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Maungarauhau & Karāinga a Hape

Precinct Development Plan

December 2022 | Revision C





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background & context

This introductory section tells the journey of the City Rail Link Ltd masterplans and their adoption into this Eke Panuku Precinct Development Plan enabling delivery on our programme Vision, Strategic Choices and Foundation Outcomes.



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INTRODUCTION

“The CRL offers Auckland the best chance to align unprecedented transport investment with the scale of high-density land development needed to create a better city.

The Crown and Auckland Council are investing over \$4.4 billion in the City Rail Link (CRL). There is simply no other opportunity that provides the scale, access to public transport, proximity to the city centre, employment and education nodes as that provided by the CRL Precincts of Maungawhau and Karangahape.”

Maungawhau and Karangahape development precincts Programme Business Case

PURPOSE

This **Precinct Development Plan** has been prepared by Eke Panuku Development Auckland to outline expectations for potential development at Karanga a Hape and Maungawhau oversite development opportunities resulting from the City Rail Link project.

Content

This document builds on the preceding masterplanning work carried out by City Rail Link Limited (CRL).

The first part of the document explains the process that has generated the arrangement of public space and development blocks at Maungawhau and Karanga a Hape. Excerpts from multiple CRL documents are collated here to summarise the analysis and key moves that underpin these masterplans.

The second part of this **Precinct Development Plan** establishes a set of **Design Principles** and corresponding **Essential Outcomes**. These prescribe the standard and expected quality of development that we will achieve with our development partners to deliver on our Vision, Strategic Choices and Foundation Outcomes.

Also Included is a timeline strategy for staging of delivery.

REASON FOR DEVELOPMENT HERE

Demand

The precinct is equivalent to just under half of all private land in the city centre, but is occupied by only one tenth of the people. Demand to live and work in the precinct far exceeds what is possible under the Unitary Plan.

Over the next twenty years from station opening in 2024, there is capacity in the precinct for over 7,800 new homes.

Achieving more ambitious growth which is supported by demand will require considerably greater supply. If this is not achieved, the market will respond with higher prices, pushing growth elsewhere in Auckland and locking in higher transport costs for the city.

Providing for growth in brownfield locations such as the Maungawhau and Karanga a Hape precinct delivers on Auckland Council’s aspirations of sustainable growth, targeted intensification and development of a compact city by:

- + Reducing carbon emissions from transport by reducing travel distances, through urban growth in a central location.
- + Reducing carbon emissions from transport by increasing use of public transport, walking and cycling through growth in a location with choice of and access to these modes.
- + Reducing carbon emissions by planning for larger multiunit buildings with high efficiency form factors and potential for higher-efficiency shared building services.
- + Reducing loss of productive rural land by redeveloping already urban land.
- + Reducing pollution in stormwater through creating urban growth on land which is already impermeably paved rather than increasing the impermeable surface in other locations.
- + Reducing carbon emissions associated with building new infrastructure in other locations, by utilising more efficient increase in capacity of existing infrastructure.

The alternative to development in this precinct is adverse environmental impacts and additional infrastructure requirements that may come with more dispersed growth patterns.

STRATEGIC CONTEXT

Vision:



Our vision is for each precinct to become one of the best-quality, high density urban villages in the country, which is highly accessible to all parts of the Auckland region. It will be a highly sought after, contemporary, sustainable, residential-led, mixed-use urban village.

Strategic Choices:

Housing affordability

Secure and affordable homes for all. Providing housing that people can afford to own or rent, and in which they can feel at home.



Employment diversity

Enhanced business and employment opportunities. Encouraging a diverse range of jobs, complementary to jobs in the city centre, while providing more people with access to as many jobs as possible.



Sustainable future

Exemplifying sustainable and resilient living and setting the standard for others to follow



Foundation Outcomes:

Environmental vitality and climate action:

An exemplar net zero carbon urban regeneration development that is resilient to climate change and focuses on the prioritisation of sustainable modes of transport and environmental vitality.



Mana whenua partnership:

Partner with mana whenua to integrate their mātauranga and reflect their identity in the precinct.



Homes:

Provide healthy homes with a mix of typologies and accessible homes to cater for a diverse community.

Affordable Homes:

Provide an adequate supply of quality, affordable homes in the precinct to make the most of the location being adjacent to a significant transport connection.



Accessibility:

Create an accessible precinct that encourages the use of public transport and provides a safe and connected neighbourhood.



Economic & social well-being ('Community well-being'):

Provide amenities that enhances the existing community and enables people to thrive.



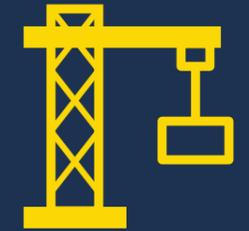
Value realisation:

Creating enduring investments for the community and realise value over time



Benefits

+ 11 development blocks



+ 25,000 m2 commercial



+ 810 homes



+ 2,000 m2 pocket park



CONTEXT AND PLACE

City context

The precinct is immediately south of the city centre, separated by the knot of intersecting SH1 and SH16 motorways. Adjacency to the city centre is the key appeal of the precinct, a factor which underpins the success of other city centre fringe suburbs – Parnell, Grafton, Ponsonby, Freeman’s Bay, and currently the transformation of Wynyard Quarter.

Maungawhau precinct contains the last of the city centre ex-industrial fringe areas. As a neighbourhood it has been neglected in recent public policy since the massively detrimental effects of motorway construction.

Positively, the precinct is also associated with high ground and attractive neighbouring landforms, retains large groups of heritage buildings and has a strong appeal for urban dwellers and creative industries.

Precinct boundary

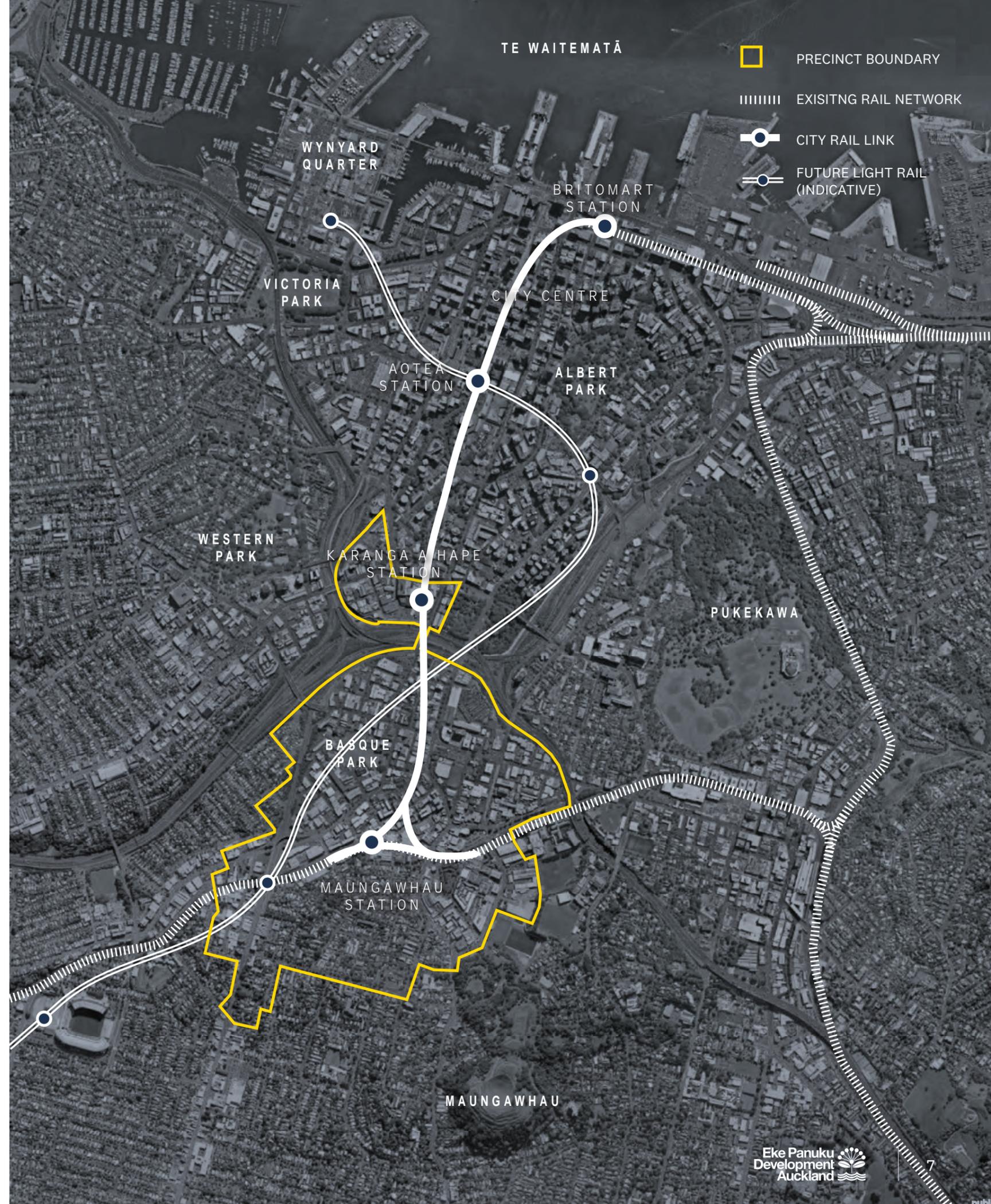
The precinct boundaries are defined by:

- + A core of the CRL station and the planned ALR stop, with large public land holdings around both.
- + Walking catchments (10 minute) for CRL and ALR stations.
- + Physical edges - particularly the motorway corridors of State Highway-1 and State Highway-16.
- + Excluding some protected heritage and character areas near the CRL and ALR stations.
- + Inclusion of redeveloping neighbourhoods to the south of the existing rail line.

This precinct boundary covers around 155 Hectares.

Key points

- + A strategic growth location for social, economic, environmental and cultural outcomes.
- + Outstanding transit access to key citywide destinations.
- + More than 6 hectares of publicly owned land at the heart of a regenerating 100+ hectare precinct.

