

TE MAHERE POKAPŪ O ŌREWA

# Ōrewa Centre Plan



# Rārangi kōrero

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Ōrewa Beach

Hibiscus and Bays Local Board adopted the Ōrewa Centre Plan in December 2015.  
This plan has been prepared for the Hibiscus and Bays Local Board by ET Urban Design Ltd.

## 1. Background

- 1.1 This report was commissioned by the Hibiscus and Bays Local Board as a result of community feedback to the Hibiscus and Bays Area Plan and Hibiscus and Bays Local Board Plan 2014. The report's purpose is to provide a plan outlining improvements to the town centre that may be prioritised for funding in accordance with the long-term plan and in partnership with Auckland Council and council-controlled organisations.

## Tirohanga whānui me ngā whāinga

## 2. Vision and aims

- 2.1 The centre plan for Ōrewa provides a more detailed development of the planning framework established by both the Hibiscus and Bays Area Plan and the local board plan. With a rapid phase of growth in progress for Silverdale and an Auckland wide development strategy that encourages growth in existing centres. It is essential that existing town centres look to their strengths in future planning.

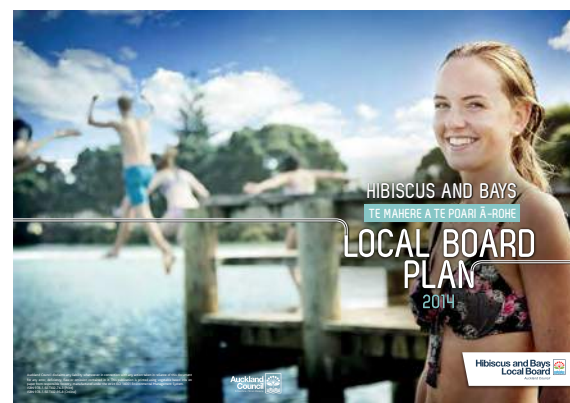
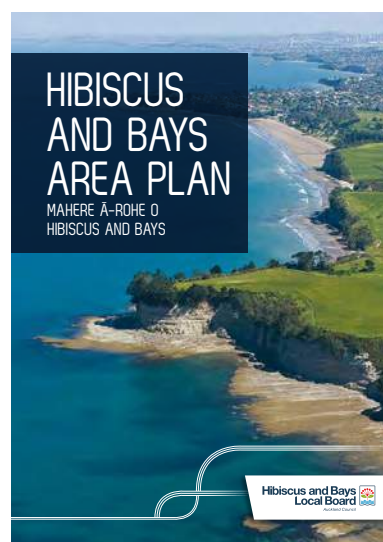
- 2.2 The higher level planning strategy of encouraging growth to existing centres theoretically ensures continued focus for the established local communities. This planning theory must be supported with good quality maintenance and environmental improvements 'on the ground' to support urban intensification and resident population growth.

- 2.3 Ōrewa is similar to North Shore coastal centres but offers a more extensive coastal lifestyle founded on the natural asset of the beach and the flat lands of the established centre. The assets of the extensive beach frontage, beachfront town centre and a flat and therefore easy to walk and cycle land form has attracted previous development and will continue to attract more attention for development as urban areas closer to Auckland undergo urban intensification.

- 2.4 Improved and improving transport links; the availability of more employment land at Silverdale and improvements in digital communication will no doubt further increase the desirability of the town to future residents and investors.

- 2.5 The local board's objectives to guide future development are discussed in detail by the local board plan but may be summarised as the need to:

- Create a vibrant walkable environment that enhances economic viability.
- Provide civic and cultural amenities that integrate the town centre with community life.
- Celebrate the town's natural assets.
- Expand choices available to the community with new options for housing, jobs, shopping, recreation and transportation.
- Create places that promote community such as a lively town centre, squares and parks and reserves.



## 3. Recent development and future priorities

- 3.1 Recent redevelopment projects within the town centre indicates that the private sector has recognised the opportunities Ōrewa continues to present and the desirability of the town's natural assets. Redevelopment of both supermarkets in the town reflect commitment to the town centre and provide anchor retailing whilst the residential development at Kensington Park continues to do well in the residential marketplace. Smaller scale redevelopments in the town centre have also taken place, such as the Coast Bar at 342 Hibiscus Coast Highway, that complement the improvement works carried out to the Hibiscus Coast Highway between Florence Avenue and Riverside Road, also known as the Ōrewa Boulevard.



Recent small scale development adding interest and vitality to the Ōrewa Boulevard.

- 3.2 The current redevelopment of the Sands Motel site at 381 Hibiscus Coast Highway, following years of financial recession, on the beachfront demonstrates a demand for luxury beachfront apartments and it is anticipated this trend will continue into the future.
- 3.3 These are positive signals but there remain areas of poor environmental quality in the town centre that require improvement as well as other opportunities for enhancement and better public facilities. Together these improvements will make the town centre more attractive for inward investment as well as provide improved amenities for existing residents.
- 3.4 Key issues that need to be addressed to support the ongoing revitalisation of Ōrewa, while protecting its current values include:

- Ensuring the residential areas most affected by the Auckland Unitary Plan (AUP) provisions are carefully designed to reconcile differing densities and that the pleasant visual qualities of the street environment is not harmed by low visual quality development.

The AUP contained the proposed land use zones and rules that will enable Ōrewa to develop as a town centre, implementing the built form, activity, transport and environmental directions confirmed in the Auckland Plan.

- The town centre requires improvement in the context of the proposed zoning of the AUP. Town centre streets require improvement to provide the frame work for good quality mixed use redevelopment and provide enhanced pedestrian environment.
- Provision of car parking needs to be addressed to facilitate new development without detrimental impacts on other activities. The provisions of the AUP will enable development with few requirements for parking. Whilst this may encourage redevelopment it is also likely to bring parking shortfalls. Further provision of convenient short and longer term car parking is required for Ōrewa as a development of the parking strategy already implemented for the town.



- The Ōrewa Boulevard enhancement has had benefits but the original planned concept needs to be extended to continue to bring a closer relationship of the town centre to the beach. Further phases of the Ōrewa Boulevard will considerably distinguish Ōrewa from other towns and be a point of difference. Development of the full Ōrewa Boulevard will require considerable financial commitment but will provide a transformational effect to Ōrewa.
- Pedestrian access is generally an acceptable minimum standard but there remains considerable scope to improve the quality and level of service of the town centre's streets as part of an integrated plan dealing with non vehicle based movement. Specific cycleway provision is generally poor with the exception of the very successful Te Ara Tahuna Estuary cycleway and walkway. Given the natural land form, the town is highly conducive to cycling. The development of a more extensive walking/cycling network needs to be planned in detail with a phased implementation plan put in place. Ensuring good connections to the new development areas of Ōrewa West and Silverdale North is also important to make the town centre more accessible for neighbouring residential areas.
- The potential for publicly owned property to be developed to provide more public services and improved public spaces within the town centre should be investigated. Public ownership of important community buildings such as the Ōrewa Community Centre and Ōrewa Library should be reappraised to determine level of service in the future and whether these sites could be used more intensively to benefit the town centre.

These key issues for future development are discussed in more detail in the following sections.



Development of more apartment buildings at Kensington Park significantly adds to the population of the town.



New development areas such as Millwater should be connected by safe and attractive cycleways and footpaths.



Rymans Retirement Village is an example of the town's ongoing attractiveness as a retirement destination.



Recent commercial development on Centreway Road. More commercial development on Centreway Road is likely to take place under the AUP zoning.



Apartment redevelopment of the Sands Motel site demonstrates the continued market for luxury beachfront apartments.

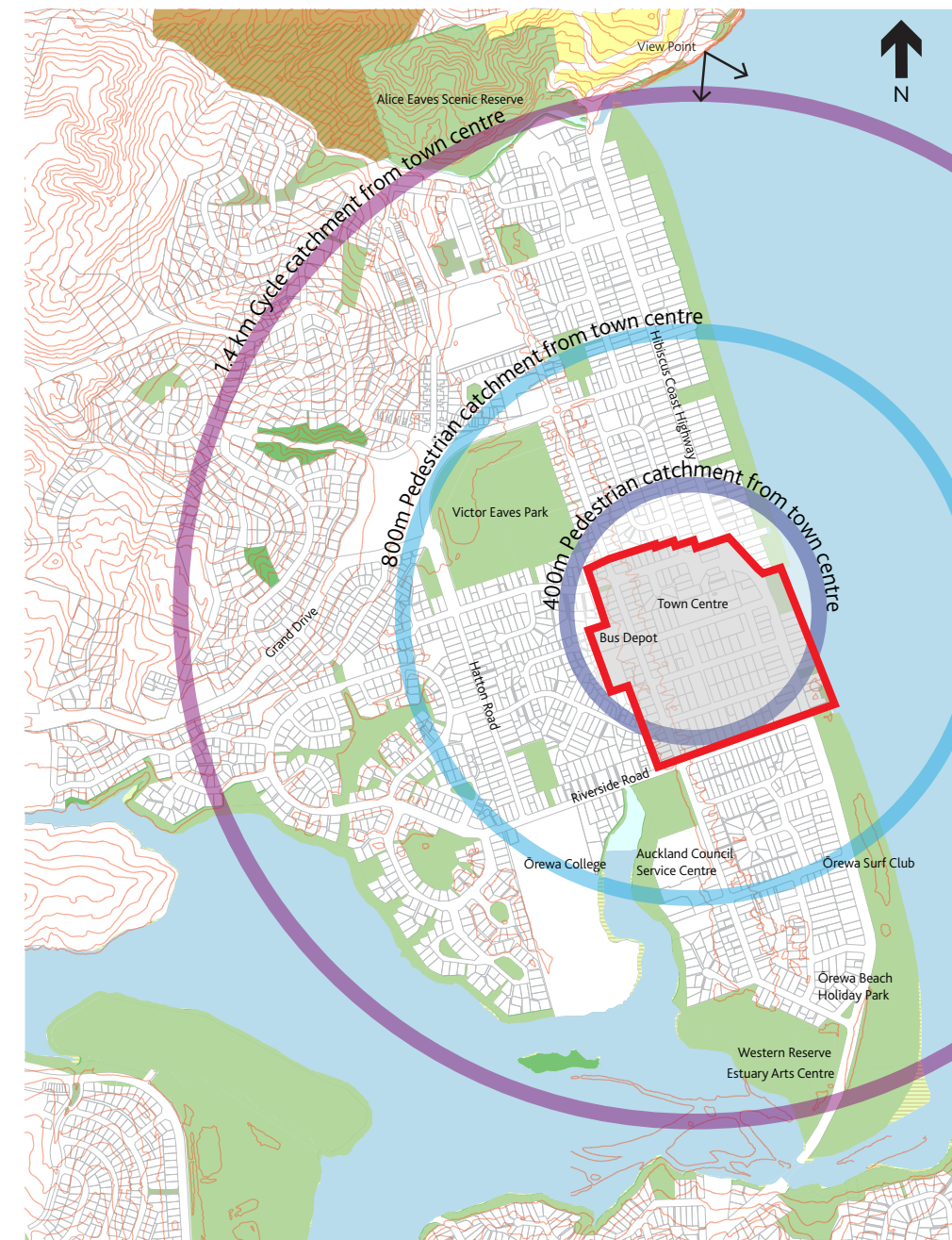




## Wāhi akoako

### 4. Study area

- 4.1 While the focus of the report is the town centre area the scope of the report is wider and acknowledges the fact that the 'flat land' of Ōrewa constitute a logical 'planning area'.
- 4.2 Conventional calculations of pedestrian catchment areas show most of the 'flat land' of Ōrewa are within 800m of the town centre and utilising the mean average cycle distance, all of the 'flat land' of Ōrewa is within catchment of the town centre.
- 4.3 It is logical therefore to consider the area as a whole when contemplating future planning and improvement projects.
- 4.4 In light of this, the report presents both large scale projects (some of which have been previously identified and developed to varying degrees ) as well as more modest 'localised' improvements.
- 4.5 The Ōrewa Centre Plan below shows both the pedestrian and cycle catchments for the town centre and visually provides a compelling case to improve the quality of pedestrian and cycle movement in the town centre.





