase demonstrating Portland's leadership in creating economically viable earth-friendly development."

This will become one of the first redevelopments under Washington State's developing programme of Climate Benefit Districts - a programme which aims to:

- support the creation of "green jobs";
- support liveable, diverse and affordable urban neighbourhoods;
- reduce the impact of urban development on the environment;
- capture the innovations and life cycle cost savings for district level energy and infrastructure solutions;
- rebuild and reinvest in communities in ways that reduce the demand for driving;
- help public and private interests to work together in developing healthy, vibrant urban communities aimed at achieving carbon reduction goals;
- send a clear policy signal to attract desirable private investment and coordinate public action from multiple levels of government; and
- give communities the means to meet major environmental and economic challenges while remaining responsive to local conditions and opportunities.



2050 Habitat Conditions



B.2 Portland Green Streets (USA)

Portland has been designing and building Green Streets for many years. Their consistent monitoring has proven that they successfully reduced peak stormwater flows and runoff volumes. The images to the right show a variety of Green Streets in Portland that have been successfully implemented.

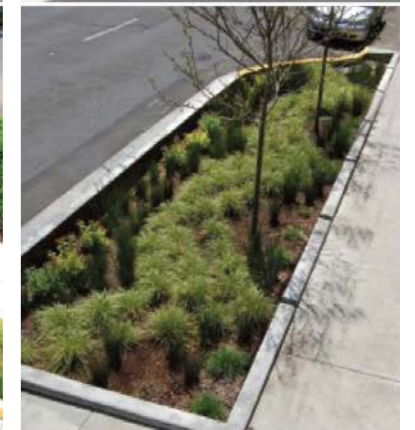
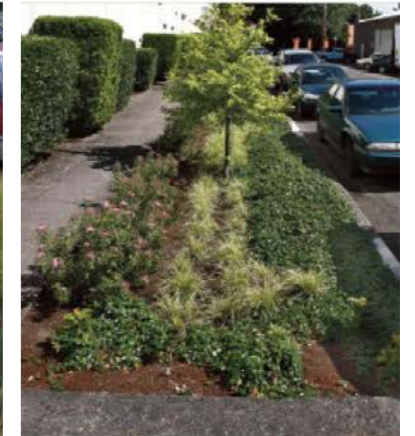
Green Streets convert impervious street surfaces into green spaces that capture stormwater runoff and allow the water to permeate through the ground as plants and soil remove pollutants. Green Streets help to create attractive open spaces, streetscapes, provide ecological urban habitats, and help to connect neighbourhoods, open spaces, schools and other areas within the city.

The city of Portland is:

"Committed to green development practices and sustainable stormwater management. Green Streets are an innovative, effective way to restore watershed health. They protect water quality in rivers and streams, manage stormwater from impervious surfaces, and can be more cost efficient than new sewer pipes. Green Streets offer many benefits that sewer pipes can't."

Green Streets offer the following benefits:

- convert stormwater from a waste diverted into a pipe, to a resource that replenishes groundwater supplies;
- 80%+ of storm water volume to be infiltrated on site;
- add urban green space and wildlife habitat;
- reduce stormwater in the sewer system;
- save money on wastewater pumping and treatment costs;
- use plants and soil to slow, filter, cleanse, and infiltrate runoff; and
- design facilities that aesthetically enhance the neighbourhood livability and property values.



B.3 Jellicoe Street, Auckland (NZ)

Jellicoe Street features over 600m² of purpose-built rain gardens. Run-off from over 9000m² of the surrounding roads and surfaces flows into the rain gardens. Other key objects for the project include:

- integrate Best Practice Stormwater Design and the efficient use of water resources;
- re-use existing structures and infrastructure where possible
- generate renewable energy on site;
- preserve coastal water quality and protect waterfront ecologies;
- protect air quality and reduce traffic congestion;
- improve permeability and establish pedestrian priority and safety;
- facilitate better access and circulation between transport modes;
- enable visual connections through the precinct to the water; and
- promote pedestrian and cycle activity.

This new initiative in a high-use area has proven to be a great way to educate visitors and residents about the merits of low traffic speed, shared space environments and 'green' infrastructure approaches.



B.4 Greenpark, Thames Valley (UK)

This new industrial development is an exemplary model of best-practice industrial/commercial development. It is acknowledged that retrofitting an existing industrial zone (such as that found in Howick) is a significantly more difficult task than greenfield development, but this case study shows a range of solutions which can be employed to improve conditions for workers, visitors and the environment. Solutions employed at Greenpark include:

Landscaped parkland:

- a network of cycleways;
- nature trails; and
- paths running around the banks of the stormwater treatment wetlands.

Community life:

- frequent, comfortable buses to bring people into Green Park from Reading station or nearby town centres;
- well-maintained, well-lit walkways make it easy to get around the Park;
- cafés and restaurants;
- health club;
- a day nursery; and
- acres of natural parkland.

Event hosting:

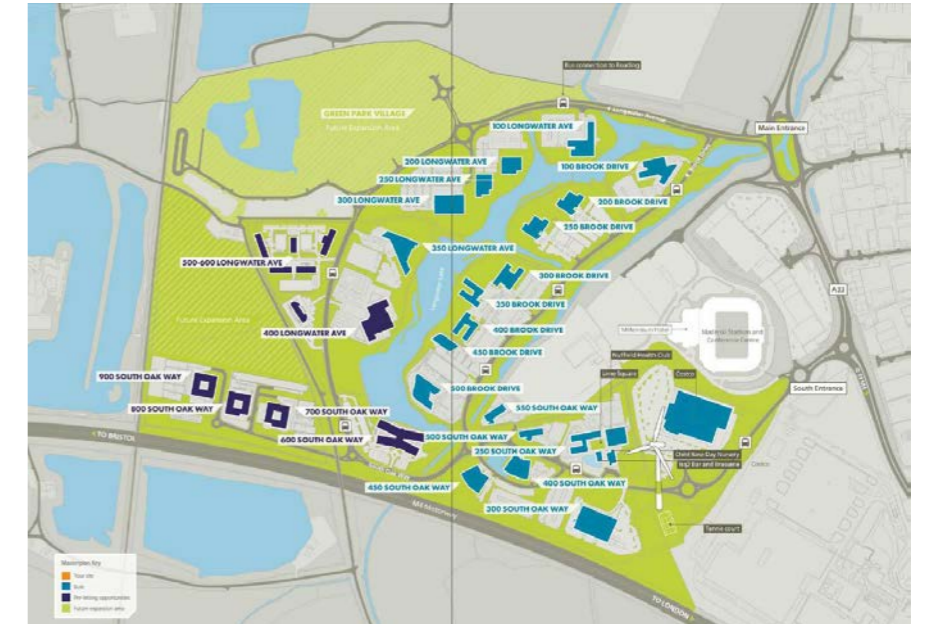
- Events throughout the year, attract workers and nearby residents alike, and these include a range of organised annual events and one off events, including the Reading half-marathon and the Corus Triathlon. Longwater Lake also hosts regular angling competitions.

Green energy (wind and solar):

- The development generates 2.3 megawatts of clean energy, enough to power around 1200 homes.

Green Park fast track:

- A fleet of low emission eco-friendly buses. These are among the first in the UK to meet the stringent 'Euro 4' European emission standards and produce significantly lower levels of carbon dioxide and nitrogen oxide than regular fleets.
- Buses include full wireless access and a real time information system for maximum passenger comfort and security.





C. Priority Routes

NOTE:

The numbering of the following routes has been ordered geographically. The numbering does not represent the order or priority in which these routes should be implemented.

RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

1a 1b

Location

Lloyd Elsmore Park

Description

This route has been split into two sections. Route 1a is located on the existing path that runs along the eastern boundary of the park in a north-south direction, along the eastern bank of the Pakuranga Stream. It passes through (from north to south) Mooneys Bridge South Reserve, Aviemore Drive Drainage Reserve and the Cascade Walkway No 1 (De Quincey). This route connects to priority routes 2 and 3 at its southern end, which when combined will provide a continuous upgraded link along the length of the Cascades Walkway.

Section 1b is located within Lloyd Elsmore Park. It consists of a combination of upgraded (widened) paths along:

- Bells Road,
- Sir Lloyd Drive to Aviemore Drive Drainage Reserve, and
- Lady Marie Drive to the Cascades Walkway, via Howick Historical Village.

Also included is a new perimeter path along the north-western boundary of the park adjacent to existing sports fields and facilities, to form a recreational loop.

Ecology and cultural considerations

Nothing of ecological significance is identified along Pakuranga stream. A CHI log identifies a small stand of notable trees on the western boundary of the park at the Lady Marie Drive entrance. Care will need to be taken with locating paths within the vicinity of these trees at detail design phase.

Constraints

- Space restrictions locating new sections of path around the existing sports fields and facilities.

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure. Paths to be upgraded to meet 'Local Path' standards.
- Ecological improvements through native riparian planting.
- Strengthened connections to sports amenities and the Howick Historical Village from the western and northern sides of the park.
- Could be staged to reduce initial cost.

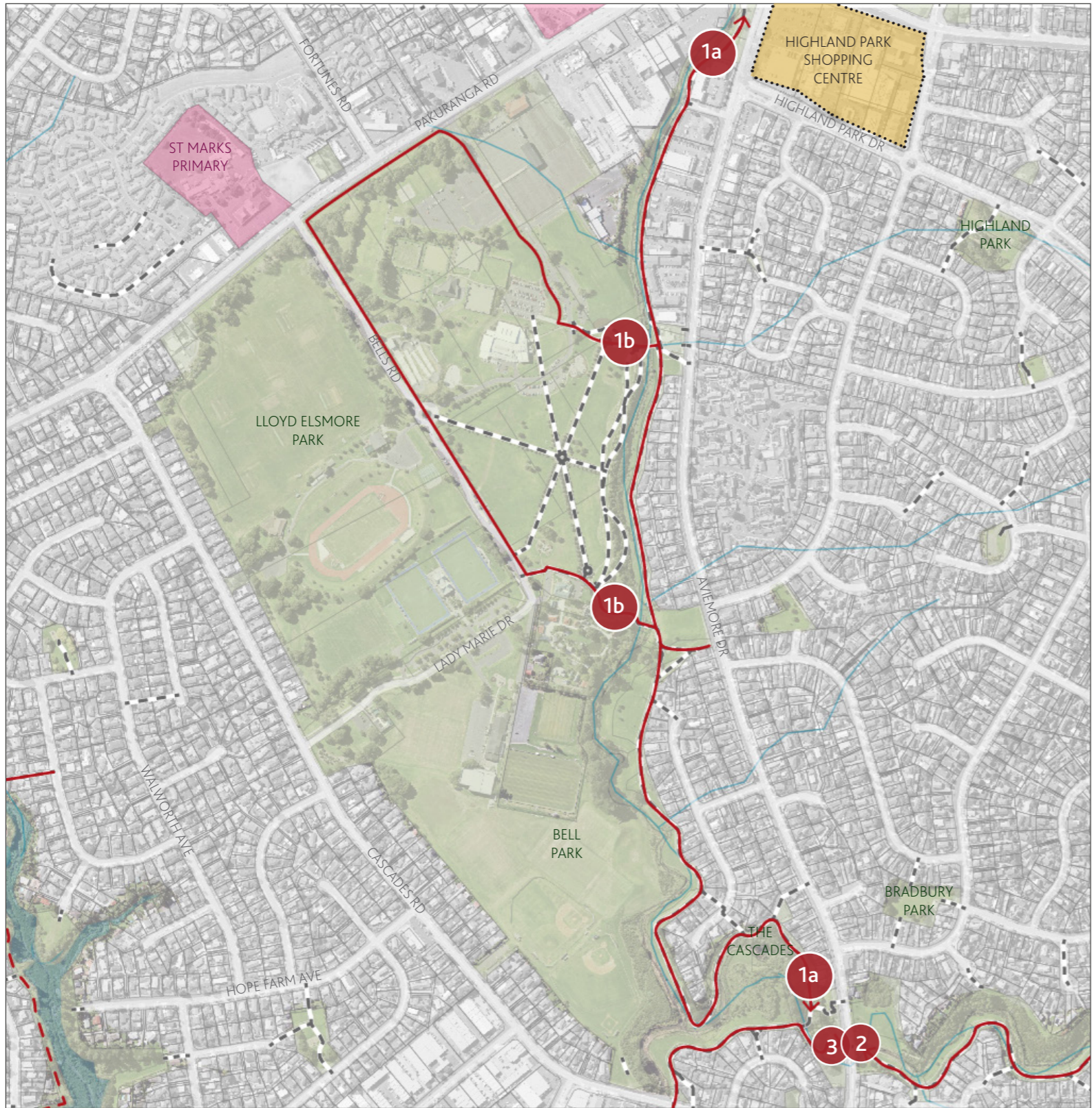
Budget Requirements (Capex)

[1a] Path improvement (widen existing) 445K, earthworks and sundries 70K, ecological allowance 100K, PS and consenting 100K. Total 715K

[1b] Path improvement (widen existing) 430K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 135K. Total 640K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2a

2b

Location

Cascades Walkway No 2 and No 3

Description

This route is a combination of the Cascades Walkways, and connects up to P1 and P3.

Route 2a is located within Cascade Walkway No 2 (Marbeth) and runs in an easterly direction along the southern banks of Botany Creek from Aviemore Drive to Botany Road.

Route 2b picks up this connection at its eastern end and runs in a northerly direction along Cascade Walkway No 3 (Gosford) and Sheffield Place Reserve up to Lexington Drive.

Ecology and cultural considerations

This is a modified environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to enhance the habitat and stream condition through ecological planting improvements.

Constraints

- Potential issues around passive surveillance along some of the narrower heavily vegetated sections of esplanade reserve along route 2b.
- Water height and flow after heavy rainfall, particularly at junctions along the channel, can be dangerous. May require fencing at crossing points.

Opportunities

- Relatively low cost improvements due to gentle topography and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

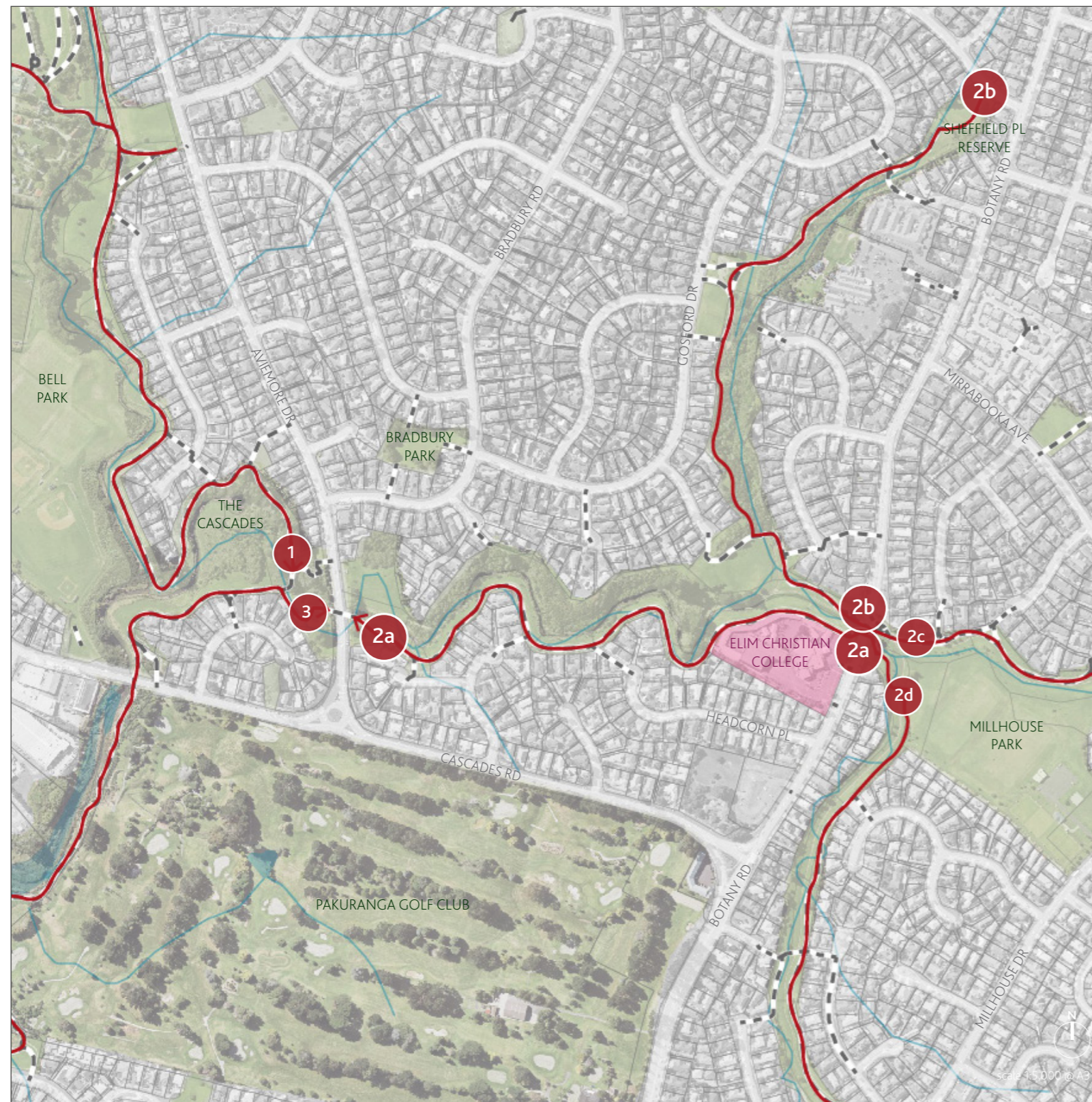
Budget Requirements (Capex)

[2a] Path improvement (widen existing to 3m) 185K, earthworks and sundries 40K, ecological allowance (planting only) 70K, PS and consenting 50K. Total 345K

[2b] Path improvement (widen existing to 3m) 150K, ecological allowance (planting only) 60K, earthworks and sundries 30K, PS and consenting 45K. Total 285K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL

PRIORITY WALKING & CYCLING ROUTES

2c

2d

Location

Cascades Walkway No 4, No 5, No 6 and No 7

Description

These routes are a continuation of 2a and 2b. Route 2c runs in an easterly direction from Botany Road to Meadowland Drive, paths are located along the southern banks of Botany Creek as it passes through Cascades Walkway No 4 (Kookaburra) and Cascade Walkway No 7 (Orinda Cnr). Just before Whitford Road another path branches off to the north along Cascade Walkway No 6 (Kurnell). Located along the eastern banks of Botany Creek, this branch terminates at Kurnell Drive.

Route 2d also begins at Botany Road, before immediately branching off in a southerly direction, passing through Millhouse Park and Cascade Walkway No 5 (Millhouse), and terminating at Millhouse Drive. The path is located along the eastern banks of the channelised waterway.

Ecology and cultural considerations

This is a modified (channelised) stream environment and nothing of ecological or cultural significance is flagged along this route. However there is opportunity to improve the habitat and stream condition through ecological improvements.

Constraints

- There appears to be few constraints along this route

Opportunities

- Relatively low cost improvements due to easy contour and existing path infrastructure.
- Scope for ecological improvements along waterway through naturalisation of the creek channel (note naturalisation not included in costing) and native planting.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.
- Opportunity to provide formalised connection between 2c and 2d via short bridge located under Botany Road.

