Date: Tuesday, 6 November 2018  
Time: 9.30am  
Meeting Room: Reception Lounge  
Venue: Auckland Town Hall  
301-305 Queen Street  
Auckland

Komiti Whakarite Mahere / Planning Committee

OPEN MINUTE ITEM ATTACHMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Public Input - Auckland Waterfront Consortium - redevelopment proposal of Auckland Waterfront</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 6 November 2018, Planning Committee: Item 5 - Public Input - Auckland Waterfront Consortium - redevelopment proposal of Auckland Waterfront, presentation</td>
<td>3</td>
</tr>
<tr>
<td>6.1</td>
<td>Local Board Input - Papakura Local Board - Metropolitan Centre Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 6 November 2018, Planning Committee: Item 6.1 - Local Board Input - Papakura Local Board - Papakura Metropolitan Centre Framework for Action</td>
<td>27</td>
</tr>
<tr>
<td>8</td>
<td>Regional Public Transport Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 6 November 2018, Planning Committee: Item 8 - Regional Public Transport Plan, committee feedback incorporated into the draft RPTP 2018-2028</td>
<td>63</td>
</tr>
<tr>
<td>9</td>
<td>Auckland Unitary Plan (Operative in Part) - Proposed Plan Change - Special Character Areas Overlay - Residential</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 6 November 2018, Planning Committee: Item 9 - Auckland Unitary Plan (Operative in Part) - Proposed Plan Change - Special Character Areas Overlay - Residential, Presentation</td>
<td>65</td>
</tr>
</tbody>
</table>

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
10  Auckland Unitary Plan (Operative in Part) - Proposed Plan Changes to Improve Consistency in Chapter F Coastal, Chapter H Zones, Chapter J Definitions, Chapter M Appendices and the Geospatial Viewer

A. 6 November 2018, Planning Committee: Item 10 - Auckland Unitary Plan (Operative in Part) - Proposed Plan Changes to Improve Consistency in Chapters F Coastal, H Zones, J Definitions, M Appendices and the Geospatial Viewer, presentation
A proposal by the Auckland Waterfront Consortium to transform the city's waterfront.
What is Proposed

- Redevelopment of central Auckland waterfront
- Anchored by the construction of an iconic stadium:
  - at zero cost to ratepayers/taxpayers
  - funded by development of Bledisloe Wharf/Eden Park
Outcomes

- Financially viable

- The pieces of Auckland’s “jigsaw” can be fitted together on a long-term sustainable basis – including:
  - solving Auckland’s stadium problem
  - opening up waterfront public spaces/facilities
  - protecting/enhancing the Waitemata Harbour
  - housing/commercial space, adjacent to public transport
  - optimal use of Ngāti Whātua land/rail operations
  - Supporting long-term POAL plan

- Breathtakingly beautiful
Aspirational – but achievable – goals, requiring:

- Leadership, vision and support from Auckland Council, the Crown and Mana Whenua
- Carefully planned strategy that minimises the risk for all parties
- Lead developer to fund the stadium (and co-fund other enabling works) in return for development rights over Bledisloe Wharf and Eden Park
- Staged commitments by all key stakeholders (to minimise project risk)
Auckland Waterfront Stadium

- 50,000 permanent seats (with 15,000 – 20,000 temporary seats for major events such as Commonwealth Games 2030 or RWC 2031)
- All weather
- Multi-purpose (football codes, concerts, and other entertainment)
- Set down into the seabed
- Funded entirely by the development of mixed use commercial/residential precincts on the current sites of the Bledisloe Wharf and Eden Park, and by avoiding the cost of maintaining Eden Park/ Mt Smart Stadium → zero cost to ratepayers/Crown
Other Project Elements

• New Bledisloe Quarter:
  • 2,500 new inner city dwellings housing over 6,000 residents
  • Commercial areas accommodating over 6,000 employees
  • Contributes to the revitalisation of Auckland’s downtown area, as an attractive place to live, work and visit
  • Complements optimised future development of Ngāti Whātua’s rail precinct land (through co-ordinated planning)

• Marsden and Captain Cook Wharves removed:
  • Creates a navigable basin, ideal for ferry traffic.
Other Project Elements (contd)

• Eden Park repurposed as a mixed residential/commercial precinct, on a scale comparable to Bledisloe Quarter:
  ▪ Comes to market after Bledisloe Quarter, to maintain a consistent supply of new residential/commercial space.

• Existing car handling facilities relocated

• New purpose-built cricket stadium constructed (ideally at Western Springs)
This project unlocks the potential for other projects (could be progressed concurrently or a later time)

- A new ferry terminal in the basin which is opened up between Queens and Bledisloe Wharves
- A comprehensive redevelopment of Queens Wharf, including a new cruise ship terminal
- New public spaces in the basin between Princes and Queens Wharves
Key Issues

- Feasibility testing prior to any commitment
- Key feasibility criteria:
  - Design philosophy – world class
  - Holistic, problem-solving approach
  - Land in NZ ownership
  - Zero cost to rate/tax payers
- Collaboration/standstill during Facilitation Phase
- Carefully conceived proposal, ready for feasibility testing
Key Issues (contd)

- Developer Selection Phase
- Contracting Phase
- Uplift in land value pays for project
- Smart use of public assets
- Supporting POAL
- Shifting car imports – not rocket science

No commitment to proceed until these are complete (3 years)
Key Issues (contd)

- Time to start is now
  - Eden Park Trust’s financial position
  - POAL carpark on Bledisloe Wharf
  - 10 year lead time
- Why set the stadium into the seabed?
- Beautiful/iconic stadium design
- Why is the Consortium doing this?
THE AUCKLAND WATERFRONT CONSORTIUM

Fact Sheet

Consortium Members

- Engeo Limited – Engineering.
- Jones Lang Lasalle – Real estate feasibility and business case.
- Ernst & Young – Economic impact and business case.
- Simpson Grierson – Legal.
- Peddle Thorp – NZ based architecture, master planning. (Peddle Thorp have entered into a subcontract arrangement with HOK, international stadium architects based in the USA.)
- Planning Focus – Resource management.
- Phil O’Reilly Design Limited – Initial concept and creative consultant.
- Rider Levett Bucknall Limited – Construction costs and project planning.
- The Property Strategists – Real estate feasibility.
- Buildmedia – Architectural 3D visualisation imagery.

Key Features of the waterfront stadium

- Delivered at no cost to the Auckland ratepayer or the New Zealand tax payer – the stadium is paid for by the allocation of development rights over the Bledisloe Quarter and Eden Park.
- A 50,000 seat (with the possibility to extend to 65,000), international-standard, fully enclosed, multi-purpose stadium – suitable for entertainment, cultural events, rugby, football, league and more.
- Future-proofed, with media and digital entertainment functionality, and designed for acoustic containment.
- Ideally located at the single most accessible location in Auckland, connected to the CBD public transport hub (trains, buses and ferries).
- Presents virtually no physical barriers between the city and the harbour, only an elegant low profile.
• Features an elegant floating roof form that complements the Waitemata Harbour and surrounding landscape.
• Potential to become an iconic, internationally significant destination architecture site.
• A commercially and functionally compelling replacement for Eden Park and Mt Smart Stadium – venues that are increasingly unfit for purpose and which have significant operational constraints.
• A key part of Brand Auckland and Brand New Zealand, highly visible from the water, from Quay St and from the air.
• Designed using accepted international best practice engineering and risk mitigation.
• Integrates accepted seismic design principles as well as recommendations from MoE on rising sea levels, GNS Tsunami modelling and Auckland Council inundation and Civil Defence studies.
• Incorporates appropriate measures to mitigate against all reasonable natural events.
• Does not extend into the harbour beyond the northern tip of Bledisloe Wharf.