## 5. Planning and zoning

### Aims

- Expand choices available to the community with new options for housing, jobs, shopping, recreation and transportation.
- Provide civic and cultural amenities that integrate the town centre with community life.

- 5.1 Comparing the Auckland Council District Plan - Operative Rodney Section 2011 with the zoning of the new unitary plan for Auckland revealed some important potential changes for the town as a whole.
- 5.2 The assessment table on the following pages offers a simple analysis and overview of the provisions as they effect residential and commercial zones - it does not include every rule but offers a fair indication of the broad scope of development and reveals key differences between the previous Operative Rodney Section and the AUP.

### Key areas of change to note are:

- 1200m<sup>2</sup> sites required for integrated development as opposed to 2,000m<sup>2</sup>. Density increases significantly in theory for 1200m<sup>2</sup> sites with no density limit in the Mixed Housing Urban Zone (MHUZ) or Terraced Housing and Apartment Building Zone (THAB). The MHUZ zone covers most of the existing residential area of Ōrewa that is zoned Res H in the Operative Plan. Whilst in theory the effects of this increased density could be profound the actual potential effects is uncertain. Given the extent of infill development already within the town centre and the practical difficulties of assembling multiple sites, opportunities for redevelopment in line with the increased density provisions of the MHUZ may be limited.
- The THAB zone is a new zone with no present equivalent in the Operative Plan. Height limits are greater than other residential areas and there is no maximum density of development. Built form outcomes suggest short terrace built forms to be most economic but the rules deliver better design outcomes for apartment building developments. Good local examples of typical built form outcomes can be seen at Kensington Park and an older example of terraced housing outcomes at the corner of Riverside Road and Hibiscus Coast Highway. Once again however scope for development is limited 'on the ground' because the zone is small and the majority of sites within the zone are already developed as infill housing. There are some more obvious development opportunities however that may result in apartment or terraced housing development.



Older terraced housing type development at 282 Hibiscus Coast Highway. This is a typical built form outcome for terraced housing in the THAB Zone but this is example one storey lower in height.



Apartment development at Kensington Park. Note the importance of good quality street planting that in time will offset increased building bulk and maintain human scale.

- Single house zoning for the beachfront will limit the potential and render the resource consent route for apartment developments similar to the recent Sands Motel development more difficult.
- There is a general increase in height limit across the town centre that is comparable with 5 to 6 storey development.
- Car parking requirements are less onerous in the AUP and this is likely to result in the need to consider a future car parking building in or close to the town centre. Consideration of the various options for such a building have been previously evaluated and reported upon for the former Rodney District Council.
- The areas identified for the tallest buildings in the town centre are limited in development potential. The Nautilus building is within the area identified as are the two supermarket sites that have undergone recent renewal and therefore unlikely to deliver

mixed use development. The council-owned property including the Ōrewa Library north of the Nautilus located at 9 Tamariki Drive, does benefit from the increased height allowance however and this could prove very important in redeveloping the sites to their fullest potential in the future.

- Areas of George Lowe Place and the Mixed Use Zone offer interesting prospects for redevelopment with a number of sites well established but under capitalised in building development terms. Residentially developed sites (already subject to subdivision) are least likely to be brought forward for redevelopment.
- The Ōrewa Centre Plan identifies areas of the town centre that look most capable of change on the AUP - the council assets are key elements that could be made more of in the future development direction of the town.



- Council town centre sites
- Areas or sites with apparent development potential
- Tall Buildings Zone
- Significant areas/sites with redevelopment potential



## Comparison table for operative (Rodney Section) and the AUP zoning and the key rule elements

The table below is arranged to provide comparison where possible between the AUP rules and the Operative (Rodney Section) rules to reveal differences and similarities. Refer to AUP for the current rules.

Rules	Operative (Rodney Section) Zone Res High Intensity	AUP Zone Mixed Housing Urban	AUP Zone THAB	Operative (Rodney Section) Zone Res Medium Density	AUP Zone Mixed Housing Suburban	Operative (Rodney Section) Zone Ōrewa Beach front Residential	AUP Zone Single House	Operative (Rodney Section) Zone Mixed Use	AUP Zone Mixed Use	Operative (Rodney Section) Zone Retail Service	AUP Zone Town Centre
Height Control	11.5m to roof ridge	11m to roof ridge	13.5m to 14.5m	11.5m to roof ridge	11m to roof ridge	11.5m to roof ridge	8m	12m	12.5m to 16.5m	10.5m	8m to 24.5m (generally 16.5m)
Site Coverage	50%	40–50%	40%	35%	40–50%	35%	35%	100%	100%	100%	100%
Minimum site size	275m <sup>2</sup>	1 per 300m <sup>2</sup> to unlimited density	Unlimited density	1 per 600m <sup>2</sup> or 1 per 450m <sup>2</sup> integrated	1 per 400m <sup>2</sup> to 1 per 200m <sup>2</sup>	1 building (up to 3 dwellings) per 600m <sup>2</sup>	1 dwelling per site or 600m <sup>2</sup>	No minimum	No minimum	No minimum	No minimum
Height in Relation to Boundary	3m plus 45 degrees	3m plus 45 degrees or 3.6m plus 73 degrees for integrated sites	No HIRB see Setback rule below	3m plus 45 degrees	2.5m plus 45 degrees or 3.6m plus 73 degrees for integrated sites	3m plus 45 degrees	2.5m plus 45 degrees	3m plus 45 degrees when adjoining residential or open space	2.5m plus 45 degrees to MHSZ 3m plus 45 degrees to MHUZ	3m plus 45 degrees when adjoining residential or open space	8m plus 60 degrees to THAB 8.5m plus 45 degrees to Open Space Zones 3m plus 45 degrees to MHUZ
Yards	Front 3m  Side 1.2m  Rear 3m	Front 2.5m  Side 1m  Rear 1m	Front 2.5m	Front 3m  Side 1.2m  Rear 3m	Front 4m  Side 1m  Rear 1m	Front 6m or 10m to open space on beach front	Front 5m  Side 1m  Rear 1m	Front 2m – 7.5m  Side 6m  Rear 6m where adjoining residential	Rear 3m  Side 3m only where adjoining residential	Front 0m  Side 3m  Rear 3m where adjoining residential	Rear 3m  Side 3m only where adjoining residential
Setback	N/A	N/A	Variable 3m–7m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking	1–2 car parks per dwelling	1–2 car parks per dwelling	1–2 car parks per dwelling	1–2 car parks per dwelling	1–2 car parks per dwelling	1–2 car parks per dwelling	1–2 car parks per dwelling		1 per 10m <sup>2</sup> –20m <sup>2</sup> retail 1 per 30m <sup>2</sup>		1 per 10m <sup>2</sup> –20m <sup>2</sup> retail 1 per 30m <sup>2</sup>



Riverside Road housing largely single storey infill housing developed in response to Residential High Intensity Zoning under the former Rodney Council District Plan.

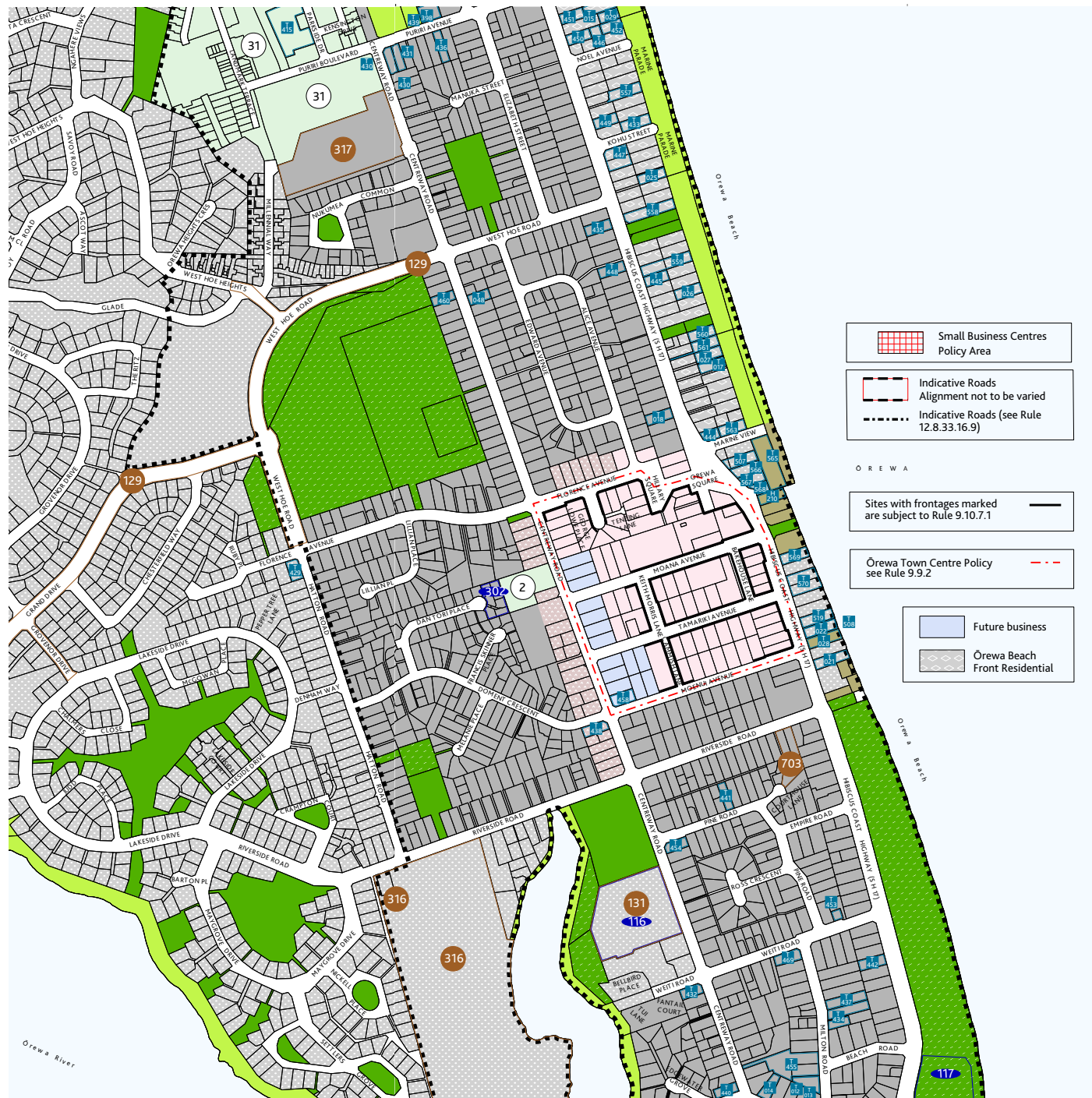


Terraced house development of the type possible within the Mixed Housing Urban Zone (most of the flat areas of Ōrewa) on 1200m<sup>2</sup> sites. It should be noted however the MHUZ provides for three storey development not the two storeys shown above.