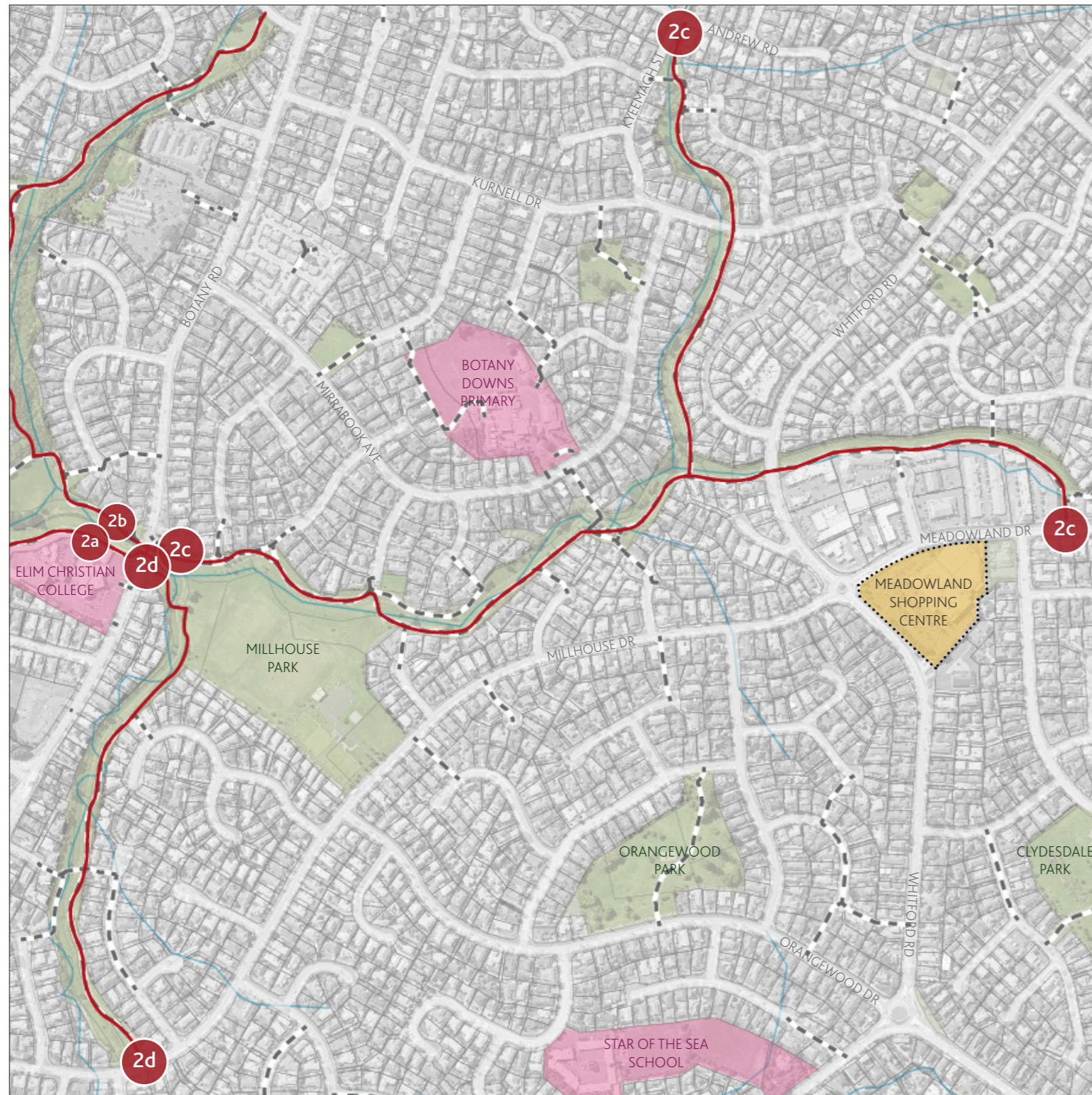
Budget Requirements (Capex)

[2c] Path improvement (widen existing to 3m) 360K, Bridge connection [to 2d] 5k, earthworks and sundries 60K, ecological allowance (planting only) 90K, PS and consenting 90K. Total 605K

[2d] Path improvement (widen existing to 3m) 160K, earthworks and sundries 30K, ecological allowance (planting only) 50K, earthworks and sundries 30K, PS and consenting 40K. Total 280K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)

NTS

RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Cascades to Burswood Drive

Description

This is a continuation of P1. Beginning at Aviemore Drive, The first section of the path runs in a westerly direction through the Cascades for a short distance before turning south, passing underneath Cascades Road. It then continues in a southerly direction, located between the Pakuranga Creek and the Pakuranga Golf Club to West Fairway. The path is largely surrounded by mangrove/riparian planting and includes sections of boardwalk.

From this point the path continues along the upper slopes of Frank Nobilo Drive Esplanade Reserve until Corta Bella Place Reserve, where it crosses a bridge into Burswood Esplanade Reserve and terminates at the intersection of Burswood and Ti Rakau Drive.

Ecology and cultural considerations

The Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. In addition, the path passes within the vicinity of several archaeological sites identified in the CHI, including shell middens and a jetty/quarry.

Constraints

- Sensitive treatment of paths that pass through the coastal environment.

Opportunities

- Aside from boardwalk sections at the northern end of the route, relatively low cost improvements due to gentle topography and existing path infrastructure.
- Path connections already exist and only require widening to bring up to 'Local Path' standards.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 350K, boardwalk and/or bridge improvement (widening to 2.5m) 200K, earthworks and sundries 70K, ecological allowance 50K, PS and consenting 100K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Macleans Park

Description

This route starts from Macleans Road in the south, and heads north along the eastern boundary of Macleans College, taking in elevated areas with expansive views over the Hauraki Gulf. The path branches off in three directions at the northern end; one arm runs off to meet the Quedley Court entrance on the western side of the park, another links down to Eastern Beach via Eastern Beach Caravan Park, and the third connects up to the Bleakhouse Road entry to the east. While these routes do currently exist, they are gravel tracks and will require widening and concrete paving to bring them up to a Local Paths standard appropriate for both pedestrian and bicycle use.

Ecology and cultural considerations

The native bush clad gullies and stream habitat within Macleans Park is of high ecological value and has a SEA Terrestrial overlay.

Constraints

- Issues around passive surveillance in paths located in the bush clad gullies
- Steep topography in parts

Opportunities

- Provides a direct link to Macleans College.
- Ecological improvements through native amenity planting.
- Ecological improvements through pest plant and animal control and enhancement planting.

Budget Requirements (Capex)

New concrete path 590K, earthworks and sundries 70K, ecological allowance 20K, PS and consenting 90K. Total 770K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item, Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- - - Existing track
- Existing MTB track

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Elm Park to Riverhills Park

Description

This route runs from Marvon Downs Avenue in the north to Riverhills Park/Ti Rakau Drive in the south, via Elm Park, Elm Park School, Ennis Avenue Reserve, Riverhills School and Riverhills Park. It is located in the esplanade reserve along the western banks of Pakuranga Creek. A section of path is also located along the northern edge of Riverhills Park, connecting Gossamer Drive to the esplanade reserve.

The majority of this route will require new paths. Only two sections of existing path currently exist here; a small section along the Riverhill Park esplanade reserve from the sports fields to Waikaremoana Place, as well as a section running alongside Elm Park School connecting to Marvon Downs Avenue. This route provides an off-road connection up a significant length of coastline and connects up a number of schools and open spaces along its length.

Ecology and cultural considerations

Pakuranga Creek has a Significant Ecological Area (SEA) (Marine) overlay. Local paths provide an opportunity to improve habitat and water quality through native planting.

Constraints

- Some issues around passive surveillance and safety along narrow, heavily vegetated sections of esplanade reserve.
- Sections of steep topography and narrow esplanade reserve between Riverhills Park and Riverhills School, and at the southern and northern ends of Ennis Avenue Reserve.
- Bridge across Pakuranga Creek will be a large and complicated project to undertake.

Opportunities

- Ecological improvements along coastal edge
- Could be staged to reduce initial cost
- Opportunity for future connections across Pakuranga Creek to Burswood
- Opportunity in future to formalise pedestrian/cycling connection under Ti Rakau Drive to eliminate the need to cross this busy road at grade.

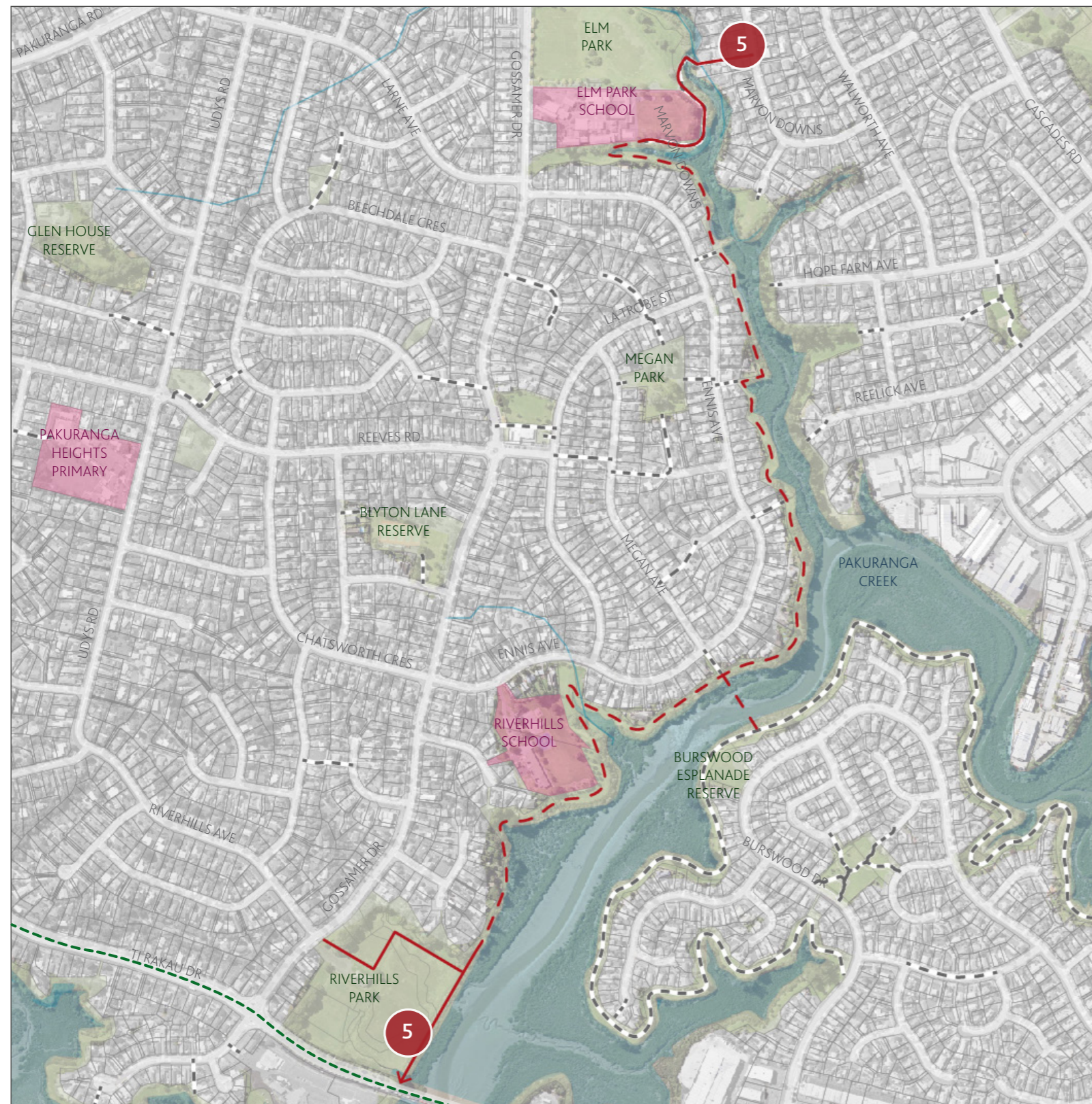
Budget Requirements (Capex)

Path improvement (widening existing to 3m) 70K, New path (1.8m - 3m wide depending on topography) 860K, earthworks and sundries 90K, ecological allowance 50K, PS and consenting 180K. Total 1.35M

Bridge across Pakuranga Creek requires a formal feasibility study and has not been included in the above costing.

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCF), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Ti Rakau Drive to Smales Road (Greenmount Drainage Reserve)

Description

This route is a further continuation of P1, P2 and P3 linking up Pakuranga to Botany / East Tamaki, and involves 2 sections. The first part is installation of new path from Ti Rakau Road heading south through the drainage reserve down to Millington Place. The second part is an upgrade of existing path from Millington Place through to Kellaway Reserve, terminating at Smales Road. Along its length, the route links up with a number of smaller paths which allows access to the reserve from Harris Rd, Riplington Rd, Morestead Ave, and most importantly, under the busy Te Irirangi Road via an underpass which connects with the Tamaki Heights and Botany residential catchments.

Ecology and cultural considerations

While the drainage reserve is partially channelised, there are also large areas which remain in natural condition and pockets of bush margin and ecological habitat exist. CHI logs also show several historic archaeological and maritime sites located within and around the reserve, so care will need to be taken with locating the route along here and construction impacts would need to be carefully monitored.

Constraints

- Steep topography and existing patches of planting around the eastern perimeter of the reserve (where the route is shown as a dashed line) may require regrading.
- Location of the route along the top of the stormwater culvert and Ti Rakau road side will need further consideration at detail design phase.

Opportunities

- Moderate cost improvements due to existing infrastructure along Kellaway Drive Reserve.
- Possible ecological improvements through stream daylighting and native ecological planting.
- Completes a key connection between Lloyd Elsmore Park and the future Greenmount Park, for both recreational users and commuters.
- Work with AT to improve the intersection crossings for pedestrians and cyclists at Greenmount Drive and Ti Rakau Drive.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 230K, New path (3m wide) 330K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 100K. Total 735K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Individual LTP line item, Local Board Transport Capital Fund (LBTCF), volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

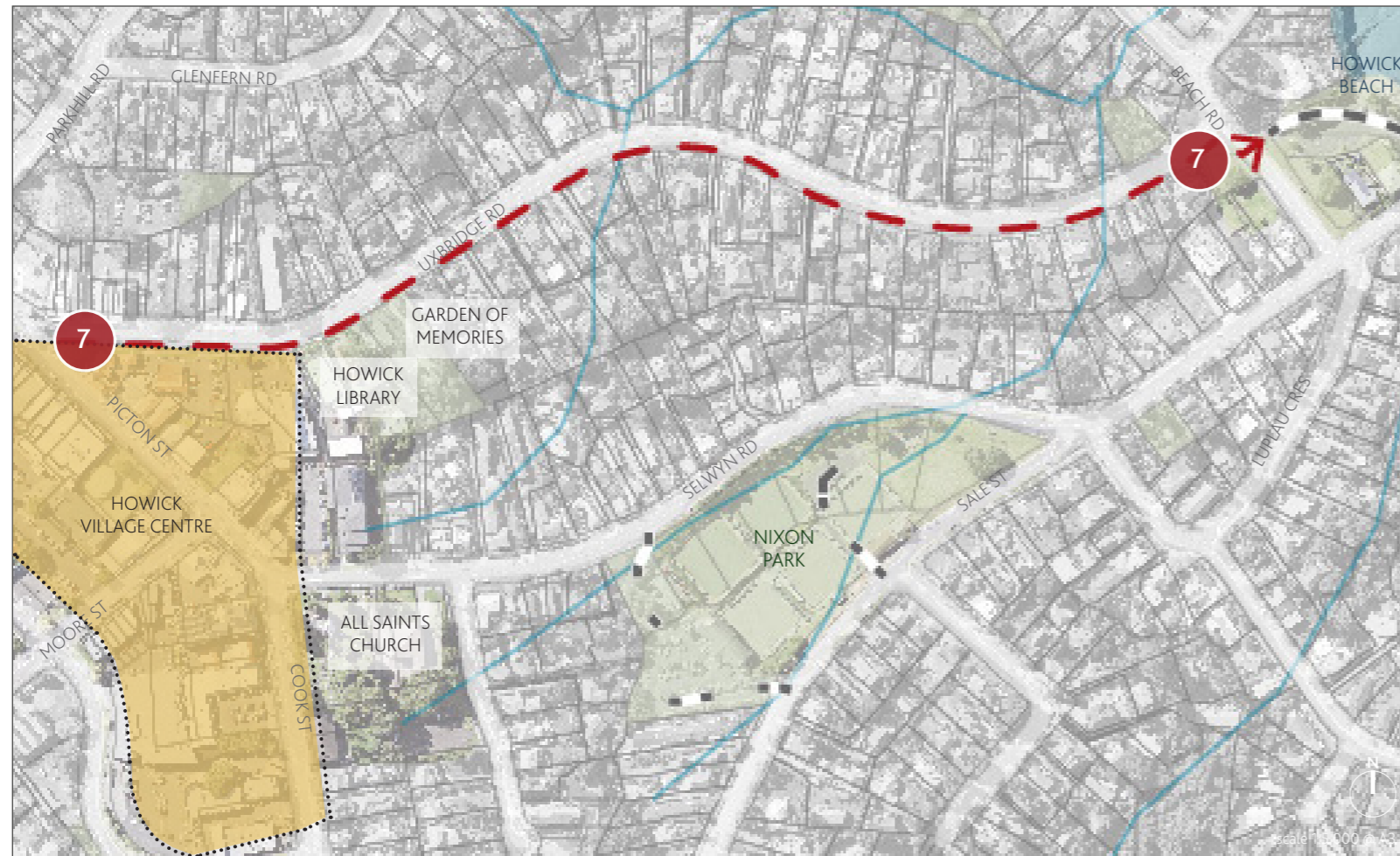
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Uxbridge Road (Howick Village to Howick Beach)

Description

This on-road connection is located along Uxbridge Road from Howick Village to Beach Road. It links residents from Howick's main street down to Howick Beach, connecting people to the library, Uxbridge Arts Centre and Garden of Memories along the way. It has been outlined in the Howick Village Centre Plan 2017 as a key goal for implementation.

Ecology and cultural considerations

CHI logs show this route is adjacent to several historic archaeological, maritime and botanical sites, so construction impacts would need to be carefully monitored. Coastal ecological enhancement could occur through replanting at Howick Beach.

Constraints

- Works in the road corridor are more expensive overall than those in parks.

Opportunities

- To emphasize the short distance (>1km) between Howick Village and the beach and ensure ecological outcomes are met for accessing local natural amenities. This ties into the Howick Village Centre Plan 2017.
- Working with AT to improve the road crossing on Beach Rd.
- The road is relatively quiet and wide with sufficient space between the lane markings and grassed berm which could be transformed into either a dedicated on-road cycleway or upgraded footpath.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Individual LTP line item.

RECREATIONAL
PRIORITY WALKING & CYCLING ROUTES

Location

Bucklands Beach (Little Bucks) to Half Moon Bay Marina

Description

The primary aim of this connection is to fill the gap between the Little Bucks boardwalk and the marina, as the existing path currently terminates at the southern end of Takutai Ave Reserve. There are two options for this route, the first is relatively straightforward and involves connecting up to the existing on-road path network from Argo Drive to the ferry. The second (shown as a dashed line) would involve a more direct connection to the ferry by cutting through the marina, but would require negotiations with the property owner. The first option has been costed.

Ecology and cultural considerations

This is a moderately modified area, and no ecological or cultural features of note, or CHI logs exist here.

Constraints

- Not all the land along this route is in public ownership.
- Some existing park features may need relocation to accommodate the route

Opportunities

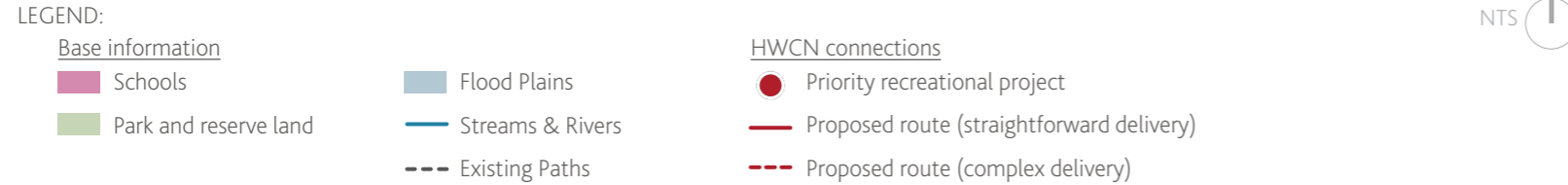
- Important link between Bucklands Beach walkway and HMB marina / ferry.
- Possible ecological improvements through native amenity planting.
- Relatively low cost addition due to easy contour and existing reserve land / infrastructure.
- Potential connection directly through the marina to the ferry terminal if an easement could be worked out with the property owner of the HMB marina.

Budget Requirements (Capex)

New path (2m wide) 60K, earthworks and sundries 25K, PS and consenting 15K. Total 100K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, Renewals, Local Board Transport Capital Fund (LBTCF), Partnership with local businesses/sponsorship (marina)



RECREATIONAL PRIORITY WALKING & CYCLING ROUTES

Location

Panmure bridge to Pakuranga Town Centre (extension of Rotary Walkway)

Description

This off-road connection is a continuation of the Rotary Walkway from where it terminates at Panmure Bridge Marine. The route travels south under the Panmure Bridge, and along the coastline and transmission corridors towards the Ti Rakau and Pakuranga Highway intersection and the Pakuranga Town Centre. The route picks up two reserves along the way (Millen Ave and Paul Place), and is expected to tie in with the future AMETI works happening in this vicinity, offering people a complete recreational route along the coast to the town centre.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the transmission power corridor requires more planning and management.
- Construction along the coast where neighbouring properties have encroached on council land will need to be managed.

