



Tāmaki Regeneration Company - 11 July 2016.

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Version 0.17.

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# TĀMAKI REFERENCE PLAN

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## DOCUMENT INFORMATION

This document is a non-statutory document produced by Tāmaki Regeneration Company.

## EXECUTIVE SUMMARY

This document embodies many years of engagement and thinking and outlines the key strategic spatial moves that will form the basis of a regenerated Tāmaki.

- Regeneration – realising change in the rich land and culture of Tāmaki
- Reference Plan – a high level spatial baseline for the long term shaping of places; a starting point for diverse contributions to be brought together
- A coordinating plan – acknowledging and coordinating existing plans and strategies
- An enabling plan – directing delivery actions and investment programmes

## ABOUT TĀMAKI REGENERATION COMPANY

Tāmaki is located southeast of Auckland's CBD. It consists of the suburbs of Glen Innes, Point England and Panmure. The area is characterised by an outstanding natural environment, culturally diverse community (47% Pacific, 23% Maori, 10% Asian), a young population (29% under the age of 15), close proximity to the CBD, and strong community networks. There are also significant challenges within the area, including a large number of people seeking work and a high number of residents receiving support from the Government.

Tāmaki Regeneration Company (TRC) has been mandated by its shareholders, New Zealand Government and Auckland Council, to lead on urban regeneration activity in Tāmaki to achieve four equally important objectives - social transformation, economic development, placemaking and housing resources.

Under this programme, on 31 March 2016 all the Housing New Zealand (HNZ) properties in Tāmaki were transferred to TRC. From this date, TRC is responsible for both managing the 2,800 existing social houses and for leading on all social housing redevelopment projects in Tāmaki.

Through its shareholders, TRC has been mandated to replace 2,500 social houses with a minimum of 7,500 mixed tenure houses over a period of 10-15 years. TRC will achieve this by:

- Engaging with consortia comprising of a large scale development partner and a long term owner of the redeveloped social housing; and
- Maintaining momentum of catalyst projects over the next three to five years to deliver approximately 800 new homes. These developments will be an opportunity to test, refine and benchmark the outcomes expected of large scale development

In undertaking our redevelopment programme our shareholders also expect TRC to:

- Meet the government commitment that those who are impacted by the redevelopment and are still in need of social housing will have the opportunity to remain within the community;
- Address housing affordability so that residents can pathway from the need for social housing to more independent living; and
- Transfer the ownership of newly developed social houses in Tāmaki to third parties by 31 March 2018

To enable it to perform its responsibilities from 1 April, the TRC has established the "Tāmaki Housing Association" (THA), which will be a community housing provider (CHP) and provide tenancy and property management services for social tenants.

## OUR STRATEGIC OBJECTIVES

TRC's company purpose is to pursue the following four regeneration objects, which are outlined in the company's constitution:

**SOCIAL TRANSFORMATION:** Supporting Tāmaki residents and families to gain the skills, knowledge and employment opportunities to progress their lives;

**ECONOMIC DEVELOPMENT:** Strengthening the local economy and unlocking the potential of the Tāmaki area to enable a prosperous community and deliver better value for money to the Crown (with a focus on increasing the return on investment and realising the potential value from state and council-owned housing);

**PLACE MAKING:** Creating safe and connected neighbourhoods that support the social and economic development of Tāmaki and its community; and

**HOUSING RESOURCES:** Optimising the use of land and existing housing stock to effectively support and deliver social and economic results, including progressing private housing development and better public housing options for Tāmaki.

These four equally important objectives contribute to Crown and Council's wider strategic goals.

## OPERATING PRINCIPLES

In delivering against our strategic objectives TRC will adhere to the following principles:

- **Tāmaki Commitment:** Social tenants affected by redevelopment will be provided with the opportunity to remain in Tāmaki
- **Economic returns focus:** The programme will be configured to provide optimal economic returns to shareholders (vs. short term financial returns)
- **Neighbourhood-by-neighbourhood approach:** Housing-led regeneration will be undertaken in a phased manner across neighbourhoods within the three suburbs of Tāmaki
- **Tāmaki community engaged:** The Tāmaki community is informed and engaged
- **Transfer of control to the community:** TRC will exist for a finite time; the Tāmaki community will be here forever. TRC will transfer control of the programme to the community over time (approx. 15 years)
- **Catalysing the growth of community housing providers and the private sector:** CHPs and the private sector will be willing participants in the delivery of the regeneration programme
- **Tāmaki is an affordable place to live in Auckland:** We will address housing affordability so that residents can pathway from the need for social housing to more independent living;
- **Collective delivery:** Delivery is via a collective set of participants who buy into the programme in order to achieve the targeted set of regeneration outcomes
- **Procurement of physical redevelopment at scale:** The transformation of the physical environment via the regeneration programme will be at scale delivered by a small set of developers

# ABOUT THIS DOCUMENT

This document is intended to support discussions with council and CCO partners, to seek agreement on the provision of infrastructure to support the regeneration programme.

The Tāmaki Reference Plan does not have statutory status.

This reference plan recognises and responds to the many issues and strategic responses identified in preceding plans, seeking to continue to build on the consensus which has been already achieved. These plans include:

- Auckland Council ‘Into the future’, 2004
- Tāmaki Development Plan, 2010
- Tāmaki Transformation Partnership Open Space Development Strategy, 2010
- Auckland Council Future Planning Framework, 2010
- Housing New Zealand Masterplan, 2011
- Auckland Plan, 2012
- Auckland Unitary Plan, 2013
- Tāmaki Strategic Framework, 2013
- Maungakiekie-Tāmaki Local Board Plan, 2014
- Orakei Local Board Plans 2014
- Tāmaki Waterway Concept Plans
- Maungakiekie-Tāmaki Greenways Network Plan
- Mt Wellington War Memorial Reserve, Panmure Wharf Reserve Masterplan

## FUNCTIONS

This document is primarily intended to achieve the following for the whole Tāmaki regeneration area:

- Provide a high level analysis of place and context
- Define a spatial plan to guide development
- Articulate the spatial vision for development
- Identify the means of delivering spatial development, including how spatial coordination of investment by a variety of stakeholders and partners will be achieved.

