

City Centre Masterplan 2020

Outcomes

September 2019



City Centre Masterplan Refresh

We want your feedback on the future planning of Auckland's city centre. The City Centre Masterplan and The Waterfront Plan are being refreshed and combined as part of a six-yearly upgrade.

The City Centre Masterplan is a high-level, non-statutory document that supports the Auckland Plan 2050 and Auckland Unitary Plan. Together with the Waitemata Local Board Plan, these documents provide the overall vision that sets the direction for Auckland's city centre.

Have your say on the City Centre Masterplan refresh [h3]
Your feedback will help shape the vision for Auckland's city centre and waterfront.

We would particularly like to hear your thoughts on:

- The ten strategic outcomes - shaping the vision of the city centre and waterfront
- The eight transformational moves - ideas, programmes and proposals to deliver this vision
- Access for Everyone (A4E) - a new idea for city centre access

When you can have your say

You can have your say from 9 September - 18 October 2019. Find out how to have your say on the *Ways to Have Your Say* page.

Why we need a masterplan

Auckland's city centre has changed dramatically over the past decade following significant public and private investment in infrastructure and development projects.

Since 2012:

- The resident population has increased from 24,000 to over 55,000
- The number of daily workers has jumped from 90,000 to over 120,000
- Every day over 200,000 people visit the city centre
- An estimated 20 per cent of Auckland's gross domestic product is now generated from the city centre alone.

Auckland continues to grow at an unprecedented rate. Right now, there is \$73 billion of commercial construction across the region and more than 150 major development projects either in progress or in the pipeline.

We need to continue the transformation of the city centre so we can provide a cultural and economic heart for Auckland. This will help it become a great place to live, work and play.

The City Centre Masterplan refresh provides the blueprint for this transformation.

City Centre Masterplan refresh vision

The City Centre Masterplan refresh presents a vision of a city centre that is:

- More family-friendly
- More pedestrian-friendly
- More environmentally-friendly.

The city centre will be a place we are all proud of, feel excited about visiting, where we can do business and be entertained.

What has been done so far

The original City Centre Masterplan and Waterfront Plan were adopted in 2012. We need to keep them up-to-date and relevant in line with other high-level planning documents.

The City Centre Masterplan refresh looks to build on the 2012 plans taking them online and combining them to:

- Showcase progress
- Reconfirm strategic direction
- Highlight specific new initiatives and projects – most notably Access for Everyone.

What happens next

After the consultation period:

- We'll use your feedback to help shape the direction and content of the refreshed City Centre Masterplan
- The refreshed City Centre Masterplan will go to the Planning Committee for adoption in February 2020.
- The refreshed City Centre Masterplan will help to inform future planning and council budgets to deliver on these aspirations for our city centre



City Centre Masterplan Refresh

The Auckland City Centre Masterplan sets out a 20-year vision for the heart of the city. Its ten outcomes and eight transformational moves are based on the six outcomes underpinning the Auckland Plan 2050.

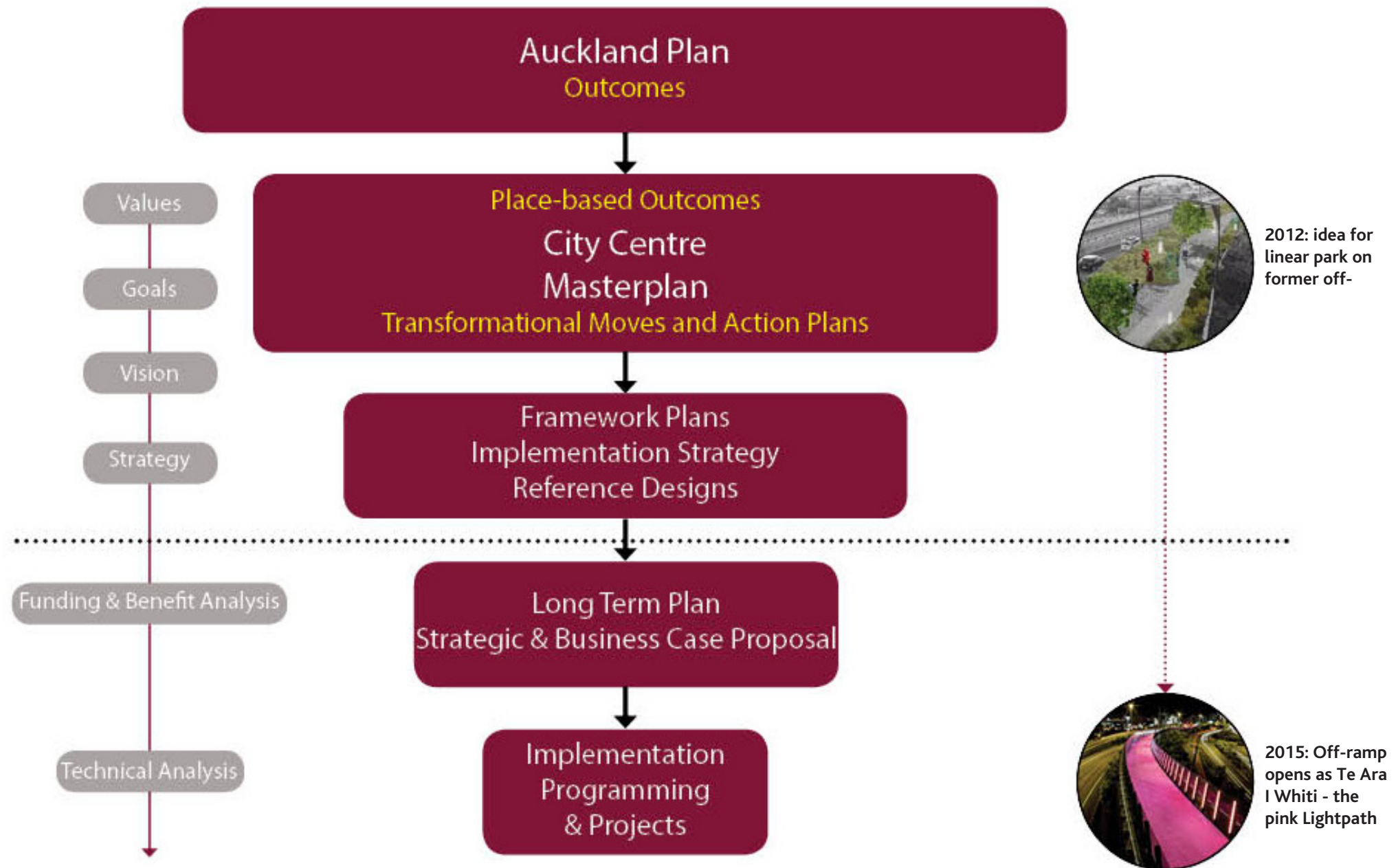
The City Centre Masterplan synthesises the Auckland Plan outcomes with objectives from across the Council family, industry and the needs and aspirations of visitors and residents, to create a coordinated vision for the city centre.

It is not a detailed project plan and should not be read as such. It sets out a starting point for further consideration. Further feasibility work will need to be undertaken before commitment can be made to delivering individual projects. This will include investigative design, detailed modelling and an understanding of benefits, costs and trade-offs. This relationship is shown in the diagram opposite.

Project delivery will also depend on funding; in most cases this is not yet confirmed. Delivery of Masterplan projects will require applications in the next funding round and to be weighed against priorities elsewhere in Auckland.

Similarly, the many illustrations and artist impressions in the Masterplan are not intended to be absolute solutions but rather indications of the possible.

The 2012 Masterplan, for example, contained a high-level vision of turning the redundant Nelson Street motorway off-ramp into a linear park, with tree planting and a narrow path. This idea was subsequently developed into Te Ara I Whiti - the pink Lightpath.



Ten Strategic Outcomes of the City Centre Masterplan Refresh

Auckland city centre's future development is defined by a range of place-shaping outcomes (previously known as factors). The ten strategic outcomes have been developed by the Auckland Council whanau, key stakeholders and partners to align the City Centre Masterplan with the outcomes of the Auckland Plan 2050.

These outcomes will:

- Shape the overall strategic direction for the city centre and waterfront
- Critically support the eight transformational moves and associated projects

What the outcomes will include:

1. Tāmaki Makaurau: Our place in the world

To promote a thriving and authentic Māori identity and culture that includes:

- Māori enterprise
- Innovation and investment
- A prominent, authentic and active mana whenua presence
- An Auckland design approach founded on Māori design.

These initiatives have been identified by the Mana Whenua Kaitiaki Forum

2. Accessible City Centre

To improve people's access and choice of transport modes into and around the city centre, particularly:

- Walking
- Cycling
- Electric-powered bikes and scooters
- Public transport
- Total Mobility

This includes a new city centre access concept called *Access for Everyone*.



3. Inclusive, Engaging and Child-Friendly City Centre

To support Auckland's diversity by applying universal design principles to improve equality of access and deliver a city centre that works for all, regardless of:

- Age
- Ethnicity
- Gender
- Disability

4. Green City Centre

To recognise the importance and positive impacts of increasing access to green space such as:

- Parks
- Waterfronts
- Reserves
- Planting and greening of streets and public spaces

5. Public Life

To acknowledge continued growth in the diversity of public life and create better public spaces in:

- Auckland's well-known locations
- Everyday streets within the city centre.

6. Liveable City Centre

To highlight the need for social infrastructure in the city centre and provide direction around:

- Housing affordability
- Homelessness
- Safety
- Public space

7. Quality Built Form

To deliver a well-designed and planned city centre by linking the City Centre Masterplan and Waterfront Plan to statutory planning and design tools in Auckland including:

- The Unitary Plan
- The Auckland Urban Design Panel
- The refreshed Auckland Plan 2050

8. Heritage-Defined City Centre

To increase understanding, protection and conservation of city centre heritage:

- Places
- Landscapes
- Stories

9. Sustainable City Centre

To shape council's approach in the city centre to:

- Transport
- Air quality
- Water quality
- Climate change

This outcome focuses on the Auckland Climate Action Framework and Outcome 5 of the Auckland Plan 2050

10. Prosperous City Centre

To set out practical ways that we can develop the city centre so it can:

- Continue to thrive as an economic centre
- Cater for the needs of our diverse population

Introduction

The refreshed City Centre Masterplan (CCMP) provides a vision for the future transformation of Auckland's city centre.

