

K ROAD

THE STRATEGY FOR KARANGAHAPE ROAD IS TO REINFORCE ITS ROLE AS A COLOURFUL 24/7 ENTERTAINMENT ZONE WHILE AVOIDING THE GENTRIFICATION THAT MIGHT TAKE AWAY ITS EDGE, AFFORDABILITY, AND APPEAL TO CREATIVE BUSINESSES.

DEVELOPMENT CHARACTERISTICS AND OPPORTUNITIES TAKE ACCOUNT OF:

- 1 Multiple small lots with narrow frontages
- 2 One major arterial road that spatially defines the area
- 3 Good sunlight, elevation, and views
- 4 The significant number of heritage/character buildings along Karangahape Road's ridgeline
- 5 Greater development capacity away from ridgelines at the back of Karangahape Road
- 6 A topographical response, by restricting buildings to no more than 8 floors/30m (generally permitted = 15m) and further height constraints to maintain the view shaft and heritage streetscapes along ridgelines.

COMMERCIAL

46,000m²

÷ 20m² per worker = 2,300 additional workers

RESIDENTIAL

77,000m²

÷ 40m² per resident = 1,925 additional residents @ 2 residents per dwelling = 962 additional dwellings

CIVIC/ARTS

3,000m²

KARANGAHAPE ROAD

TOTAL (net) FLOOR AREA

126,000m²

NEWTON

POTENTIAL FOR A CONTEMPORARY AND SUSTAINABLE URBAN VILLAGE

Newton, sitting south of the central motorway junction ('spaghetti junction') in the city fringe, lacks a strong identity and has a mix of low-grade uses and buildings. However, it has the potential to become one of the best-quality, high-density urban villages in the country, as it is strategically located within easy access of all parts of the Auckland region. There is an opportunity to promote a contemporary, sustainable, residential-led, mixed-use urban village with all of the qualities associated with Ponsonby and Parnell.

This growth node contains the highest number of potential development sites (relative to land area) of all the City Rail Link growth areas. Development characteristics and opportunities take account of:

- Multiple small lots with narrow frontages
- Multiple major arterial roads that spatially define the area
- A significant public open space, Basque Park, in the southwest of the area

- Good sunlight, elevation and views
- A high degree of visibility from Maungawhau Mt Eden
- The area's topography, by restricting buildings to no more than 8 floors/30m (generally permitted = 15m), and further height constraints to maintain the view shaft and heritage streetscapes along ridgelines.

The urban village contains several distinct parts derived from the roads that pass through the area. Commercial redevelopment opportunities are particularly prevalent south of Khyber Pass Road, close to arterial roads, motorway intersections and the future station. This area contains multiple sites suitable for amalgamation to create buildings with large floor areas, as well as existing businesses and offices. There is a significant residential community within the southwestern area, centred around Basque Park. This area would benefit from formal recognition as a residential precinct, with accompanying protection in terms of noise limits and sunlight access to public open space.

Additional residential growth capacity is estimated to be 750,000m² of floor area, enough to house an additional population of around 19,000. This level of population will create a strong community and ease housing pressure elsewhere in the city.

To avoid Newton becoming a competitor to the city centre office market as a consequence of its current, less restrictive car parking standards, new parking maximums will be considered for introduction in the Unitary Plan. At the same time, Auckland Council will investigate developing a shared car parking building to serve new development in the area. This will reduce the need for on-site provision in the area and offer considerable urban form benefits.

To further understand Newton's potential to become a contemporary urban village, a full structure plan is required.

RESIDENTIAL

750,000m²

÷ 40m² per resident = 18,750 additional residents @ 2 residents per dwelling = 9,375 additional dwellings

320,000m²

COMMERCIAL ÷ 20m² per worker = 16,000 additional workers

NEWTON ROAD

TOTAL (net) FLOOR AREA

1,070,000m²

MOVE
105

ST DAVID'S

ST BENEDICT'S

SYMONDS ST CEMETERY



NEWTON DEVELOPMENT CAPACITY

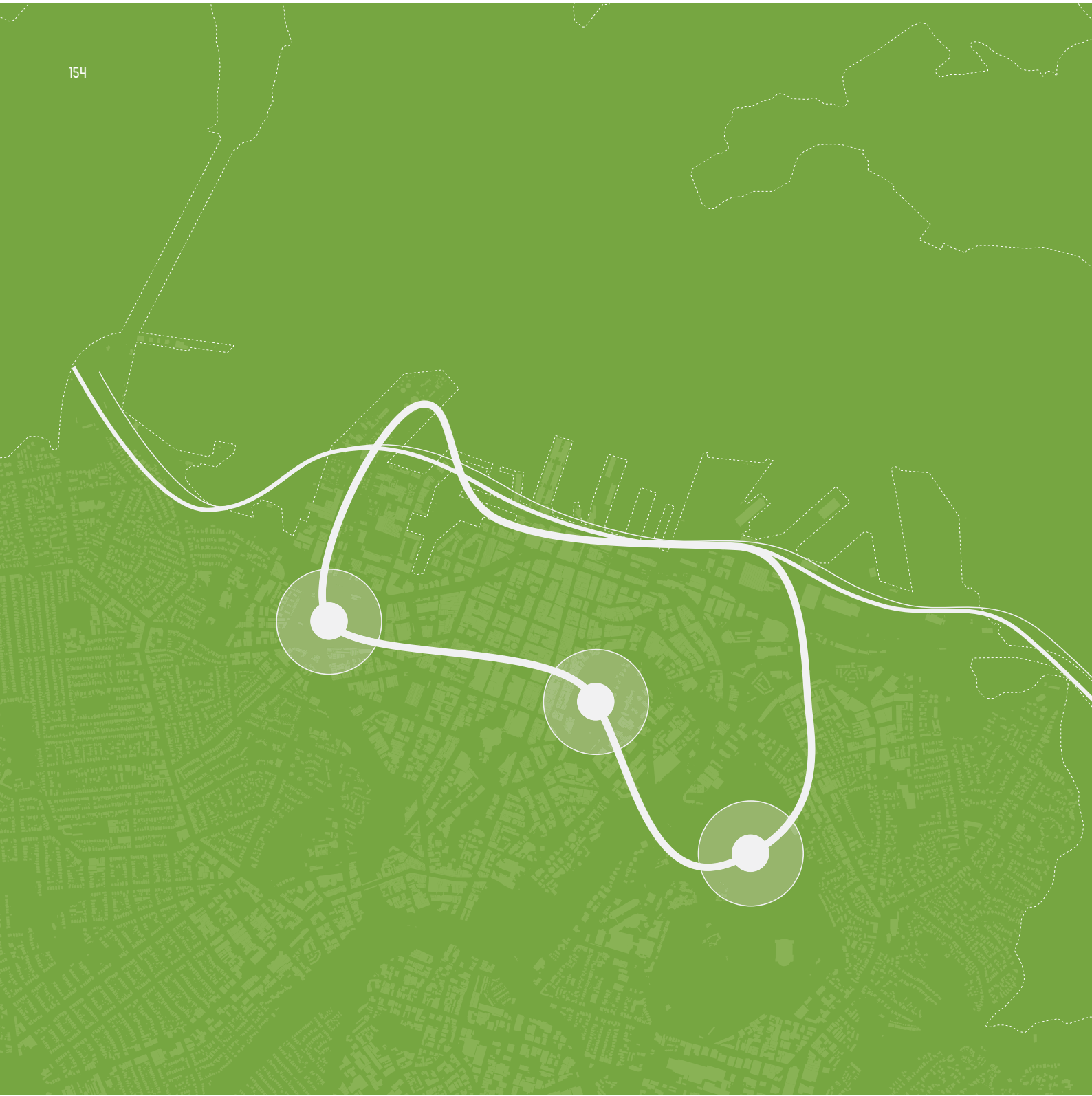
■ Potential built form



BASQUE PARK

MOTORWAY





The background is a solid green color with white dashed lines representing topographic map contours. The contours are more densely packed in the upper left and lower right areas, indicating steeper slopes. A prominent contour line runs diagonally from the bottom left towards the center.