Key Features of Bledisloe Quarter

• 2,500 inner city dwellings housing more than 6,000 residents.
• Commercial area accommodating more than 6,000 employees.
• Located on Bledisloe Wharf which is repurposed and developed as a mixed use precinct (public space, residential, retail, hospitality, hotels and commercial).
• 360,000 square metres of mixed use development proposed with all carparking underground.
• Together, the new Bledisloe Quarter and Wynyard Quarter will bookend the Auckland waterfront with a clear and legible harbour city edge which is fully connected across its east/west axis.
• Bledisloe Quarter, like Wynyard Quarter, has public spaces to all edges and the northern-most tip features a large public green space.
• Public open space provision and development density are benchmarked from Wynyard Quarter.
• Clustered towards Quay St, the scale and urban form of Bledisloe Quarter ‘reimagine’ Britomart Point, which once defined the eastern edge of the city waterfront.
• Complements optimised future development of Ngati Whatua’s rail precinct land.
• Captain Cook and Marsden Wharves are removed to open up the Queens Wharf / Bledisloe basin (so that the net impact of the project on the seabed is negligible).
• Cruise ships are docked primarily between Queens and Princes Wharf with an overflow facility in the Queens Wharf / Bledisloe basin.
• Berthing of mega (350-metre plus) cruise ships is at the northern edge of Bledisloe Wharf.
• Predominantly separate areas for ferries and cruise ships enhance navigational safety.
• Connects naturally into current and planned public transport infrastructure.
• Creates opportunities for cultural and educational institutions focussing on the ocean and environment.
• Will improve the adjacent marine environment through stormwater management.
THE AUCKLAND WATERFRONT CONSORTIUM

Media Release

Friday 19 October 2018

Spectacular waterfront stadium for Auckland within a decade at zero cost to ratepayers

Auckland could have an iconic waterfront stadium within 10 years at zero cost to ratepayers and taxpayers if a proposal from some of the city’s leading companies is adopted.

The Auckland Waterfront Consortium today launched an ambitious proposal that would see a spectacular new fully enclosed stadium built alongside a redeveloped Bledisloe Wharf. The stadium would be the centerpiece of a world-class waterfront that would be breathtakingly beautiful, with public access to the water’s edge.

The consortium, which has been self-funded, is made up of leading Auckland-based companies Ernst & Young, Simpson Grierson, Jones Lang Lasalle, Engeo, Peddle Thorp, Planning Focus, Phil O’Reilly Design, Rider Levett Bucknall, Buildmedie and The Property Strategists, as well as USA-based global stadium architects HOK.

“We are a group of professionals who are deeply invested in our city and who understand the realities of a project of this scale and its regional and national significance,” Consortium chair Dave Wigram says.

The Consortium has spent the last 18 months working up their proposal which includes development of the multi-purpose, fully enclosed stadium, previously dubbed ‘The Crater’, sunk into the seabed alongside Bledisloe Wharf, the redevelopment of the wharf as a mixed use Bledisloe Quarter, and the redevelopment of Eden Park for residential use. The stadium can be upsized to 65,000 for major events and down sized for smaller events.

“Our proposal is exciting, very ambitious but represents a superb solution for the waterfront and the city as a whole. Importantly, it is financially feasible and achievable,” says Wigram. “It is the most advanced waterfront stadium proposal on the table, the only one that delivers a stadium at zero cost to ratepayers and taxpayers and the only proposal that would see a stadium delivered within 10 years.”

Wigram says the consortium has socialised the proposal to as many stakeholders as possible before going public.

“Every part of the proposal has been formulated in a way that is intended to protect and enhance the interests of all affected stakeholders. Each of these is part of the fabric that makes up Auckland and we are committed to an approach that makes every part of that fabric stronger.”

“We’ve talked to the Mayor’s office, key Ministers, local and central government organisations, Ports of Auckland and a range of other stakeholders, and are in the process of engaging with Ngati Whatua. The feedback from stakeholders so far has been overwhelmingly positive.”

Wigram says the stadium will be a spectacular landmark on Auckland’s waterfront and all parts of the development will employ a sustainable design philosophy that demands world-class aesthetics and functionality.

He says Auckland needs a world-class, fully roofed stadium in a readily accessible location and the city has a once only opportunity to get this right.

31334283_1.docx
“Sinking the stadium into the seabed eliminates most of the contentious, costly and complex aesthetic and engineering issues of an above ground stadium and is very doable from an engineering perspective.

“The stadium will not encroach into the harbor beyond the northern tip of Bledisloe Wharf, will involve the removal of other obsolete wharves, ensuring the net seabed take is minimised.”

The stadium’s design and engineering will be in accordance with international best practice to meet accepted seismic design principles and recommendation on rising sea levels and tsunami modelling.

Wigmore says the development of the stadium will be funded entirely by the development of commercial and residential precincts on the current sites of Bledisloe Wharf and Eden Park and by avoiding future maintenance costs at Mt Smart Stadium.

Bledisloe Quater will feature approximately 2,500 new inner city dwellings housing more than 6,000 residents, commercial areas accommodating more than 6,000 employees and would contribute to the revitalisation of Auckland’s downtown area as an attractive place to live, work and visit.

“We have both a need and an opportunity to open up more of the waterfront to the public and, in doing so, turn an eyesore into something magnificent.”

The proposed development would require the removal of car-importing operations from Bledisloe Wharf, but would not affect the remainder of Ports of Auckland’s freight operation.

“We need to begin the process of reducing the footprint of port operations at the waterfront, without damaging the viability of Ports of Auckland.”

Wigmore says the proposal would ultimately lead to a fully connected waterfront precinct, from Wynyard Quarter to Bledisloe Quarter, where all of the public, commercial, transport and maritime features are seamless, functional and beautiful.

“We want to begin the redevelopment of the central and eastern sections of the waterfront in a way that will make it easier, not harder, for other needs to be met.”

Wigmore says while the project will not be publicly funded, it will require leadership, vision and support from Auckland Council and the Crown.

The Consortium plans to continue discussions with all stakeholders before undertaking a detailed feasibility study and putting together a proposal to attract a lead investor/developer.

“We believe the commercial opportunity is such that there is likely to be intense competition between developers to lead this project and we would welcome that,” Wigmore says.

Former Prime Minister Helen Clark, Sir Graham Henry, Sir John Kirwan and Heart of the City CEO Viv Beck are among prominent individuals who have publicly supported a waterfront stadium for Auckland, as have New Zealand Rugby League, the NRI, NZ Football and entertainment promoters Live Nation.