TRC is seeking agreements with partners as set out in the table below:

PARTNER	AGREEMENT
Auckland Council	Infrastructure Framework Funding Agreement
Auckland Transport	Transport Funding Agreement
Watercare	Memorandum of Understanding on principles
Auckland Council Stormwater Unit	Stormwater Management Plans
Auckland Council Local Boards	Commitment to land swaps and social infrastructure provision

## DOCUMENT RELATIONSHIPS

This Tāmaki Reference Plan is not the sole source of spatial planning and design guidance for projects in Tāmaki. Relationships with other key documents are shown in the table below. Of particular note:

- The Tāmaki Strategic Framework which lays out the strategic priorities and key moves for achieving the regeneration of Tāmaki
- The Tāmaki Reference Plan does not override provisions in the Proposed Auckland Unitary Plan, Building Code or other statutory and regulatory frameworks
- The Tāmaki Reference Plan is designed to operate in conjunction with other plans, as a tool for enabling and coordination
- This document is authored at a particular point in time. Aspects of this plan can be expected to supercede provisions in this plan over the life of the programme. This is anticipated by this plan in view of its function as an enabling tool

## WHAT THIS DOCUMENT IS NOT

For clarity, this document is not:

- The sole plan that will be created in Tāmaki. TRC expects more detailed, smaller scale area plans to be produced for specific areas through the subsequent neighbourhood planning processes led by TRC and partners
- It is not a form-based code. Controls on built form for Tāmaki are applied through operative RMA plan provisions
- A design guide. This reference plan should be read in conjunction with the Tāmaki Design Framework, which provides guidance specific to Tāmaki, alongside the citywide general guidance in the Auckland Design Manual

	STATUTORY CODES	GOVERNANCE PLANS	AUCKLAND GUIDANCE	TĀMAKI SPECIFIC GUIDANCE	TĀMAKI HOUSING STANDARDS
Responsible	Auckland Council	Governing and local	Auckland Council	Tāmaki Regeneration Company	Tāmaki Housing Association
Documents	<div>Unitary Plan</div> <div>Building Code</div>	<div>Auckland Plan</div> <div>Maungakiekie-Tāmaki Local Board Plan</div> <div>Orakei Local Board Plan</div> <div>Local Board plans and strategies</div>	<div>Auckland Design Manual</div> <div>Te Aranga principles</div>	<div>Tāmaki Strategic Framework</div> <div>Tāmaki Reference Plan</div> <div>Tāmaki Design Framework</div>	<div>Tāmaki detailed design guidelines</div> <div>Tāmaki specification</div>
Process	<div>RMA consents</div> <div>Building consents</div>	Programme of engagement between all parties	Considered within RMA consenting	<div>Resource Consents</div> <div>Design Review Panel</div> <div>Tāmaki Neighbourhood Sustainability Assessment</div>	TRC responsibility







**Understanding place**

## STRATEGIC CONTEXT

### LOCATION

Tāmaki is located on the central Isthmus of Auckland, and the area takes its name from the river estuary which defines its eastern boundary.

In many ways the Tāmaki Estuary has defined the stories of the people who lived here from the earliest days of Māori settlement. The productive aspects of the rich soils around Maungarei (Mount Wellington) and sheltered waters in Tāmaki drew people to these shores, and the estuary formed a key part of Māori society, transport routes and culture in this area of the North Island.

Today, the people of Tāmaki benefit from proximity to the city's central business district and other significant employment centres. Modern transport routes which serve the area include electrified rail to the CBD and direct road links to the nearby motorway network.

Tāmaki's coastal location also provides leisure attractions, with the nearby beaches facing into the Hauraki Gulf, protected nature reserves, and considerable recreational and sporting reserves.

The broader area known as Tāmaki includes the suburbs of Point England, Glen Innes and Panmure, with town centres in the latter two.