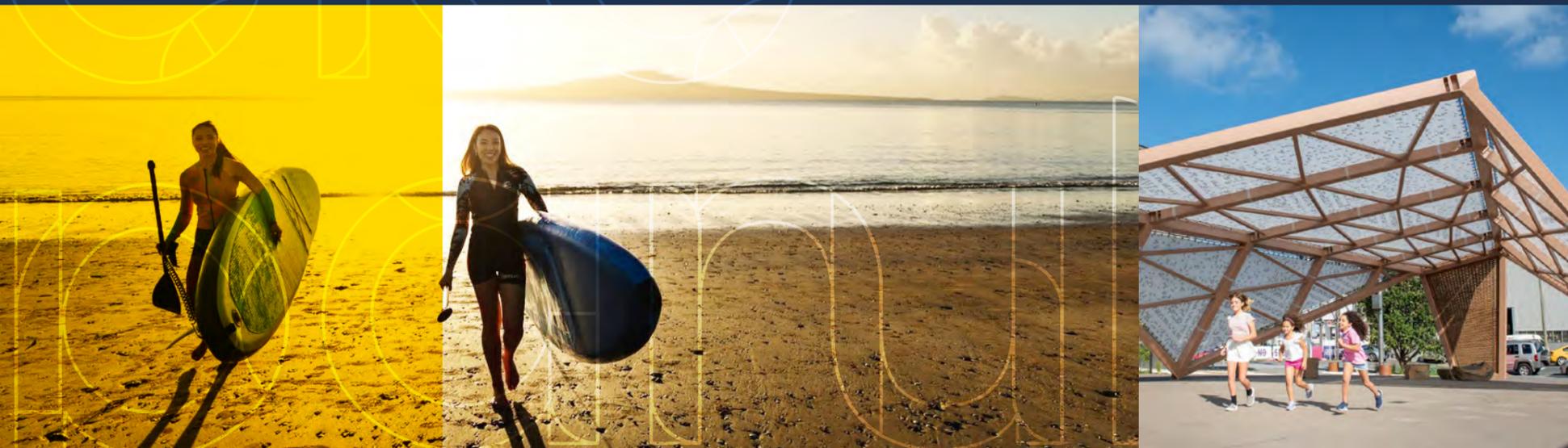


analysis

Broad scale analysis of the Karanga a hape and Maungawhau precincts informs opportunities and constraints assessment and establishment of key moves, each measured across three key themes:

- *natural environment*
- *people and activities*
- *mobility and built environment*

This section reproduces content from *CRL Development Opportunities Programme Maungawhau Precinct Plan ver 0.8, 27/11/2019* by Jasmax for CRL - Commercial in confidence -



PRECINCT OVERVIEW

KARANGA A HAPE: KEY POINTS

- + Significant mana whenua history.
- + Mana whenua stories and values have informed design work on the identity of the CRL station.
- + Centrally located, with outstanding access to a wide range of employment, amenity and education.
- + Within the city centre, forming the southern 'gateway'.
- + Historic, cultural and socially strong and distinct identity.
- + Road infrastructure has undermined the area, leading to poor environment and little development for decades.
- + Limited public land holdings.

Natural environment

- + Ridgeline and flanking gully topography, large engineering structures surrounding southern edge
- + Elevated position, but views primarily out to the south and west due to adjacent urban development
- + No notable vegetation

People and activities

- + Rich history and heritage
- + Highly diverse population profile
- + A thriving centre for diverse activities, with 24/7 land use
- + Specialist shopping with a scattering of general needs
- + Community-owned social infrastructure more than public.
- + Nearby parks, but no real quality open space serving residential amenity
- + Sought after access to schooling and higher education
- + Diverse employment with a focus on creative industries and hospitality.
- + Some notable antisocial behaviour and crime issues.

Mobility and built environment

- + Exceptional transit and transport access.
- + Impacted negatively by traffic volumes, parking facilities, motorway noise and pollution.
- + A walkable network but poor in quality and convenience.
- + Arcades and quality footpaths on Karangahape Road.
- + High quality cycle infrastructure.
- + Highly variable streetscape quality, poor in side streets.
- + Rich built history and heritage.
- + Diverse building age, scale, quality, forms.



PRECINCT OVERVIEW

MAUNGAWHAU: KEY POINTS

- + A strategic growth location for social, economic, environmental and cultural outcomes.
- + Outstanding transit access to key citywide destinations.
- + More than 6 hectares of publicly owned land.
- + Rich cultural history and growing momentum around respecting this.
- + A mixed residential and commercial area, originally built around transit, recovering from 1960's transport planning.

Natural environment

- + Unique volcanic landforms and features.
- + Elevated position with views in all directions.
- + Close to major open space amenity

People and activities

- + Rich history and heritage
- + Highly diverse population profile and activities
- + Historic centres much reduced in activity since '30s peak
- + Limited social infrastructure and parks
- + Sought after schooling and higher education
- + Diverse employment including technology and media

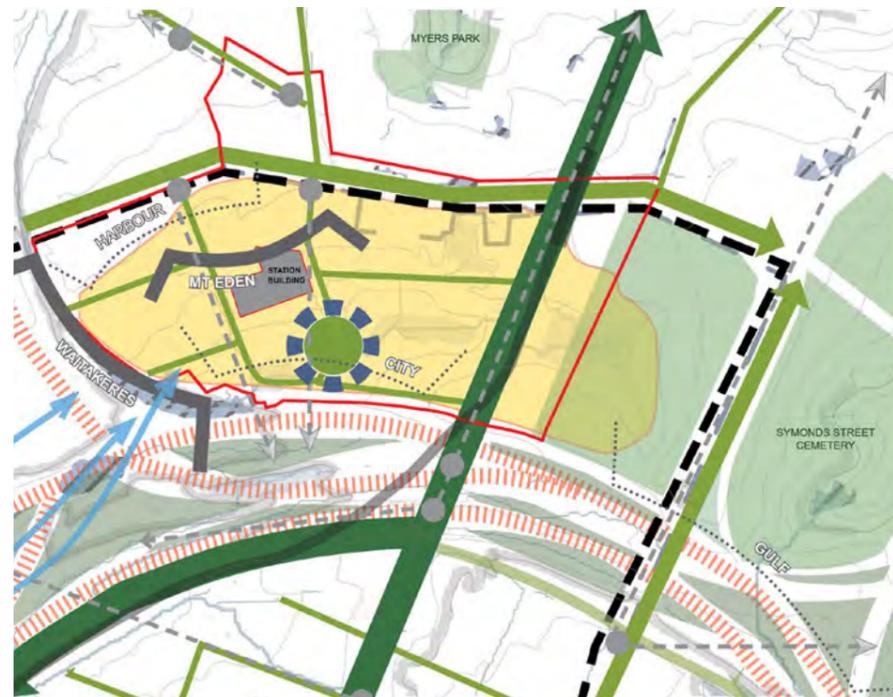
Mobility and built environment

- + Exceptional transit and transport access.
- + Impacted negatively by traffic volumes.
- + A walkable network but poor in quality and convenience.
- + A risky cycling environment with a few key safe paths.
- + Highly variable streetscape quality, generally poor.
- + Rich built history and heritage.
- + Diverse building age, scale, quality, forms.
- + Established and diverse sub-precinct neighbourhoods.
- + Substantial areas of low intensity land use and activity.



OPPORTUNITIES AND CONSTRAINTS KARANGA A HAPE

Natural environment



- PROPOSED GREEN STREETS / MAJOR GREEN CORRIDORS
- PROPOSED STREET TREE PLANTING
- PROPOSED GREEN GRID
- RIDGE LINE
- PRIMARY DISTANT VIEW OF NATURAL FEATURES
- SECONDARY REGIONAL VIEWSHEDS
- ON-STREET LOCAL & REGIONAL VIEWS
- MOTORWAY AS ECOLOGICAL BARRIER
- PROPOSED GREEN OPEN SPACE
- EXISTING NATURE RESERVE / PARKLAND
- SHADED SLOPE
- REVEAL WATER STORY
- EXISTING FLOOD PLAIN
- EXISTING FLOOD PRONE AREA
- OVERLAND FLOW PATH
- SOUTH-WEST PREVAILING WIND
- CONTOURS (5M INTERVAL)
- CONTOURS (20M INTERVAL)
- PROPOSED CRL TRAIN LINE
- AREA OF INTEREST
- PROPOSED LIGHT RAIL
- PROPOSED STATION

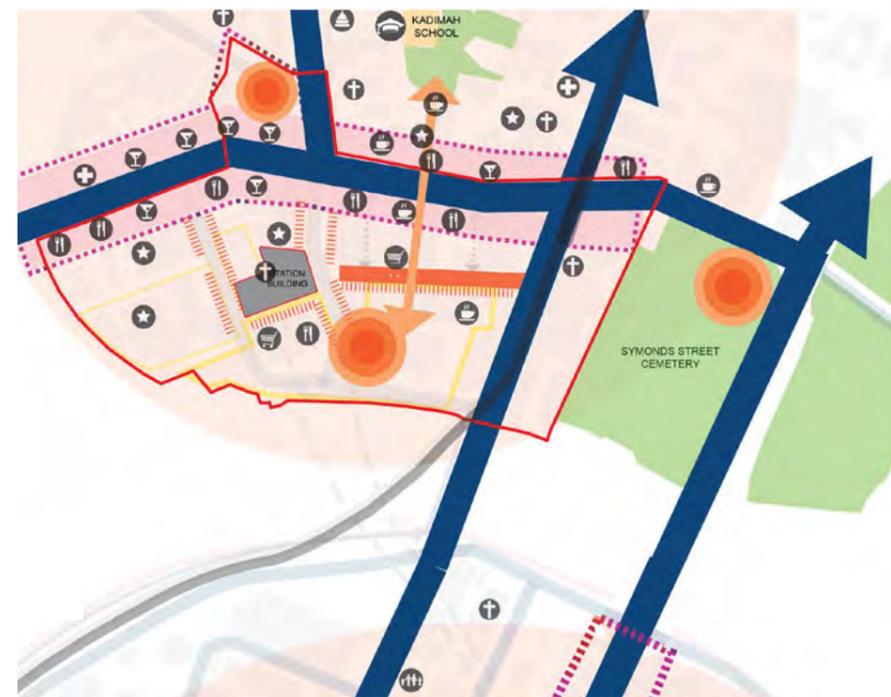
Key Opportunities

- + Upgrade streets to include tree plantings for canopy shade, cooling and comfort, and ecological connectivity.
- + Create new civic spaces for residential amenity and to enhance vegetation and water quality treatment.
- + Integrate best practice Water Sensitive Urban Design strategies to collect, filter and re-use water.
- + Reveal the water story of the site, creating opportunities for amenity, education and interaction.
- + Identify and protect key views to and from significant landmarks/ natural features
- + Improve microclimate by creating built form along motorway/ southern boundary of precinct, and maximise sunlight access into public spaces.