### Recommendations

- Investigate redevelopment potential of council-owned assets for long-term town centre development.
- Investigate opportunities for additional car parking provision.

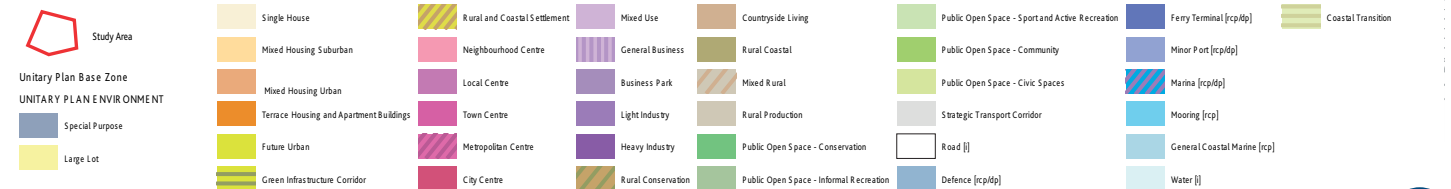




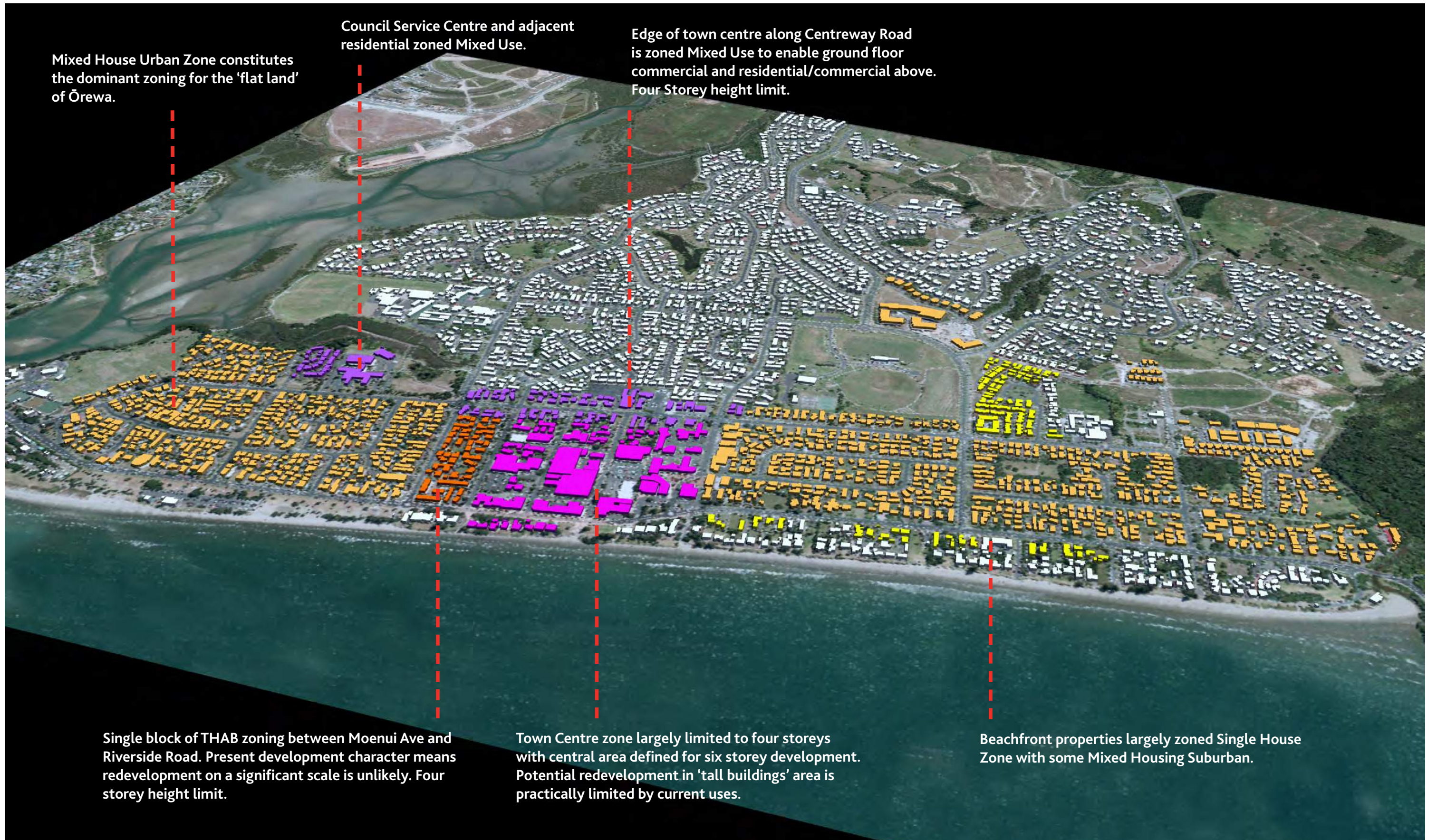
Comparison of the Operative Plan Rodney Section (above) and the AUP (right) show some common themes in distribution of zoning but the provisions of the AUP afford opportunities for higher density development.



**Auckland Unitary Plan Zones**







Mixed House Urban Zone constitutes the dominant zoning for the 'flat land' of Ōrewa.

Council Service Centre and adjacent residential zoned Mixed Use.

Edge of town centre along Centreway Road is zoned Mixed Use to enable ground floor commercial and residential/commercial above. Four Storey height limit.

Single block of THAB zoning between Moenui Ave and Riverside Road. Present development character means redevelopment on a significant scale is unlikely. Four storey height limit.

Town Centre zone largely limited to four storeys with central area defined for six storey development. Potential redevelopment in 'tall buildings' area is practically limited by current uses.

Beachfront properties largely zoned Single House Zone with some Mixed Housing Suburban.

Illustration to show the effects of Auckland Unitary Plan (AUP) zoning on the existing town. Note the small area of 'Terraced Housing and Apartment Building Zone' (THAB) coloured orange and extensive zoning for 'Mixed Housing Urban'. Fringe zoning of 'Mixed Use' along Centreway Road offers potential for redevelopment at the edge of town centre. Zoning for the existing council offices and neighbouring housing on Centreway Road provides for redevelopment potential of the land to Mixed Use (residential and commercial activities).



## 6. Future residential character

### Aims

- To protect and enhance the visual character of the residential streets and open spaces.

6.1 Ōrewa has an essentially low rise built character with the clear and obvious exception of the 'Nautilus' building. The prevailing residential built character is that of single storey detached dwellings, usually on smaller sites resulting from a previous subdivision. Other forms of development are evident such as the terraced housing development at 282 Hibiscus Coast Highway but the dominant built character is that of the 'infill' single storey development. Because of the very modest scale and building heights, the contrast with the width of the roads results in a visual character that is more spacious than some other more urbanised centres, with mature street trees often enhancing the visual quality of the street.

6.2 The following drawings illustrate types of development outcomes and the inter relationship between certain zones. The drawings are illustrative and provide an overview derived from the 'key elements of the AUP – they are not fully resolved development proposals.



Older residential development on full sites will be most likely to change to more intensive uses earlier in the Plan term.

6.3 As noted previously the strategic direction of the AUP is to focus on existing urban areas and 'intensify' development. The intensification for Ōrewa centre is however moderated by height overlays that seek to limit the height of new buildings and therefore, it is hoped, retain the human scale and something of the spaciousness of the town centre. Given the extent of the infill housing of Ōrewa the actual effects on the

ground in the short to medium terms are likely to result in only modest change.

6.4 Nonetheless the provisions of the AUP will result ultimately in change - particularly with a move towards the design of smaller footprint buildings of two or three storey.

6.5 Zone transitions between one zoning type and the other are generally well managed in the town centre by the height overlays and the location of certain zones. For example whilst the practical effects of the THAB zoning are likely to be minimal (in terms of apartment development) the effects of the increased height and bulk of the zone relative to the MHUZ can be satisfactorily managed by the intervening street of Riverside Road.

6.6 Presently the most unsatisfactory design outcomes occur within the MHUZ when site sizes reach 1200m<sup>2</sup> or the THAB zone where the proposed rules potentially will result in poor development outcomes with multiple properties served off right of ways

and intensely developed that there are few opportunities for landscaping to help 'soften' the visual effects of increased height and bulk.

6.7 The potential reduction of areas within development for trees places even greater importance on the role of the streets and other public spaces of the town centre to provide the attractive landscape character and balance out the visual effects of taller, more dense development.

6.8 New public works proposals to improve the quality of existing streets (as well as proper maintenance) is required to off set the impact of density.

6.9 The long-term plan has previously identified funding for street improvements and it is suggested this is coordinated with other improvements such as cycle lane development and footpath improvements to ensure maximum benefit.



Illustration to show alternative housing typologies enabled by AUP zoning.