Figure 01. LOCATION PLAN

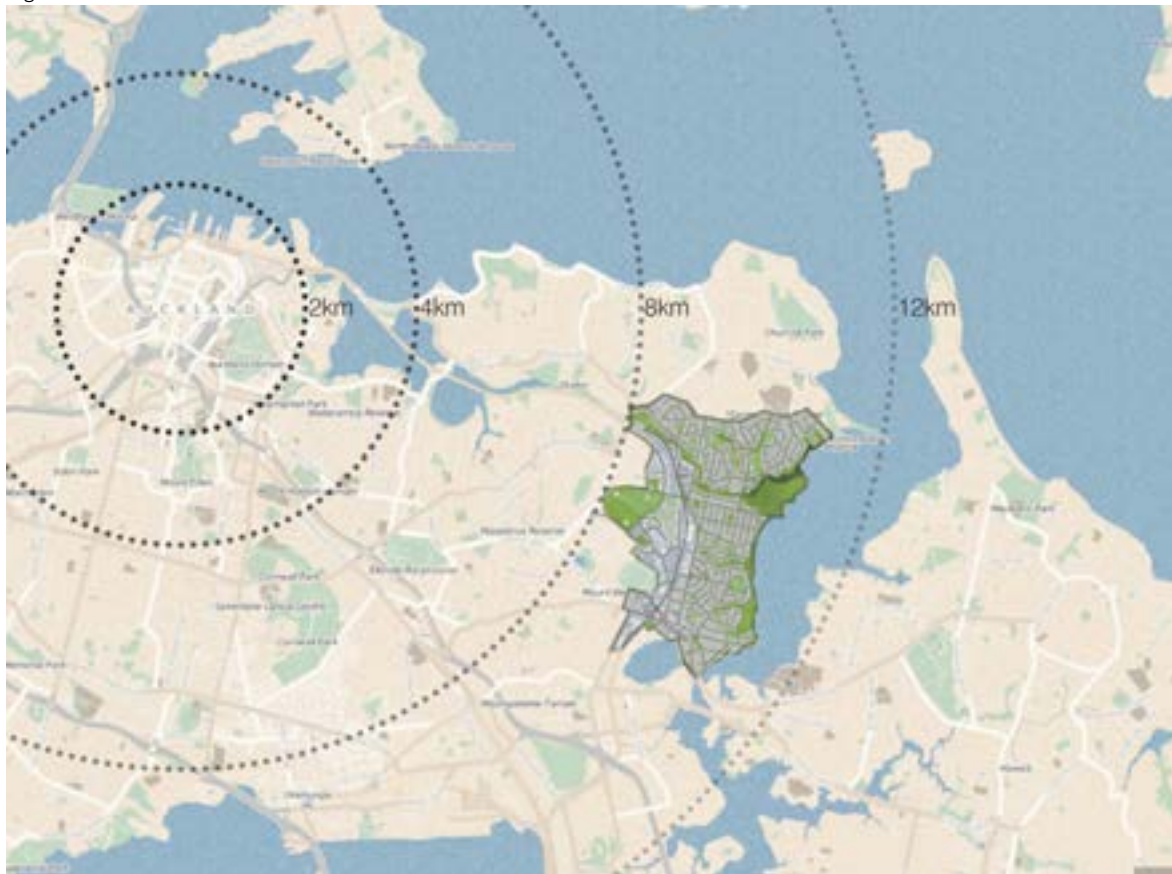


Figure 02. CONTEXT OVERVIEW



## TĀMAKI TODAY

Tāmaki has a population of approximately 20,000 (2013 Census) people.

The site is located by the banks of the estuarial Tāmaki River, which is part of the Hauraki Gulf. The river is an important ecological, recreational and cultural feature, and is inextricably linked to the Tāmaki site. Immediately west of the site is Maungarei (Mount Wellington), a 137m high volcanic peak which is part of the Auckland volcanic field. Maungarei is the largest of Auckland's scoria cones. Maungarei has an imposing physical presence on the site and is entwined with the local area's cultural identity.

The river and Maungarei form visually stunning bookends to the centres of Glen Innes and Panmure, as well as all the housing, commercial land, community and cultural facilities, and public open space in between.

While Glen Innes and Panmure may be the busiest places within the site, residential housing is the most dominant of all the land uses. Most homes are free-standing homes, on generous sized lots. From the hillsides in the north of the site to the more gentle slopes in the centre and south, the houses spread across the land, interrupted by green drainage-corridors, parks and schools. A large number of homes, around 2800, are managed by Tāmaki Regeneration Company.

The street pattern varies from a general grid-like pattern to more curvilinear forms, particularly on sloping ground. Street reserves are mostly generous and allow on-street parking and verges with footpaths and trees.

West of the railway line, which slices north-south through the site, are larger size allotments for industrial uses. These uses are generally hidden away from view of the residential areas to the east. They are highly visible however, from Maungarei and locations within Panmure centre. The visual relationship of the large sheds to Maungarei is very poor.

The University of Auckland site and sports facilities to the west provide an added level of richness to the site. This is located close to Glen Innes Railway Station.



Figure 03. EXISTING TAMAKI PLAN



0 250 500m

## CONTEXTUAL ANALYSIS

### CULTURE AND COMMUNITY

The area as a whole is highly significant to mana whenua and there is rich history throughout. Maori have occupied the land for the last 800 to 1000 years. There are several key sites of significance for Maori, including Maungarei, the Panmure Basin and the Tāmaki River.

Until the 1940s, the area was used for market gardening, then developed for state housing.

The lava flows/Stonefields area is particularly significant but difficult to accurately map due to limited information. There is a likelihood that any development around this area may uncover archaeological sites, so there is a need to have extra safeguard measures with development, including close engagement with iwi, and robust kōiwi protocols. There are also some sites of significance from European settlement in the area.

### CONSTRAINTS

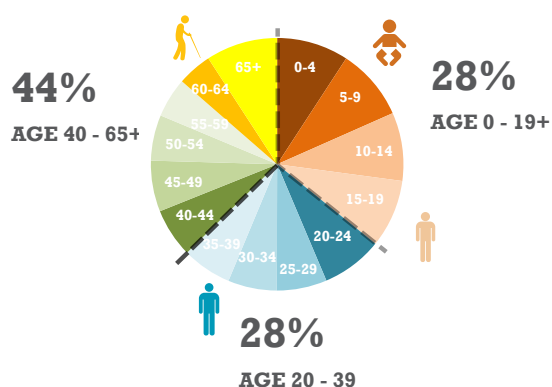
- Variable quality of information on cultural sites
- Degradation of cultural sites

### OPPORTUNITY

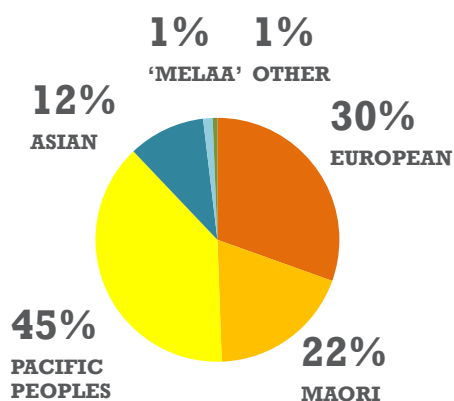
- Enhance cultural landscape and sites to develop a unique sense of place
- Facilitate ways to reconnect with cultural activities

### STRATEGIC FRAMEWORK ACTIONS

- Ongoing engagement and collaboration with iwi
- Apply Te Aranga design principles to development and engagement processes
- Enhance the cultural landscapes and respect / complement views
- Develop new cultural facilities
- Reinforce marae as a cultural heart for community
- Public spaces for community events
- Neighbourhood approach to regeneration
- Ongoing community involvement and participation
- Support education opportunities for all life stages
- Glen Innes town centre: improve retail and hospitality offerings, reconnect roads through centre with shared spaces, upgrade shop-front, enhance safety and security, promote community activities and events



TĀMAKI 2013 CENSUS AGE DEMOGRAPHICS



(MELAA = Middle Eastern, Latin American and African)

TĀMAKI 2013 CENSUS ETHNICITIES DEMOGRAPHICS



Figure 04. CULTURAL ANALYSIS PLAN



Drawing courtesy of Beca/Oculus

## LAND USE

The Auckland Unitary Plan will replace the Auckland Council District Plan (Isthmus Section) currently governing the land use of the site.