06

THE GREEN LINK

*Connecting Victoria Park, Albert Park
and the Auckland Domain as Part of a
Blue-Green Park Network*

VISION

Our 2032 vision is to deliver the first phase of a city centre-wide, blue-green open space network from the eastern waterfront and the Auckland Domain through to Albert and Victoria Parks, and on to the Wynyard Quarter and the western waterfront. It will involve:

- Turning Daldy Street in the Wynyard Quarter into a linear park, connecting the quarter's flagship Headland Park with Victoria Park at its southern end
- Transforming Victoria Street into a high-amenity green link that will connect Victoria and Albert Parks
- Achieving better links for pedestrians and cyclists across Grafton Gully, and better connection of the Domain to the city.



BACKGROUND

In 2010 the renowned Danish urban design firm Gehl Architects undertook a public life survey of the city centre. It identified a lack of attractive walking routes between the city centre's open spaces as our key public realm deficit. Further, the projected residential and employment growth requires a commensurate increase in public open space.

Several of the larger open spaces (green rooms) are scattered in a loose east-west direction, from the Domain in the east, through to Albert Park, and then west to Victoria Park. Eventually, these parks will be joined by the sizeable addition of Headland Park at the tip of the Wynyard Quarter, blending our green park space into the blue of the Waitematā Harbour.

Sitting alongside these magnificent parks are several smaller city spaces, each with its own personality. They include the recently upgraded St Patrick's Square, Freyberg Place, Khartoum Place and the Viaduct Harbour's Waitematā Plaza and Market Square. Aucklanders use these

spaces to rest and meet friends, observe city life, jog or kick a ball around.

Each of the city's open spaces, large or small, has a unique personality; the challenge is to link them together yet retain their individuality.

The masterplan envisages uniting our parks and open spaces through a network of tree-lined links criss-crossing the city with green streets, giving residents, workers and visitors much more access to open space. The character of our parks and open spaces will be celebrated, where appropriate, through interpretation panels and enhancement schemes.

To help support the city's unique identity and character, native species will be our first choice for planting.

OUTCOME SCORECARD

- ✓ SO1 International Destination
- SO2 A Globally Significant Centre for Business
- ✓ SO3 Meeting the Needs of its Residential Population
- ✓ SO4 Culturally Rich and Creative
- ✓ SO5 An Exemplar of Urban Living
- ✓ SO6 Integrated Regional Transport System
- ✓ SO7 Walkable and Accessible City
- ✓ SO8 Exceptional Natural Environment and Leading Environmental Performer
- ✓ SO9 World-Leading Centre for Higher Education, Research and Innovation

MOVE
06



DALDY STREET LINEAR PARK

CONNECTING HEADLAND PARK AND VICTORIA PARK

Opportunities for new, sizeable open spaces in the city centre are mostly limited to the waterfront areas, particularly Headland Park in the Wynyard Quarter. Daldy Street becomes vital as a linear park, stitching Headland Park and Victoria Park together across Fanshawe Street, and joining the city centre's open space network with the Waitematā Harbour.

The connection between Victoria Park and Point Erin is another important blue-green link, stitching together the amenity and open space network in the city centre. Implementing the Waterfront Plan's Westhaven Drive project will be vital in achieving and unlocking the potential of this linkage.

The successful delivery of these plans is dependent on an effective partnership between Auckland Council, Waterfront Auckland, and Auckland Transport.

VICTORIA GREEN LINK

CONNECTING VICTORIA PARK AND ALBERT PARK

A green link is envisaged across the city from Victoria Park to Albert Park to the Domain. Green options exist on both Victoria Street and Wellesley Street, and will be subject to further feasibility studies and the development of a business case.

Victoria Street Linear Park will become the city centre's urban green link, allowing Victoria and Albert parks to merge. It will act as a breakout space for those visiting and working in the Engine Room and has the potential to become one of the postcard images of Auckland, with a wave of green vegetation down Victoria Street from Albert Park.

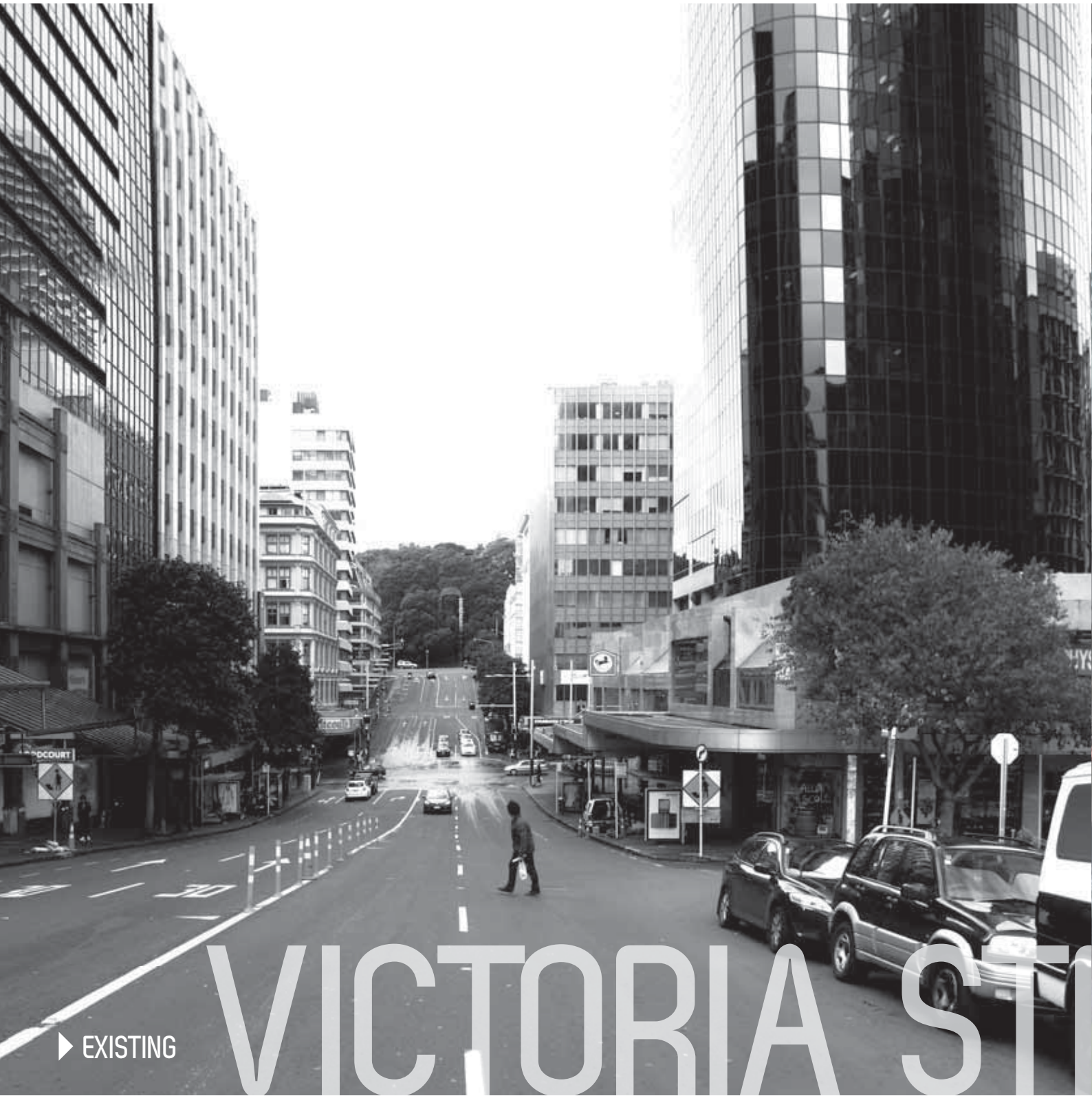
A linear park on Victoria Street will require fewer lanes for vehicles, wider footpaths, more green amenity and slower traffic movement. This will deliver a sequence of attractive, safe and engaging spaces or rooms that strongly integrate with the surrounding built form and land uses,

and celebrate the public life of the city centre. The street's traffic function can be maintained for the most part with a reduced number of buses continuing to operate along its length, and an improved cycling environment.