Key Constraints

- + Very little biodiversity present in the precinct. Limited amounts of streetscape planting.
- + Motorways create barrier to expanding habitats.
- + No area of public open space other than streets.
- + Flood prone areas due to topography and infrastructure.
- + No surface water quality treatment, high levels of vehicle pollutants.
- + South sloping terrain exacerbates overshadowing from buildings. Exposed to prevailing southwest

People and activities



- EXISTING PRIMARY FORMAL ROUTE
- EXISTING SECONDARY CONNECTION
- EXISTING PEDESTRIAN LINKS
- EXISTING ACTIVITY AREA
- EXISTING ACTIVITY CENTRE
- PROPOSED SHARED ZONE
- PROPOSED DESTINATIONS (PUBLIC PLAZA)
- PROPOSED KEY NORTH SOUTH PEDESTRIAN LINK
- POTENTIAL DEVELOPMENT AREA (LIKELY - CONSOLIDATED)
- POTENTIAL DEVELOPMENT (LESS LIKELY - SMALLER LOTS)
- PROPOSED GROUND FLOOR ACTIVATION
- SCHOOLS
- PARKS AND RESERVES
- SOCIAL AMENITY
- PROPOSED CRL TRAIN LINE
- AREA OF INTEREST
- CRL DESIGNATION
- PROPOSED LIGHT RAIL
- PROPOSED STATION

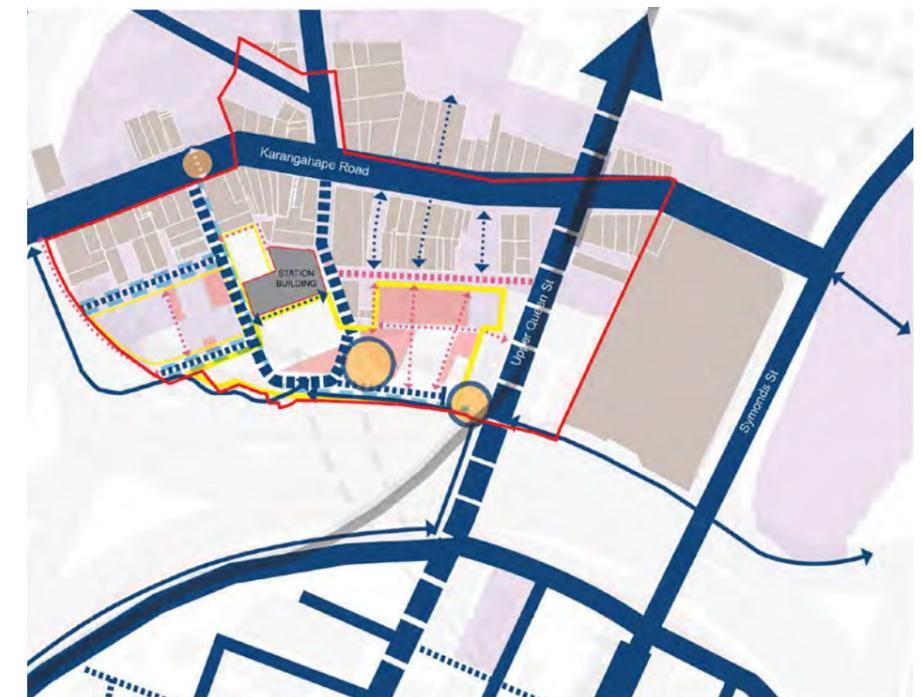
Key Opportunities

- + Support Karangahape Road by creating a complementary residential-led mixed use, car-light sub-precinct.
- + Upgrade Cross Street to link CRL station and future LRT stop with an attractive and safe space.
- + Create a civic space as a new amenity to increase attractiveness for the community and residents.
- + Reduce car dominance within the precinct to benefit social and economic activities by removing through traffic routing and upgrading streetscapes to make public realm amenity more important than parking.
- + Create additional laneways and extend existing northsouth pedestrian connections into future development.
- + Encourage ground floor activation along Cross Street and north south local streets to draw village street activity towards station and civic plaza and turn Cross Street into a destination off the main arterial.
- + Stimulate new residential-led mixed use development which complements and supports the vibrant village and strengthen the area's distinct cultural identity.
- + Work with the local economic community and developers to create new space suitable for the arts/ creative/ collaborative/ media industries.

Key Constraints

- + Social activity, retail, entertainment, food and beverage currently concentrated along Karangahape Road.
- + Highly underdeveloped land away from Karangahape Road.
- + Pockets of anti-social behaviour away from Karangahape Road, especially Cross Street and adjacent car park.
- + Very limited civic space other than the arterial roads and Beresford Square, all of which are vehicle-dominated.
- + Vehicle domination limits social activities and street life.
- + Pedestrian movement concentrated along main roads, falls away rapidly
- + Historic pedestrian arcades and bridges are currently underutilised, likely due to lack of attractive destinations.
- + Blank or inactive street frontages in many places.

Mobility and built environment



- EXISTING ARTERIAL ROAD
- PROPOSED VILLAGE ARTERIAL STREET
- PROPOSED GREEN STREET
- PROPOSED VEHICLE THROUGH ROUTE
- PROPOSED LOCAL STREET (PEDESTRIAN PRIORITY)
- PROPOSED SHARED ZONE
- EXISTING PEDESTRIAN LINKS/ ARCADES
- PROPOSED PEDESTRIAN LINKS
- EXISTING CYCLE LINKS
- PROPOSED PEDESTRIAN CROSSING
- PROPOSED INTERSECTION UPGRADE
- EXISTING HERITAGE AREA
- PROTECTED HERITAGE BUILDINGS
- POTENTIAL DEVELOPMENT AREA (LIKELY - CONSOLIDATED)
- POTENTIAL DEVELOPMENT (LESS LIKELY - SMALLER LOTS)
- EXISTING ON-ROAD CARPARKING
- EXISTING SURFACE CAR PARKING
- PROPOSED CRL TRAIN LINE
- AREA OF INTEREST
- PROPOSED LIGHT RAIL
- PROPOSED STATION

Key Opportunities

- + Extensive road reserve at Canada Street larger than needed for local functional needs.
- + Remove vehicle through-traffic routes and enhance pedestrian and cycling facilities to create an environment more suitable for attracting a living and working population.
- + Review planning controls including heritage protection rules to actively encourage high-quality development by land owners which complements and enhances the area.
- + Reduce space allocation within streets for vehicles and upgrade streetscapes for pedestrian amenity and safety.
- + Upgrade Cross Street to Link CRL and LRT stops with a safe, direct route.
- + Create a civic space around the south end of Mercury Lane as a new amenity to increase attractiveness for the community and residents.
- + Extend Te Ara i Whiti to fully connect walking and cycling paths in the precinct, and widen paths where required.
- + Develop clear guidance for new development to create suitably fine-grained and scaled street frontage complementing the heritage built form character. Consider land acquisition to secure and optimise public realm and redevelopment outcomes which currently do not appear likely if current market behaviours continue.

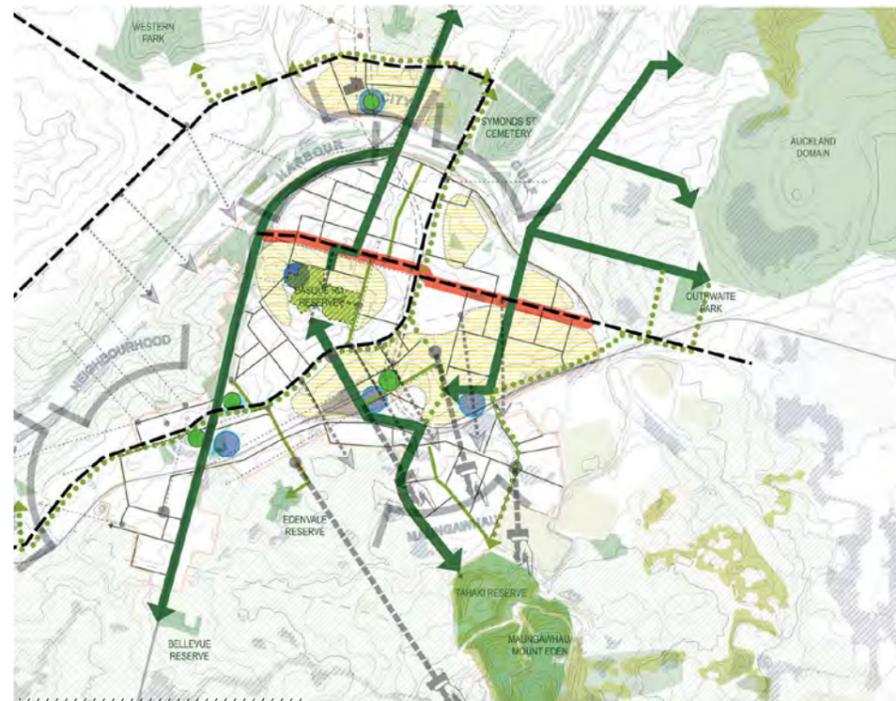
Key Constraints

- + Vehicle dominance with high-speed road geometry and parking along street edges compromises urban amenity and pedestrian safety.
- + Heritage protection controls appear to be preventing investment in western half of the precinct, resulting an unattractive and unsafe environment.
- + Blank or inactive facades are prevalent in the precinct.
- + Where vehicle infrastructure has disrupted the previous land pattern, newer built form character and urban grain does not fit well with Karangahape Road character.
- + Existing shared path and cycle paths are not fully connected into the local network.
- + Existing north south arcade links between Cross Street and Karangahape Road are underutilised.
- + Canada Street features interfaces such as State Highway 1 and the service lane for Upper Queen Street.

OPPORTUNITIES AND CONSTRAINTS

MAUNGAWHAU

Natural environment



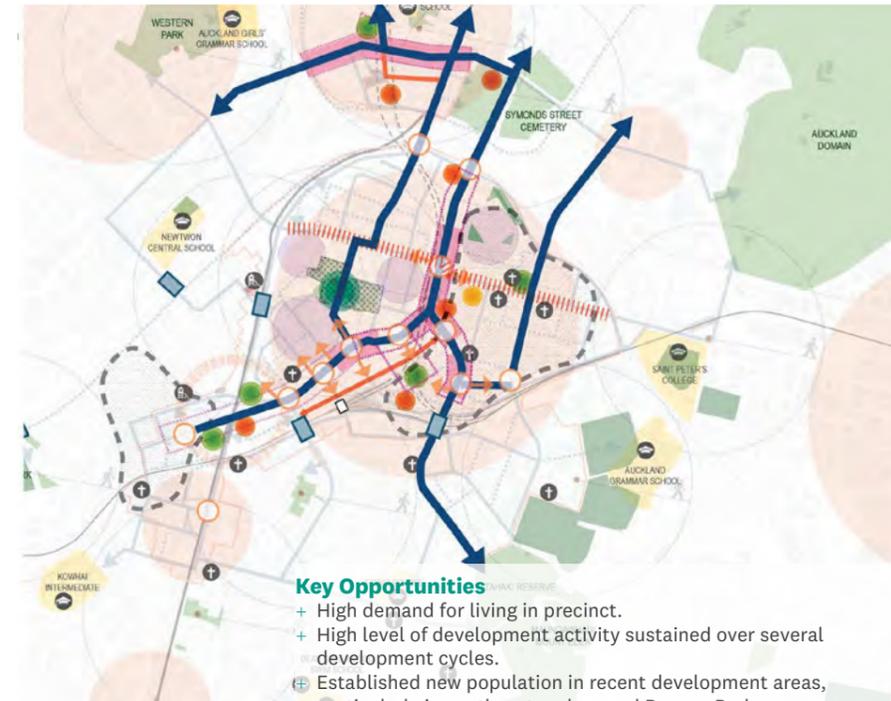
Key Opportunities

- + Celebrate and enhance natural amenity to support urban growth in this central location.
- + Include ecological elements in streets, aligned to planned arterial road and village amenity upgrades.
- + Increase street tree provision for pedestrian shade and visual amenity, ecological connectivity and cultural value.
- + Increase stormwater treatment, detention and retention for water quality and to reduce surface flooding.
- + Reveal and celebrate the natural water system in Basque Park and near the transit stations.
- + Articulate and celebrate spatial relationships to Maungawhau / Mount Eden and key landmarks.
- + Identify and celebrate key views within precinct towards wider landscape and settlement forms.
- + Increase sun access onto south-facing slopes through form of spaces and buildings.
- + Additional development unlikely to substantially increase stormwater runoff.
- + Central interceptor waste water line being constructed to serve isthmus, including this area.
- + Develop high performance buildings to limit carbon emissions and futureproof for climate changes.