Opportunities

- To extend the well used Rotary Walkway under the Panmure Bridge and back around to Pakuranga Town Centre as an off-road route.
- Some of the path connections already exist, and only require widening to bring up to a Local Paths standard.
- Allows for better recreational use and ecological planting for the currently under-utilised Millen Ave and Paul Place Reserves, as well as the green corridor running parallel to Pakuranga Highway.
- Work with AT to tie in the route with the future AMETI intersection and cycleway project along Ti Rakau Road.

Budget Requirements (Capex)

Path improvement (widening existing to 3m) 100K, New path (1.8m - 3m wide depending on topography) 350K, earthworks and sundries 70K, ecological allowance 30K, PS and consenting 100K. Total 650K

Funding and Delivery Options

Locally Driven Initiatives (LDI) CAPEX, Healthy Waters, Renewals, Local Board Transport Capital Fund (LBTCP), Volunteer/partnership work (planting).



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority recreational project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)
- - - AMETI transport project (anticipated completion 2026)



COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Pakuranga Road

Description

This route follows the length of Pakuranga Road from Highland Park Shopping Centre in the East to Pakuranga Plaza in the West, linking up with where Phase 2 of the AMETI Eastern Busway project is due to terminate (construction scheduled for between 2018 and 2020). The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists and road crossings for pedestrians. The route connects with P6 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Pakuranga Road is busy with 3 lanes travelling in either direction, and can experience heavy traffic both in and out of peak times.

Opportunities

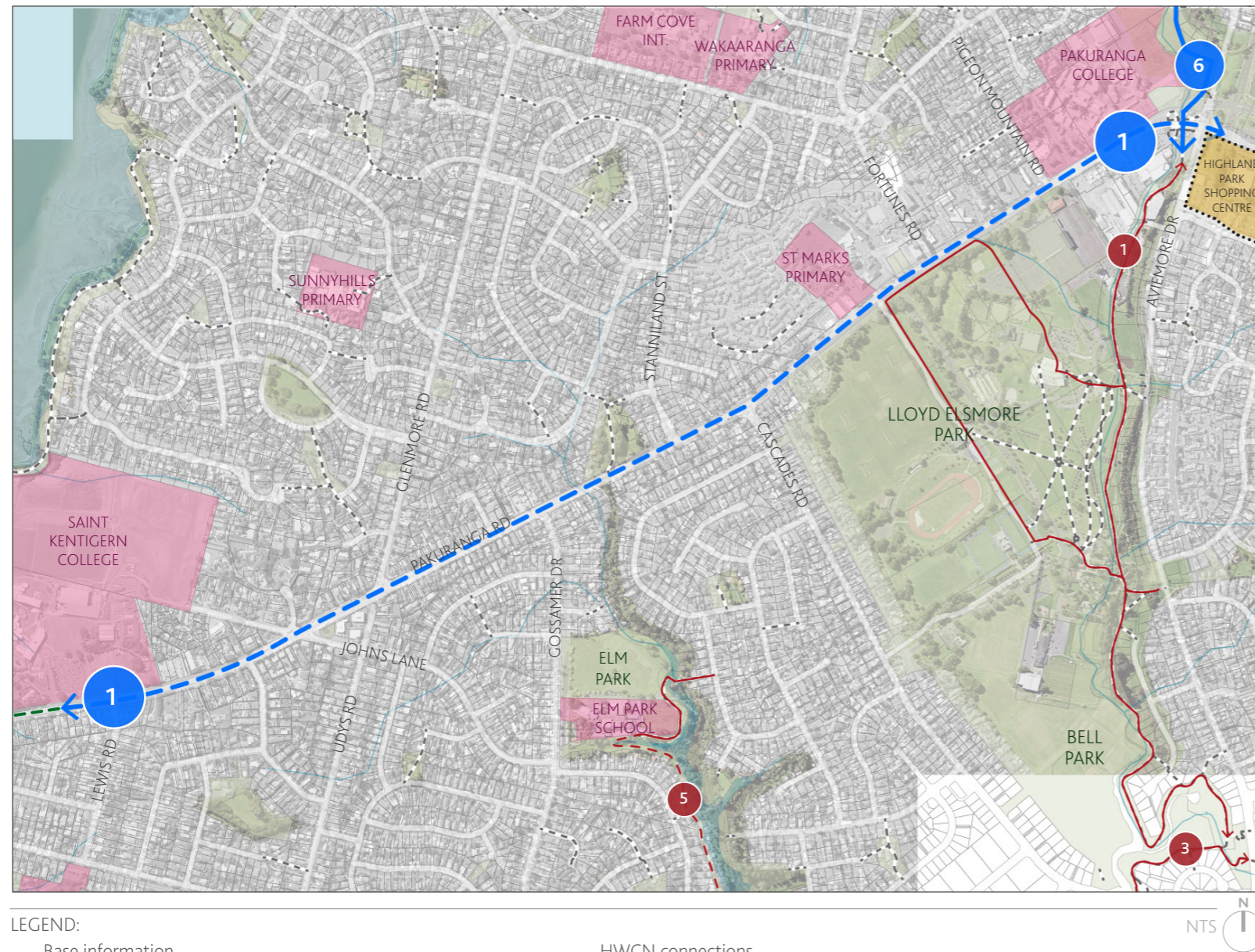
- The aim of this route is to tie in with the AMETI project, by continuing the cycleway further east towards Howick. Without extending this route on Pakuranga Rd, a significant number of suburbs in the area are cut off from accessing AMETI as there is currently no safe and efficient way for commuters to get to Pakuranga Plaza (where AMETI will terminate).
- Better connection to Lloyd Elsmore Park and a number of local shops, schools and parks.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

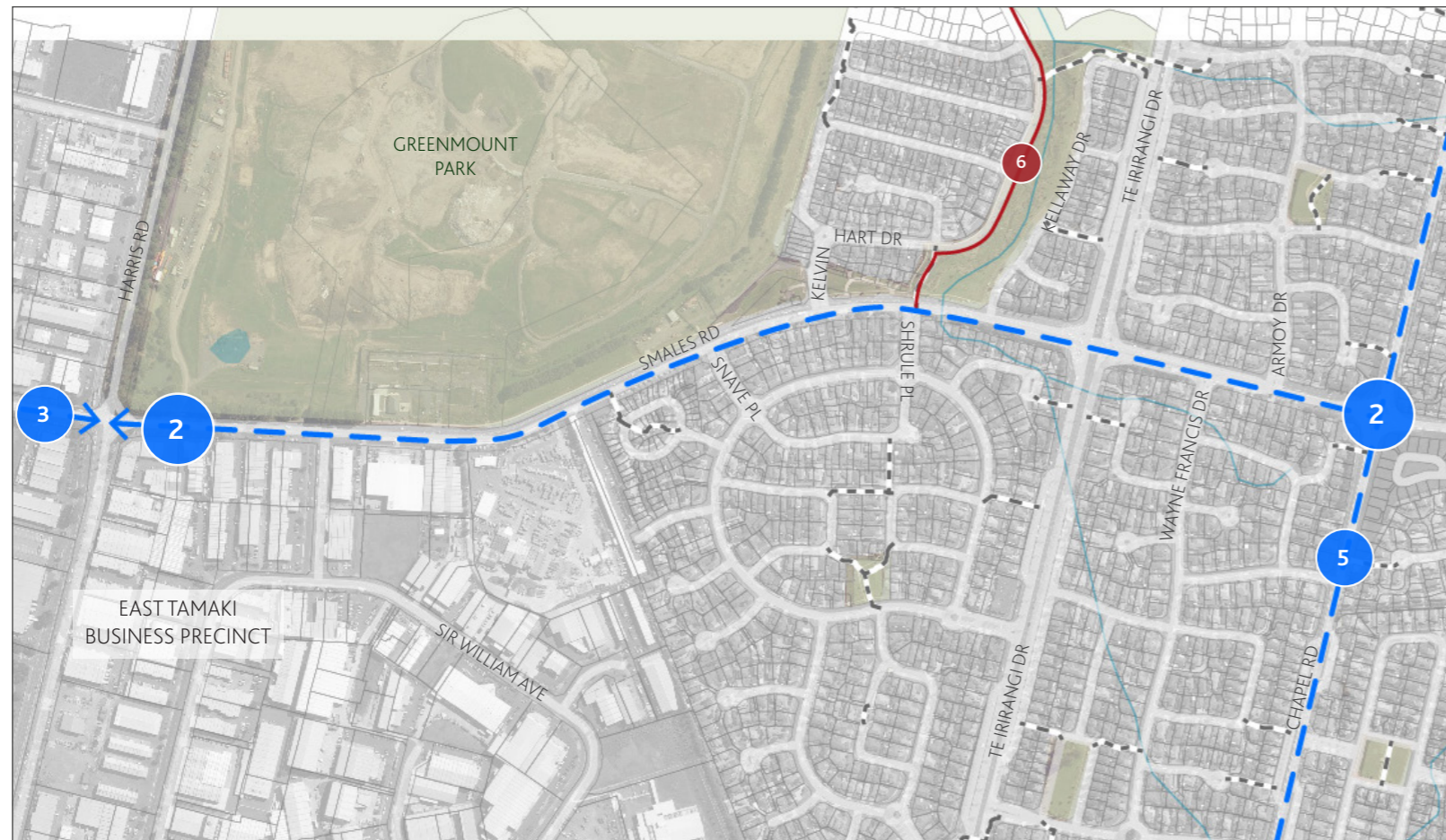
Base information

- Schools
- Park and reserve land
- Town / shopping centres
- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)
- AMETI transport project (anticipated completion 2026)

COMMUTER PRIORITY WALKING & CYCLING ROUTES



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)



Location

Smales Rd

Description

This route is located on Smales Road, between Harris Road and Chapel Road and connects the East Tamaki business area to residential suburbs to the east, incorporating intersections on Te Irirangi Drive and Chapel Road. The on-road route is aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists, and road crossings for pedestrians. This is a continuation of commuter route P3 and connects up with P5 at its eastern end.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-uses. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- Connection to the future Greenmount Park development.
- Ensure ecological outcomes are met.
- The Smales Road intersection project has been earmarked by AT for construction to begin in the near future, so it may be possible to tie in this route with the wider reconfiguration of Smales Road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.

COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Allens Road to Highbrook Drive

Description

This route runs from Highbrook Drive (near Otara Creek bridge) to Harris Road, via Highbrook Drive and Allens Road. It connects the Highbrook Business Park and East Tamaki business precinct to surrounding areas. The route is on-road and aimed at commuter cyclists, as pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area are busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

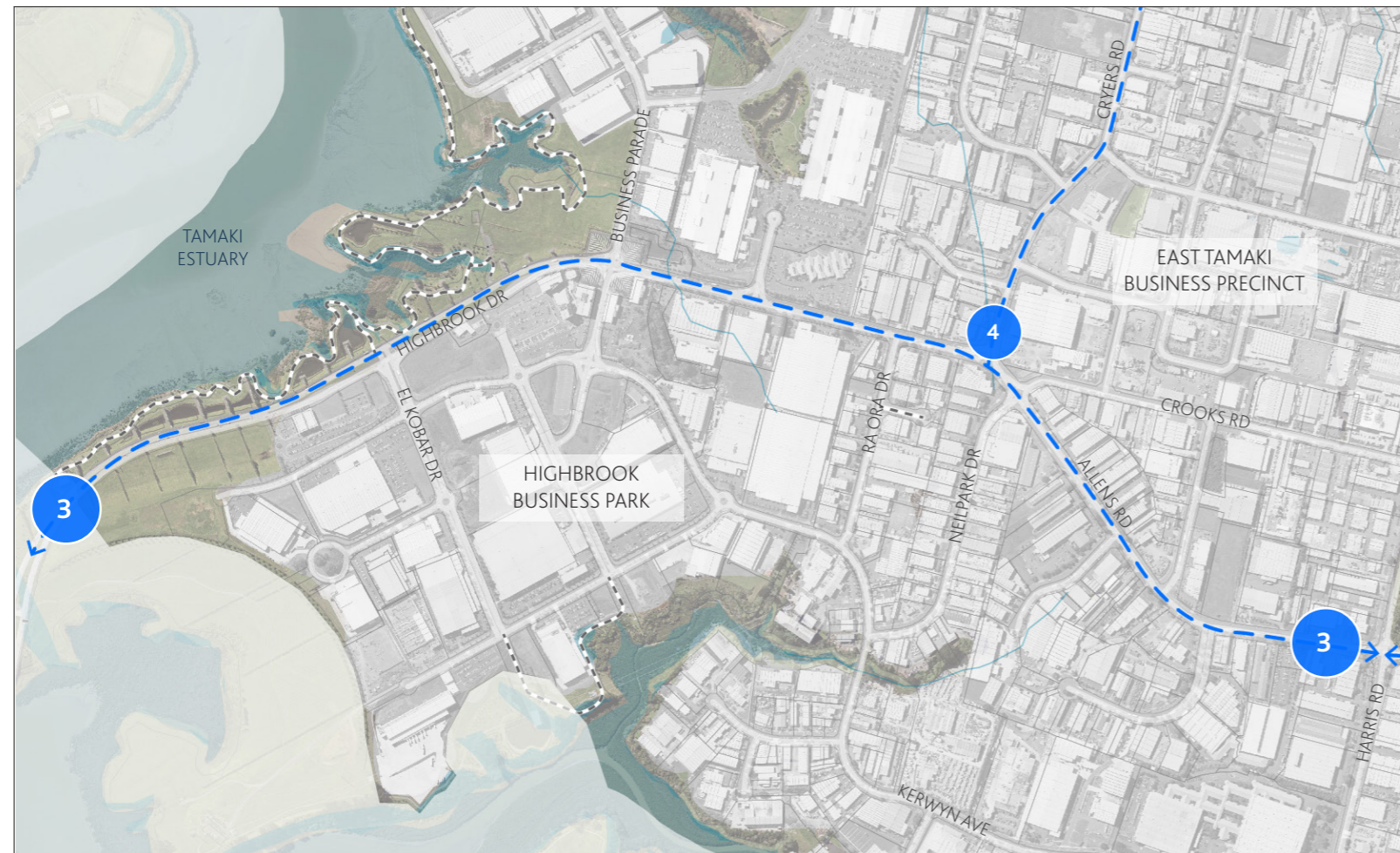
- Connects up with a Local Paths route within the adjacent Otara-Papatoetoe Local Board area.
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings. This could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTFCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- Proposed route (complex delivery)

COMMUTER

4

PRIORITY WALKING & CYCLING ROUTES

Location

Cryers Road

Description

This route connects Highbrook Drive to Harris Road via Cryers Road. It provides access to central East Tamaki from the surrounding areas. The route is on-road and aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Roads in this area busy and experience peak hour traffic and large vehicles due to the nature of the surrounding land-use. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

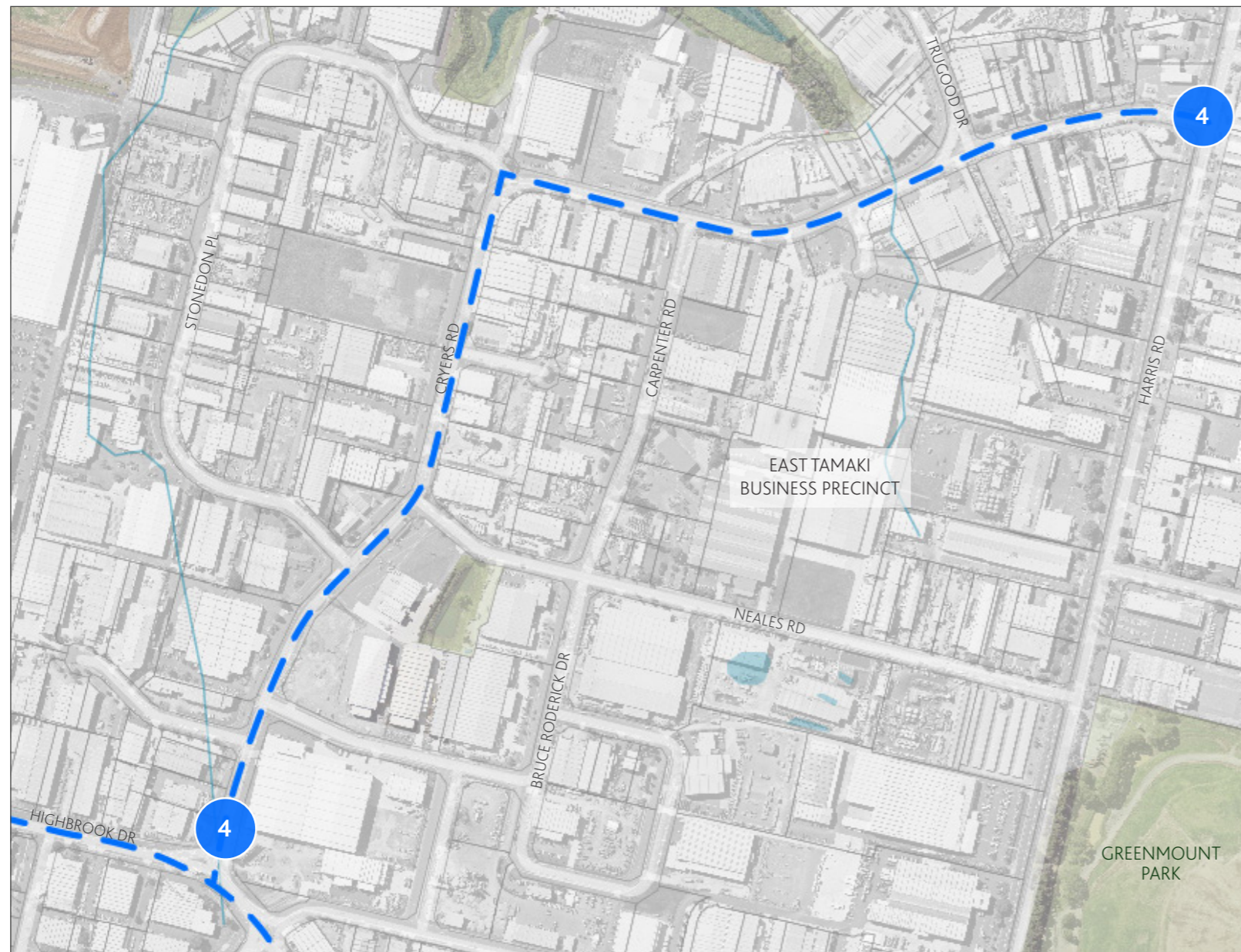
- This route provides a major connection to one of East Auckland's largest employment sectors, and is connected up to other priority routes in the same area.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.
- Ensure ecological outcomes are met.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



COMMUTER PRIORITY WALKING & CYCLING ROUTES

Location

Chapel Road

Description

This on-road route is located on Chapel Road, between Ti Rakau Drive and Ormiston Road. It links the residential neighbourhoods of Dannemora and Flatbush, and provides a direct connection between Botany Town Centre and Ormiston. The route is aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety for cyclists.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist here.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Chapel Road is a busy arterial route with many intersections. Careful planning is required to deliver a quality commuter route in this environment.