Victoria Street Linear Park also provides the opportunity to develop a green infrastructure network, incorporating ecological and biodiversity corridor principles to enhance environmental sustainability.

The implementation programme for this green link can be incremental and start with reducing pedestrian waiting times at all signalised intersections, removing left-turn slip lanes, introducing Barnes Dance crossings at all major intersections, and reducing on-street car parking, particularly where it indents the footpath.

Connecting two of the city's greatest assets with a linear park is subject to further transport modelling and discussion with affected property owners.



▶ EXISTING

VICTORIA ST



REET

▶ POTENTIAL

ALBERT PARK AND AUCKLAND DOMAIN

Grafton Gully and its motorway limit the connection between the city centre, the Auckland Hospital, and the Auckland Domain. While Grafton Gully is a natural topographical barrier, there are opportunities to enhance the connection between the city centre and one of its great parks.

This can be partly achieved by improving the pedestrian and cycle facilities along Wellesley Street and Grafton Road, to continue the city centre's open space network and link Albert Park to the Domain.

The eventual extension of the State Highway 16 motorway connection to the port will create an opportunity for Stanley Street to operate as a city street, and could include the extension of sporting facilities on its eastern side.

The intersections of Grafton Road and Wellesley Street with Stanley Street can become tighter, more attractive, and offer safer pedestrian mobility at modest cost. A more radical (and expensive) possibility is to place a lid on top of parts of Stanley Street to create a land bridge that could accommodate recreational opportunities: perhaps tennis courts, basketball courts,

five-a-side pitches and a covered swimming pool.

The University of Auckland is committed to exploring such opportunities in partnership with Auckland Council, Auckland Transport, the New Zealand Transport Agency and other agencies. Land currently held for public works (roadways) could, as part of a comprehensive approach, be re-assessed and re-assigned for the short- or long-term.



▶ EXISTING



▶ POTENTIAL

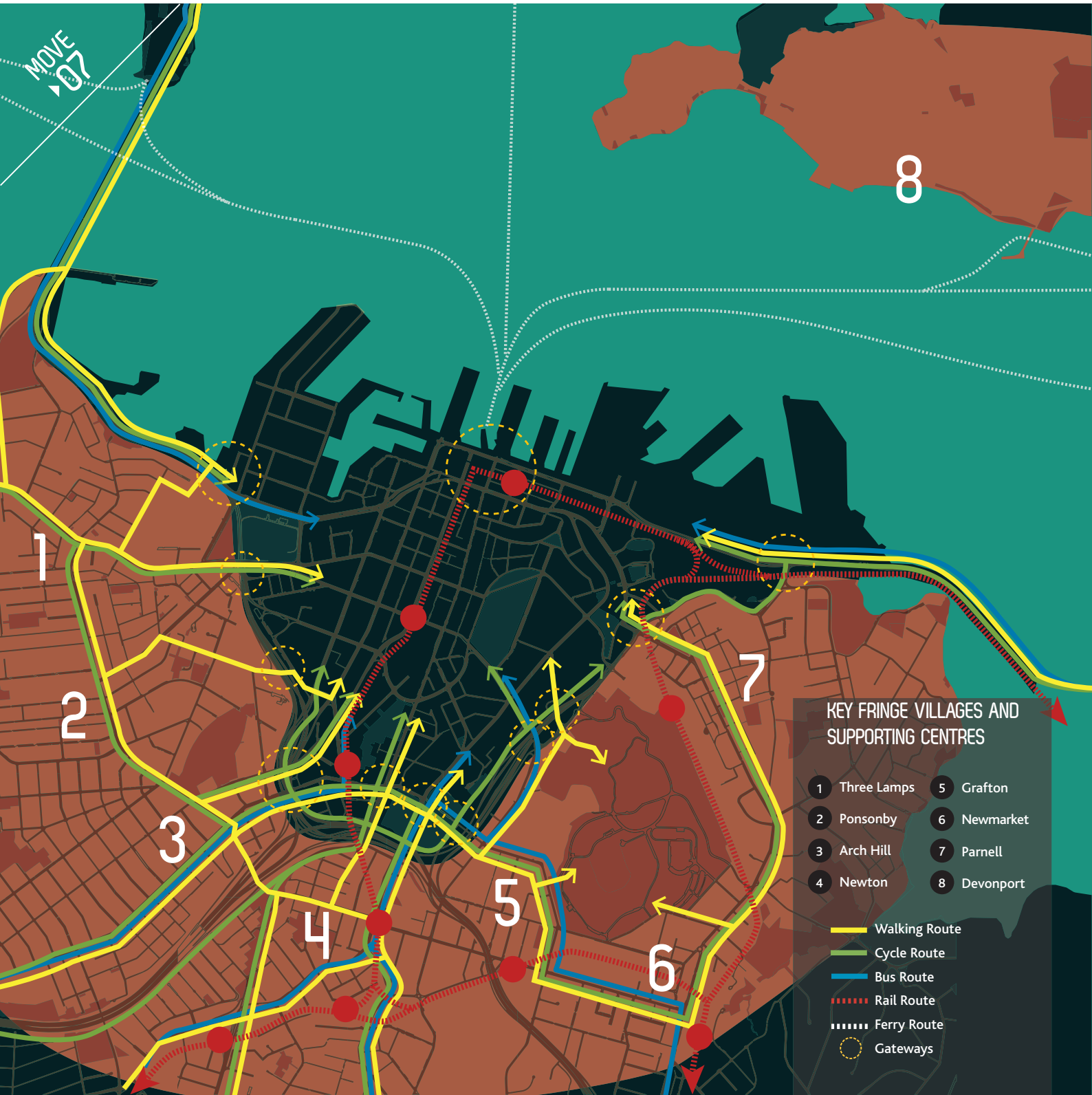




07

CITY TO THE VILLAGES

*Connecting the City
and the Fringe*



VISION

OUR 2032 VISION IS THAT:

- The walking and cycling journey between the city centre and its inner suburbs is a pleasure, not a chore
- Gateways into the city centre are celebrated
- Leafy boulevards link urban villages with the city centre and with each other
- Generous pedestrian and cycle connections cross the motorway, taking advantage of high views
- Convenient and frequent bus, ferry and possible future light rail services connect the city centre and its inner suburbs
- Local streets intercept and cross the motorway at various points and celebrate its form
- Native species dominate plantings in streets and gateways.

BACKGROUND

The central motorway junction, known as spaghetti junction, signalled the start of a new freedom of movement to the north and south of the city, and then the west and east. When work began in the 1950s, the emphasis was on getting through and past the city. This has been at the expense of the city centre's connections with the historic urban villages on its edge at the city fringe. These villages are vital to the city centre, as they house a large residential population.

Despite this, there are walking routes into the city from city fringe suburbs like Parnell, Ponsonby, Newmarket and Grafton. However, these routes are typically narrow strips alongside several lanes of traffic, and the walking experience can be unpleasant and confusing.

The challenge is to make this journey more pleasant and also capitalise on the motorway network. Beautifying and softening the motorway infrastructure will allow us to see its viaducts, trenches and sweeping bridges as vantage points for viewing our city, volcanic cones and harbour.

Recent improvements have already made a difference: planting beside the motorway, new motorway structures, and sculptural elements. Work is also under way to extend the off-road pedestrian/cycleway at Grafton Gully through spaghetti junction and connect it to the city centre at Symonds Street, Wellesley Street and Beach Road.

Walkability is just one aspect of the city to village connection. Auckland Transport will continue to work on providing more convenient and frequent bus services, and will investigate the possible use of light rail in the city centre. The Council and Auckland Transport will continue a programme of improving footpaths and providing more dedicated cycle infrastructure, trees, and better street lighting.