“We believe there is a strong public sentiment in favour of a waterfront stadium for Auckland if it is affordable and doable. Our proposal delivers that.”
Papakura Metropolitan Centre
Framework for Action
Contents
1. Introduction and Overview ........................................................................................................... 3
2. A Vision for the Metropolitan Centre ......................................................................................... 4
3. Papakura Metropolitan Centre .................................................................................................... 5
4. Metropolitan Centre Retail Health Check .................................................................................. 8
5. Heritage, Townscape and Gateways ............................................................................................ 9
6. Traffic and Movement .................................................................................................................. 13
7. Car Parking ................................................................................................................................ 17
8. Other Matters .............................................................................................................................. 19
9. Opportunities for Action ............................................................................................................. 20
10. Framework for Action ............................................................................................................... 22
Appendices ..................................................................................................................................... 31
Appendix 1: Detailed Site Study: Coles Crescent ............................................................................ 32
1. Introduction and Overview

The Auckland Unitary Plan (Operative in Part) recognises Papakura Town Centre as an emerging Metropolitan Centre; a zoning second only to the city centre in overall scale and intensity. It will become an area which will act as a focal point for community interaction, commercial growth and development and will contain hubs serving high frequency transport.

In recognition of this Zoning, the Papakura Local Board Plan 2017 identifies five overall outcomes, for the Local Board area. These are:

- **A Vibrant and Prosperous Metropolitan Centre**
  Our town centre is a great place to shop, relax and enjoy the company of family and friends

- **People in Papakura lead active, healthy and connected lives**
  We have great parks and places to play and do the things that we enjoy.

- **A strong local economy**
  Papakura businesses prosper, creating employment opportunities for local people.

- **Papakura is well-connected and easy to move around**
  Our roads should be free from congestion, public transport convenient and reliable, walkways and cycleways safe and connected.

- **Treasured for its environment and heritage**
  We value our natural environment and heritage, protecting and nourishing it for future generations.

Very significant housing growth is planned on the fringes of Papakura. Providing that the Centre moves swiftly to create an environment which is attractive to these new residents, this increased population within its potential catchment could fuel development within the Centre.

Simple vehicular, pedestrian and cycle linkages to these areas, and easy to understand parking facilities within the Centre are critical to bringing people in.

Creating a vibrant, successful Centre to Papakura is key to achieving all of these outcomes. However, creating this will take time. This document identifies current opportunities within the Centre and make recommendations as to how to move forward to lay the foundation for the new Metropolitan Centre. It provides a Framework for Action.

This document is dynamic and will be updated and expanded to respond to new opportunities as they emerge.
2. A Vision for the Metropolitan Centre

The Papakura Commercial Centre Project Group has been established by the Local Board to help solve issues and identify potential projects which will help to achieve the Board’s aim of a Vibrant and Prosperous Metropolitan Centre. The Project Group has an agreed Vision for the Centre:

- ‘A centre which boasts a range of high quality shopping and eating/dining options, and which in particular provides for healthy and active lifestyles.
- An attractive environment, with trees and other landscape planting, where shoppers and visitors can easily move around on generous footpaths and are encouraged to spend time and are able to sit and eat outside.
- A place which supports complementary uses at ground floor, cafes/restaurants, commercial and residential at first floor and residential on higher floors.’

The Project Group has identified a list of matters which they would like to see incorporated into the revitalised Centre and also a range of matters which they dislike and consider should not be seen in the Centre. The Project Group’s Vision for the Centre and their Likes and Dislikes form the basis of this Framework for Action.

Likes:
- Narrow Roads – Wide Footpaths
- Native Trees (practical)
- Narrow building frontages – Range of Retailers
- Outside Dining – Activity Zones Across Footway
- Colour Schemes – Not Garish
- Residential
- Angled Parking – Edge of Town Centre
- Pedestrian Linkages
- Ability to Cross Road Anywhere
- Ease of Access from all Modes
- Vibrant
- A Vision/Plan/Guidance – Confirmed/Unified
- Greenery/Colour
- First Floor Dining
- LIFESTYLE Outdoor/Hunting/Fishing/Cafe/Healthy/Restaurant/Boutique/Shopping/Exclusive Shops

Dislikes:
- Street Clutter
- Yellow Lines
- Charging for Outdoor Dining
- Car Domination – Narrow Footpaths
- Old Signs
- Security Shutters
- Bus Stops
- Restricted Movement – Footpaths
- Lack of Active Street Frontage
3. Papakura Metropolitan Centre

What do the Auckland Plan and the Auckland Unitary Plan (Operative in Part) Expect?

The identification of Papakura Town Centre as a Metropolitan Centre brings the aspiration that the centre will evolve into a truly mixed-use area, with a diverse range of activities including shops, offices, entertainment and higher density residential on upper floors.

The Centre is currently characterised by mainly single storey and two storey development, with a limited number of three storey buildings.

The Unitary Plan allows buildings of up to 40.5m to be developed in the centre; this would allow buildings of up to about 13 storeys high.

Discussions with Panuku Development Auckland have concluded that in the short term it is reasonable to expect buildings of 3 to 4 storeys to be developed in the centre with the potential for some six storey developments possible. Taller buildings may come later.

Land around the outside of the Metropolitan Centre has been ‘up zoned’ to encourage greater residential densities, in line with the aspiration for Auckland to become a quality, compact city and in recognition of the increased facilities which will in time be available within the Centre and also the close proximity of the train station (within easy walking distance).

This change will take place over time, but the purpose of this Framework for Action is to identify steps that we can take now, which will provide the foundation for change and encourage people to come to shop and spend recreation time in Papakura now and which will encourage change and development in the Centre.

![Figure 3: Extract from Auckland Unitary Plan (Operative in Part) Maps](image)

![Figure 2: Image from The Auckland Plan 2012](image)

![Figure 4: Definition of Metropolitan Centre from The Auckland Plan 2012](image)
**A Centre which has Already Grown**

Papakura has already experienced significant residential and commercial growth. Whilst in 1959 the current road pattern was in place, development within the Centre was less intensive than it is today and since that time significant development has taken place. For example:

- The eastern side of O’Shannessey Street has undergone significant redevelopment and now has a complete frontage of buildings, whereas as in 1959 there were only relatively short blocks of development.
- Continued development within Great South Road has filled the gaps in the street frontages, so that today there is an almost continuous frontage of buildings along the back edge of the footpath.

The change from the current Centre to the Metropolitan Centre envisaged by the Auckland Plan is a further evolution of the centre. However, to encourage this change we must have a good understanding of how well the Centre is currently performing, what its potential performance could be and how large, in terms of m² of retail, office and residential floorspace, it should be and the potential timescales for achieving this.

**Public Land Ownership**

Existing public ownership of land allows the Local Board, Council, Auckland Transport and Panuku Development Auckland to more easily bring forward public developments or to promote exemplary private developments within the Centre.

However, unlike some other Centres, there is very limited land in public ownership. This is broadly limited to car parks, land associated with the train station and already developed land.

It is important for all existing publicly owned land to be retained until such time as a clear understanding of the development potential and future role of each site is known.

This will be clear once the Health Check has been produced and discussions have taken place with Panuku Development Auckland.

*Figure 5: Papakura 1959 (Image from Auckland Council GIS viewer)*

*Figure 6: Papakura 2017 (Image from Auckland Council GIS viewer)*

Papakura Metropolitan Centre Framework for Action
South 83; the future of Papakura is here

Consent has been granted for the planned South 83 development, on the site of former medical centre at 83 Great South Road. The high quality, six storey building houses 56 apartments and provides an insight into the development which could be possible on other sites throughout the Metropolitan Centre.