Ten CCMP outcomes will shape the overall strategic direction for the city centre and waterfront and critically underpin the eight Transformational Moves and associated projects. They have been developed by the Auckland Council family, key stakeholders and partners with reference to the Auckland Plan. They will deliver the Auckland Plan outcomes and directions in the heart of the city.

The CCMP outcomes represent a development of the 2012 CCMP factors. Each of these (with one exception) has a 2020 Outcome equivalent. The changes are set out in the adjacent table:

The remainder of this document describes the new outcomes.

2012 CCMP Factor		2020 CCMP Outcome
10. Celebrating our culture.	=	1. Tāmaki Makaurau: Our place in the world
2. Access to and within the city centre	=	2. Accessible city centre
3. Inclusiveness and child-friendly city	=	3. Inclusive, engaging and child-friendly city centre
4. Value of open space	=	4. Green city centre
5. Public life	=	5. Public life
6. Strengthening the quarters		6. Liveable city centre NEW
7. Quality built form	=	7. Quality built form
8. The importance of heritage	=	8. Heritage-defined city centre
9. Progressing sustainability	=	9. Sustainable city centre
1. Changing economic picture	=	10. Prosperous city centre



01

Tāmaki Makaurau: Our place in the world

THE MASTERPLAN ENVISAGES:

- Māori life and culture and Mana Whenua having a prominent, authentic and active presence in the city centre with widespread use of te reo Māori, the delivery of a range of Māori focussed facilities and cultural tourism offerings and regular cultural festivals and events.
- Advancement of Māori enterprise, innovation and investment including high value speciality businesses and transformative development schemes.
- Enhanced environmental design outcomes harnessing mātauranga Māori with a focus on the recognition of water as taonga.
- A Tāmaki Makaurau design approach founded on Māori design delivering unique architectural and spatial design responses.

Introduction

Tāmaki Makaurau, one of the traditional Māori names for Auckland, has many translations including Tāmaki, the place desired by many. Another traditional name *Tāmaki Herenga Waka*, *Tāmaki Herenga Tangata* can be interpreted as Tāmaki, the tethering place of canoes and people. Still another name *Tāmaki kaingā ika me wheua katoa* describes Tāmaki as being a place where the fish are so succulent that they are eaten bones and all.

These names all highlight the desirability of Tāmaki Makaurau as a place of beauty and abundance, a place to live, to work and to flourish. This is proudly reflected in the histories, traditions and statements of place by Māori tribal groups that have occupied the contemporary city centre and waterfront area across the millennia. The landscape and seascape of the city centre and waterfront is richly imbued with association and belonging for Mana Whenua.

From earliest settlement, the city centre and waterfront area has been a place of bounty and exchange, a place of peoples and cultures coming together. Māori, the tangata whenua of Tāmaki Makaurau, have openly extended their manaakitanga and welcome to the many cultures that have subsequently arrived. This has delivered the multiculturalism that defines Auckland today. It is the world's largest Māori city; it also has the largest Polynesian population. Almost 40 per cent of Aucklanders were born outside New Zealand.

Landscape and history

Finding their sources below the ridgeline upon which Māori ancestors stood and issued their calls of welcome to people arriving here, the Waikuta, Tunamau, Waihorotiu, Waiparuru and Waipapa streams have flowed to meet the waters of Te Waitematā and in doing so define the physical landscape occupied by the city centre and waterfront.

The development of the modern urban and coastal form has seriously impacted upon the presence and visibility of Mana Whenua and their long and rich histories of belonging in this area. This absence has limited the ability of Mana Whenua to maintain their traditional kaitiaki role over natural and cultural features, and to enact their responsibilities to other people as tangata whenua.

The Mana Whenua experience of the city centre and waterfront provides the bedrock upon which all other subsequent experiences of this area are overlain. This provides the basis for our collective multicultural identity.

Strategic context

The Auckland Plan Māori Identity and Wellbeing outcome identifies that:

"A thriving Māori identity is Auckland's point of difference in the world – it advances prosperity for Māori and benefits all Aucklanders."

This Outcome has been prepared with the direct involvement of the Mana Whenua Kaitiaki Forum and will include aspirations and specific initiatives that the Forum have identified as core components of an authentic and thriving Māori identity and culture within this area. Transformational Move 1: Māori Outcomes provides further detail on how the outcome intent could be delivered.

The Forum have further indicated through development of this work that their interests span five key foci within this area, and that future development should be cognisant of Mana Whenua aspirations and expectations within these focus areas:

- Culture and Identity
- Economic Development
- Environment
- Wellbeing
- Leadership and Influence

Te Aranga Māori Design principles

The Te Aranga Māori Design Principles (see Auckland Design Manual) are an accepted Māori design tool that is utilised, understood and supported by Auckland Council whānau, Mana Whenua and the Tāmaki Makaurau design industry. The principles provide an established starting point for design engagement for all development with the area premised on Mana Whenua involvement, that seek to provide design that celebrates the unique Mana Whenua culture of Tāmaki Makaurau.



01

Tāmaki Makaurau: Our place in the world

Conclusion

Through working closely with Mana Whenua, a range of unique initiatives and developments will provide all Aucklanders and visitors with a deeper understanding of Mana Whenua histories, associations and aspirations within the city centre and waterfront. Collaboration, innovation, creativity and the direct involvement of Mana Whenua will develop and deliver a thriving Māori culture and identity for the area, from which Aucklanders and visitors will benefit.

Tāmaki Makaurau - our place in the world, firmly grounded here in Aotearoa, looking confidently across Te Moana-Nui-a-Kiwa out into the world.



02

Accessible City Centre

THE MASTERPLAN ENVISAGES:

- That people can travel in safe, healthy and sustainable ways to access the employment, educational, recreational and other opportunities that the city centre offers.
- More people using public transport, walking and cycling to travel to and within the city centre
- Fewer private vehicle trips into and within the city centre.
- A new traffic circulation system – Access for Everyone - whereby cars access city centre 'zones' from its edge and cannot pass through the city centre, giving increased priority to walking, cycling and public transport.
- Improved kerbside management that supports city centre public life.
- Streets free of crashes that result in death or serious injury.
- Reduced impact of heavy freight vehicles on the city centre.

Introduction

The city centre is the economic and cultural heart for Auckland and New Zealand. An accessible city centre is critical to the city's and country's future prosperity and wellbeing, including our ability to attract and retain talented people. Improved access is vital for the region to become an internationally competitive economy that Aucklanders can both benefit from and participate in.

Increasing numbers of people are arriving in the city centre by public transport, walking and cycling. At the same time, there has been substantial growth in people choosing to live in the city centre, adding further demand for access to a wider range of activities. This has coincided with a shift in the strategic direction for transport both nationally and in Auckland, with a greater focus on road safety, sustainability and transport choice.

A radical reprioritisation of the limited road space to and within the city centre is required to address our increasing access issues, as well as give effect to shifting transport policy directions. This includes:

- delivering healthier, more pleasant, more accessible streets in the city centre
- supporting our planned and future investment in public transport, walking and cycling
- introducing 'Access for Everyone', a strategy that aims to provide more space for people and efficient transport modes by reorganising traffic circulation within the city centre
- better parking and kerbside management
- addressing issues around air quality, road safety, and freight traffic
- a target of reducing the number of cars entering the city centre during the morning peak period by at least 20%

Greater access by public transport

The number of people arriving in the city centre at peak times by private vehicle has remained nearly constant for the last 15 years. Over the same time period, the number of people arriving in the city centre by public transport (buses, ferries and trains) has almost doubled. In March 2018, more people commuted to the city centre by public transport than by private vehicle for the first time since the early 1970s. This mode shift has followed Auckland's investments in high quality public transport to the city centre.

Meanwhile, the city centre is rapidly growing as a people attractor and is intensifying. The number of people living, visiting, studying, and doing business in the city centre continues to exceed projections. The number of residents has more than doubled over the last ten years from 22,000 in 2009 to nearly 55,000. City centre employment growth has continued to surge and has been de-coupled from increases

in inbound car traffic since 2001. There are currently 118,000 jobs in the city centre. If it simply holds its share of regional employment, it will add 20,000 new jobs over the next 20 years.

Residential and job growth is driving ever increasing travel demand to and within the city centre that cannot be accommodated by private vehicles or the existing public transport network. Auckland is consequently planning and building a step-change in public transport access while investing in accessible walking and cycling.

City Rail Link (CRL), included in the 2012 CCMP but not at the time approved, is now well under construction. Scheduled to open in 2024, it will add two new underground city centre railway stations, doubling city centre rail capacity with an additional 12,000 people able to travel per hour. This increase is equivalent to the current capacity of all motorway ramps into the city centre. With further investments to the rail network's fleet and signalling system over time, the total capacity of CRL stations could surpass 54,000 passengers per hour.

CRL will reduce train travel times to the city centre. Because of the shorter journey times, twice as many people will be within 30 minutes' travel of Aotea and Karangahape Road stations. This major improvement in accessibility will heighten the attractiveness of CRL station precincts for new employment, retail and educational opportunities. It will also increase the size of the city centre's labour market catchment.

Bus congestion, even with the new fleet of double-decker buses, remains an issue as the roads simply cannot handle the volume of people trying to get into the city and home during morning and evening peaks. This has led to the government proposing development of a light rail system transit linking the suburbs to



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Accessible City Centre

the city centre and to the airport, in large part to relieve the pressure on the road network.