Key Constraints

- + Highly urbanised environment with limited ecological and open space connectivity.
- + Road corridors include limited vegetation and form barriers to ecological connectivity.
- + South-facing slopes adjacent Maungawhau CRL station.
- + Surface stormwater flows create some localised flooding. Limited stormwater quality treatment in place.

People and activities



Key Opportunities

- + High demand for living in precinct.
- + High level of development activity sustained over several development cycles.
- + Established new population in recent development areas, particularly in southeast and around Basque Park.
- + Support and grow established employment in high-value creative and media industries.
- + Transition lower value and low-intensity employment towards higher value, higher intensity.
- + Support and grow historic village centres, complement with new activity around transit stations.
- + Plan for new school and community facilities to support increased residential population.
- + Align growth in population and activities around transit stations for convenience and efficiency.
- + Create new public spaces and amenity to support increased residential and working population.
- + Upgrade Basque Park to meet expectations for a park of this scale and role in the neighbourhood.
- + Transform car-dominated roads to invite walking and cycling, provide full bus lanes on arterial roads.
- + Relatively permissive zoning activities including living, working and other uses.
- + Test height controls to ensure density pattern around transit investments is optimised.

Key Constraints

- + Life in public spaces is limited due to quality of urban environment, traffic and public safety concerns.
- + Low population due to historic destruction of residential areas.
- + Reduced retail, community facilities and amenities due to reduced population.
- + Lack of a strong centre, with upper Symonds undermined by traffic and street forms.
- + Open space within the precinct is generally poor quality and underused.
- + Perceived lack of personal safety at night in some places.
- + School offering and capacity varies significantly, with notable shortfalls.
- + High proportion of rental properties, low supply of homes to own.
- + Sought-after location for both working and living.
- + Funding for new community facilities, public space upgrades and schools not allocated in public budgets.

Mobility and built environment



Key Opportunities

- + Demand to live here drives strong interest in construction activity and justifies investment in public assets.
- + Increase urban capacity in the precinct to achieve compact, quality growth consistent with planning objectives and strategies.
- + Transform car-dominated roads to invite walking and cycling, provide bus lanes and upgrade village centre amenity on arterial roads through AT's Connected Communities project.
- + Reduce speeds on arterial roads for safety and amenity, consistent with AT's citywide safety strategy.
- + Transform car-dominated roads for residential amenity aligned to anticipated development focus.
- + Large, contiguous public land ownerships enable strategic transformation of both public realm and buildings.

- + Develop new car-light neighbourhood heart on public land at transit stations.
- + Regulate to limit car new parking in the core transit area and in the wider precinct.
- + Link CRL and LRT transit stations with direct, convenient, high quality public realm for pedestrians.
- + Construct well-designed higher density housing on public land at transit stations.
- + Review and revise planning controls to optimise urban development capacity balanced against desire to respect landscape relationships and built heritage.
- + Established networks for water, gas, telecommunications supply, and for stormwater.

Key Constraints

- + Multiple arterial roads and motorways favour vehicle traffic despite being a walkable transit-based precinct.
- + Lack of convenient and safe network and facilities for pedestrians and cyclists linking to key destinations.
- + Limited street space allocated for pedestrians, cyclists and bus transit.
- + Street edge conditions vary highly in quality, with poor interfaces common due to parking and blank frontage.
- + Large proportion of heritage and special character restrictions limit development opportunities.
- + Large proportion of sites have valuable improvements on them, limiting development opportunities.
- + Planning controls provide for height and density lower than best practice guidelines for TOD, and arguably inconsistent with the broader strategic growth and compact urban form objectives in the Auckland Plan and Unitary Plans.
- + Timing for AT Connected Communities not yet committed.
- + Timing for LRT not yet committed.
- + Utility capacity including power and local wastewater capacity need to be assessed and upgraded to meet new development loadings. Some stormwater upgrade may be required for water quality improvements.

OPPORTUNITIES AND CONSTRAINTS

VOLCANIC VIEWSHAFT CONTROLS

Seventy five percent of land parcels are located under one of five viewshafts limiting overall building heights across the precinct and modelling indicates site shape factor is a key determinant of individual site opportunities.

The E10 viewshaft originates from near the Onewa Road to Auckland Harbour Bridge approaches and is recorded as being a significant gateway view visible to motorists and passengers using the Northern Motorway and Harbour Bridge.

The E16 viewshaft originates from the Auckland Harbour Bridge and like the E10 is recorded as being a gateway view capturing both Maungawhau and the Waitematā Harbour.

The E18 viewshaft originates on Mt Eden Road between Symonds Street and Burleigh Street (near the Baptist Church). It provides a more local, close-up view of Maungawhau for those travelling down Mt Eden Road.

The E20 viewshaft originates at the intersection of Ponsonby and Karangahape Roads. It offers a moderately close up view of the Maunga from the top of the ridge.



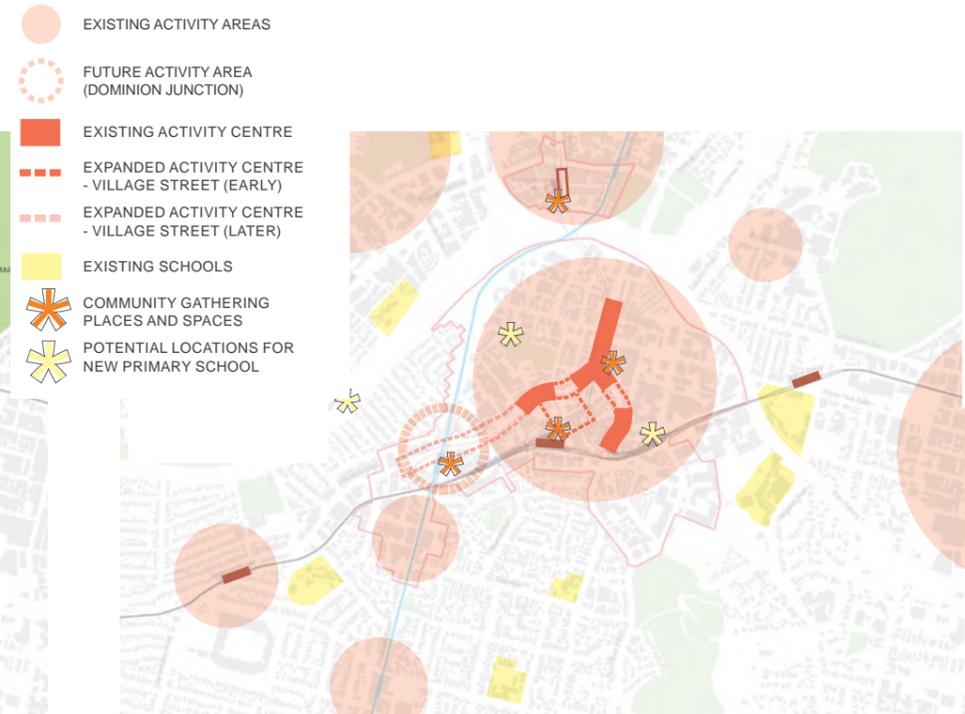
KEY MOVES

KARANGA A HAPE AND MAUNGAWHAU

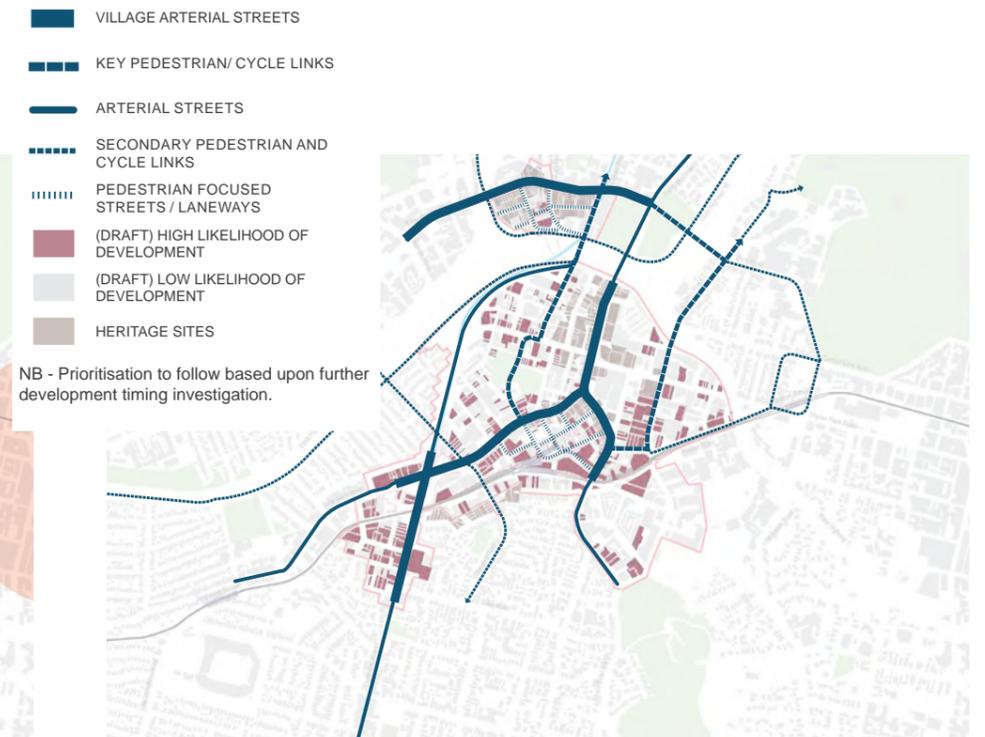
Natural environment



People and activities



Mobility and built environment



- + Enhance amenity and celebrate living, natural elements as an integral part of increasing urban growth in the precinct.
- + Link maunga, parks, harbour destinations with greenblue corridors.
- + Increase street trees along key walking/cycling routes and through activity / village centres.
- + New & upgraded amenity spaces & parks to serve future residential.
- + Celebrate, collect and treat water in key places.

