

**He hītori mō te hanga ā-tāone o Tāmaki Makaurau**

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# A brief history of Auckland's urban form

**December 2019**



# Rārangi upoko

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Front cover image: *Auckland CBD from Devonport (2013)*, B Gaszikowski – Mychillybin 101515\_451.



# Hei tīmata

## Introduction

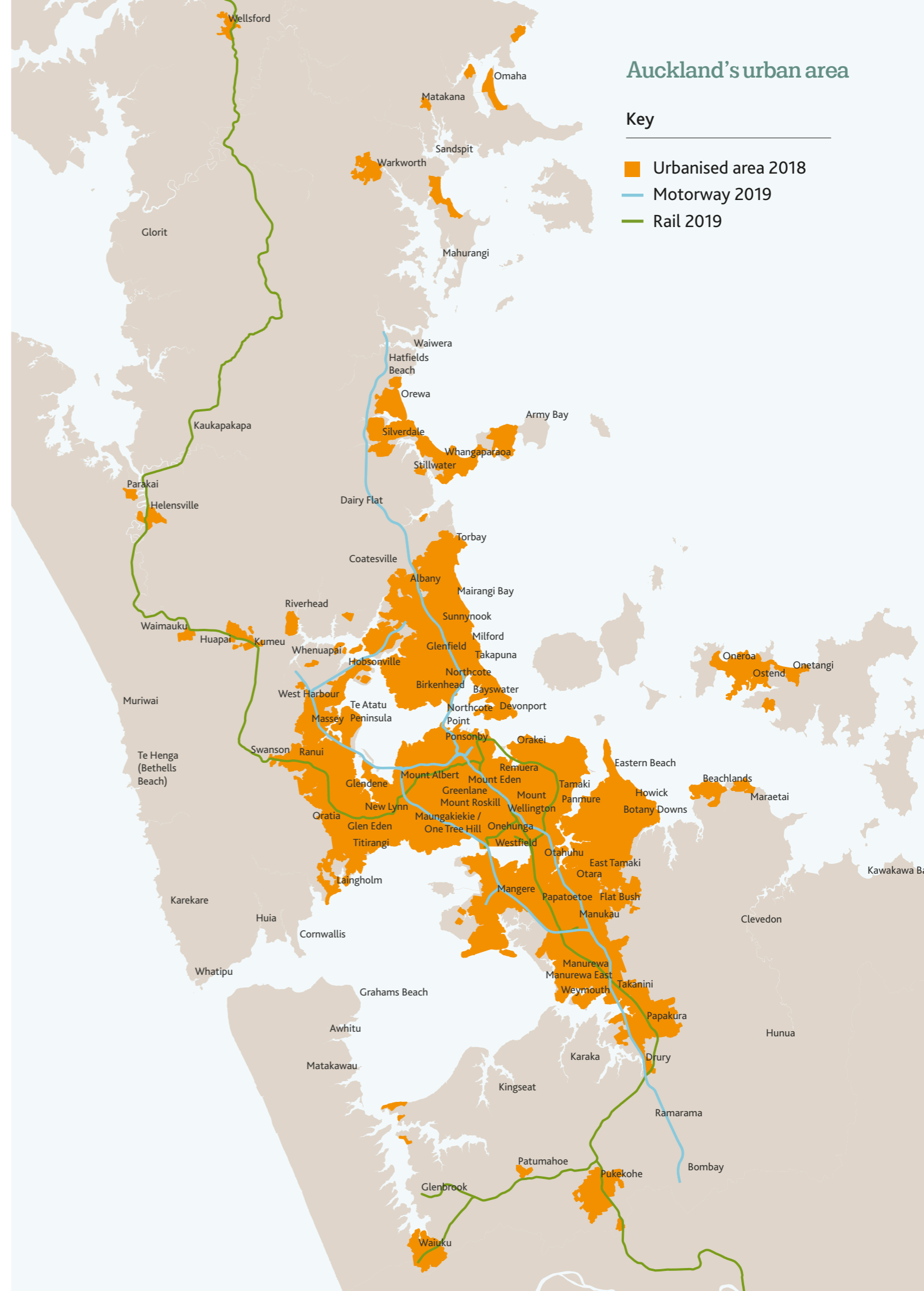
The main feature of human settlement in the Tāmaki Makaurau / Auckland region has been the development of a substantial urban area (the largest in Aotearoa / New Zealand) in which approximately 90 per cent of the regional population live. This metropolitan area is located on and around the central isthmus and occupies around 10 per cent of the regional land mass. Home to over 1.6 million people, Auckland is a vibrant centre for trade, commerce, culture and employment.

The shape and nature of Auckland’s urban form has been influenced by several dominant geographic factors:

- The Waitematā Harbour to the east, and Manukau Harbour to the west, are separated by a thin isthmus no more than one kilometre across at its narrowest point. During early European settlement, physical developments originated around the ports and jetties of the harbours, giving rise to a fledging transport network and urban form that has spread north, south and west with time.
- The presence of a large volcanic field scattered across the isthmus – the resultant cones, lakes, lagoons, caldera, islands and depressions have influenced the shape of urban development.
- The Auckland urban area is bordered by two mountain ranges – the Waitākere Ranges to the north-west and the Hunua Ranges to the south-east. These are both catchments that supply water to the region.

These constraints have informed much of the development of Auckland’s urban form, as have central and local government policies and plans, and their translation by developers and consumers.

Historically, the development of Auckland’s urban form has been characterised by growth in suburbs, sprawl and low-density development, accompanied by a dependency on private motor vehicles to get around. Since the turn of the twenty first century however, there has been growth in the proportion of new housing developments that are medium density and apartments, particularly in the Auckland City Centre, but also in fringe areas, as the urban limits are reached and the benefits of mixed-use and intensified development are realised by residents and developers.



Auckland’s urban area

Key

- Urbanised area 2018
- Motorway 2019
- Rail 2019





City at dawn (2018), Jay Farnworth – Auckland Council.

## Tēnei tānga

### This publication

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This publication outlines the development of Tāmaki Makaurau / Auckland's urban form, from pre-colonial Māori settlement to the modern Auckland metropolis. It attempts to capture the context and main drivers behind the growth of the city, including infrastructure provision, housing development, and in later decades, town planning.

The analysis is chronological and discussion is divided into one or two decades at a time.

Each section (with the exception of the 1880-1899 and 1990-1999 periods) includes a map that shows growth over time in the built-up areas, as well as the development of the rail and motorway systems. These maps replicate, and continue, a series of maps first included in a 1967 article by G. T. Bloomfield titled *The Growth of Auckland 1840-1966*.

The maps presented in this publication were first prepared by the Social and Economic Research and Monitoring team at the Auckland Regional Council, using previous maps and aerial photos, and have been continued by the Land Use and Infrastructure team at Auckland Council's Research and Evaluation Unit (RIMU). All maps are drawn at a 1:380,000 scale and are oriented north.

Each section also includes a population figure and an estimated figure for the built-up area (in hectares), for a given year within that time period. The estimated built area land measurements were calculated by using the growth maps mentioned above.

Research for this publication has drawn upon many excellent local histories from numerous sources. A list of selected references and suggested reading is included at the end of this publication.

Those looking for further information about the Māori history of Tāmaki Makaurau are encouraged to seek out the many knowledges provided by the area's local iwi.





Toki – Auckland War Memorial Museum Tāmaki Paenga Hira 1969.179, 42549.

## I mua atu i te tau 1839: Tāmaki-makau-rau

Pre-1839: Tāmaki-desired-by-many

Tēnā koe, e Tāmaki!  
Tēnā koe, Tēnā koe:  
Tāmaki-makau-rau-e!

Greetings, oh Tāmaki!  
Greetings, greetings to thee,  
Oh! Tāmaki of numerous lovers.\*

*We had not taken long to decide that Waipēha's praises of the Waitemata were not exaggerated, and on no more fitting shores could a township be located. And it appeared to us on that bright and lovely morning that no town could lie on a more beautiful spot than the slopes of that shore. As we gained the summit of the ridge and turned to look seaward we stood entranced at the panorama revealed--stood entranced in mute amazement at the wonderful beauty of the glorious landscape.*

John Logan Campbell, Poenamo, 1881.

The story of Tāmaki Makaurau / Auckland prior to European colonisation is a complex fabric of interwoven peoples, histories and perspectives. From what is known, Tāmaki Makaurau was an important site of trade and passage connecting Te Tai Tokerau / Northland with the rest of Aotearoa / New Zealand, as well as a place defined by tribal occupation, intermixing, contestation and movement.

Throughout the early 18th century until the early 19th century the isthmus underwent shifts of inhabitancy and displacement. Settlements were seasonal as resources were pursued throughout and around the isthmus; many communities were surrounded by large cultivations of agriculturally developed land. To defend settlements, pā were built upon the maunga (volcanic cones) of Tāmaki Makaurau, each sheltering many hundred to several thousand people. It is believed that between 1740 and 1750 the population of the Tāmaki Makaurau isthmus numbered between 10 to 30 thousand inhabitants.

\*Quoted in R.C.J. Stone's 2013 book *From Tāmaki-Makau-Rau to Auckland*

Settlements were also numerous throughout the land surrounding the Tāmaki Makaurau isthmus; the Waitākere Ranges are known to have been one of the most densely settled parts of the area, while tribal occupancies were many throughout the Waitematā Harbour and as far south as the Waihou River.

While good relations between groups found the area at peace in the early 19th century, musket trade led to increased conflict across the Tāmaki Makaurau isthmus beginning around 1820. For 15 years, war would ravage the land between the Whau and Tāmaki Rivers, resulting in the loss of many lives and the evacuation of settlements. Many retreated south into the Waikato Region. During this time, despite short respites from fighting, records detail the isthmus as almost completely depopulated.

From the mid-1830s, tribes of Tāmaki Makaurau had begun a cautious return to the region. New settlements were made and old occupancies were re-established. Records note settlements at Māngere and Onehunga from 1838, and in 1839 land cultivation began within the area now known as Britomart.



*Patu aruhe* – Auckland War Memorial Museum Tāmaki Paenga Hira 1950.6, 31074.1.







*Grafton Gully (1843)*, John Milford – Auckland Art Gallery Toi o Tāmaki, gift of Lt Col RM Rendell, 1942.

## 1840–1859: Ngā tau tōmua The inaugural years

Tāmaki Makaurau / Auckland was founded as a colonial settlement on 18 September 1840 by the British naval officer William Hobson, who had been appointed Lieutenant Governor of New Zealand a year prior and had overseen and administered the Treaty of Waitangi.

Following an agreement with local rangatira which saw them provided with money and trade resources, Hobson gained access to 3000 acres of land and commenced settlement. The boundaries set out in the original Deed of Purchase (20 October 1840) included the coastline from Cox's Creek (Opoututeka) in Westmere to where Brighton Road in Parnell meets the waterfront, inland to the summit of Maungawhau / Mount Eden and back to Cox's Creek. It included Maungawhau, the highest volcanic cone (196 metres) on the isthmus. It is important to note that, for Māori, the agreement with Hobson was a *tuku rangatira* – an agreement between chiefs that differed in principle from a Western deed of sale. Auckland replaced Kororāreka / Russell as New Zealand's capital in 1841.

Rapid settlement was made following the legal foundation of the city, with a strong reliance upon Māori trade relationships and amenities (such as the Waipapa and Onehunga hostels). Felton Mathew, the Surveyor General, drew up a plan for the capital and the first land sales were held in April 1841, only six months after the first landing at Te Rerenga Ora Iti (Point Britomart). While Mathew's original plan laid out roads in a concentric ring pattern, Auckland's streets ended up following a more traditional grid pattern due to the ease of building and subdivision.



*No. 2, Auckland, New Zealand (from Smale's Point) (1852)*, Patrick Hogan – Auckland Art Gallery Toi o Tāmaki, gift of Dr Thomson W Leys, 1915.



After land sales started in 1841, people began to live by lower Queen Street – what was then referred to as Commercial Bay (Horotiu Bay).

This area served as the prime source of livelihood, directly or indirectly, for the majority of dwellers. Commercial activities were located to the east of Queen Street along Shortland Crescent (now known as Shortland Street) to Point Britomart, the original shoreline of Horotiu Bay.