Light rail transit between the city centre and Māngere (CC2M), along with a future rapid transit connection to the northwest, will together move many thousands of people per hour along a mostly pedestrianised Queen Street.

CRL and light rail will structurally transform city centre access by more than doubling public transport capacity. Meanwhile buses will remain critical to city centre access. Bus circulation in the city centre is focused on key corridors including Fanshawe Street, Symonds Street, Albert Street and the planned Wellesley Street bus corridor. Bus lanes on busy bus corridors have been successful in providing reliable and frequent services and enabling high growth rates of ridership. For comparison, moving the same number of people along Fanshawe Street in private vehicles would need the road to be 20 lanes wide.

Recent planning efforts have identified bus capacity constraints along corridors and at terminals in the Downtown area, Wynyard Quarter and in the University Quarter. More work is required to make bus operations more efficient, reliable, legible, and fit for the urban environment.

This requires upgrading infrastructure on bus corridors, and at stops and interchanges, with off-street facilities. The busiest bus corridor street segments will be strategically transitioned to prioritise public transport, shortening travel times and freeing space for pedestrians.

Walking, cycling and micro-mobility

Walking is the dominant mode share in the city centre, with an estimated 500,000 walking trips per day. The current street infrastructure does not reflect this reality. While new shared spaces and public spaces have improved walking in pockets of the city centre, the overall pedestrian network remains fragmented.

Key barriers to pedestrian movement include:

- multi-lane streets devoted to vehicle movement
- excessively long waits to cross at traffic signals
- cluttered and narrow footpaths
- topographic challenges.

More work is required to elevate the important role of walking as a transport mode in the city centre. Footways need to be safe, well-maintained and accessible. Through light rail transit and the Access for Everyone (A4E) concept, an expansive network of pedestrian-friendly streets is planned for the city centre, including a pedestrian priority zone across the Waihorotiu Queen Street Valley.

As the city centre cycle network expands, cycling is experiencing strong growth. Recent cycleway projects like Te Ara Whiti (Light Path) and Quay Street are reshaping both how the city centre functions and looks. Planned investment in cycling, including a new cross-harbour connection to the North Shore could be expected to contribute an additional 15,000 cycle commuters per day, plus leisure trips.

Little of the cycleway network proposed in CCMP 2012 has been built. The A4E traffic concept provides a framework to reprioritise city centre street space for more efficient modes. This concept enables delivery of the cycling network.

The growth of electric cycles and scooters is also transforming how people make shorter trips and how goods and services are provided. There is an increasing demand for space on city centre streets where people on bicycles, scooters and compact electric vehicles can get to their destination safely without affecting pedestrian safety, and (where these are shared vehicles) park these without creating additional street clutter.

Access for Everyone (A4E)

The shift towards more efficient public transport, walking, cycling and micro-mobility will in time enable the reallocation of street space to dramatically improve the public realm for people working, living, studying and visiting the city centre.

Access for Everyone (A4E) sets out a strategic, transformational approach to city centre transportation and liveability in which general private vehicle traffic would be able to go to, but not through the city centre.

The Waihorotiu Queen Street Valley would become a largely traffic free zone with controls in place to allow for essential traffic. People driving to the city centre would be directed onto specific traffic routes and zones. This would free up city centre streets for essential access, including Total Mobility transport.

The transport network changes envisaged by A4E are likely to require a reduction in traffic volumes at peak times of at least 20%, with a full implementation of A4E likely leading to significant further reductions. A corresponding uplift in public transport, walking and cycling capacity across the region will also be necessary.



02

Accessible City Centre

More efficient use of street space

There are an estimated 50,000 off-street carparks in the city centre. This includes Council-owned buildings, publicly available privately-owned carparks, and private carparks. The pricing and availability of these spaces influences traffic volumes within the city centre. On-street car parking is currently priced to ensure optimal use of kerbside space and reduce vehicles circling to find a spot. In very busy places in the city centre, Auckland Council is investigating revised kerbside management strategies to use street space more efficiently. Car parking in the city centre is not encouraged under the Unitary Plan, due to the availability of public transport.

With the growth in direct-to-customer deliveries, taxis and ride hailing trips, there is an increasing demand for kerbside space. The reallocation and improved management of kerbside space will be a key solution to deliver streets that work better for a wider range of users (including Total Mobility) and make city centre streets more inclusive.

There needs to be greater understanding and provision for the vital servicing and loading activities that support a thriving city centre. This may be in terms of the volume, location and types of vehicles provided for, as well as the time-management of these spaces.

Safe streets

Many city centre streets are unsafe, particularly for pedestrians and cyclists, as shown by crash statistics. Streets with high traffic volumes and high traffic speeds are incompatible with dense concentrations of people. There is an urgent focus on traffic safety in Auckland including the city centre.

A city centre-wide speed limit of 30 km/hr has recently been proposed, while some streets such as shared spaces already have a 10km/hr limit. The systematic approach to road safety called Vision Zero for Auckland has been endorsed by Auckland Council and Auckland Transport.

Real and perceived safety and security concerns discourage people (particularly women, older people and children) from using public transport, walking and cycling, especially after dark. Ensuring these travel options feel safe to all Aucklanders will help encourage their greater use in the city centre and across the region.

More efficient freight movement

The Port is a key destination for high volumes of large trucks, and although this traffic should use the State Highway network, sometimes arterial streets within the city centre are used. As the city centre residential population grows, these large trucks become increasingly incompatible with city life. AT will continue to work with the Port, NZTA and the freight industry on ways to streamline Port truck movements, such as by providing dedicated freight lanes along SH16 (see Transformational Move 2: East and West Stitch).

It should be noted that some large truck movements are still to be expected within the city centre as part of construction works, moving large items or exceptionally large deliveries. There are also over-weight and over-dimension truck routes within the city centre which must be kept available, and this may limit some street design options.

ATAP and NZTA investment

There is much in the programme of planned transport investments that will support these directions over the coming years.

In particular, the \$28bn package of investments agreed between the government and Council as part of the Auckland Transport Alignment Project (ATAP) will do much to improve accessibility to and within the city centre by delivering projects such as:

- the City Rail Link (CRL);
- City Centre to Māngere light rail (CC2M);
- City Centre to Northwest rapid transit;
- increased priority for buses along key corridors and improved terminus and interchange facilities
- improved walking and cycling infrastructure;
- downtown ferry terminal improvements.

In addition to the agreed ATAP package of investments, the New Zealand Transport Agency and Auckland Transport continue to investigate future cross-harbour travel demand. One of the priorities for this project is to support improved public transport access to the city centre from the North Shore.



03

Inclusive, Engaging & Child-Friendly City Centre

THE MASTERPLAN ENVISAGES:

- A culturally rich and creative public arts and events offer.
- Improved access and provision of public amenities (toilets, changing rooms, lockers etc) catering for people of all abilities.
- Streets, buildings and public transport designed and managed according to universal design principles.
- New play parks, incidental play opportunities and child activity centres.
- Consistency with the Age Friendly Action Plan

Introduction

The Auckland Plan – *Belonging and Participation* outcome specifies that: “All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.” This equally applies to the city centre.

Tāmaki Makaurau is home to a diverse population in terms of:

- age
- ethnicity and national origin
- culture, religion and lived experience
- socio-economic status
- gender
- gender identity
- sexual orientation
- disability
- rural, island or urban location.

The city centre should be relevant, engaging and accessible to all who call Tāmaki Makaurau home as well as the many hundreds of thousands that visit from elsewhere every year. It needs to be a place where all can potentially live, work and play (i.e. as a cultural, entertainment, recreational, shopping destination) irrespective of age, ethnicity, gender or ability.

Auckland’s diversity is one of its greatest strengths. We need to support this and enable full participation in the city centre, applying principles of universal design that safeguard access for all.

Inclusive city centre

Key to securing an inclusive city centre is the application of universal design principles to ensure the built environment is designed for inclusivity and independence. Fundamentally, this means considering the needs of all users right at the start of the design process. A universal design approach recognises human diversity and designs for life scenarios, such as pregnancy, childhood, injury, disability, old age and non-English speakers. The intended outcome is a city centre that boasts a public transport network, buildings, spaces and places that reflect Auckland’s diversity and can be used and enjoyed by everyone. (Universal Design Hub: http://www.aucklanddesignmanual.co.nz/design-subjects/universal_design)

Inclusiveness covers a broad span of considerations in the city centre such as delivering high-quality and affordable housing for families and key workers, providing sufficient public amenities (toilets, showers, changing rooms and lockers) and enabling ease of movement for people of all abilities along the centre’s streets and through buildings. It also entails an age-friendly approach.

Engaging city centre

Council and its partners need to actively maintain an open invitation to residents and visitors to engage with the city centre – its services and rich experiences. One powerful way of achieving this is through an expansive programme of free public events and art projects that help us collectively understand and celebrate the richness of our heritage, cultural diversity and creativity.

Some significant public artworks grace the city centre, such as Chris Booth’s Gateway in Albert Park, Michio Ihara’s Wind Tree in the Wynyard Quarter and Michael Parekōwhai’s State House on Queens Wharf - there are 80 existing public art works in the city centre. Nevertheless, a greater presence of public art should be expected and consequently the City Centre Public Art Plan was developed in 2018 to guide strategic, transformative investment of city centre targeted rate funds (\$3million of funding to 2026) into public art with additional funding from regional public art and other development budgets for public art over ten years.

The plan has been formed in the context of the CCMP, Public Art Policy and existing and scheduled public art provision in the City Rail Link and Wynyard Quarter. It also considers the public artwork bonus floor area scheme in the Unitary Plan (by which developers can provide some public benefit from otherwise private developments, in return for increasing a building’s floor area).

