

Urban *Regeneration* alongside the Eastern Busway

STRATEGIC REGENERATION OVERVIEW

October 2023





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**Nau mai taku iti. Piki mai e taku rahi.
Nāku koe i tiki atu i te pae-o-te-rangi.
Ka tōia mai, ka kūmea mai
kia eke tangaroa, eke panuku.**

**Panuku, panuku, kia haumi e, kia hui e kia
ara mai he tāiki ngāpara.
Ka whakairihia e te rangi hei hua tipua, ka
poua ā-whenua hei tupuranga hōu.**

**Māna e huaki te mana tangata
e hora ai aku mahi.
Kia hua ko te pai,
kia piki ko te ora,
he tohu kaitiaki o taku tuakiri tuku iho.**

**Nōku te whiwhi, nōku te hūmārire.
Ka tūhono a Rangi, ka tūhono ki a Papa,
taku taura here whanaungatanga;
he mea nō tua whakarere mai.
E kore e memeha; tū te ao, tū te pō,
mauri tau, mauri ora.**

**Welcome one. Welcome all.
You, from beyond the horizon i have taken.
I draw you nigh, i draw you hither
To raise expectations and to fulfil potential.**

**Upward, onward until all is met and done and that
which rises will endure still.
From high it heralds divine aspirations, grounded
in visions of new beginnings.**

**It empowers in essence our very being
and pervades all that we have achieved.
Let good be rife
and may good health be assured,
as guardianship defines a legacy given.**

**As destiny beckons, peace is mine.
The sky itself seems to greet the earth,
epitomising all I hold and revere;
a token from that distant past.
It abides as day and night without fail,
with a gentle heart and a lively spirit.**



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Introduction **The Eastern Busway, Eke Panuku and Urban Regeneration**

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EASTERN BUSWAY: INTEGRATING TRANSPORT AND URBAN REGENERATION

Eastern Busway: transport

The Eastern Busway is a rapid transit project between Panmure and Botany. It is one of three transport projects identified in the Auckland Plan as being critical to the future growth of Tāmaki Makaurau.

Similar to the Northern Expressway on Auckland’s North Shore, the Eastern Busway will create separate lanes for high-frequency bus services to connect people from Botany, Pakūranga and the surrounding suburbs with the rail network in Panmure. Its services will give nearby communities options for cycling, walking or using the bus, and become a vital part of the public transport network in Tāmaki Makaurau. The Panmure to Pakūranga section of the busway opened in 2021. The next stage from Pakūranga to Botany will complete the project, and provide five new bus stations, including at Pakūranga, Burswood and Botany. This project will also help to reduce traffic congestion and vehicle emissions.

The Eastern Busway Alliance, of which Auckland Transport is a participant, is leading the development of the busway between Pakūranga and Botany.

Eastern Busway: urban regeneration

Transport projects such as the Eastern Busway deliver benefits beyond better public transport. They provide the opportunity to align and integrate high-quality development with the transport investment to support a region’s economy, enable sustainable city growth, and serve as a major opportunity for place shaping and the creation of amazing places.



Artist impression of Eastern Busway station on Ti Rākau Drive, Pakūranga

TRANSIT-ORIENTED DEVELOPMENT (TOD)

