Auckland City Council Future planning framework version 3.0 9 September 2010 EXHIBIT NUMBER* Extraormitions: Total Auckland EXHIBIT NUMBER* Extraormitions: Limp 2.1 Produced by M. E. Limp 2.1 Will M. Devince. in X. N. COUNT REP: RESISTION. SAME 16/2/y
AUCKLAND City Council

Foreword

Future planning framework

Auckland city is a fantastic place to live and work. As lifestyles and communities in the Auckland isthmus change over time, this section of the city needs to evolve in tandem with these. If Auckland is to continue being a great city, planning for its future is essential.

Predicting how the isthmus will look and function in the future is important to everyone. The council has taken an extensive look at how to best meet the needs of local businesses and residents.

By dividing Auckland city into eleven geographic areas, the council painted a picture of how we think Auckland city could look in 2050.

Among other factors, we took into account the growth in Auckland's population, the challenges facing Auckland in terms of lifestyle choices, and our built and natural environments.

Draft plans were shared with the community so people could give their feedback on how the city and their particular areas could grow and change. Hundreds of responses were received,

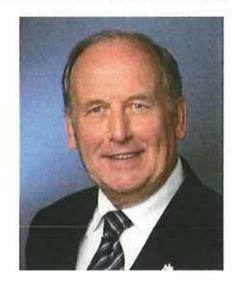
The original objective was to use this document, revised in response to the community feedback, to inform processes such as the district plan review and future capital works programmes.

With the "Super City" amalgamation of local authorities imminent, it was decided not to proceed with a new isthmus district plan for the Auckland City Council area.

Instead, the council is showcasing the Future Planning Framework project as a potential district planning tool for the new Auckland Council. A number of precinct plans have been developed as examples of local area planning, based on the research and feedback gained from the project. Three have been included in this document.

The council will also prepare position papers that could assist the new council in its preparation of one district plan for the whole region. This report together with the three precinct plans and position papers will form uniquely researched planning information to help guide the future growth of an enlarged city.

The Future Planning Framework process is now drawing to a close. It has been an extremely productive journey, recognised by the New Zealand Planning Institute with its top award for 2010. This is a wonderful tribute to all who have contributed — planners, councillors, and development professionals alike, and most importantly, the community.



"It's been an extremely productive journey..."

Corone & Bushelond

Councillor Graeme Mulholland JP
Deputy Chairperson, City Development Committee
Chairperson, Future Planning Framework Working Party



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1 Introduction

1.1 What is the future planning framework?

The future planning framework paints a picture of how the Auckland isthmus could look in the future. It shows important aspects of the historic landscape that need to be respected or protected, how land should be used and how and where growth and development should occur. While Auckland city includes the Hauraki Gulf islands, this plan is about the Auckland isthmus, which is the mainland part of Auckland city, comprising the city centre and the majority of the city's residential neighbourhoods and business areas. References in this document to Auckland city generally mean the Auckland isthmus. References to Auckland region correspond to the area within the Auckland Regional Council boundaries.

The future planning framework has been developed to support Auckland City Council's overarching vision for Auckland city and its high-level strategies. The vision and strategies reflect the community outcomes defined in the council's 10-year plan. The main body of work comprises a synopsis of the research recently completed, a citywide spatial framework and eleven area plans.

During the course of preparing the framework the New Zealand Government announced its intention to create a single unitary council covering the whole of the Auckland region. The future planning framework provides the future Auckland city administration with a basis for developing the future district plan for the Auckland isthmus. It also provides the new administration with a potential approach for spatial planning across the wider city.

The district plan is the main instrument governing land use in the city. Other implementation tools include the council's capital works programme, its operational activities, bylaws and advocacy programmes. The framework has also been designed to inform other council documents and policies such as asset management plans.

Draft area plans were shared with the community for an eight-week period commencing mid-March 2009 so people could give their feedback on how the city and their particular areas could grow and change. Nearly 800 individual responses were received offering 1753 comments on aspects of the future planning framework. The framework encapsulates many of the ideas offered during that phase.

In April 2010 version 1.0 of the future planning framework won the Nancy Northcroft Planning Practice Award at the New Zealand Planning Institute conference. Version 2.0, completed in June 2010, improved upon version 1.0 and version 3.0, completed in September 2010, includes precinct plans for four important locations, demonstrating the full future planning framework approach. An area plan has also been included for the city centre and ensures a greater level of planning integration across the whole of the Auckland isthmus.

1.2 The work in outline

Due to the complex issues that the city faces, the council has adopted a three-tiered approach to planning for its future.

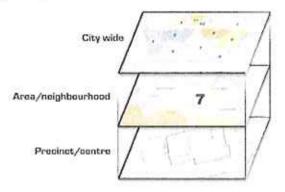


Figure 1: Three tiered approach of the future planning framework.

The first two tiers concentrate on what should happen at a citywide level and with respect to particular areas (or neighbourhoods) within the city.

The third tier of planning is at the precinct (or centre) level. During 2009 and 2010 four precinct plans were prepared. The development of these precinct plans completed and demonstrated the full scope of the future planning framework methodology, while also addressing the needs of some key areas identified in the development of this plan. Four precinct plans can be found in chapter 6. Additional precinct plans can be developed in the future.

In summary, the work in completing this plan has encompassed the elements shown below.

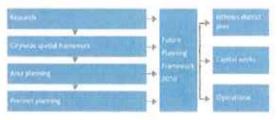


Figure 2: Four elements of the Future planning framework

1.2.1 Research

Alongside the citywide, area and precinct planning, ongoing research is being carried out into matters that affect Auckland city and how best to plan for and regulate these.

The research and analysis contributing to the development of the future planning framework has focused on:

- · the historic landscape
- · citywide performance analysis
- demographics
- transport
- · centres, corridors and employment
- · three waters (wastewater, stormwater, fresh water).

You can read more about the research findings and what they mean in terms of planning for the city's future in chapter 2 of this future planning framework.

1.2.2 Citywide planning

The citywide spatial framework expresses spatially and in words the key medium and long-term outcomes for the Auckland isthmus at a citywide scale.