Opportunities

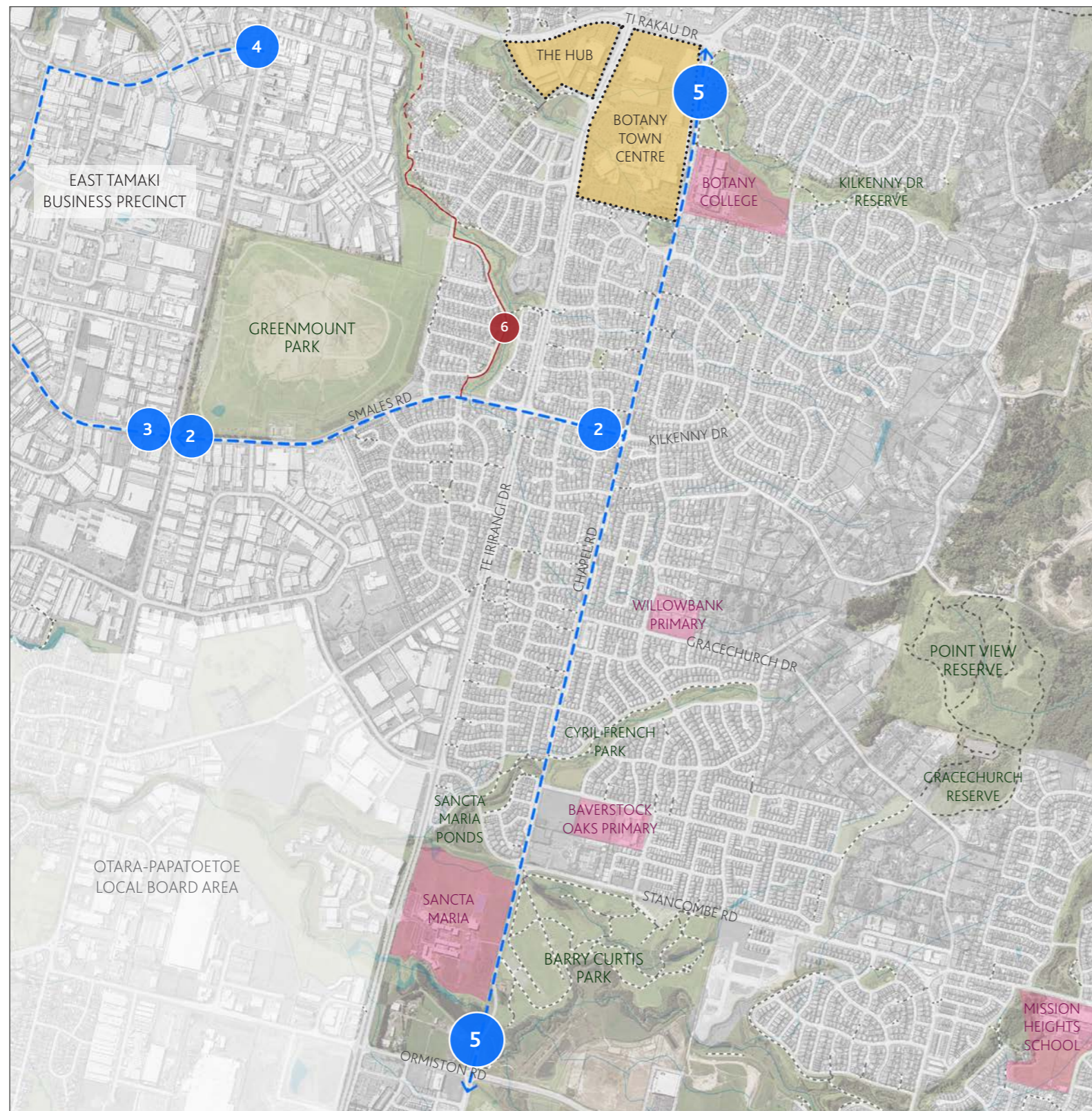
- This route connects a large residential catchment to Botany Town Centre and the East Tamaki business area, as well as to Ormiston Hospital, Barry Curtis Park and a number of Dannemora schools.
- The road is relatively wide with sufficient space between the kerb and the painted lane markings, which could be transformed into a dedicated cycleway on each side of the road.

Budget Requirements (Capex)

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land
- Town / shopping centres

- Flood Plains
- Streams & Rivers
- Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)



COMMUTER

6

PRIORITY WALKING & CYCLING ROUTES

Location

Lloyd Elsmore to Half Moon Bay Ferry

Description

This route runs from Half Moon Bay marina in the North to Lloyd Elsmore in the South, via Ara Tai Rd, Pigeon Mtn Rd, Blanche Way, Casuarina Rd and Mooneys Bridge North Reserve. It is a combination of on-road [dashed line] and park [solid line] connections, joining up with both the recreational and commuter P1 routes to link a number of people and neighbourhoods to the new ferry terminal and bus interchange at Half Moon Bay. On-road routes are aimed at commuter cyclists, as existing pedestrian footpath provision is already adequate. Interventions could be in the form of sharrows and lane painting, and intersection treatment to improve the road safety and crossings for cyclists and pedestrians alike.

Ecology and cultural considerations

This is a highly modified area, and no ecological or cultural features of note exist along the road or on adjacent park land.

Constraints

- Works in the road corridor are more expensive overall than those in parks.
- Not all the roads involved in this route have wide parking corridors or berms. Careful planning is required to deliver a quality commuter route in this environment.
- Sections of reserve land (i.e Pigeon Mountain) are administered by Tupuna Maunga Authority where the route may have to be diverted on-road instead.

Opportunities

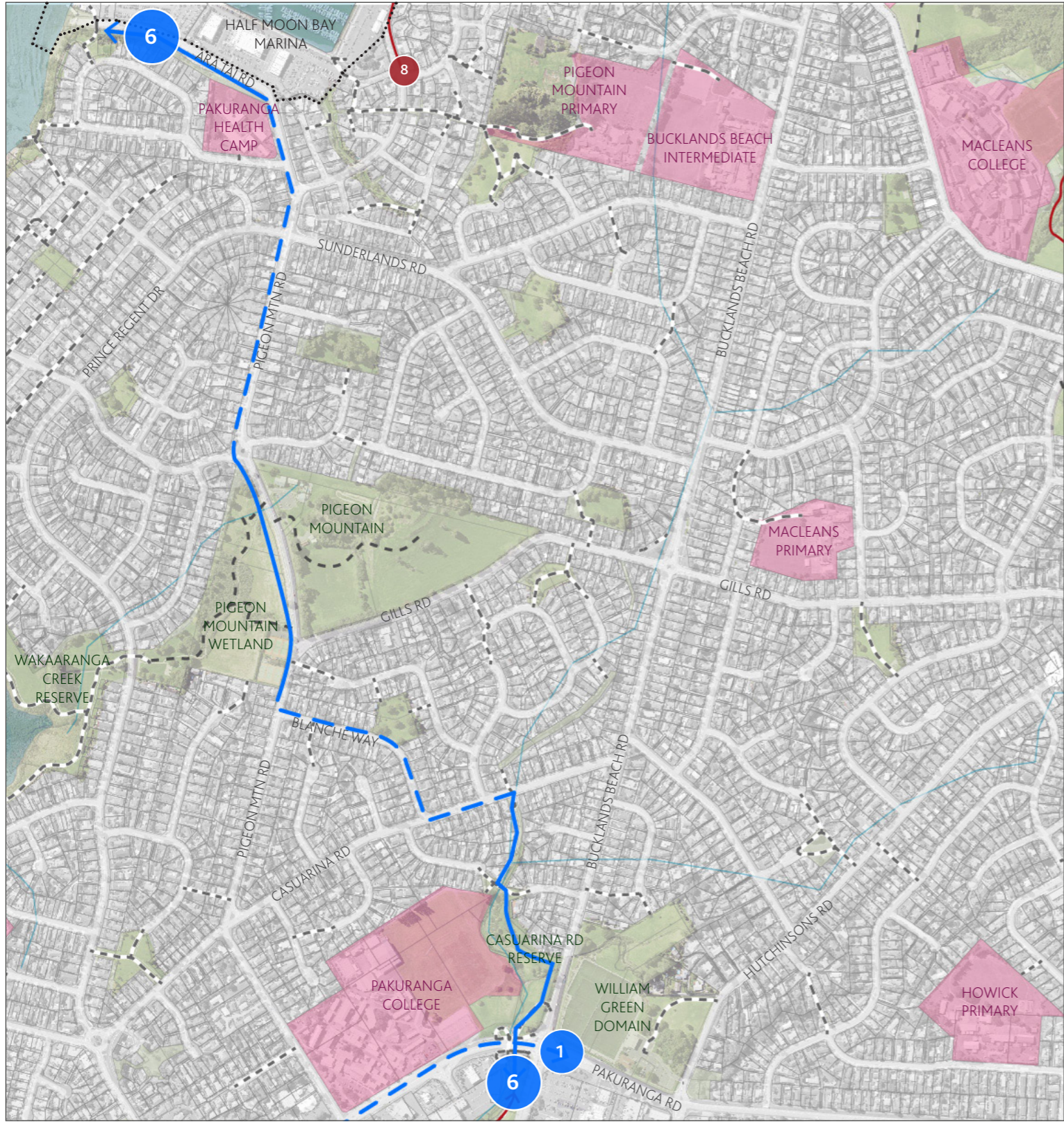
- This route links Pakuranga to the Half Moon Bay ferry terminal, which in turn connects people to greater parts of Auckland.
- Ecological improvements to the stormwater channel and outfall in Casuarina Road Reserve.
- Working with AT to improve pedestrian and cycling safety at key intersections on Pigeon Mountain Road.
- Could be staged to reduce initial cost.

Budget Requirements (Capex)

- [1] Where the route occurs on-road, scoping and budget estimating is required by AT at a project phase.
- [2] Where the route occurs on park land: Path improvement (widening to 3m) 60K, New path (3m wide) 140K, earthworks and sundries 50K, ecological allowance 25K, PS and consenting 50K. Total 325K

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF), Parks Growth Programme (Greenways), Locally Driven Initiatives (LDI), CAPEX, Individual LTP line item, volunteer/partnership work (planting), Urban Cycle Programme, AT Cycling Programme.



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- - - Existing Paths

HWCN connections

- Priority commuter project
- Proposed route (straightforward delivery)
- - - Proposed route (complex delivery)





PAKURANGA TOWN CENTRE MASTERPLAN

JULY 2015



MIHI

*Tēnā kia hoea e au taku waka mā ngā tai mihi o ata
e uru ake ai au mā te awa o Tāmaki
ki te ūnga o Tainui waka i Ōtāhuhu.
I reira ka toia aku mihi ki te uru ki te Pūkaki-Tapu-a-Poutūkeka,
i reira ko te Pā i Māngere.
E hoe aku mihi mā te Mānukanuka a Hoturoa
ki te kūrae o te Kūiti o Āwhitu.
I kona ka rere taku haere mā te ākau ki te puaha o Waikato,
te awa tukukiri o ngā tūpuna, Waikato Taniwharau, he piko he taniwha.
Ka hīkoi anō aku mihi mā te taha whakararo
mā Maioro ki Waiuku ki Mātukureira
kei kona ko ngā Pā o Tahuna me Reretewhioi.
Ka aro whakarunga au kia tau atu ki Pukekohe.
Ka tahuri te haere a taku reo ki te ao o te tonga e whāriki atu rā mā runga i ngā hiwi,
kia taka atu au ki Te Paina, ki te Pou o Mangatāwhiri.
Mātika tonu aku mihi ki a koe Kaiaua
te whākana atu rā ō whatu mā Tikapa Moana ki te maunga tapu o Moehau.
Ka kauhoetia e aku kōrero te moana ki Maraetai
kia hoki ake au ki uta ki Ōhūiarangi, heteri mō Pakuranga.
I reira ka hoki whakaroto ake anō au i te awa o Tāmaki
ma te taha whakarunga ki te Puke o Taramainuku, kei kona ko Ōtara.
Katahi au ka toro atu ki te Manurewa a Tamapohore,
kia whakatau aku mihi mutunga ki runga o Pukekiwiriki
kei raro ko Papakura ki kona au ka whakatau.*

*Let this vessel that carries my greetings
travel by way of the Tāmaki River
to the landing place of Tainui canoe at Ōtāhuhu.
There, let my salutations be borne across the isthmus to the Pūkaki lagoon
and the community of Māngere.
Paddling the Manukau Harbour
we follow the Āwhitu Peninsula to the headland.
From there we fly down coast to the Waikato river mouth,
sacred waters of our forebears.
Coming ashore on the Northern side
at Maioro we head inland to Waiuku and Mātukureira,
there too is the Pā at Tāhuna and Reretewhioi.
Heading southward I come to Pukekohe.
My words turn to follow the ancient ridgelines along the Southern boundary,
dropping down into Mercer and Te Pou o Mangatāwhiri.
My greetings reach you at Kaiaua
who gaze across Tikapa Moana to the sacred mountain, Moehau.
Taking to the sea, my remarks travel to Maraetai
and then to Ōhūiarangi, sentinel to Pakuranga.
There we follow again the Tāmaki River
to Te Puke o Taramainuku, Ōtara resides there.
From here I reach for Manurewa
until my greetings come to rest on Pukekiwiriki
below lies Papakura and there I rest.*



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FOREWORD FROM HOWICK LOCAL BOARD

We are delighted to present the Pakuranga Town Centre Masterplan. The local board and the masterplan team have listened to the community and stakeholder feedback to help shape the plan.

The Howick Local Board sponsored and initiated the process for a masterplan as a response to the Auckland Manukau Eastern Transport Initiative [AMETI] programme of works. Achievements include:

- influencing changes to the road layout and location of the proposed bus interchange, pedestrian crossings and local street upgrades
- influencing the Proposed Auckland Unitary Plan with regard to heights, zones and frontages within the town centre
- a high level of engagement with the local community and key stakeholders.

These have been achieved through partnerships between the local board, Auckland Transport and AMETI. It is clear that change is needed in order to achieve this vision. The area must be developed as a

place for people, a destination rather than a junction of several main roads for traffic.

Thank you to everyone who has contributed to the masterplan to ensure that we make the town centre and surrounding areas a better place to live, work and play.



David Collings
Chairperson
Howick Local Board



Howick Local Board members

INTRODUCTION AND STRATEGIC CONTEXT

The Pakuranga Town Centre Masterplan sets a clear direction for making Pakuranga a vibrant town centre destination over the next 30 years. It outlines the design concepts, key moves and a plan of short to long-term actions for achieving our vision for Pakuranga.

The masterplan is informed by the Pakuranga Urban Design Framework produced by the former Built Environment Unit at Auckland Council. This Framework provides a fine grain look at land use, the street pattern and built form of the existing centre. It focuses on three strategic directives – the green link and open space network, sustainable growth, and an accessible town centre.

The masterplan also builds on what we have heard from the community. It seeks to enhance valued aspects of the centre and create new draw cards for residents and visitors alike. We have worked closely with key stakeholders and mana whenua to ensure their aspirations are captured in this document.

Pakuranga is on the verge of change, with multi-modal transport initiatives being delivered through the Auckland Manukau Eastern Transport Initiative (AMETI). Key to the preparation of this document is a constructive working relationship with Auckland Transport to ensure that we successfully integrate land use and transport planning.

The 30 year vision for Pakuranga Town Centre is:

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

THE STRATEGIC CONTEXT

Auckland Plan

The Auckland Plan is a strategic document that provides guidance on how growth is to be managed while protecting and enhancing the attributes and qualities we value most in our region. It addresses how we will prepare for an additional one million people and four hundred thousand new homes by 2040. Auckland’s vision is to become “the world’s most liveable city”.

What does the Auckland Plan mean for Pakuranga?

The Auckland Plan identifies Pakuranga as a Town Centre, with a Rapid Transit Network running from Botany through the centre to Panmure to link with the Rail Network. Pakuranga is identified as part of the ‘urban south’ that is expected to see moderate to significant change over the next 30 years and will need 70,000 new dwellings to accommodate its residents.

Directive Three of the Auckland Plan’s High Level Development Strategy is ‘moving to a quality, compact city’. This directive has helped us shape our approach to managing and planning for growth within Pakuranga, focusing it in and around the Town Centre.

Howick Local Board Plan

The masterplan, including the development of the Rotary Walkway, has been identified as one of five Local Board initiatives that are funded through the Howick Local Board Plan. The extension of the Rotary Walkway from Bucklands Beach to Panmure Bridge was completed in 2013 and is an important feature of Pakuranga.

Long-Term Plan (LTP)

Auckland Council’s Long-Term Plan sets out all council and Council Controlled Organisation (CCO) funding across Auckland over a 10 year period. It is one of the key tools for implementing the Auckland Plan and includes budget for projects and initiatives identified within the Local Board Plans.

Operative Manukau District Plan

Under the Operative Manukau District Plan the centre is zoned Business 2 and 4. There are currently no height limits or building coverage requirements which apply to development in the centre. In terms of urban design requirements, the District Plan does not encourage development to face the street or address the interface with the public realm. The residential areas surrounding the centre are zoned Main Residential which permits 1 house per 400m² section and more intensive development on larger amalgamated lots.

Unitary Plan

The Draft Unitary Plan was open to feedback from the community between March and May 2013. There was strong opposition expressed to the zoning proposed for Pakuranga, which provided for apartments and terraced housing around the coastline. The Masterplan team worked with the Howick Local Board to propose an alternative plan for the provision of growth in Pakuranga. These ideas were taken out for community consultation in July 2013 and were well received. The amended zonings, which have fed into the September 2013 notified version of the Proposed Auckland Unitary Plan (PAUP), draw taller buildings away from the coastline and instead focus intensification along the road corridors and within the centre itself. As a result, a permitted height of 12 storeys is proposed in the Pakuranga Town Centre zone. The Town Centre zone is surrounded by Mixed Use and Terrace Housing and Apartment Building zones. The PAUP is currently proceeding through hearings that are scheduled to finish in mid 2016.

Auckland Design Manual

The Auckland Design Manual (ADM) is the sister-guide to the Unitary Plan, and provides an online tool box to enable better design performance for new developments in Auckland. It is recommended that any new development within centre follow the ADM's best practice guidelines.

DID YOU KNOW?

THE WORD "PAKURANGA" IS MĀORI FOR THE BATTLE OF THE SUNLIGHT OR THE BATTLE OF THE SUN'S RAYS.

LOCAL INFRASTRUCTURE

This section outlines some of the high level infrastructure considerations for the centre; full assessments would need to be undertaken as part of any proposed development.

Geotechnical

The centre straddles two geological formations – the Tauranga Group Alluvium and the East Coast Bays Formation. Part of the centre sits on estuarine deposits and the remaining area consists of basalt, ashtuff and alluvium. Appropriate geotechnical assessments within the centre will need to be undertaken by developers to support their proposals.

Wastewater

Watercare is currently undertaking construction of a diversion project within Howick. This project will create some spare capacity within the main trunk sewer for the centre. Local sewer upgrades may be required to support any development as proposed within this masterplan. The close proximity of the main trunk sewer would allow for expansion of waste water servicing capacity for development in the centre.

Transmission corridors

Transmission corridors running south of the centre carry the high voltage electricity network on pylons. Transpower New Zealand Ltd is the owner and operator of these lines that will remain as they currently exist and not be undergrounded. Development around transmission lines and towers/ poles needs to be consistent with the National Policy Statement on Electricity Transmission 2008. Transpower have to ensure that adverse effects on (or from) the National Grid need to be carefully managed to ensure that the operation, maintenance and development of this important infrastructure is not compromised. It is advised that Transpower is contacted if development is proposed within the specified buffer corridors.

Stormwater

The centre and its adjacent neighbourhoods are currently serviced by conventional stormwater reticulation which collects stormwater from hard surfaced areas and takes it away through an underground pipe system. The stormwater is only partially treated before it enters the Tamaki River. The redevelopment of the centre provides a good opportunity to construct water sensitive design systems which could benefit both landscaping and stormwater management.

AMETI IN PAKURANGA

The Auckland Manukau Eastern Transport Initiative (AMETI) is delivering multi-modal transport improvements to the Eastern suburbs including Pakuranga and this will greatly affect how the centre grows and develops.

The AMETI proposals present a number of challenges and opportunities for the masterplan. The transport proposals, opportunities and challenges are detailed below.

Flyover

A new road connection is proposed, possibly in the form of a flyover, to divert traffic from Pakuranga Road directly to the Waipuna Bridge. This will substantially reduce localised congestion around the centre particularly around the intersection of Ti Rakau Drive and Pakuranga Road. This creates the opportunity to reallocate road space to bus, walking and cycling facilities, reducing the width of Pakuranga Road to the north of the centre, as well as enabling a range of other improvements to be delivered.

Busway

A new dedicated busway is planned to run between the Panmure train station and Botany town centre, along Pakuranga Road and Ti Rakau Drive. It will provide an attractive, frequent and reliable public transport service for the Eastern suburbs and make the centre more accessible by public transport. The centre will have its own busway station.

Walking and cycling facilities

New walking and cycling facilities along the Pakuranga Road and Ti Rakau Drive corridor, including around the centre, will help to make the centre a safer, easier and more attractive place to walk around and get to by bicycle.

Local road connections and intersections

New local road connections and signalised intersections are set to improve vehicle, cyclists and pedestrian access to the centre. Proposed new connections are for Cortina Place to William Roberts Road, William Roberts Road to Ti Rakau Drive and Aylesbury Street to Ti Rakau Drive. It is also proposed to stop vehicle access along a number of local roads that flow into Pakuranga Road including Tamaki Bay Drive, William Roberts Road and Latham Avenue.

Alignment with Masterplan

The transport changes provided by AMETI will contribute towards delivering the Masterplan and the vision expressed for Pakuranga in the Auckland Plan and PAUP. The masterplan has been informed by and responds to the most current information available about the AMETI project's proposals for Pakuranga. These proposals are not yet finalised, and any substantive changes to them may result in a need to review the masterplan. The document should also be reviewed periodically to ensure that it is aligned with the Local Board Plan and the council's Long-Term Plan, to allow consideration of any necessary changes to funding.