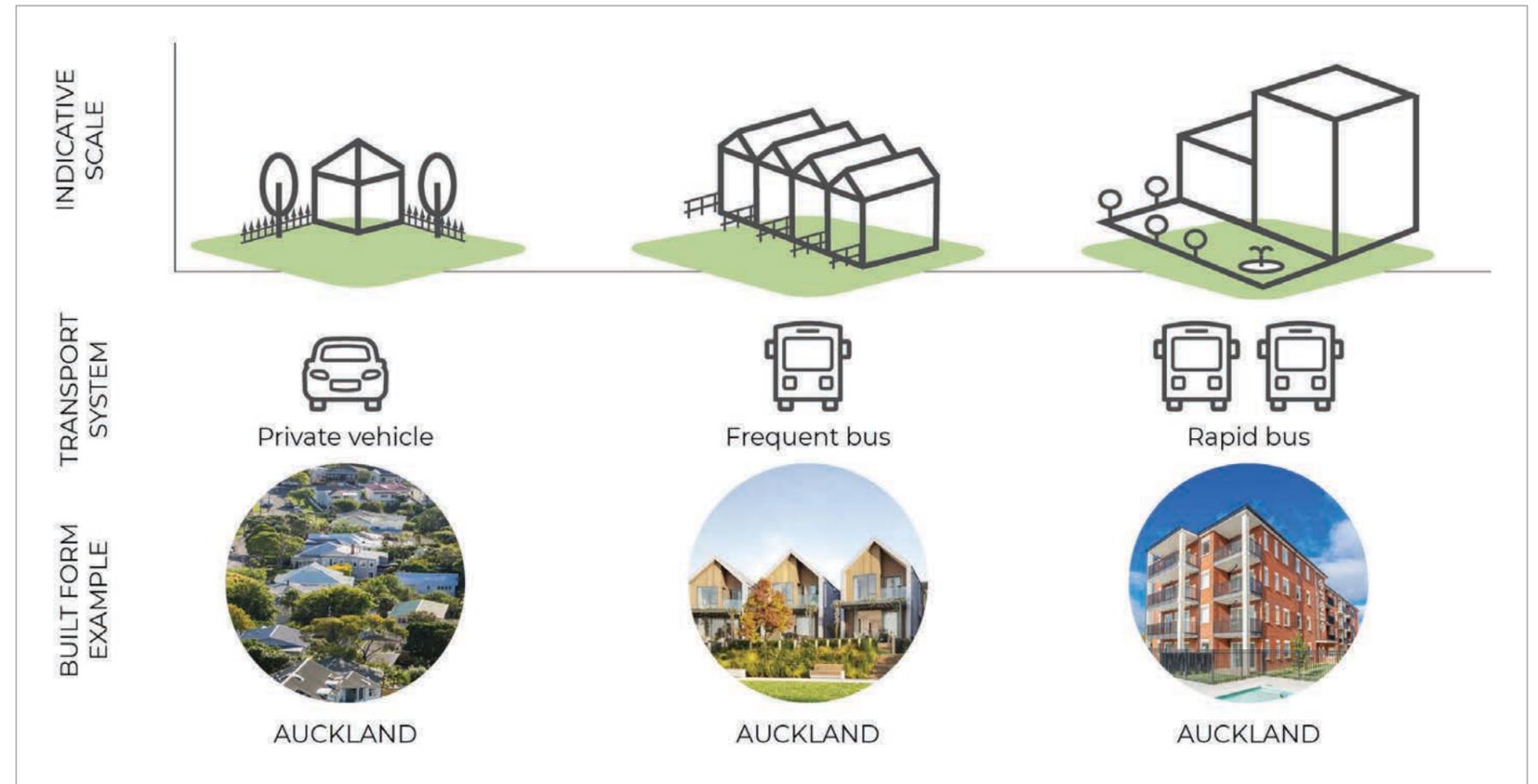
Development occurring alongside or close to transit stations and routes is referred to as Transit-Oriented Development, or TOD.

TOD aims to maximise the amount of residential, business and leisure space within walking distance of a public transport stop. TOD typically incorporate a mix of uses, such as apartments, retail, leisure and service activities.

TOD promotes sustainable urban growth through increased public transport use and a decrease in private car use, that brings benefits in lifestyle, environmental and economic wellbeing.

Generally, walking catchment is considered to be within 400 metres (and up to 800 metres by international standards) from a public transport stop and TODs are usually located within this radius.

Internationally and in New Zealand, investment in well-designed quality transport infrastructure has shown to be a means of accelerating private investment and broader regeneration in neighbourhoods. This has been demonstrated at Britomart, New Lynn, Newmarket Stations and the Manukau Station and Manukau Institute of Technology (MIT) building. The TODs at these locations were led through public investment in transport.



Aspiration Diagram

EKE PANUKU, URBAN REGENERATION AND TOD

Eke Panuku Development Auckland is the council-controlled organisation that delivers urban regeneration in Tāmaki Makaurau. Urban regeneration is the planning of neighbourhoods and improvement of buildings to strengthen communities and the economy in order to make the city an even better place to live.

We work across many neighbourhoods throughout our city – from large, long-term urban regeneration plans to small projects on specific sites – to meet the needs of the city’s long-term growth, including more types of homes people can afford. We imagine a city of strong neighbourhoods.

We are leading or are involved in delivering urban regeneration around public transport in many of our neighbourhoods already. For instance, in locations with transit hubs like Manukau, Onehunga, Panmure, Henderson, Maungawhau and Karangahape, we’re facilitating TOD through the use of council-owned land in partnership with private developers, iwi, and central government agencies.

In these locations, we’re combining commercial and higher density residential development, place making and activation, public realm upgrades and other public good investment to shape and create amazing places, with this anchored by connections or improvements to the public transport service.