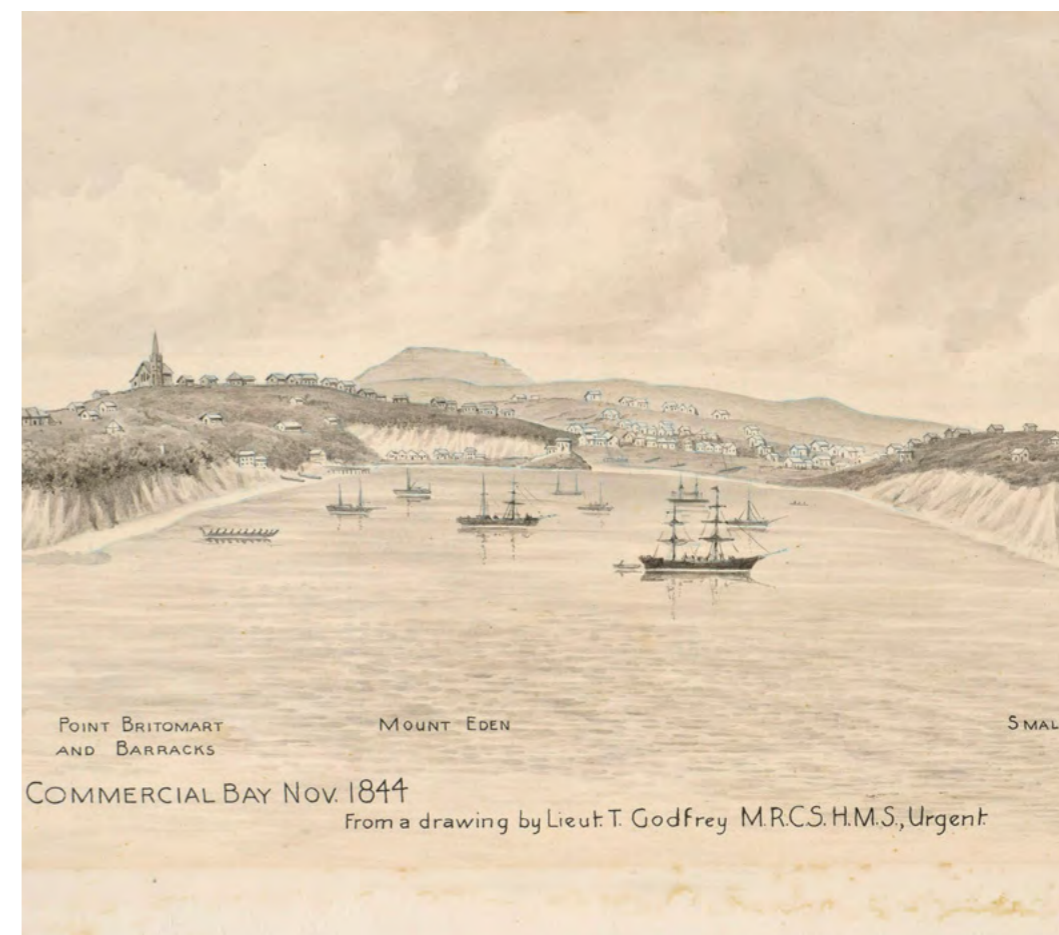
Over the next two decades the areas of Freemans Bay (Wai Kōkota) and Mechanics Bay (Te Toangaroa) became established. Land reclamation began in 1859 from Shortland Street to the foot of Franklin Road in Freemans Bay.

By the late 1840s, road infrastructure had been laid over most of the isthmus, but elsewhere navigable waterways, assisted by the portages at Riverhead (Pītoitōi), Ōtāhuhu and Waiuku, remained the most important links between Auckland and its outlying settlements.

In 1841, New Zealand's first British fort was established on the former site of the pā at Te Rerenga Ora Iti. It was named Fort Britomart and was established to control Auckland's harbour entrance and bring order to the growing settlement. In the 1860s, during the New Zealand Wars, the barracks at Fort Britomart were used to house 10,000 troops.

Militaristic intentions were similarly enmeshed in the establishment of the villages of Howick, Panmure, Onehunga and Ōtāhuhu in 1847. Responding to concerns over possible Māori attack from the south, these settlements were established to defend Auckland if necessary. They were settled by retired British soldiers of the Royal New Zealand Fencible Corps who were offered free passage to New Zealand, along with a cottage on an acre of land, in exchange for a service of seven years. Howick was the largest of the four Fencible settlements, with 804 people in three companies by 1848. In all, 2500 Fencibles and their families arrived between 1847 and 1854, nearly doubling the population of Auckland. In addition to the Fencible Corps, in 1848 Governor Grey gave land at Māngere to Pōtatau Te Wherowhero, a leading chief from Waikato, in exchange for military protection for the city from the northern tribes.

During these early decades of Auckland's founding, Māori retained customary titles over their land. Titles to Māori land could only be transferred to the Crown under a system of exclusive purchasing known as pre-emption. Pre-emption was lifted in 1844 allowing Māori to sell their land to private settlers. However, in 1846 Governor Grey re-established pre-emption, holding enquiry into the European land claims. Although many fraudulent claims were revoked or altered, the land was not returned to Māori and instead remained under ownership of the Crown. By 1855 most of the land on the isthmus was held by the Crown or private settlers. All that was left under Māori ownership was a 280 hectare area known as the Ōrākei Block.



Commercial Bay (1844), Lieutenant T Godfrey – Auckland Art Gallery Toi o Tāmaki, gift of Mr Henry Brett, 1916.

## 1842

Te taupori  
Population



Te wāhi hanganga  
Built area



Te kiatotanga  
Density

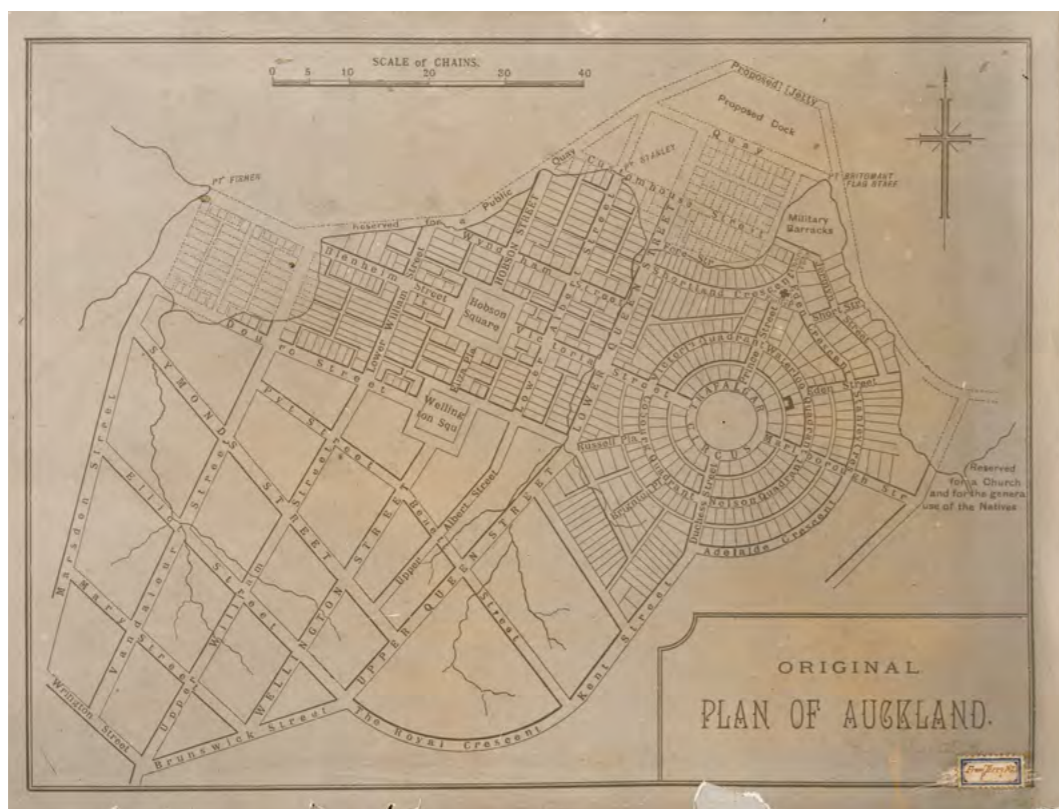




## Urbanised area 1842

Key

■ Urbanised area 1842



Matthew Felton's original plan for Auckland (1841), M. Felton – Auckland Libraries Heritage Collections NZ Map 2664.



Auckland waterfront, east from Point Britomart (1850s), James D Richardson – Auckland Libraries Heritage Collections 4-1039.





View of Devonport from Smale's Point, Auckland (1860) – Auckland Libraries Heritage Collections D\_GVDC\_0035.

## 1860–1879: Ngā pakanga whenua me te whana- ketanga o ngā ara rerewē Land wars and development of rail lines

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By the early 1860s, Māori had grown resentful and hostile over losses of land. With Pākehā harbouring fear about the vulnerability of Auckland to attacks from the Waikato, 12,500 further British troops and military settlers were added to the city's battalion. Preparations for war began with the construction of the Great South Road and a chain of military redoubts through Franklin – later the foundation of farming communities. On July 11, 1863, Governor Grey issued a proclamation to Tāmaki Makaurau and Waikato tribes stating that any 'natives' found to be armed would lose their rights to land. The following day troops from Auckland entered into the Waikato and the war had begun.

In 1862 the Crown established the Native Lands Act which recognised Māori legal rights to uncultivated land but only by way of official certificate of title. The act was updated in both 1865 and 1873, fragmenting Māori land ownership further. Critics note that the Native Lands Act acted to alienate Māori from their land by individualising (maximum of 10 owners) communal ownership and encouraging sales.

In 1863, in response to organisation around the Kīngitanga movement (The Māori King Movement), and to punish 'rebellious' Māori, further land was confiscated under the New Zealand Settlements Act.

Development of the southern part of the region continued once the hostilities settled in 1864. By that time the electric telegraph had been introduced and regular horsebus and coach services were operative. This facilitated growth in the outlying settlements beyond the isthmus, such as the townships of Pukekohe, Bombay and Tūākau.

There were major flows of settlers from the British Isles to the colony during this time, encouraged by an active recruitment drive that included free or assisted passage. While some settled in the township, many set to work clearing sections and helping to establish new outlying townships and farming areas. For example, the Bombay Hills area received its name in 1866 from its settlement by immigrants who arrived on the 'Bombay' ship.



After a period of economic decline following the resolution of the Waikato Land Wars and the loss of capital status to Te Whanganui-a-Tara / Wellington in 1865, Auckland's economy boomed again from 1870. This was primarily due to the discovery of gold at Thames (Pārāwai) and Waihi, but also to a booming timber export industry flowing through the ports of Auckland. Auckland's agricultural base also strengthened and the economy became based on industries such as timber milling, gum digging and brick-making. The city grew as a commercial centre and housing continued to be developed around the city centre.

From 1870, railway links were laid to Onehunga, Te Awaroa / Helensville and Waikato, and the first train ran in Auckland in 1872 on the Auckland-Mercer line.

In 1869, water began being piped from the Auckland Domain springs into the town to facilitate growth, and settlement continued south towards Maungawhau / Mount Eden, Ōtāhuhu and Panmure.

## 1864

Te taupori  
Population



## 1871

Te wāhi hanganga  
Built area

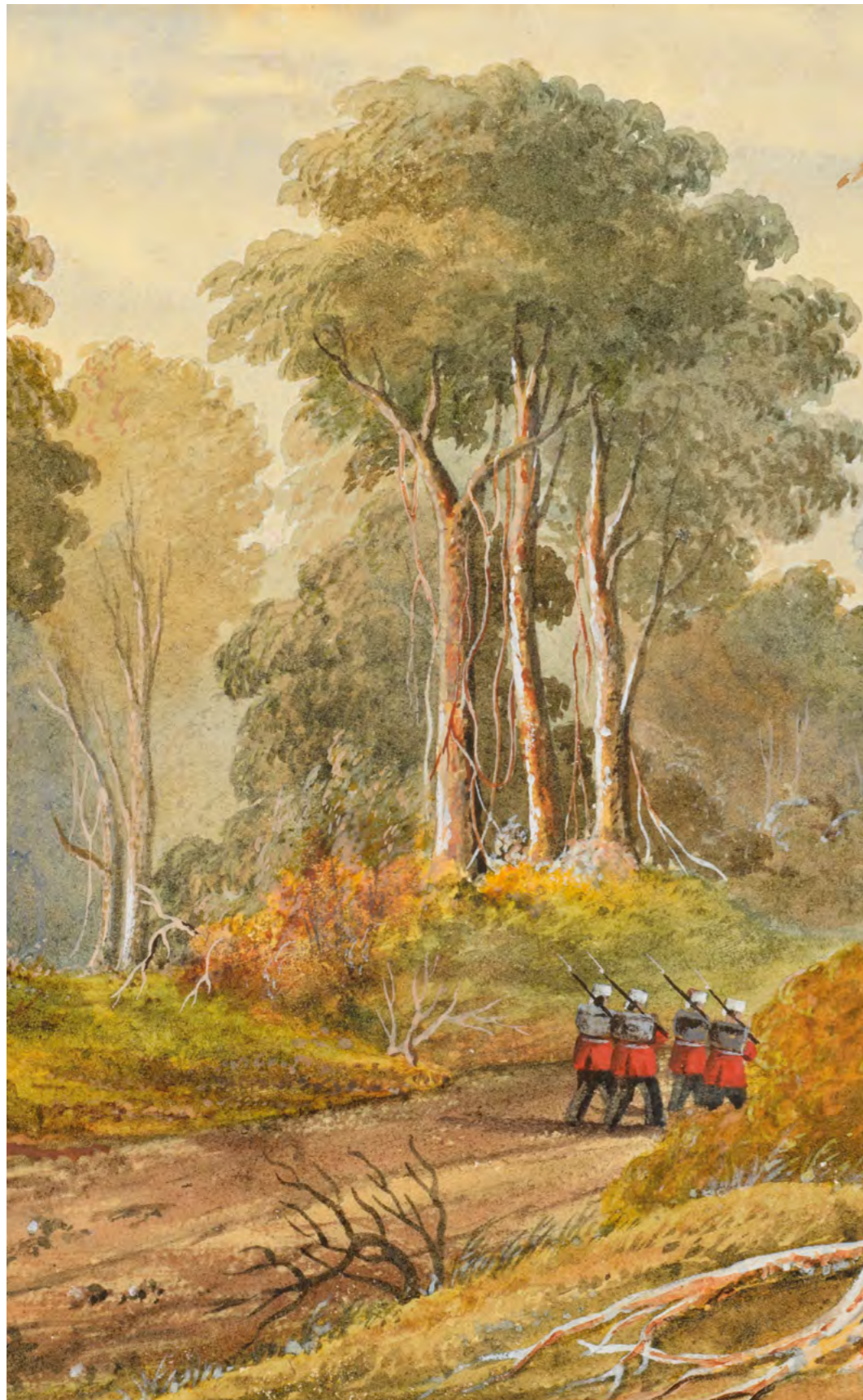


Te kiatotanga  
Density



*Auckland Harbour from Mt Eden*, (c.1898), George Valentine – Auckland Art Gallery Toi o Tāmaki, the Ilene and Luarence Dakin Bequest, purchased 1999.