The physical extent of the city centre appears to stop at the waterfront and Devonport; the historic bridgehead to the

North Shore communities seems to be a different world. In reality it is similar to the urban villages of Parnell and Ponsonby in character, socio-economic profile and distance from the city. It is only two kilometres away, a 15-minute ferry journey, which is no more of a barrier than the motorway system. The masterplan sees Devonport as part of the city fringe, and the harbour as being at the heart of the city centre, a blue central park. Ferry services could be further enhanced, and the wharf buildings on both sides of the harbour have considerable scope for improvement so they can become destinations, rather than simply transit areas.

OUTCOME SCORECARD

✓ SO1 International Destination

SO2 A Globally Significant Centre for Business

✓ SO3 Meeting the Needs of its Residential Population

✓ SO4 Culturally Rich and Creative

✓ SO5 An Exemplar of Urban Living

✓ SO6 Integrated Regional Transport System

✓ SO7 Walkable and Accessible City

SO8 Exceptional Natural Environment and Leading Environmental Performer

SO9 World-Leading Centre for Higher Education, Research and Innovation

GATEWAYS

The motorway network that circles the city centre is vital for vehicle movement. The motorway is critical to many of the other transformational moves in this masterplan, as it brings people and goods to and from the city centre and relieves the city centre of much cross-town traffic. However, it is often regarded as visually unattractive and an imposition on the historic pattern of the city centre. Running mainly along the natural gully system, it strongly defines the city centre, giving it a citadel-like quality.

Perhaps we should consider celebrating the motorway and its overbridges as dramatic breaks in the general urban form. Some of the vantage points can be opened up to grand effect, while others can be concealed by development over the motorway.

BEAUTIFYING BRIDGES

Of the 14 bridges that cross the motorway network, the Symonds Street and Upper Queen Street bridges have been prioritised for beautification. They have been chosen as they connect the city centre to the proposed Newton City Rail Link growth node. They are currently austere, car-dominated environments. The level of intervention will be determined following detailed investigation, but could involve introducing artwork, pedestrian and accent lighting, new floorscapes and landscaping. Additionally, work can start on providing pedestrian and cycle access across the Wellesley Street bridge to Grafton Road.

UPPER QUEEN STREET ¹⁶⁹



► EXISTING



► POTENTIAL

PUTTING A LID ON IT

PARTS OF THE MOTORWAY NETWORK ARE EITHER SIGNIFICANT BARRIERS TO CROSS-CITY MOVEMENT OR UNEXPLOITED DEVELOPMENT OPPORTUNITIES, AND NEW OVERBRIDGES OR OVER-DEVELOPMENT CAN RESPOND TO THIS.

Parts of the motorway network are either significant barriers to cross-city movement or unexploited development opportunities, and new overbridges or over-development can respond to this.

Movement between the Auckland Domain and Albert Park is inhibited by the topographical barrier of Grafton Gully and State Highway 16. Modest enhancement of the crossing points at Grafton Road, Alten Road and Wellesley Street can reduce this. In the long term, one option is to develop an expansive land bridge to create a better pedestrian connection between the sites. There are also opportunities for new recreational space, such as tennis courts and five-a-side pitches.

Development could occur over parts of the motorway. An example is the west-bound State Highway 16 as it runs alongside Alex Evans Street between the Upper Queen Street bridge and the Symonds Street bridge. This would use the large retaining structure that already separates this stretch of motorway from State Highway 1. Such an intervention would require significant development and one or more landmark buildings to offset the cost and potential disruption.



▶ POTENTIAL

THE GREEN RAMP – SPAGHETTI VERDE

The redundant off-ramp (the old Nelson Street off-ramp) at the central motorway junction, or spaghetti junction, leading to upper Newton Road provides an opportunity for a bold yet low-cost intervention. The off-ramp could be repurposed as a linear park, much like the High Line in New York or the Promenade Plantée in Paris.

<http://www.thehighline.org/>,

<http://www.aviewoncities.com/paris/promenadeplantee.htm>.

Such a linear park could connect into the wider pedestrian and cycle network. This could be achieved by creating links off the Karangahape Road bridge or surrounding local roads such as South Street, Day Street, Galatos Street or Canada Street. The area could house art installations, or it could become a grand art intervention itself, with limited public access. The New Zealand Transport Agency is the owner of the ramp, and Auckland Council and Auckland Transport will lead the project.



▶ EXISTING



▶ POTENTIAL



► POTENTIAL

CONNECTING THE URBAN VILLAGES

AN EXTENSIVE NETWORK OF ROUTES, (STREETS, FERRY CONNECTIONS) LINKS THE CITY CENTRE TO THE URBAN VILLAGES IN THE CITY FRINGE. HOWEVER, THE ROUTES ARE OFTEN POOR QUALITY; THE STREETS ARE VEHICLE-DOMINATED AND THE FERRIES INFREQUENT.

PARNELL

Parnell is close to the city centre, yet its walking and cycling connections into the city centre are not good. The motorway system delivers high vehicle numbers onto Stanley Street from Grafton Gully. Auckland Transport is developing a new rail station to service Parnell, the Auckland War Memorial Museum and the Auckland Domain. The station's site should encourage development between Parnell and the city centre, extending the mixed-use,

vibrant character of Parnell through the former Carlaw Park site towards the city centre. This will also create a much more pedestrian-friendly environment, drawing people from the university and the eastern side of the city centre to the new Parnell station and Parnell village itself. The new station would create a strong stimulus for improved cross-Grafton Gully connections.

MOVE
07



▶ POTENTIAL

PONSONBY

The 'iconic' heritage suburb of Ponsonby with its many restaurants, cafés, art galleries and up-market shops running along the ridge line of Ponsonby and residential areas either side of it, is less than two kilometres west of the city centre. Prior to the construction of the SH1 Northern Motorway the area linked seamlessly into the city centre via many historic routes. However, many were severed with its construction.

It is important that those remaining connections are as good as they can be. Hopetoun Street, in particular, would benefit from enhancements such as a walking route to Ponsonby. Other development opportunities in the area include the proposals for the redevelopment of the

vacant and excavated site of the former DYC Vinegar Factory on Williamson Avenue, Pollen Street and Crummer Road. The mixed-use proposal comprising a supermarket, retail, offices and underground car parking alongside a residential neighbourhood arranged around small lanes, will make a valuable contribution to quality compact development in Auckland.

College Hill, on the east-west axis of the Green Link from the Domain to Victoria Park leading to the Three Lamps, should also be considered for enhancement.

DEVONPORT

The first impression ferry passengers, many of them tourists, have of Devonport is its wharf. Together with the space in front of it (Marine Square), it is a transport hub and interchange for ferries and buses. The area has been neglected over the years and is under-used.

A proposed upgrade of Marine Square creates a triangular boardwalk extending along the shoreline to the side of the wharf's first shed. This will form a new public space and offer a direct path from the wharf to Victoria Road. The more attractive setting is likely to encourage a high level of investment in the refurbishment of the wharf buildings and the ferry terminal.

A high-quality, public/private sector gateway development on the Devonport and Victoria wharves could take advantage of the new public spaces and attractive views to the Waitematā Harbour, city centre and Harbour Bridge. The project is a priority for the Devonport-Takapuna Local Board. About \$10 million of council and Auckland Transport funding is

already identified for the Marine Square enhancement, boardwalk and wharf building upgrade.

Beyond the wharves, Devonport has a great deal to offer as a city-fringe urban village, visitor destination and working hub, including the Navy dockyard and its facilities.

Continued improvement of the ferry service to Devonport, together with its possible expansion to other coastal nodes on the Waitematā and in the Hauraki Gulf, would significantly strengthen the connection of this part of the city fringe to the centre.

The proposed additional harbour crossing would further strengthen connectivity to the north, and reduced traffic volumes on the Harbour Bridge would allow for the introduction of a cycleway and improved public transport on the Harbour Bridge, as volumes of traffic reduce.