There are 11 public artworks currently being developed, most of which are of scale and significance, including:

- two major commissions as part of the exterior design of the New Zealand International Convention Centre
- a proposed work in the Mayoral Drive underpass in Myers Park
- a proposed work in Lower Queen Street outside the Britomart Station
- several threshold commissions involving mana whenua in the Commercial Bay development
- proposed integrated and standalone work within the City Rail Link
- three major planned works for Wynyard Quarter.



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Inclusive, Engaging & Child-Friendly City Centre

The city centre features heavily on the calendar of Council-led public events and festivals, ranging from movie nights at Silo Park to Anniversary Weekend celebrations.

Since 2018 Auckland has been a UNESCO Creative City of Music. In recent years the number and nature of events has grown considerably. Activations like pop-up public spaces, performers and art installations intended to help to bring vibrancy and life to areas of the city centre undergoing significant transformation are now common, e.g.

- Lower Queen Street activation supporting CRL and Commercial Bay works
- Temporary Griffiths Garden on Wellesley Street.

These activations will continue to grow and ensure the city centre is engaging to all. Heart of the City are helping to deliver many of these events and provide a full calendar of upcoming events (<https://www.heartofthecity.co.nz/auckland-events>).

While the whole city centre has a part to play in creating an engaging offer, the Aotea Quarter will remain a point of focus as the civic, arts, and cultural heart for the people of Tāmaki Makaurau (a role held for well over 100 years). The Aotea Quarter Framework 2016 (<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Pages/aotea-quarter-framework.aspx>) provides strategic direction on how to take the already impressive array of performing arts venues and cultural institutions to the next level as a people focused living, breathing, arts precinct, with vibrancy, creativity and design excellence. The future of the quarter core lies in the hands of a number of stakeholders, with Regional Facilities Auckland (RFA) taking the lead as managers of many of the key venues that attract over a million people a year.

The city centre's public realm - its streets, parks, squares and waterfront promenades – is another important aspect of creating an attractive and engaging offer for residents and visitors alike. Rules in the Unitary Plan help to protect sunlight and daylight. These ensure that the public realm is designed and managed to create the right conditions for public life to unfold throughout the day.

Child-friendly and age-friendly city centre

2,000 children live in Auckland city centre and that number is increasing as more parents choose to raise their families here. Since CCMP 2012, the Waitemata Local Board has supported projects that delivered the Myers Park Playground and the Freyberg Square upgrade. These incorporate incidental play opportunities and were informed by design workshops with children. Child friendliness remains a high priority for the city centre.

City centre children attending state school currently do so outside the city centre, mainly in Freemans Bay or Parnell. Public realm improvements are needed to improve walkability and children's journeys to school (see Transformational Move 7: City to the Villages). A city centre school is likely to become necessary within the next decade.

Buildings and spaces that support cross-generational uses are well-patronised. Auckland Council is aiming to become a member of WHO's global network of Age Friendly Cities (residents who are 65 years and over). An Age Friendly Action Plan is in development. This will complement Auckland Council's Disability Operational Action Plan, Auckland Transport's Accessibility Action Plan and Panuku's Accessibility Strategy to enable a more inclusive and friendly Tāmaki Makaurau.



04

A Green City Centre

THE MASTERPLAN ENVISAGES:

- Improved connectivity between new and enhanced green open spaces.
- Growing our urban Ngahere with native urban trees and vegetation.
- Mauri Tu – investing in a healthy and happy city centre with ecological systems restored

Value of green space in our city centre

Access to green space – both green open spaces such as parks, waterfronts and reserves and the urban greening of streets and public spaces – is highly valued by Aucklanders. As the city centre continues to grow, we must ensure that we continue to grow and enhance access to high quality green spaces right across the city centre. Green space must take account of this growth and meet the changing needs of Aucklanders and all those who visit the city centre.

The largest green spaces within the city centre are the long-established and very well used city parks of Victoria Park, Albert Park and Myers Park. These provide space for sport, recreation and relaxation. Symonds Street cemetery has lower levels of public access and use but provides important environmental and ecological functions. About 35 hectares of the city centre area is currently dedicated to open space. This will expand through better connections and more civic and open spaces.

The opportunities for creating additional large green spaces within the city centre are generally very limited. The proposed headland park on Wynyard Point is the one exception to this. It represents a significant opportunity to add a new signature green space to the city's waterfront that, at approximately 4.3 hectares in size, will function as a regional park for the city centre.

Additionally, there are several other large green parks that sit just beyond the boundary of the city centre. These could play a greater role in access to green space from within the city. Efforts can be made to improve access and integration between these city fringe parks and the nearest parts of the city centre that are typically heavily severed by the motorway ring.

The Auckland Domain is a very large urban park at more than 75 hectares in size (more than the area of all the five major green parks in the city centre combined). Due to its size and significance it is a major natural, historical and cultural asset and a taonga – being the extinct volcanic cone of Pukka of major cultural significance to mana whenua.

The Domain is also the home of the Auckland War Memorial Museum Tāmaki Paenga Hira and Cenotaph which imbues it with the status of the city's primary war memorial. The Domain supports major civic and ceremonial gatherings as well as major outdoor events such as Christmas in the Park and the Auckland Lantern Festival – often of a size and nature that cannot be readily accommodated within the city centre itself.

The Auckland Domain has its own 2016 Auckland Domain Masterplan that sets out priorities for future enhancement within the park. The Domain has the potential to offer a lot more access to green space for people in the city centre were stronger linkages between the city centre and Domain to be created in future. This would also support the Auckland Domain Committee and key stakeholders in advancing the goals of the 2016 Auckland Domain Masterplan to make access changes to reduce the impact of vehicular traffic within the park.

The CCMP recognises that the Domain is the largest urban green space within immediate proximity to the city centre and that enhanced linkages to it through Transformational Moves

2, 7, 8 (East and West Stitch, City to Villages and Harbour Edge Stitch) can greatly enhance the value and contribution that both make to each other.

Similarly, there are several other large and significant green spaces within the immediate city fringe within close proximity to the city centre, in particular Western Park and the Parnell Rose Gardens / Judges Bay, which could offer more to the city centre if connections were improved. These linkages have the potential to be addressed through current and potential future projects furthering the goals of the City to Villages transformational move as well as opening up and enhancing access to a greater amount and diversity of green space for people within the city centre.

The value of green spaces is not limited to large parks. Right across the city centre, the urban street network and associated series of smaller squares, plazas and pocket parks, as well as the growing network of waterfront promenades and associated harbour's edge public spaces all contribute to the greening of the city centre.

Completed projects such as Waitemata Plaza and St Patrick's, Takutai and Freyberg Squares as part of the laneway circuit, all demonstrate how city centre public spaces can be redesigned to provide more green space, trees and planting within even the smallest and most intensively used of urban spaces in the middle of the city.

These moves have been well supported through public engagement demonstrating that Aucklanders understand the links between greening of our public spaces and health and happiness. Future projects like the Wynyard Quarter neighbourhood park, the downtown public space and St Matthew's-in-the-City will continue to add new and enhanced local green spaces across the city centre.



04

A Green City Centre

Growing our urban ngahere

In addition to green parks and public spaces, the opportunity for increasing the amount of green space in our city centre requires greater incorporation of street trees and (where space allows) surface greening of lower level planting within city centre streets.

The Victoria Street Linear Park, the signature project of The Green Link transformational move, is the most significant street greening project identified by the CCMP. It seeks to reallocate a large part of the street for this purpose.

Symbolically and physically linking Victoria and Albert Parks together, the linear park will contribute to the greening of the dense and heavily used midtown area, a part of the city centre least well served by the city's major green spaces.

Similarly, the Daldy Street Linear Park once complete will create a continuous green link between Victoria Park and the fast-developing Wynyard Quarter, including the future Headland Park.

Other streetscape projects, including Quay Street, Queen Street and Wellesley Street, have potential to increase the amount of green space, trees and planting within some of the major movement corridors of the city, improving their environmental health and making them more liveable for people.

These benefits of urban trees and vegetation are recognised in Auckland's Urban Ngahere (Forest) Strategy, which identifies street trees and road corridors as important parts of the urban forest for Auckland. This is doubly so in the City Centre, where the dense and heavily built up environs limit the opportunity for further parks and open spaces.

Urban trees deliver a wide range of social, environmental, economic and cultural benefits as identified in the urban ngahere strategy. The projects envisaged by the CCMP are seen as central to increasing the provision and quality of green public spaces and urban tree cover within the city centre.

Mauri Tu - investing in a healthy and happy city centre

Investing in new and enhanced green spaces for the city centre has multiple benefits – economic as well as environmental, social and cultural.

Improving access to and quality of green space in the city centre makes a major contribution to the health of our environment – the central tenet of mauri tu that is a key outcome for mana whenua - and to the health and wellbeing of people. Increasing our green spaces and urban forest by planting more trees can:

- Improve stormwater quality
- Increase carbon sequestration
- Reduce the urban heat island effect
- Deliver enhanced air quality
- Enhance people's mental and physical wellbeing.

In these ways, the greening of the city centre should be a major part of the city centre strategy to respond to climate change.

These environmental benefits extend to people also, by:

- improving our health and wellbeing through improved air quality
- providing shade and comfort that encourages us to walk, cycle and recreate more outdoors
- the presence of green natural vegetation within our urban spaces.

There is a lot of evidence that green spaces and urban trees make us happier – improving our health and wellbeing – they need to be accessible to all. Green spaces enhance visual amenity and urban trees provide shade and increase comfort, shelter and a sense of human scale on city centre streets.

We respond positively to seeing green as a calming influence that makes us feel better. Greenery offers respite from the busyness and built environment of much of the city centre. Trees and vegetation must be closely woven within our buildings, urban streets and spaces. Access to city centre parks and open spaces will only become more important in future.

Increasing the greening of the city centre is seen as an important part of improving the liveability of the city centre for its fast-growing residential population and for everyone that spends time in the city centre.