The plans current status is the Recommend Auckland Unitary Plan (RAUP) which is awaiting approval by Auckland council anticipated by August 2016.

The RAUP concentrates residential density around Glen Innes centre, and Panmure centre to a lesser degree.

The land east of the rail line remains an employment area including light industrial and mixed use. The employment zone extends west of the rail line between the two centres.

### SPECIAL HOUSING AREAS (SHA)

Most of the residential housing in Tāmaki is covered by a Special Housing Area status.

- Special Housing Areas are a means of promoting housing supply enacted by central government.
- An SHA gives land owners who wish to develop their land an opportunity to do so using the provisions and zonings of the Proposed Auckland Unitary Plan (in advance of its normal adoption) and a streamlined consenting process.
- The final date to lodge resource consent for a development within an SHA is in September 2016.

### CONSTRAINTS

- Potential effects of constraints such as volcanic view shafts and flood plains on potential development areas and design of urban form i.e zoning height restrictions

### OPPORTUNITY

- The RAUP allows for a significant increase in density across the Tāmaki area

### STRATEGIC FRAMEWORK ACTIONS

- Align investments in amenity around increased density patterns provided for in the RAUP.
- Support local employment opportunities to retain a mixed local economy, and to increase access to employment in close proximity
- Improve centres, making them more attractive for business
- Target specific sectors to build clusters of activity that use Tāmaki's locational advantage



Figure 05. PROPOSED ZONING PLAN



## MODERN DEVELOPMENT PATTERNS



1940

Tāmaki is predominantly farmland. Panmure features a few dwellings along the road towards the river crossing, with the sweep of the rail line visible to the west of the area. West Tāmaki Road is visible, but with limited dwellings along the ridge.



1959

In less than 20 years, extensive development has engulfed just about all of the area between the rail line and the coast. Panmure centre is apparent along Queens Road, and Glen Innes centre is under construction in the north. To the south-east, employment areas are under construction.



1996

Nearly 40 years later, just about all developable land is in use. Commercial areas define the corridor to the west of the rail line, with Stonefields quarry still in operation.



2015

Around 20 years later, Stonefields quarry has been largely developed for housing, and extensive infill development has manifested in areas around centres.





## TOPOGRAPHIC FEATURES

Maungarei is the most notable feature of the Tāmaki landform, and forms a dominant visible presence in just about all parts of the area.

The strength of this visible presence, along with the significance of this maunga for the mana whenua of Tāmaki Makaurau, has led to the application of protected volcanic viewshafts under the District Plan.

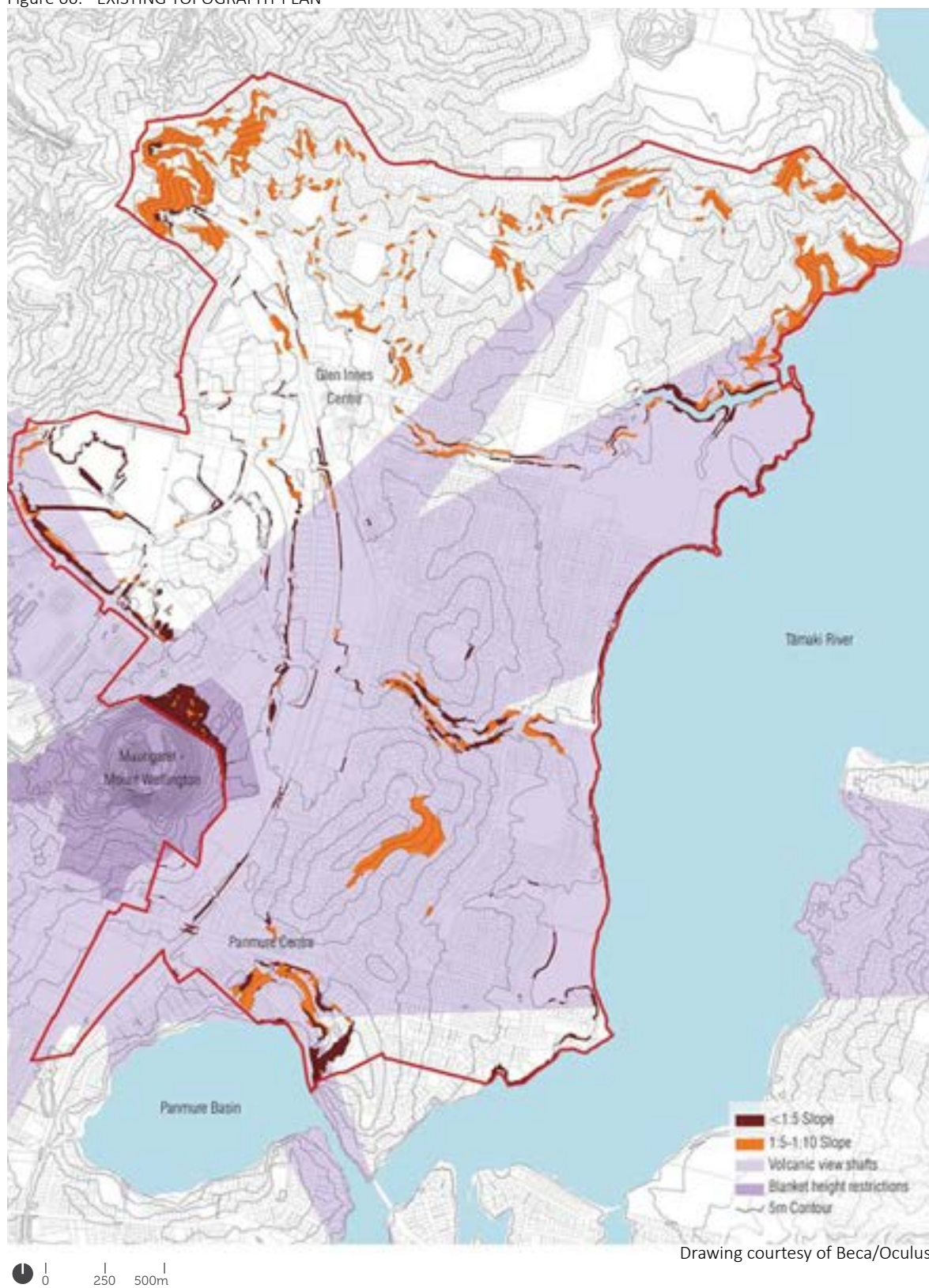
The viewshafts across Tāmaki are generally related to distant viewpoints on elevated land, and therefore impose relatively minor constraints on the potential for land development under them.