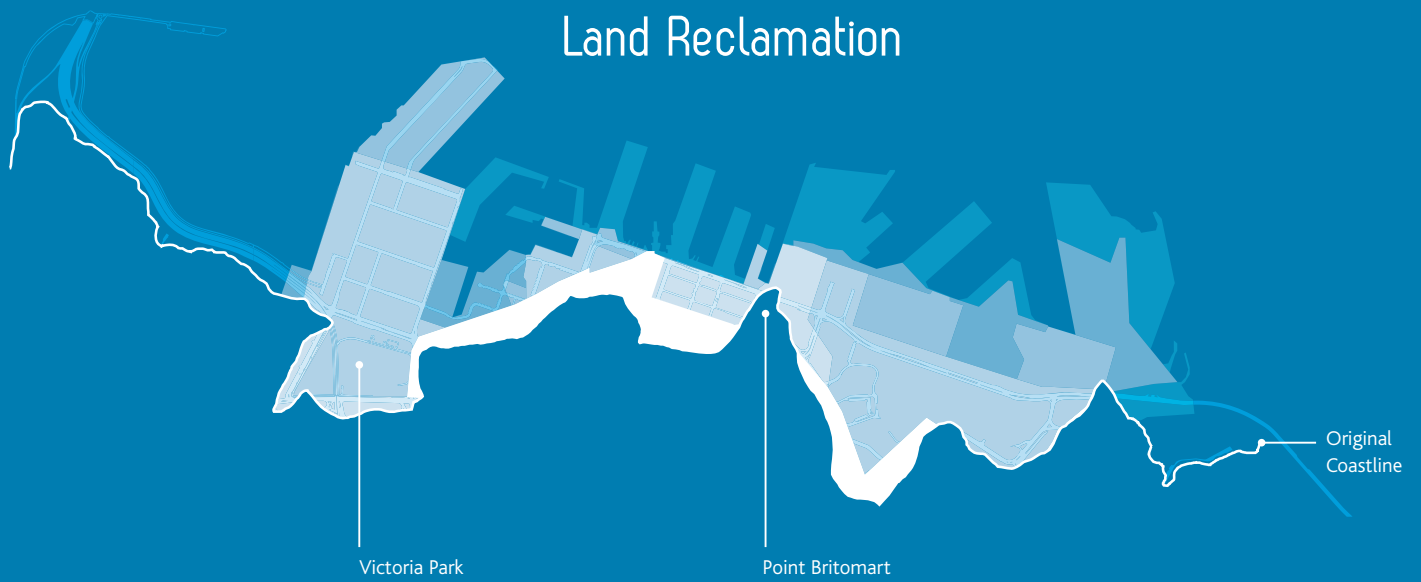






08

WATER CITY
*Revitalising the
Waterfront*



VISION

THE 2040 VISION FOR THE WATERFRONT IS:

A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and the sea.

14,000

PEOPLE ARE EXPECTED TO BE
EMPLOYED ACROSS THE WATERFRONT
IN A RANGE OF INDUSTRIES

BACKGROUND

The creation of a council-controlled organisation, Waterfront Auckland, underlines the importance that Auckland accords its waterfront, the public desire to see the area developed for a variety of public uses, and the recognition that a world-class waterfront is a key element in creating Auckland as a world-class city encouraging tourism and investment, and recognised as an attractive, liveable city.

Stage one of the Wynyard Quarter redevelopment opened to much public acclaim in August 2011. Tens of thousands of people have since crossed the new Wynyard Crossing bridge (te Whero) linking the Viaduct with the Wynyard Quarter, and visited Silo Park and the playground, the North Wharf bars and restaurants supporting the fish market on Jellicoe Street, Karanga Plaza, the tidal steps, and the Viaduct Events Centre. One of New Zealand's largest urban regeneration projects, the Wynyard Quarter will draw visitors, residents and workers along

Quay Street, through the Viaduct and over the Wynyard Crossing. Rugby World Cup in 2011 also saw the transformation of Queen's Wharf as a public space and events venue.

The success stories of new destinations along the harbour edge improve the city centre's destination offering and create a better relationship with the waterfront. These are exemplar developments, and set the benchmark for ongoing development along one of New Zealand's primary international gateways to commerce and tourism.

OUTCOME SCORECARD

- ✓ SO1 International Destination
- ✓ SO2 A Globally Significant Centre for Business
- ✓ SO3 Meeting the needs of its residential population
- ✓ SO4 Culturally rich and creative
- ✓ SO5 An exemplar of urban living
- ✓ SO6 Integrated regional transport
- ✓ SO7 Walkable and accessible
- ✓ SO8 Green City of Trees and Parks
- ✓ SO9 Walkable and Accessible City
- ✓ S10 Exceptional natural environment and leading environmental performer
- ✓ S11 World-leading centre for higher education, research and innovation



BY 2040 THE WATERFRONT
DEVELOPMENT WILL
CONTRIBUTE TO AUCKLAND:

\$4.29
BILLION

THE OPPORTUNITY

The details of Move 8 are included in the Waterfront Plan (Waterfront Auckland, July 2012), which is the strategic, 30-year redevelopment plan for areas controlled by Waterfront Auckland and its area of influence. These stretch from the water's edge back to the city's original 1840s shoreline, and from the Westhaven Marina in the west to Teal Park near Mechanics Bay in the east.

On behalf of Auckland Council and the ratepayers and public of Auckland, Waterfront Auckland is responsible for about 45 hectares of waterfront property, including Wynyard Wharf and the land north of Pakenham Street in the Wynyard Quarter, the Westhaven Marina, and part of Queens Wharf.

The Waterfront Plan, (which can be found at www.waterfrontauckland.co.nz), is a companion document to the City Centre

Masterplan, aligned by shared proposals at the interface between the city centre and the waterfront.

The waterfront plays a unique role within the city centre due to its:

- Exceptional, unique amenity
- Water access for recreation, trade and transport
- Concentration of water-related businesses such as marine and fishing industries, and the marina and port facilities
- Land availability and premium land values
- High-quality, popular residential and commercial offering.

Transformational Move 1 highlights the opportunity to 'stitch together' the waterfront and the city centre by

improving north-south accessibility as well as accessibility along the waterfront, the Harbour Edge. There is a strong focus on increasing pedestrian safety, walkability, and the number of easy connections from the Engine Room to the waterfront, which will allow people to explore the area.

The waterfront is expected to be a major driver of Auckland's economic future. By 2040 the waterfront redevelopment will contribute \$4.29 billion to Auckland¹⁹. Over the next 30 years, Auckland's waterfront redevelopment will directly support 20,000 new fulltime jobs in Auckland and will contribute indirectly to a further 20,000 jobs across the region. The cruise industry, tourism, events and construction sectors will play a significant role in this economic contribution.

THE OPPORTUNITY [CONTINUED]