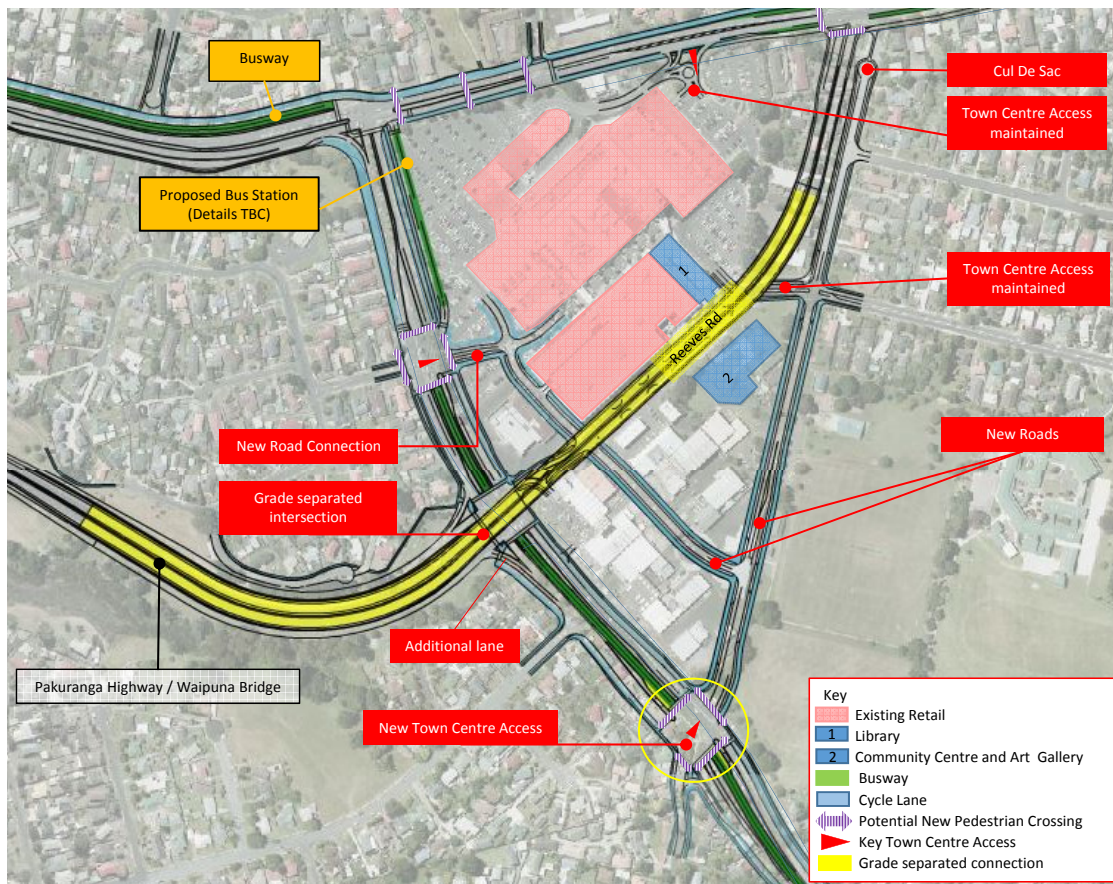


Image courtesy of Auckland Transport and subject to change

PAKURANGA'S STORY

Pakuranga's past

Pakuranga was once covered in a low lying swamp that was drained and developed to create the landscape we see today. Until the 1950s the area was a sparsely settled farming community, but in the following decade it was transformed into a new suburb. To support the growing community, a new bridge was constructed over the Tamaki Estuary, and in 1965 the Fletcher Construction Company developed the centre and Ti Rakau Drive.

Pakuranga today

Pakuranga is the eastern gateway to Howick and home to one of the busiest roads in Auckland - Pakuranga Road. The area is characterised by its proximity to the Tamaki Estuary coastline where the popular Rotary Walkway attracts visitors and residents alike.

The centre's focus is around the Pakuranga Plaza, a large shopping mall that is surrounded by car parking.

There are civic functions within the centre such as the Pakuranga Library, Te Tuhi Arts Centre and the Pakuranga Leisure Centre.

Pakuranga's people

Between 2006 and 2013 Howick was one of the five local boards in Auckland that grew the most, with 13,620 more people now living in the area.

Census data shows that compared to the wider Auckland region, Pakuranga has a higher percentage of Asian people and a lower percentage of Pacific people than the Auckland Region.

Statistic	Pakuranga (4 area units)	Howick Local Board	Auckland
Māori people	7.5%	4%	12%
Pacific people	6.6%	3.6%	11.4%
Asian people	33%	37%	22%

* Pakuranga statistics are taken from the four Area Units of Sunnyhills, Edgewater, Pakuranga Central and Pakuranga East

Mana whenua values

Mana whenua with a connection to the Pakuranga area have identified ways to ensure Maori values, history and connections are recognised and celebrated throughout the centre including:

- telling mana whenua stories in public spaces and parks through public art and urban design elements
- incorporating Maori design elements within public space to enhance place and identity
- removing invasive plant species and using native plants in any redevelopment of the centre and surrounding areas
- ensuring there is minimal impact on waterways, by filtering storm water and treating it before it enters natural water systems
- recording Maori archaeological sites as they are discovered during the re-development of the area.

Pakuranga's green rating

Sustainable building design, access to green space and the promotion of walking and cycling that promote community health and wellbeing are all key components of any plan for a quality town centre environment. Examples of green and sustainable development strategies, such as Waterfront Auckland's Sustainable Development Framework are setting the benchmark for sustainable building throughout Auckland. The centre has an opportunity to create a point of difference and encourage the adoption of green building practices.

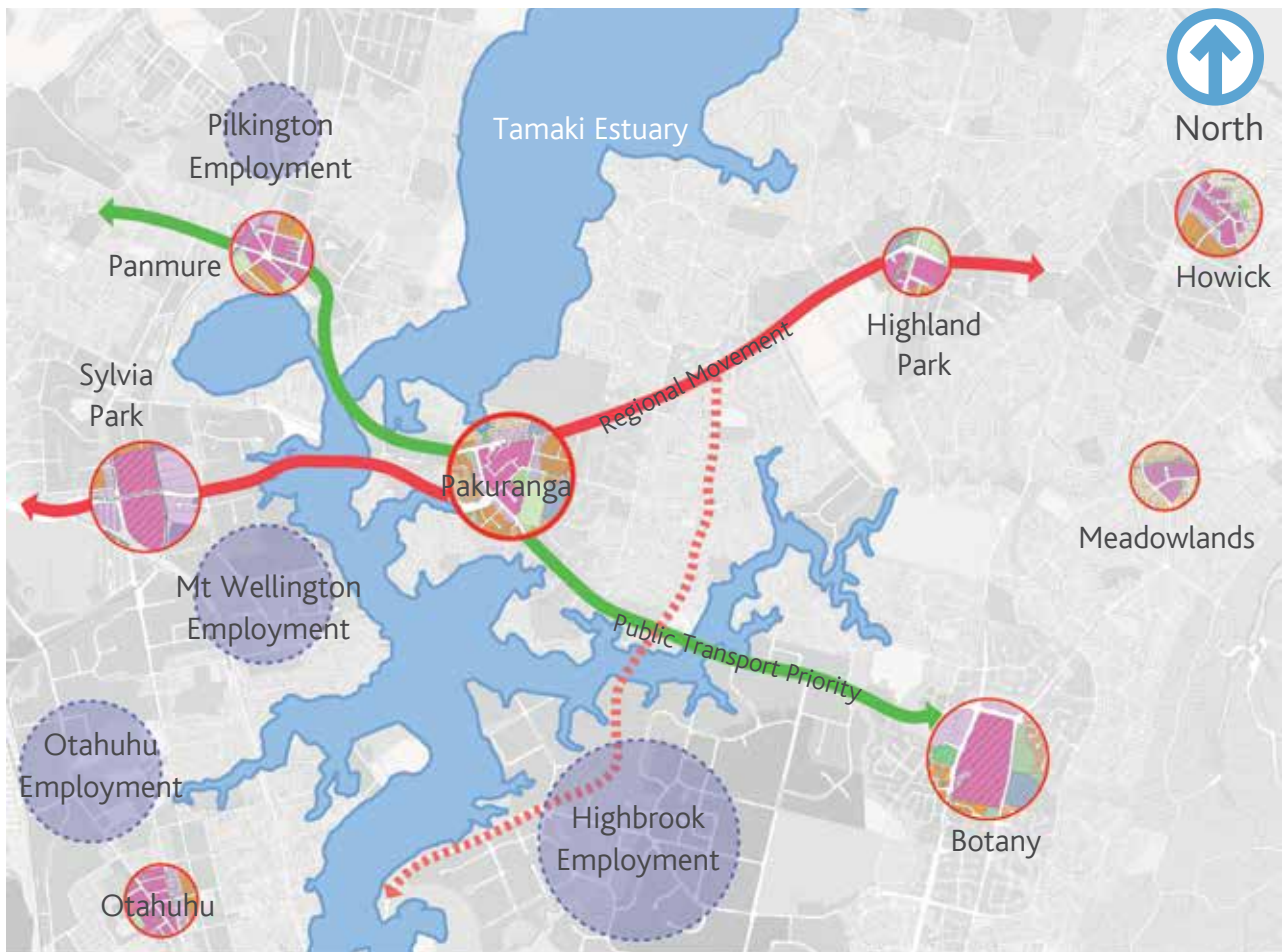
Pakuranga's economy

The centre currently plays a strong local convenience role in the hierarchy of shopping centres within the wider area. Howick Village, Highland Park, Sylvia Park, Mt Wellington's Lunn Avenue, Panmure and Glen Innes all offer a range of attractions and services that compete with those available at Pakuranga.

The average retail spend in Pakuranga is around \$41 per shopping trip which is lower than the \$50 average spend across Auckland. This suggests that shoppers currently make larger purchases outside of the centre, that the centre most likely services local rather than regional needs and that it has a small catchment area.

In order to create and support more diverse activities within the centre in the future, it will be important to enhance the pedestrian environment to support retail growth, to attract private investors to deliver residential developments and to explore the viability of office development through a rental assessment.

Pakuranga's context



Pakuranga's voice

This masterplan has been prepared in consultation with key stakeholders and the wider community. The first community consultation sessions undertaken in 2012 informed the Pakuranga Urban Design Framework which was used to prepare the draft masterplan. In July 2013 two engagement events were held where eight key concepts (see diagram) were presented for community feedback. A total of 800 people attended the two events and gave us their feedback. One of the consultation sessions was jointly held with Auckland Transport so that people could see the proposed transport changes together with the proposed land use response.

Community feedback at these events was gathered in a variety of ways. This feedback was analysed and contributed to the direction provided in the draft masterplan. Two further consultation sessions held in May 2014 enabled the community to give feedback on the detail of the draft document's proposals. Community feedback from the May consultation sessions has further shaped this document and helped to ensure it reflects community aspirations.



Eight Key Concepts



PROUD TO BE LOCAL

Serving shoppers and the community for 50 years.



YOU SPOKE, WE LISTENED...



The future looks good for Pakuranga.

Roof structures should be used for viewing platforms, restaurants, gardens and recreational activities.

More parking! The parking needs to be long term, close by and reasonably priced with covered access ways.

The area would benefit from an outdoor performing area to promote the cultural diversity present in our community.

Include cultural elements within design (e.g. names and cultural markers).

Support the extension of Aylesbury Street.

Retain visual connections to the centre from Ti Rakau Drive and Pakuranga Road.

Careful concern needs to be given to the design of the flyover and the quality of space underneath it.

Importance of town squares – don't make them too small, shady or cramped.

Shared spaces are important but must have strong design cues to emphasise slow speeds.

The Rotary Walkway is a local resource whose great potential is still far from fully realised.

A direct, lighted crossing from the Rotary Walkway to the centre would be great.

More restaurants and outdoor dining would be ideal.

We want the coast safe-guarded against high rise development. Intensification and increased height should be in the town centre.

The town centre should be appealing, well lit and easily accessible on foot.

Provide a semi-permanent open market place with local crafts and foods.

The importance of meeting places with a variety of seating options, water features and public art.

Provide good links and improved cycle facilities.



VISION AND GUIDING PRINCIPLES

The masterplan team has listened to community and stakeholder feedback and built on eight initial concepts to develop a vision, design concept and guiding principles for the future of the centre. These are described in more detail in the next four sections, which focus on building, connecting, greening and revitalising the centre.

THE VISION

“PAKURANGA IS A VIBRANT TOWN CENTRE DESTINATION, WELL-CONNECTED TO ITS COASTAL WALKWAY AND LOCAL COMMUNITIES, ENHANCED BY THE CREATION OF NEW CIVIC SPACES, GREEN LINKS, LIVE/WORK OPPORTUNITIES AND BY ITS CELEBRATION OF CULTURAL DIVERSITY.”

GUIDING PRINCIPLES

- Maintain 'one vision' for the centre, with on-going input and collaboration from the community, mana whenua, landowners and council to guide any decision making process.
- Foster a distinct point of difference for Pakuranga to set it apart from the other sub-regional centres of Botany, Sylvia Park and Panmure.
- Encourage the use of sustainable practices aligned with community values through the use of development incentives and tools.
- Weave the arts and mana whenua values into the centre's infrastructure, public amenities, buildings and open spaces.
- Ensure the delivery of an easy, legible and future-proofed parking system for the whole centre.
- Focus taller buildings towards the middle of the centre, north of the proposed flyover to front Aylesbury St, and avoid shading of open spaces.
- Take advantage of opportunities provided by new transport infrastructure that is to be delivered through the AMETI project.

THE CONCEPT – PAKURANGA'S STRONG TRIANGLE

The centre is shaped like a triangle. A triangle is strongest at its corners and edges. The concept focuses on strengthening these.

The centre will have three striking urban landmark corners and three welcoming visitor gateways on each of the centre's activity edges.

STRENGTHEN PAKURANGA'S CORNERS, EDGES AND ENTRANCES



BUILD IT UP, MIX IT UP

The centre cannot easily grow out in size, but it can easily grow up in both quality and market attractiveness. The centre can take full advantage of 360 degree sea views, good access to transport routes, and celebrate being the gateway to the east. The triangle will be anchored by a revitalised, high quality retail and increasingly mixed use core that provides for new and enhanced retail, civic and community spaces. People will be attracted to live, work, shop, dine and be entertained.

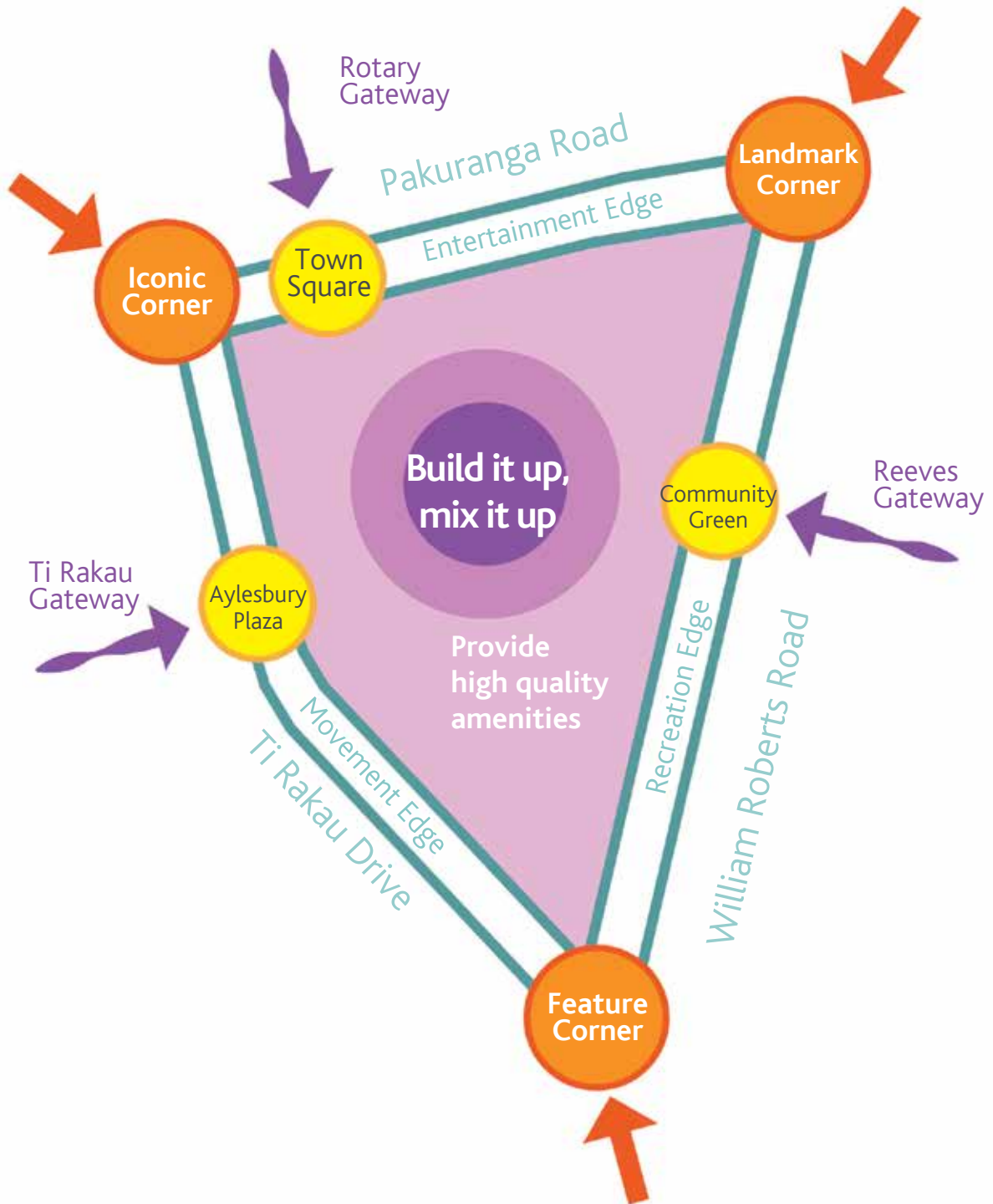
DELIVER HIGH QUALITY AMENITIES

The centre's competitive point of difference will be in encouraging the delivery of high quality civic and community amenities, and offering a greater mix of uses.

PAKURANGA'S TRIANGLE

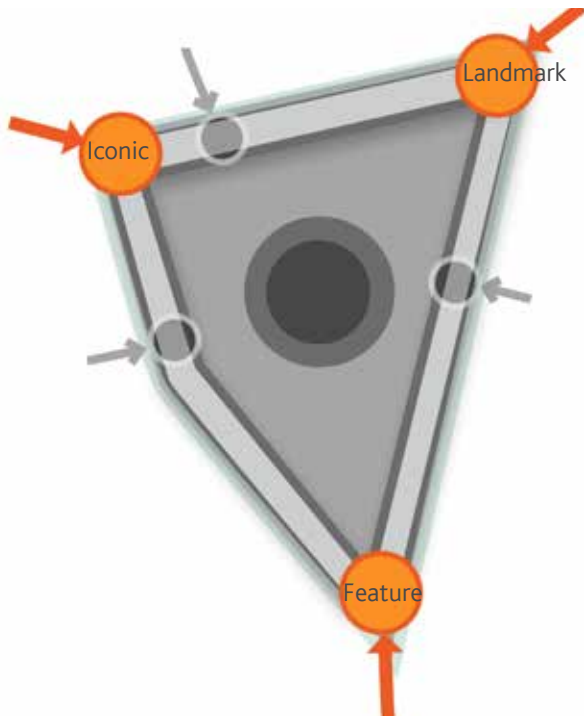
The centre is shaped like a triangle.

A triangle is strongest at its corners and edges – the masterplan concept focuses on strengthening these.



BUILDING THE CENTRE

In order to realise the masterplan's vision for the centre, the built form needs to be guided to build on the strengths of the centre's corners, edges and its core. This section sets out how this can be achieved through a considered design approach.



THREE STRONG CORNERS

The existing centre is largely made up of low level buildings one or two levels high. The tallest building in the centre is the office block above Pakuranga Plaza (approximately six storeys). There is a lack of landmark buildings to be clear identifiers for the centre.

One of the major proposals for the centre is that there should be three strong corner developments that anchor the town centre and invite people to visit. The three strong corners are:

- The landmark corner - at the intersection of Pakuranga Road and the entrance to the proposed flyover
- The iconic corner - at the intersection of Ti Rakau and Pakuranga Road
- The feature corner - at the intersection of William Roberts and Ti Rakau Drive.

The following sections identify the opportunities that these corners present, and the masterplan's vision for each one.

→ ● The Landmark Corner

As part of AMETI, a flyover could be built over Reeves Road, starting at Pakuranga Road in the north east corner of the site. There is an opportunity at this corner of the centre to create a landmark corner that announces the town centre to passing traffic.