Most of the land in the rest of the area is relatively low and undulating, formed of the lava flows from Maungarei. The ridgeline of West Tāmaki Road is the most notable elevated area, with clear views of the distant maunga to the south-east.

Across the low-lying land, the incised stream valleys are the defining local features.

The coastal edge of the Tāmaki Estuary overlooks the wide space of the river mouth, terminating in the rising headland of Point England.

Figure 06. EXISTING TOPOGRAPHY PLAN



## TOPOGRAPHY AND HYDROLOGY

Mount Wellington/Maungarei is the highest point in the area, overlooking the site from the southwest.

A ridge line runs along the northern boundary of the site, with two smaller hills in the centre and the south of the Tāmaki area.

Omaru Creek in the north of the site picks up the largest catchment before entering Tāmaki River in the north of Point England Reserve. There are localised flood plains and flood sensitive land along this drainage corridor.

The southern half of the Tāmaki area drains directly east to Tāmaki River via two main drainage corridors and several smaller overland flow paths, with a smaller area extending up to Panmure centre, draining into Panmure Basin.

There are several flood sensitive areas along the rail corridor.

The drainage corridors are largely taken up in finger reserves backing onto houses.

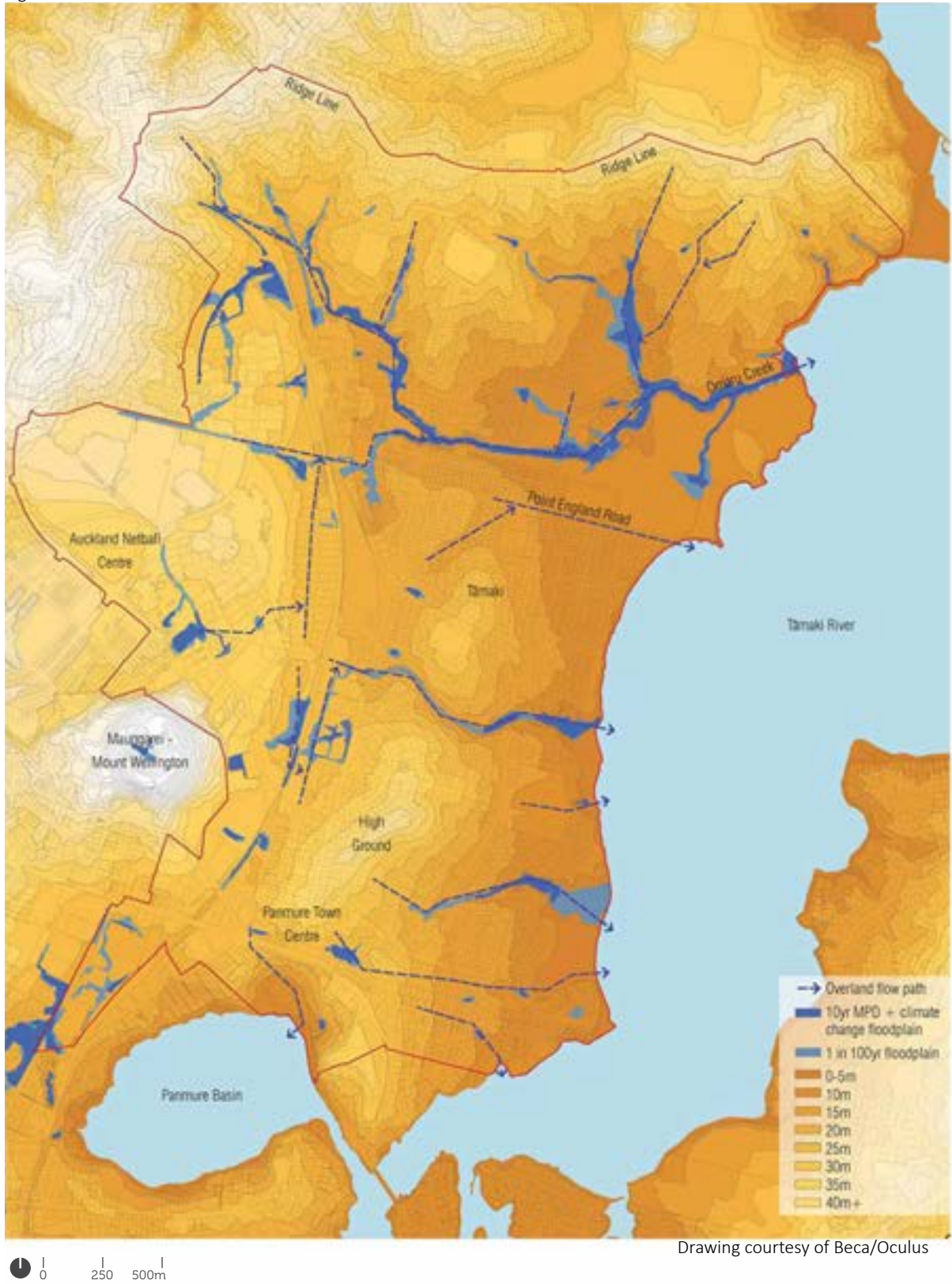
## CONSTRAINTS

- Minor of flood sensitive areas and flood plains
- Parts of the existing pipe network are undersized for the current projected development, although there are only a few localised flooding / ponding areas outside of the existing reserves
- Significant ponding on both sides of the rail corridor in areas between the two existing train stations. The rail line appears to be a barrier to natural drainage corridors
- The stormwater reserves generally serve little ecological or recreational function
- Slopes greater than 1:10 occur in a few areas across the site which reduce their development potential