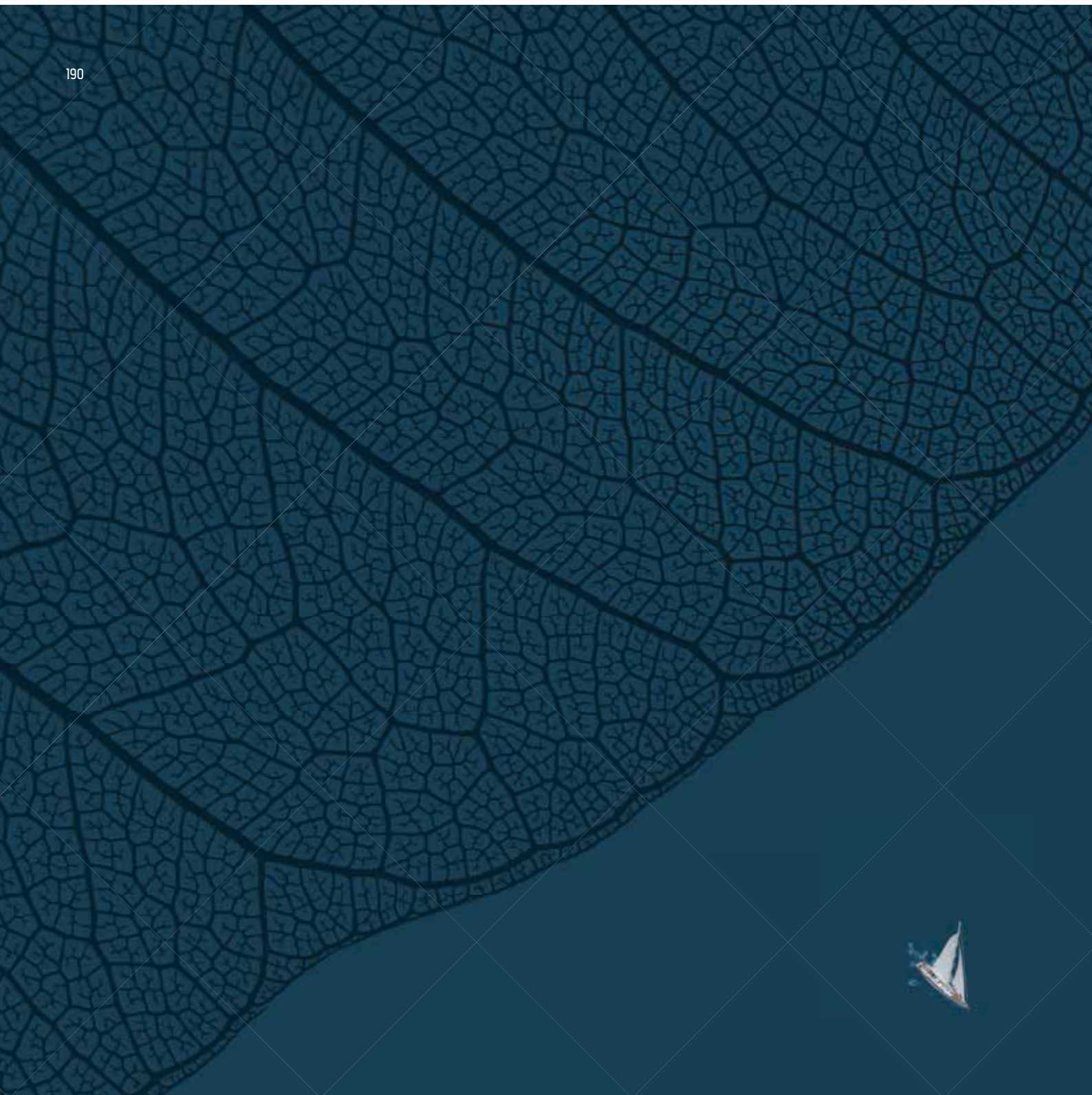
Nearly 14,000 people are expected to be employed on the waterfront across a wide range of industries including business services, food and beverage, retail, cultural and community services, marine and fishing. Some waterfront industries will be more concentrated and therefore more productive: it is expected that they will lift labour productivity by 16 percent. The importance of the waterfront revitalisation to the economic growth of the city is further reflected in the Economic Development Strategy (June 2012).

The Waterfront Plan will contribute to the delivery of the City Centre Masterplan through providing:

- Additional public open space, including parks, plazas, boardwalks and wharves. A 4.3-hectare park on Wynyard Point will be connected to Victoria Park by the Daldy Linear Park (contributing to Move 6, the Green Link)
- Enhanced public access to the water
- Urban transformation of the Wynyard Quarter to cater for significant employment growth, creating a new, mixed-use, commercial and residential neighbourhood
- An Innovation Precinct, focusing on ICT and digital media, as part of the Wynyard Quarter development (contributing to Move 4, the Innovation Cradle)
- A continuous pedestrian walkway and cycleway strengthening east-west accessibility
- A multi-use cruise ship facility in the refurbished Shed 10 on Queens Wharf, as well as event spaces and improved public amenity to complement the cruise hub functionality
- A home for the marine and fishing industries adjacent to the city centre, including the redevelopment of marina facilities and new superyacht refit facilities
- A number of new spaces and facilities to hold events that reflect Auckland's diverse population and cultural heritage, and activate this part of the city centre
- New, design-led, sustainable development that values the character and heritage of the waterfront
- A place to showcase innovative approaches to enhance the marine and natural eco-systems, conserve natural resources, minimise environmental impacts, reduce waste, build sustainably, and respond to climate change.







MASTERPLAN DELIVERY



DELIVERY

THE DELIVERY FRAMEWORK FOR THE MASTERPLAN IS SET OUT ACROSS FIVE AREAS:

1. WORKING IN PARTNERSHIP
2. EMBEDDING THE MASTERPLAN IN THE STATUTORY PLANNING PROCESS
3. MASTERPLAN INTERDEPENDENCIES AND TIMING
4. MASTERPLAN 10-YEAR PRIORITIES AND FUNDING
5. MONITORING AND REVIEW.



WORKING IN PARTNERSHIP

The masterplan is not just Auckland Council's vision for the city centre, but is owned by a range of public and private sector organisations. This is important, as its implementation requires the public and private sectors to work together. We will achieve this by:

- Strengthening links with the private sector. The City Transformation Projects Team will support significant private sector schemes, to ensure timeliness in the statutory processes
- Embracing the co-governance model, where Auckland Council works closely with the Waitemata, Albert-Eden and Devonport-Takapuna Local Boards
- Increasing partnership with the CBD Advisory Board to achieve value-added expenditure of the targeted rate and council funds on city centre projects
- Partnering with Auckland Tourism, Events and Economic Development (ATEED) to market the masterplan as a whole, and to market its opportunities to investment markets
- Partnering with Heart of the City to attract more quality retailers, (who will deliver the desired retail outcomes), and investigate schemes for shop front improvements and incentivising new investment
- Coordinating public sector investment via Auckland Council's City Transformation Team
- Using property assets owned by the Council and council-controlled organisations effectively, guided by a city centre taskforce comprising Auckland Council Property Limited, Auckland Transport Property Department and Waterfront Auckland, working with private sector developers and investors
- Raising the standards of architecture and heritage protection by working closely with the Urban Design Panel, the Auckland Council's Heritage Panel, and the Major Projects Design Review Team, and reviewing design guidance to ensure it continues to raise standards
- Partnering with The University of Auckland and Auckland University of Technology, through the Tertiary Education Network Partnering Agreement, and with the polytechnics and wananga through the development of the Auckland Tertiary Education Cluster
- Auckland Transport, Auckland Council and the New Zealand Transport Agency working together to deliver the Integrated Transport Plan
- Forming a sustainable partnership with Māori as part of the Māori Relationship Framework (discussed in the Auckland Plan), and engaging Māori in realising the vision for the city centre.

Auckland Council will be responsive to the needs of the private and tertiary education sectors, and create an environment of certainty and streamlined processes.

The Council is committed to the following high-level principles for a workable masterplan, developed in discussion with the private sector:

- The city centre is a business-friendly place
- Cultural change is focused on collaboration and 'making things happen'
- Realistic and prioritised expectations are set
- There are clear investment plans with clear delivery time frames
- There is good decision-making capability
- Resources are not spread too thinly
- The approach to public transport and major projects is holistic and integrated
- There is collaboration on legislative interventions.

STATUTORY PLANNING

This masterplan will be embedded into the Unitary Plan, to guide the form and function of development in the city centre. The broad outcomes identified here will help to inform the objectives and policies for the city centre. These will include details on zoning, bonus schemes, height restrictions, view lines, and design standards.