05

Public Life

THE MASTERPLAN ENVISAGES:

- Growth in the level and diversity of public life with more road corridor space reallocated for pedestrian movement and recreation.
- Improved user experiences through the development of an extensive, continuous, safe and accessible pedestrian network.

Public space or realm is the glue that holds the city centre together, the canvas for public life. It needs to work well for all Aucklanders.

Importance of public space

Public space provides the canvas for public life; day-to-day interactions, events, protests and celebrations. The design of Auckland's public realm shapes its identity.

The Centre for Public Space Research in Copenhagen has defined attributes that make for quality public space that is people-centric and supports public life:

- People need to feel safe from traffic and crime and protected from adverse environmental conditions
- Public spaces need to be comfortable for passive and active uses including walking, standing and sitting, listening and talking, play and exercise
- People need to be able to enjoy the spaces, which should be well designed, aesthetically pleasing and allow for activity to spill out from buildings.

In Auckland's city centre the primary public spaces are its streets and lanes supported by other spaces such as parks, squares and the waterfront. Traditionally they functioned as meeting places, marketplaces and movement spaces. However, the twentieth century saw a profound and sustained shift towards reprioritising streets for vehicular traffic flow and capacity and for building redevelopment to accommodate car parking; forces that

have changed the public space experience in Auckland and in cities across the world. Vehicles and their parking and servicing requirements have come to dominate the public realm across much of the city centre.

This trend has started to be reversed with renewed investment in streetscape and public space enhancements, starting with the upgrades to Queen Street, Lorne Street, Khartoum Place and St Patrick's Square circa 2006-2009, and the first parts of the shared space programme from 2011/2012.

These early projects have overall been a great success and public life has returned to these streets in a way not seen for decades; they have become more vibrant and vital with improved business viability.

The Unitary Plan removes the requirement for long and short-term car parking in the city centre. This frees up public space for other functions.

The 2012 CCMP greatly strengthened the importance of investing in accessible public space to support more public life. These objectives now underpin the goals of many current projects being advanced in the city centre including the transformation of many of the major movement corridors where public life has not been given a high priority historically. A better-quality, connected public realm supports walking, cycling and public transport as the priority movement modes for the city centre.

Growing demands for quality public realm

Since the 2012 CCMP the growth curve of change in the City Centre has accelerated with growth and change occurring faster and in more profound ways than anticipated. In addition to the rapid growth in residential population that has far exceeded projections, the demographic profile is diversifying.

Auckland is one of the world's most multicultural cities, particularly in the centre. More families and children living in the city centre, as well as an increase in the 40-64 age group. This reflects the city centre becoming a more attractive place to live for working professionals. It also highlights the need to create safe, inclusive, age-friendly city centre streets.

Open space use is changing and intensifying due to these shifting demographics, with a greater emphasis on more informal recreation use occurring in response to the rapid growth in apartment living. As more children become city-centre dwellers, play becomes an essential part of the public space mix.

The Waitemata Local Board has reviewed the open space provision within the city centre and has identified a specific need for more play spaces for both children and adults within the city centre. This should be understood to include informal play as well as formal play areas with opportunities to be found in streets and smaller public spaces. Development bonuses can provide an incentive for delivery of new public spaces such as pocket parks.

Public Life Survey

Gehl Architects from Copenhagen – the recognised international experts in public life – took stock of the city's progress in its 2015 public life survey, where it identified a number of major achievements to date and major challenges still to be addressed. Major achievements included:

- Clarity of the single integrated vision and strategic planning now taking place
- Growth in public transport access
- Increase in diversity of people and activities in the city centre
- Extended network of pedestrian space
- More diverse and connected waterfront
- Much higher levels of city life when compared to the benchmark 2010 survey.



05

Public Life

Major challenges still to be addressed included:

- The continued domination by private vehicles of the layout and function of most of the major streets
- Quay, Customs and Fanshawe streets as barriers between the city and waterfront
- Limited distribution of pedestrian activity
- Low numbers of children and older people visible in the city centre.

Auckland is now demonstrating a broader appreciation of the value and benefits of increased investment in public life in the city, including:

- The economic benefits of walking and public life and the role of the walking economy in supporting city centre employment, agglomeration and economic productivity. This was identified in the Council's Business Case for Walking research programme.
- The importance of public life on the street in promoting social as well as economic exchange to create a more equitable and inclusive city centre. Successful public realm encourages social mixing, creating a common ground for people of all cultures, from all parts of the city, at all ages, abilities and genders, to feel safe and comfortable to pass through and spend time in the streets and public spaces of the city centre.
- In doing so, support the economic, social and cultural life of all Aucklanders and visitors - whose numbers will continue to grow as public transport capacity increases ease of access from across the city, and employment, education, residential and visitor economies continue to grow.
- The role of placemaking, tactical urbanism, and people-powered approaches to activating spaces and breathing new life into areas of low activity and / or in transition.
- The role of shared spaces to bring streets to life and enhance the heritage and character values of the city centre, through good design.
-

- Te Aranga Māori design principles provide a way to instil Māori cultural identity in the built landscape, bringing mana whenua to the centre of Auckland's design.
- Building on the above qualities, a growing understanding of the links between investing in quality public space and the health and well-being of people as individuals and as communities. This includes the benefits of increased social interaction on individuals, social cohesion within communities and the ways in which streets and public spaces can enable more physical activity, benefitting physical and mental health.

Specific elements of the outcome featured in CCMP Transformational Moves are:

- A continued growth in the level and diversity of public life within Auckland's city centre as a major factor driving the future investment in transport, streetscape and public space projects. Public life is a key tenet of the Waihorotiu Queen Street Valley Transformational Move and upgrades envisaged for Quay Street, the Victoria Street Linear Park, and Karangahape Road. Public life is also at the heart of the major public transport (PT) streets such as Wellesley Street, Albert Street, Symonds Street and Customs Street where public transport stops, and stations will drive very high numbers of foot traffic in future. Future change on all these streets can be expected to reallocate more space and priority to pedestrian movement and allow greater opportunities for socialising, recreation and promenading.
- A supporting network of secondary streets and lanes that the CCMP 2012 identified as the Laneway Circuit that have the potential to create a more intimate pedestrian experience through the city centre, supporting diverse retail, hospitality, entertainment and cultural activities. The circuit will take in Federal Street in the west, an east-west axis

through Commercial Bay and the Britomart Precinct in the Downtown area, as well as the established, historic Fort Street / High Street / Lorne Street precincts east of Queen Street. Interspersed with public squares and experiences along the route, it has great street layout with the potential to be as good as any comparable circuit in Melbourne or Barcelona. Many of the city's most-loved public spaces, such as Vulcan Lane, Freyberg Place, Khartoum Place's Auckland Women's Suffrage Memorial and St Patrick's Square, are already on this circuit.

- Public realm will need to reflect a broad range of Māori design outcomes, encompassing te reo Māori, integrated design and public art that informs a unique Tāmaki Makaurau identity and sense of place.



06

Liveable City Centre

THE MASTERPLAN ENVISAGES:

- Expansion of the city centre's social infrastructure including the potential addition of a new 'urban school' as the residential child population increases.
- Increased affordable housing options.
- Reduction in actual crime levels and the fear of crime.
- Homelessness is rare, brief and non-recurring
- Increase in the quality and quantum of new public space amenity supporting the city centre's residential neighbourhoods.

A residential city centre

Since CCMP 2012 the city centre has experienced unprecedented growth in its resident population with the then 27,000 people who call it home increasing to over 50,000 today (surpassing the 2012-era forecast of 45,000 by 2032). There are now over 80,000 people living in the city centre and fringe areas and the Auckland Plan predicts that this will increase by a further 58,000 people by 2048.

This shift in resident population can be attributed to a range of factors including:

- a growing Auckland population and a general upswing in residential development, particularly apartments. In 2012, 66 residential apartments were granted building consent whilst in 2017 there were 1017.
- the opening-up of new residential development land in the Wynyard Quarter
- infill development of underutilised sites and repurposing of commercial office buildings (e.g. Hopetoun Ridge)
- The growing appeal of inner-city living supported by CCMP-identified public sector projects aimed at improving accessibility, movement and public amenity e.g. City Rail Link, the shared spaces programme and investment in the waterfront and downtown areas.

The city centre is diverse – its residential population has a higher proportion of people born overseas than the rest of Auckland. An increase in resident numbers in the city centre and fringe areas is a measure of success. It delivers multiple benefits in terms of creating a vibrant and diverse 24/7 place and reducing pressure on the transport network. It also poses challenges that need to be addressed:

- **Housing affordability** – city centre residents spend on average 40% of their household income on accommodation costs. Whilst other costs of city centre living (e.g. transport) can be lower, this level of housing unaffordability has an impact on key workers and those in low paid jobs. Certain initiatives are delivering new affordable housing in the city centre such as the Housing New Zealand redevelopment at 139 Greys Avenue which will deliver 200 state apartments and the 92 apartments being delivered by the Ted Manson Foundation, Life Apartments 40-42, Liverpool Street.
- **Quality of homes** – a lot of new-build apartments and conversions are of exceptional quality; however, there are pockets of older housing stock that is of poor quality, compounded by overcrowding. The Unitary Plan now provides for flexibility of dwelling sizes while setting minimum sizes for studio and one-bedroom apartments, addressing the likelihood of inadequately sized units. It also helps manage the levels of noise and vibration created by activities to limit the effects on amenity values and people's health.
- **Social infrastructure** – the CCMP 2012 identified a general deficit in social infrastructure, that is, the foundational services and structures that support quality of life and make it an appealing place to live. Specific pressure is being placed on school capacity, community facilities and the need for quality public spaces. In the short term, better travel routes to existing schools are needed and it is anticipated that a new city

centre primary school will be needed within ten years.