Figure 7: Images of South 83 with the kind permission of Paula and Kurt Schultz
4. Metropolitan Centre Retail Health Check

To inform this Framework for Action, two reports were commissioned to provide up-to-date data on how the Metropolitan Centre is performing relative to other centres in Auckland and to gain an understanding of how visitors to the centre and residents of its catchment view the centre.

Papakura Town Centre Commercial Property Market Report (Colliers International – February 2018)
- Average rental growth across the property sectors in Papakura was between 15% and 33% over the past four years (4% to 8% per annum).
- Yields have increased across all sectors when compared to 2014 figures.
- There is very little bulk retail stock in Papakura.
- Industrial, office and retail sales in Papakura totalled $37.7 million in 2017, which represents a 28.6% increase compared to 2014 ($29.1 million).
- Papakura Metropolitan Centre and Papakura Town Centre combine to make up a total retail area of 92,553 sqm.
- Retail vacancy in Papakura has dropped to 3.5% in February 2018 from 14.7% recorded in June 2014.
- Papakura has the highest retail vacancy of all the retail precincts in Auckland we monitor.
- The largest category of retail tenants comes from independent retailers making up 46.4% of the total retail stock. This is followed by multiple retailer (20.5%) and supermarkets (7.9%).
- Overall, the breakdown of tenant classification is similar across 2018 and 2014.

Papakura Town Centre Research Report (Buzz Channel Limited – May 2018)
- The convenient location (being close to home, work, public transport options), and the community feel of the Papakura town centre are the main likes among frequent visitors.
- The local community enjoy the compact size, friendly people, and atmosphere of the town centre that sets it apart from other larger metropolitan centres.
- Other aspects mentioned as positives of the town centre, are the food options (takeaways) and the history.
- Visitors are going to the Papakura town centre for a variety of reasons. The top driver to visit the town centre is grocery shopping, followed by visiting the library, eating out, and professional services.
- The most common mode of transport to the town centre is via car, mentioned by the majority of visitors as the way they usually travel there (89%).
- Three in ten visitors tend to walk to the town centre.
- Parking in the library carpark is popular among visitors, mentioned by around three in ten visitors who usually travel to the town centre by car.
- Frequent visitors indicated that a greater variety of retail shops being available in the town centre would encourage them to visit more often.
- Takapuna, Pakuranga, and Manukau were mentioned by a few as preferred places to go for shopping due to the greater selection of shops. The next most mentioned barrier to more frequent visitation is distance to travel to the town centre from home or work.
- The top barrier to visiting the town centre more often, among infrequent visitors (apart from not feeling they have a need to: 27%) is preferring other locations.
- It’s apparent that people are tending to visit the town centre closest to their home or work, however local Papakura residents are venturing further afield for retail shopping and cafes/eating out, due to the limited options currently available in the Papakura town centre.
- The findings indicate there is potential to improve the Papakura town centre for the benefit of the local and wider community and encourage great use. The main priority areas identified from the research are:
  - Review the selection of retail shopping and restaurant/eating options;
  - General tidy up/face-lift;
  - Improve sense of safety (caused by loafers on the streets).
- If the above areas are able to be addressed it will encourage greater use of the town centre by those living close and potentially further afield. However, any changes to the town centre will need to also consider keeping intact and not compromising the strong community feel that currently exists. This is a strong positive for the local community and enhancements to the town centre would ideally build on this, keeping its unique community feel while making the centre more attractive, safe, and with more retail and restaurant options.
5. Heritage, Townscape and Gateways

Heritage and Character Buildings

The lack of a comprehensive heritage survey in the local area has meant that there are only five buildings in the whole of Papakura which are recognised as being of heritage significance in the Auckland Unitary Plan. Within the Centre, the relatively recent redevelopment and growth, as discussed above, has left the centre with few older buildings. However, those which remain do contribute significantly to the overall character of the area, and it is likely that it is these few buildings which remain in the visitor’s mind rather than the significantly larger number of less memorable buildings. International research has established that heritage can boost pride in local areas, improve individual wellbeing and strengthen sense of place. The existence of these buildings is therefore significant, and their long-term retention should be encouraged. There is currently no control over the future demolition of these buildings.

1 (1) Christ Anglican Church and Selwyn Chapel, 103-105 Great South Road

This is the only building in the study area which is recognised as being of heritage significance in the Auckland Unitary Plan (operative part). Alterations and demolition are therefore regulated by the plan.

This is prominently located in a key location at the current ‘gateway’ into the Centre from the north. Visitors entering the Centre from the north immediately gain the impression that Papakura has ‘history’ and will be an interesting place to visit.

(2) Stanley Buildings, 143 Great South Road

This two storey building has significant presence to the street and is located such that it terminates views westwards along Broadway. It helps to form and contain the space at the intersection of Broadway-Elliot Street-Great South Road, which feels to be the natural ‘town centre’ of Papakura.

The building has recently been refurbished, retaining retail/speciality uses at ground floor with high quality apartments at first floor.

(3) Broadway Buildings, 10-14 Great South Road

This pair of buildings has significant presence to the street and terminates the view eastwards along Elliot Street.

As with Stanley Buildings, they help form and contain the space at the intersection of Broadway-Elliot Street-Great South Road, which feels to be the natural ‘town centre’ of Papakura.

(4) Premier Buildings, 154 Great South Road

This building is prominent in views for visitors travelling southwards along Great South Road. It performs the same function as Stanley Buildings and Broadway Building, in that it helps to form and contain the space at the natural ‘town centre’ of Papakura.

(5) 202-208 Great South Road

This two storey building ‘firmly’ marks the corner of Averill Street with Great South Road. As well as presenting an attractive and dominant frontage to Great South Road, it also presents a long, equally dominant frontage to Averill Street.

The building is in active use and parts have recently refurbished.
(6) 210 Great South Road

Whilst single storey, this building, like 303-309, `firmly` marks the corner of Averill Street with Great South Road. Its high parapets facing both Great South Road and Averill Street provide it significant presence to the street.

A consent has been submitted to demolish this building. The Local Board/Commercial Centre Project Group should work with the owners of the building to find a viable future use which allows the retention of the building and future investment in it.

(7) 255 Great South Road

Currently `Red Earth Rotory and Wine Bar`, this building has been recently refurbished. Whilst it is only single storey, its stature is increased by the high parapet on its street façade, and by its canopy which projects forward of the alignment of buildings either side.

The building is made more significant in that is located opposite a gap in the building frontage, between 218 Great South and `Stampede`, which means that it is visible to people approaching Great South Road from the Countdown car park area.

(8) 277-283 Great South Road

Whilst newer than the other buildings recognised above, this two storey building has a simple, elegant appearance which means that it does contribute to the overall character of the street. Its importance is emphasised by the lack of containment of the eastern side of the street; the low rise Court building located on the opposite side of Great South Road is so characteristically set back from the footpath with planting between it and the street.

(9) 293-297 Great South Road

This two storey building is located on the corner of Great South Road with Wood Street and successfully marks this corner, which is also the southern gateway into the centre.

Given the significance of these buildings, it is recommended that the Local Board work with owners to secure their long term retention and future investment in them.
Townscape

Whilst only a limited number of the buildings within the Centre are memorable for their architecture or for their individual contribution to the character of the Centre, they work together to create townscape interest.

Important Corner

A number of corners within the town centre are successfully marked by buildings (a number of which are individually referred to above). Corners are important in that, providing the building on them is memorable or distinctive, they contribute to the overall legibility of the centre. They also assist with forming key spaces within the Centre.