*The Great South Road near Shepherd's Bush, Scene of the attack on the escort (1863)*, John Hoyte – Auckland Art Gallery Toi o Tāmaki, purchased 1952.



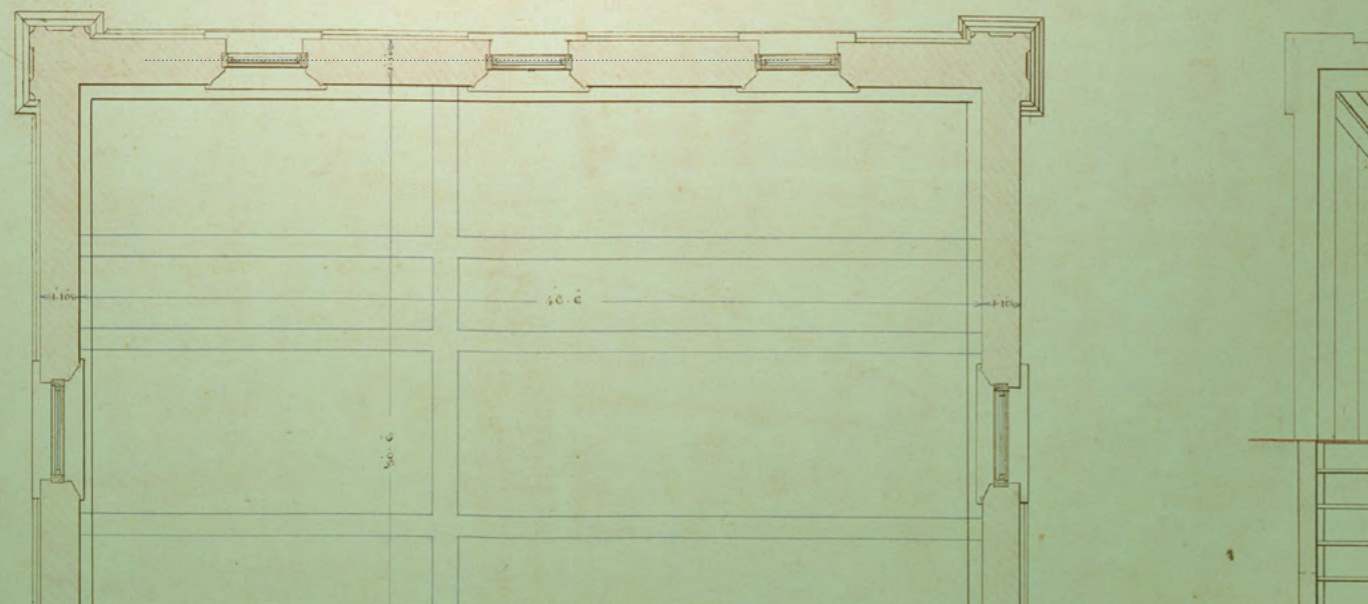


LONGITUDINAL SECTION



SCALE 1/4 OF AN INCH = 1 FOOT

PLAN (Upper Floor)



Plan of the Auckland Waterworks engine house, Western Springs (1878) – Auckland Libraries Heritage Collections 7-A11782.

## 1880-1899: Te whakawhānuitanga ā-ōhanga Economic expansion

Growth in the commercial services sector as well as large-scale manufacturing broadened the region's economy during this period. Residential developments formed around commercial activity and available transport links. Working-class settlements grew on the town fringes to serve new industries, such as the railway workshops in Newmarket (Te Tī Tūtahi) and brickworks and potteries in Te Rewarewa / New Lynn.

The main forms of public transport consisted of rail, horse-drawn trams and ferries. These transport innovations permitted a closer integration of the more outlying townships with the centre.

In 1884, the first horse-drawn tram operated between Queen Street and Ponsonby. Horse-drawn trams became a common form of public transport and an extensive network radiated along major roads such as Dominion, Mount Eden and Manukau Roads.

The rail line also fostered the growth of smaller outlying towns of Onehunga, Ōtāhuhu and small settlements to the south such as Papakura and Pukekohe. To the west, rail links encouraged settlements beside the line at Te Kōpua / Henderson, Te Rewarewa and Glen Eden (Waikomiti).

At this time, the main built area comprised of what is now the Auckland City Centre and the adjacent suburbs of Karangahape, Grafton, Eden Terrace, Newmarket, as well as parts of Ponsonby and Parnell.



During the 1870s and 1880s the city began to expand into the Waitematā Harbour as Point Britomart was quarried in order to produce fill for land reclamation around Mechanics Bay.

By 1890, new residential areas of Surrey Hills, Grey Lynn, Ōwairaka / Mount Albert, Mount Eden and Remuera had been subdivided; however, many of the vacant sections were not built on until the early 1920s.

The provision of a regular steam ferry service across the Waitematā Harbour by the Devonport Steam Ferry Company in 1881 encouraged suburban growth in Devonport, Takapuna, Northcote and Birkenhead, as well as the development of a road north. The establishment of the Colonial Sugar Refining Company in 1884 also boosted suburban growth in the Birkenhead / Northcote area.

Onehunga was the largest outlying settlement followed by Ōtāhuhu and Papakura in the south and Howick to the east. Several smaller settlements were located close to the railway at Avondale (Te Whau), Ōwairaka and Panmure. Further to the south, Papatoetoe, Manurewa and Papakura developed along Great South Road.

Water supply continued to be sourced locally from private springs, until demand exceeded supply. In 1877, Western Springs (Te Wai Ōrea) began supplying water to the town while Lake Pupuke supplied Devonport and Te Raki Paewhenua / the North Shore from 1894.

In 1886, using the Public Works Act 1882, the Crown took ownership of 13 acres of the Ōrākei Block to build a defensive military fort at Takaparawhā / Bastion Point.

Although the land was declared as inalienable (i.e. unable to be sold or leased) by the Native Court in 1869, in 1898, recognising the Ōrākei Block as a large portion of undeveloped land, the Native Land Court partitioned out the block to individual owners, disestablishing communal ownership among Ngāti Whātua Ōrākei. After persuading individual Māori owners to sell their shares, the Crown then used their majority holdings to force any remaining Māori owners to sell theirs.

## 1896

Te taupori  
Population



*Paddle steamer Britannia, Devonport Ferry Company (1900-1919) – Auckland Libraries Heritage Collections 37-313.*



*Freemans Bay and reclaimed land from Franklin Rd to Wellesley Street West (1880-1899), James D Richardson – Auckland Libraries Heritage Collections 4-632.*





## 1900-1929: Te hurihanga hei tāone nui

### Turning into a city

The Tāmaki Makaurau / Auckland urban form changed dramatically in the first three decades of the 20th century.

By the turn of the century, dairy farming had become the new source of wealth in New Zealand, and Auckland thrived as dairying expanded throughout the periphery. Meat and dairy produce was processed in factories at Penrose and Ōtāhuhu, and then exported from the ports of Onehunga and Commercial Bay.

Auckland became New Zealand's largest industrial centre by the end of the first decade. Brick and tile manufacturing was clustered around Te Rewarewa / New Lynn, and the areas around Te Kōpua / Henderson, Oratia and Glen Eden (Waikomiti) were orchards and vineyards. During this period of economic growth, the Railways Department issued 'workmen's tickets' at low rates to stimulate settlements in the outer suburbs served by the railway north, west and south of the town centre.

Construction of an electric tramway system began in 1901 which became the main instrument for Auckland's metropolitan expansion into the early 1920s. Electric tramways serviced major routes such as New North, Dominion, Mount Eden and Manukau Roads, and led to significant growth in those suburbs serviced by the tramlines. Motorcars and buses also started to emerge in the first decade of the 20th century, but were not as popular as rail, tram and ferry links, due to cost and availability.

Replacing two previous pedestrian bridges, the Grafton Bridge opened to the public in 1910, crossing what was then known as Cemetery Gully and connecting the Auckland Domain with Karangahape Road. At the time of its opening Grafton Bridge was the largest concrete arch bridge in the world.

Water supply was a localised service with the supply areas being close to the demand. Western Springs (Te Wai Ōrea) provided water for the city from 1877 to 1906; Lake Pupuke provided Devonport and the North Shore from 1894 to 1941, and springs elsewhere provided local supplies until the growth of demand exceeded supplies or when pollution from nearby settlements (as in Newton Gully) rendered the water unsafe. The Waitākere Ranges were first developed as a catchment area in 1902, and gradually replaced all the nearer sources.

Looking south up Queen Street, Auckland Central (1910-1919), Frederick George Radcliffe – Auckland Libraries Heritage Collections 35-R17.



A growing city also required sewage infrastructure. After 11 years of planning and construction, the Ōrākei Scheme opened in 1914; a 13,500 metre sewer pipe running from Avondale (Te Whau) to (and across the shoreline of) Ōkahu Bay where untreated sewage was released daily into the outgoing tide. This served to pollute the waters and shellfish beds used by Ngāti Whātua Ōrākei, and by 1920 it was apparent to the government that the waters surrounding the outfall posed a significant health risk. Over the next several decades debate surged over an alternative discharge scheme, with the most attention focused upon shifting the discharge outfall to Motukorea / Browns Island – a scheme which was ultimately dismissed.

During this time, middle-class families left the run-down and crowded inner city districts for new, more spacious neighbourhoods on the edge of town. The more affluent headed for the inner eastern suburbs of Epsom and Remuera, as well as the North Shore; middleclass earners built new suburbs to the south and west, such as Ōwairaka / Mount Albert. The poor remained in the central city.

Subdivided land within the isthmus became very popular. For example, the suburb of Ōwairaka grew from a population of 2,085 in 1901 to 17,516 people by 1926, and Remuera grew from 2,186 people to 10,433 people during the same period. Other areas that developed during this period include Point Chevalier (Rangi Mata Rau) and Westmere.

Housing was predominantly standalone homes, situated on varying sized lots depending on individual affluence or the style of home. Villas were a common aspect of this period, although Californian style bungalows and Spanish mission style housing became popular during the 1920s.

## 1916

Te taupori  
Population



## 1915

Te wāhi hanganga  
Built area



Te kiatotanga  
Density



Looking north-north west over Kingsland and Grey Lynn (1924), James D Richardson – Auckland Libraries Heritage Collections 4-4476.



Grafton Bridge (1919), Henry Winkelmann – Auckland Libraries Heritage Collections 1-W1685.





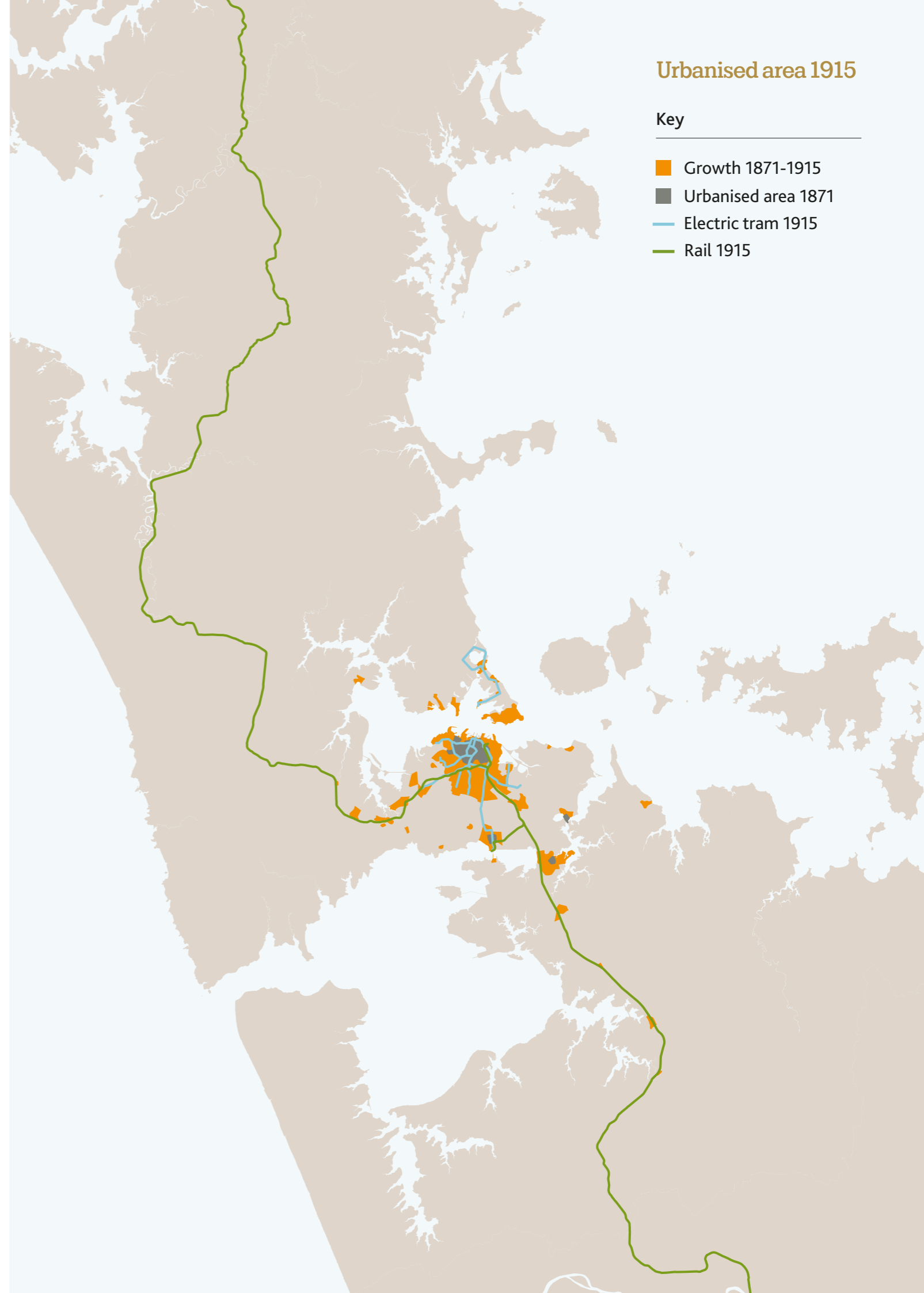
BUNGALOW HOMES WHICH ARE NOW THE FASHION IN THE SUBURBS OF AUCKLAND.