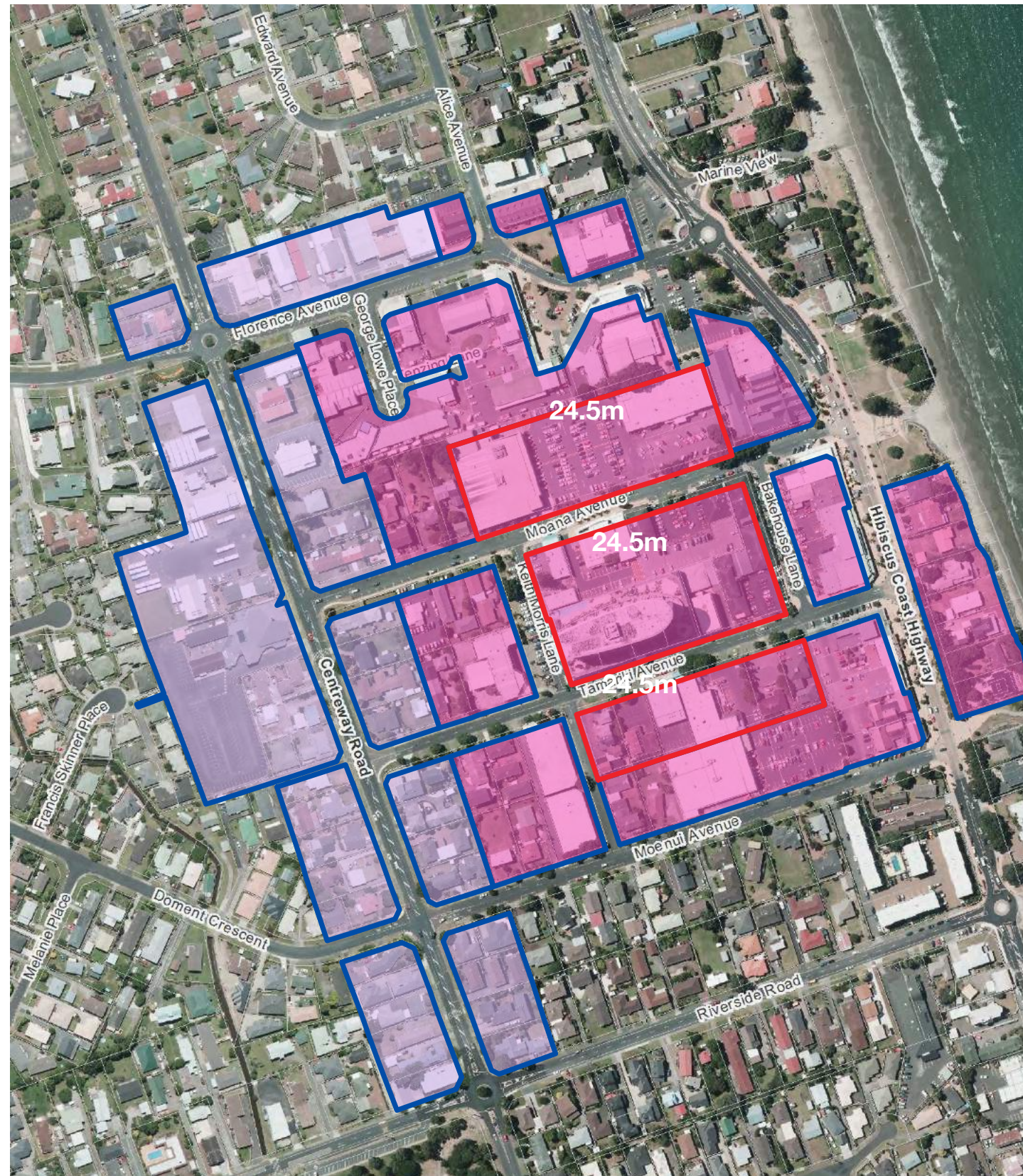
## 7. Town centre development

### Aims

- Create vibrant walkable environments that enhance economic viability.
- Provide civic and cultural amenities that integrate the town centre with community life.
- Expand choices available to the community with new options for housing, jobs, shopping, recreation and transportation.
- Create places that promote community such as a lively town centre, squares and parks and reserves.

7.1 Zoning throughout the area of the town centre is broadly similar in built form and character outcomes with little real distinction between areas zoned Town Centre or zoned Mixed Use. This is largely because of the height restriction layers put in place to protect the small centre character of the town centre and the inherent 'human scale' that restricted building height provides to some degree. A small area of difference in terms of overall building height occurs in three central blocks. In these areas the height limit for future buildings is increased to 24.5m or approximately 7 storeys. By comparison the Nautilus building has an overall height of approximately 42m and therefore if the present rules are adopted and rigorously implemented, the Nautilus will continue to be Ōrewa's tallest building by a considerable margin.

7.2 As outlined previously in the report, the scope on the ground for development to come forward is greatly influenced by the degree of capitalisation of the sites, present uses and ownership. Considering the areas zoned to facilitate the tallest buildings, this area is already substantially occupied with the Nautilus building and two town centre supermarkets. Other uses such as the Moana Court area comprise multiple tenancies within a body corporate and therefore not easily realised as a redevelopment opportunity. Of the remaining sites only the library area, adjacent to the pharmacy, radiology



Plan showing the relationship of town centre zones and respective height limits. The red edged areas have a 24.5m (effective 6 storey height limit) whilst the remainder of the town centre and neighbouring Mixed Use zone has a height limit of 16.5m or effectively 4/5 storey limit.

businesses and small area opposite the Nautilus and to the rear of the Countdown Supermarket remain. The benefit of the additional height limits and therefore redevelopment potential for the Ōrewa Library is significant.

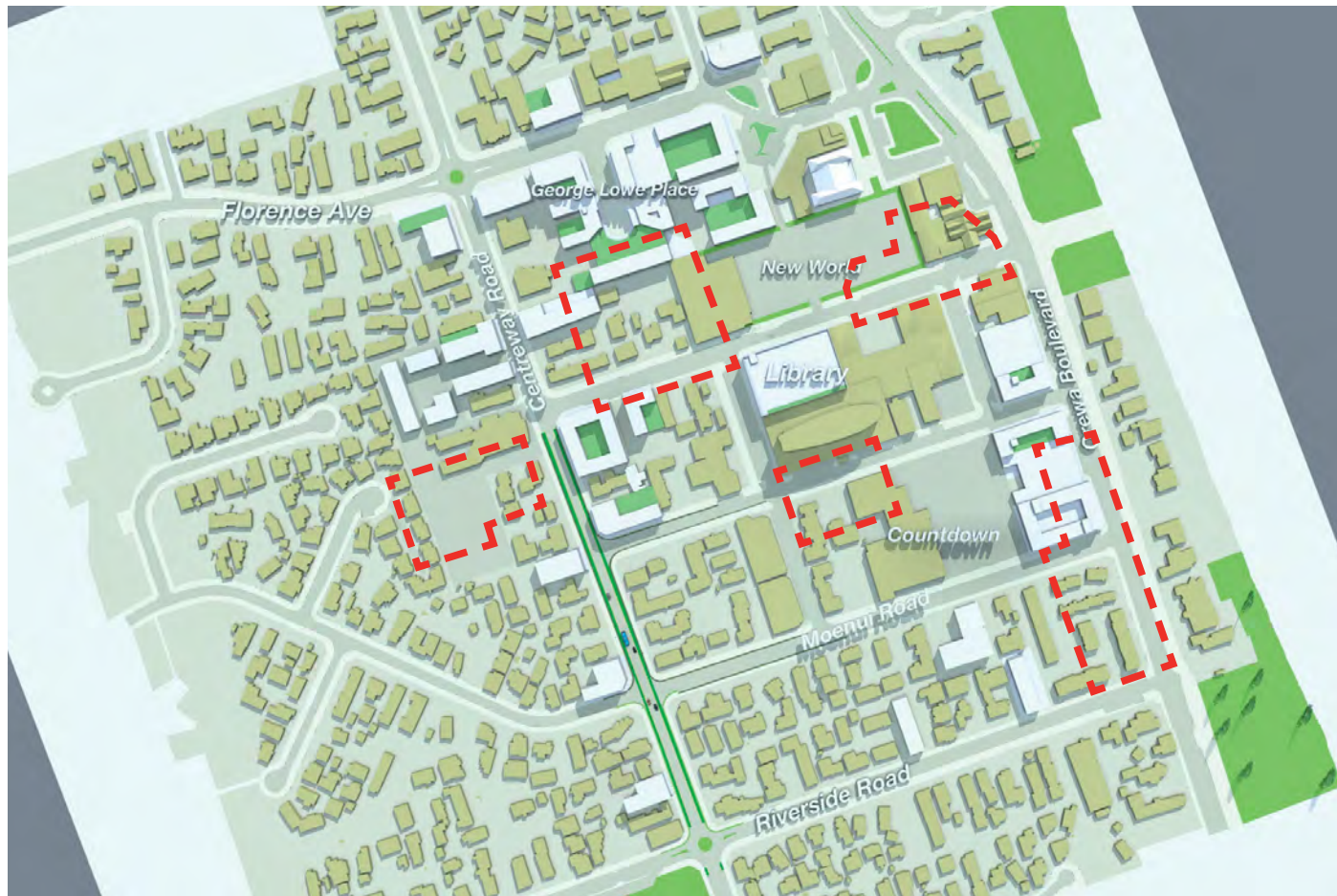
Concepts outlining the possible proposals are outlined later in this report.

7.3 Other areas of the town centre and neighbouring Mixed Use Zone have more scope for redevelopment, in particular in areas that have not been over capitalised and therefore less costly to redevelop. The concentrated area of car based services is around George Lowe Place. This potential is explored conceptually on the following page to illustrate the potential built form outcome enabled by the AUP. To achieve the best urban design outcomes in terms of the pedestrian environment is to ensure additional framework planning and consultation is discussed with owners is recommended.



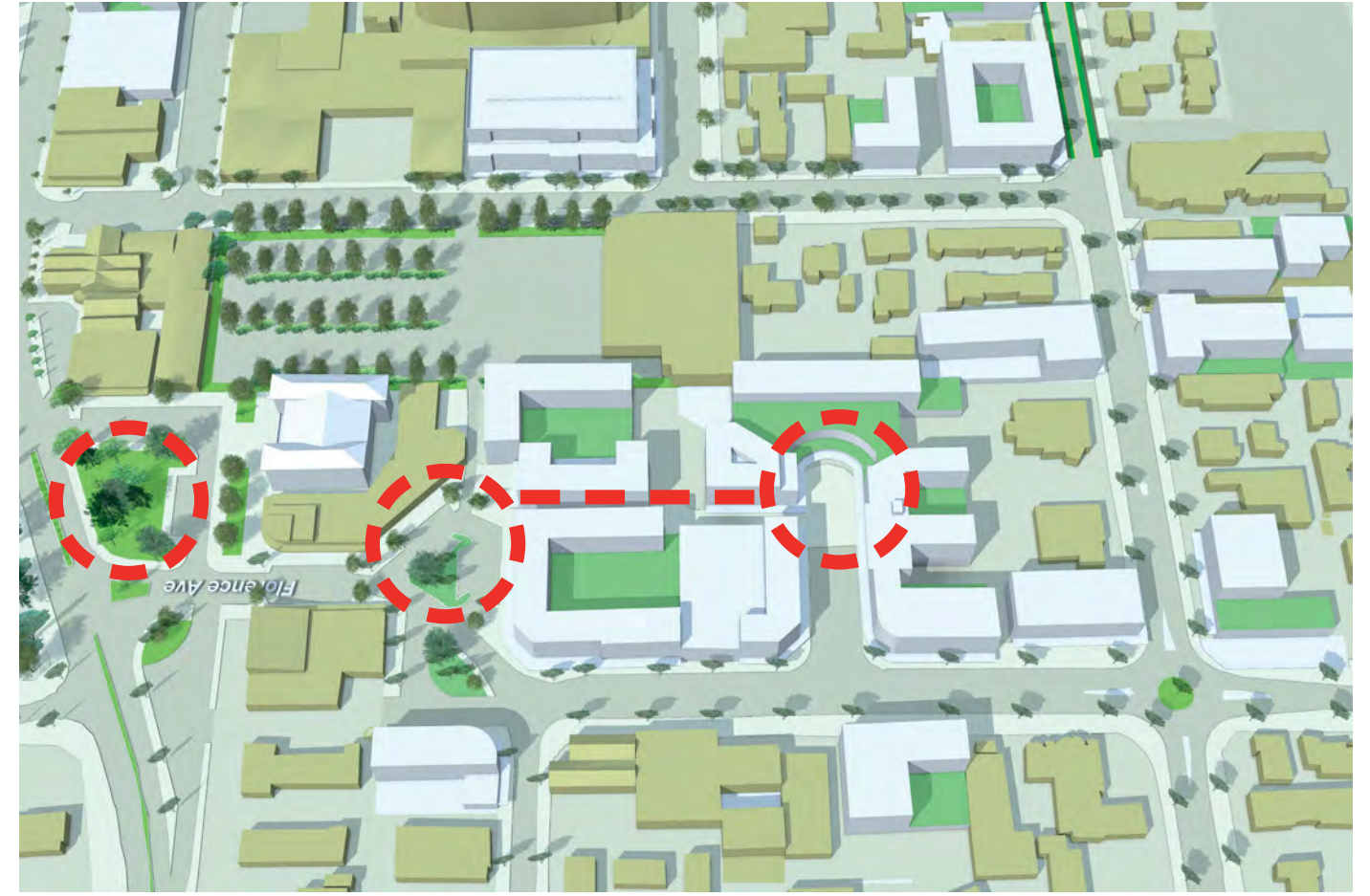
Area of George Lowe Place.