Definition of TOD (resource: Institute of Transportation and Development Policy)



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Regeneration Vision

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“Our vision is to revitalise neighbourhoods within the Eastern Busway corridor and to create healthy, sustainable and vibrant communities”



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**About the Strategic
Regeneration
Overview**

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EASTERN BUSWAY: UNLOCKING REGENERATION OPPORTUNITIES

Eke Panuku and Auckland Transport have identified significant opportunities to deliver on the vision to revitalise the neighbourhoods in the eastern suburbs of Tāmaki Makaurau within the catchment of the Eastern Busway.

Eke Panuku will lead the regeneration programme through development in these neighbourhoods leveraging Auckland Council land, partnering with private developers, and utilising design expertise and statutory powers.

The regeneration will:

- + increase housing supply
- + stimulate the local economy and revitalise neighbourhoods
- + build communities with less dependence on driving and provide opportunity for improvements in lifestyles associated with walking, cycling and public transport
- + build communities which are more climate-friendly and have a lower carbon footprint

The outcomes, aspirations and expectations for the regeneration align with local and central government guidance and policy as outlined in the:

- + National Policy Statement on Urban Design 2020
- + Auckland Plan 2050
- + Auckland Unitary Plan (Operative in Part)
- + Howick Local Board Plan 2020



Hobsonville development - high quality housing



MIT Tech School Manukau



Wynyard Quarter, Daldy Street - improved public realm



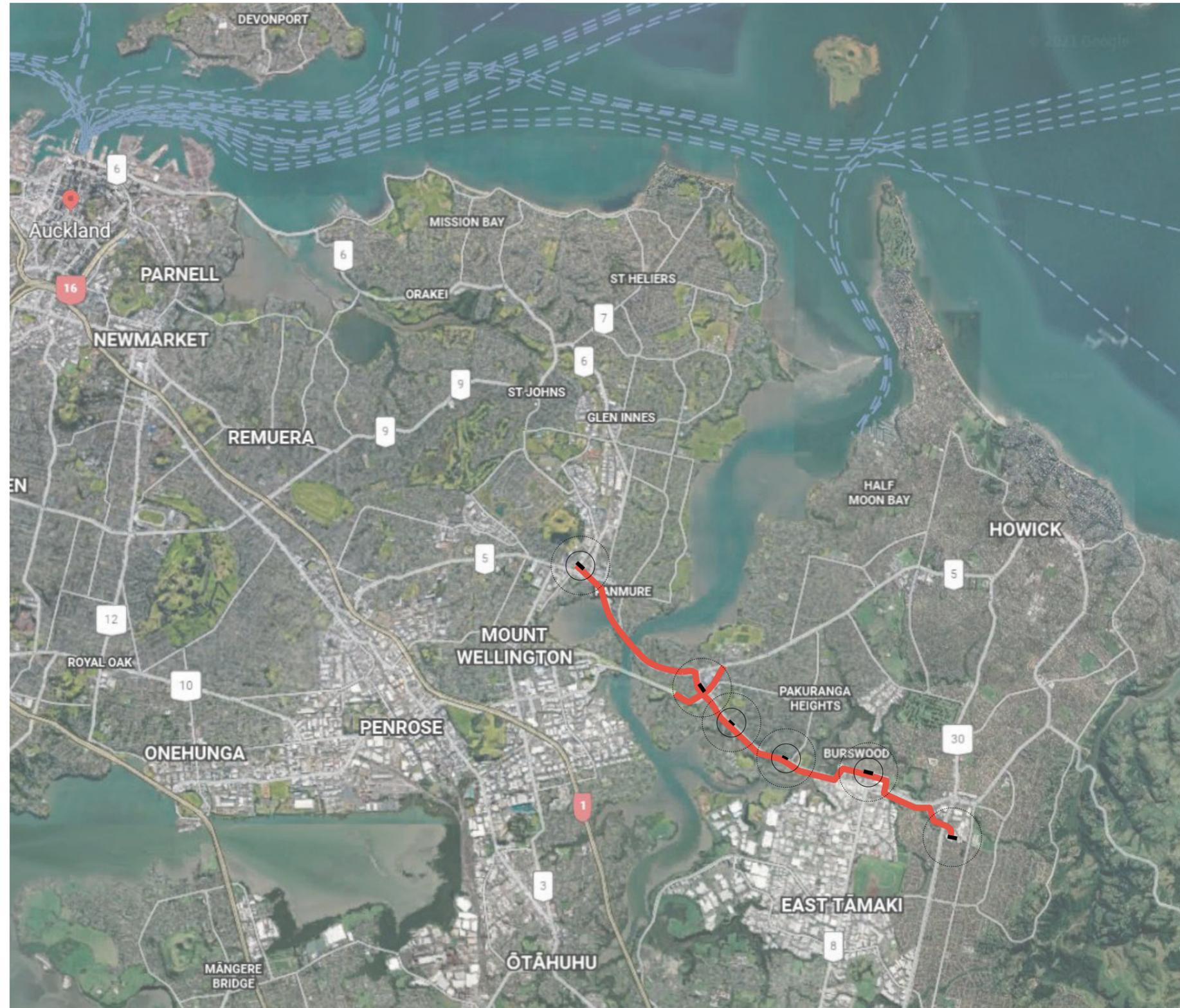
New Lynn TOD: retail / commercial, high quality and density housing

STRATEGIC REGENERATION OVERVIEW

This Strategic Regeneration Overview (SRO) provides an outline of how we propose to unlock the development and regenerative potential of land in the neighbourhoods along the Eastern Busway.