Continuous Frontage

The existence of an interesting continuous building frontage with shopfronts on the back edge of the footpath helps to contain the street (helping to create a scale which humans can relate to), and adds significant interest for pedestrians.

The two areas which suffer from not having continuous frontages on both sides of the street are:

- The eastern side of the southern end of Great South Road. The Court buildings are set back from the footpath, and as a result this area has less interest for pedestrians than other sections of Great South Road.
- The almost complete western side of O’Shannessy Street. Pedestrians are far less likely to walk on this side of the street as a result of the lack of ground floor interest, despite this being the ‘sunnier’ side of the street for much of the day. This presents an opportunity for the redevelopment and better utilisation of land on that side of the street.

Lack of Enclosure

This links to the benefits of a continuous frontage, but is the exact opposite. Lack of enclosure or containment creates spaces which lack a human scale and which are not comfortable to use. The two main areas where this is seen is the Roselands area and the close by medical centre on the corner of O’Shannessy Street with Great South Road. On these sites, whilst buildings do line the street, they are set too far from the street frontages to provide containment and to assist with creating a human scale environment along the street.

This is also seen where buildings have been removed from Great South Road to provide access to the Countdown car park. This section of the street is far less interesting for pedestrians than much of the rest of Great South Road within the Centre.

Rhythm in Ground Floor Frontages

Regular, fine-grained uses and shopfronts along streets provides greater interest for pedestrian than single users occupying long stretches of building frontage. This is achieved throughout much of the centre, apart from those areas which lack enclosure or lack continuous frontage as described above. This contributes to the overall vitality of the Centre.

Buildings Terminating Views

It is often of greater interest for a view along a street to be terminated (or ‘stopped’) by a building than for the view to continue and ‘disappear’. Seeing a building at the end of view can encourage visitors to walk to that building and explore what is in that next street.

Significant Spaces

Where a number of the above factors come together, or where there is a change of enclosure or continuous building frontage there can be ‘spaces’ formed. These may just add to the legibility of the Centre, or in some cases can have a greater role, such as the space at the intersection of Elliott Street-Great South Road-Broadway, which due to its greater size, containment by appropriately high buildings and general location feels as though it is the ‘natural centre’ of Papakura.

Figure 11: Townscape Analysis

Papakura Metropolitan Centre Framework for Action

Richard Knott Limited

Page 37
Gateway

There are currently a number of areas which feel as though they are the ‘Gateways’ into the Centre. These are shown in yellow:

- From the north, at the intersection of O’Shannessy Street with Great South Road, marked by Christ Anglican Church and Selwyn Chapel.
- From the east, marked by the bridge over the railway and the buildings on either side of this (occupied by Noel Leeming and Dodd Civil Consultants).
- From the south, marked by 293-297 Great South Road and the mini-roundabout.
- From the west, marked by the beginning of frontage development and the traffic lights.

These gateways are important in providing a sense of arrival for visitors and marking the Centre as being something different to the surrounding area.

Over time, with larger scale development taking place in the Centre, it is likely that the northern, southern and western gateways will move outwards from their existing positions, to locations shown in magenta.

Steps should be taken to formally mark the location of the new gateways. This could include the introduction of new Centre signage, landscape planting, etc.
6. Traffic and Movement

North South

Papakura developed around the Great South Road and the Railway.

Great South Road was developed around 1869 and was established to provide for horse and coach transport from Auckland to Hamilton. A regular coach service was operating between Auckland and Hamilton by 1876.

Construction of the Auckland to Drury Railway began in 1865 with the Papakura Station opening in 1875.

The Centre developed around these primary transport routes and Great South Road remains the heart of the town.

Whilst the extension of the Southern Motorway past Papakura in 1955 provided an alternative route, the significant growth in South Auckland means that Great South Road remains busy and well used. It is also a designated Over-dimension Vehicle Route, although the creation of the Heavy Vehicle Bypass to the west of the Centre (using East Street) ensures that larger vehicles do not need to pass through the whole of the Centre. This route also provides an alternative route for other vehicles not needing to stop in the Centre.

The availability of the bypass opens up greater opportunity for environmental and pedestrian upgrades within the main street area than would otherwise be the case.

Some pressure may be taken from Great South Road once the plan to upgrade and extend Mill Road is implemented.

Figure 13: North-South Transport Linkages

Richard Knott Limited
East-West

East-West routes from the town connect to Clendon, Rawakawa Bay and beyond to the east and as far as Waiuku and Clarks Beach to the West. These provide important routes for commuters looking to catch trains from Papakura Station or seeking to join the motorway to drive north or south.

The East-West route splits in the centre of the town to provide two alternatives; one of these bisects the Centre.

Figure 14: East-West Transport Linkages
Local Issues

Whilst, as noted above, the ‘bypass’ allows vehicle travelling north or south to bypass the main shopping area along Great South Road, it appears that some drivers still use the more direct route.

In addition, cars travelling from the north, wishing to head towards Clevedon Road utilise O’Shanessy Street, so providing more than local traffic on that road.

Traffic travelling from the motorway towards Clevedon Road can choose to use Elliott Street. This route takes them through directly across Great South Road, through the natural ‘town centre’, as discussed above. Some traffic to the train station will also take this route, or Wood Street, given the availability of car parking on both the western and eastern sides of the railway.

Consideration should be given to signage and to environmental improvement measures to better manage these vehicle movements.

Figure 15: Transport Linkages in the Centre
Barriers to Movement

Whilst, as discussed above, the Motorway, Great South Road Railway do facilitate movement into and around the Centre, they also provide barriers to movement.

There is currently only one useful crossing over the motorway from the West for traffic travelling to the Centre or train station, at Beach Road. This is a hostile, harsh environment which is dominated by traffic and relieved by trees or landscaping. It is not a pleasant environment for pedestrians.

In time the existing bridge at Park Estate Road may take some pressure from the Beach Road bridge, as areas around it are developed and links made through to Karaka Lakeside. However, Beach Road will undoubtedly remain the predominant route.

Consideration should be given to how the environment of the Beach Road Bridge can be improved and made more pleasant for pedestrians and cyclists.

The NTA are planning a pedestrian/cycle bridge from the end of Rushgreen Avenue to link to the proposed cycleway located on the western side of the Motorway and to Karaka Harbourside. This could provide a useful, and more attractive route for pedestrians and cyclists looking to travel into the Centre from the current and planned development within that area.

The Local Board’s Greenway plans would provide the opportunity for pedestrians and cyclists to link from this new bridge to the Town Centre. However, in the shorter-term consideration should be given to utilizing existing roads and footpaths to provide easy to use linkages to the Centre. This could require additional signage and minor upgrades.

A greater number of crossings are available to facilitate movement across the railway from the west to the Centre. That on Clevedon Road and Subway Roads are significant Gateways to the Town Centre and consideration should be given as to how these environments can be improved for pedestrians.

Figure 16: Barriers to Movement
7. Car Parking

Whilst there are significant areas of car parking within the Centre, including on street parking, it is difficult for visitors to understand where they are legally allowed to park. This confusion can be attributed to poor information and poor signage. Signage to car parks is sporadic and not consistent across the Centre.