Plan showing the areas of the town centre offering most potential for redevelopment through a variety of factors including site size, location, ownership and estimated degree of investment verses value.

7.4 Businesses in and around George Lowe Place are essentially low rise simple frame buildings. Zoned Town Centre in the AUP the area offers perhaps the most potential to undergo more intensive and extensive redevelopment opportunities in the term of the AUP if adopted. The northern aspect of the present cul de sac head could be redesigned as an additional square/ public spaces subject to logical and direct connection by laneway to Hillary Square. The sketch suggests a form of development in accordance with the provisions of the AUP. A direct link to Hillary Square through the redevelopment area would be the best outcome providing a clear and easy connection and increase potential retail frontage of neighbouring properties. This outcome however is dependent on detailed framework planning and the active participation of landowners.



George Lowe Place offers large sites zoned Town Centre in the AUP. Subject to careful planning and cooperation/coordination with landowners a new north facing public space linked by laneway to Hillary Square may be possible.





## 8. Community facilities

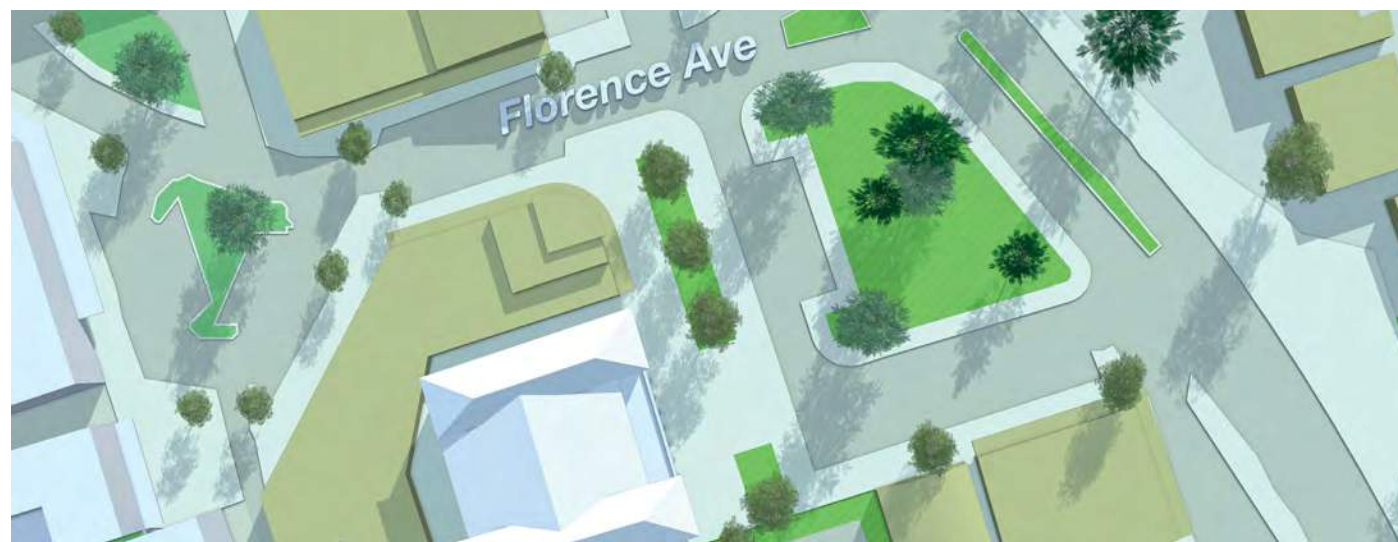
### Aims

- Create vibrant walkable environments that enhance economic viability.
- Create places that promote community such as a lively town centre, squares and parks and reserves.

8.1 The town is reasonably well served for community facilities but will require further investment to support the role of the town as an important town centre for the Hibiscus and Bays Local Board area. In particular the future role and adequacy of the Ōrewa Library and the Ōrewa Community Centre requires comprehensive review against population forecasts for growth in regards to level of service indicators. Present funding initiatives outlined in the long-term plan are modest and relate to incremental upgrades rather than investigating more substantial options such as redevelopment.

8.2 As outlined previously, the Ōrewa Library occupies one of the few sites within the increased height zone for town centre development and as such is well placed to consider redevelopment opportunities to provide mixed use development. Similarly the Ōrewa Community Centre occupies an important site on Hillary Square that could be designed to offer more in terms of civic design and focus for the town centre to complement the other informal spaces such as the Ōrewa Reserve on the beach itself.

8.3 These sketch designs provide some first thoughts on how each of the sites could be redeveloped in line with the provisions of the AUP.



Ōrewa Community Centre location on Ōrewa Square presents a good potential for redevelopment opportunities to consolidate and extend services within the town centre.



Concept design showing new focal point building designed to the maximum height and bulk possible within the AUP. Comprehensive redesign also of Ōrewa Square could further support the civic focus of the site.



Model drawn to illustrate how a future building could be developed to provide civic focus and how it may relate to other areas of redevelopment potential within the town centre.



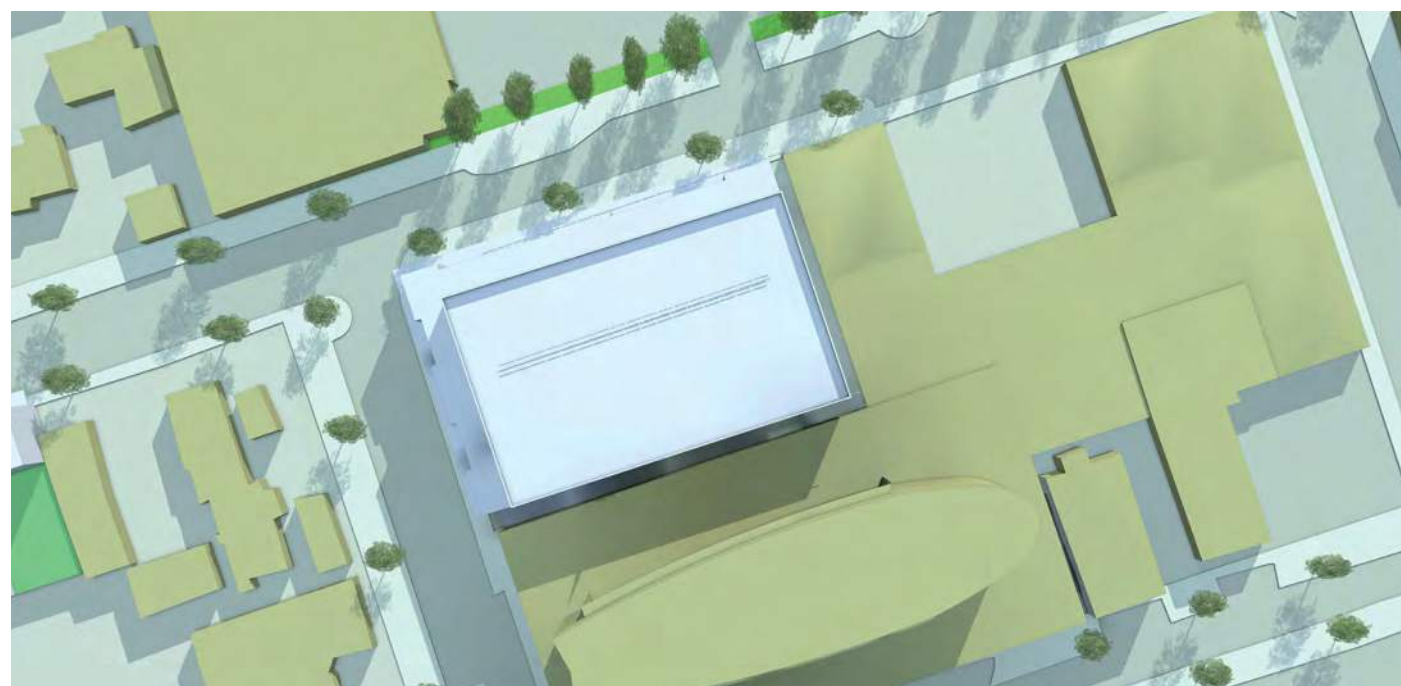
8.4 Ōrewa Library and the adjacent pharmacy and radiology businesses are zoned Town Centre with the tallest height allowances in the AUP. Given much of the zone subject to increased height allowance is in use as supermarkets or multi occupancy body corporates the site offers a rare opportunity.

8.5 Redevelopment of the site as a joint venture with neighbouring landowners could deliver a mixed use scheme with library and medical services to ground floor and apartments to 'sleeve' the building bulk on floors 2 - 5. The core of the building could be delivered for car parking and provide in the region of 280 spaces in the heart of the town centre.

8.6 Whilst there could be significant benefits to such an approach any scheme pursued along these lines would also effect the northern aspect of the Nautilus building and the amenity of the swimming pool located at podium level. Recent community consultation resulted in a number of residents of the Nautilus expressing concern at the prospect of redevelopment of the library in line with the provisions of the AUP. It should be noted that as presently drafted the AUP does not contain any Height in Relation to Boundary (HIRB) controls for neighbouring sites of the same use within town centres. Amenity between sites is largely dependent on building setbacks relative to height and outlook controls.