The SRO details:

- + our vision for the regeneration programme
- + the development and commercial strategy for the implementation of the regeneration
- + working with partners and stakeholders
- + the key strategic opportunities that the busway creates.



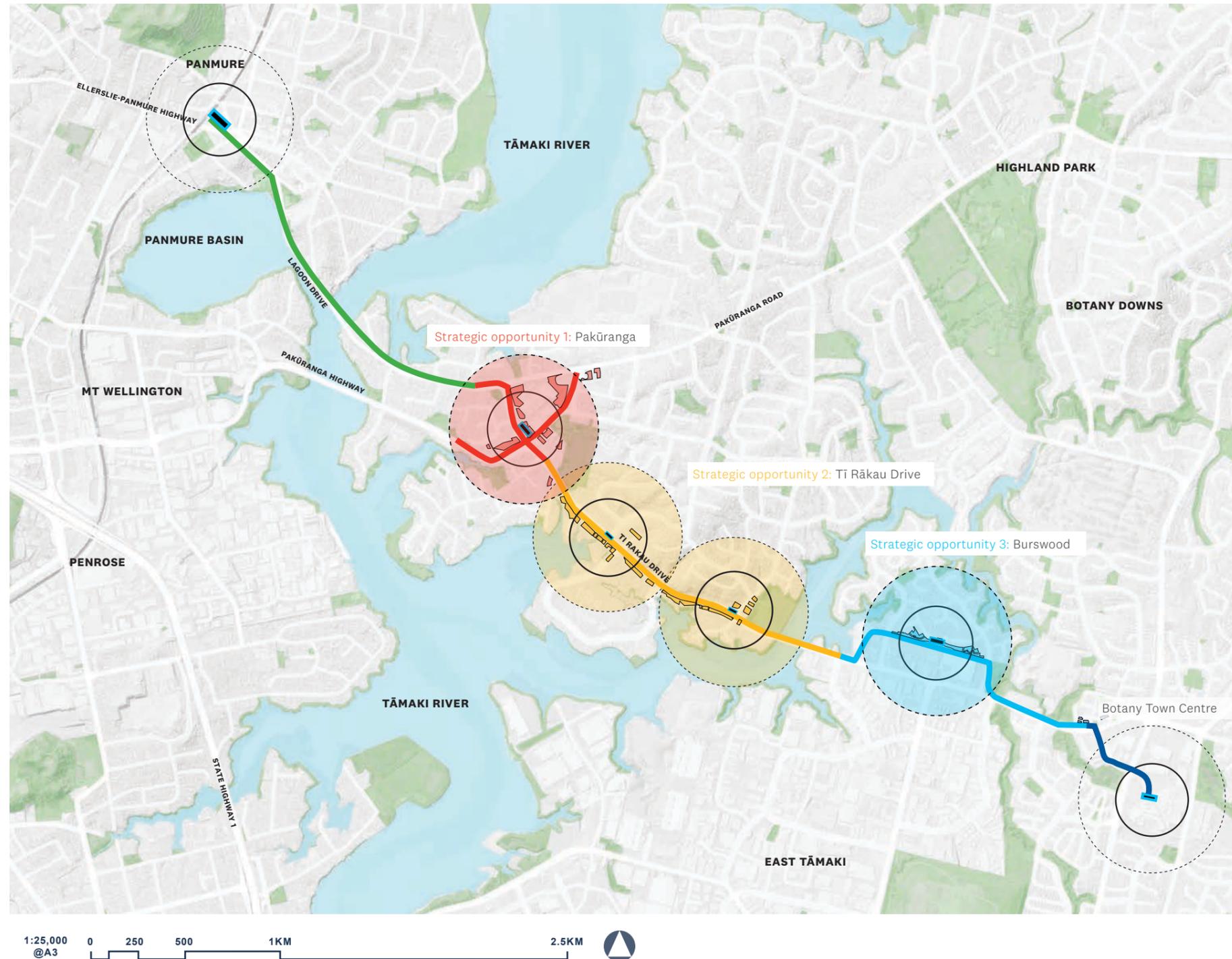
Eastern Busway location (highlighted in red) in the context of Auckland area.