The citywide spatial framework applies to the entire Auckland isthmus. It works within the direction set by the council's vision, strategies and key goals to plan for how the city should grow and change in the long term (up to 2050).

There are three main aspects to the citywide spatial framework:

- research into how Auckland city is performing with respect to the different aspects of community well-being (social, environmental, economic and cultural), including a comparison with similar cities worldwide (summarised in chapter 2)
- a drawing together of Auckland city's community outcomes and the council's vision, high-level strategies, key goals and associated plans and analysing what they mean from a planning point of view, then using this information to define the key outcomes we want to see happen for Auckland city in the medium to long term (we call these outcomes key moves; you can read more about them later in this chapter)
- a spatial framework setting out how all the above elements should work together to shape long-term growth and change in Auckland city in order to create a genuinely sustainable city.

Read more about the citywide spatial framework in chapter 3. Information about the council's vision for Auckland city and the supporting high-level strategies is provided later in this chapter.

1.2.3 Area planning

Eleven area plans have been developed for the Auckland isthmus. Each plan relates to a defined area (or neighbourhood) within the city. These areas may or may not correspond to existing ward boundaries.

The 11 areas are:

- City Centre
- Avondale/Blockhouse Bay
- Eastern Bays
- Eden/Albert
- Maungakiekie
- · Mt Roskill/Hillsborough
- Newmarket/Parnell
- Otāhuhu
- Remuera/Meadowbank
- Tämaki
- Western Bays.

Area plans focus on how land could be used, what activities could occur and what outcomes the council is seeking to achieve for each area in the next 10 to 40 years (up to 2050).

The 11 area plans have been integrated with the citywide spatial framework so that the planned outcomes for each area reflect the key moves that the council is aiming to achieve at a citywide level.

Read more about the area plans in chapter 5.

1.2.4 Precinct Plans

Precinct plans have been prepared for the following locations:

- · Onehunga principal centre precinct plan
- · Church-Neilson business precinct plan
- · Pt Chevalier/Western Springs precinct plan
- · Mt Albert precinct plan

There are many other locations that may warrant precinct planning in the future. The precinct plans, shown in chapter 6, allowed the approach to be developed and demonstrated for locations with quite different characteristics.

1.3 The council's vision for Auckland city

The Future Planning Framework gives effect to the council's vision for Auckland city as First City of the Pacific, This vision was developed in consultation with the community in 2000.

The vision sums up what Aucklanders want their city to be: a city that people would choose to live in, do business in or visit if they did not already live here.

First City of the Pacific

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Reading our potential

Enterengen reputation

Acting collaboratively

Figure 3: Vision for Auckland city

The council's vision is supported by an urban design framework and sustainability policies. Read more about urban design and sustainability in chapters 2 and 4.

The council faces a number of challenges and opportunities in achieving its vision of Auckland city as First City of the Pacific.

These include:

- · ensuring economic sustainability
- · accommodating rapid population growth
- responding to demand for social and physical infrastructure
- · addressing increasing traffic congestion
- · preserving the natural environment and resources
- · attracting globally competitive businesses
- · maintaining residents' quality of life
- managing growth while respecting heritage and sense of place.

The council must use its resources efficiently and effectively while working with other agencies and the community to address these challenges and taking proactive steps towards making its vision a reality.

In order to make it clear for the community where the council will focus its efforts and how its resources will be used, the council has developed six strategies. These strategies outline the council's high-level directions and priorities with regards to six aspects of life in the city.

The strategies are:

- lifestyle choices encouraging and providing diverse arts, culture, sports and events experiences for Aucklanders
- quality natural environment protecting and improving the quality of our unique natural landscape and ecology
- strong and healthy communities providing safe communities, places and events for all Aucklanders to have fun and learn
- transport choices working together to provide lasting transport choices for all
- quality built environment managing Auckland city's growth to ensure high-quality urban design and retention of our character and heritage
- economic development acting as a catalyst and creating the right environment for economic growth to deliver jobs and an improved standard of living.

Read more about these strategies and how they relate to this future planning framework in chapter 3.



1.4 The council's role

The council provides a wide range of infrastructure and services for the city. These combine with what is provided by other public and private sector agencies and businesses to allow the proper functioning of the city. However, no other single agency has the range of functions that the council has, or the degree of responsibility for leadership in city planning. The future planning framework is a plan for the Auckland isthmus that is intended to provide integrated solutions to the key challenges facing the city as it evolves over the next few decades.

The council is committed to managing growth well and making Auckland an internationally competitive city with a great range of choices in areas such as education, employment, housing and leisure. The council wants to help attract new business and events and to make Auckland an attractive place for both existing and future residents and for visitors by looking after its unique natural landscape and other important values. We are particularly committed to protecting the city's heritage and applying quality design principles to the built environment.

All of the agencies, including the council, responsible for building and running the city, will need to work together to ensure its success and the future planning framework provides a basis and focus for this collaboration, both in its formation and its execution.

1.5 Key moves for the Auckland isthmus

A synthesis of existing strategic directions and the work done in the preparation of the future planning framework has resulted in a set of key moves being defined in the future planning framework. These are the common threads that run through the entire document and allow better integration between the three levels of planning.

Integrated planning is also promoted in that the key moves are expressed spatially in the medium term – next ten years – and the long term – out to 2050. Where applicable these will be given effect through a new district plan for the Auckland isthmus.

The key moves are listed below.

Enhance the city centre and waterfront

- integrate business, retail, education, leisure, community, recreation, health and residential uses to make a functional and inviting 'whole'
- promote the city centre as a world-class destination and the gateway to the Hauraki Gulf islands
- reconnect the harbour to the city centre and the city centre to its surrounding suburbs
- create a heart the city centre as the primary focus of Auckland city's civic, cultural and commercial life.

Develop lively centres

- create a network of high-quality, vibrant, mixed use centres of different size and function
- · make centres more accessible
- promote high-amenity, high-quality design that reinforces a sense of place for local communities
- provide services in centres, focusing on those centres and surrounding communities where growth will occur.

House our growing population well

- direct new housing to the right places, focusing growth in or around centres first and along specific corridors and arterials where appropriate
- protect the parts or elements of the city, neighbourhoods and recognised built heritage that are cherished the most
- promote housing choice and high-quality building design
- encourage affordable housing that enhances quality of life.