This development could incorporate a larger mixed use residential development that could be built up to 12 storeys and capitalise on stunning uninterrupted views out to the Tamaki Estuary and beyond to Rangitoto and the Waitemata Harbour.

→ ● The Iconic Corner

The corner of Ti Rakau Drive and Pakuranga Road presents a unique opportunity to develop a Transit Oriented Development directly adjacent to the proposed location of the bus station that will be delivered by the AMETI project (specific location and design yet to be determined).

This development would be an entry statement for the centre and could attract ground level activities such as restaurants and shops. The building should act as a strong edge to both Pakuranga Road and Ti Rakau Drive and be set back sufficiently to allow generous space for both pedestrians and cyclists to enter and exit the bus station.

Along Pakuranga Road, the proposed corner development could have activities such as cafes and restaurants on the ground floor that spill out on the public square. This would activate the entertainment edge of the centre and be compatible with the improved Pakuranga Road as proposed by AMETI.

→ ● The Feature Corner

This corner at the intersection of Ti Rakau Drive and William Roberts Road will be highly visible to local traffic bound for the Waipuna Bridge as well as to vehicles traveling north on Ti Rakau Drive. This would be a good location for a bus stop along the AMETI route and people getting on and off buses will enhance its liveliness.

This corner's location opposite the playing fields and the leisure and arts centres makes it attractive for health, community or medical related services.

Access to development on the corner could be achieved from Cortina Street, and there are opportunities for retail activation at ground floor.



Landmark corner concept - development potential



Iconic corner concept - development potential



Feature corner concept - development potential

MIXED USE ZONE SURROUNDING THE TOWN CENTRE

The PAUP provides a Mixed Use zone around the Town Centre zone. This zone generally allows four storey buildings and will act as a transition area, in terms of scale and activity, between the existing residential areas and the centre.

The zone will provide for residential activity as well as smaller scale commercial activities that would not affect the viability of the centre.

A Urban fringe shop top living (north of Waipuna Bridge)

The proposed upgrade of Ti Rakau Drive as part of AMET1 to allow for a busway, cycle lanes and pedestrian facilities will make this road a wide and busy one.

The proposed Mixed Use zone will enable shops, business, offices and multi-storeyed residential buildings to locate along it. The focus here will be on high quality mixed use development.

This is important for helping to make the transport facilities AMET1 is delivering vibrant, well used and market attractive.

B Commuter convenience zone

Service stations in the Pakuranga area are becoming a rare sight. The masterplan proposes the area along Ti Rakau Drive, south of the proposed flyover, as an ideal location for a service station and other commuter convenience businesses, for example bike shops.

C Accommodation and amenity focus

The area on the north side of Pakuranga Road opposite the Centre is currently being redeveloped.

The existing restaurant, real estate office and other small businesses are evidence that this area is well positioned to take advantage of the evening peak traffic going into Howick.

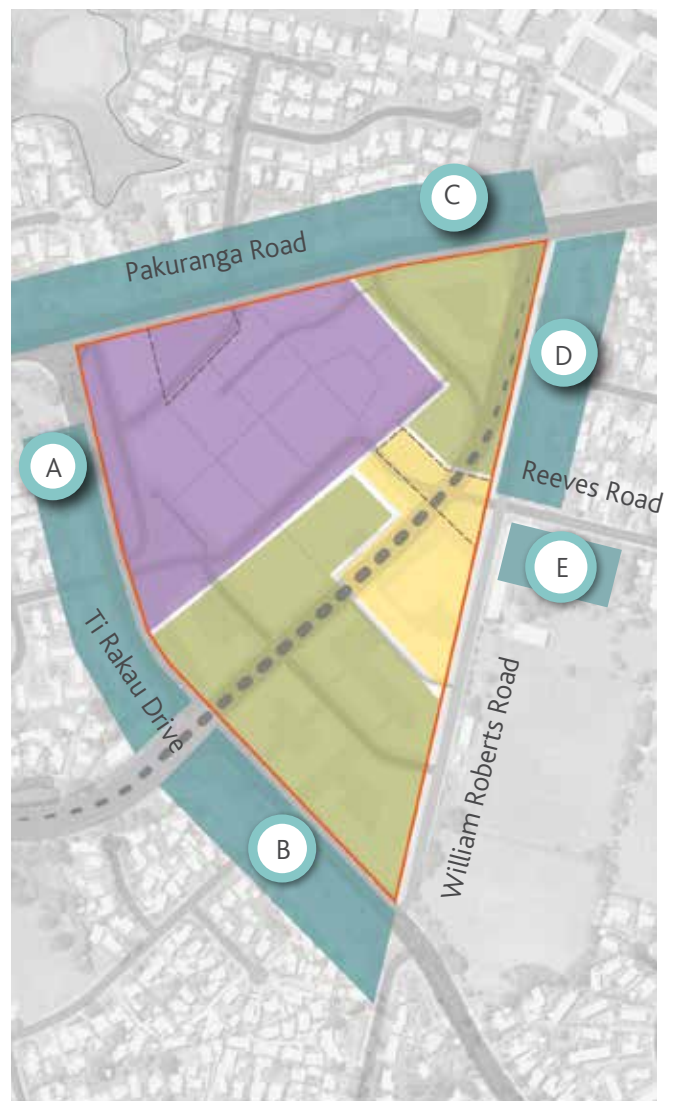
The height proposed in the PAUP for this area is three storeys, lower than that permitted standard Mixed Use zone. Three storeys is more suitable here due to the proximity to residential areas, where more intensive development is constrained by existing cul-de-sac streets and the coastal environment.

D Community Office Fringe

The proposed Mixed Use zone on the eastern fringe of the town centre (along William Roberts Road and north of Reeves Road) would be an ideal location for businesses that complement the centre. Offices for small businesses such as accountants and small medical practices with residential above them would fit well in this location. The character of the area would be more residential, although development along this edge does need to respond to the proposed flyover opposite. The Mixed Use zone provides the flexibility and scale to do this.

E Mixed use zone

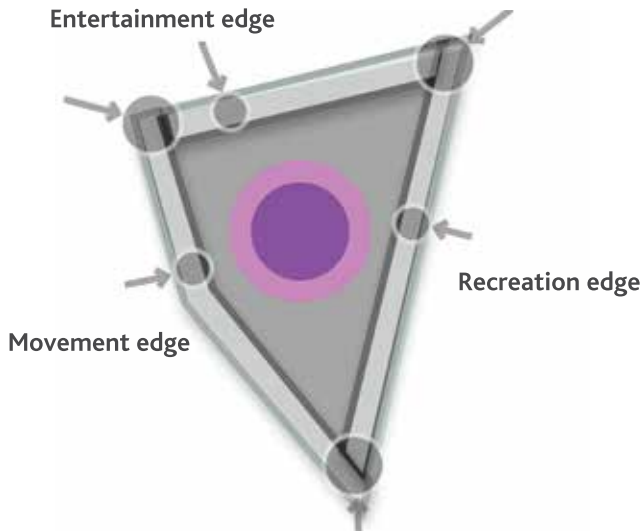
The Mixed Use area proposed along Reeves Road and adjacent to Ti Rakau Park has the potential to accommodate activities such as food and beverage retail outlets that would complement and enliven the community green and adjacent park. Reeves Road traffic bound for the Waipuna Bridge will need to turn left at William Roberts Road, which would give these sites high visibility to passing traffic.





BUILD IT UP, MIX IT UP

The PAUP enables housing choice and business development opportunities for Pakuranga, and all of Auckland. The Auckland Plan encourages more of Auckland's future population to live within our town centres and near good public transport and civic amenities such as parks and libraries. The Auckland Plan's direction has been given effect to in part through the PAUP's zoning provisions.



The PAUP supports more intensive, smaller, attached and apartment housing to be built close to centres and along transport corridors, like AMETI's proposed bus corridor along Pakuranga Road and Ti Rakau Drive.

Within the centre itself, the PAUP proposes that 12 storey buildings can be built for both residential and business activities. Consent can be sought for taller buildings.

While the proposed zones provide for these options, new building and development will only take place if and when property owners and market conditions allow.

Building heights in the Centre

The masterplan provides a recommended guide for building heights within the centre and ensure that any new development enhances the physical and social relationship of the centre with its surrounding neighbourhoods. Recommended heights for buildings along the three activity edges are set out below:

Movement edge - 8 storeys

On the busy movement edge (Ti Rakau Drive) where the road is at its widest, a height of 8 storeys is preferred in order to reinforce the edge but not overly impact on the residential properties to the west.

Entertainment edge - 6 storeys

On the entertainment edge (Pakuranga Road) the proposed new road layout will be more pedestrian and cycle friendly, and the Masterplan proposes this as a good location for a sunny north-facing square. A permitted height of 6 storeys is recommended here so as not to create long shadows and wind tunnelling in and around the square. This height also responds to the need for lower building heights closer to the coastal edge.

Recreation edge - 6 storeys

Along the recreation edge (William Roberts Road) fronting the park, the recommended height is 6 storeys so as not to overshadow the park, civic spaces and other amenities in this area.

In the centre itself, 12 storey buildings would be appropriate immediately north of the proposed flyover. Development at this height will overshadow the proposed flyover but not impact on Aylesbury Street, the parks or any of the civic open spaces. Locating the highest development in this area makes it easy for occupants of buildings to enter and exit from Aylesbury Street, thereby adding more energy and potentially some evening activity to the centre. Buildings at 12 storeys would enjoy uninterrupted views of the Tamaki estuary, Rangitoto, Mount Wellington and beyond (see the diagram on page 19 for an outline of building heights in the centre).



Looking north towards Rangitoto Island - from the top of the Pakuranga Plaza office tower. Image- courtesy of Pakuranga Plaza



RECOMMENDED HEIGHTS OF BUILDINGS IN THE CENTRE



CONNECTING THE CENTRE

The centre cannot grow and flourish if it is not well connected. Connections to, from and within the centre are key to unlocking its development potential. This section outlines how existing connections can be enhanced and new connections for all modes of transport encouraged.

EXISTING CONNECTIONS

Roads

Pakuranga Road is one of the busiest roads in Auckland, carrying up to 40,000 vehicles per day. From the east, Reeves Road provides local access into the centre. Traffic travelling between the central city and the eastern suburbs is currently funnelled over two bridges which take traffic past the centre, placing it in a key strategic location.

Public transport

Public transport is currently limited to a small range of bus services that follow the arterial routes and are focused on getting local residents into the city. There is also a regional service that links the area to suburbs such as Sylvia Park, Manukau and Otahuhu, and connects with the ferry services at Half Moon Bay.

Pedestrian and cycle network

Pakuranga does not have an integrated pedestrian or cycle movement network, which fails to capitalise on the fact that nearly all of Pakuranga is within 10 minutes walking distance of the centre. Pedestrian and cycle movements are hindered by the dominance of regional arterial roads (Pakuranga Road and Ti Rakau Drive) that are difficult to cross and act as a barrier for accessing the town centre from surrounding neighbourhoods.

DID YOU KNOW?

IN THE 1930s THE PAKURANGA TO HIGHLAND PARK AREA WAS THE SECOND CHOICE, BEHIND MANGERE, FOR SITING THE AUCKLAND INTERNATIONAL AIRPORT.

GETTING TO THE CENTRE

Multi-modal approach

Pakuranga is changing. As well as a dedicated bus route, AMETI is proposing to deliver high quality walking and cycling routes along Panmure Bridge, Pakuranga Road and Ti Rakau Drive. Another Auckland Transport led project is a Corridor Management Plan for Pakuranga Road, between the town centre and Highland Park, that looks at improving transport along the corridor, including for cycle, pedestrian and bus movements.

The PAUP zones allow for intensified growth in the centre and along the main streets leading to it. If this growth occurs there will be more people living in Pakuranga and sustainable modes of travel will be vital to avoid further congestion on the roads. Walking and cycling routes into and around the centre that build on improvements to the transport network from the AMETI project are essential components of the masterplan.

These connections need to provide accessible, legible, safe, attractive and efficient access to the centre from all directions.

From open space to the town centre

As well as the Rotary Walkway, there are a lot of other green and open spaces in Pakuranga that need to be reconnected to the centre. Green links and walkways could be created through Ti Rakau Park to the Recreation Edge along William Roberts Road. The centre will also be accessible from Riverhills Park along Ti Rakau Drive.



From the Tamaki Estuary to the centre

The coastline is only minutes away from the centre, and although the Rotary Walkway is highly valued by residents there is no sense of this closeness to the water from within the centre. The Rotary Walkway, as set out in the map below, connects Pakuranga through to the Half Moon Bay Ferry terminal. Access to the Walkway is currently across Pakuranga Road. The masterplan strongly recommends improving this access by creating a direct and signalised pedestrian crossing. Interpretive signage could also be used to provide useful environmental information, and to help tell Pakuranga’s story.

The masterplan recommends improving accessibility to the coast by exploring the option of extending the walkway south of Panmure Bridge to create a loop for walking and cycling, starting and finishing at the centre. This extension would continue around the coast past the end of the existing walkway, then head back to the centre across Ti Rakau Drive. The walkway would need to be signposted from the centre to encourage and inform potential users. A longer loop could also be explored going further south of Waipuna Bridge.

From neighbourhoods to the centre

There are a lot of cul-de-sacs in Pakuranga which disrupt vehicle, pedestrian and cyclist movements around the suburb, and alternative ways need to be found to connect the centre to its surrounding neighbourhoods. Existing walkways which are important feeder routes to the centre and bus stops should be reviewed and enhanced. The aim should be to create legible routes for pedestrians and cyclists along neighbourhood streets to the centre, creating clear sightlines and encouraging car-free movements.

From the Half Moon Bay Ferry terminal to the centre

Half Moon Bay is a popular ferry terminal for cyclists and pedestrian passengers going to the city centre as well as for pedestrians, cyclists and vehicles going to Waiheke Island. The centre is one of the first shopping centres for Waiheke residents when they arrive on the mainland, and there is an opportunity to locate activities and services here that cater to their needs and attract them to visit on a regular basis.

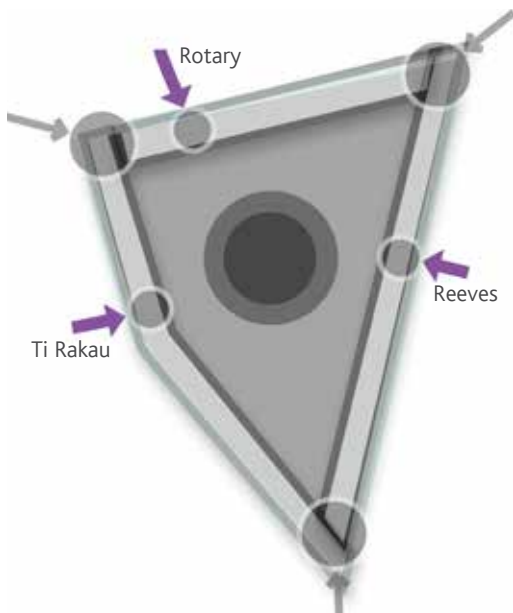


Rotary Walkway - image courtesy of Auckland Transport

THE THREE GATEWAYS

The first Strategic Directive in the Pakuranga Urban Design Framework was to link the centre with the water and the open spaces in Pakuranga. Green links have been identified to and through the centre, as shown on the diagram on page 25.

The green links create three gateways clear gateways into the centre, one on each side of the triangle. The gateways should be landmarked as arrival points, allow good lines of sight into the centre, and be used to assist with creating an outward-facing centre.



1. Rotary Gateway

This gateway links the coastline and the Rotary Walkway to the centre. A pedestrian crossing over Pakuranga Road between the Rotary Reserve and the centre is proposed, to facilitate pedestrian and cycling movements through this gateway.



View from Rotary walkway looking into the town square

2. Ti Rakau Gateway

This gateway is important for residents living west of the centre and for people using cycle and pedestrian links along Ti Rakau Drive. There is an opportunity to facilitate safer pedestrian and cycling movements into the centre by creating a signalised intersection connecting Palm Avenue across to a reorientated Aylesbury Street.



View from Palm Avenue looking into Aylesbury Street

3. Reeves Gateway

This gateway sits on the recreation edge and will be important for residents living east of the centre and for people wanting to access the centre from Ti Rakau Park. This gateway will attract people into the centre past Te Tuhi Arts Centre and the Pakuranga Library as a result of the reduced traffic volumes expected on Reeves Road from the proposed flyover. There is also potential to better align Reeves Road with Aylesbury Street under the proposed flyover and improve access between.



View from corner of Reeves Road and William Roberts Road

GETTING THROUGH THE CENTRE

Moving through the centre is difficult today. With the changes that AMETI proposes, vehicle movements could be made easier through local road upgrades such as realigning Aylesbury Street to meet Palm Avenue and connecting Cortina Place to William Roberts Road. This is illustrated in the diagram on page 24.

It is critical that pedestrians and cyclists have easy access to the mall entrance from the Rotary and Ti Rakau Gateways and for cyclists and pedestrians to cross over and join Aylesbury Street from the Reeves Gateway. All these routes need to be clear and well signposted, as well as provide a safe and pleasant experience for people coming into the centre.

Streets in the centre need to be safe and pleasant for pedestrians and cyclists (see diagram on Page 25). This can be achieved by implementing a variety of traffic calming measures such as parallel parking on streets within the centre, tree pits and raised pedestrian crossings.

It will be important to create routes that are legible and safe during the day and at night, with signs that point people to the medical centre, arts centre, library, night market and the estuary. This will help facilitate movement and improve experiences for people in the centre. Way-finding signs can also be used to reflect Pakuranga's history and cultural character throughout the centre. Community groups and local artists can contribute to the design of these signs and markers.

VEHICLE AND CYCLE PARKING

There is currently a lot of street level parking in the centre taking up land that could be better used for public open spaces, green spaces, residential or business uses. This land could be freed up by consolidating some of the car parking into multi storey car park buildings, located adjacent to the main gateways. Some accessible parking would still need to be provided at street level at various locations around the centre.

When designing parking structures the masterplan recommends the following:

- Activation of the edges and ground floor of the building with retail or office space such as the approach taken at the Auckland Hospital (pictured).
- Locating parking within the basements of buildings.
- Incorporating water sensitive design techniques such as permeable surfaces or using swales or raingardens to treat run off.
- Doubling the number of carparks by using an automated stacking system (pictured).

AMETI will deliver new cycle lanes that will connect to the centre to promote cycling. The centre will need to provide cycle parking to enable people to interchange onto public transport or to stop and shop in the centre. It is important that this cycle parking is accessible, safe and secure.