Existing Public Car Parks

(1) Davis Car Park
This is convenient for visitors to the Local Board Office and Council Service Centre. However, it feels cut off and remote from the remainder of the Centre.

(2) O’Shanessy Street Car Park
This provides convenient car parking for shoppers in O’Shanessy Street and also for the northern section of Great South Road (shoppers can cut through to this via laneways). Panuku Development Auckland are currently consulting on the potential sale of this car park. The land should be retained until all other reports referred to in this Framework are available.

(3) Farmers Car Park
Only the second floor, roof level of this is public parking, although it is likely that shoppers also park on other levels which are intended only for Farmers customers. Whilst the lifts go direct to Great South Road they do not appear appealing to use. The car park therefore feels disconnected from Great South Road and is as a result less used than it could otherwise be.

(4) East Street Car Parks
Whilst connection to Great South Road is available from this area through the Postie building, this car park feels disconnected from Great South Road and is not appealing to use.

(5) Averill Street Car Park
This consists of a ground level and (first floor) roof level car park.
The ground level car park is conveniently located to access Great South Road, Broadway and Railway Street.
As with other roof level car parks, the confusion regarding pedestrian access to street level makes this level less appealing for shoppers than the ground level section.
(6) Accent Point Car Park
This is a car parking building. Access from the car park to Great South Road is via a lift to an area outside of the library and then via the enclosed bridge link.
Whilst this is a good quality car park, it feels very remote from Great South Road as there is limited information directing shoppers to Great South Road and the signage around and within the lifts is confusing. In addition, the lifts do not feel well cared for.

(7) Wood Street
This provides convenient parking for the southern end of Great South Road. However, due to the lack of continuous retail frontages in this area, it feels reasonably remote from Great South Road.

(8) and (9) Train Station Park and Ride Parking
These car parks are very well used. They are oversubscribed and do not provide for shoppers or visitors to the town centre.

### Shoppers Car Parks

(10) Roselands
This car park is provided for Countdown and the other Roselands Shops. However, it provides convenient parking for Roselands, O'Shanessy Street and Great South Road and it appears likely that shoppers use it for this wider purpose.

(11) New World
This car park is provided for New World customers. However, it is likely that visitors to other businesses in the local area also use it (although this is not substantiated). However, the car park (and store) feel remote from Great South Road and it is unlikely that many shoppers would park here and attempt to shop in Great South Road.

(12) Countdown
This is perhaps the most convenient car park in the Centre. It is at grade, has easy vehicular access and is located in a central location. It is very likely that it is used by general shoppers as well as Countdown customers.

(13) Former New World
This car park currently remains available. However, the land is currently for sale and it is unlikely that this parking will remain free for use.

### Private Car Parks
Many other businesses within the Centre provide parking for their customers. Rumours regarding clamping and fines for the use of these areas by non-customers are widespread.

Overall, car parking within the centre is confusing. It would be improved by the comprehensive consideration of parking in the centre:
- Comprehensive signage which directs shoppers/visitors to all available town centre car parking and additional signage, as in Auckland CBD, which links drivers from one car park to another for situations where one may be full.
- Clear information at each car park explaining how to reach the main shopping areas once you have parked.
- Improved "care" for stairs and lifts at roof top car parks and in car park buildings.
- Improved linkages from car parks to shopping areas.
- Provide additional Park and Ride space at the Station to ensure commuters are not using town centre parking capacity.
- Discussions with owners of private car parking and secure agreement that all shoppers can park in all shop car parks, so encouraging shoppers to spend longer in the Centre by visiting more premises.
- Gain an understanding, via the Health Check results, of the long term parking need in the town centre and plan accordingly.
8. Other Opportunities

OSHANNESSEY STREET AREA
The O'Shannessey Street area represents a significant opportunity.

Consideration should be given to giving this area the highest priority for discussion with Panuku Development Auckland, with a view to developing comprehensive development in the area.

CIVIC HEART
The Local Board offices and Council Service Centre are remote from the main Centre. Consideration should be given to upgrading the linkages between this and Great South Road or (preferably) moving these facilities to a main street location.

TOWN SQUARE
As discussed above, the area at the intersection of Elliott Street-Great South Road-Broadway feels like the natural ‘town centre’ for Papakura. The retention of the character buildings around this is important and consideration should be given as to how the area be made more flexible and better seen as an important space.

WENT ENTRY
This area is important if additional pedestrians and cyclists are to be encouraged into the town from the Karaka direction. This area is currently dominated by car parking on forecourts and consideration should be given as to how in the short term the environment can be upgraded through the introduction of trees and other landscaping which would make the parking less dominant.

NEW WORLD TO GREAT SOUTH ROAD
Consideration should be given how to improve pedestrian linkages to and from Great South Road. In the short term this could include improved signage and upkeep within the Accent Point car park, along with improved pedestrian crossing facilities on East Street.

COUNTDOWN ENTRY
As discussed above, this is a break in the retail frontage. The location of the in and out accesses either side of the pedestrian crossing on Great South Road disrupts pedestrian movement along the street and could lead to conflicting movements. Consideration should be given to alternative designs for this area, including in the longer term the potential development of the frontage.

COURTS AREA
The existing trees in this area give it a very different character to the remainder of Great South Road within the Metropolitan Centre. There is significant potential to upgrade the area to provide an attractive and usable public open space which, with active ground floor uses facing it, could add significantly to the overall vitality of the centre.

TRAIN STATION
As noted above, car parking is oversubscribed at the station. Consideration should also be given to upgrading pedestrian routes to the station, including the route from Railway Street to Great South Road through the Countdown site.

STATION ENTRY
This entry/exit is located on railway land and runs along the rear of these commercial buildings. It is very poorly overlooked and fails to satisfy accepted CPTED good practice. It should be removed and routes to the front of the station, along Railway Road upgraded in preference.

Figure 19: Other Opportunities

Papakura Metropolitan Centre Framework for Action

Richard Knott Limited
(logo)
9. Opportunities for Action

Based upon the analysis above a number of opportunities have been identified:

**Streetscape, Linkages and Train Station**

1. Introduce additional traffic tables/pedestrian crossings in Great South Road. Explore options for additional street tree/landscape planting. To slow vehicle speeds to the point at which pedestrians are able to cross the street at any point and to discourage through traffic. To improve the overall pleasantness of the environment to encourage outdoor dining.

2. Explore alternative parking arrangements within the street to additional convenient parking for visitors, to slow vehicle speeds to the point at which pedestrians are able to cross the street at any point and to discourage through traffic. To improve the overall pleasantness of the environment to encourage outdoor dining.

3. ‘Town Square’. New streetscape designs for this area to decrease the apparent dominance of vehicles and bring greater flexibility for the use of the space, and to discourage through traffic.

4. New streetscape design for this area to decrease the apparent dominance of vehicles and bring greater flexibility for the use of the space, and to discourage through traffic.

5. New Gateways. Introduce signage and additional landscape and tree planting to mark the entrances into the Centre.

6. Consider how apparent connections from O'Shannessy Street into the Roselands area can be improved; O'Shannessy Street should read as an extension to Roselands and benefit from the shoppers who visit that area.

7. Look to upgrade the bridge link on Cledenham Road.

8. Work with Countdown to improve the width and overall quality of the pedestrian link through their site from Great South Road to Railway Road.

9. Improve linkages from New World to Great South Road by improving general signage, improved pedestrian crossing facilities on East Street and improved signage and upkeep within the Accent Point car park.