Be economically competitive

- protect existing business land and provide for employment growth
- facilitate higher density employment around key transport nodes and in corridors
- promote clusters of complementary economic activity and ensure that there is infrastructure in place to support them.

Connect communities

- advocate an easy-to-use public transport system that integrates the rail, bus, ferry, pedestrian and cycle networks
- Improve transport connections and choices to the city centre and across the city
- support community interaction by providing a network of accessible community facilities close to centres and transport networks,

Green the city and protect our heritage

- recognise and protect those aspects of our historic landscape that include iconic features, landscapes and groups
- recognise and protect Auckland city's natural and cultural (including built) heritage
- enhance and maintain existing green corridors, and develop new ones
- facilitate access to regional parks and the Hauraki Gulf Islands, and enhance the city's beaches
- ensure that key growth areas have enough highquality public open space for residents, workers and visitors.

The key moves are summarised in the following concept map. A more detailed explanation of how each of the six strategic themes addresses the key moves is provided in chapter 3.

The city centre will be the heart of the city (shown in red) supported by a city centre fringe, principal centres (shown by red circle) and town centres (shown by orange circle). Most future population growth will be directed to existing and future mixed use and apartment living areas (shown in light orange on the map). These areas are found in and around centres and along corridors and are supported by key transport routes and services.

Future employment growth will also go into the city centre and other centres and into business development areas (shown in purple). Business development areas are dedicated to employment uses and protected from other uses that would compete for this space.

This combination of development and transport infrastructure provides a clear future urban form for the city that reflects and respects the historic landscape and natural values of the Auckland isthmus.

Ongoing improvements in transport infrastructure and services will provide a sustainable mix of transport options ensuring the efficient movement of people, goods and services.

Long-term growth and development will not be at the expense of the things we value and our quality of life. Key natural features, including our unique volcanic field and coast, will be protected and over time joined up by green links.

1.6 Key concepts included in the framework

The maps outline the following key concepts relating to land use:

Centres

Centres are places of relatively intense land use which include a diverse mix of uses and perform a multitude of functions. Centres are places where people live, work, shop, socialise and use community services and facilities. A classification of centres has been developed to help in the understanding and future role of centres in the overall centre network. Types of centres include the international city centre (referred to in earlier plans as the CBD), principal centres, town centres, local centres and neighbourhood shops. These are explained in more detail in chapter 4.

City centre fringe

The city centre fringe includes those areas immediately surrounding the city centre that relate closely with the city centre due to proximity. This is a complex environment, containing a number of well-established centres, such as Newmarket, and comprises a mix of residential, retail and commercial activity.

Descriptions of the built form outcomes relating to these key concepts are explained in more detail in chapter 4.

Business development areas

These are employment areas that can support more jobs, a mix of commercial and industrial activities and that have good accessibility. They are areas in which opportunities for economic growth and additional jobs are promoted.

Business nodes

Business nodes are located in business development areas. They include office or administrative outcomes focused around rapid transit stops and where possible near to town centres. They support intensive employment uses but do not provide retail, social and community services other than in support of local business needs.

Corridors

Corridors display linear connectivity of centres, business and/or residential development, typically of higher densities, supported by accessibility to key transport infrastructure. Types of corridors identified include business corridors and mixed use (enterprise) corridors of which there are high- and medium-intensity sub-categories.

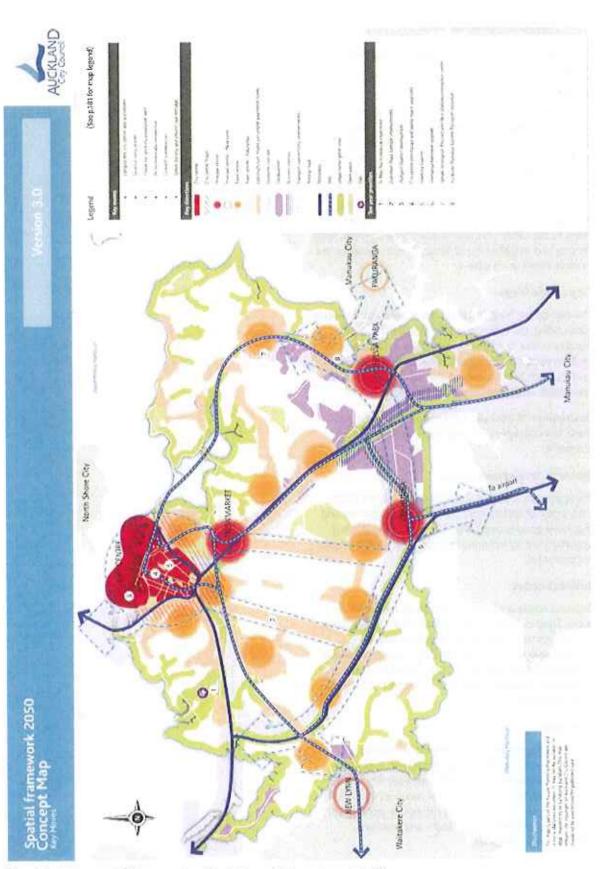


Figure 4: Spatial framework 2050 – concept map (See 7.5 Appendix E for map legends (p.181)

