

Memorandum **21 February 2020**

To: **Planning Committee**

Cc: **All Ōrākei Local Board members**
George Weeks, Principal Urban Designer - Transport and City Centre Design

Subject: **Ōrākei Local Board feedback to the City Centre Master Plan refresh**

From: **The Ōrākei Local Board**

Decision-making Context

On 20 February 2020, the Ōrākei Local Board resolved their feedback on the City Centre Masterplan:

13 City Centre Masterplan refresh response

George Weeks, Principal Urban Design was in attendance to speak to this report.

Ngā tūtohunga

Recommendation/s

That the Ōrākei Local Board:

- a) delegate authority to the Chair and Member Elliott to finalise the Board's feedback on the draft City Centre Masterplan 2020 by 21 February 2020.

Moved: Member Davis

Seconded: Deputy-Chair Powrie

Feedback

The City Centre Masterplan 2020 document includes many great initiatives and is generally supported by the Ōrākei Local Board. If implemented Auckland will be an even better place to live. The Board has the following more specific comments:

1. The Board is concerned about any proposals that further impede east-west traffic flow through the CBD, in particular via Quay and Customs Streets. The Board is fully supportive of immediate discussions with NZTA and AT to improve the current

bottlenecks and traffic flow issues in Quay Street, and for better long-term east-west flow.

2. We want to avoid a “Divided City with an empty heart” because people find it increasingly hard to cross from one side to the other, and especially if they are forced into circuitous ring roads.
3. In addition to developing the proposed stunning green link between Victoria and Albert Parks, it would be an amazing city feature if the historic air raid tunnels under Albert Park were opened up to highlight Auckland’s World War II heritage. The Board does however appreciate that this may be reliant on potential private sector funding.
4. The Board is supportive of improved access to and through the city and, in particular, multi-modal (cars, freight, pedestrians and cyclists) transport through The Strand. Making it easier for container trucks and heavy freight to move up from the Port through and on to the motorways at Grafton is essential. There is growing local concern about the number and speed of heavy freight vehicles moving from the Port east and south via Tamaki Drive, Ngapipi Road and on through Ōrākei/Remuera or through Kepa/Kohimarama/St Johns Roads. This needs to be restricted, if not prohibited, as per the 2017 Ōrākei Local Board Plan Outcome 3: *People can move around our area easily and safely* and its key Initiative: *Advocate to AT and the Governing Body for a bylaw eliminating heavy truck and trailer units from using Ngapipi, Kepa, Kohimarama and St Johns Road as a through-route to and from the port.*
5. What will be the impact of third rail line (announced two weeks ago)? If this is to get freight moving more efficiently to and from the port by rail, rather than road, the Board is supportive. However, there is currently little detail available and the Ōrākei Local Board encourages staff to ascertain how this could affect the city centre and the area from Britomart/the Port east across Judges Bay, Hobson Bay, the Ōrākei Basin, the Pourewa Valley and its impact on a number of parks.
6. The Board will watch with interest to see how the potential effects of climate change are integrated into the plan and looks forward to on-going input on this and a number of the other matters previously raised.

The Ōrākei Local Board thanks the Planning Committee for the opportunity to provide its feedback on the Central City Masterplan.