Parking building with an active retail ground floor – Auckland City Hospital

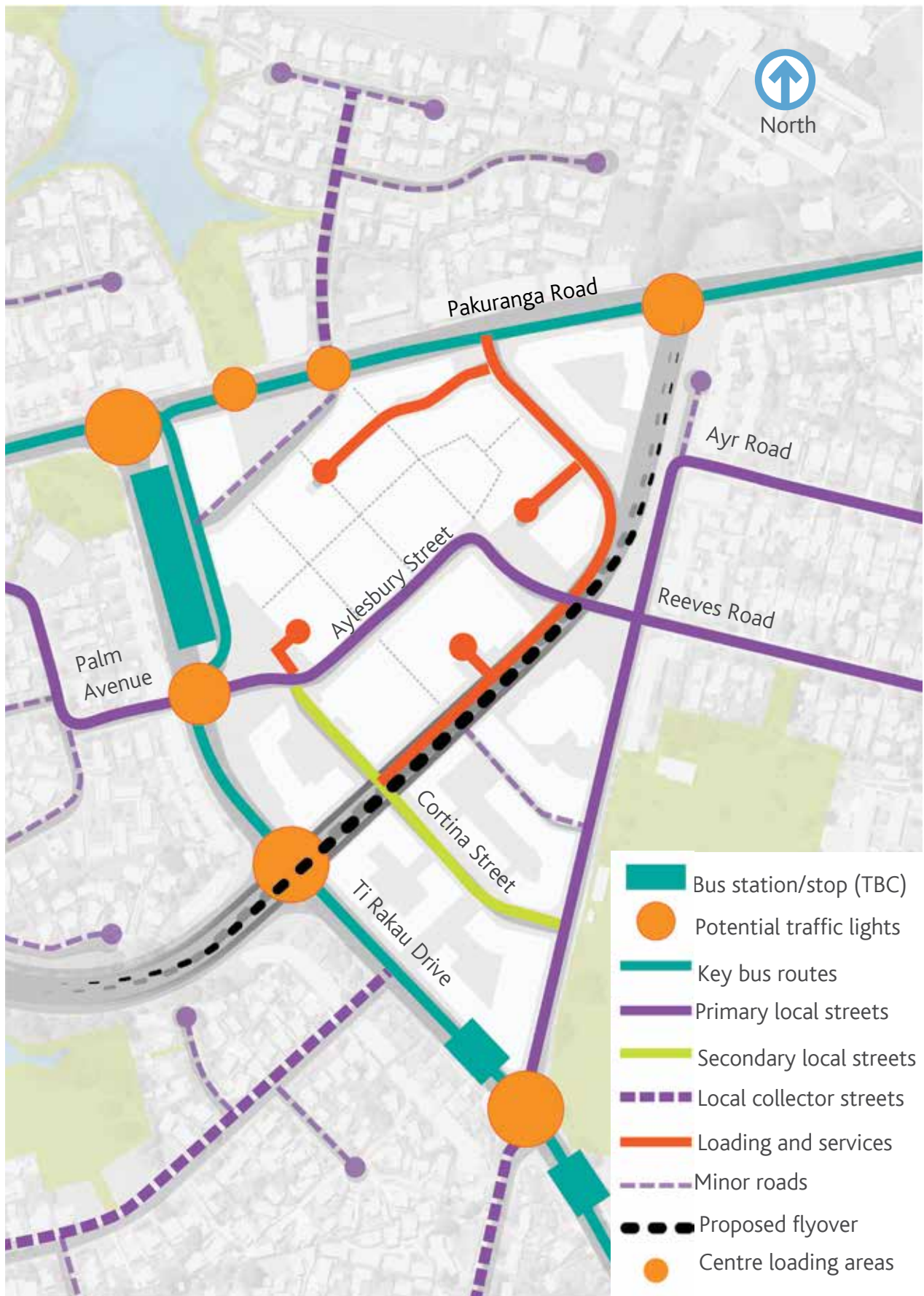


Automated stacked parking lot

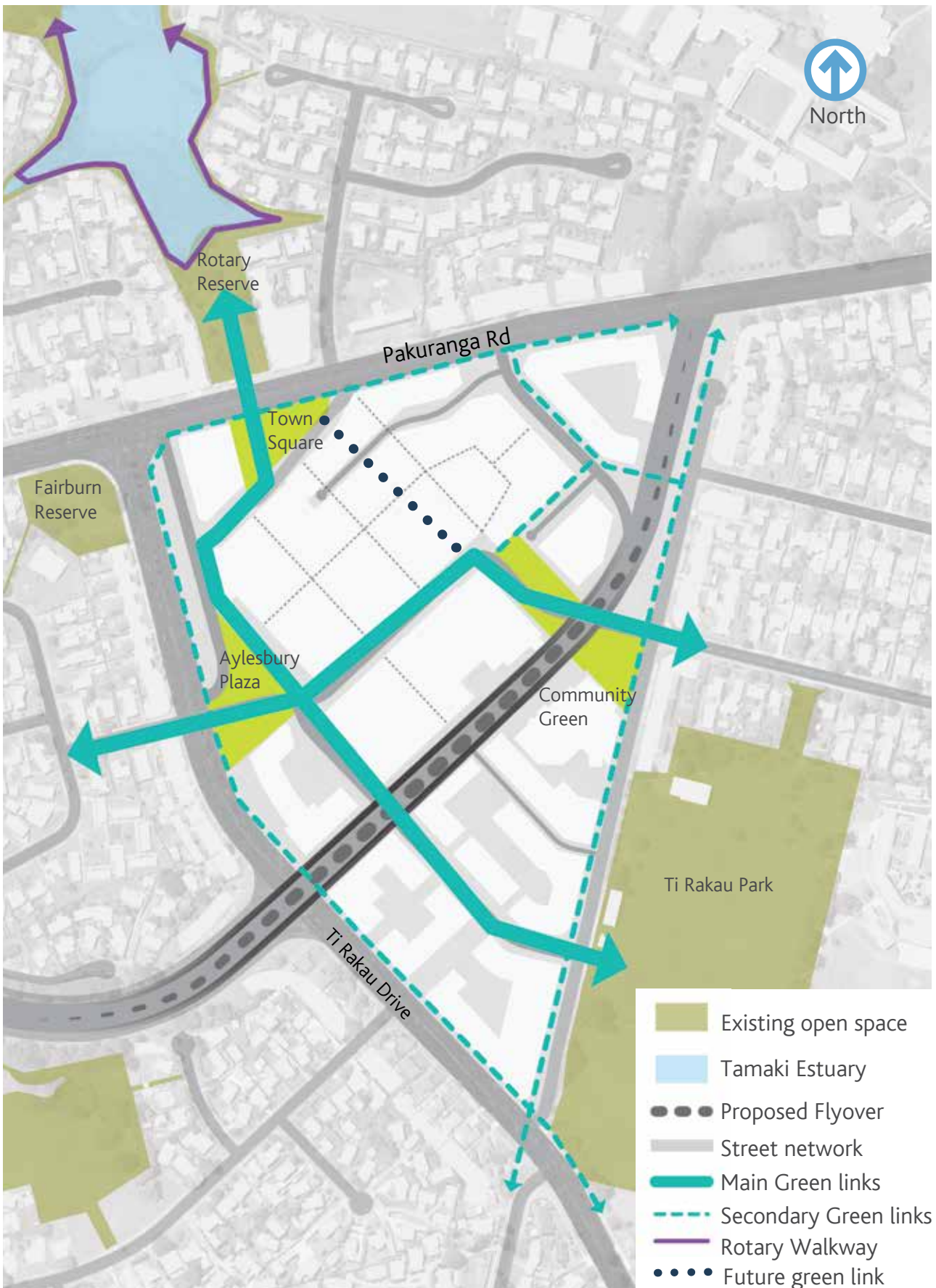


Cycle parking

POTENTIAL VEHICLE MOVEMENTS IN 30 YEARS



POTENTIAL PEDESTRIAN AND CYCLE - GREEN LINKS



GREENING THE CENTRE

The centre can strengthen its roots by creating play spaces, enhancing its existing green spaces, and by taking a water-sensitive approach to landscaping and stormwater management. It can also trap, harness and utilise the stormwater that falls on hard surfaces and runs untreated into the Tamaki Estuary.

Community consultation on the masterplan has shown that people want to see more green spaces, more trees, and more places for children to play in the centre. There is also strong support for enhanced green links to the estuarine setting of the Rotary Walkway. Consultation with mana whenua has highlighted aspirations for bringing the 'swamp up to the surface', for planting indigenous species, and improving the quality of water running off into the Tamaki Estuary. Eventually, mature trees and plants will provide shade in sunny public spaces, and perhaps for the return of some indigenous birdlife.

WATER SENSITIVE URBAN DESIGN MIMICS A NATURAL SYSTEM WHERE STORMWATER IS CONTROLLED AND FILTERED. IT CAN POSITIVELY CONTRIBUTE TO STREET AMENITY AND PROVIDE A GOOD WATER SOURCE FOR PLANTS AND TREES.

The masterplan's approach to greening the centre involves taking a considered approach to planting and landscaping within the three corners, along the three activity edges and around the three gateways.

Greening the centre also involves taking into account green building design. Developers are encouraged to adopt sustainable building features such as rainwater harvesting, solar panels and green roofs or walls. The PAUP requires all new commercial buildings to reach a Green Building Star rating of 6.

Building green is also about providing future flexibility so spaces built for one use can be used for something different in the future. For example, a car park in the short term could have higher floor levels so in the future it could be redeveloped for office or residential use.

The existing landscape

Pakuranga is situated on a natural bend of the Tamaki River and has an island-like geography, with the river running to the north, south, and west. The extensive shore line and numerous inlets provide a significant, naturally occurring green infrastructure. Located on the north-west corner of the centre, Fairburn Reserve and the Rotary Reserve contain protected trees and provide a landscape asset to the area but are poorly connected.

The area benefits from a number of public open spaces which vary in character and use and are considered valuable by several user groups. Both Ti Rakau Park, adjacent to the centre, and Riverhills Park provide playing fields and sports amenities within walking distance of surrounding neighbourhoods.

Landscape concept approach

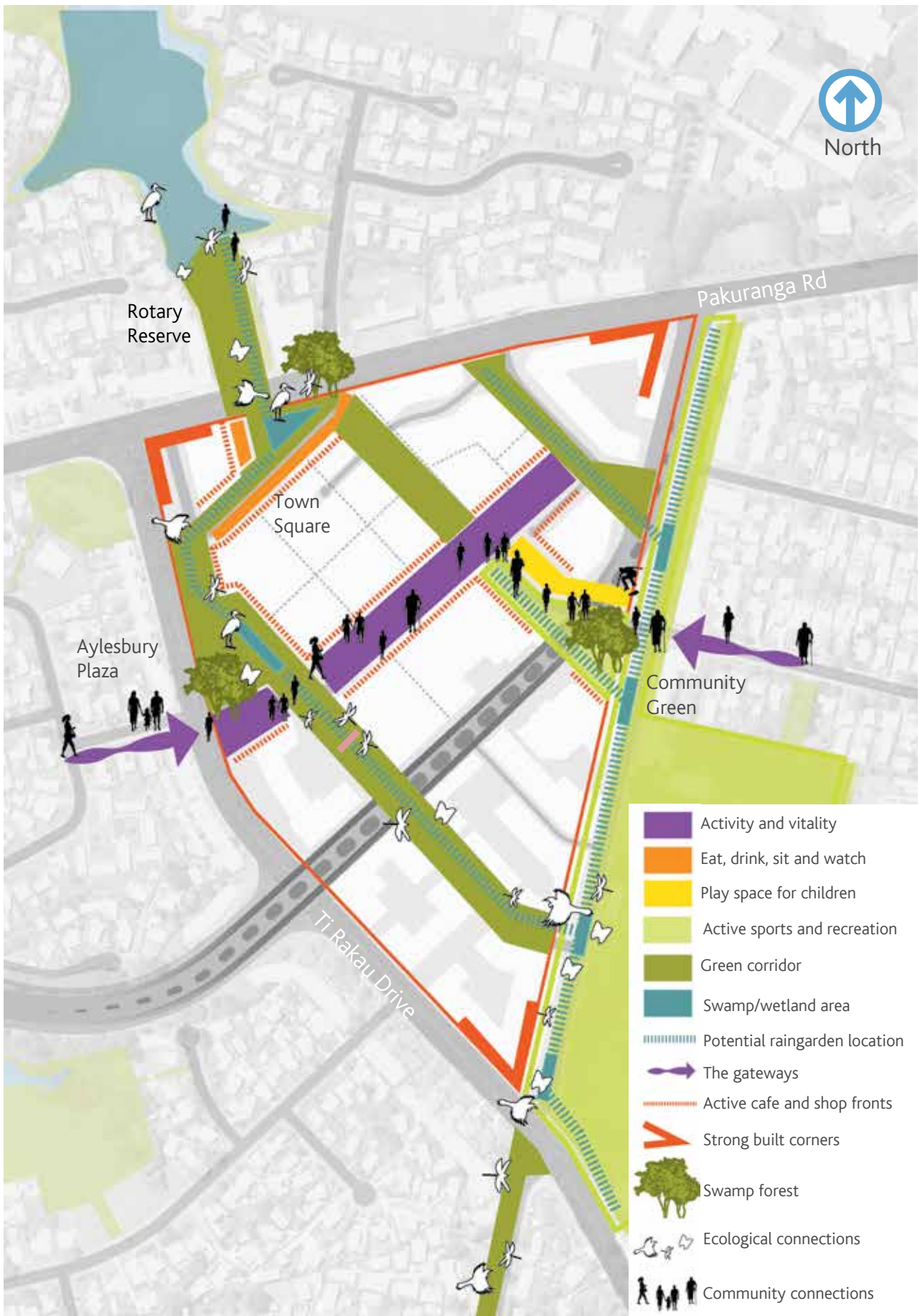
Stormwater from the centre currently flows untreated into the Tamaki Estuary. Mana whenua's aspirations have guided and shaped the approach to landscaping and species selection, which encourages the use of native trees, grasses and shrubs that support local biodiversity and improve water quality in the Tamaki Estuary. Water sensitive design approaches should be incorporated into the design of buildings, car parks, streets and other public spaces to promote better stormwater outcomes.

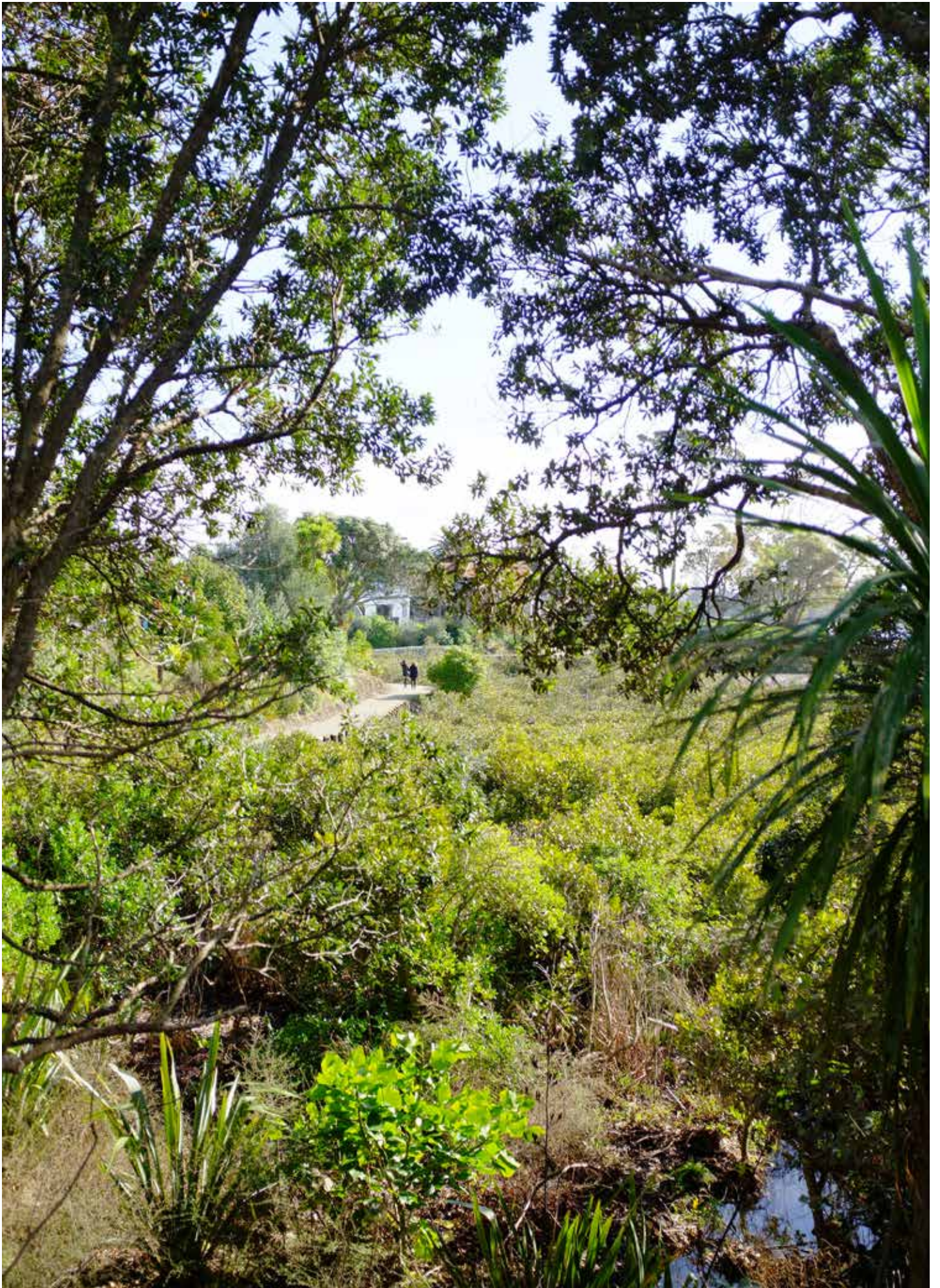
Community consultation has also emphasised the use of flowering plant species that attract bees, recognising the important ecological role they serve as plant pollinators.

The proposed landscape concept shown on the opposite page celebrates Pakuranga's coastal aspect, lifts the swamp up to the surface and creates green spaces to play and relax in the shade.

GUIDANCE ON BEST PRACTICE WATER SENSITIVE URBAN DESIGN FOR STORMWATER IS PROVIDED IN AUCKLAND COUNCIL'S PUBLICATION GDO4.

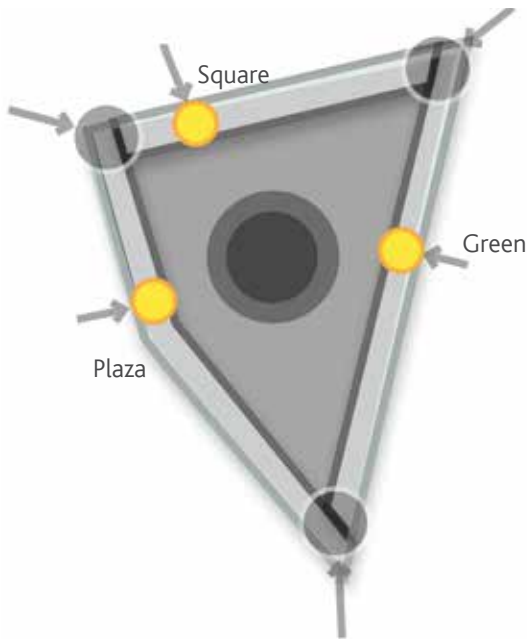
POTENTIAL LANDSCAPE CONCEPT





Rotary Walkway

PUBLIC SPACE DETAILED DESIGN



Town Square

The masterplan proposes a town square along the entertainment edge of the centre, adjacent to the Rotary Walkway. This square would facilitate movement between the Rotary Reserve, the entrance to the Plaza and any future corner development, and would be an excellent opportunity to introduce new planting and paved areas.

This town square will be the main square in the centre in the future, with spots to relax in the shade of mature trees, or sit in the sun on benches and enjoy being in the centre. The community could use these spaces as gathering places, to celebrate, host events and enjoy fairs and markets. The square should also provide vantage points for people sitting in cafés and restaurants to look out on the square both during the day and in the evening. At night time, low-level lighting should be used to navigate people through the square, with brighter lights spilling out from restaurants into the edges.

The square should be planted with a variety of plant species, and colourful plants used to add texture and interest. Raingardens would break the uniformity of paving, provide a sense of a swamp environment and become an excellent habitat for indigenous plant and tree species. Stormwater could be channelled into the raingardens to provide a water source for the plants, and would be a way of capturing and treating run-off. Mature trees planted in tree pits would also capture, harness and treat stormwater. Interpretative signage could be used to explain the purpose of these garden beds and tree pits, and incorporate cultural stories about Pakuranga.

The square could also incorporate a play space for children that includes water. Children could slip through colourful artificial reeds and splash in fountains that intermittently bubble up. This interactive design would help to bring the 'swamp' to the surface and help people to appreciate the story of Pakuranga's past.

Open space adjoining Aylesbury Street

A small corner shop on the west side of this open space could be a place where people can buy a coffee and a newspaper, and sit and relax while they wait for their bus. This could also be a good spot for public toilets. There could be some cycle parking and street level car parking incorporated into this space, as well as careful landscaping that includes tree pits and mature trees.

Community Green

The community green is envisaged as a more informal green space. Along with the realignment of the Reeves Road and Aylesbury Street intersection, the community green would contribute to making this an open, community-friendly area that better connects the library, arts centre and community hall, and integrates them into the centre. The community green could have a rolling, green lawn peppered with art sculptures that could create a unique entrance for Te Tuhi Arts Centre. Existing mature trees should be retained to provide shaded spots to sit and relax.

The area under the proposed flyover will become shaded. Artificial lighting could be used to bring this corner of the centre to life and lead people to the library, shops and restaurants.

A youth activity space, such as a skate park could be a good use for this area. The masterplan also suggests that the area opposite the library has the potential to become a children's playground. These spaces should be designed to be flexible community spaces, which cater for different uses and forms of expression, from arts performances to movies or exhibitions. (refer to Landscape Concept on Page 27).