5.2 Avondale/Blockhouse Bay area plan summary

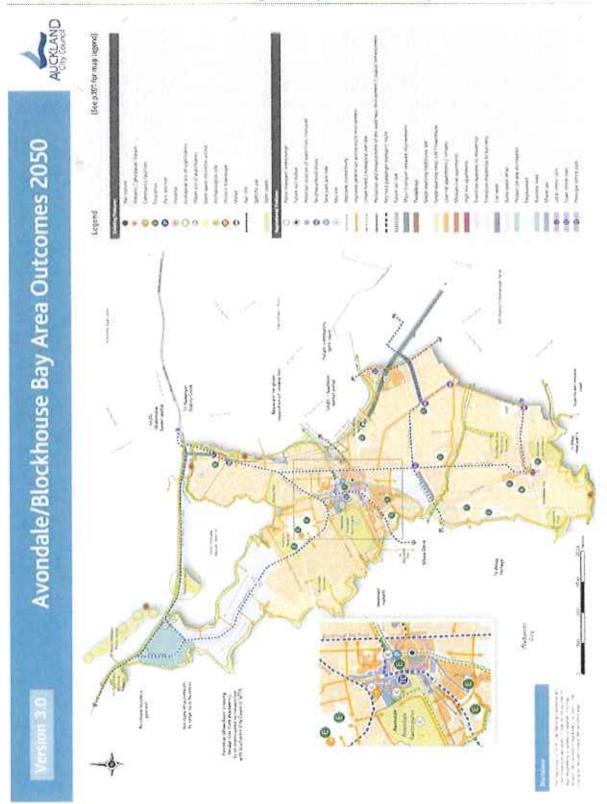


Figure 43: Avondale/Blockhouse Bay area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))

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This summary is a snapshot of how the Avondale/ Blockhouse Bay area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working towards.

The area at present

Located in the west of the Auckland isthmus, the Avondale/Located in the west of the Auckland isthmus, the Avondale/Blockhouse Bay area includes the suburbs of Rosebank, Waterview, Avondale, New Windsor and Blockhouse Bay. The communities in the area are some of Auckland city's most diverse, with many Pacific Island and Asian people represented among its approximately 40,000 residents (about 10 percent of Auckland city's population).

The area has a mix of single houses on medium to large sites and more recent infill housing. The Avondale/Blockhouse Bay area also has substantial areas of industrial and business activity, providing jobs for more than 10,700 people.

The area is well known for its racecourse and its Sunday markets. The Avondale/Blockhouse Bay area also boasts the most continuous cover of indigenous forest remaining in the city (on the cliffs at Blockhouse Bay) and several key cultural heritage sites of significance to Māori based around the Whau River and its estuary, Manukau Harbour and Te Auaunga-Oakley Creek.

Challenges and opportunities

Providing for both residential and business growth is a key issue for the Avondale/Blockhouse Bay area. Preferably, the bulk of growth in the area will occur around Avondale town centre (within walking distance of the railway station) with new development being well managed and high quality. It is also important that better use is made of the area's existing business land, with further development envisaged on the Rosebank Peninsula, at the Lansford Crescent business area and within Avondale town centre.

Recognising and supporting the differing functions of the area's business and retail centres will also be crucial if they are to thrive. Some local and neighbourhood centres will need to expand if people are to have shops and services within easy walking distance.

Infrastructure (including stormwater, wastewater and transport) must be provided to cater for growth. While major transport infrastructure projects scheduled for the near future (the relocation and upgrade of Avondale railway station and the extension of State Highway 20) will improve access to the area, there is still a need for better public transport and pedestrian and cycling facilities, and improved connections between residential and business areas.

People will also need places to play and relax, and although there are significant open spaces in Avondale/Blockhouse Bay area, some (such as the coastal walkway) are underdeveloped or seen as unsafe, while others (such as the racecourse) are in private ownership. New Windsor, in particular, is underserved in terms of parks and recreational facilities.

Key outcomes

Table 5 lists some of the key outcomes that the council will seek to achieve for the Avondale/ Blockhouse Bay area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already under way, with funding allocated in the council's 2009 10-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot achieve an outcome, but needs to advocate to others to provide it, this has been indicated.

Table 5: Key outcomes for the Avondale/Blockhouse Bay area between now and 2050

Green the city and protect our heritage

The natural heritage values (including geological features) of the Avondale/Blockhouse Bay area are respectfully managed, which may include:

· Protecting and enhancing Whau Creek and Te Auaunga-Oakley Creek with their drainage functions retained.

The ecological values of the Avondale/Blockhouse Bay area are protected and enhanced by:

- Providing green linkages along the Manukau and Waltematä Harbour coastlines; Te Auaunga-Oakley Creek and Whau Creek;
 Irom Whau Creek to Craigavon Park and Blockhouse Bay Recreation Reserve; through the Avondale Racecourse to the coast;
 and along the western railway and north-western motorway. The council will advocate to the New Zealand Transport
 Agency and ONTRACK for the latter two
- Managing Motu Manawa-Pollen and Traherne Islands, and the forest on the Manukau Harbour's coastline in a way that
 respects their ecological values.

The cultural heritage values (including archaeological and Māori sites of significance) of the Avondale/Blockhouse Bay area are respectfully managed. Particular areas of focus may include:

- Te Auaunga-Oakley Creek
- · Motu Manawa-Pollen Island Marine Reserve
- Waterview Interchange
- · Te Whau Point,

The heritage values of the Avondale/Blockhouse Bay area are retained, including those associated with the residential heritage and traditional town centres in the area. Growth eras that may be particularly evident in the Avondale/Blockhouse Bay area include:

- · Victorian/Edwardian growth
- Inter-war development
- · Post-war development
- · Recent growth.

Avondale consists predominantly of development from the post-war era, with some minor areas from the recent growth era.

Open spaces within the Avondale/Blockhouse Bay area are safe, secure, accessible and welcoming:

- There are low-rise apartments and terraced houses (two to four storeys) alongside sections of Te Auaunga-Oakley Creek and
 on the southern side of Avondale Racecourse, increasing surveillance over parts of those open spaces
- The Impact of development associated with State Highway 20 on Waterview Reserve is minimised
- Through the State Highway 20 Waterview extension project, the council's current provision of open space in the area is
 maintained and the State Highway 20 project assists in delivering the council's strategic objectives for the open space
 network for the areas affected by the project
- In the long term, open spaces in New Windsor are improved, including a new community open space at 72-80 Tiverton Road
- · Heron Park is more accessible
- The area's open spaces cater well for pedestrians and cyclists, in particular along the coastal esplanade, across Alan Wood Reserve (from Methuen Road to Hendon Road), at Riversdale, Eastdale, Chalmers and Wolverton Reserves, and at Olympic and Craigavon Parks.