## OPPORTUNITIES

- Develop Storm Water Management Plan for Tāmaki, to manage and improve issues of erosion, water quality and biodiversity
- Treat stormwater and runoff through the existing finger reserves and streetscapes using Water Sensitive Urban Design principles
- Opportunities to remove some culverts to daylight watercourses in the reserves to create better amenity and environmental outcomes
- Maximise views by relating built form to topography

Figure 07. EXISTING HYDROLOGY PLAN





## BLOCK PATTERN

The modern-day layout of Tāmaki reflects the timing of extensive development immediately before and after World War II. During this era the most significant drivers of residential development were the need to house large populations in the aftermath of the war, and the desire to build new models of living which centred around a suburban, car-based lifestyle and economy.

The railway line existed prior to most subdivision, and forms the strongest benchmark in the overall development pattern. It forms a considerable disruption to the connectivity of the overall area, with only five roads traversing around 4.4km of this corridor.

The urban block pattern reflects post-war techniques of subdivision and road building, in this case led by the state government as part of mass housebuilding programmes intended to create affordable housing. Common attributes which arise from this include:

- Some degree of grid formation, but with extensive areas which lack grid connectivity
- Limited areas of regular grid formation, and predominantly curved alignments which in some cases make the shape of the network (the 'legibility') difficult to understand
- Relatively large urban block dimensions, built for consideration of vehicles rather than pedestrian needs
- Reserve networks formed around stormwater channels. These appear to have been considered as subsidiary elements, with housing 'backing' rather than facing onto these reserves in most areas. This effectively means there are extensive areas where the urban block pattern includes 'half-blocks'
- Relatively generous original lot size (600-1,000m<sup>2</sup>), which were provided with relatively compact houses

In addition, there are manifest differences in the pattern of the urban form across neighbourhoods, both in response to topography and arising from the concepts of separate development teams.

### NORTHERN TĀMAKI

The residential area north of Point England Road is defined by the Omaru Stream corridor and the slopes rising from it to West Tāmaki Road. Network geometry is highly curved with many cul-de-sacs and lacks some key connectivity on pedestrian desire lines. Stormwater reserves commonly create partial block structures.

### NORTHERN POINT ENGLAND

South of Point England Road is a defined area of rectangular grid on a near-true North-South orientation, providing a connected and walkable grid which traverses a gently undulating low ridge and runs across the area from the rail line to the coast.

### CENTRAL POINT ENGLAND

This area is defined around the group of radial streets centred around the axis of Hobson Drive, formed as part of the "Tāmaki Garden Suburb" development. The axis sits on a low ridge, with two stormwater reserves formed in the valleys adjacent, and which ensure the geometric street composition has to become more loosely formed away from the ridge axis. Curved, long blocks including cul-de-sacs define the run-out of the axial composition towards the coast.

### SOUTH OF KINGS ROAD

The "golden triangle" of Panmure defines this area, with a relatively well-connected grid of straight lines, albeit with long block lengths.

### WEST OF THE RAIL LINE

Constrained by the rail line, the landform of Maungarei, and the undulating forms of lava flows which have been quarried over an extensive period, the road network west of the rail line lacks any defining features. There is a very low level of grid connectivity, with a range of dead-ends stemming from the winding route of Morrin Road.

### CONSTRAINTS

- Fragmented ownership constrains the ability to create new linkages

### OPPORTUNITY

- In some locations, TRC landholdings enable effective and efficient short new links to be created

### STRATEGIC FRAMEWORK ACTIONS

- Where possible and practical, ensure development creates new road and path links where critical
- Ensure site briefs and development management focuses on locking in critical links where required



Figure 08. EXISTING BLOCK PATTERN DIAGRAM



0 250 500m

## CONSULTATION

TRC has widely consulted, engaged and informed the local community on a number of issues over the last three years.

This has taken a number of forms and channels including public survey, multiple community and NGO meetings, the formation of a community liaison committee with regular meetings, drop in hubs for particular neighbourhood developments, establishment of a neighbourhood liaison team, engagement through established community groups, the TRC newsletter, neighbourhood updates and the TRC website.

### STRATEGIC FRAMEWORK 2013

In June 2013, TRC shared the Strategic Framework with the Tāmaki community, a set of ideas and actions that look to improve quality of life in Glen Innes, Point England and Panmure. The consultation process was based on the three years' consultation work undertaken by the Tāmaki Transformation Programme team.

This Strategic Framework was finalised in August 2013 and included reference to a comprehensive Community Engagement Feedback Report. The report outlines the extensive work carried out to determine what the community really wanted and included presentations to 52 community based organisations reaching more than 550 people. Additionally more than 1,100 people completed a community questionnaire. Half the respondents were children under 15 – the future residents of the area.

### IWI ENGAGEMENT

As part of the Tāmaki Implementation Plan, TRC undertook a significant Cultural Mapping project in partnership with Mana Whenua, Ngai Tai Ki Tāmaki, Ngati Paoa and Ngati Whatua Orakei. This work was undertaken over two years and acknowledged the sites of cultural significance. It resulted in the following reports being published;

- “The Tāmaki Transformation Programme: Preliminary Ngati Whatua Orakei (NWO) Heritage Assessment” (Malcom Patterson),
- “Te Tauoma” A cultural heritage report with George Tearoha Kahi (authorised by Morehu Wilson, Lorna Rikihana, Ngati Paoa Trust Board)
- “Ngai Tai ki Tāmaki Values Assessment: Tāmaki Transformation Project by David Beamish.

This work is currently being pulled together in the development of a “Living History” website, it also provided the platform in the development of our kaitiakitanga relationship with Mana Whenua.