- + Enhance social life as an integral part of increasing urban growth in the precinct.
- + Support existing commercial 'village' areas.
- + Connect & grow 'village' street conditions in stages along arterial road locations aligned with residential growth.
- + Identify sites for community activities (eg schools, halls) aligned with growth.
- + Provide new local destination public spaces to promote social interaction and gathering.

- + Enhance the quality of urban spaces and buildings as an integral part of increasing urban growth in the precinct.
- + Invest in public realm upgrades around transit stops, in 'village' activity areas, and aligned to development sites.
- + Reallocate space from vehicles to active modes for safety, amenity, convenience within the urban village.
- + Fix missing links & facilities in walk and cycle networks.

spatial strategy

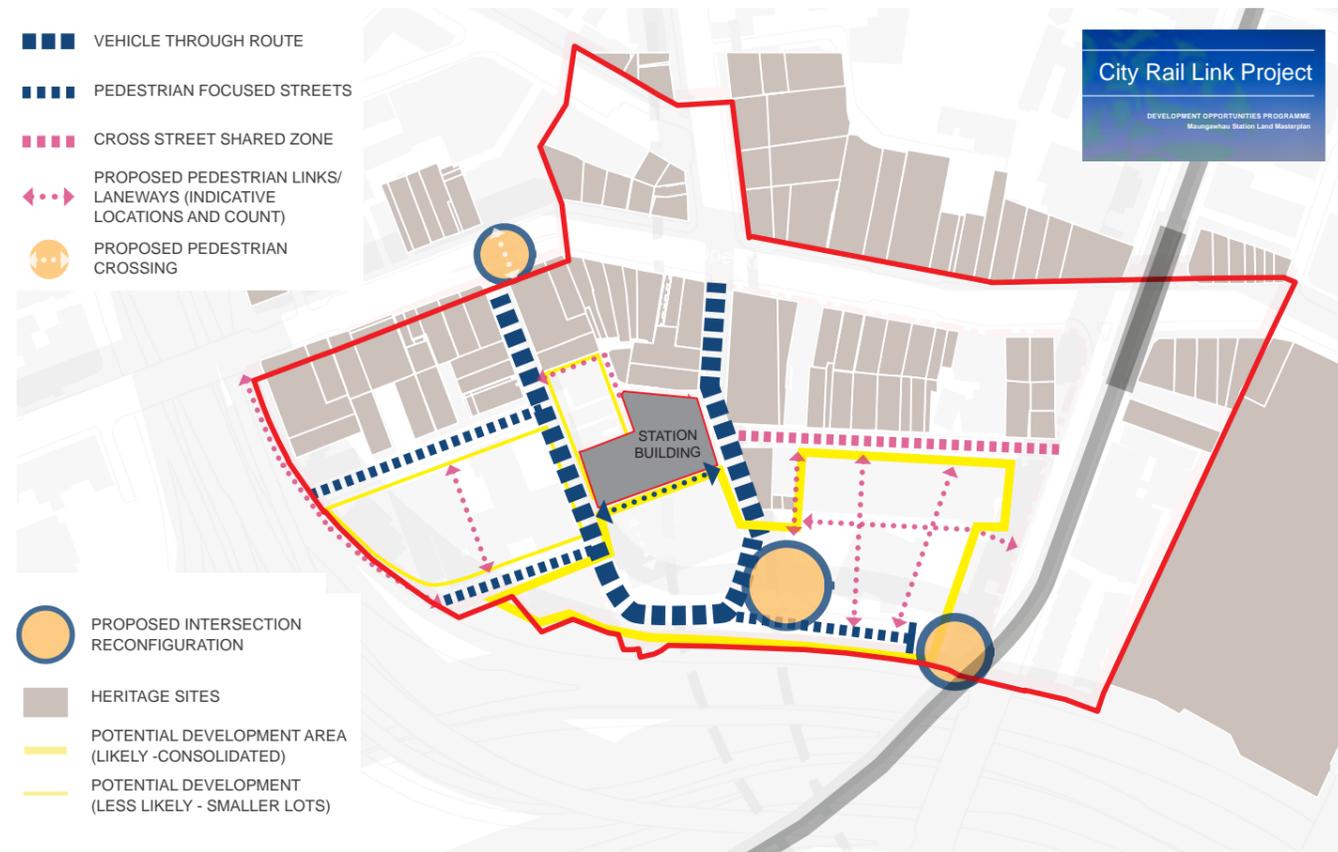
Site specific spatial strategies inform the masterplanning and design approach to both locations, with a focus on public realm enhancement at Karanga a Hape, and a highly urbanised, active mode supporting, 'car-light' neighbourhood at Maungawhau.



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KARANGA A HAPE SPATIAL STRATEGY

Reinforce urban life



The Vision for this place features a desire to strengthen the qualities of what is already a relatively high-density urban village. Central to this idea is that an urban village can be both high-density and village-like.

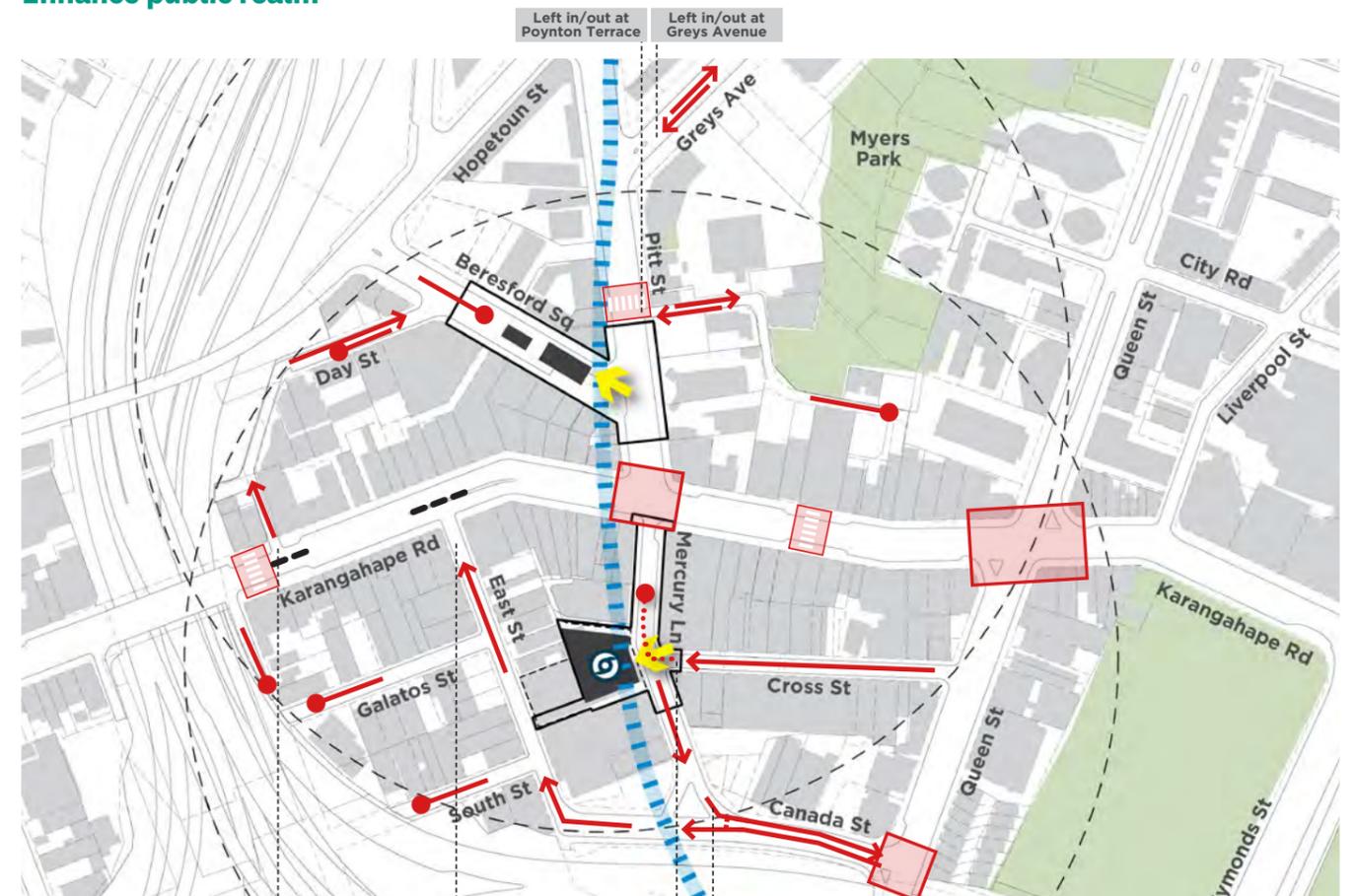
The desire to reinforce the colourful diversity and creativity that already exists, adding growth and improving safety will help retain ‘attitude, grit and charm’.

Achieving this will require a sensitive approach to engaging with and in the social context that exists, and to shaping physical additions and changes around the urban fabric which reflects this colourful diversity.

The form and quality of street spaces in the heart of the precinct are currently very much inferior to that of Karangahape Road and other city centre streets, bearing the scars of the motorway’s imposition on the village that once existed. Transforming these into spaces many more people want to spend time in is the first and most critical step in supporting the community.

Encouraging intensive development which deliberately seeks to cater for people and activities who want to associate with the existing community and character of Karangahape Road is the corollary to public investment in streetscapes.

Enhance public realm



Enable the Karanga a Hape Station area to become an efficient transport nexus with vibrant public realm.

How?

- + Prioritise public transport, walking, cycling, micromobility, and service and loading access.
- + Free up space by limiting motorised through traffic.
- + A mixture of kerbed streets, unkerbed streets, and bollard protected streets will create easy walking and biking access to and from Karanga a Hape Station.