- **Community safety** – perceptions of safety in the city have reduced in recent years. As the resident population grows, calls for action will increase.
- **Homelessness** - 189 individuals were estimated to be experiencing chronic homelessness in the city centre according to research carried out by Life Wise and the Auckland City Mission in August 2016. Although not a specific topic in previous city centre resident surveys, substantial commentary was captured over the presence of homeless people on the streets and people begging. This indicates that it is a big concern for many residents in the inner city and many feel that it is a growing issue. Relevant agencies are responding; for example, the Auckland City Missions HomeGround development in Hobson Street. Due for completion in late 2019, it will include 80 supportive housing units with onsite wrap-around health and support services to address many of the factors which contribute to homelessness. Additionally, HomeGround will also include spaces for local community social needs.
- **Public space amenity** – there is a significant deficit in the quantum and quality public space amenity in parts of the city centre – an issue given the intensive and sometimes cramped living conditions many city centre residents experience. Amenity spaces should be provided in reasonable proximity to concentrations of residents and provide space for sport and recreation.

This need led Auckland Council and the Waitemata Local Board to channel considerable investment into upgrading the historic Myers Park over the past six years. While the improvements have been popular and successful, accessibility concerns remain.



06

Liveable City Centre

The Aotea Quarter Framework Plan specifically identifies the need for improved amenity space in the Queen Street East area (Airedale Street/ Liverpool Street). The 2012 CCMP Emily Place as a space to be upgraded for the benefit of local residents. A recent Council study has also considered opportunities for improved public space amenity in the densest residential area of the city centre within the Victoria Quarter focused on the uptown areas of Nelson and Hobson Streets.

Many of these key challenges are evident in what residents have told council in recent surveys (www.ccr.org.nz).

Child friendliness

Although there are over 2,000 child residents in the city centre, fewer than one percent of the activities recorded in the city centre involve children playing.

In a 2008 survey carried out by the Auckland University of Technology (AUT), University Local Government Centre (on behalf of the Children's Commissioner) and Auckland City Council, children said they experienced their homes as warm and safe, but identified the following issues with living in the city:

- The need for more space inside and outside their homes – a quarter did not have their own room
- Noise from people, traffic, construction, music and ships
- Not able to have a pet – 92 percent of the children interviewed mentioned this
- Not close to family – 57 percent had friends nearby, but 68 percent did not have family nearby
- Most felt their neighbours were friendly, but 35 percent did not
- During the holidays only 43 percent had played in a park or the bush in the previous week.



07

Quality Built Form

THE MASTERPLAN ENVISAGES:

- Continued development activity in the city centre that reinforces the city centre's unique cityscape, streetscapes and heritage.
- Planning tools that promote growth and secure quality outcomes i.e. developments that are of exceptional design quality, boast sustainable credentials and enhance public amenity.

Cityscape and Streetscapes

People experience the city centre's built form at different scales. Tops of buildings shape the skyline, while middle sections influence the neighbourhoods and views through the city. The lowest sections of buildings affect the streetscape and the quality of the pedestrian and open space environment.

From a distance, Auckland has a distinctive skyline with the Sky Tower at its centre, flanked by tall buildings rising up from Waihorotiu Queen St Valley and the waterfront. The city centre's built form, harbour and volcanoes form Auckland's internationally recognisable identity. Prominent, often historic, buildings act as landmarks and assist people with orientation when in the city centre. All new developments – particularly those that are prominent because of their location, design or height – need to enhance the cityscape at every scale.

At the street level, the diversity of building form, design and function is evident. It is a unique expression of Auckland's evolution from a colonial port to an international city centre. The clustering of activities in an area or quarter (see Strengthening the Quarters page 46) such as the corporate towers, civic buildings, and university campuses, strongly influence the scale of this built form and character. New buildings need to be carefully designed to ensure they are well integrated and enhance local character, distinctiveness and activity.

The relationship of buildings to streets and open spaces influences the way people experience the city centre. A range of planning methods ensures that the streets, squares and parks are attractive, pleasant places for people to walk and sit.

The philosophy that shapes the urban form of our City Centre is the result of investigations into what makes Auckland unique and how other international waterfront cities manage their urban form to create distinctive identities.

The city centre is the densest urban environment in Auckland. Space is at a premium, so it needs to be used efficiently to support social, cultural and economic growth. Tall buildings and high-density development in the city centre achieve the most efficient use of land to support the objective of a quality compact city.

In Auckland, our tallest buildings are concentrated in the core of the city centre. Towers are encouraged to be tall and slim with a podium at the lower levels to create attractive street frontages at pedestrian level.

Planning tools

The Auckland Unitary Plan, the urban design review panel, alongside the five 'good design attributes' set out in the Auckland Plan 2050 and the Auckland Design Manual will guide development in the city centre:

1. Auckland Unitary Plan

The Auckland Unitary Plan is the guidebook and toolbox for what can be built in the city centre and where this development can occur. It manages the built form and its interface with public open spaces and streets. The Auckland Unitary Plan envisages the highest building density clustered around the Waihorotiu Queen St Valley, stepping down toward the edges of the city centre and waterfront.

A combination of site size, height limits, environmental controls (view and sunlight protection), maximum tower dimensions, set-backs and floor area ratios generally determine building height and scale.

The rules provide for flexibility in development and built form. All new developments in the city centre are reviewed by Council's Auckland Design Office to ensure high quality outcomes.

2. Auckland Urban Design Panel (AUDP)

Most new development in the city centre is also reviewed by the Auckland Urban Design Panel. The panel provides independent design advice.

3. Auckland Plan

The Auckland Plan states that good design includes the attributes of:

- Functionality
- Attractiveness
- Longevity
- Innovation
- Legibility

Good design needs to be integrated at all scales of development. It includes the quality of the city structure, the design of public places and spaces as well as building and house design.

The quality of city design is integral to how it functions, which affects our overall wellbeing. Good design can contribute to making Auckland a sustainable, attractive, equitable and desirable place.

The quality and characteristics of successful places make them memorable. They result in people going there more often, staying longer, or choosing to live and work there.



07

Quality Built Form

4. Auckland Design Manual

The Auckland Design Manual is an online guide to achieving great design. While the Auckland Plan sets the vision for a quality, compact city, the Auckland Design Manual provides the practical design advice needed to achieve this vision.

Created for designers, developers and planners, it demonstrates how to achieve quality neighbourhoods, streets, parks and buildings. Resources on the Manual include design guides, worked examples and case studies of outstanding developments.

5. Public Amenity, protected by the Unitary Plan.

Sunlight protection areas surrounding our parks and squares prevent shadowing by tall buildings at those times of the day when they are most enjoyed. Keeping building heights low on the northern aspect of our parks and squares guarantees this.

Another method is the requirement for canopies over footpaths to deflect wind from tall buildings and provide shelter from rain and sun.

Buildings in some parts of the city centre are kept low to protect views across the city to the Auckland War Memorial Museum and Maungawhau Mt Eden. There are also protected sightlines along streets to the harbour or to landmark buildings such as the Art Gallery.

It is essential that new development in the city centre continues to provide a high quality of amenity for pedestrians on streets and in public open spaces. The Auckland Climate Action Plan will also need to be reflected in city centre transport and street design.



08

Heritage-Defined City Centre

THE MASTERPLAN ENVISAGES:

- Increased understanding, protection and celebration of our heritage values, places, streetscapes and our stories
- Active stewardship of and investment in our heritage places and streetscapes
- New and re-development that recognises, responds to and enhances our heritage and character values
- Public realm, street and space upgrades that are informed by our heritage and character values

Background

Our historic heritage is all around us. It surrounds us in our stories and our places.

The heritage and character of Tāmaki Makaurau / Auckland is unique to us. It makes our city centre ours. It explains who we are, where we have come from, and celebrates the multi-cultural city that is Tāmaki Makaurau Auckland.

Our historic heritage gives the city centre its rich texture, its cultural identity, a sense of continuity, and a strong basis from which to develop and grow. Our irreplaceable heritage and character makes Tāmaki Makaurau Auckland an attractive place to live, work, play, and visit.

Our history has shaped the landscape and physical fabric of our city centre. Our heritage and character is seen in our streetscapes and patterns of development, our parks and public spaces, in our built form and in the continuing uses of many defined areas, such as the waterfront, the Learning Quarter centred on our universities, and the Aotea Quarter as our civic centre.

Protecting our heritage places and our special character buildings and streetscapes is a priority for the city.

Our city centre heritage and character values

Many of our heritage places are bold and clearly visible, being landmarks in the city. The iconic grand buildings of the Auckland Town Hall, Civic Theatre, Ferry Building, West Plaza, Custom House, former Chief Post Office, and Railway buildings are all conspicuous reminders of how our city has developed over time. These places are a source of pride for Aucklanders and many are our major tourist destinations, such as the Auckland Art Gallery and the Auckland Museum.

Others of our heritage places and stories are less prominent, though their stories continue to shape our built environment. We have dramatically changed our original foreshore overtime, by quarrying headlands and reclaiming large areas of land. These changes have underpinned the development of rail lines, motorways and the Auckland Harbour Bridge.

Wai Ariki, or chiefly waters, a fresh water spring that was essential to life at two pa and their surrounding gardens, still bubbles through the ruins of an old factory. We will continue to recognise, understand and celebrate these, and other, significant but less visible places and landscapes so they too can become a source of pride for all Aucklanders.

Our city centre heritage and character values are vast. Maritime and industrial heritage abounds in the Britomart and Wynyard Quarters, and our treasured green spaces include the historic landscapes of Albert Park, Myers Park, Symonds Street Cemetery and Victoria Park.

Historic arcades, laneways, department stores, boutique retail areas such as Vulcan Lane, and bustling streets such as Karangahape Road provide a range of shopping experiences. Heritage and character homes define many of our surrounding historic suburbs in Ponsonby,

Newmarket, Parnell and Devonport, making them popular and distinctive places to live.