Bungalow homes in Auckland (1920), Auckland Weekly News – Auckland Libraries Heritage Collections AWNS-19200408-37-1.

### Urbanised area 1915

#### Key

- Growth 1871-1915
- Urbanised area 1871
- Electric tram 1915
- Rail 1915







Four new houses and Rangitoto (1940s), Clifton Firth – Auckland Libraries Heritage Collections 34-BON-1.

## 1930–1949: Te aranga ake o te kaupapa whare kāwanatanga

### Emergence of state housing provision

This period includes the national and international watershed events of the economic depression of the 1930s (following the boom of the 1920s), subsequent renewal and growth, as well as the Second World War (1939 to 1945). Tāmaki Makaurau / Auckland's population growth slowed during the Great Depression as large scale urban-rural drift took place but the growth rate sharply increased again as the direct effects of the economic depression started to wear off.

During the 1930s the construction of new roads, tramlines and infrastructure, as well as increased state intervention in the provision of housing led to increased suburbanisation across much of the Auckland area.

This was especially seen in a wide arc across the isthmus from Point Chevalier (Rangi Mata Rau) and Westmere in the west to Meadowbank in the east. The opening of Tāmaki Drive in 1932 encouraged growth in Kohimarama and Saint Heliers. These were joined by expansions in Papatoetoe, Te Kōpua / Henderson and Takapuna. These new suburbs were accessible by car and electric tram and as they grew, so did the establishment of new suburban shopping centres along the main roads.

Car ownership and the construction of all-weather bitumen highways became a significant factor of the suburban expansion during 1930s. Most of the main highways had been surfaced by the 1930s, making road access in and out of Auckland much easier.

While this period can be identified by significant suburban development, it is also marked by high levels of post-WW2 rural-urban migration among Māori who tended to settle in the increasingly run down and overcrowded inner city suburbs, such as Ponsonby and Freemans Bay (Wai Kōtota), that had been left behind by those shifting to the city's peripheries. Between 1926 and 1986 the percentage of Māori living in urban centres grew from 16 to almost 80 per cent.

During the Great Depression, relief workers (state workers on a small wage) helped to build Auckland's infrastructure including Scenic Drive in the Waitākere Ranges.



Holiday settlements also began popping up in the Waitākere Ranges, along the shores of the Manukau Harbour, and around the Hauraki Gulf. Orewa and the Whangaparāoa Peninsula were also developed as tourist centres during this period.

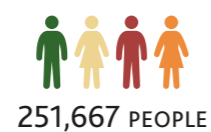
A new type of suburban growth, which began in the mid-1930s, was the development of the state housing areas. The reduction in new house building after 1929, due to lack of loan finances during the Great Depression, together with the deteriorating condition of many inner city properties, especially in Freemans Bay, meant that active steps by the government were required to improve living conditions. State houses were first established at a model estate in Ōrākei (1937) and continued to be built in an increasing scale in Meadowbank (1939), Waterview (1944-7) and Pukewīwī / Mount Roskill (1945). Inner city apartment blocks were developed in the 1940s, including flats on Symonds Street and Greys Avenue. However the main focus of the first Labour Government's state housing programme was directed towards the construction of single-unit suburban homes, which were considered more suitable for families.

Restrictions on imports encouraged local manufacturing and new industries were being developed (for example tyre manufacturing). Manufacturing industries relocated outwards into suburban locations in the 1930s, particularly around Penrose, Ōtāhuhu and Maungarei / Mount Wellington, which quickly transformed into an industrial area due to its proximity to rail and main roads.

Electricity generation was a significant development for this period. Previously, electricity had been limited to the thermal stations at Kings Wharf and a small plant in Devonport, with supply constrained to commercial use and tramways. By the late 1940s, electricity was being generated mostly at hydroelectric stations situated along the Waikato River and was being consumed throughout the Auckland area.

## 1945

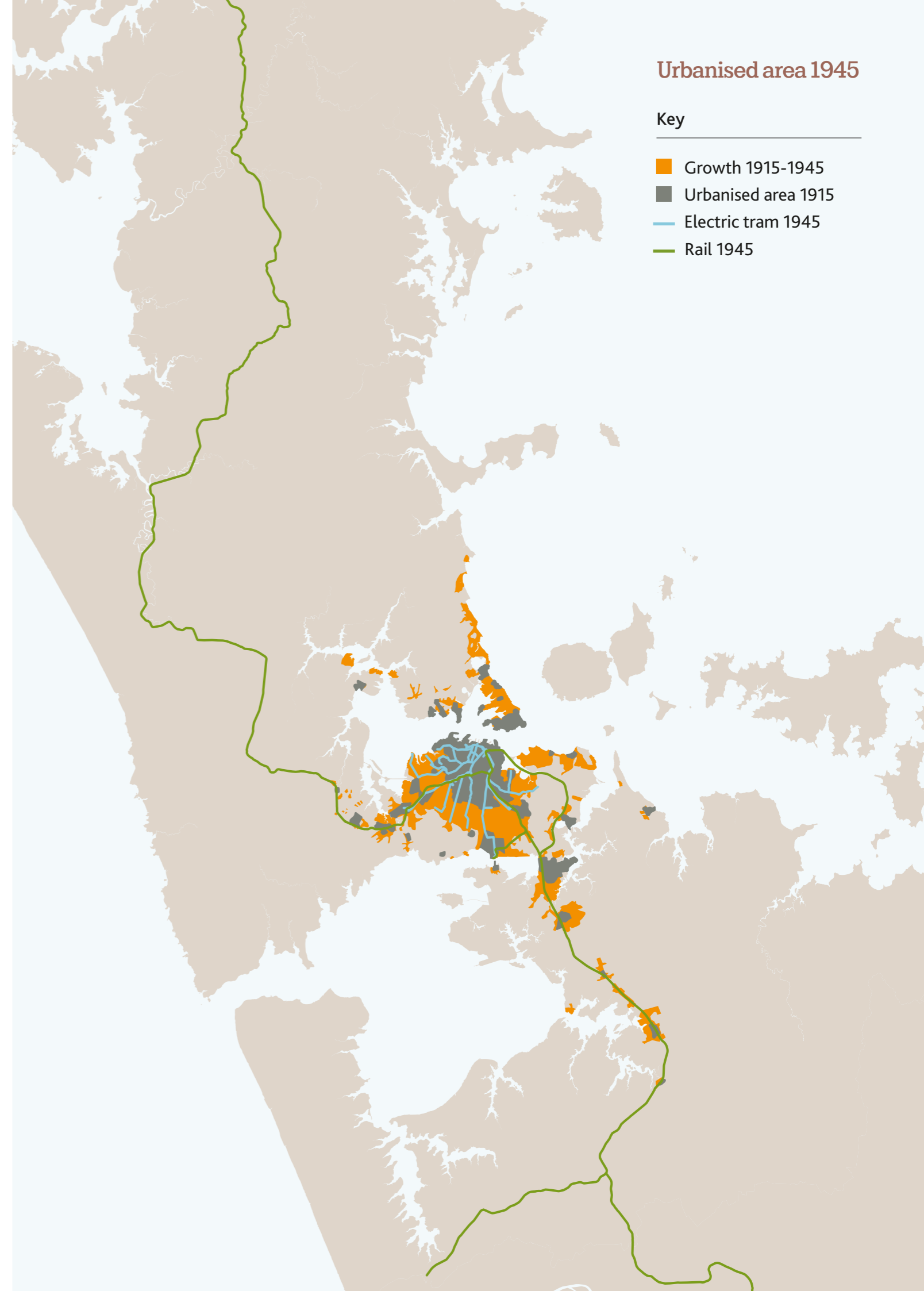
Te taupori  
Population



Te wāhi hanganga  
Built area



Te kiatotanga  
Density



### Urbanised area 1945

#### Key

- Growth 1915-1945
- Urbanised area 1915
- Electric tram 1945
- Rail 1945





Auckland Harbour Bridge (1959), Geoff Fairfield – Auckland Libraries Heritage Collections 654-29.

## 1950–1969: He whakataunga matua Major decisions

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The 1950s were a period of major decision-making, as Tāmaki Makaurau / Auckland committed itself to being a large city. Of significance was the favouring of private (car) rather than public transport infrastructure development. This decision to base Auckland's transport system on motorways (rather than the development of a comprehensive public transport system) would become a fundamental influence on the shape and the nature of the urban area.

The increasing reliance on personal vehicles, along with lenient government lending policies, allowed people to fulfil their desire of detached houses on large lots leading to rapid suburban expansion and a dispersed urban form.

A regional planning decision of significance was the development of a motorway system. The Master Transportation Plan for Metropolitan Auckland, prepared by the Auckland Regional Planning Authority in 1955, proposed developing a radial motorway system (largely based on American models) to service the already dispersed nature of activities in the region, stating that it would provide greater benefits than the alternatives. The technical advisory board asserted:

"The form and structure of metropolitan Auckland through the years has been largely determined by developments in urban areas and suburban transportation. During the last 25 years, the overall effects of motor transportation has so radically changed the pattern that Auckland is one of the most dispersed cities in the world. The individual has been freed from absolute dependence on tramways and railways with their fixed inflexible routes. Local transport of goods has become fast, cheap, and flexible. A common motor transportation system has integrated outer areas and extended the radius of influence of Auckland."

Construction began on the Auckland motorway network in the early 1950s and was extended after 1955 as increased funding became available through the National Roads Board. The first section to be completed was the 2.25 mile stretch between Ellerslie and Maungarei / Mount Wellington in July 1953. At the same time, work was underway on a five mile section of the Northwestern Motorway between Point Chevalier (Rangi Mata Rau) and Lincoln Bridge (Henderson). By 1955, the five mile section of the Northwestern Motorway and a further six miles of the Southern Motorway from Maungarei to Wiri were also opened.



Such connectedness meant that all sectors of the urban area experienced significant suburban development including Te Atatū, Ōtāra and Manurewa. The rapid expansion of the motorway network, combined with a lack of emphasis placed on public transport, was the beginning of a soon-to-be-dispersed urban area. Furthermore, patterns of development changed from rectangular street networks and linear shopping centres with a pedestrian focus to crescents and cul-de-sacs, oriented towards the private motor vehicle.

Another significant event during this time was the opening of the Harbour Bridge in 1959 (built entirely for motor vehicular travel, and with no provision for pedestrians, cyclists or trains). New suburbs emerged on Te Raki Paewhenua / the North Shore through the 1960s such as Birkdale, Beachhaven and Te Wairau / Glenfield. This high growth of the North Shore caused traffic chaos and congestion on the small section of the motorway between Fanshawe Street and Northcote Road, and the four lane harbour bridge soon became inadequate to support the traffic flow. Four new lanes were added in 1969.

In addition to transport decisions, the government continued to build settlements (e.g. Tāmaki) and offered loans which encouraged further development in the outer suburbs. Another state initiative was the Group Building Scheme whereby the government guaranteed to buy houses not sold by private builders. This initiative gave rise to a number of housing firms in the 1960s and encouraged further urban development.



*Maori Shacks Go Up in Smoke*

One of the ramshackle homes at Orakei set on fire after demolition yesterday.

*Māori shacks go up in smoke (1951)*, New Zealand Herald – Sir George Grey Special Collections, Auckland Libraries 7-A14286A.



*Flats and Couple, Panmure, Auckland (1969)*, John Fields – Auckland Art Gallery Toi o Tāmaki, purchased with assistance from the Queen Elizabeth II Arts Council of New Zealand, 1976.

For example, Fletcher Trust helped construct the new suburb of Pakuranga where 1000 residential sections were developed in 1964.