Concept drawing of town square showing one approach to the design



Concept drawing of proposed open space adjacent to Aylesbury Street: Ti Rakau Drive to the right and Cortina Street in the distance



Concept drawing of community green with a new unique entrance to Te Tuhi Arts Centre and proposed flyover

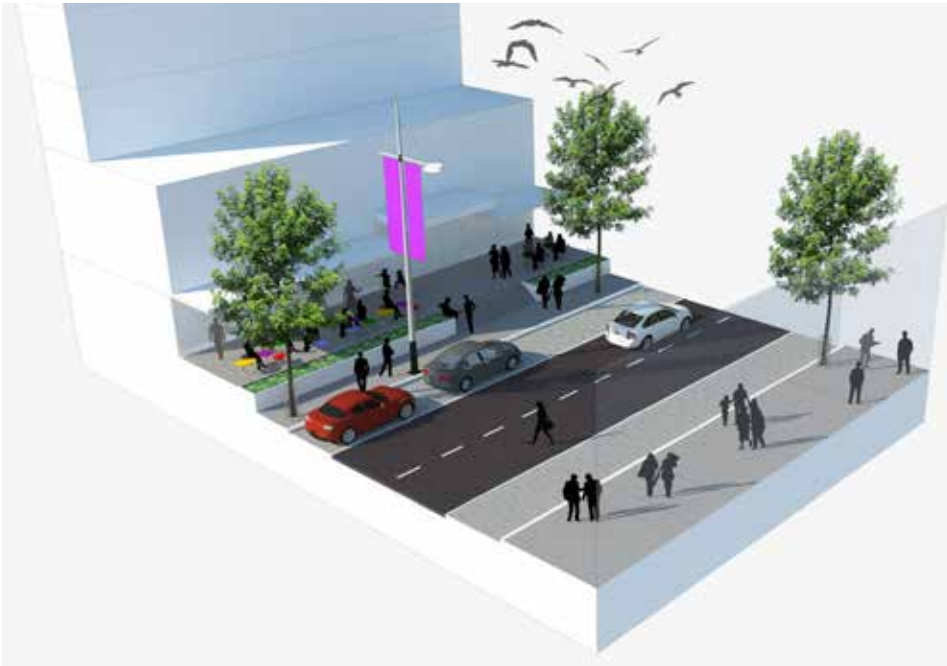


Concept view of community green looking from William Roberts Road

STREET LAYOUT CONCEPTS

Aylesbury Street

Due to the narrowness of Aylesbury Street, there are limited options for additional planting or green landscaping. Existing street trees should be retained and landscaping detail could be achieved through paving design. Paving could be used to tell the story about the swamp that originally lay on the site of the centre, and old rivers that have been forgotten.



Cortina Street

The concept for Cortina Street is an attractive street lined with tree pits and rain gardens that capture, hold and treat stormwater. Leafy, mature trees and pockets of tussock grasses would soften the streetscape while benches around the tree pits would provide opportunities for people to sit and relax.



William Roberts Road and Ti Rakau Park edge

Ti Rakau Park will be an active space that links to William Roberts Road. It is recommended that mature trees be retained around the edges of the park and that legible, safe pedestrian and cycle links to be created across and along William Roberts Road.



Reeves Road

The area under the proposed flyover could be made attractive by way of lighting and design details underneath the structure itself and on its pillars. This could turn an otherwise 'left over', underused space into an interesting place that people value and feel safe in as they move through at different times of the day. The proposed flyover could be fringed by tall trees to soften its impact.



REVITALISING THE CENTRE

The 30 year vision of this masterplan seeks to transform the centre into a thriving destination where people choose to live, work and play. The existing centre needs to be revitalised to include a greater variety of activities and land uses that attract visitors and local residents. In addition, quality urban design treatments along its edges and streets are encouraged to create attractive and exciting public spaces. Some of the tools which could be used to create a vibrant and thriving centre are outlined in this chapter.

PAKURANGA TODAY

The centre is currently dominated by a single level retail mall, with some mainstreet style shopping along Aylesbury Street. It is largely surrounded by a ring of at-grade carparking. The Plaza is valued as a convenient local shopping centre by locals but access is difficult across the busy arterial roads (Pakuranga and Ti Rakau), particularly for cyclists and pedestrians.

There are a number of important community facilities located a short distance from the retail core but with poor pedestrian and cycle connections. These facilities are highly valued by the community and could contribute significantly to the creation of an inclusive and vibrant centre.

Ti Rakau Park

Ti Rakau Park is the largest open space adjacent to the centre. This sporting ground is home to the Pakuranga Rugby League Club and is well used by the community.

Auckland Alzheimers Centre

The centre provides a range of services for people diagnosed with dementia.

Night Market

The Pakuranga Night Market is the longest running and largest of the Auckland Night Market series. Every Saturday night, 150 different stalls offering specialty foods and goods set up shop in the Warehouse carpark under the Warehouse. Visitors flock in their hundreds to enjoy the food and atmosphere.

Pakuranga Library

Pakuranga Library is one of the 55 community libraries in the Auckland region. The library is a purpose-built building, conveniently located next to the Pakuranga Plaza. The library is well used by the local community, with over 341,000 people visiting annually. It has a collection of 58,000 items and provides a range of services to a diverse range of ethnicities, age groups and working backgrounds.

Pakuranga Leisure Centre

The Pakuranga Leisure Centre is a popular meeting place for people of all ages and provides a range of social recreation including group fitness classes and social sport leagues. The Leisure Centre can also be used as a venue for private functions.

Te Tuhi Arts Centre

Te Tuhi Arts Centre is a nationally significant contemporary art gallery presenting exhibitions and projects by New Zealand and international artists. It is also an important community facility, with space available for a wide variety of community groups to hire for their own use.

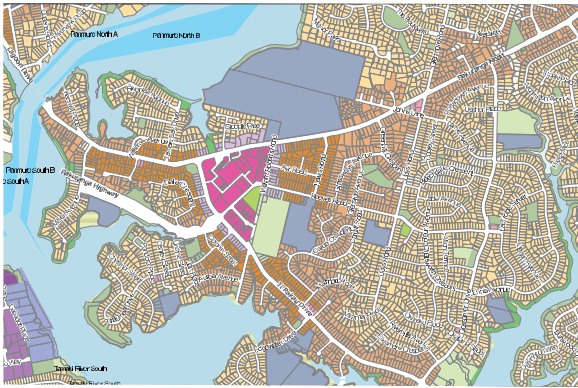


Te Tuhi Arts Centre

SUPPORTING CHANGE

Proposed land use zoning

The zoning proposed in the PAUP enables the mix of activities and uses within the existing centre to expand. Residential apartments could be developed (with a 12 storey permitted height), a mix of retail and commercial activities could locate at lower levels. Development of this nature would allow people to live, work and play in the centre in line with the vision of the masterplan. The PAUP zoning also provides for mixed use development around the centre and some terraced houses and apartment buildings along the AMETI corridor (Pakuranga and Ti Rakau Roads).



The Proposed Auckland Unitary Plan Zoning

AMETI

AMETI will act as a catalyst for change in the centre. It will not only bring a dedicated busway to the centre, but also divert traffic from the intersection of Pakuranga Road and Ti Rakau Drive and allow changes to the road layout in and around the centre (refer to Connecting the Centre).

With change comes some challenges for revitalising the centre, and the masterplan recommends that careful design consideration be given to the following elements:

- Safe connections between the Leisure Centre, Te Tuhi Arts Centre, the Rugby League Club and the Alzheimer's Centre who all value their existing 'cul-de-sac' environment
- Design and landscaping around the flyover and foundations
- Safe, attractive and signalised pedestrian crossings over Ti Rakau and Pakuranga Roads
- The masterplan recommends that every effort is made to deliver AMETI related projects around pedestrian and cycle movements as early as possible as these are necessary to enhance the centre.

The future of libraries

Council's Te Kauroa – Future Directions 2013-2023 document outlines the current state of the city's libraries, the anticipated changes in the use and role of library facilities and how Auckland Libraries propose to respond to those changes. The document takes account of the digital revolution that is affecting how people live their lives, relax, interact and do business, and identifies six areas of focus and the directions and priorities needed to achieve desired outcomes. Pakuranga Library will evolve in line with Te Kauroa over the next 30 years.

Parks and Open Spaces Strategic Action Plan

Council's Parks and Open Spaces Strategic Action Plan 2013 sets out what needs to happen to Auckland's parks and open space network over the next 10 years in order to implement the aims of the Auckland Plan. One of the key actions is to work collaboratively with all organisations and communities. The actions of treasuring, connecting, enjoying and utilising our parks and open spaces are core to the Plan.



Ti Rakau Park

Auckland Design Manual - lifting the bar

The Auckland Design Manual (ADM) is a comprehensive design guide that can assist at all stages of design and with all types of development, from residential units to public civic spaces and commercial buildings. Any development within the centre should not only take into account the principles of this masterplan but also look to the relevant sections of the ADM for design guidance including:

- Design of parks and open spaces – key objectives are to 'treasure, connect, enjoy and utilise'
- Te Aranga Design Principles – developing Iwi cultural landscapes
- Apartments and terraced housing – design guidance on site design, placing of the building, context, outdoor spaces, building height and massing
- Design guidance on commercial buildings, mixed use and retail (to be launched late 2015).



Rouse Hill Town Centre, Sydney - Example of high quality retail mainstreet with apartments above. (Photo supplied by Auckland Design Manual)

Design of the flyover

The masterplan recognises that the flyover will enable improvements to Pakuranga Road and provide the opportunity to create new connections and gateways to the centre as large amounts of traffic will be diverted. However, the flyover creates challenges to urban design and the layout of the centre. The masterplan recommends that careful design consideration is given to the form and design of the structure, and where possible, opportunities taken to soften its profile.

The need for a considered design response is particularly true of the space beneath the flyover. As traffic should be reduced along Reeves Road, and a weather protected area will be created, it could be used for events like the Pakuranga Night Market (see comments below) or for temporary and permanent public art installations. Lighting will be a key element for activating the space and key linkages from the centre to the hub of community facilities should be focal points within it.

Building on the success of the Night Market

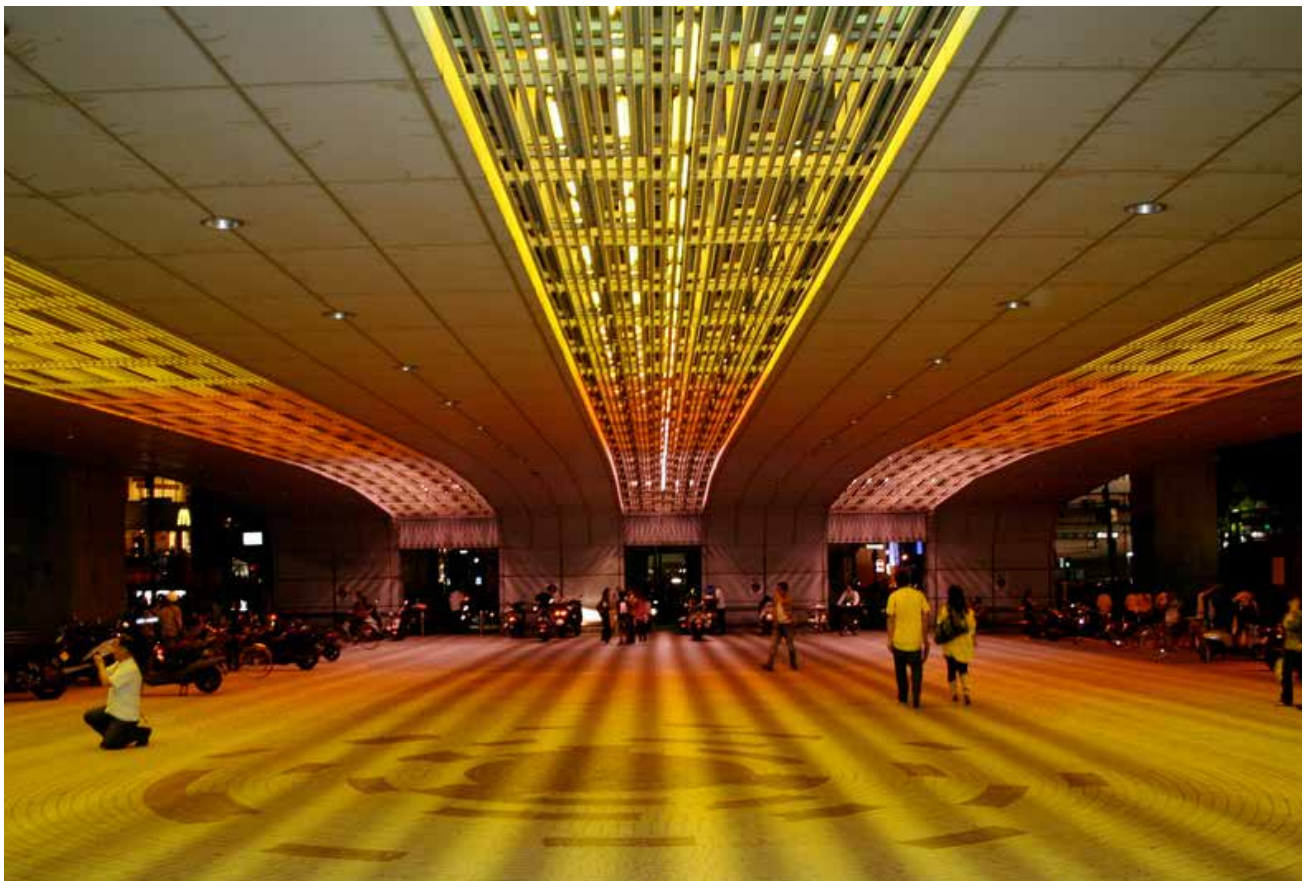
The Pakuranga Night Market is a prime example of what a successful evening economy can do for the centre. Using the centre during the evening as well as the day maximises the investment made in the Town centre and increases the useful life of its buildings and structures. In the future, a portion of Reeves Road under the proposed flyover could be closed to vehicle traffic and be used for the night market, which is highly valued by the local and wider community. In addition to using the new public squares, community groups could also use this weather protected space for performances and events.

Quick wins

In the interim, before larger-scale investment is delivered into the centre, there is an opportunity to deliver some 'quick wins'. These could be as simple as, in collaboration with the current owners of the Pakuranga Plaza, creating a 'pop up' town square on a sunny summer weekend with some artificial grass, some deck chairs, some shade and a few food trucks from the Night Market. Feedback on the look and feel of the square could be captured over the course of the event and help to shape the design approach to a more permanent solution. A similar approach could be taken to enhancing pedestrian and cycling routes through the centre by marking out temporary lanes. Each of these ideas/concepts would need to be delivered in collaboration with key stakeholders and have appropriate permissions.



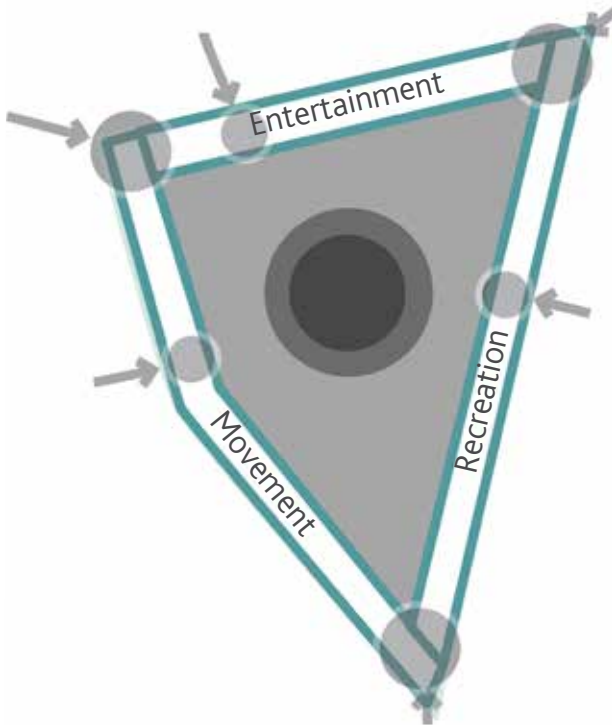
Skate park under flyover concept



Lighting ideas for under a flyover

PAKURANGA TOMORROW

Over the previous Building, Connecting and Greening chapters, the recommended design approach to the centre has been discussed. This will promote activation of the edges of the centre – the movement edge, the entertainment edge and the recreation edge. These edges will be supported by strong corners – the landmark, iconic and feature corners and clear gateways. In order to revitalise the streets throughout the centre, their various functions and roles need to be recognised, supported and strengthened.



In 30 years' time the vision is for the nature of these edges to transform into:

A vibrant movement edge that create a nexus for pedestrian, cycle, bus and vehicle movements. People will be drawn through a gateway on Ti Rakau Road along a thriving Aylesbury Street to shop, dine and live in the residential apartments above.



A lively entertainment edge that will draw people from the Rotary Walkway into have a coffee and relax in the town square,. This is a spot for buskers and live performers to entertain crowds and a great place at night as the sun goes down to have a meal and catch up with friends and family.



An energetic recreation edge – where people will travel safely along legible and attractive pedestrian and cycle paths to play formal and informal sports, exercise with family and friends, walk their dog and relax in the green open space.



POTENTIAL STREET HIERARCHY AND MARKET ATTRACTORS



EXISTING LANDFORM



POTENTIAL FUTURE VISION FOR PAKURANGA



OUTCOMES

BUILDING

1. People will live in the centre and residents and visitors will enjoy a greater mix of activities
2. The built-form will emphasise the strong corners, entrances and edges of the centre's 'triangle'
3. Taller buildings will be located in the centre of the triangle to minimise shading and maximise views
4. Redevelopment of the centre will be a catalyst for change in the surrounding area

CONNECTING

1. The centre will be a well-connected destination for all modes of transport
2. Within the centre there will be a coherent network of attractive, connecting spaces
3. The centre will have strong links to the coast with a dedicated pedestrian crossing over Pakuranga Road
4. Car parking will be located within new developments, freeing up land for other uses
5. Widened footpaths, shared spaces and cycle lanes will make it easier to cycle and walk in and around the centre

GREENING

1. People will have the use of three distinct public open spaces, connected by strong green links
2. Public spaces and streets will have water-sensitive landscaping to treat stormwater
3. Indigenous plants will be used to improve biodiversity

REVITALISING

1. The centre will have a high level of amenity, attracting people to live and visit
2. The centre will have a vibrant daytime and night time economy
3. The new bus interchange will increase the number of people coming to the centre
4. The three edges of the triangle will have their own unique attractions
5. Built-for-purpose community facilities will support people living in the centre and surrounding communities

ACTION PLAN

The preparation of the masterplan is only the first step towards achieving the 30 year vision for the centre. The plan below sets out actions to achieve the vision, and identifies some 'quick wins'. The timeframes for these actions are as follows:

- quick wins: actions that can take place immediately and/or are already underway
- short term 0-6 years: 2015-2021, to align with funding rounds for LTP and HLB Plan
- medium term 6-10 years: 2021-2024
- long term 10+ years: 2024-2044.

Relationships with key stakeholders:

In order to achieve the actions listed in the action plan, it is vital that Auckland Council and the Howick Local Board continue to build and maintain relationships with key stakeholders including, but not limited to:

- Auckland Transport – particularly through AMETI
- Community organisations – Pakuranga Library, Te Tuhi Centre for the Arts, Pakuranga Leisure Centre, Pakuranga Rugby League Club, Pakuranga Medical Centre, Pakuranga Rotary Club, Pakuranga Night Market
- Owner and developer of the Pakuranga Plaza
- Mana whenua
- The people of Pakuranga

ACTION	FUNDING	PARTNERS	TIMEFRAME	AMETI DEPENDANT
Use the masterplan to attract private investment and encourage the revitalisation of the centre	-	AC to lead	Quick win	N
Use the masterplan's vision, principles and design ideas to influence AMETI	-	AC to lead	Quick win	Y
Explore opportunities to allow for events (including the Pakuranga Night Market) to be hosted in key public spaces e.g. under proposed flyover, car parks, squares public	Unfunded	Pakuranga Night Market, CT, PS	Short	Y
Deliver new signage in the centre to link landmarks such as Rotary Reserve, Te Tuhi Regional Arts Facility, Pakuranga Library, Howick Local Board and shopping areas	Unfunded	HLB, AC, AMETI, PS, MW	Short term – strategy Short/Medium term - delivery	Y
Deliver the Iconic Corner development	Unfunded	AMETI, AC, ACPL, PS	Short – Medium	Y
Deliver green links through the centre that incorporate water sensitive design	Unfunded	HLB, Rotary, AC, MW	Short – Medium	N
Pursue opportunities for residential development within the centre, beginning with a feasibility study	Unfunded	AC, AT and PS	Medium	N
Extend the Rotary Walkway south of Panmure and Waipuna Bridges	Unfunded	AC, HLB, Rotary,	Medium	N

Abbreviations: Howick Local Board (HLB), AC (Auckland Council), AT (Auckland Transport), AMETI (Auckland Manukau Eastern Transport Initiative), ACPL (Auckland Council Properties Limited), PS (Private Sector), Crime Prevention through Environmental Design (CPTED), Water Sensitive Urban Design (WSUD), MW (Mana Whenua)

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