Our historic heritage must be valued as an opportunity and encompass all layers of significance including Māori ancestral sites, archaeology, architecture, landscapes, intangible cultural heritage, geology and ecology. Value also comes from places and spaces that reflects subsequent arrivals from other countries and Auckland's present-day cultural diversity. This in turn reflects the manaaki extended by mana whenua of Tāmaki Makaurau to other cultures.

Current protection

Protection of our irreplaceable historic heritage places, character buildings and streetscapes is predominately achieved through the Unitary Plan. The plan seeks to manage change to these places so that they maintain their significance and continue to inspire and define our city.

There are 215 historic heritage places which are identified and protected within the CCMP area, being over 10% of our scheduled places across the region. Two historic heritage areas have been identified and protected, centred around the commercial area of Karangahape Road and the university at Princes Street.

Fifteen sites of significance to mana whenua are protected, as well as 41 notable trees or groups of trees and three view shafts relating to heritage values.

In addition, there are almost 700 recorded places in our Cultural Heritage Inventory.



08

Heritage-Defined City Centre

We continue to identify and protect heritage in our city centre. Since CCMP 2012, we have identified and formally protected:

- 66 additional historic heritage places
- one historic heritage area – Karangahape Road
- four additional sites of significance to mana whenua, with three further sites currently proposed.

Character buildings and streetscapes of the city centre are also identified and protected through the Unitary Plan. These significant areas include our commercial heart at Waihorotiu Queen Street Valley, as well as surround historic laneways, such as Fort Street, High Street, Lorne Street and Drake Street.

The city centre fringe is defined by the surrounding historic villages and suburbs. The Unitary Plan also identifies and manages the heritage and character of Freemans Bay, St Mary's Bay, Devonport, Ponsonby and Parnell.

What is a heritage-defined city centre?

Our heritage and character values, places and areas provide a sense of continuity and connect us to our past, but they also form a strong basis from which to build our future.

Our heritage places are flexible and thrive in the dynamic city centre, making them uniquely placed to be key drivers in redevelopment, renewal and place-shaping.

Our most loved places and spaces in the city centre places are not new. They are areas that have shaped and defined our city for generations. We will ensure that new and re-development works respect and enhance the rich character and heritage context of the city.

We will encourage development and public realm upgrades to reveal the stories of the city and to reflect and celebrate these stories in our streets, public and open spaces.

We will also support re-use and retention of heritage and character values, places, features and fabric to enhance our city.

We will support and encourage everyone to be responsible for caring for our heritage.

We will take a proactive approach to the stewardship of our heritage places to ensure they are better understood, protected, conserved, and available to be enjoyed and celebrated by future Aucklanders.

We will continue to learn about the history of our city centre. We will continue to identify and protect our most significant places and landscapes and tell our stories.

As a heritage-defined city, we will value our unique and irreplaceable heritage and view it as an opportunity. Our heritage will be cared for and invested in, forming a strong basis from which Tāmaki Makaurau / Auckland will grow and thrive.



09

Sustainable City Centre

THE MASTERPLAN ENVISAGES:

Our knowledge and understanding of climate change and its effects on Auckland's city centre are increasing all the time. The CCMP will support the development of a zero-carbon, resilient city centre; one that is inclusive, fair, productive and sustainable. The following is proposed:

- Zero-emissions areas focused on Waihorotiu Queen Street Valley and the Wynyard Quarter supporting the move towards the city centre having the cleanest air of any million-plus city anywhere in the world.
- Progressive moves towards a sustainable building stock with New Zealand Green Building Council 5-star rating or above achieved on all council projects and joint venture schemes and promoted in all private schemes.
- Recognition of water as taonga with improvements to the Waitematā Harbour's water quality through the application of water sensitive design features in public realm schemes.

Introduction

The challenges presented by global climate change and city centre growth need to be addressed simultaneously via well thought-out urban design.

Kaitiakitanga is a Māori resource management principle concerning the stewardship of natural resources. The city centre is well placed to give greater depth and authenticity to sustainability principles and the concept of kaitiakitanga, working in partnership with iwi and others.

This includes collaboration via fora such as the mana whenua Kaitiaki Forum. Auckland is the world's largest Māori city. From a Te Ao Māori perspective, the health of people is linked to the health of the environment.

This has implications for the manaakitanga of the city centre.

Outcome 5 of the Auckland Plan 2050 specifies that Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations. This is reflected in the CCMP, which envisages a liveable, zero-carbon, resilient city centre that favours public transport, cycling and walking.

Auckland Climate Action Framework

The CCMP will support the forthcoming Auckland's Climate Action Framework (ACAF) which will provide direction for Auckland in achieving net zero greenhouse gas emissions by 2050. This target is consistent with the Government's greenhouse gas (GHG) emissions reductions targets in the Zero Carbon Bill and the Paris Agreement which seek to limit global warming to 1.5°C above pre-industrial levels. ACAF also will ensure that Auckland is prepared for the impacts of climate change.

Transport emissions and air quality

Auckland's highest air pollution levels are observed in the city centre with transport being the largest source of GHG emissions. Its narrow roads flanked by high buildings create deep street canyons which restrict ventilation of air pollutants such as nitrogen dioxide (NO₂) and fine particulate matter (including black carbon) resulting in levels which sometimes exceed national and international regulatory standards for air quality. Key to reducing air pollution and GHG emissions in city centre is a reduction in general traffic movement and emissions from buses other large heavy goods and construction vehicles.

As a member of the C40 cities network, Auckland has pledged to transition to fossil fuel-free streets by procuring only zero-

emission buses from 2025, and by ensuring that a major area of the city is zero emission by 2030. Auckland's Climate Action Framework (ACAF) is currently being developed to achieve net zero emissions in Auckland by 2050 and increase our climate resilience.

The CCMP's proposed new city centre access concept - Access for Everyone - will remove fossil-fuelled through traffic from the city centre creating a Zero Emission Area in the Waihorotiu Queen Street Valley and potentially the Wynyard Quarter. This concept has co-benefits for accessibility, road safety, business resilience and quality of life. It complements bus improvements, new cycleways and the forthcoming City Rail Link which are already changing the ways in which people travel to and through the city centre. Auckland Council is also working with Ports of Auckland who are seeking to deliver:

- Shore power for container ships and cruise ships.
- Hydrogen production and storage, as a zero-carbon fuel source
- Electric logistics, including greater use of rail.

In taking these steps the city centre is well positioned to have the cleanest air of any million-plus city anywhere in the world aided by the fact that Auckland has a favourable geographical location that encourages a reliable airflow with little long-range transportation of pollutants from neighbours.

Water quality

Water pollution in the city centre can be addressed by water-sensitive design which ensures that, as far as possible, polluted city centre stormwater runoff is treated before it flows into waterways and the harbour.



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Sustainable City Centre

Components of water-sensitive design can include permeable paving, rain gardens, roadside swales and other methods of retaining rainwater at source, allowing it to settle and be filtered. Watercare has a large ongoing investment in wastewater/stormwater separation in parts of the central city.

Green building standards

The CCMP proposes that all future development in the city centre should demonstrate strong sustainability credentials. There are multiple opportunities for photovoltaic energy generation and green roofs. Following the precedent set in Wynyard Quarter, new buildings will be encouraged to conform to the New Zealand Green Building Council's Green Star ratings in which energy, water and thermal efficiency and sustainable sources of materials are all considered. In turn this will reduce GHG emissions, enhance biodiversity, reduce waste and support high-quality future-proof design. It is expected that new development on Council owned land will meet a minimum 6 Star rating.

We also have an opportunity to safeguard heritage and character buildings for present and future generations while providing for growth and retaining Auckland's identity and sense of place. Retention and re-use of heritage buildings is consistent with the principles of the circular economy. It is often more sustainable to adapt a building than to demolish it and dispose of the materials.

Sustainable streets

Hotter weather, heavier rainfall and a higher population will impose new demands on Auckland's streets. An environmentally-sensitive approach to public realm design is needed to address urban heat island effects, reduce carbon emissions and respond to climate change. Sustainable street design should focus on providing more accessible

and inclusive public spaces where people can connect and socialise. People-oriented public spaces contribute to building strong and healthy communities and increase social resilience. This masterplan will support sustainable street designs that address these aims and deliver a high quality of life for Aucklanders.



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Prosperous City Centre

THE MASTERPLAN ENVISAGES:

- Intensified and expanded learning and innovation activity centred on the Learning Quarter and Wynyard Quarter Innovation Precinct.
- A much-enhanced Downtown waterfront area (leveraging off Americas Cup 2021) and Laneway Circuit to support new and existing leisure, retail and business destinations such as the Wynyard Quarter, Viaduct, Britomart and the emerging Commercial Bay.
- Investment and development growth around new CRL and LRT stations.
- Significantly increased development investment and business enterprise by Mana Whenua and Matāwaka.
- An expanded arts and entertainment offer focused on the Aotea Quarter and Wynyard Quarter supported by a rich programme of street entertainment, festivals and markets.
- Continued operation of the Port of Auckland from its current location for at least another 25 to 30 years.

Introduction

The city centre plays a central role in both the regional and national economy. In 2016, it contributed an estimated \$16 billion to GDP, accounting for 20 per cent of Auckland's GDP and 7.4 per cent of New Zealand's GDP. The prosperity of the city centre is inherent to the economic wellbeing of the whole country.

Almost every major corporate in New Zealand has offices in Auckland, whether homegrown or foreign-owned. Auckland city centre is host to our national airline, numerous banking, finance, and professional firms, as well as the full range of visitor-oriented businesses, and this role is growing. The city centre employs about one in four Auckland workers; over the last five years about 20,000 have been added to the area (from 90,000 in 2012 to 110,000 workers today). With more than 10,000 extra workers

in high-end professional and technical services roles and thousands more hospitality workers, the city centre and the city has taken on more of a 24-hour feel.