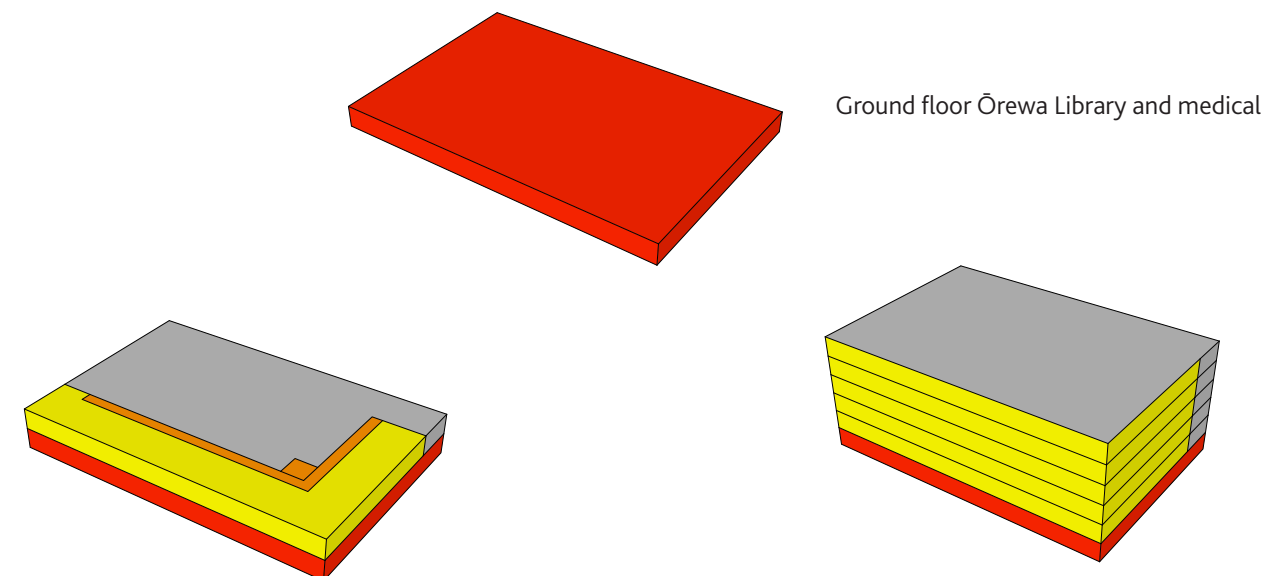


Photograph showing the Ōrewa Library and adjacent pharmacy building.



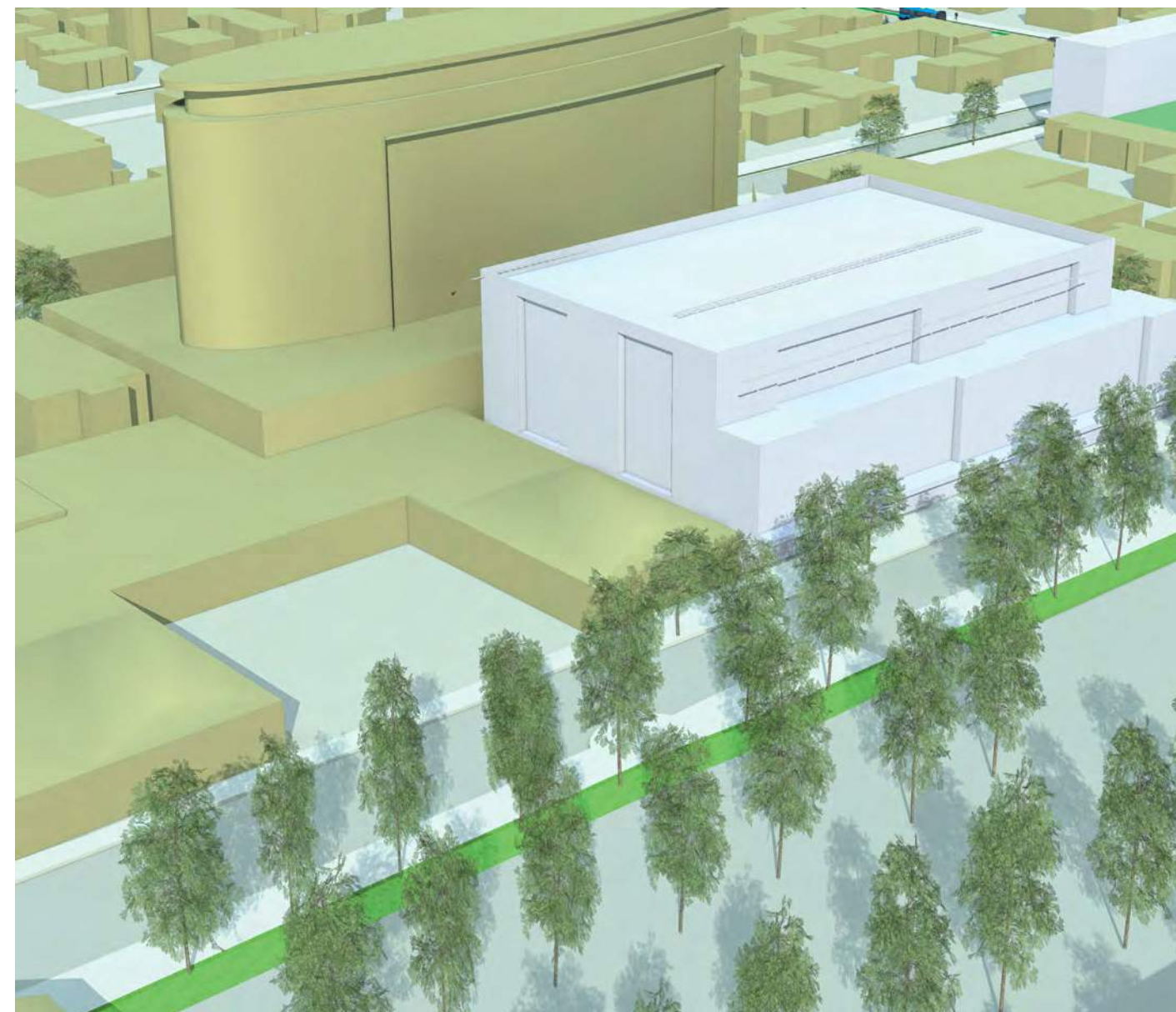
Location plan (above and opposite), with concept model to illustrate the development potential for mixed use redevelopment of Ōrewa Library and the adjacent site.

Illustration showing conceptual relationship of various uses within the building envelope.



Apartments 'sleeve' or surround the decked car parking

Complete building bulk with roof for an additional parking deck





Potential to extend cycle network through the town centre as part of general enhancement of streets to offset increased density of urban development.

Edge of town centre development sites are likely to redevelop where sites have not been intensively developed relative to zoning. The bus depot land is one such key site.

Area of George Lowe Place offers large sites zoned town centre. Subject to a coordinated planning and development framework new high quality streets and public spaces could be delivered.



Other town centre and beachfront sites are likely to redevelop where site amalgamation has taken place and will most likely include additional residential development as an element.

Ōrewa Library and adjacent property have the most development potential relative to zoning provisions with a height limit of 21.5m. A joint venture development could be advanced including a component of town centre public car parking.

Ōrewa Community Centre is a key site that could be redeveloped more intensively to provide town centre offices and extended community centre facilities. The opportunity to improve the public realm of Ōrewa Square should be taken as part of the redevelopment plan.



## 9. Car parking provision

### Aims

- Minimise the detrimental impacts of car parking on the feasibility of redevelopment and the environmental amenity of Ōrewa.

9.1 Looking to the future to enable parking in the town centre without compromising the ability for sites to develop has been a consistent dilemma for Ōrewa and other small towns. The former Rodney District Council introduced more permissive rules surrounding car parking standards to help deliver redevelopment in the town centre and contribute to the vitality of the town. In tandem with this process an improved parking regime for on street car parking to ensure regular 'turn over' of spaces was implemented.

9.2 In terms of town centre development and economic growth questions regarding adequate capacity for parking and how it can be delivered were addressed in the Opus car parking study 2008. Whilst part of the overall solution is in place, with the improved parking time restrictions and enforcement for street parking, there remains a longer term issue of supply of car parks to the Ōrewa Town Centre.

9.3 Of the original options considered, the bus depot site at 188 Centreway Road, will offer significant advantages to retain the existing function whilst developing a commercial opportunity is a possibility in joint venture with the council. The illustration demonstrates an approach to providing decked car parking in a way that provides additional value and reduces some visual effects.

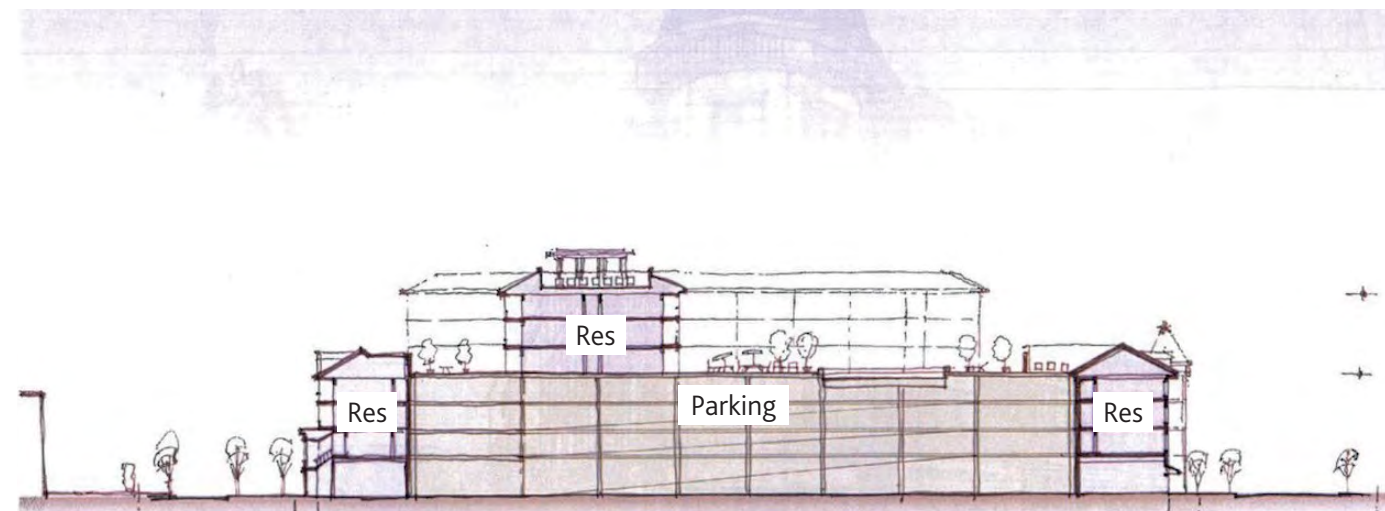
9.4 In this event the need to consider alternatives of parking provision by private sector initiatives or public sector intervention become increasingly important for Ōrewa if the town centre is to become a successful centre.