The Pakuranga-Howick area experienced high growth in the 1950s and 1960s. Between 1950 and 1955, Panmure transformed from a small village with three or four shops and a hotel into a busy suburban shopping centre as the West Tāmaki housing estate was developed. Glen Innes (1959-60), Te Rewarewa / New Lynn (1963), and Pakuranga (1965) were examples of new regional shopping centres at the time.

While Auckland's population grew, much of this growth was concentrated in the outer parts of the urban area, and by the early 1960s the central city area had suffered considerable decline. Dilapidated conditions found in the inner city, the outward movement of businesses and industries, and the emergence of the motorway network facilitated this movement. Factories moved from the inner city to cheaper land in west and south Auckland, and suburban shopping malls brought the closure of downtown department stores.

Growth of infrastructure was necessary in order to service the needs of a growing population. Two dams in the Hunua Ranges (Cossey's Creek Dam 1955, Mangatawhiri Dam 1965) were commissioned in order to support the Waitākere Ranges catchment. Electricity generation was improved to meet the increasing demands of the city, which were only being met partially by hydroelectric dams along the Waikato River. Expansion included a coal fired station at Meremere.



After decades of debate around sewerage, 1960 saw the main sewerage outfall shift from Ōrākei to a new treatment plant at Māngere, which included a 500 hectare oxidation pond. This was supported by a second treatment plant constructed in Otehā / Albany in 1962. Unfortunately, while the Māngere treatment plant enabled the diversion of water pollutants away from the Waitematā Harbour, it also contaminated the traditional seafood resources of local iwi.

Plans to consolidate urban growth emerged at this time. The concept of an 'urban fence' was introduced in 1951 through the Outline Development Plan for Auckland, prepared by the Auckland Metropolitan Planning Organisation. The plan also proposed a green belt of five mile depth from the boundary of the main urban area, consisting of Okura, Otehā, Greenhithe to the north and Pakuranga, Wiri and East Tāmaki to the south.

1952 saw the Crown confiscation of Ngāti Whātua Ōrākei's remaining five hectares of land within the Ōrākei Block. The marae and other buildings including people's homes were burned to the ground to make way for a public park. All that remained was the chapel and cemetery, while the inhabitants of the village were moved up the hill into state houses. The removal of the Māori village was also in preparation for the Queen's visit the following year, the village considered 'a dreadful eyesore and potential disease centre.' In 1959 the land at Ōkahu Bay was intended to be used by the Crown to establish a national marae, however this was never realised.

The 1961 Regional Development Plan: Regional Growth prepared by the Auckland Regional Planning Authority envisaged the creation of an "orderly, coherent, decentralised metropolitan region comprising a main or parent area surrounded by a cluster of communities. Each of these parent units and cluster communities would have, to varying degrees, its own decentralised functions and would rely on the one metropolitan core for the true metropolitan functions and services". Key points of this 'cluster' urban form were:

- controlling growth on the urban fringe within a determined long-term boundary
- providing for further growth in urban units physically and permanently separated from the main city centre.

In 1967, as a part of the Regional Master Plan Preliminary Report series prepared by the Auckland Regional Authority, two plans were prepared for the purpose of looking at the future direction, scale and form of the urban area to accommodate the projected population increases in the next 20-30 years. The Regional Master Plan which followed the preliminary report envisaged the development of Orewa, Okura / Long Bay, Waimauku, Kumeu, Whitford and Beachlands within a 20 to 30-year timeframe.



*Construction of the Auckland Harbour Bridge (c.1959), Les Downey – Auckland Libraries Heritage Collections 314-A16414.*

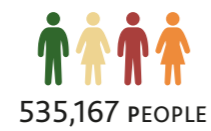




Aerial view of Auckland (1950s), National Publicity Studios – Sir George Grey Special Collections, Auckland Libraries, 895-A65400.

## 1966

Te taupori  
Population



## 1964

Te wāhi hanganga  
Built area



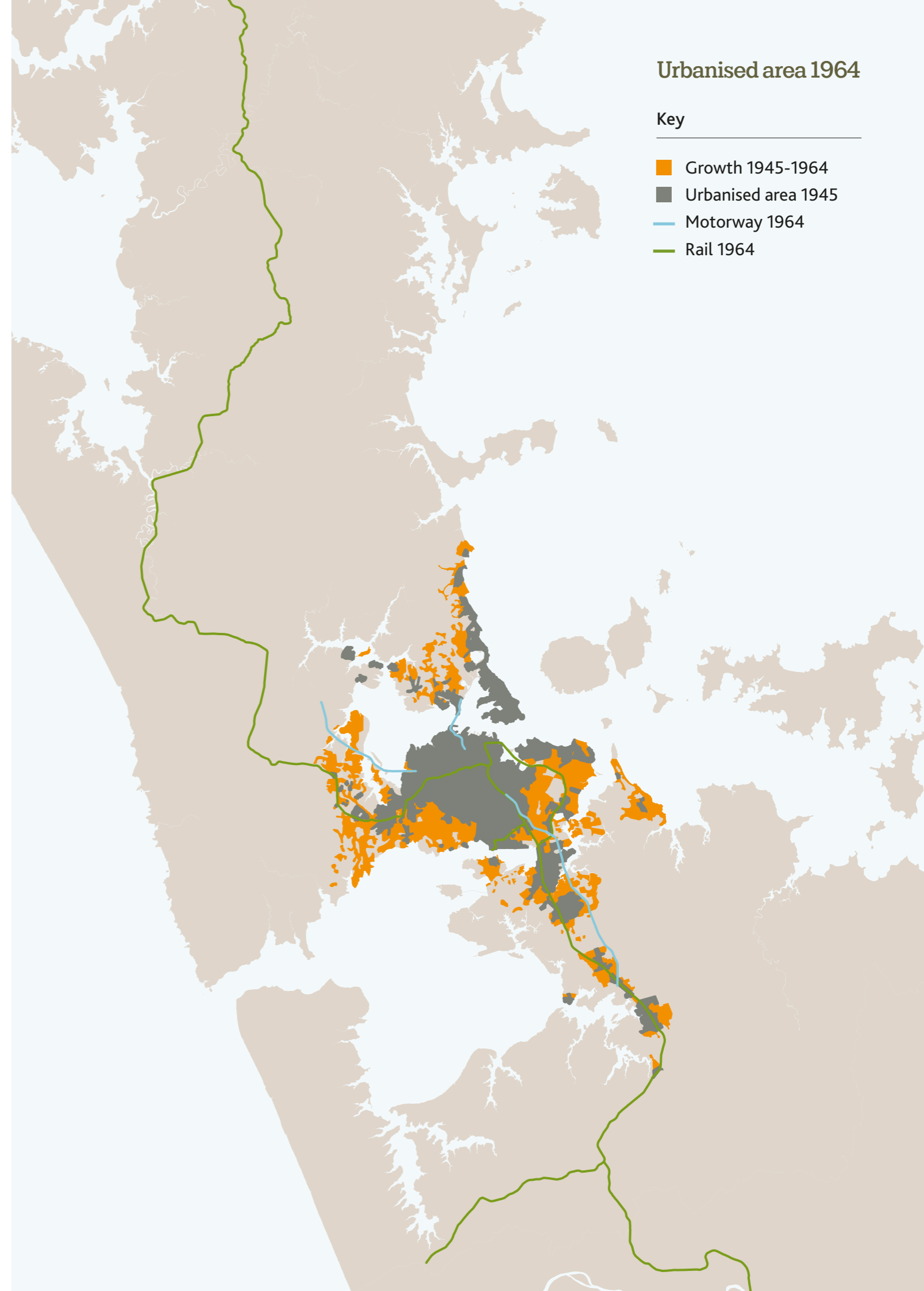
Te kiatotanga  
Density



## Urbanised area 1964

Key

- Growth 1945-1964
- Urbanised area 1945
- Motorway 1964
- Rail 1964







Occupation of Bastion Point (1978), Robin Morrison – Auckland War Memorial Museum Tāmaki Paenga Hira PH-1992-5-N10-1.

## 1970–1979: Te horapa tonutanga Continued outward growth

Tāmaki Makaurau / Auckland now had an extensive motorway network which facilitated growth to the west, north and south. Work began on the Central Junction (known colloquially as Spaghetti Junction) in the 1970s and construction continued on the motorway system which, combined with continued state housing development fostered the development of new suburbs and industrial areas.

New housing developments appeared in East Tāmaki, Massey East, Te Atatū, Torbay and Te Wairau / Glenfield, a direct result of the recently completed motorway network. Orewa and Whangaparāoa Peninsula also experienced considerable growth during this period.

State housing had a strong influence on growth of the urban form, especially in south Auckland. In the early 1970s, the proportion of state houses in Otara was over 40 per cent – by 1983 over 5000 houses had been built in the suburb. Other state housing developments were located at Māngere Bridge and Papatoetoe. The 1970s also saw the end of policies which sought to intersperse Māori among Pākehā in state housing. This led to high concentrations of Māori in suburbs with many state houses, such as Glen Innes, Manurewa and Mangere. While critics have portrayed this as ghettoisation, these concentrations also assisted in Māori urban community building through amenities such as the urban marae.

Concurrent to this diffuse metropolitan growth town planners had become aware of the problems of urban sprawl, and regional planning focused on developing a compact urban form. The first Regional Planning Scheme for Auckland became operative in 1974. This provided a broad-scale vision of the distribution of different activities throughout the region, while detailed planning was left to local councils. The main proposal of the scheme was that:

“The direction of urban growth is to be guided in such a way that an urban form following a ‘multi-linear’ pattern evolves – that is growth will be related to the main transportation corridors and coastlines”.

The next year, in 1975 a report conducted by the Auckland Regional Authority concluded that:

- further urban development was tightly constrained in the south-west and south
- land to the east of south Auckland, the north, and the west was the least constrained
- on the grounds of physical constraints, a redirection of Auckland’s growth away from the south and to the north and west was necessary
- even with the best intentions of concentrating growth more in the future there would have to be major compromises. Continuing development of Auckland must not cause further loss of land that is valued highly for at least one purpose other than urban development.



A number of future developments were identified within the proposed urban limit, including Hibiscus Coast, Okura / Long Bay, Otehā / Albany, Massey, Hobsonville, Birdwood, Waiwhauwhau / Swanson, Weymouth, Manurewa East, East Tāmaki, Flat Bush, Greenhithe, Te Kōpua / Henderson, and south Titirangi. These areas, along with the existing urban development, were estimated to accommodate a projected population in excess of 1.1 million by the mid-1990s.

Intensifying urban development in order to make transport and infrastructure operate more efficiently had been an objective of regional consolidation strategies since the 1950s. However, there was significant opposition to this resulting from the 1960s experience of infill, including poorly designed 'sausage flats' (single storey flats situated on cross-leased sections with common driveways) and houses on cross-leased sections. Concerns around monotony, lack of privacy, parking, noise, the loss of trees and urban amenity led to the continued desire by many residents to live in peripheral areas.

Housing and parkland development was also appointed for the last of the undeveloped 24 hectares of land within the Ōrākei Block – land that until 1976 Ngāti Whātua Ōrākei had hoped that they might be returned. In 1977, organised as the Ōrākei Māori Action Committee, some members of Ngāti Whātua Ōrākei responded to this by occupying the undeveloped land at Takaparawhā / Bastion Point. The occupancy lasted for 506 days until, on the 25th of May 1978, a combined force of police and army evicted the protesters, arresting 222. The buildings and gardens used during the occupancy were burned to the ground.

In 1978 Ngāti Whātua Ōrākei and the Crown reached a settlement which saw the crown returning a portion of the Ōrākei Block which had been confiscated under the Public Works Act, at a cost of \$200,000 to Ngāti Whātua Ōrākei. This settlement set a precedent for mana whenua involvement and engagement in Auckland's future urban development.