10. Improve the pedestrian environment on the entry to the town from the west, including working with owners to reduce the dominance of car parking, reducing vehicular crossings (by combining), and introducing trees and other landscaping.

11. Ideally relocate the Local Board office and Customer Service Centre to a ‘main street’ location in the Centre. If this is not possible improve signage between this area and the Great South Road main street area.

12. Station Area

   Remove the existing entry/exit which is located on railway land to the rear of the commercial buildings which front Railway Road.

   Proceed with the design of a new commuter car park building and incorporate ground floor active uses, such as retail into this.

Papakura Metropolitan Centre Framework for Action
(16) Beyond the Centre: consider options
to provide simple pedestrian and
-cycle connectivity to Karaka
Harbourside via the new
-pedestrian/cycle bridge proposed by
NZTA and look at potential
-improvements to the existing Beach
Road bridge to make it a more
-pleasant, and less hostile,
-environment for pedestrians and
-cyclists.

Figure 21: Opportunities for action Beyond the Centre
10. Framework for Action

The Framework builds upon the Opportunities for Action and presents a three-dimensional view of the future Papakura Metropolitan Centre.

The Framework retains the existing fine-grained street and pedestrian lane network and supplements this with a series of new and upgraded routes, to allow improved pedestrian access through the centre.

Buildings along Great South Road reflect the fine-grained character of the existing buildings and seek to assist with the vision for the centre as an attractive shopping environment. East Street is characterised by taller buildings on larger footprints to provide greater enclosure along this street, which is busier with traffic.

Other taller buildings are located close to the train station, where demand from commuters will be greatest, and along O’Shannessy Street.

The majority of buildings are shown 3 to 6 storeys high, with a limited number of 9 storey buildings. These all sit under the ALUPF maximum height limit for the area and are intended to indicate the height and size of development which the local property market could support.

However, as the market develops over time, there is potential that taller buildings could be constructed rather than those shown on the plan.

Existing Buildings (shown white):
- The buildings of heritage interest identified above are shown retained.
- Other buildings shown retained included the supermarkets, library/museum, large format retail buildings alongside the railway and Police Station.
- Also shown retained is the planned apartment development at ‘South 83’.

Short/Medium Term (shown coloured cream):
Development of areas closest to the existing main commercial centre and train station, including the majority of Great South Road, O’Shannessy Street and the eastern side of East Street.

Long Term (shown blue):
Areas further from the centre are shown being developed in the longer term, as redevelopment becomes more viable.

Very Long Term (shown coloured red):
In the very long term, as transport usage alters, and the market supports even more intensive development, there could be the potential for land currently used as surface level car parking to be redeveloped for buildings (which could include car parking buildings in their centre). This would complete the fine-grained block pattern of the Metropolitan Centre.

Figure 22: Framework for Action

Papakura Metropolitan Centre Framework for Action

Richard Knott Limited
**Detailed attributes of the Framework**

**Active Frontages**
1. Creation of 3 to 9 storey active frontages to main streets, to new/revitalised lanes and Central Park.

**Improved Linkages**
2. Create new street/lane from Great South Road to East Street, reducing pedestrian walking distances and providing safe, overlooked routes to encourage New World Shoppers to also shop in Great South Road.
3. Upgrade linkages from Railway Street West to Great South Road.
4. Retain existing link from O'Shanessey Street to Great South Road and provide improved surveillance of this from new development alongside.
5. Extend O'Shanessey Street through Roselands car park, to better link Roselands and the adjoining shops.
6. Provide new linkages from Great South Road to East Street and provide surveillance from new development alongside.
7. Utilise existing lanes to provide easy pedestrian and vehicular access to long term development areas.
8. Retain existing service access to allow servicing of Great South Road properties from rear (and reduce service vehicles on Great South Road).

**Public Spaces**
9. Creation of a new shared space, as the main focus of the town centre. This is fronted by a series of buildings of heritage interest and high-quality new buildings (including a new Farmers).
10. Creation of a new shared space fronted by a series of buildings of heritage interest.
11. Provide increased interest at Roselands with the revitalisation of the existing open space, fronted by new taller buildings.
12. Redevelopment of site provides upgraded play park and public open space, overlooked by new development. Existing Centenary Rooms retained and integrated into play park.
13. New buildings developed on similar alignment to existing, trees retained, and area of open space upgraded.
14. Development of the former New World site could incorporate new open space/play park.
15. New developments long term developments to west to incorporate additional public spaces.

**Gateways**
15. New signage and planting at all gateways.

**Streetscapes**
17. Entry zones with angled on street parking (where this can be accommodated). These areas reduce vehicle speeds and discourage unnecessary through traffic.
18. Slow speed zone (potentially shared space) with parallel on street parking retained.
19. Bypass
20. Extend the bypass to reduce traffic on Great South Road.

Figure 23: Framework for Action (details)
Figure 24: View of Metropolitan Centre from the West, looking along Elliot Street.
Figure 25: View of Metropolitan Centre, from the north-west.

Papakura Metropolitan Centre Framework for Action

Richard Knott Limited

Page 51
Figure 26: View of the Metropolitan Centre from the south-west.
Figure 27: Distant view of the Metropolitan Centre from the north-west.
Figure 28: View of the Metropolitan Centre from the south-east

Figure 29: Close view of the Metropolitan Centre from the north-west
Figure 30: Close view of the Metropolitan Centre from the north.
Appendix 1: Detailed Site Study: Coles Crescent

Existing Uses

A. The Play Park is very well used.
B. The area alongside East Street is used for picnics and is well sheltered from the sun by the existing trees.
C. Some of the areas are underutilised.
D. The Time Capsule is located on the site.
E. Car parking presents an unattractive face to East Street.
F. Whilst the trees and the designed space below are attractive, the block views to Coles Crescent and make the area feel disconnected from the remainder of the Town Centre.
G. The present building presents an uninteresting elevation to Coles Crescent/East Street intersection.

Opportunities and Constraints

H. The Centennial Rooms face away from the activity.
I. The public toilets appears randomly placed.
J. The main entrance from existing building faces away from the play park and provides limited overlooking of the play park.
K. The churches face towards Great South Road and do not activate Coles Crescent.
L. The vehicular access to the Churches is taken from Coles Crescent.
M. Prevailing Wind
N. Sun Path
D. The Queen Street/Great South Road intersection works as a Gateway the town centre.

Papakura Metropolitan Centre Framework for Action
Option 1: New Buildings on Original Building Location

- Less disruption to Play Park etc
- Potential opportunity to expand play park.
- Greater height could provide additional overshadowing of play park etc.
- Parking for Play Park would remain on East Street and Queen Street
- Time Capsule can remain undisturbed
- Upper floors would provide good overlook of Coles Crescent and the Play Park
- Buildings could contain Local Board offices etc

Papakura Metropolitan Centre Framework for Action
Option 2: Focus Development on East Street and Queen Street Boundaries

- Opportunity to create new north facing play park
- Time capsule could remain undisturbed.
- Opportunity to integrate Centennial Rooms into new playpark development
- Could lead to loss of some trees along East Street.
- Coles Crescent parking would be well placed to serve play park users and become a shared space
- Buildings could retain Local Board offices etc.
Option 3: Low Level Development along all frontages

- Provides more gradual transition of building heights along East Street
- Area remaining for play park would be within site and feel less public
- Buildings would provide good overlooking of play park
- Trees along East Street would be lost
- Time Capsule could remain undisturbed
- Coles Crescent parking would be well placed to serve play park users and become a shared space
- Buildings could retain local Board offices etc.