### Recommendations

- Discuss long-term plans of central Ōrewa Bus Depot to determine future development options.
- Require provision of secure bike parking and end of trip facilities in new large scale developments at the central Ōrewa Bus station/depot.
- Re-evaluate the Opus Parking Building Study to determine best location for a car park building and investigate options for acquisition and or development of possible sites.



Recently completed New World car park provides extensive open car parking in the town centre. Likely increased demand through redevelopment in the future will further increase the need to provide town centre car parking. This needs to be provided in a more intensive manner that delivers broader place making qualities as well as serving practical necessity.

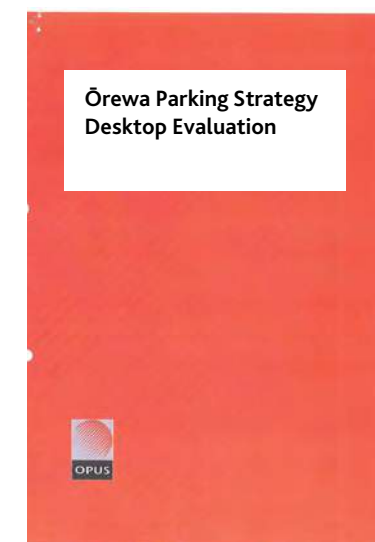
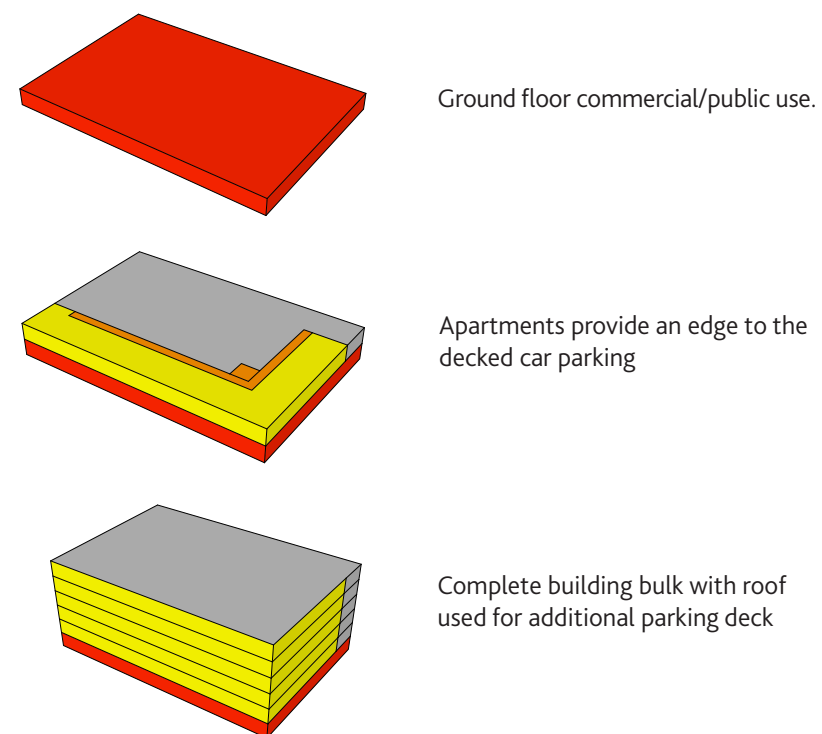


Building B section sketch



Parking Building Atlanta, Georgia USA.

### Illustration showing conceptual relationship of various uses with the building envelope.





## 10. The Public Realm, Streets and Open Spaces

### Aims

- Create vibrant walkable environments that enhance economic viability.
- Create places that promote community such as a lively town centre, squares and parks and reserves.

10.1 The most obvious example of recent improvements to the public realm and the benefits that fall from this, is the first phase of the Ōrewa Boulevard Project. The initial stage of this scheme reduced the width of the State Highway that separated the town centre from the Ōrewa Beach and introduced the notion of gateways at both roundabouts. Widening the footpaths to allow pavement dining and more ambient strolls have (following the period of recession) started to yield greater investment in buildings facing onto the Ōrewa Boulevard and levels of activity. This is a clear example of the importance of investing in the public realm to support private sector investment in developing business within the town centre. Apart from the day to day benefits there are also the special events that now take place. There are eight such events each year that create an income lift for the town centre and raise the overall profile of the town.



Ōrewa Arts Festival.

10.2 The investment in public realm improvements has a keen purpose in strengthening the economy and creating opportunity and desire to invest in private sector redevelopment. This factor is not only relevant to the Ōrewa Boulevard but also of equal importance to the town centre generally and other areas of community focus including the Western Reserve upgrade opportunities. Building identity and point of difference will have a powerful effect in attracting investment and prosperity in the medium to long-term.

10.3 The recent development of the Te Ara Tahuna Estuary cycleway and walkway has proved very successful and an attractive and distinctive element of the town. The combined facilities of Estuary Arts Centre, Hibiscus Coast Youth Centre, Ōrewa Bowls Club and associated skateboard ramps are focal points of recreational activity at the entrance to the town. The car parking area is well used by groups of cyclists and walkers as the start and end point for the walkway/cycleway route with the Estury Arts Centre cafe proving very popular.

10.4 Further investment and development of the Estuary Arts Centre and new skateboard ramps will further strengthen and build upon the the success of this focal point. These are positive elements that can be further supported by localised improvements to footpaths and connections in this area as highlighted within the recent Be Accessible report and supported by Destination Ōrewa Beach.

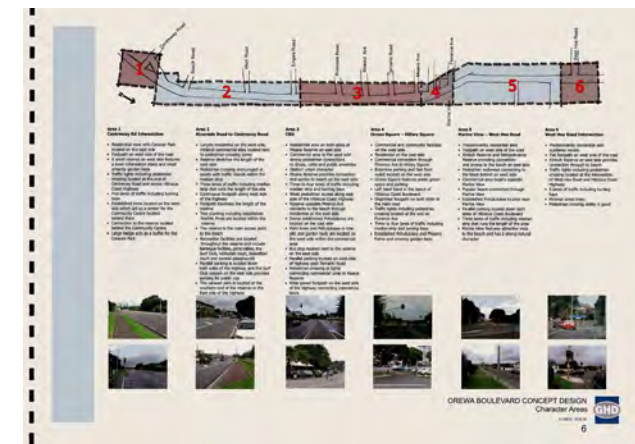
10.5 Funds identified in the long-term plan for the creation of town centre entrance designs will improve the entrance to the town centre and also support the Western Reserve as a focal point within the town for recreational/community focus.

10.6 In terms of broader, larger scale improvements - the indications of the extension to the National Cycle network are positive but disappointingly long-term with no funding for what appears to be relatively straightforward capital works. The simple improvements to 178 Hibiscus Coast Highway (known locally as Hilltop), are straightforward and beneficial to providing better pedestrian and cycling. Funds are identified in the long-term plan for improvements to cycle and pedestrian provision with a phased approach to improvements offering a methodical approach to the overall area enhancement of Ōrewa.

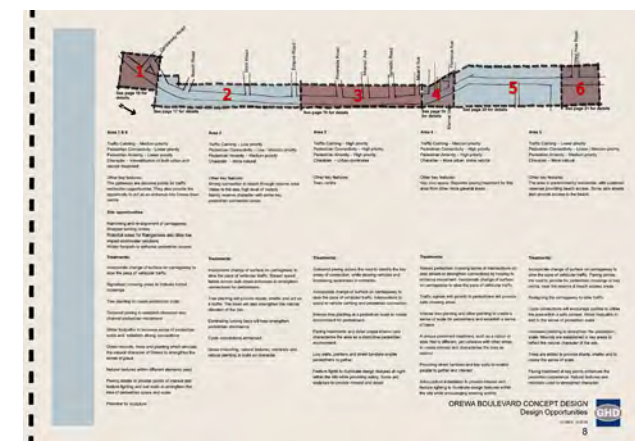
10.7 The plans for Ōrewa Boulevard, better streets, cycleways and the Vegetation Strategy indicate the framework for improvement to be investigated further and developed into a delivery plan for the town centre.

## Recommendations

- Coordinate the Vegetation Strategy with phased improvements to walkway/cycle routes in accordance with Auckland Transport Code of Practice (ATCOP). The town centre should be comprehensively appraised to provide an integrated walk and cycleways improvement programme for implementation.
- Plan for the completion of the Ōrewa Boulevard Project with priority given to Stage 2 entrance to the town from Western Reserve. Stage 3 to define the town's northern entrance which follows to follow on completion of Phase 2.
- Implement a design competition through Estuary Arts Centre for the town gateway designs and implement the winning design.



Pages from the Boulevard Concept Plan by GHD Ltd illustrate the future phases of the project.



- Implement localised improvement to foot ways as identified within the Be Accessible report.
- Re-evaluate the town centre area with the objective of prioritising pedestrian and cycle movement. Possible enhancement opportunities may arise from further footpath widening and reduction in vehicle lane widths.
- Investigate opportunities to enhance the area of Ōrewa Square as a further focal point public open space for the town centre. The future role of the Ōrewa Community Centre is important to this concept.



Ōrewa Beach Hop 2015 event.





Composite plan generated from the work of GHD Ltd for the former Rodney District Council. This plan illustrates the original scope of the Ōrewa Boulevard project from which one can see that only a small part has been completed to date. Large scale improvements of this type are expensive commitments but necessary to support the broader planning strategies of intensification within existing town centres and to build point of difference between town centres.



Better streets and more cycleways



Showing simplified Vegetation Strategy for the town.



Existing and proposed cycleways to establish a better network for cycling around the town centre.



10.7 Provision of a basic level of service for bicycle lanes is being achieved in many areas around the Auckland area that often do not have the natural advantages of Ōrewa's flat landscape character. The section drawing and the associated table are from Auckland Transport's ATCOP and demonstrate the most basic approach to improving cycle facilities. The illustration shows how this approach can be conceptually applied to Centreway Road. Detailed planning and development of an implementation plan will require separate study to develop a detailed design but one obvious effect of such an approach will be the reduction of on-street car parking.