## 1976

Te taupori  
Population

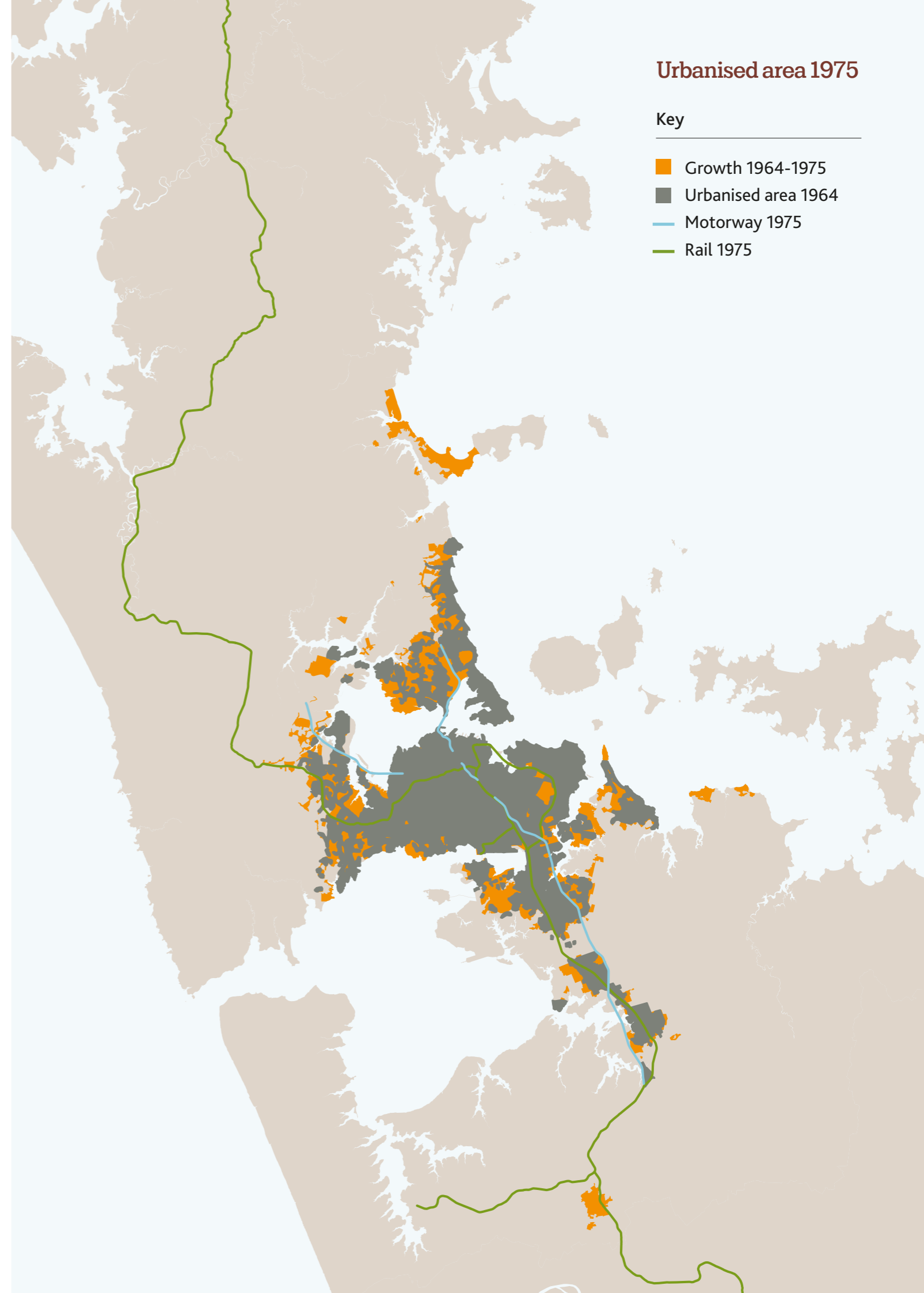


## 1975

Te wāhi hanganga  
Built area



Te kiatotanga  
Density







Traffic problems on the Southern Motorway (1985), Stuff Ltd – Auckland Libraries Heritage Collections Footprints 00586.

## 1980–1989: Te whakakīkī mā ngā whare āpiti Intensification through infill housing

During this decade New Zealand experienced broad economic deregulation, significant changes to the welfare system, local government reform, a recession following the international share market crash of 1987, as well as ongoing population growth – all of which affected the shape of urban development in the Tāmaki Makaurau / Auckland region.

Enabled by the reliance on private transport and the motorway system, the trend of growth outside of central Auckland continued into the 1980s. This was especially notable for the increasing number of urban Māori, with large numbers living west and south of central Auckland – by 1986 almost 80 per cent of Māori lived in urban areas. This growth was accompanied by the increased presence of amenities and services for Māori, such as the Hoani Waititi Marae and Te Whānau o Waipareira.

Growth in housing emerged from infill as well as the development of available land. There was substantial infill in the eastern suburbs of Remuera, Kohimarama, Mission Bay and Saint Heliers with a dominance of units/flats.

This trend was not the case elsewhere, and major new subdivisions were developed in Chatswood, Highbury, Meadowbank, Saint Johns and Rosebank with a dominance of houses instead of units/flats. High growth was also experienced in the Wiri area in the south (refer to growth map 1987).

The development of the Otara area continued through the 1980s and 1990s with the construction of medium and high cost housing at Redoubt North.

By the mid-1980s, Auckland was already facing a traffic dilemma, particularly on the main routes in and out of the CBD.

Towards the end of the decade, the CBD began to show signs of revitalisation. Changing lifestyle patterns and household composition played a role in the demand for inner city apartments but the economy and employment factors were also influential. The economic reforms of the 1980s marked the start of a period of growth for industries that are commonly located in the CBD. Finance and insurance sectors saw significant growth, while property and business service industries created new employment opportunities in the central city. In line with this, the demand for inner city housing grew. In addition, the 1987 stock market crash had left many inner city office buildings underutilised which forced developers to look for alternative uses for their properties. Many converted their office blocks into apartments, and empty lots where office buildings were planned became open-air car parks.



## Urbanised area 1987

### Key

- Growth 1975-1987
- Urbanised area 1975
- Motorway 1987
- Rail 1987

Direct state intervention in the housing market diminished in the 1980s and began to take shape as welfare policy. This created a shift away from housing allocation policy based on the two-parent working family to a policy of providing for those with the greatest need.

It had been recognised by planners in the 1970s that continued expansion was likely to lead to increasing inefficiencies and continuing damage to Auckland's natural resources and that a more coordinated response was necessary. In response to these considerations, the Auckland Regional Planning Scheme (approved in 1988) brought into effect limits to contain the expansion of urban Auckland, and requirements for sequencing and structure planning of future urban expansion areas.

## 1986

Te taupori  
Population

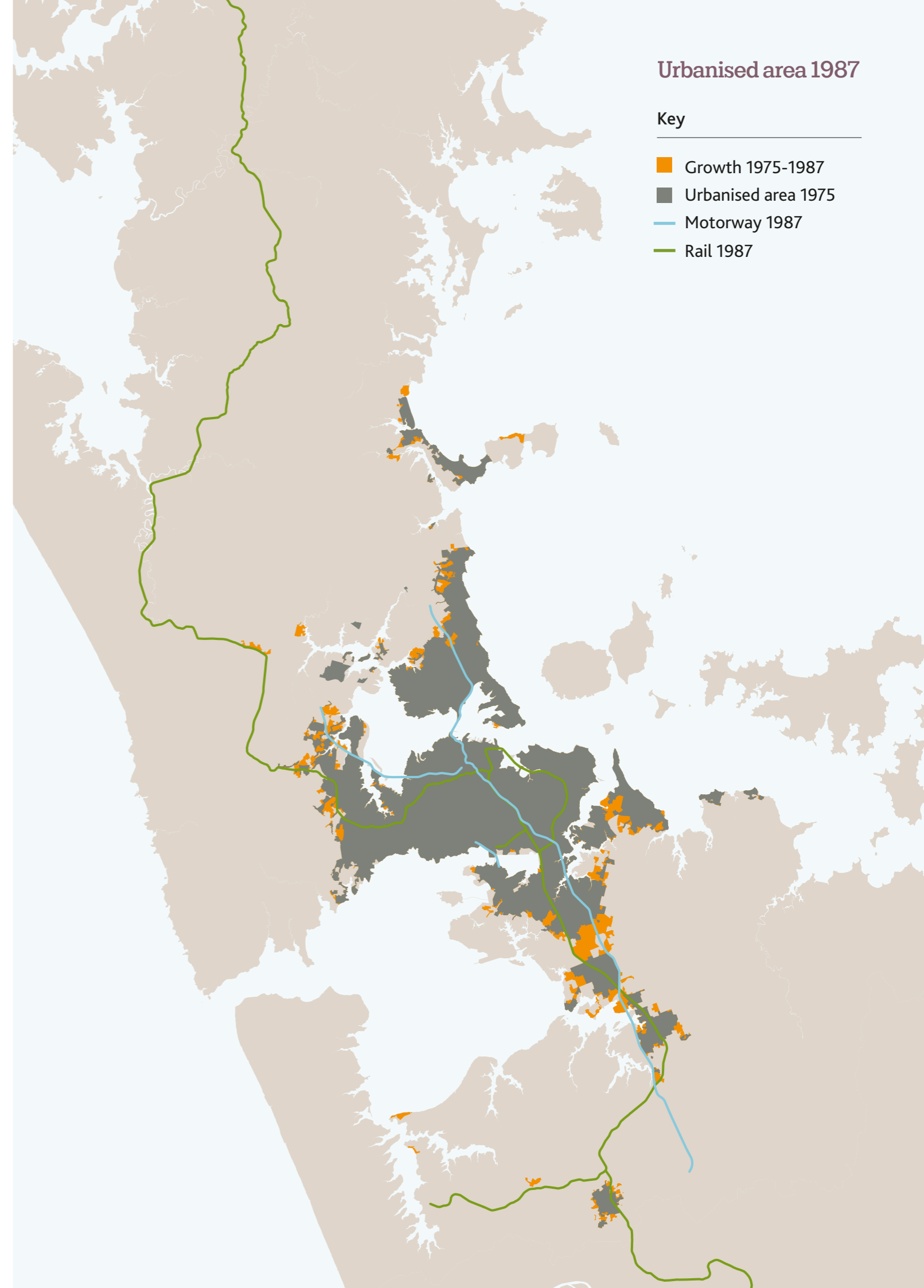


## 1987

Te wāhi hanganga  
Built area



Te kiatotanga  
Density







*Mixed housing typologies in Grey Lynn (1990s), Auckland Regional Council.*

## 1990-1999: He rautaki whakawhānui Strategies for growth

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Tāmaki Makaurau / Auckland experienced considerable population increase during the 1990s, driven in large part by a change in national immigration policy that allowed new migrants to enter New Zealand based on skills. Three quarters (76 per cent) of the nation's growth between 1991 and 2001 occurred in the Auckland region, which had reached one million residents by the 1996 census.

As the region's population and economy continued to increase, pressures intensified on transport, housing and infrastructure. The removal of tariffs on imported vehicles in the early 1990s resulted in a flood of cheap imported cars on the market, which were eagerly snapped up and contributed further to the traffic dilemma. Public transport patronage was decreasing and traffic congestion was increasing. Much of the region's infrastructure (water supply, wastewater treatment, stormwater systems, refuse disposal, transport, power, gas and telecommunication networks) was already reaching design capacity and needed upgrading to meet higher environmental standards as well as increasing demand. In 1995 and 1998, Auckland experienced water and power supply crises.

During the 1990s, the highest population growth was observed in Rodney District followed by Manukau City and Franklin District indicating a continued trend of peripheral growth. Some of this increase in residential development was enabled through rezoning of land around the city outskirts e.g. Okura / Long Bay, Hobsonville, Flat Bush, Takanini and Hingaia.

Between 1991 and 2001, hundreds of business building consents were issued along the southern corridor in Manukau, Takanini, Papakura, East Tāmaki, as well as the CBD, Ōtāhuhu, Onehunga, Te Rewarewa / New Lynn, and Rosebank area along with clusters around Otehā / Albany on the North Shore.

At the same time, clusters of residential building consents were issued around Hobsonville, Te Kōpua / Henderson, Otehā, East Tāmaki, Flat Bush and Manurewa. A significant number of new residential building consents were also issued throughout the region's developed areas, suggesting continued infill.



While the outer suburbs absorbed a large proportion of growth in the 1990s, the inner areas and the CBD also accommodated a growing number of new residential developments towards the end of the decade. During the 1991-2001 period, between 52 and 62 per cent of annual metropolitan residential growth took place in existing urbanised areas (middle/inner/CBD) as opposed to 38-48 per cent greenfields development in the outer zones.

Some consolidation started to occur throughout the urban area during the 1990s with the construction of high density mixed-use developments in the CBD, and medium density terrace and apartment developments being built in diverse areas such as Ellerslie, One Tree Hill, Te Rewarewa, Waterview, Papatoetoe and Oteha, as well as Takapuna, Parnell and Newmarket (Te Tī Tūtahi).

Despite rapid population growth the metropolitan urban limits had moved little since the 1950s. The region had absorbed over 300,000 more people since the late 1970s without significantly extending the urban limits. Most of the areas that experienced growth had been identified as future growth areas by the regional planning documents of the time.



Auckland Central Business District (1990s), Rob Tucker – Auckland Libraries Heritage Collections 1423-94.

In 1998 the Auckland Regional Growth Forum was established, following population growth and capacity concerns, as well as a number of inter-council Environment Court cases. The Forum's objective was to develop a Regional Growth Strategy, which was released in 1999. It provided a vision for what Auckland could be like in 50 years with a population of two million. The purpose of the Regional Growth Strategy was to ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland region. Key principles of the strategy included:

- A compact urban form, with most growth within existing metropolitan area focused around town centres and major transport routes to create higher density communities;
- Focus on a variety of housing and mixed use activities to provide for employment, services and recreation;
- Limited managed expansion into greenfield areas outside of current Metropolitan Urban Limits (MUL) where environmental quality, accessibility and infrastructure development criteria can be met;
- Protection of the coast and surrounding natural environment.

This decade also provided a significant legal milestone for Māori land tenure in Auckland with the passing of the 1991 Ōrākei Act which acknowledged Treaty of Waitangi grievances against Ngāti Whātua Ōrākei. The passing of the act helped to usher in a new co-governance agreement for the benefit of Auckland, and enabled the hapū to return to the CBD as a land owner through the purchase of 20 hectares of former railway land at Quay Park in 1996. This land is now owned by Ngāti Whātua Ōrākei in perpetuity and has subsequently become the site of several leasehold developments including Spark Arena and a number of residential apartments.