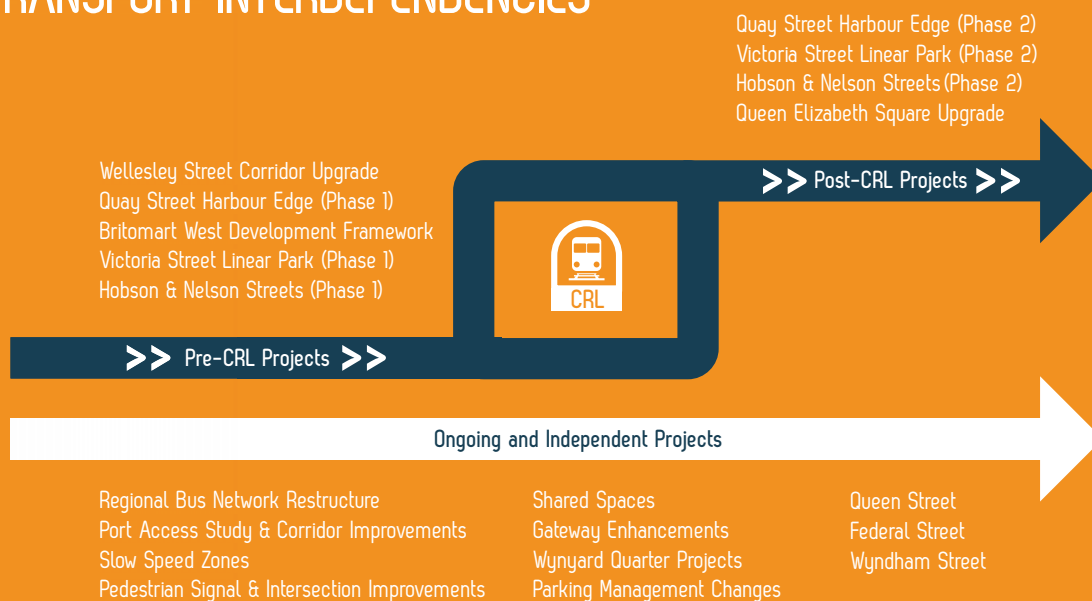
MASTERPLAN INTERDEPENDENCIES AND TIMING

Delivery of the masterplan's transformational moves and projects will occur in overlapping 'episodes' that take account of the identified place-shaping factors (page 41), particularly the changing economic picture.

The timing of the episodes will be influenced by the sequencing and interdependencies between projects, by the consequential impacts of one major intervention on another; for example, how they relate to the City Rail Link, which will have interim and long-term impacts on the transport network.

The most critical transport projects, designed to support city centre economic activity and growth, and achieve the masterplan's vision, are presented in detail in the Auckland Transport Integrated Transport Plan (which can be found at <http://www.aucklandtransport.govt.nz>).

TRANSPORT INTERDEPENDENCIES



BASED ON THE ECONOMIC PICTURE (PAGE 42), AND THE INTERDEPENDENCIES (PAGE 195), THE FOLLOWING EPISODES ARE PROPOSED:

1 Episode 1 (2012–2022)

Transformational moves focused on energising the Engine Room, realising the Water City (including the Wynyard Quarter) and emphasising the Aotea Quarter as the civic and cultural heart of the city centre will be advanced first. The area from harbour's edge to mid-town will be reinforced through the City Rail Link with a new station at Aotea. Associated moves will create the necessary impetus for change elsewhere in the city centre.

This episode will also respond to other planned investment activity in the city centre; for example, the New Zealand International Convention Centre, scheduled to open in 2016, and the ultra-fast broadband rollout.

2 Episode 2 (2020–2032)

Episode 2 will see further consolidation of Episode 1. Its primary focus will be on the growth potential around the new City Rail Link stations at Karangahape Road and Newton, and better connecting the city fringe to the city centre.

3 Episode 3 (2025–2042)

Delivery of the moves needs to be in step with the demand for development, so this episode's transformational moves, around the Victoria Quarter and Quay Park, will coincide with favourable market conditions. Both areas are to an extent dependent upon significant long-term infrastructure projects to catalyse transformation, i.e. the Victoria Quarter will be shaped by the proposed additional Waitemata harbour crossing off-ramp on Cook Street, and Quay Park by changes to the existing rail line and strategic road connections.





MASTERPLAN 10-YEAR PRIORITIES AND FUNDING

This masterplan has been prepared against a backdrop of significant demands on public sector funding. Without substantial public sector investment the city centre's full potential will not be realised.

Significant public expenditure is needed to fund the City Rail Link (total cost about \$2.86 billion as at 2012), an additional Waitematā harbour crossing of a combined road/rail tunnel (total cost \$4.2 to \$4.7 billion), and redevelopment of the waterfront (total cost about \$2 billion).

Some of this public sector cost will be paid for through general and targeted rates and development contributions, but additional measures will need to be explored to meet the full cost. The Auckland Plan identifies future funding mechanisms the Council is exploring to support the masterplan and other transformational programmes.

Auckland Council's Long-term Plan (LTP) 2012-22 allocates \$130 million to delivering the City Centre Masterplan over the next 10 years. It is possible that this will be supplemented by up to \$200 million of city centre targeted rates and \$325 million in private sector funding over the same period. The Council's investment can leverage private sector investment to achieve transformational change in the area.

Prioritisation criteria used to determine the LTP budget allocated to the masterplan were:

- The extent to which the masterplan strategy of transforming the Harbour Edge/Engine Room and energising the Aotea Quarter as the civic and cultural hub is supported

- The ability to attract and increase significant private investment
- The fit with the masterplan's identified interdependencies; specifically, the extent to which delivery of the City Rail Link (CRL) is supported, or at least not hindered
- The contribution to the Auckland Plan's and the masterplan's outcomes
- The extent of support from public and key stakeholders.

Based on these key priorities, the Council's \$130 million direct masterplan funding for capital works is to be spent on five broad investment packages, each comprising a number of complementary projects. The five packages in priority order are outlined on the following pages.



01

Engine Room/Harbour Edge (LTP funding – \$37.4 million, private funding \$200 million)

- Phase 1 of Quay Street upgrade (pre-CRL)
- Lower Hobson flyover demolition (post-CRL)
- Redevelopment opportunities of Britomart West sites, including the Downtown Car Park (post-CRL)
- Start of Phase 2 Quay Street upgrade (post-CRL)
- Emily Place public space upgrade (independent of CRL)
- Beach Road public space upgrade (independent of CRL)
- Queen Street enhancement and retail action plan (independent of CRL).



02

East-West Stitch (LTP funding – \$37.9 million, private funding \$50 million)

- Federal Street Shared Space between Wellesley and Victoria Streets (independent of CRL)
- Hobson Street and Nelson Street upgrade between Victoria and Fanshawe Streets (post-CRL work on Albert Street, timed to coincide with the completion of the New Zealand International Convention Centre)
- Federal Street upgrade between St Patrick's Square and Fanshawe Street (independent of CRL)
- Federal Street upgrade between Victoria Street and St Patrick's Square (independent of CRL).



03

Aotea Quarter (LTP funding – \$20.2 million, private funding \$50 million)

- Bledisloe Lane upgrade (independent of CRL)
- Upper Queen Street enhancements (independent of CRL)
- Myers Park upgrade (independent of CRL)
- Redevelopment opportunities (Council site/buildings related to CRL or its accommodation strategy)
- St James Theatre restoration investigation (independent of CRL).



04

Cycleways and Connections (LTP funding - \$2.8 million, NZTA funding \$10 million)

- Cycleway link from northwestern cycle path along Grafton Gully (independent of CRL)
- Nelson Street disused motorway ramp (independent of CRL)
- Upper Queen Street bridge enhancement (independent of CRL)
- Wi-Fi city centre zone created (independent of CRL).



05

Victoria Street (LTP funding - \$31.7 million, private funding \$15 million)

- Upgrade of Victoria Street between Nelson and Queen Streets (timing to be determined to fit CRL construction constraints)
- Upgrade of Victoria Street between Albert Park and Queen Street (timing to be determined to fit CRL construction constraints).



Masterplan 10-year priorities and funding [continued]

The LTP 2012-22 has allocated significant funding for the city centre over the 10-year period, additional to the masterplan budget. Other budget lines totalling over \$2 billion include the City Rail Link, public transport improvements (bus and ferry), road maintenance and renewals, parks and reserve maintenance and enhancement, social infrastructure projects, and tourism- and marketing-related activity.

The LTP also allocates \$160 million of additional funds to Waterfront Auckland. Together with an expected \$1.5 billion in private investment, the waterfront - particularly the Wynyard Quarter - will continue to be revitalised. Improvements will be carried out as follows:

1. Wynyard Quarter headland, marine, Jellicoe and Central Precinct
2. Wynyard Point heritage yacht basin
3. Queens Wharf public space and cruise facility
4. Integrated public transport solution linking the Wynyard Quarter to Britomart
5. Waitemata Plaza upgrade.