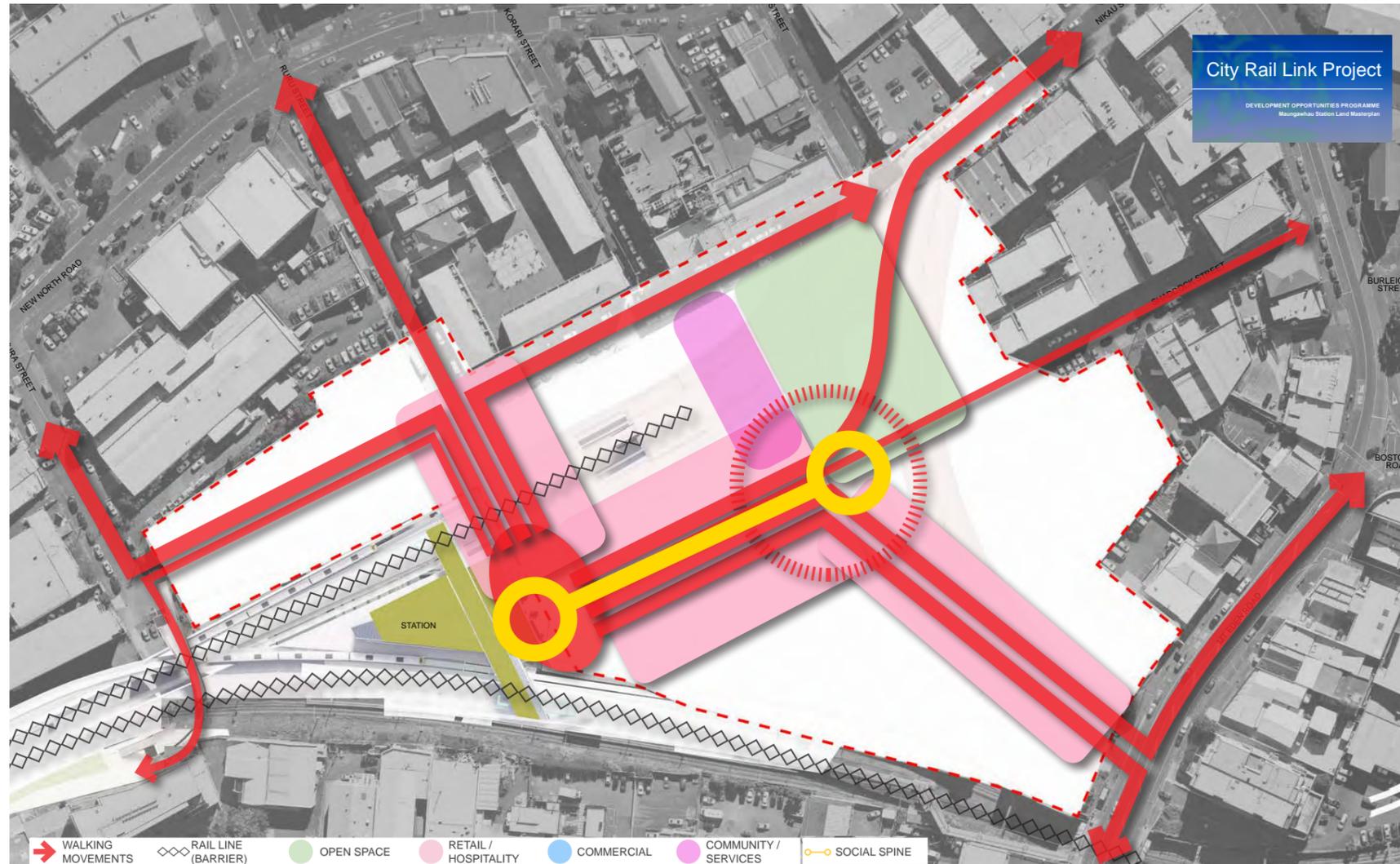
Quality of space, safety and access for people is the priority.

KARANGA A HAPE INDICATIVE SPATIAL PLAN

-  CRL STATION
-  CRL STATION DEVELOPMENT AREA
-  PRECINCT BOUNDARY
-  CRL DEVELOPMENT OPPORTUNITY



MAUNGAWHAU SPATIAL STRATEGY



“Urban life” movement diagram

Urban life

Within this urban village, street life is generated around the central element of the CRL station. Pedestrian and cycle movement to and from this node heads towards the main areas of residential density which exist now or are likely to emerge, and to the existing heritage town centre.

This pattern has been drawn in alignment with:

- + the existing street grid to the west, north and north east.
- + the in-ground tunnel alignment over which it is not desirable to build extensively, and therefore is ideal as a street space.
- + recognition of contours and levels issues which will strongly influence walking behaviours and critically impact the ability to achieve universal access for all abilities.

Social Spine

The pattern of movement and activities ... starts to shape a strong spatial relationship between the CRL train station and a second spatial node around 150m to the east.

Between these two nodes a key **social axis** is formed. This link becomes the most important space in the Maungawhau masterplan providing an easy to understand connection capable of enabling large numbers of people to walk to multiple destinations and hosting diverse activities along edges and within the street.

Around this movement pattern, key activities associated with daily life and the community activities are arranged. This includes:

- + Retail and hospitality activities
- + Community and service activities
- + Open space and recreation activities

This alignment enables activities to thrive through proximity to people’s regular movement, and for people’s access to these key activities to be convenient.

Pedestrian heart

At the heart of the masterplan is a set of pedestrian focused spaces, including:

- + A contoured civic park above the tunnel crossing box, with potential civic building adjacent.
- + A level multifunctional plaza space at the intersection of Shaddock Street and the new Tunnel Street, with retail, hospitality or workspaces embracing the southern corners of this space.
- + Tunnel Street itself, linking from Shaddock Street to Mount Eden Road, with a mix of retail and workspaces along it’s edges.
- + The southern side of Shaddock Street, a very broad footpath zone linking the civic park to the station, with retail or hospitality spaces spilling out along the north-facing edge of the street.

MAUNGAWHAU INDICATIVE SPATIAL PLAN

-  CRL STATION
-  CRL STATION DEVELOPMENT AREA
-  CRL DEVELOPMENT OPPORTUNITY
-  KAINGĀ ORA OWNERSHIP BLOCK

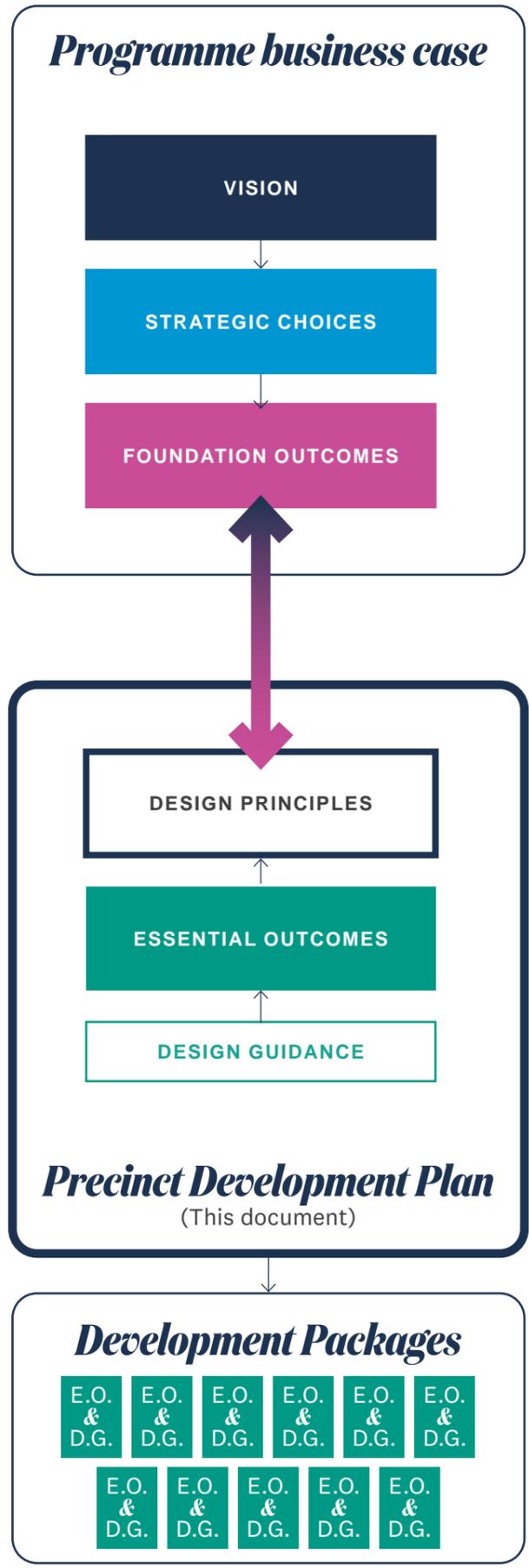
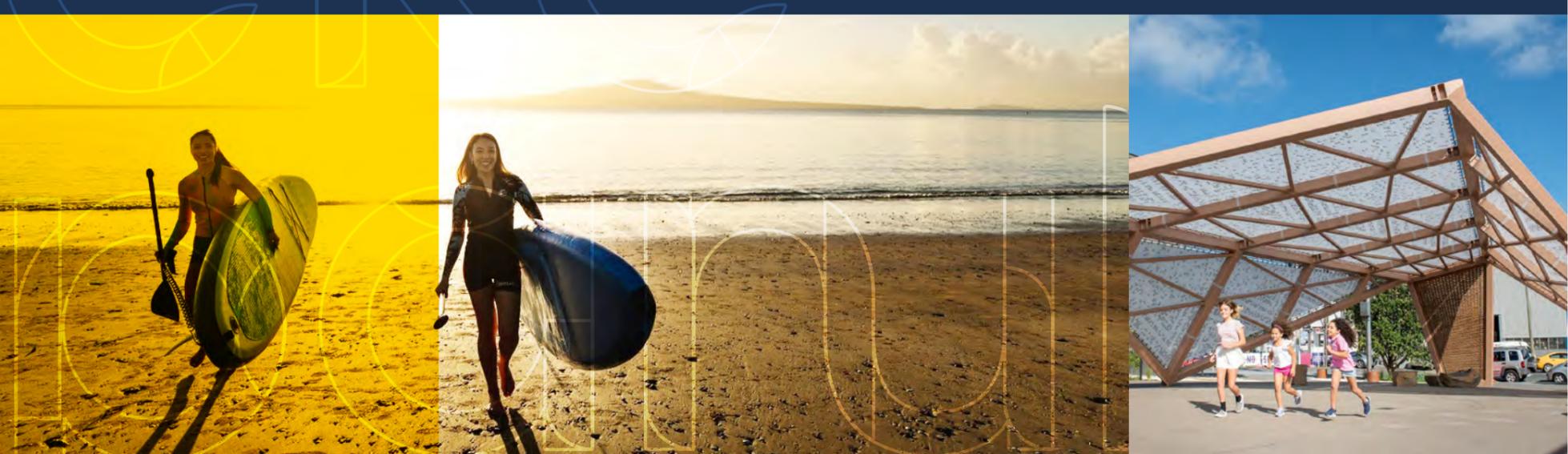


design principles & essential outcomes

The **Foundation Outcomes** established in the Programme Business Case have been translated here into a set of **Design Principles** that apply to the precinct as a whole.

By responding to these **Design Principles**, the following **Essential Outcomes** may correlate to the **Foundation Outcomes** and ensure projects deliver against them, precinct wide.