Due to the nature of TRC’s relationship with Housing New Zealand, TRC played a supportive role in the relationship with Mana Whenua. During this time, TRC has met on an individual basis with Mana Whenua across the Social Economic Regeneration Programme and development projects where relevant.

Crown consultation was completed with the transfer of assets in April 2016. TRC is now currently working on a Maori engagement strategy with Mana Whenua, Iwi and the Maori community. TRC is looking to establish bimonthly forums and other channels to build strong relationships, develop an on-going programme of information sharing and collaboration, workshops and policy development.

### NEIGHBOURHOOD APPROACH

During community engagement, residents have reinforced the point that each neighbourhood in Tāmaki holds distinct challenges and needs, noting that a one-size-fits-all approach would not work. They also voiced their expectation for on-going and robust neighbourhood engagement as TRC’s ideas turned into action on the ground.

This valuable insight helped shape TRC’s “neighbourhood approach” towards regeneration. The approach is committed to delivering outcomes based on community needs and aspirations. It is one that also centres on on-going community involvement and participation. TRC has and will deliver its activities and products in accordance with this feedback from specific neighbourhoods.

An example of the feedback received during a neighbourhood engagement session is illustrated in the figure opposite.

As a result of the early engagement on the Fenchurch and Overlea Plans the following process has been suggested for each future development neighbourhood. While the earlier neighbourhoods involved working closely with Housing New Zealand, going forward TRC will work with its subsidiary Tāmaki Housing Association to implement the neighbourhood approach.



## Community Spaces

- Tennis, basketball, cricket, rugby, soccer areas
- BBQ areas
- Outdoor play facilities for all ages in one space
- Uses for senior residents
- Facilities looked after and manned by the community
- Bike lanes
- Utilise skills of residents
- Tamaki College partner
- Quiet study area for students to study at
- More things to do in the area
- More lights, easy access in communal spaces



## Safer streets and spaces

- From Glenbrae to Fenchurch (safety)
- Road barriers for speeding cars
- Lighting in parks
- More crossings i.e. around the Taniwha St area
- Some kind of bus route through Leybourne Circle
- Controlled and policed open spaces
- Walkway along school is not safe unless its overlooked
- Web-blog for local community suggestions & ideas for improvements
- Renew Scout hall and build playground for kids



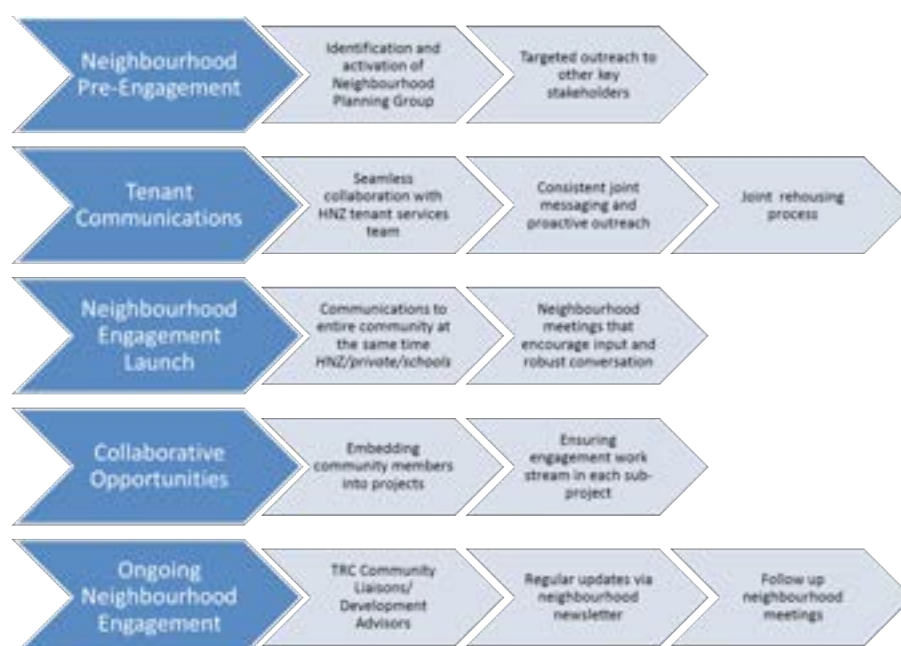
## Early Childhood Centre

- Crossing needed on Taniwha St - safe for kids and also to slow down speeding traffic
- Crossing needed by daycare near Tamaki College
- Youthwork in the area
- Glenbrae playgroup
- Sun smart school
- Waste wise school



## Warm, modern homes

- No internet access or connection to school
- Safe homes - 90% of houses are not weather tight
- Make sure there is room and better storage in homes
- Sustainable homes, solar energy
- More room for a garden
- Upgrade sewerage
- Better washing lines - save energy
- How soon will they slow traffic (Taniwha St) really bad, especially when speeding near homes where children are outside playing





## COMMUNITY LEADERS

Early in the regeneration TRC established a community leaders group comprising opinion leaders and key community people across Tāmaki to provide feedback and information. This was originally referred to as the Tāmaki Alliance; this group then became Nga Iwi Katoa. Both groups are now defunct. In 2015, TRC established the Community Liaison Committee (CLC) to replace these groups. The CLC is a formal channel of engagement for TRC management.

TRC has also engaged with other established community groups on a number of issues – Panmure Community Action Group, Manaia Kalani Schools Trust, Ruapotaka Marae. This is in addition to the relationships and channels with all NGOs in the Tāmaki area.

The CLC has advanced thinking on some specific neighbourhood areas as a demonstration of how the Tāmaki Implementation Plan would have practical application. These meetings are held in confidence given discussions are part of neighbourhoods in which TRC has not engaged residents.

Concurrent with the above, there have been more detailed meetings with key stakeholders which range from community housing providers to utility companies to professionals active in the area.

Moreover, a number of Tāmaki community leaders are represented at all levels of TRC's structure – governance, the leadership team, middle management, tenancy management and at an operational level. As well as being employed by TRC, they are involved with a number of community groups and churches. Many also live in the area.