In addition to the new LTP 2012-22 projects, the following masterplan-related projects under the previous LTP will be completed by 2015:

- Fort Street area upgrade (\$9.4 million)
- Lorne Street stage 2 upgrade (\$2.4 million)
- O'Connell Street upgrade (\$4.3 million)
- Khartoum Place upgrade (\$1 million).

A detailed breakdown of all projects identified in the masterplan, including those to be delivered beyond 2022, can be found in the Implementation Addendum to the Auckland Plan, which will be updated annually.



MONITORING AND REVIEW

The outcome targets set out on page 38 will be monitored every two years to chart progress and, where necessary, take corrective action.

The masterplan will be subject to formal reviews every six years to include engagement with key stakeholders and the public. This will be aligned with the

Long-term Plan (LTP) process, to allow consideration of any necessary changes to funding. The next review will take place in 2018, and allow for an assessment against progress on the City Rail Link.

Regular updates on masterplan progress can be found on the Auckland Council website at www.aucklandcouncil.govt.nz.

GLOSSARY

AGGLOMERATION BENEFITS

The private sector/land-use benefits that come from concentrated clustering of investment in an area, due to economies of scale and the effects of greater networks.

AMENITY

A feature that provides comfort, convenience or pleasure, such as calm streets, attractive buildings, public spaces and trees.

BARNES DANCE

An intersection where pedestrians can cross in every direction, including diagonally, at the same time.

BOULEVARD

A broad avenue in a city, usually having areas at the sides or centre for trees, grass or flowers. It will have generous footpaths and possibly cycle lanes, benches, play areas, a marketplace etc.

CAMPUS

The grounds and buildings of a university or college.

CITY FRINGE

Residential areas bordering the city centre; for example, Parnell, Newton, Herne Bay, Ponsonby and Devonport.

CONNECTIVITY

Extent to which urban forms permit (or restrict) movement of people or vehicles in different directions.

CONSULTATION

Communication between people/groups to seek or give advice, information, and/or opinion. It can be used to identify or resolve issues. Participants must be willing to listen and change, give/receive adequate information, and allow sufficient time for the process.

CPTED PRINCIPLES

Crime Prevention Through Environmental Design. A proactive crime prevention strategy used by planners, architects, police and others. CPTED advocates that design and effective use of the built environment can reduce the

incidence and fear of crime.

There are three principles of urban safety: awareness of the environment, visibility by others, and finding help.

CRITICAL MASS

An amount necessary or sufficient to have a significant effect or to achieve a result.

DEVELOPMENT CONTRIBUTION

Collected from developers, under the District Plan, for developing public facilities, including open spaces and parks.

DOUBLE-PHASED PEDESTRIAN CROSSING

Pedestrian crossing after each traffic light phase.

FINE GRAIN AREAS

Broad zones get broken down into finer grained precincts and sub areas.

FINE GRAIN USES

An intimate, tightly knit street network, built form, or a rich mix of relatively small businesses, uses or activities.

FUTURE-PROOF

To plan something in such a way that it will not become ineffective or unsuitable for use in the future; for example, catering for future population growth.

GATEWAY

Entrance to a place. In the public realm, a gateway can be signalled by trees planted close together, by a change in paving materials, by street lighting at a pedestrian scale, and by the built environment, including landmark buildings.

GENERAL RATE

A charge (calculated using the rateable value of property) that is paid to Auckland Council to fund its general services.

GREEN ROOF, GREEN WALL

Vegetation growing on roofs and walls.

GREEN STAR RATING

National, voluntary scheme that evaluates the environmental attributes and performance of New Zealand's buildings using a suite of

rating tools. Green Star was developed by the New Zealand Green Building Council, in partnership with the building industry.

HAPU

A sector of the large kinship group that Māori call iwi.

HIGH-DENSITY HOUSING

Sometimes townhouses but more typically apartments of at least four storeys high.

IWI

A collection of whānau or hapū related through blood. The largest social unit in Māori culture.

KAITIAKITANGA

Guardianship, care, custody. A kaitiaki is someone who undertakes these roles.

LANEWAY

Small, side, mid-block streets that connect with the Queen Street Valley and Britomart.

LAYOVER

In transportation, a layover is some form of a break between parts of a single trip.

LEGIBILITY

The ease with which people can find their way around an urban space.

LINEAR PARK

Green space running the length of existing pedestrian and transport corridors.

MANA

Authority or control; influence, prestige or power.

MANAAKITANGA

Serving or providing for others; hospitality and generosity to guests.

MIXED-USE SCHEME

A building or development with a mix of uses: residential, retail, commercial.

MODAL SHIFT

Change in the habitual pattern of transport use. It typically refers to a shift to public transport, cycling and walking.

NODE

Place where activities and routes are concentrated, for the benefit of a community.

OPEN SPACE (PUBLIC AND PRIVATE)

Public open space includes reserves, parks, walkways, beaches, playgrounds, urban squares, sports fields and so on. This outdoor space is free to use and shared by the public. Private open space is outdoor space that is privately owned, such as private gardens.

PLACE-BASED

Planning and development based around a specific location. It takes a holistic approach to social, economic, environmental, and cultural well-being.

PLACE-SHAPING

Planning to create attractive, prosperous and safe communities.

POCKET PARK

A small park accessible to the general public, on a vacant building lot or on small, irregular pieces of land.

POLICY

Refers to a plan of action or a process that reflects the

approach taken or the rules adopted by Auckland Council or other regulatory agencies.

PORTAGE

This refers to the practice of carrying watercraft or cargo over land to avoid river obstacles, or between two bodies of water. A place where this carrying occurs is also called a portage.

PROMENADE

A paved public walk. It could accommodate pedestrians, cyclists, roller-bladers etc.; be tree-lined; have a wide footpath and seating areas. Promenades are typically located by a river or a waterfront.

PRECINCT

A distinctive city centre location defined by its character, use, buildings or geography.

PUBLIC REALM

Publicly owned open space and amenities.

GLOSSARY [CONTINUED]

QUARTER

Similar to a precinct, but generally encompassing a larger area.

RADIAL ROUTE

Transport routes that radiate from the city centre to other parts of the region.

RANGATIRATANGA

The right to exercise authority; self-management or sovereignty.

SHARED SPACE

A shared space is a street which is shared by pedestrians and vehicles. Conventional road devices such as kerbs, lines, signs and signals are replaced with a people-oriented public space with improved areas for walking, cycling, shopping and outdoor seating.

STRATEGY

A plan of action to reach the long-term vision.

SUNSET POLICY

This is a policy for phasing out support for something.

SWALE

A stormwater device of low-impact design that collects stormwater runoff from roads, footpaths and residential lots and prevents flooding by allowing the water to seep underground.

TARGETED RATE

A rate that is raised from a particular user group to fund a particular service or facility.

TRANSIT ORIENTATED DEVELOPMENT (TOD)

Mixed-use residential or commercial area designed to

maximise access to and the use of public transport. TODs are generally located within a radius of 400 to 800 metres of a transit stop.

VALUE PROPOSITION

This is a promise of value to be delivered and a belief from the customer that value will be experienced.

WAHI TAPU

A sacred site, a burial place.

WAKA

Ancestral canoe – all iwi affiliate to one.

WANANGA

A publicly-owned tertiary institution that provides education in a Māori cultural context.

WHAKAPAPA

The pedigree of a person, whānau, hapū or iwi, which begins at an ancestor and works downward towards oneself.

WHANAUNGATANGA

Relationship or kinship.

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ISBN 978-0-473-2190-8
ISBN 978-0-473-2189-0
ETPL-0205-05/12

THE MANY ILLUSTRATIONS IN THE MASTERPLAN ARE NOT INTENDED TO BE ABSOLUTE SOLUTIONS BUT RATHER INDICATIONS OF THE POSSIBLE. ALL PROPOSED ACTIONS WILL BE SUBJECT TO DETAILED INVESTIGATION AND COSTINGS