## 1996

Te taupori  
Population



Te wāhi hanganga  
Built area



Te kiatotanga  
Density



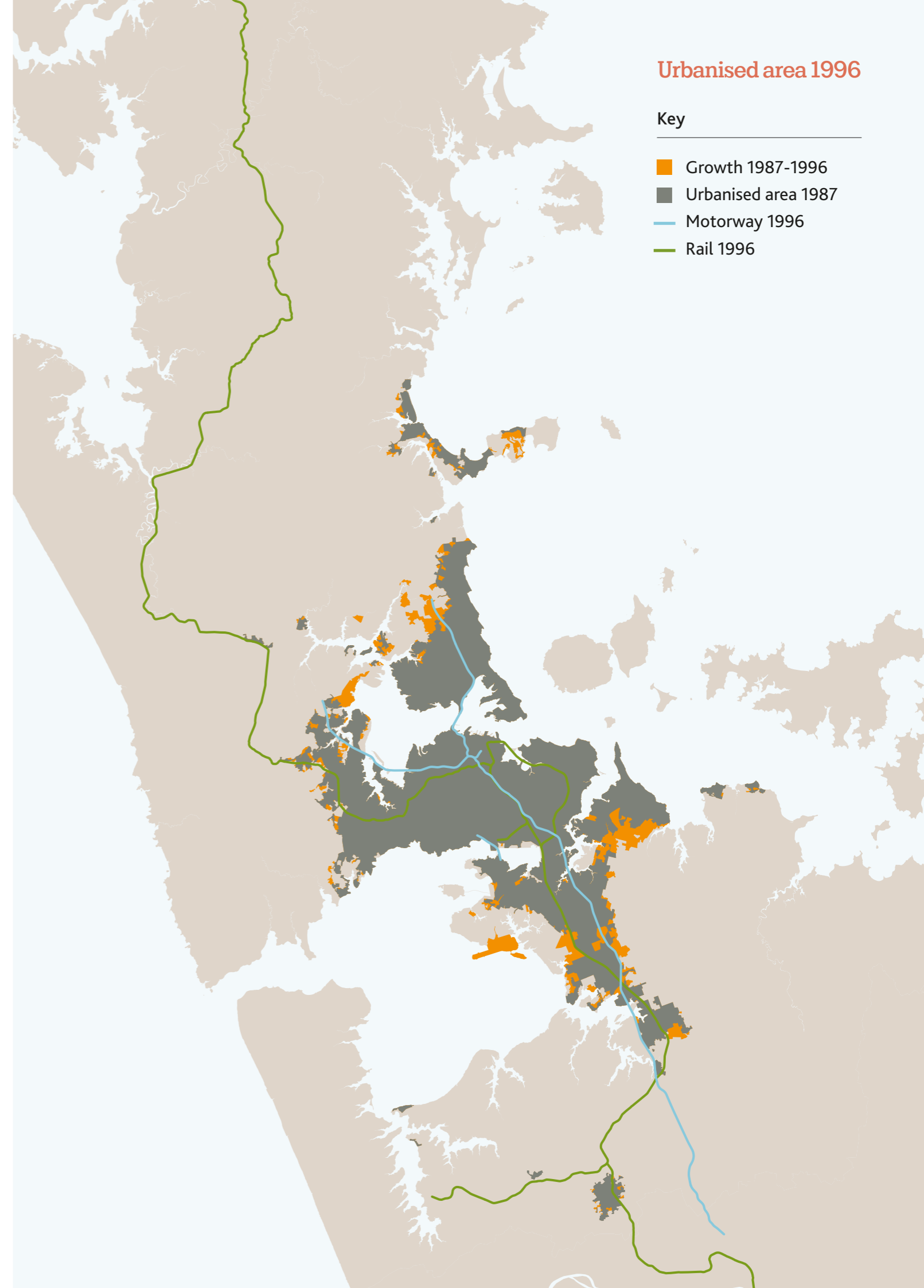




*Big Box junction in Botany (1999) – Auckland Libraries Heritage Collections Footprints 03894.*



*Britomart rail extension (1994), Auckland City Council – Sir George Grey Special Collections, Auckland Libraries 1108-26.*







*Viaduct Harbour (2008), Hagen Hopkins – Mychillybin 100104\_13.*

## 2000–2009: Te manotau hōu The new millennium

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By 2001, Tāmaki Makaurau / Auckland's regional population had reached 1.2 million people, with the majority of the population living within the urban area (90 per cent). The urban form now consisted, for the most part, of low-density housing (in 2006, 75 per cent of occupied private dwellings were detached houses and the remaining 25 per cent was made up of flats and apartments), but there has been a gradual increase in compact living options.

Development in the first decade of the 21st century has moved from being primarily peripheral to intensification through infill, redevelopment and the development of remaining vacant lots within the Metropolitan Urban Limit. Peripheral development continued by way of Structure Planned areas such as Hobsonville and Flat Bush. These developments were generally still low density.

There was also residential growth beyond the urban limits with an increase in countryside living or 'lifestyle blocks'. This was typically found around Pukekohe, Kumeu and Whenuapai, and along the coastal areas of Whangaparāoa Peninsula and further north.

Analysis of building consent data shows that the two largest greenfield growth areas during this decade were Māngere South (adjacent to the Auckland International Airport) and Oteihā / Albany. There was also strong growth in Newmarket (Te Tītūhahi) and Te Kōpua / Henderson due to infill and redevelopment.

The Auckland City Centre received continued revitalisation, with a boom in apartment building development. The inner city resident population increased 500 per cent between 1991 and 2006 to over 17,000 residents.

Considerable investment in infrastructure was carried out during this decade. The Britomart Transport Centre was officially opened in 2005, bringing rail back into the CBD. During 2007 the Central Motorway Junction and Grafton Gully were completed. In 2009 the Northern Busway opened. This immediately increased public transport patronage between the North Shore and the Auckland City Centre. Heavy investment in the Auckland rail network led to the redevelopment of the Newmarket (Te Tītūhahi) and Te Rewarewa / New Lynn stations, sparking continued growth in rail patronage.

In the second half of 2009, a tender was let to a consortium to begin work on a tunnel under Victoria Park to ease the bottleneck through the Victoria Park flyover and planning was underway for a second harbour crossing over the Waitemata.





Britomart Transport Centre (2012), Christine Brunner – Mychillybin 102909\_56.

## 2006

Te taupori  
Population



## 2008

Te wāhi hanganga  
Built area



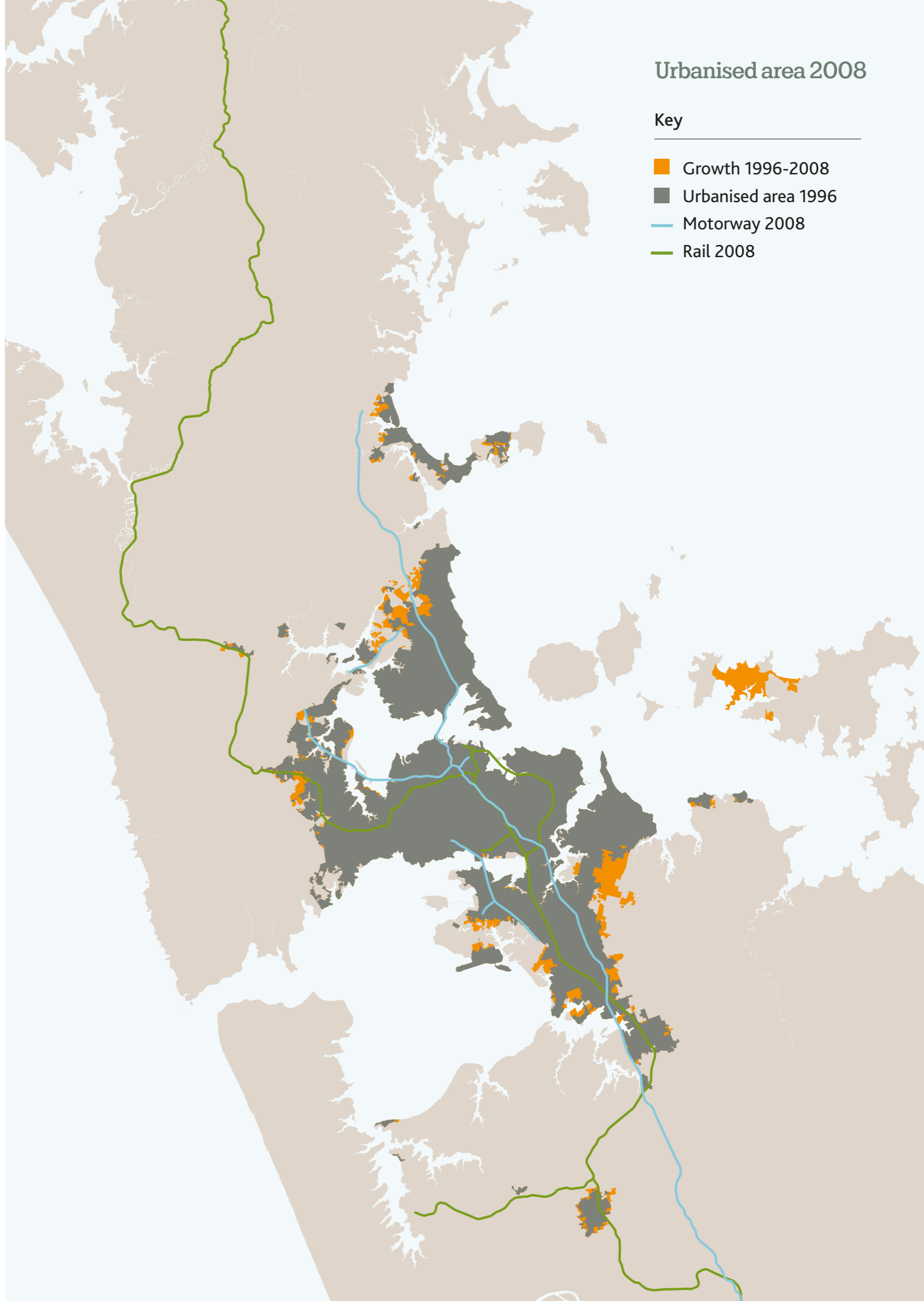
Te kiatotanga  
Density



## Urbanised area 2008

### Key

- Growth 1996-2008
- Urbanised area 1996
- Motorway 2008
- Rail 2008







Stonefields (2018), Jay Farnworth – Auckland Council.

## 2009–2018: Te whakawhānuitanga ā-tōpū Amalgamated growth

During the second decade of the 21st century Tāmaki-Makaurau / Auckland's population grew to almost 1.7 million people. With migration figures increasing by over 500 per cent, Auckland has become one of the most ethnically diverse cities in the world. This significant population growth has been accompanied by numerous political changes, housing and urban (re)developments, and transport and infrastructure projects. During this decade Auckland has become increasingly defined by many housing experts as being within a housing crisis, with a dwelling shortfall of almost 45,000 units.

In November 2010, following central government's Royal Commission on Auckland Governance, Auckland's eight existing territorial authorities were amalgamated under a single Auckland Council with 21 local boards (a decision which departed from the Commission's recommended strategy). The first Auckland Plan was published in 2012, offering a new consolidated vision for Auckland and the city's spatial development that emphasises a "quality compact urban form".

To ensure proper deployment of this vision 2013–2016 saw the development of the Unitary Plan, providing regulation for the management of Auckland's natural and physical resources and provides a new regulatory and planning framework to ensure sustainable growth and development.

Of significant importance to urban development in the early 21st century has been the increasing engagement with Mana Whenua across many projects within the city, including Toi O Tāmaki / the Auckland Art Gallery (2012), the Ōtāhuhu Bus Train Interchange (2014), Ngāti Whātua Ōrākei's Kāinga Tuatahi housing development (2016) and the ongoing City Rail Link (2017–2024). Support for mana whenua partnerships are embedded within the Auckland Plan 2050 as well as the Independent Māori Statutory Board's Māori Plan for Tāmaki Makaurau, ensuring the incorporation of Te Aranga Māori Design Principles across the future development of Tāmaki Makaurau, celebrating Māori indigeneity as a point of difference in the world.

As in the previous decade, Auckland's CBD population has maintained significant growth, with an almost 200 per cent increase in inner city residents since 2006. This growth has been accompanied by steady and continuing construction of apartment complexes, and redevelopments of public space and transport infrastructure across the central city.

Outside of the CBD, neighbourhoods continue to densify, while several new suburbs and settlements spanning a number of different urban forms have arisen. Kāinga Ora (previously Housing New Zealand) is again a major player in housing developments and is associated with over 90 in-construction projects within the city as of late 2018.



Medium density development has been emphasised across both city fringe and suburban developments such as Stonefields in the east and Hobsonville Point in the north-west, while new rural settlements such as Millwater are defined by low-density construction. To battle the perceived housing crisis, the Ministry of Housing and Urban Development's KiwiBuild programme has begun to build affordable new housing developments aimed at first home buyers, with dwellings currently complete in Papakura and Ōtāhuhu. KiwiBuild is expected to build at least 50,000 homes in Auckland.

Considerable infrastructure investments during this decade have resulted in fundamental changes to Auckland's transportation network. Among numerous other roading projects, 2011 marked the completion of the Manukau Extension (SH20) and the Victoria Park Tunnel (SH1), while the Waterview Connection – completing the Western Ring Route – opened in 2017 after four years of development. Extensive upgrades have also added to Auckland's rapid transit and active transportation networks. These include the reopening of the Onehunga train line and completion of the Western Line double tracking in 2010. Electrification of Auckland's suburban rail network was completed in 2014. Since 2003, patronage by journeys on Auckland's rail network has increased over 660 per cent while total public transport usage has climbed 220 per cent to a record high. In early 2017, ground was broken for the City Rail Link, a 3.45 kilometre rail link running below the CBD that reconfigures Britomart as a through-station and will enable Auckland's rail network to double its capacity. It is expected to open in 2024.