The Avondale/Blockhouse Bay area has improved pedestrian and cycling routes:

- Along the Manukau and Waitemată Harbour coastlines; from the Waitemată Harbour to the Manukau Harbour along the
 historic portage route; to and along Te Auaunga-Oakley Creek and Whau Creek; from the Whau Creek to the Blockhouse Bay
 Recreation Reserve; through Avondale Racecourse to the coast and Waitakere City; and from Heron Park to Eastdale Reserve
- Continuous access around the Manukau and Waiternatā Harbour coastlines (as far as practicable), including tidal access in places.

Infrastructure in the Avondale/Blockhouse Bay area is improved:

- Area-wide stormwater and wastewater infrastructure upgrades to accommodate growth, improve water quality and reduce flood risks. The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this
- The council will advocate to Transpower for high-voltage electricity transmission lines throughout the area to be placed underground.

Avondale Racecourse's sports fields and Sunday markets are maintained, with better access provided for pedestrians, cyclists and public transport.

Develop lively centres

The Avondale/Blockhouse Bay area has lively centres with defined functions within the council's classification of centres;

- Avondale town centre is compact and well connected, providing opportunities for business, office, retail, residential, open space, community and recreation activities, while the area to the north of the centre provides for a mixture of residential, retail and business uses
- The local centre at Blockhouse Bay provides retail and small business services for the daily and weekly needs of the surrounding community
- · Existing neighbourhood shops are retained, meeting the convenience needs of the community.

The Avondale/Blockhouse Bay area has well-planned and managed development:

- Retail, office and intensified residential development is based around the Avondale/Blockhouse Bay centres, close to public transport, open spaces and community facilities
- Avondale Racecourse, together with surrounding land on Racecourse Parade and Elm Street, is comprehensively master
 planned (likely through a small number of separate but related plans) to provide a significant park, an ecological corridor
 (to the coast), pedestrian and cycling facilities (to the coast and Waitakere City), community facilities, low-rise apartments
 and terraced houses (along the racecourse's southern side), and a business node and mixed use activities (between the
 racecourse and Avondale town centre)
- Highbury triangle in Avondale provides low-rise apartments and terraced houses, mixed use development and community facilities
- Gateway sites into the Rosebank business precinct provide a high-profile entrance into the area
- Other key sites occur in the northern Waterview area and around the Stoddard portal as a result of the State Highway 20 extension works
- · All business areas provide higher levels of amenity for workers,

Community facilities are improved within walking distance of the town centre.

House our growing population well

Within the Avondale/Blockhouse Bay area, the following locations are identified as most suitable for particular types of housing development to cater for people's different needs and lifestyles:

- Avondale town centre and Blockhouse Bay local centre have a mix of housing types (including apartments) as part of mixed use development (including retail and office space)
- Low-rise apartments and terraced houses are located within walking distance of Avondale town centre (and its public transport services), and (to a limited degree) along Donovan and Taylor streets in Blockhouse Bay
- Avondale, Waterview, New Windsor and Blockhouse Bay continue to provide for single dwellings/townhouses on small sites in areas that are not within easy walking distance of centres or frequent public transport services
- Avondale, New Windsor and Blockhouse Bay also continue to have single dwelling on traditional site developments, retaining the characteristics of the historic landscape.

Future development in the Avondale/Blockhouse Bay area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Avondale/Blockhouse Bay area is maximised and creates opportunities for employment:

- Rosebank business precinct is a higher-density business and light industrial area (catering for high-value and technology-based manufacturing and commercial activities), with supporting businesses and retail services based along Rosebank Road
- Heavier industrial activities and businesses requiring larger sites are located at the northern end of the Rosebank business
 precinct
- Better access is provided to deep lots in the Rosebank business precinct as part of the redevelopment of business sites, allowing more intensive business use
- . There is an area of residential to business transition next to business land on Rosebank Road
- Lansford Crescent is a high-density employment business area and expands to the south of the railway, with live/work development on the southern side of Wolverton Road
- · There is a business node between the Avondale town centre core and the racecourse.

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council's cycling and walking framework and cycling action plan.

Public transport in the Avondale/Blockhouse Bay area is improved. The council will work with the Auckland Regional Transport Authority and ONTRACK to achieve this:

- Improvements to rail services will include lowering of the western railway line in Avondale town centre (to separate the
 railway and road at St Jude Street); the bus-railway interchange; lowering (or relocating east) of the (proposed) AvondaleSouthdown railway line especially through Alan Wood Reserve (long term)
- High-frequency, high-quality public transport services operate along Great North, New North and Blockhouse Bay roads and along the Wolverton/Tiverton/New Windsor/Maioro east-west link
- While Rosebank and Patiki roads are predominantly a freight route, the council will advocate for improved bus services to serve the Rosebank business precinct as employment density within the precinct increases.

Park-and-ride facilities will be developed within walking distance of the Avondale railway station.

Rosebank Peninsula has travel demand management measures in place.

A tunnel is used for the State Highway 20 Waterview extension which allows for development along Richardson Road bridge. The council will advocate to the New Zealand Transport Agency for this.

Ways of improving transport connections across the Whau River are investigated. The council will work with Waitakere City Council and the New Zealand Transport Agency on this:

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).



5.11 Western Bays area plan summary

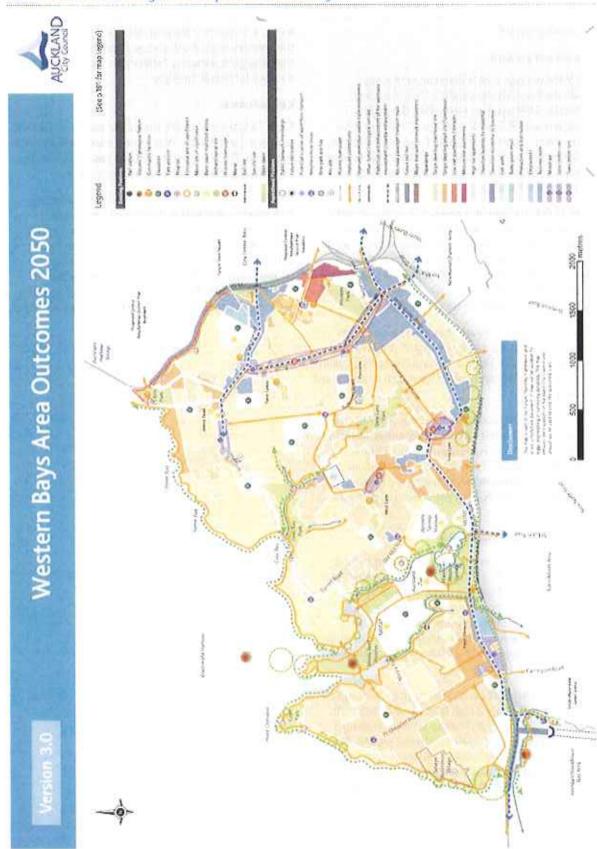


Figure 52: Western Bays area outcomes 2050 (see 7.5 Appendix E for map legends (p.191))

This summary is a snapshot of how the Western Bays area is likely to develop over the next 40 years, including the key outcomes the council (and others) will be working toward.