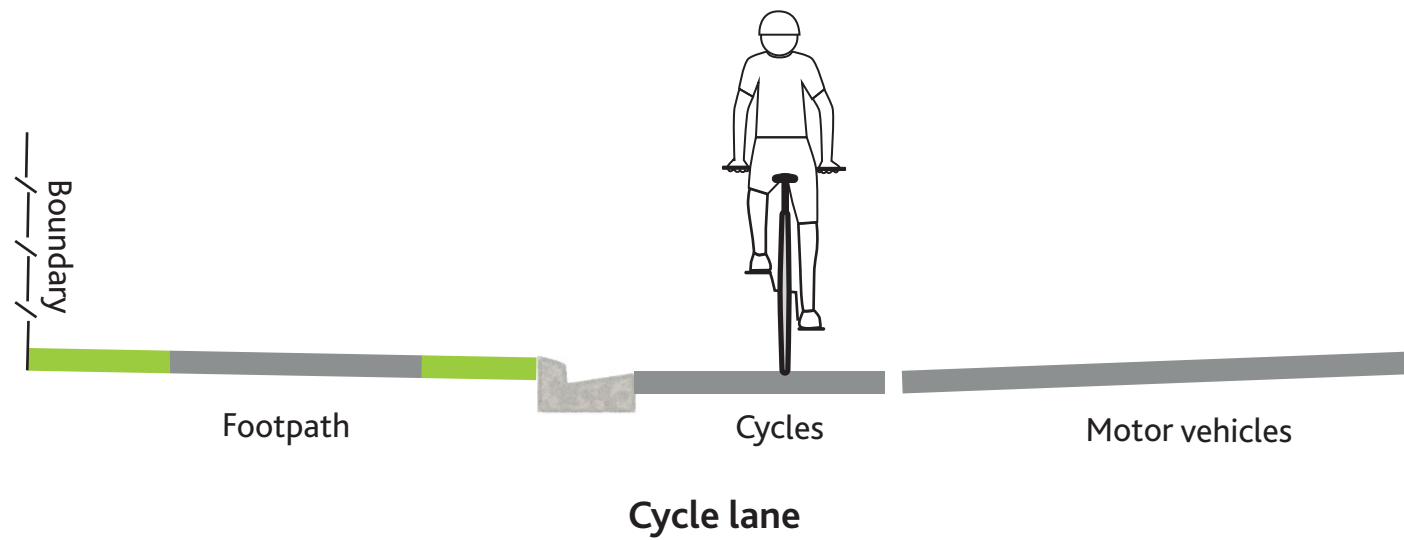
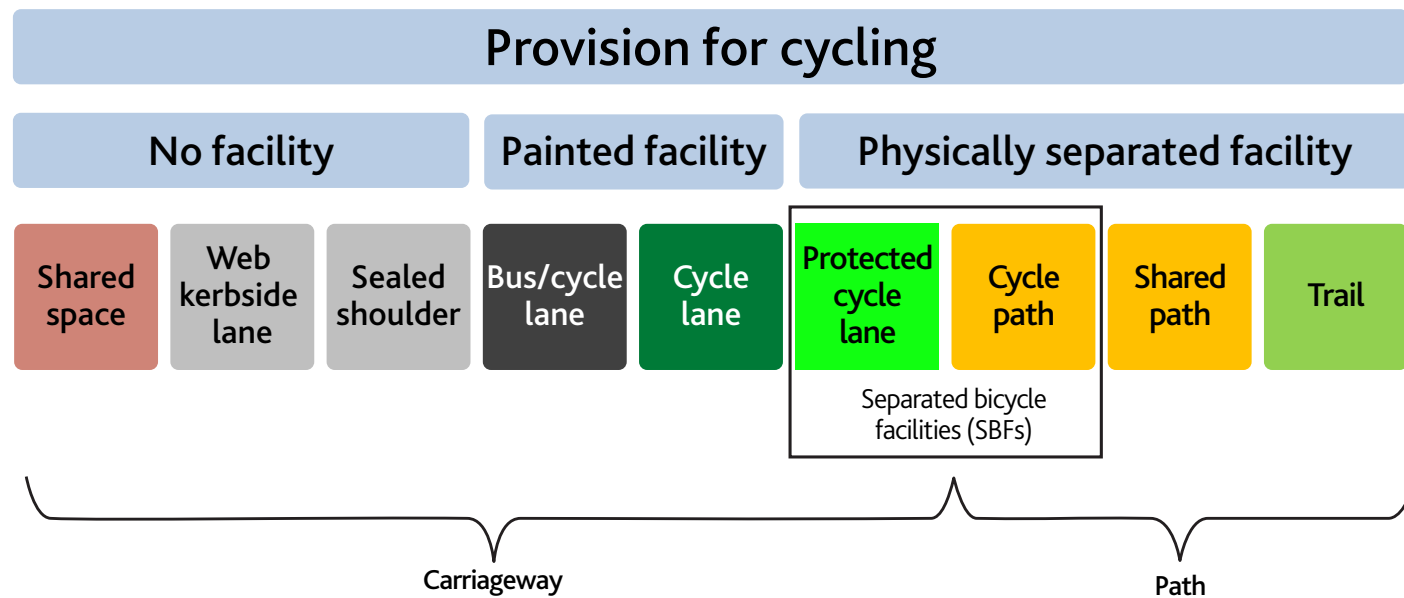


Illustration showing the most basic option for cycleway provision and the photograph below of how the provision would fit within the overall street. A related effect of implementation of this form of cycleway will be the loss of on street parking availability. The preferred, but more expensive solution, is to provide a separated shared path solution. This approach has the advantage of providing far greater safety for the cyclist and comprehensively pedestrian routes.



Low cost cycle lane provision, better than nothing but not the most desirable nor appropriate solution for a town of Ōrewa's importance.

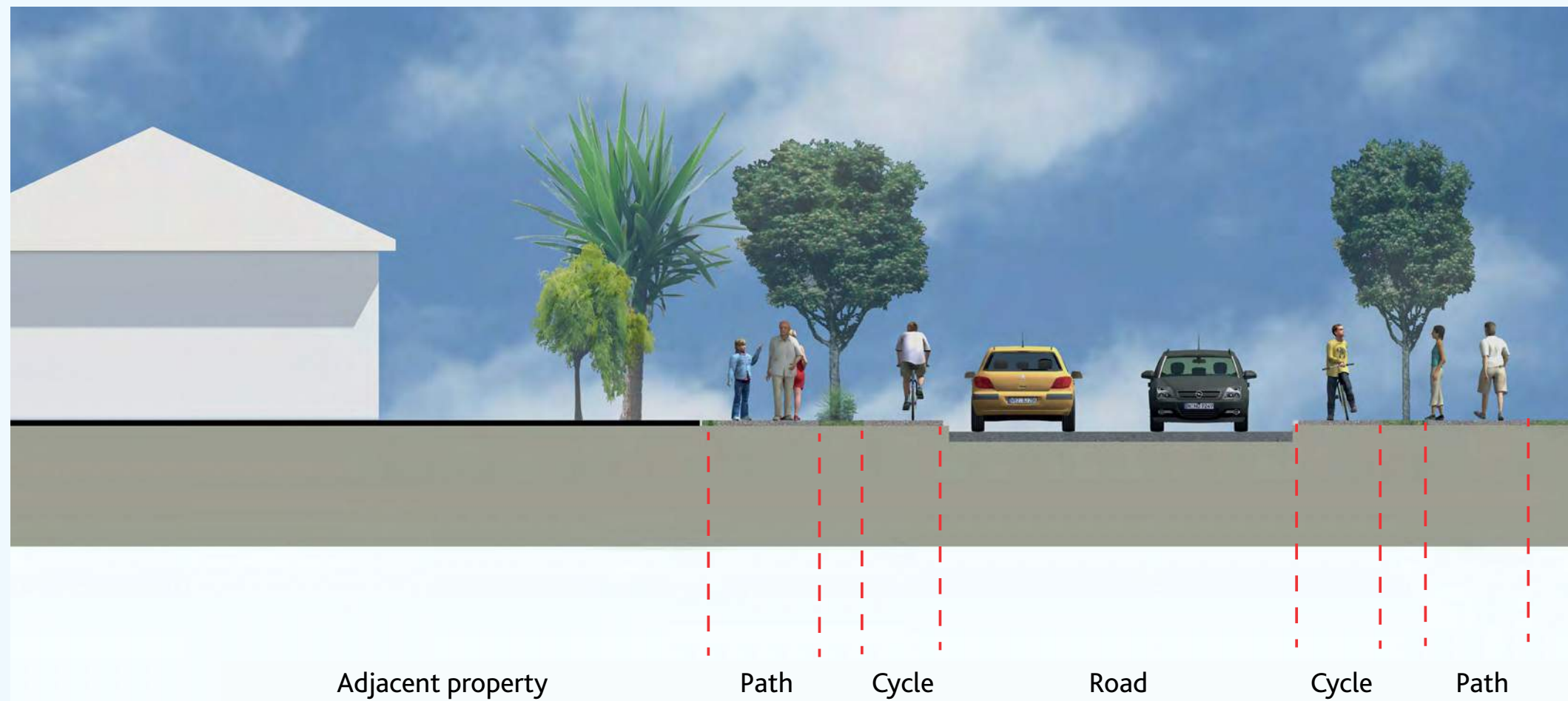


Te Ara Tahuna Estuary Cycleway and Walkway has proved very successful with many families and social groups making it a destination during the week and especially on weekends.





Illustrations of the preferred concept for enhanced walkway/cycleway facilities. Achieving the required width for footpaths and cycleways will require some narrowing of the road. Detailed analysis of the suggested roads is required to determine the most appropriate solution.





## 11. Project list

What we want to achieve	Project	Local board role	Other key agencies	Potential cost
<b>Create places that promote community such as a lively town centre, squares and parks and reserves.</b>	<p>Ōrewa Boulevard Project Stages 2 and 3.</p> <p>Advocate funding commitment by Auckland Transport to deliver original planned Ōrewa Boulevard. Stage 2 encompassing southern entrance to town (214 Hibiscus Highway to be costed and delivered first).</p>	Advocate to Auckland Transport and Auckland Council	Auckland Council Governing Body Auckland Transport	To be costed
<b>Create vibrant walkable environments that enhance economic viability.</b>	Develop and implement a walkway/cycleway improvement plan. Investigate and plan for the delivery of better pedestrian and cycleway facilities through the flat areas of Ōrewa and connecting to established routes.	Advocate to Auckland Transport and Auckland Council Governing Body	Auckland Council Governing Body Auckland Transport	To be costed
<b>Expand choice available to the community with new options for housing, jobs, shopping, recreation and transportation.</b>	Review and develop the town centre car parking strategy and related work undertaken by the former Rodney District Council. Anticipated shortfalls in town centre parking need to be addressed to support town centre redevelopment.	Advocate to Auckland Transport and Auckland Council Governing Body	Auckland Council Governing Body Auckland Transport	To be costed
<b>Create vibrant walkable environments that enhance economic viability.</b>	<p>Enter discussions with key landowners to understand any future development plans and how these may be supported in detail with improvements to the public realm.</p> <p>Review of the Ōrewa Square with the view of creating a civic space coordinated to the future development of the Ōrewa Community Centre.</p>	Advocate and liaison body with landowners and the Auckland Council Governing Body and Auckland Transport.	Auckland Council Governing Body Auckland Transport Panuku Development Auckland Business Community	To be costed
<b>Provide civic and cultural amenities that integrate the town centre with community life.</b>	Develop a position on the future long-term use for Council assets and how they may be utilised to support the town centre role.	Partner with Auckland Council Governing Body to deliver an asset review and possible development plan for the Ōrewa Library and Ōrewa Community Centre site.	Auckland Council Governing Body Auckland Transport Panuku Development Auckland	To be costed



ISBN 978-0-9951278-8-3 (Print)  
ISBN 978-0-9951278-9-0 (PDF)  
Auckland Council (2015).

Auckland Council (2021).