PROJECT AREA

The project area for the regeneration will encompass neighbourhoods between Panmure and Botany in the corridor of land running alongside the Eastern Busway. The route of the busway and station locations are being determined by Auckland Transport and the Eastern Busway Alliance.

The project will cover an area within the 400-metre walkable catchment of the finalised busway route and station locations. Our main focus will be facilitating development in strategic locations around proposed new bus stations at Pakūranga and Burswood, and along Tī Rākau Drive.

Panmure is already an Eke Panuku neighbourhood and our regeneration programme is underway in this location.



OUR PARTNERS AND STAKEHOLDERS

Eke Panuku recognises that stakeholder and community input are essential to successful outcomes in neighbourhoods.

We will work closely with and alongside current and future partners and stakeholders to shape and facilitate the regeneration programme, particularly Auckland Council whanau, Auckland Transport, Howick Ward councillors, the Howick Local Board, and mana whenua.

We will work with local communities and build channels which we can tap into for feedback and support – utilising channels that are already in place.

We will ensure that our partners and stakeholders are travelling with us on our journey to revitalise and transform the neighbourhoods alongside the Eastern Busway.



Roles diagram Eke Panuku 2021

PARTNERING WITH MANA WHENUA

We will work with our mana whenua partners throughout the delivery of the programme. We anticipate the programme will create several opportunities that will support our work together. For example, collaborating on design, the sale of commercial development sites, and social procurement.

We will also partner with mana whenua to ensure their identity and stories are reflected in the regeneration programme in neighbourhoods alongside the Eastern Busway.



WORKING WITH AUCKLAND TRANSPORT

The Eastern Busway provides opportunity for Eke Panuku and Auckland Transport to work closely together.

There are clear synergies and benefits to Auckland's urban regeneration agency and public infrastructure delivery agency collaborating on a project with the potential to be a major catalyst for the city.

Eke Panuku is working closely with the Eastern Busway Alliance to identify and integrate opportunities for urban development and regeneration on land alongside the busway.

We will continue to align and deliver transport and regeneration outcomes to maximise the benefits of the busway investment.

The partnership will help transform the neighbourhoods alongside the busway. It will enable high-quality intensification of housing and sustainable city growth with more people living and working close to bus stations.



Panmure Station (train and bus interchange) - TOD opportunity for Panmure



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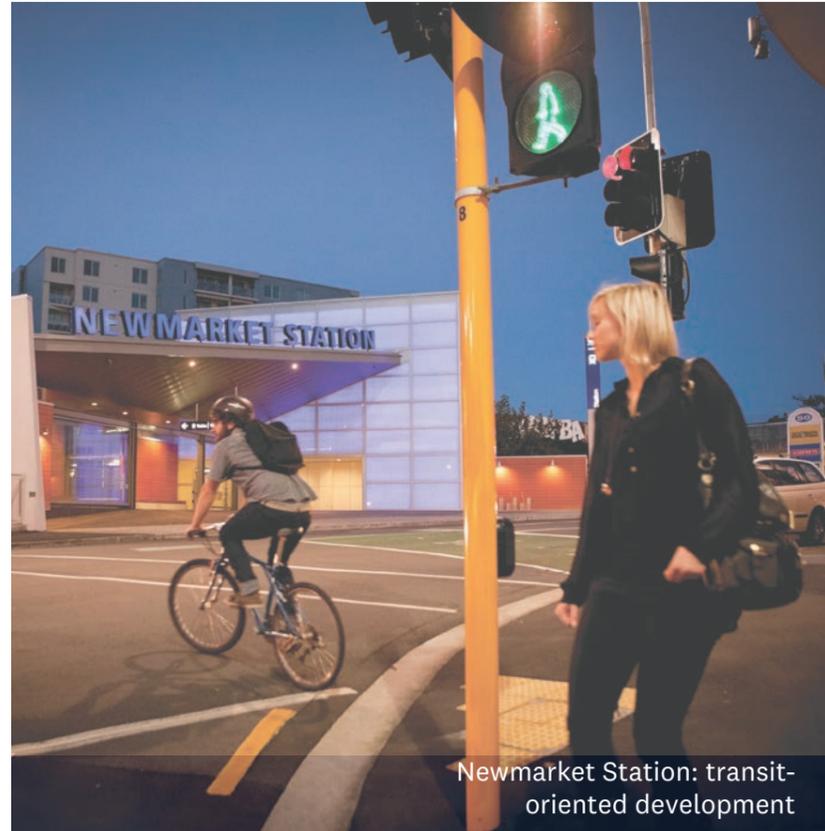
Regeneration Outcomes and Tools