The area at present

The Western Bays area is made up of the longestablished residential suburbs of Freemans Bay, Ponsonby, St Marys Bay, Herne Bay, Grey Lynn, Westmere and Pt Chevalier. Three of these suburbs were among the first to develop following European settlement of Auckland city, and many iconic heritage features, scheduled trees and heritage buildings are found within the area.

Over 37,000 (around nine percent of Auckland city's population) live in the Western Bays area. The main business centres are along Ponsonby and Great North Roads, with smaller centres scattered throughout the area, and there is limited scope to provide additional business land beyond these. Current businesses provide employment for approximately 15,000 people.

To a certain degree the area has been shaped by its landscapes, most noticeably the significant lava flow originating from Te Tâtua a Riukiuta—Three Kings which runs through Waiorea-Western Springs to reach the sea at Meola Reef.

Several important recreational facilities and regional attractions are located within Western Bays, including Artstation, the Auckland Performing Arts Centre, Auckland Zoo, MOTAT, Western Springs Stadium and Western Springs Reserve, making it a popular destination for visitors from within Auckland city and beyond.

Challenges and opportunities

The Western Bays area has many significant natural features, including Cox's Creek, Motions Creek, Meola Stream, Meola Reef Reserve and the Waitematā Harbour coastline. Protecting and improving the landscapes and ecology of these features will be essential into the future, and should happen alongside work to improve access to and connections between them.

The Western Bays area is located close to Auckland's city centre and enjoys a high level of amenities such as schools, parks and community facilities, making it well-suited to accommodate residential growth, Growth will be located around existing centres at Ponsonby, Grey Lynn and Pt Chevalier, and along Great North and Ponsonby Roads. This will ensure residents have access to amenities and public transport, and will make the best use of scarce business land and transport infrastructure.

The heritage values of Western Bays area, including residential heritage and iconic features, provide a distinctive sense of place that residents and visitors enjoy. It is vital that these qualities are protected as the area develops. It will also be important to ensure that enough community facilities and open spaces are retained for people to enjoy.

Key outcomes

Table 14 lists some of the key outcomes the council will seek to achieve for the Western Bays area between now and 2050. The outcomes have been grouped under the citywide key moves that they help to achieve.

Work on some of the outcomes is already underway, with funding allocated in the council's proposed 2009 ten-year plan. Others remain aspirations at this stage, either because funding still needs to be found or because the council needs to work with other organisations to make them a reality. Where the council cannot itself achieve an outcome, but needs to advocate to others to provide it, this has been indicated.

Table 14: Key outcomes for Western Bays area between now and 2050

Green the city and protect our heritage

The natural heritage values (including geological features) of the Western Bays area are respectfully managed, which will include the conservation and enhancement of:

. The Meola Reef as part of the Te Latua a Riukiuta-Three Kings lava flow.

The ecological values of the Western Bays area are protected and enhanced by:

- Providing green linkages along Meola Creek, Motions Stream and Cox's Creek (and their tributaries), and along the northwestern and southern motorways (the council will advocate to the New Zealand Transport Agency and other relevant land owners where appropriate.)
- Managing parts of Eric Armishaw Park, Western Park, Western Springs Reserve, Meola Reef Reserve and Arch Hill Scenic Reserve in a way that respects their ecological values.

The cultural heritage features (including archaeological and Māori sites of significance) of the Western Bays area are respectfully managed, Particular areas of focus may include:

- · Waiorea-Western Springs and lava outcrops
- Meola Creek and estuary
- Meola Reef and lava flow
- Cox's Creek Walkway adjoining rear boundaries of 47 and 49 Webber Street, Grey Lynn
- . Coyle Park, Pt Chevalier
- 16 Joan Street and cliff top properties extending northwards along Pt Chevalier Road to and including a portion of Coyle Park
- . Old Mill Road extending from old zoo entrance westerly to toe of the bank
- · Point Erin base of cliff
- · Point Erin Park
- . St Marys Bay Road (reserve at foot of road)
- · Waiorea-Western Springs main lake.

The heritage values of the Western Bays area are retained, including those associated with the residential heritage and traditional town centres in the area. Respectfully manage the town centres of:

- Grey Lynn
- West Lynn
- Ponsonby

Growth eras that may be particularly evident in the Western Bays area include:

- · European pioneering settlement
- · Victorian/Edwardian growth
- Inter-war development
- Post-war development.

The Western Bays area consists of development predominantly from the Victorian/Edwardian and inter-war eras, with limited examples of post-war development.

The Western Bays area has improved pedestrian and cycling routes:

- Along the length of the Waitematā Harbour coastline (as far as practicable)
- From Pt Chevalier to Eric Armishaw Park and Meola Reef Reserve
- Between Great North Road and Meola Reef Reserve (through Walmer Park and Walmer Reserve, and via Western Springs reserve)
- · Along Meola Creek, Motions Stream and Edgars Creek (from Warnock Reserve)
- . Between Old Mill Road and Western Springs reserves
- Between Grey Lynn Park and Cox's Bay Park (along Cox's Creek)
- From Grey Lynn to Grey Lynn Park, Arch Hill Reserve and Ponsonby
- · Between the city centre and Western Park and Pt Erin Park.

In the long term, open spaces at Pt Chevalier, Ponsonby and Grey Lynn are improved.