More kilometres of active transportation options such as cycle paths continue to be developed each year, bringing with them significant growth in the number of Aucklanders choosing active and multimodal forms of transportation. In late 2018, Auckland Council green lighted Access For Everyone, a concept for reprioritising the city centre in favour of people. Many of Auckland's transportation developments have been facilitated by the Auckland Transport Alignment Project, an investment package developed in strategic alignment between Auckland Council and central government that focuses on the health, safety and environmental benefits of transport investment as it supports and shapes the growth of the city.

## 2018

Te taupori  
Population



## 2017

Te wāhi hanganga  
Built area



Te kiatotanga  
Density



Lightpath (2016), Rebekah Emerson – Mychillybin 101750\_1334.

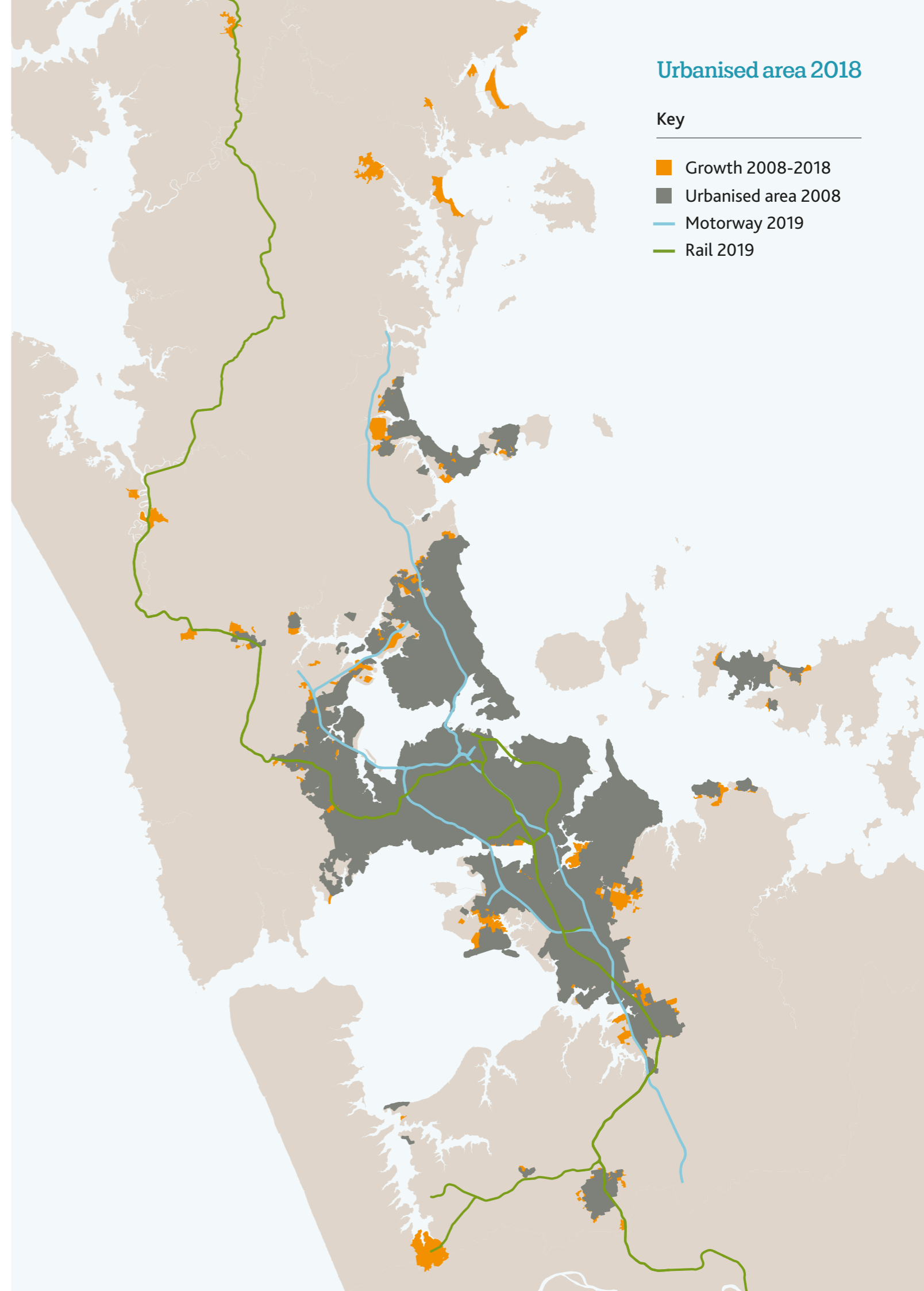




Kāinga Tuatahi (2019), Hellen Robinson – © Te Kaunihera o Tāmaki Makaurau.



Ōtāhuhu Transport Centre (2016), Kellie Blizzard – Auckland Council.







Render showing future Auckland CBD (2018), Buildmedia.

## Te aro ki anamata Looking ahead

Over the last 180 years, Tāmaki Makaurau / Auckland has transitioned from a highly valued and contested area of Māori settlement, past a modest cluster of residences and businesses around the sheltered bays and trading ports of the Waitematā Harbour, into a thriving and diverse metropolis that is one of the largest (and most rapidly growing) urban areas in Australasia. The city continues to be a vital centre of commerce and trade, and acts as a link and gateway for overseas trade and tourism across the rest of New Zealand. People flow into Auckland from other parts of the country as well as from overseas, keen to participate in the employment, education, cultural and lifestyle opportunities that a city this size can offer, boosting the population year after year.

As we move into the third decade of the 21st century, Auckland's momentum shows no signs of slowing. The city is projected to surpass 2 million residents by 2030, creating continued ongoing demand for employment and housing solutions. Response to that demand will continue to include expansion into greenfields across multiple scales of density, such as Milldale and Hobsonville, as well as the intensification of existing neighbourhoods such as Kāinga Ora's Mount Roskill and Tāmaki developments. Compact living solutions will be realised through ongoing development of medium to high density apartments in the city centre and increasingly within other urban centres across the region.

Following Auckland's 2010 restructure into a single unitary authority, the previously discrete policies of Auckland's various local governments were expanded and consolidated into the Auckland Plan and associated Unitary Plan, which are supported by several strategies including the Auckland Transport Alignment Project and numerous place-based plans such as the Central City Master Plan and the Southern Initiative. These strategies share a central vision to ensure that Auckland retains a high-quality living environment by promoting compact urban environments that have high amenity and are well integrated with the transport system. As Auckland continues to expand and intensify, projects such as the City Rail Link, City Centre to Māngere Light Rail, and the Harbour Bridge's SkyPath will ensure that Aucklanders are well supported by a variety of environmentally and health-conscious transport options.

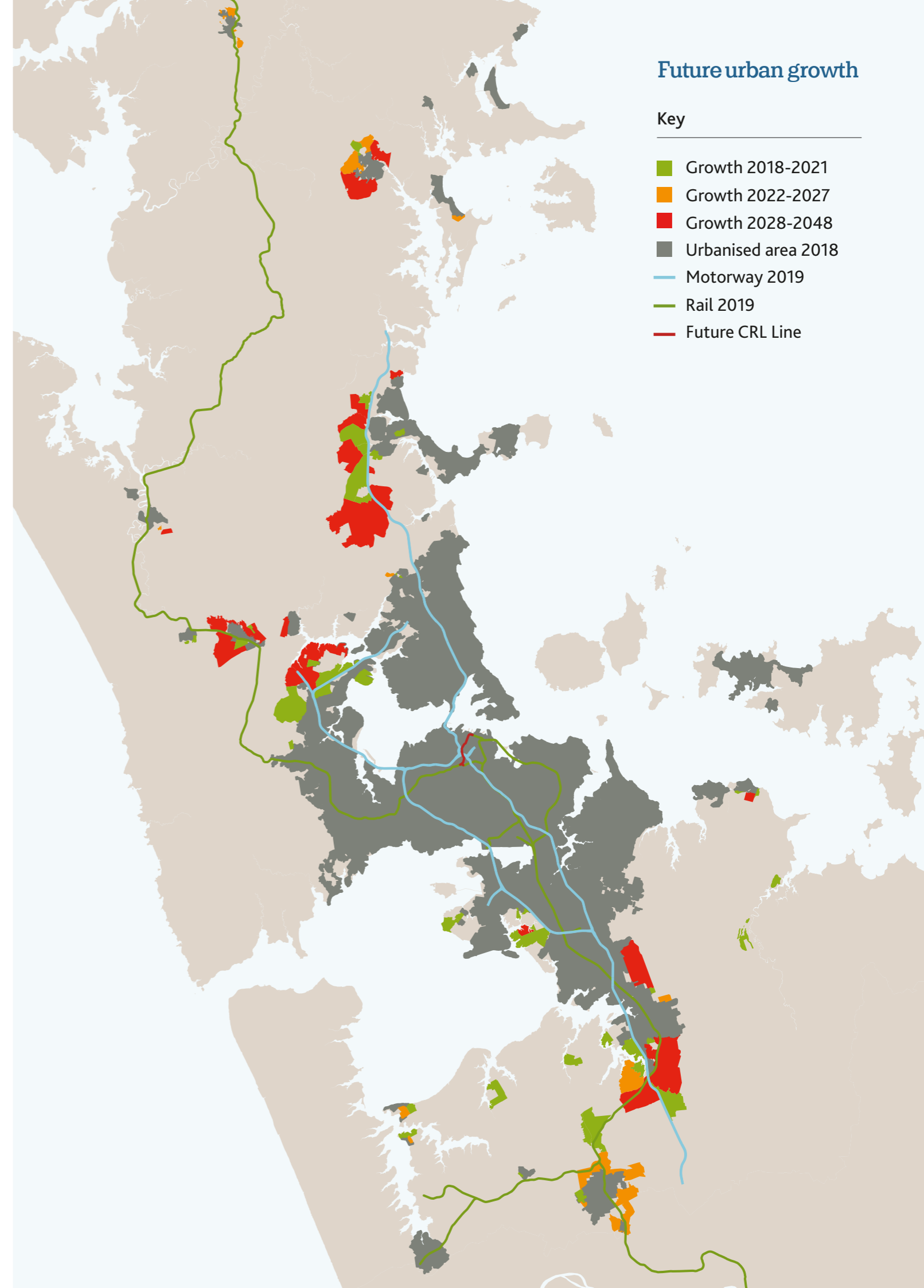


Amongst the current change and reshaping of Auckland’s urban form, a recalibration of relationships with Māori in a post-Te Tiriti o Waitangi settlement era offers significant opportunity to inform the nature of that change. In doing so, Auckland can meaningfully engage with mana whenua and mataawaka to move with confidence to become Tāmaki Makaurau, a unique, dynamic and diverse modern city/region located here in Aotearoa, reaching confidently out into the world from our place in the South Pacific.

Tāmaki Makaurau’s future urban form will continue to be shaped by land availability, planning mechanisms, transport links, infrastructure provision and resident and Mana Whenua engagement. As we move further into the 21st century, other, newer challenges of sustainable energy use and development, the effects of climate change and protecting the region’s natural and cultural heritage will become increasingly important.



Stonefields Apartment Buildings (2018), Jay Farnworth – Auckland Council.





# Hei pānuitanga atu anō

## Suggested further reading

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- Bloomfield, G.T., (1967) 'The Growth of Auckland 1840-1966', in J.S. Whitelaw (editor) *Auckland in Ferment*. New Zealand Geographical Society. Wellington, New Zealand.
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- Rowe, J. (ed), (2005). *Economic Development in New Zealand*. Ashgate Publishing Ltd., New Zealand.
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- Sullivan, A., (1977). *The Maori Economy of Tamaki, 1820-1840, unpublished thesis*. Auckland University.
- Wall, D., (2003). *Above Auckland*. Auckland. New Holland Publishers (NZ) Ltd.
- Whitelaw, J. S. (editor), (1967). *Auckland in ferment*. New Zealand Geographical Society. Auckland.
- Wolfe, R., (2002). *Auckland: A pictorial history*. Random House.

A number of other resources are available at the following places:

- Auckland City Archives
- Auckland Central Library
- University of Auckland Library
- Museum of Transport and Technology
- New Zealand Film Archive: Auckland Branch.

### A note on Māori place names

Māori place names have been used throughout this publication in accordance with following methodology. In each chapter:

Auckland is referred to as Tāmaki Makaurau / Auckland in the first instance, and as Auckland thereafter.

Places with Māori names that appear in Auckland Council's Te Waka Angamua (Māori Strategy and Relations Unit translated) Māori place name list are referred to as Māori name / English name in the first instance and as Māori name thereafter, e.g. Otehā / Albany in the first instance, Otehā thereafter.

Places that do not appear in Auckland Council's Te Waka Angamua – Māori Strategy and Relations Unit translated Māori place name list, but for which an associated Māori name can be found are referred to as English name (Māori name) in the first instance and as English name thereafter, e.g. Freemans Bay (Wai Kōkōta) in the first instance, Freemans Bay thereafter.





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Te Kaunihera o Tamaki Makaurau