As projects progress, bespoke Essential Outcomes documents will apply as part of future Development Agreements. These E.O.D.G. will include specific detail relevant to individual development packages.



DESIGN PRINCIPLES

1. Environmental vitality and climate action:

An exemplar net zero carbon urban regeneration development that is resilient to climate change and focuses on the prioritisation of sustainable modes of transport and environmental vitality.



2. Mana whenua partnership:

Partner with mana whenua to integrate their mātauranga and reflect their identity in the precinct.



3. Homes:

Provide healthy homes with a mix of typologies and accessible homes to cater for a diverse community.

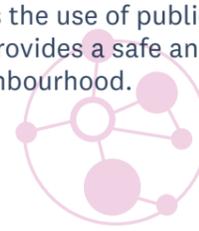


4. Affordable Homes:

Provide an adequate supply of quality, affordable homes in the precinct to make the most of the location being adjacent to a significant transport connection.

5. Accessibility:

Create an accessible precinct that encourages the use of public transport and provides a safe and connected neighbourhood.



6. Economic & social well-being ('Community well-being'):

Provide amenities that enhances the existing community and enables people to thrive.



7. Value realisation:

Creating enduring investments for the community and realise value over time



a. Integrate Sustainability

Ensure sustainability is an integral element of design and development proposals from conceptualisation through to final realisation.

b. Lead Innovation.

Lead innovation and continue to evolve creative development solutions that explore principles of regenerative design, circular economies, carbon positive, climate resilience, energy and water use and harvesting. Design solutions must cater to emerging technologies and changing behaviours.

c. Support Urban Ngāhere

Support and contribute to urban Ngāhere within development.

d. Enhance and restore

Seek, through partnership with mana whenua, to find ways to support the enhancement and restoration of the mauri of the area.

e. Embed identity

Embed the expression and visibility of Māori culture into the design of development from the earliest possible stages. Use this expression to strengthen the outcomes of all other principles.

f. Embody a 'living presence'

Identify and explore opportunities to work with mana whenua on other design and community initiatives to embody a 'living Māori presence'.

g. Build 'sense of place'

Recognise and align with the cultural narratives established through the CRL project to strengthen local identity and sense of place.

h. True mixed use

Provide mixed use development to build communities of residents, workers, and visitors, ensuring the precinct is lively, activated, attractive and successful.

i. Design for 'all'

Provide for a range of lifestyle possibilities, all of life options (universal design) and accommodation types within the development to ensure support of a diverse and inclusive community.

j. Deliver high quality urban design

Build high quality urban form that is attractive in appearance, human in scale, rich in character and material, and balanced in architectural variety and aesthetic coherence.

k. Create an accessible precinct

Improve walking and cycling opportunities and encourage public transport patronage by creating an environment which is safe, convenient, and pleasant to move around.

l. Enable modal shift

Enable the community to move away from reliance on the private car through transit oriented development that supports active modes and leverages the proximity of CRL stations. A shift to active modes contributes to transport responses to climate change and has many health benefits.

m. Protect and prioritise active users.

The impact of vehicle access on the built environment experience, whether for servicing, maintenance or delivery, emergency services or private vehicles, needs to be minimised.

n. Universal access

Create a place that offers universal access to all ages and abilities. Making places accessible to people of all ages and abilities is fundamental to ensuring inclusiveness.

o. Support Community

Enable potential for community, civic and cultural uses through a diverse range of adaptable spaces to support an active, inclusive, and engaged community.

p. Enable a thriving neighbourhood

Provide a mix of uses and housing choices that will be economically successful and support a diverse variety of public use & activity throughout the day and night.

q. Help build a place

Respond and contribute to the growth of a place-led community. Ensure that design considers both "human scale", healthy public space networks, and environmental outcomes.

r. Ownership opportunities

Offer a variety of ownership models to establish and retain value for the community.

s. Redevelopment supports emerging business activities

Key purpose is to strengthen and leverage commercial outcomes in both commercial and employment opportunities and residential outcomes.

t. Potential value for money

Efficient land use integrated with essential outcomes that enable quality development brings growth and well being to communities.

ESSENTIAL OUTCOMES

The following design outcomes must be achieved in the proposal. These Essential Outcomes should be read in conjunction with the Design Guidance and Design Review Process sections.

These outcomes and guidelines do not encompass detailed aspects that are otherwise covered through planning consent requirements.

1. Contribute to a world-class transit oriented development that is distinctive to Tāmaki Makaurau:

- a. Deliver high-quality development that expresses the unique history, local identity and culture that reflects Tāmaki Makaurau.
- b. Proposal must demonstrate high quality architectural design that includes articulation of the building and use of high quality materials.

2. Express Māori Identity through design:

- a. Mana whenua aspire to see themselves reflected in the urban landscape of their ahi kā (homeland). To ensure this happens, the development partner must engage with the 19 iwi and hapū (collectively known as mana whenua) to express their values, principles, and aspirations within the development. If needed, Eke Panuku can support the developer to engage with mana whenua.
- b. Development partners must acknowledge and celebrate the rich cultural narratives of mana whenua in the area through the development either in the public realm/landscape or built form, or both.

3. Create a high quality public realm interface

- a. Provide for a diverse range of offering to support varied and lively life at street level.
- b. Proposals must include active uses at ground floor such as retail, food and beverage, building lobbies and entrances, and occupied spaces such as offices or communal areas.
- c. Active and occupied uses at the ground floor are to be achieved in accordance with the “Active Frontages Plan” on page 24.
- d. Building entrances (including to upper floor activities) are to be visible, accessible, provide weather protection and contribute to the activation of public open spaces.
- e. Shop fronts should be glazed to allow views in and out, revealing activity within and encouraging patronage while providing passive surveillance.

4. Ensure Mixed-use Development:

- a. The proposal must include a mix of uses promoting a daytime and night-time economy.

5. Create a liveable neighbourhood

- a. Ensure shared amenity spaces such as courtyards, and common areas such as lobbies and circulation spaces, are safe and universally accessible.
- b. Shared amenity such as common recreation/garden/BBQ/laundry/gym or other similar spaces must be easily accessible to encourage use and social interaction.

6. Minimise impacts of parking and servicing:

- a. Limit the number of carparks provided on site and minimise the impact on the wider network including public transport and active modes.
- b. Screen all parking and servicing areas with active/occupied frontages.

7. CPTED

- a. Implementation of best practice Crime Prevention Through Environmental Design (CPTED) is essential. Proposals must follow CPTED principles in the design of public spaces and the public/private interface.

8. Support TOD transport choices:

- a. Active modes of transport are to be prioritised in the development. Provide generous transport facilities for local occupants/workers and visitors, including:
 - i. Lockable, secure areas for bikes, bike racks and micro mobility
 - ii. End of trip facilities
 - iii. Electric charging points for scooters and bikes
- b. Provision of universal access is essential.

9. Provide sustainable solutions:

- a. The development must achieve a minimum Five Green Star rating.
- b. The development must achieve a minimum 7 Homestar rating certification.
- c. Green Star and Homestar ratings must conform with the Eke Panuku curated pathway of credits. These have been developed to facilitate the integration of both rating systems and to align with Eke Panuku ambition for building sustainability and performance. (Eke Panuku NZGBC Green Star Mandatory Credits appended.)
- d. A document that outlines the sustainability initiatives and measures that will be undertaken for the new development must be provided.
- e. Ensure the design and development supports Auckland Council sustainable procurement objectives. This includes supplier diversity, use of local suppliers, quality employment for targeted communities, waste (operations, construction and demolition) and carbon reduction.

DESIGN GUIDANCE

This Design Guidance section further explains and potential ways to achieve the preceding Essential Outcomes, and offers additional guidance which would enhance and enrich a proposal.

Eke Panuku uses the Auckland Design Manual as a reference document to guide design quality. Visit <http://www.aucklanddesignmanual.co.nz> for further guidance.

a. Architectural response

- i. Ensure that buildings employ and express a coherent architectural concept.
- ii. Ensure that expression of architectural details is consistent with the underlying concept for the building and the materials used are, in some way, functional.
- iii. Design building exteriors to possess sufficient complexity, order and interest in near views, as well as in distant views.
- iv. Design the exterior of buildings to contribute to the perception that the building is inhabited and active through its treatment of openings and elements such as balconies. Passive surveillance or 'eyes on the street', helps keep places safe and secure around the clock.
- v. Consider use of planting and green walls as façade elements.

b. Environmental response

- i. Design buildings to moderate the environment by as much as possible using passive or low-energy efficiency measures, and use this as an opportunity for architectural expression.
- ii. Ensure service plants, air conditioning units and machinery are designed to be screened or concealed from view from the public realm, and minimise noise emissions.
- iii. Integrate rooftop plant, including PV panels into the design of the roof rather than allowing it to appear as an applied afterthought.
- iv. Consider making any rooftops deemed unsuitable for energy generation accessible, landscaped and designed for use by occupants, especially for buildings with residential use.

c. Mana whenua approach

- i. In order to appropriately represent mana whenua in the proposal, the development partner should appoint a design team who has the expertise to engage with mana whenua on Māori design outcomes. Mana whenua can provide advice on who is considered appropriate to develop narrative representation, and Eke Panuku can assist to facilitate an EOI process to appoint a mana whenua artist to support the project. The developer should consider how these can be integrated into the proposal.

d. Active edges

- i. Ensure activities at ground level engage with public space and are inviting to the public.
- ii. Provision of opening windows and doors as well as balconies in upper levels helps achieve a sense of occupation and adds vitality (and passive surveillance) to public spaces.
- iii. Accommodate inwardly focused activities and servicing in locations that do not compromise the desired vibrant character of public space.
- iv. Active and occupied uses at the ground floor are to be achieved in accordance with the "Active Frontages Plan" on page 24.

e. Materiality

- i. Consider opportunities to showcase sustainable New Zealand building products and system.
- ii. Utilise New Zealand sourced materials where possible to reduce carbon footprint.
- iii. Utilise materials for their qualities of low maintenance and robustness.
- iv. Demonstrate support for environmentally friendly materials, equipment and environmental labelling schemes e.g. ECNZ, FSC, Energy Star, MEPS.

f. Lighting: Design after dark

- i. To create additional sense of safety outside of business hours, we encourage the internal lights of the ground level uses to be partially on during the night.
- ii. Utilise sophisticated lighting design as a means of expressing the identity of the precinct after dark and contributing to the character of all public spaces.
- iii. Consider the lighting design of the neighbouring streets/lanes when designing lighting of buildings or related laneway or spaces.
- iv. Lighting design for building interiors should be designed to complement (and where required, supplement) the public space lighting design outside the building.
- v. Secure overhead exterior lights to building walls or hang lights between buildings, rather than use pole-mounted luminaires, in order to develop the urban character of the precinct. Building owners will be required to allow this where necessary.
- vi. Integrate the lighting design for signage into the lighting design for the building.

g. Canopies

- i. Balance the provision of canopies for weather protection against the need to emphasise the verticality of laneways, to optimize sun and daylight access.
- ii. Take into account prevailing winds, solar access and time of day when a given public open space is likely to be used most, in the design of exterior spaces and any related canopies.

h. Signage

- i. Ensure that signs are designed to a high standard and complement the architectural composition qualities, materials, details, and colours of the buildings to which they relate.