The city centre is undergoing a radical economic transformation at a scale and pace not envisaged at the time of CCMP 2012. In late 2018, Auckland was acknowledged as having more cranes on its skyline than any city in the United States. It is a sign of ongoing confidence in Auckland's economy and the appeal of the city centre as a place to invest and live.

New employment clusters have emerged in the Wynyard Quarter and Downtown with Albert Street emerging as a potentially important commercial office spine associated with CRL. The anticipated drift of commercial office space from Uptown/Aotea Quarter has occurred as signalled in CCMP 2012. Vacated, older office space has however been converted into residential accommodation leading to this area's emergence as an important residential neighbourhood.

The desirability of city centre living has spurred a massive amount of apartment development over the past eight years. This period of sustained residential development has led to the city centre resident population jumping from 24,000 in 2012 to almost 55,000 people in 2018 which has in turn stimulated a new service sector catering to residents.

A prosperous future

Looking ahead, it can be expected that the city centre will continue to play a disproportionate role in population and business growth. Business and residential space will not continue to grow at the current pace indefinitely and will be subject to the economic cycle as always.

Nonetheless, the forthcoming investment in CRL, CC2M and the new bus network will more than double the people-carrying capacity of public transport into the city centre. Development potential within an 800m (10-minute) walk of the city centre CRL stations will be a particular point of focus.

A prosperous city centre requires a successful and expanding business services sector and diverse residential communities, complemented by world-class retail, dining and entertainment options. A prosperous city centre also requires that we focus on ensuring equitable access to opportunities to reduce disparities. As the largest Polynesian city in the south Pacific, we need to ensure the city centre provides opportunities for Māori and Pasifika communities and businesses to thrive as well.

The following provides some commentary by sector:

Residential

The residential profile prior to 2012 was dominated by young apartment dwellers, who tend to be a transient population. More recently, the city centre has also become popular with 'empty nesters', young professionals, key workers and some pioneering families.

The past two years has seen a drop off in residential apartment building consents reflecting the broader softening of the residential market. Nonetheless, continued residential development is envisaged throughout the city centre catering to the unmet demand for city living options. Hot spots can be anticipated in the Wynyard Quarter, Victoria Quarter, Aotea Quarter and around the CRL stations. A challenge for the city centre will be how it caters for the different needs of its cosmopolitan population.



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Prosperous City Centre

Commercial

The business services sector is very important to the future of the city centre. Almost one in three regional jobs in the business services sector are located in the city centre; they account for 50% of all jobs in the city centre. The employment projections indicate 146,000 workers will be employed in the city centre by 2041, with the City Rail Link being the catalyst for up to 20,000 additional jobs. Access is key to employment, but the city must also remain attractive to business in other ways; people need to want to work in the city centre.

Office and administration building development has seen considerable growth since 2012 when only 6,237m² of floorspace was granted building consent. In 2017 consented floorspace rose to 53,166m² including 39,000sm² relating to the 39-storey Commercial Bay tower. Since 2018 some of the heat has come out of the commercial office market, reflecting the extent of floorspace that has come online recently. Nonetheless, vacancy rates remain low across many types of commercial property, suggesting that unmet demand remains for more floor space.

Innovation

Over the last 10 years, the innovation sector in Auckland has witnessed 25% growth. ICT and Digital Media accounts for 3.2% employment in Auckland or 1 in 30 jobs. Half (48%) of New Zealand's ICT companies are based in Auckland, employing 37,000 people.

The city centre is the focus of the sector nurtured by the Universities and ATEED with the latest initiative, GridAKL opening in 2015 as part of the innovation precinct in the Wynyard Quarter. Its role is to assist high-impact, growth-orientated, technology-focused businesses and entrepreneurs to develop and commercialise their innovations.

A home for innovation in the heart of Auckland, GridAKL provides the space, support, inspiration and community needed for a strong and vibrant innovation culture. It is expected that this sector will continue to grow within the Innovation Precinct and through the two universities.

Retail, entertainment and dining

Auckland is one of New Zealand's largest retail centres, generating over \$1 billion of retail expenditure per annum. The city centre has however in recent decades punched below its weight as a retail destination with a relatively shallow and narrow offer, further compounded since 2015 with the demolition of the Downtown Shopping Centre.

This picture is changing however with Britomart now an established niche retail precinct, the north end of Queen Street the focus for high-end fashion retailers and Commercial Bay shopping centre soon to open. The mid and up town stretches of Queen Street may experience a level of retail consolidation as a consequence. Entertainment and dining opportunities have also grown up in recent years with increasing diversity, but there is a lack of coherence, with clusters of activity throughout the city centre e.g. Wynyard Quarter, Commercial Bay, Britomart, Aotea Quarter and Karangahape Road.

Visitor activity

Visitor activity in Auckland is an important contributor to retail, hospitality and accommodation and a catalyst for transport and infrastructure investment. Total tourism (international and domestic), in 2018 contributed \$4.3 billion to Auckland region's GDP. Export education and training (i.e., international students) accounted for approximately \$250 million.

Despite these significant figures, the visitor offering in the city centre has until recently being relatively shallow, with little to hold visitors for more than 48 hours. This is however changing as reflected in the massive growth in bed spaces within the city centre. Recent large-scale projects, most notably the New Zealand International Convention Centre and Commercial Bay will further this offer.

The Wynyard Quarter has proven itself to be a significant drawcard for visitors to be further heightened by the hosting of the Americas Cup in 2021 – it is hoped that investment across the Downtown harbour edge will complement this harbour experience. The Aotea Quarter Framework Plan considers how this area as the city's civic and cultural centre and arts and entertainment hub can deliver further attractions for visitors. This is recognised by the Arts, Civic, and Entertainment Precinct which enables markets and public events.

Māori economic development

The vision for a prosperous city centre sees Māori business and iwi organisations as a significant driver of economic growth. Innovation and enterprise are two key elements of Māori success and have been a hallmark of Māori development since Māori first arrived in Aotearoa. Marginalisation of Māori and large land losses have had substantial effects on Māori economic progress over the past 170 years. However, Treaty settlements and strategic iwi investments now contribute to an increasingly strong economic base.

Hapu and iwi are enduring and perpetual and have an intergenerational approach to investment outcomes. Their enterprises and activities will advance Māori wellbeing through economic development. This will also benefit the city centre and region's economy.



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Prosperous City Centre

CURRENT FACTORS WITH IMPLICATIONS FOR THE CITY CENTRE ECONOMY	MASTERPLAN RESPONSE
Traffic congestion threatening the appeal of the city centre as a business location	<p>City Rail Link will dramatically improve regional rail access and journey times to the city centre. The new bus network has significantly improved travel times and frequency levels. New off-street bus facilities will enhance accessibility and reliability, while supporting transit-oriented development. A4E will further improve bus accessibility while maintaining an appropriate level of access for private vehicles.</p> <p>Connections to the city centre for walking and cycling will continue to see improvements, plus a major new connection in the form of the forthcoming Auckland Harbour Bridge shared path.</p>
The role of the Ports of Auckland	<p>The Ports of Auckland plays a significant role in the freight system and creates economic value for Auckland, the upper North Island and New Zealand. Balancing the need to support the port's functions with the aspirations of Aucklanders to reclaim more of their waterfront for commercial, cultural, residential or recreational purposes, will be a key consideration. In the meantime Ports of Auckland have adopted their Master Plan which forms the basis of their operation for the next 30 years.</p> <p>A major Auckland Council-commissioned study on the long-term options for meeting Auckland's need for a working port was completed in July 2016. The study concluded that the existing port will not be able to accommodate all of Auckland's long-term freight and cruise ship demand on its current footprint and in the long-term (50 years) the freight functions should relocate with cruise ships remaining close in the city centre. How and when this transition occurs is yet to be understood - the CCMP will be updated once more is known.</p>
The impact of the waterfront, Downtown and Midtown on Uptown with substantial economic activity channelled into these areas	<p>The gravitational pull northwards in the city centre is an accepted success factor. Measures are proposed around the Aotea Quarter to ensure it remains relevant as the civic and cultural heart, counterbalancing economic activity closer to the waterfront. The Aotea CRL Station and associated development opportunities e.g. West Bledisloe site will be critical in this regard.</p>



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Prosperous City Centre

CURRENT FACTORS WITH IMPLICATIONS FOR THE CITY CENTRE ECONOMY	MASTERPLAN RESPONSE
The ever-growing role of the Māori economic powerhouse in shaping the city centre.	Māori are central to achieving a city centre with a uniquely Auckland/New Zealand flavour. Iwi / Māori are key partners in delivering the masterplan. For example, several development opportunities are in Ngāti Whātua o Orākei ownership, including much of the Quay Park-Te Tangaroa area.
Role of Commercial Bay as a new shopping and leisure destination in the city.	Commercial Bay will complement the Britomart precinct and transform Downtown into a significant city centre retail and leisure destination ton capable of counteracting the threat from regional shopping malls.
Inability to retain international visitors for more than 48 hours	The city centre as a destination will have more depth, colour and relevance. Its attractions will be better connected by a network of green links, laneways and the City Rail Link. New drawcard attractions will line the waterfront, connected by a transformed Quay Street as part of the Harbour Edge axis. When the New Zealand International Convention Centre opens its doors in 2020, it will become a significant attractor for international and domestic visitors.
The physical isolation of certain city quarters prevents commercial and creative exchange, with the latent development capacity going unrealised	The City Rail Link, improved bus services and a series of street improvements will help address these issues. The Unitary Plan provides for development in all of these locations.
Finding and maintaining an appropriate balance between commercial and residential growth to avoid one flourishing at the expense of the other	Growth capacity has been considered across the city centre and specifically within the catchment areas of the new City Rail Link stations. Council will monitor the balance of commercial and residential growth, making adjustments as required through the Auckland Unitary Plan.





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