The stormwater and wastewater infrastructure within the Western Bays area is improved to accommodate growth, reduce flood risks and improve water quality in Meola Creek, Motions Stream, Cox's Creek, Edgars Creek and Kelmarna Stream, and at local beaches. (The council will work with Metro Water Ltd and Watercare Services Ltd to achieve this).

The Zoo and MOTAT are important regional attractions with improved pedestrian and cycling facilities and connections to public transport.

Develop lively centres

The Western Bays area has lively centres with defined functions, within the council's classification of centres:

- · Ponsonby town centre will cater for retail, business, office, residential, open space, community and recreation uses
- Pt Chevaller, Grey Lynn, West Lynn, Jervois Road and Three Lamps are local centres providing retail and small business services for the daily and weekly needs of the surrounding community
- Existing neighbourhood shops are retained, meeting the convenience needs of the community.

The Western Bays area has well-planned and managed development:

- Activities that create employment and intensified residential development are based around the local centres, close to public transport, open spaces and community facilities
- · All business areas provide higher levels of amenity for workers
- There is mixed use development (four to eight storeys) at Pt Chevalier, Grey Lynn, Surrey Crescent and West Lynn, Great North Road (east of Grey Lynn), Ponsonby Road (south) and Jervois Road (east)
- At key sites at Richmond Road (for employment use), the Gables restaurant/bar site, Carlisle House site and Selwyn
 Retirement Village, (The council is committed to working with the landowner or developer to deliver a comprehensive
 master plan for key sites that results in high quality urban design and acts as a catalyst for future social, cultural,
 environmental and economic opportunities in the area)
- The values of the traditional local centres of Grey Lynn and West Lynn are recognised and maintain their distinctive sense of place.

Community facilities are improved within walking distance of principal and town centres.

House our growing population well

Within the Western Bays area, the following locations are identified as most suitable for particular types of housing development to cater for people's different needs and lifestyles:

- Ponsonby, Pt. Chevalier, Freemans Bay, Grey Lynn, West Lynn and Jervois Road have a mix of housing types (including apartments)
- Pt Chevaller, Westmere, Grey Lynn and Herne Bay have single dwellings/townhouses on small sites in areas that are not within walking distance of the centres or frequent public transport services
- Ponsonby, Freemans Bay, St Marys Bay, Herne Bay, Grey Lynn and West Lynn also continue to have single dwellings on traditional sites, retaining the characteristics of the historic landscape.

Future development in the Western Bays area will be managed so as to ensure that it occurs in a way that is respectful of the characteristics of the historic landscape.

Be economically competitive

Use of business land in the Western Bays area is maximised and creates opportunities for employment:

- Pt Chevalier centre is extended north along Pt Chevalier Road
- . There is a new business node located east of Pt Chevalier centre and north of the north-western motorway.
- More business land is available within the Pt Chevalier and Jervols Road centres
- · Great North Road, Karangahape Road and Ponsonby Road are mixed use corridors
- · There is more capacity for office and retail activities in the Ponsonby, Grey Lynn and Pt Chevalier centres
- mixed use and employment generating activities are accommodated on the fringes of Ponsonby, Grey Lynn and Pt Chevalier centres
- Employment land on Richmond Road is maintained,

Connect communities

Local linkages to the citywide cycle network are provided in accordance with the council's Cycling and Walking Framework and Cycling Action Plan.

Public transport in the Western Bays area is improved (the council will work with the Auckland Regional Transport Authority to provide this):

- · The council will advocate to ARTA for high frequency, high quality services along Great North and Ponsonby Roads
- A community bus service runs along Meola Road, linking Pt Chevalier with Westmere, Jervois Road and Ponsonby.

The council will provide better passenger transport amenities to support growth where appropriate (such as bus shelters, bins, footpaths and pedestrian crossings).

Work within the Western Bays area on State Highway 20 interchange is completed and a tunnel is used for the highway's Waterview extension. The council will advocate to the New Zealand Transport Agency on this.

6 Precinct plans

Introduction

This chapter contains the precinct plans that form the third tier of the future planning framework. The precinct plans describe, to a property level, land use types, building heights, important capital works projects, key urban design considerations and historic landscape elements. The plans completed so far are:

- · Onehunga principal centre precinct plan
- Church-Neilson business precinct plan
- Pt Chevalier/Western Springs precinct plan
- · Mt Albert precinct plan

The outcomes already determined for the first two tiers of the future planning framework are a key platform for these precinct plans, ie the citywide spatial framework and the relevant area plan. The historic landscape layers, which relate to the precinct, are another important foundation.

The plans are delivered in three maps that provide an integrated picture of a sustainable future urban form for each precinct. The precinct plans commence by identifying the assumptions underlying the delivery of the precinct plan to illustrate aspects critical to the successful delivery of the precinct plan. Constraints, being significant limitations that will need to be addressed, are also identified.

Each precinct plan identifies specific recommendations to achieve the aspirations for the precinct under the key moves (where appropriate) of:

- · enhancing the city centre and waterfront
- · developing lively centres
- · housing our growing population well
- · being economically competitive
- · connecting communities
- greening the city and protecting our heritage

Implementation

Core methods of implementation for the precinct plan will be through a district plan and Long Term Council Community Plan (LTCCP). However, a multipronged policy and capital works implementation plan, incorporated into an action plan, will be required to deliver the aspirations identified in these precinct plans. Within the new Auckland Council structure, implementation of the plan is also likely to be necessary through the various plans developed, such as an infrastructure plan, and will likely require shared responsibility from Council Controlled Organisations (CCOs).

Critical partnerships will also be necessary between the council and other agencies, particularly nationally operated infrastructure providers, to deliver the outcomes sought.

Precinct plan interpretation

The first of the three maps which make up each precinct plan represent the historic landscape layers of importance, both isthmus-wide and particular to the precinct. This map builds on the heritage themes represented in the citywide spatial framework. The layers represented on this plan reflect an objective analysis of these features.

The second base outcome map identifies the types of land use outcomes sought and their desired height, bearing in mind the historic landscape analysis.