- ii. Provide signs that are illuminated (visible at night) and contribute to the after dark atmosphere.
- iii. Limit corporate branding to a scale appropriate to be read within the precinct, and not any further away.
- iv. Ensure signs relate to tenancies or activities within buildings.
- v. Provide signs (including street signs) on building walls, not on poles.
- vi. Do not provide any billboards or third-party signage.

i. Servicing

- i. Building servicing to be achieved in alignment with the "Active Frontages Plan" on page 24.
- ii. Provide service access points in locations that do not compromise active building edges.
- iii. House all rubbish and rubbish containers so that they are not visible from public spaces.

j. Public realm design

- i. Ensure serviceability over time is considered and suitable. Materials should be of a robust, durable quality.
- ii. Ensure the materials used in private areas that directly adjoin the street or other public spaces, complement those used in the public realm.
- iii. Design public spaces with the provision of high quality durable public space furniture in keeping with the character of the precinct.
- iv. Provide sufficient seating opportunities to encourage people to stay and interact within the public space.
- v. When designing the position of street furniture consider pedestrian circulation patterns, flexibility of areas left clear, the perception of sitting with one's back to something and sense of enclosure.

DESIGN GUIDANCE ACTIVE FRONTAGES PLAN

In support of the Maungawhau “Spatial Strategy” on page 18, this Active Frontages Plan indicates the required degree and quality of street level activation.

High movement volumes will be concentrated along key routes to and from the station. Building edge activation must respond appropriately:

ACTIVE FRONTAGES

are defined as retail / food and beverage / hospitality uses at ground floor with a good degree of day and evening activity that provides engagement between the public realm and the building inviting users into the building. Typically the facade will provide a variety of void and solid with glazing comprising a major portion of the ground floor façade.

OCCUPIED FRONTAGES

extend the active frontages definition to include more passive secondary active uses such as offices or communal egress but only where the building facade provides sufficient openings (windows and doors without decals or similar) to enable social engagement between those in the street and those in the building at ground floor.

SERVICE ZONE

Lengths of frontage which are sufficiently removed from high pedestrian movement areas as to reduce conflict and provide for building servicing needs.

SERVICE ROUTE

Blocks A and B are served by dedicated internal site routes. These are configured as one-way routes with left-turn only exits onto Mount Eden Road,



THE EKE PANUKU DESIGN REVIEW PROCESS

As Tāmaki Makaurau / Auckland’s urban regeneration agency, we have a bold ambition to create amazing places and thriving town centres through high-quality developments, place-based programmes, and in-depth partnerships.

We do this by working collaboratively with a variety of external organisations and experts, as well as our communities – after all, when we work closely with others, we achieve better outcomes than we would alone.

A huge part of our mahi is working closely with development partners to ensure the best results for each town centre and community. All of our developments must meet our high standards around quality and sustainability, as well as adhering to our social, environmental, cultural and economic values.

Upon selecting the right development partner for a project, we provide them with a set of rules and parameters, including creating buildings that benefit neighbourhoods and guaranteeing all homes are healthy, energy-efficient and better for the environment.

Collaborating with Eke Panuku

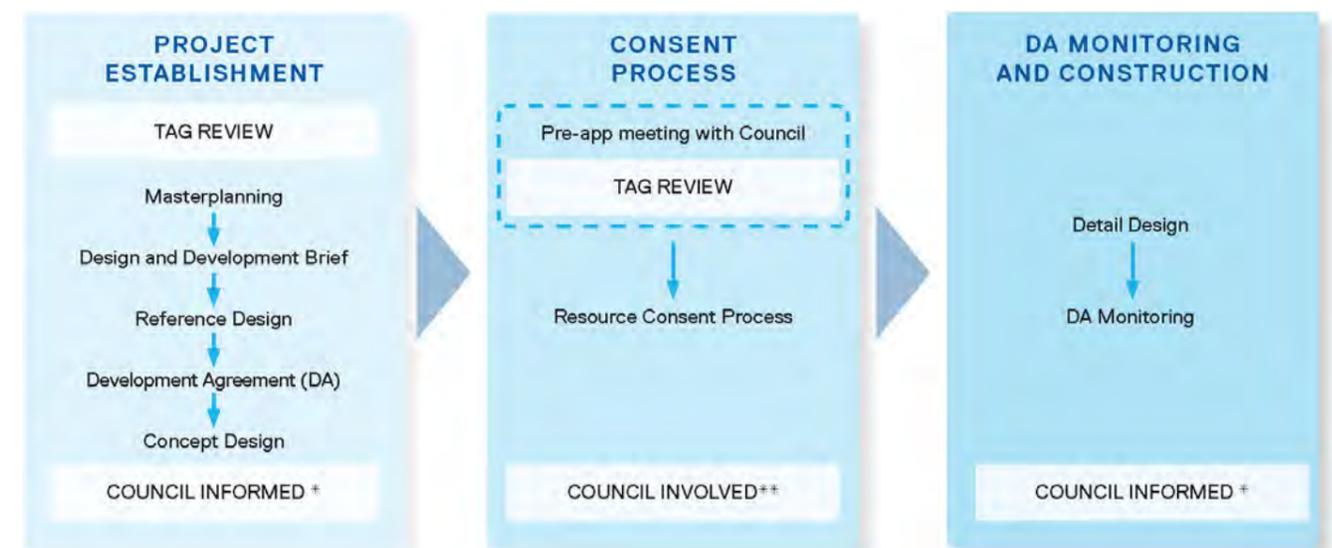
- + We seek a collaborative process around design to enable a productive and open dialogue on site outcomes from inception through the resource consent stage and beyond.
- + A complete design package is to be provided to Eke Panuku Design Team at concept stage, and prior to lodging resource consent and building consent for review and feedback.
- + Eke Panuku’s Design Team will prepare a document stating our views, recommendations and assessment in relation to the Essential Outcomes and Design Guidance document. As part of our review process the proposal is to be presented to the Technical Advisory Group (TAG) as outlined below. Final approvals are provided by Eke Panuku.

The Technical Advisory Group (TAG)

- + The Technical Advisory Group (TAG) is Eke Panuku’s independent design review panel made up of industry professionals working within the disciplines of Architecture, Urban Design and Landscape Architecture.
- + TAG is involved at each stage of Eke Panuku’s regeneration programme from masterplanning, reference designs, concept through to resource consent stages.
- + If Council staff considers an independent review necessary for this development, TAG will be used instead of the AUDP. Council’s planner and urban design specialist will contribute their comments to the TAG documentation package and be involved in the discussion on the day.
- + Eke Panuku will contact Council to determine if the TAG review is deemed necessary at Resource Consent stage.
- + As part of Eke Panuku’s approval process we will refer to TAG as a guidance and rationale for approval.
- + If at a later stage a proposal involves a fundamental design change, Eke Panuku may require additional panel review to ensure high quality outcomes.



Auckland Council / Eke Panuku Alliancing Framework: Project Life Cycles and TAG review



* UDU involved through monthly meetings with Panuku. UDU to attend TAG sessions as observers and provide informal feedback as appropriate outside of the review session.
 ** Council and Panuku prepare a TAG coversheet and take part in the review session

STAGING APPROACH

MAUNGAWHAU AND KARANGA A HAPE

PHASE 1 - 2027 TO 2029

Construction of the blocks surrounding the pocket park and on the development edges provides for early establishment of the main public realm core amenity supporting residential presence and sales

DELIVERS: 370 homes	BLOCK	UNITS	SITE AREA M ²
	B	190	5,700
	E	40	1,100
	F	30	500
	G	110	4,700

PHASE 2 - 2030+

Construction of the blocks surrounding the station at a timing when Right of First Refusal considerations have been addressed

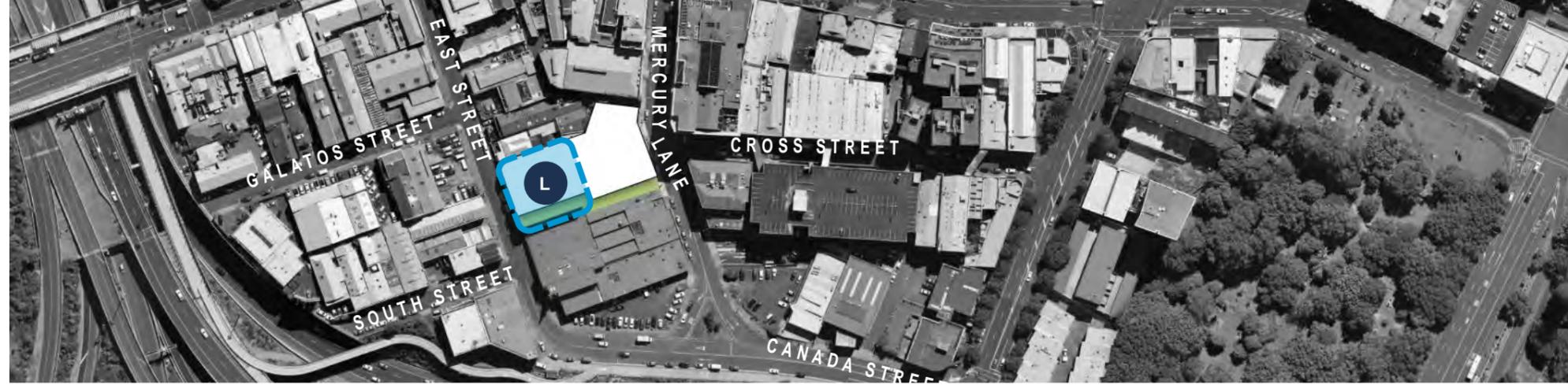
DELIVERS: 250 homes	BLOCK	UNITS	SITE AREA M ²
	A	160	6,200
	C	90	3,400
	D	N/A	2,500

NON TIME-DEPENDENT DELIVERY - 2027+

Construction of the blocks that have potential holding income in the interim and when additional yield through acquisition can be realised

DELIVERS: 190 HOMES	BLOCK	SITE AREA M ²
+ 60 homes	I	9,500
+ 30 homes	J	1,700
+ 50 homes (state units)	H	1,800
+ 50 homes (state units)	L	1,000

NOTE: 223 Symonds Street and 2 Beresford Square have been excluded from final development areas



eke

ngā mihi

ponohiku