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OUTCOMES

Eke Panuku will seek to deliver on the vision 'to revitalise neighbourhoods within the Eastern Busway corridor and to create healthy, sustainable and vibrant communities' through achieving the following outcomes:

- + Accommodate Auckland's growth by enabling development and regeneration in close proximity to public transport.
- + Increase provision of quality, low carbon and healthy homes, including a range of residential choices and typologies for future residents nearby public transport nodes.
- + Facilitate regeneration that strengthens the unique identity of the places along the Eastern Busway corridor.
- + Enable walkable, connected and accessible neighbourhoods for all along the catchment of public transport.
- + Stimulate local economies through providing opportunities for business growth and jobs with easy access to public transport, cycling and walking networks.
- + Minimise climate change effects by supporting low carbon futures and focusing on adaptability and agility of any development.



Newmarket Station: transit-oriented development



New Lynn Station: transit-oriented development, housing, retail and public space



Manukau Station: transit-oriented development and public space



High quality housing near public transport

TOOLS FOR REGENERATION

Eke Panuku will use a range of tools to facilitate and deliver benefits and improvements to the neighbourhoods along the Eastern Busway corridor:

- + Our development strategy will leverage Auckland Council owned property and land acquired by Auckland Transport for the busway that becomes surplus/residual on its completion. This will be supplemented by the strategic acquisition of property that will enable housing and demonstrable urban renewal outcomes to be achieved. Where advantageous, we will partner with owners and developers of adjacent landholdings on development.
- + We will use planning tools to enable increased intensification and higher development along catchment of existing and planned rapid transit networks.
- + Integrated design thinking and design guidance that will lead to high-quality development and create amazing places.
- + The commercial strategy will recycle sales proceeds to fund acquisitions and investment in development opportunities across the entire Eastern Busway corridor and enable the programme to become self-funding.