Papakura Metropolitan Centre Framework for Action
## Changes to the RPTP resulting from Auckland Council Planning Committee feedback

**Background/context:** On Tuesday 30 October 2018, Auckland Transport presented the draft Regional Public Transport Plan (RPTP) to the Auckland Council Planning Committee in workshop. The RPTP is a statutory document, prepared by Auckland Transport every three years. All Councillors and the Mayor provided significant value add in the workshop. In particular some key items of feedback necessitated changes to the document prior to its public release for consultation on 11 November 2018. These changes, including how AT has responded to items, are outlined below.

<table>
<thead>
<tr>
<th>Feedback provided</th>
<th>Change provided by AT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Question was raised as to the definition of the various periods of operation, such as 'AM peak'</td>
<td>Definition of peak period etc added to the section where frequencies are outlined</td>
</tr>
<tr>
<td>It was queried what the daily PT boardings, new boardings, and trip were elsewhere in the network/implementation</td>
<td>An infographic will be added outlining all this information</td>
</tr>
<tr>
<td>It was pointed out that the current frequencies displayed for some ferries were incorrect under the 2018 planning</td>
<td>This has now been corrected - apologies</td>
</tr>
<tr>
<td>It was noted that the incorrect name was given to the Hobsonville ferry route, which should be more correctly called the 'Hobsonville, Beachaven and Northcote Ferry'</td>
<td>Change implemented throughout the document</td>
</tr>
<tr>
<td>It was raised that it is important to note that the new network build on past work undertaken, particularly by Auckland Regional Council</td>
<td>Change implemented in the first section of the document to acknowledge this fact</td>
</tr>
<tr>
<td>On the topic of AT HOP card, the need to preserve easy HOP top up opportunities was raised as an important factor</td>
<td>A policy around this has now been added</td>
</tr>
<tr>
<td>Questions were asked about clarification of the money sourced used in the document</td>
<td>Clearer outlining of this has been provided in the document</td>
</tr>
<tr>
<td>It was felt that not enough is being done to promote the great benefits of the use of the AT HOP card</td>
<td>AGREED - this will need to be a campaign beyond the document, however additional wording on this has been added</td>
</tr>
<tr>
<td>Questions were raised around the process of setting stations to protect revenue and contribute to a safer environment for customers</td>
<td>Additional information around this project has been added to the document, so the public can comment</td>
</tr>
<tr>
<td>Further information was sought on the programme of gating</td>
<td>Additional information around this has been added and there will be ongoing interaction with AT as this policy is developed</td>
</tr>
<tr>
<td>More information was requested on the process being undertaken for future park and ride pricing</td>
<td>Information on the new bus trial has been added to the document</td>
</tr>
<tr>
<td>More information was requested on the low emission bus process and how it is tracking</td>
<td></td>
</tr>
</tbody>
</table>

---

**Attachment A**

---

**Item 8**
Proposed Plan Change: Special Character Areas Overlay – Residential
Special Character Overlay - Residential -
BACKGROUND

• The Special Character Areas Overlay spatially identifies over 50
different special character areas, each with distinct characteristics.

• Some standards within the Overlay are more permissive than the
corresponding standard in the underlying zone, others are more
restrictive.

• Council’s approach in the PAUP tailored different standards to
different areas. These were generalised through the IHP
Recommendations.
Spatial Extent of SCAR across city
Windsor Street, Parnell Isthmus A

Hamilton Road, Herne Bay Isthmus A
Russell Street, Devonport – North Shore Devonport and Stanley Point

Karaka Street, Helensville Residential Helensville
Attachment A

Environment Court Declaration

- An Environment Court Declaration was sought. It stated that all rules relating to an activity should apply, and that the overlay standards do not prevail over the zone unless specified.

- This required a change in the Council's approach. The 'incorrect' approach had been applied to 319 consents issued between 1 December 2016 and 19 December 2017.
Issues with the Declaration Approach

• The Declaration approach means that the Overlay provisions are not functioning as they were intended, as they do not prevail over the corresponding zone provisions.

• Having two standards controlling the same effect (e.g. two different height in relation to boundary standards) is causing difficulty for resource consent assessments, as it is unclear which threshold should be used.
Response - Proposed Plan Change

- To resolve the current issues with the Declaration approach, a Plan Change is proposed.

- The Plan Change would involve:
  - Specifying that the corresponding activities and standards in the Overlay prevail over the underlying zone.
  - Refinement of some standards based on the particular characteristics of the site or area.
  - Creating a cross reference within the matters of discretion to the underlying zone.
Standards to be Refined through Plan Change

- Height in Relation to Boundary
- Building Coverage, Paved Area and Landscaped Area
- Yards
- Fences and walls
- Subdivision

The amendments to these standards are in the process of being drafted.
Benefits of the Plan Change

- The Overlay functions as it was intended, and there is no need for dual assessment of the corresponding activities and standards.

- Resolves the time and complexity costs for resource consents.

- The underlying zone still applies where there are no equivalent overlay provisions, e.g. for land use related activities.

- Creates the ability for tailored overlay standards according to site or area characteristics (e.g. those standards that were generalised through IHP recommendations).
Proposed Plan Changes to Improve Consistency in the Auckland Unitary Plan
BACKGROUND

• Identified issues and errors in the Unitary Plan

• Administration Plan Change (PC4) addressed minor technical anomalies and errors

• More considered issues which are impacting the use of the Unitary Plan

• Presented to the Planning Committee in November 2017
OVERVIEW

• Four proposed plan changes with the same purpose

• Address gaps in the provisions which are leading to outcomes that do not deliver policy direction

• Make minor amendments and technical corrections to ambiguous or unclear provisions

• Improve integration of different chapters

• Retain the current policy direction
CONSULTATION

- Internal Council departments and Council Controlled Organisations
- Local Boards
- Iwi Authorities
- Owners and occupiers of zoning/ precinct changes
- Ministry of the Environment, the Department of Conservation and the Ministry of Primary Industries.
- Targeted stakeholders including Auckland Utility Operators Group and the Tupuna Maunga Authority
IWI ENGAGEMENT

- October 2017 advised of proposed plan changes and opportunity to identify any technical issues

- July 2018 sought views on appointing a commissioner with tikanga understanding

- August – October 2018 Provided Iwi with draft plan changes and Section 32 evaluations and Invited Iwi to meet

- Responses received from Ngāti Whātua Ōrākei and Te Ākitai Waiohua
**Recommendation A:** Approve the public notification of PCA – Aucklandwide and Overlays except Volcanic Viewshaft and Height Sensitive Area provisions.
PCB – COASTAL

- 17 issues addressed to improve consistency within the coastal provisions
- Chapter F Coastal, Chapter J Definitions and Appendix 7

Recommendation C:
Approve the public notification of PCB – Coastal
Recommendation D: Approve the public notification of PCC – Zones
Attachment A

PCD – AUP VIEWER

- Mapping anomalies on 189 properties
- Spot and split zones
- Misalignment with property boundaries
- Controls and overlay mapping inconsistencies

Recommendation E: Approve the limited notification of PCD – AUP Viewer