The third overlay outcomes map builds on the land use outcome layers and identifies transport elements and priorities where built form design needs to respond appropriately to existing open space and historic landscape features or should support particular design aspirations.

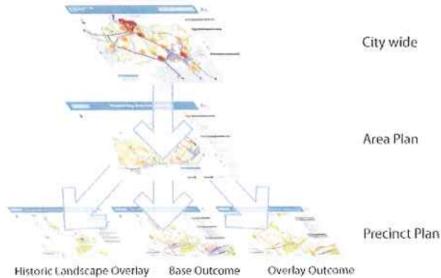


Figure 53: The three tiers of the future planning framework

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Legend for Area outcomes - All maps

FYTTUE	Features	A WHOME SAN	
	Rail station	(8)	Open space restricted access
R)	Volcanic / geological feature	(4)	Archaeological site
9	Community facilities	0	Historic townscape
€	Education	0	Marae
9	Park and ride	11111	Rail line
Ð	Hospital		Specific use
)	Ecological site of significance		Open space
)	Māori site of significance		
iratio	nal Features		
C	Public transport interchange	of excession.	Improved connectivity
0	Future rail station	-	Improved pedestrian and/or cycle environment
9	Potential location of waterfront transport	40 + 0 0 1	Urban forest / ecological corridor
13	Neighbaurhood shops		Protection and enhancement of the waterway
9	New park and ride		environment / coastal enhancement
R)	Key site	DE 900 DOS 000	Key road passenger transport route
	Major transport network improvement	111111111	Future rail line
	Papakāinga		Transition business to residential
	Single dwelling traditional site		Transition residential to business
	Single dwelling small site / townhouse		Live work
	Low rise apartments / terraces		Bulky goods retail
	Medium rise apartments		Production and distribution
n	High rise apartments		Employment
0	Local centre core	1	Business node
0	Town centre core		Mixed use
0	Principal centre core		
CCP -	Funded Projects relevant to area plan of	utcomes	
t)	Mt Albert town centre renewal		
2)	Dominion Road passenger transport improve	ements	
3)	Onehunga Bay foreshore upgrade		
4)	Pt England Beach restoration		

Auckland Manukau Eastern Transport Initiative (AMETI)

Otahuhu Library Redevelopment

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Version 3.0

Avondale/Blockhouse Bay Area Outcomes 2050

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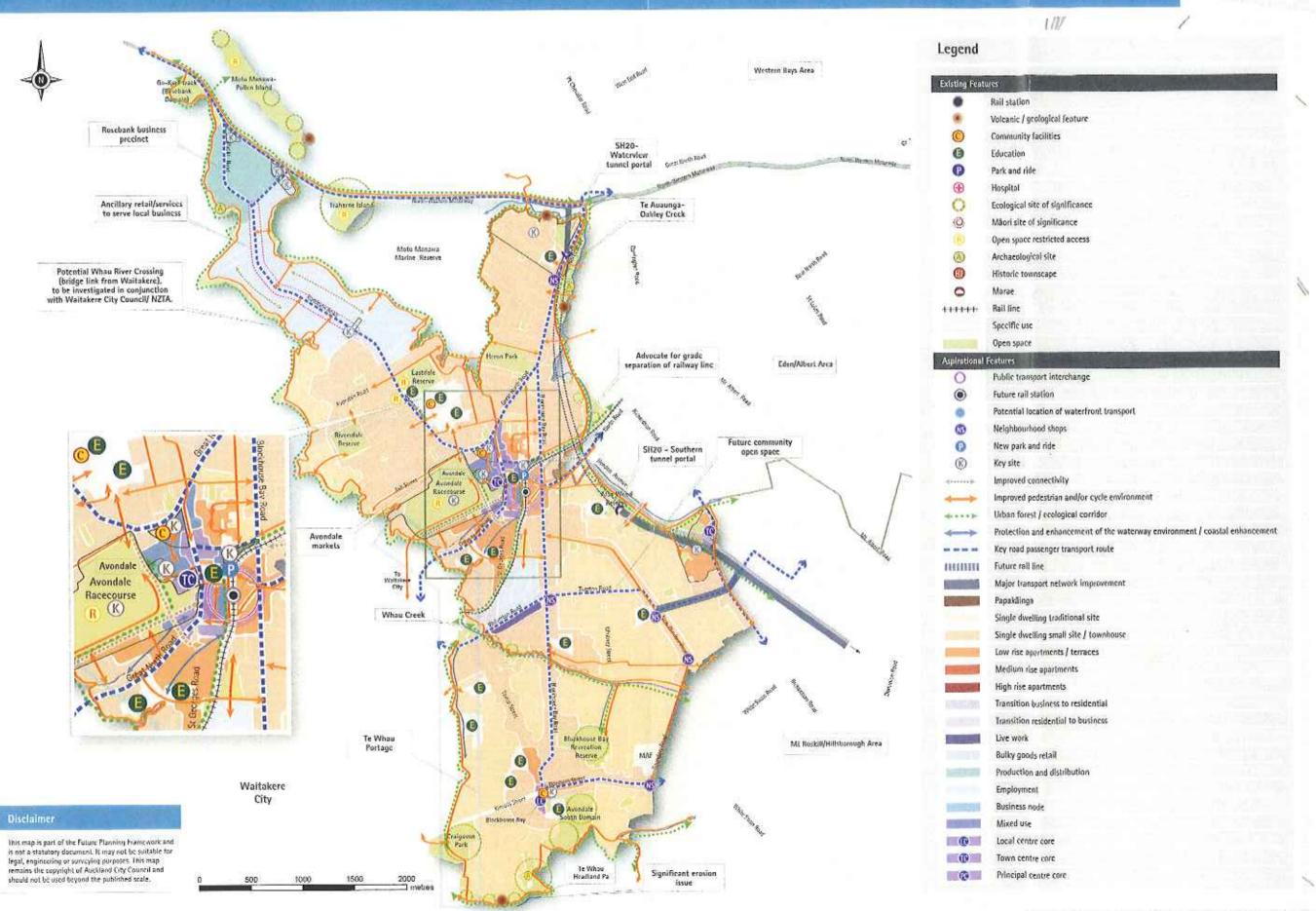
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