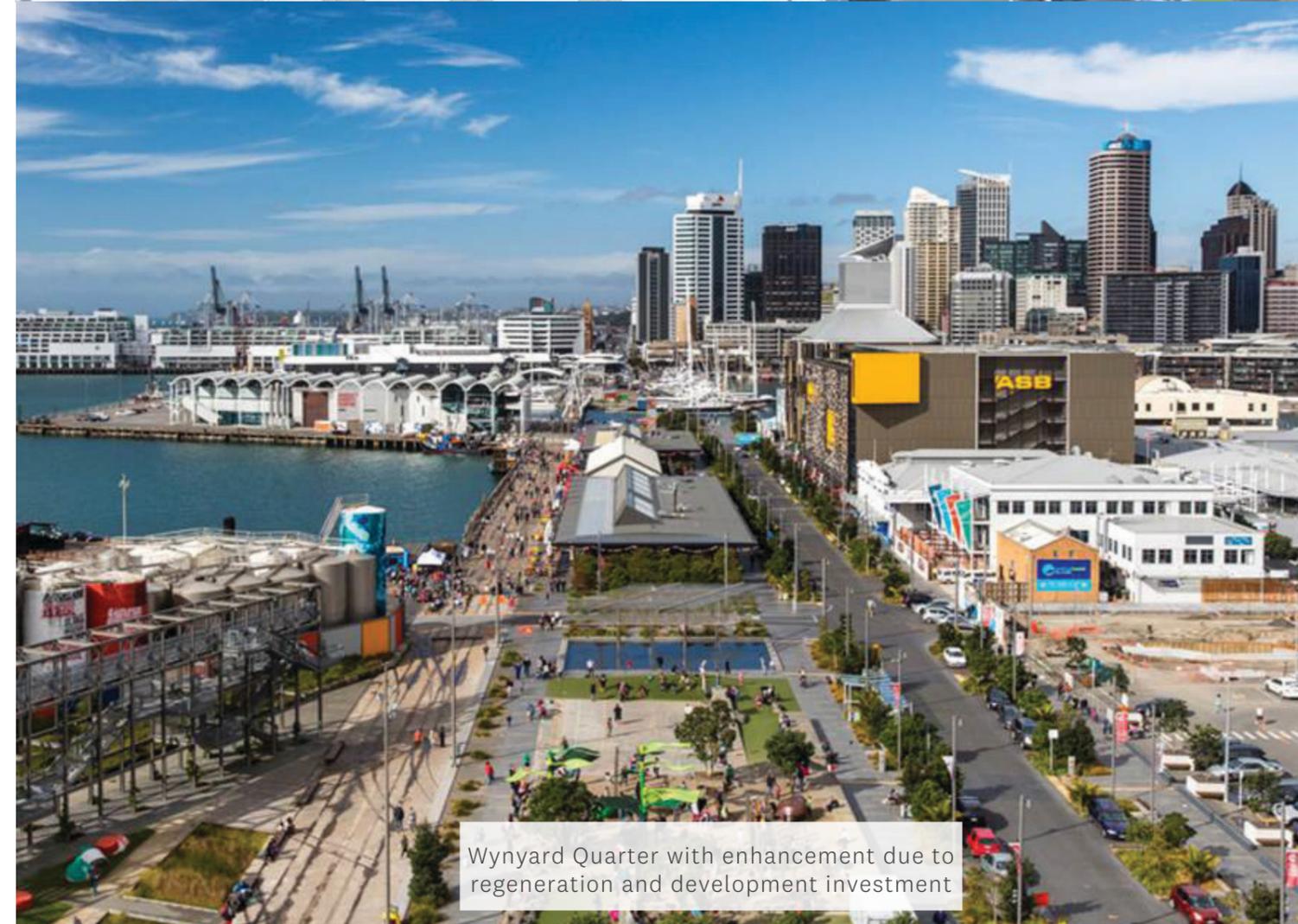


Toolbox Eke Panuku, 2021

REGENERATION TOOLS: DEVELOPMENT STRATEGY

Our development strategy will comprise:

- + The leveraging and development of land already owned by Auckland Council. Auckland Council owns a number of properties along the busway corridor, such as a large area of parking reserves surrounding Pakūranga Plaza.
- + The leveraging and development of land that was initially acquired for the busway that is left-over once the busway infrastructure has been constructed. These may be whole properties or residual fragments of the original parcel.
- + Developing land parcels as stand-alone sites or the development of larger aggregated sites created through partnering with owners and developers of adjacent landholdings.
- + Strategically acquiring additional properties to enable urban renewal and housing outcomes to be achieved.



REGENERATION TOOLS: DESIGN STRATEGY

A design led approach will be essential to ensure that the regeneration and development create neighbourhoods where people will want to live, that are safe, healthy and sustainable. Careful design consideration and robust design guidance will unlock potential and deliver high quality urban outcomes for residents, neighbours and visitors.

A masterplanning process will showcase a potential outcome for the regeneration areas and ensure decisions can be made based on thorough study of the space and spacial configuration, taking into account built form, open space, connections, community creation and building.

Essential Outcomes and Design Guidance documents will establish benchmark expectations for the urban outcomes at each site, while providing the flexibility for design innovation and architectural expression.

Good design will:

- + Enhance the local environment through visually appealing, architecturally considered forms
- + Provide safe, welcoming and legible public realm
- + Give access to all through universal design
- + Mitigate climate change through low carbon, sustainable design in keeping with Eke Panuku Sustainability Standards
- + Respect and reflect cultural heritage through partnership with mana whenua





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Opportunities

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KEY STRATEGIC OPPORTUNITIES

There are three key strategic areas for development and regeneration along the Eastern Busway corridor:

Strategic Opportunity 1: Pakūranga

The key components of the opportunity at Pakūranga comprise mixed-use development integrating the proposed Pakūranga Bus Station and partnering with other Pakūranga Plaza owners to facilitate regeneration.

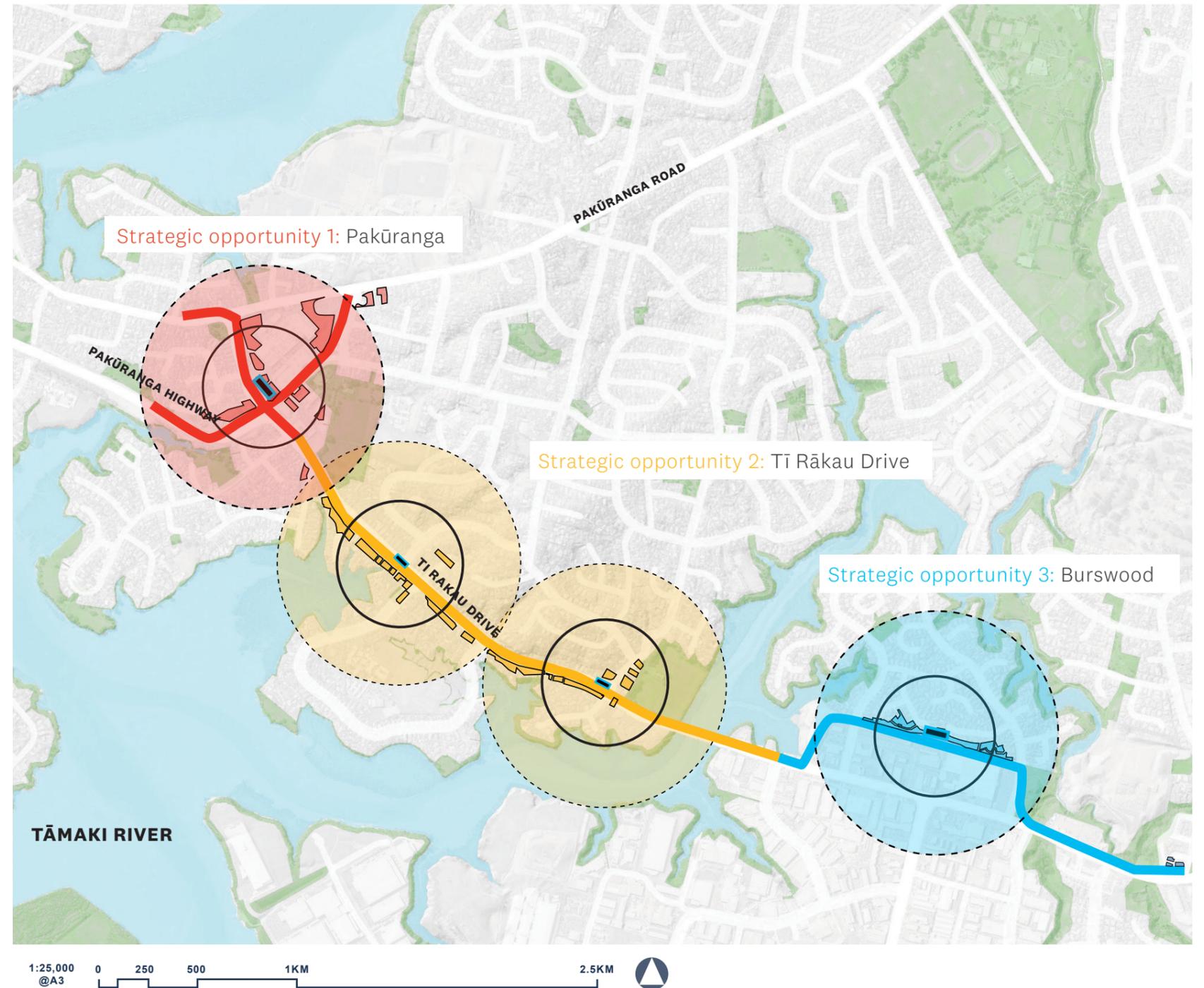
The opportunity would be supported by leveraging and development of both, Auckland Council owned property surrounding the Plaza, and the land acquired by Auckland Transport that becomes residual on completion of the busway infrastructure works.

Strategic Opportunity 2: Tī Rākau Drive

There are a number of opportunities along Tī Rākau Drive for development on land acquired by Auckland Transport that becomes residual on completion of the bus infrastructure works. The opportunities are focused on and around proposed bus stations close to the junctions of Tī Rākau Drive with Edgewater Drive and Gossamer Drive. The land could be aggregated to form enlarged singular lots capable of accommodating medium density townhouse/apartment complexes.

Strategic Opportunity 3: Burswood

This opportunity is focused on and around a new Burswood Bus Station. Auckland Transport is acquiring properties to enable construction of the new busway and station in this location. There is potential opportunity for mixed-use development on residual land once construction is complete.





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Commercial **Strategy and** **Delivery Programme**

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COMMERCIAL STRATEGY

The total programme funding for the Eastern Busway from Pakūrama to Botany is \$1.3 billion. The Eastern Busway is jointly funded by the Crown, Waka Kotahi NZ Transport Agency, and Auckland Council.

Eke Panuku will seek to recoup some of this investment through site sales for development of land no longer required for Auckland Council service purposes and land left over once the busway infrastructure has been completed.

The commercial approach is to use (recycle) the proceeds from site sales to deliver further phases of development. This will include the acquisition of properties that will enable housing and urban renewal outcomes to be achieved.

The reinvestment model will allow for a more efficient and rapid regeneration and transformation of the Eastern Busway neighbourhoods.



DELIVERY PROGRAMME

The regeneration delivery programme is anticipated to take approximately 10 years. This will encompass property transactions, development planning, design, construction and monitoring to ensure the necessary outcomes are achieved.

Eke Panuku and Auckland Transport will integrate and align the delivery of the regeneration and transport outcomes to maximise the benefits of the Eastern Busway investment. Transport infrastructure construction is projected to be complete in the three key strategic areas by late 2027.



Urban Regeneration alongside the Eastern Busway

Strategic Regeneration Overview (SRO)

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