## SPECIAL HOUSING AREAS

Throughout this process TRC has had regular meetings with a team from Auckland Council who have provided feedback throughout the process.

Upon the release of the Housing Accords and Special Housing Areas Act 2013, Auckland Council and TRC facilitated community engagement sessions on Special Housing Areas and how that gave effect to the Tāmaki Implementation Plan. Council sent letters to all affected residents, TRC and Council also hosted workshops/ meetings/drop in sessions:

- 28 Jan 2014 & 29 Jan 2014 – Northern Tāmaki SHA
- October 2014 – Tāmaki Regeneration Area SHA
- 4 Nov 2015 & 11 Nov 2015 – Panmure & Pt England SHA

These sessions were then broken down into a series of one-on-one engagements with members of the community that had come along to find out what was happening. There was good turnout for all sessions.

## LOCAL BOARDS

TRC has maintained regular direct contact with the Maungakiekie – Tāmaki and Orakei Local Boards to inform and workshop opportunities throughout the Tāmaki area. This has involved monthly catch ups between TRC's CEO and board chair, monthly updates to the local board and quarterly meetings between the local board and TRC's board.

The approach to the regeneration has also been informed by regular updates and analysis of data from a variety of government and council agencies looking at trends in health, employment, education, Council's future planning framework, including the RAUP, has also been taken into account.

## SUMMARY

Community engagement has reinforced TRC's commitment to lead alongside others as part of a collaborative approach. TRC has listened and learned from dozens of community organisations who are providing vital services. The areas of partnership are many, with TRC looking to complement current services and fill voids where needed.



## OWNERSHIP AND GOVERNANCE

Tāmaki is a large scale brownfield redevelopment programme enabled by significant land holdings in a single ownership.

However, it is vital to note that regeneration outcomes are concerned with more than just the former Housing New Zealand landholding – now transferred to the Tāmaki Regeneration Company. These landholdings are spread throughout the area, interspersed with extensive amounts of privately owned sites.

The TRC landholding has a diverse mix of site characteristics. While some larger, contiguous sites with efficient shape factors form part of it, a significant proportion comprises smaller sites of highly variable shape and contiguous relationships. These latter characteristics are also particularly relevant to non-TRC land holdings which are also zoned for significantly intensified redevelopment.

### LOCAL BOARDS

- Maungakiekie-Tāmaki Local Board and Orakei Local Board are involved in the local governance of the Tāmaki area.
- The local boards are involved in a wide range of community programmes and investments. In particular, local boards govern and manage open spaces and community assets under Council ownership.

### CONSTRAINTS

- Private ownership is a significant part of landholdings in the area alongside the TRC landholding.
- Fragmented ownership in town centres as well as in residential areas.
- Sites which have been recently developed, either by TRC or private owners
- Patterns of aggregation or dispersal of lots in TRC ownership

### OPPORTUNITIES

- Crown, Council and TRC lots provide the greatest opportunities for improving street layout and connectivity in residential areas
- Potential to create higher quality reserve land in by exchanging a small amount of this land for housing use and reforming reserves so they have enhanced spatial characteristics
- Potential to reconfigure Council-owned buildings to create better connections between centres and streets/reserves

### STRATEGIC FRAMEWORK ACTIONS

- Investigate in partnership with local board and other key stakeholders the potential for land exchanges to optimise amenity and development
- Work with private owners to enable and optimise overall development outcomes

Figure 09. EXISTING OWNERSHIP PLAN



## MOVEMENT NETWORK

The eastern rail line runs through the area, stopping at Glen Innes Station and Panmure Station.

Access to Glen Innes Station is to be upgraded.

The area is generally well serviced by the bus network.

There are few dedicated cycle lanes.

AMETI (Auckland Manukau Eastern Transport Initiative) improvements are flagged in the southern half of the site, to the west of the train line.

There are a large number of cul-de-sacs in the local street network.

The main road connections to the area are St Johns Road to the north west and Mount Wellington Highway and Ellerslie-Panmure Highway (Lagoon Dr) to the south.

Short train ride to access CBD, but bus or car journeys to other employment areas within Auckland can take longer.

## CONSTRAINTS

- The rail line creates a barrier to vehicles and pedestrians and divides the area to the east and west, with only five road crossings within the site
- Limited cycle path network

## OPPORTUNITIES

- Existing road network largely has capacity to meet anticipated growth. Where intersections will require upgrades there are opportunities to improve pedestrian accessibility
- Focus development around train stations
- Improve north-south connectivity
- Increase street permeability through new street connections where appropriate
- Create stronger east-west street connections between the centres and the river
- Create more rail crossings (pedestrian or street) if feasible
- Capitalise on AMETI upgrades for connectivity, street layout and potential development sites
- Integration of New Network Plan for buses into overall designs and investment programme, particularly for Glen Innes town centre

## STRATEGIC FRAMEWORK ACTIONS

- Footpath and cycle network improvements throughout the Tāmaki area
- Update park and ride facilities as part of public transport investment with ability for future alternative uses
- Test potential for ferry services (ferry from Pt England Reserve considered twice as long as train or bus to the CBD)
- Relocate bus stops so that all households are within 500m walking distance from public transport
- Enhance public transport links to employment areas
- Improve landscape and amenity at main gateways (Apirana Avenue and Pilkington Road)
- Innovative street design incorporating home zones and shared spaces
- Consult and revise the local cycle project plans to develop an integrated/joint approach between AT/AC and TRC



Figure 10. EXISTING MOVEMENT NETWORK DIAGRAM



## GREEN NETWORK

Large amount of public open space is made up of poor quality drainage reserves.

Higher quality recreational open space is focused along the river and west of the university.

Point England Reserve is the largest open space within the Tāmaki area and forms part of the open space network along Tāmaki River (significant size when compared to other parks in regional context).

Tāmaki's reserves have been the subject of many studies and proposals over a long period of time, presenting consistent analysis and recommendations. In some places Tāmaki's reserves are of great value to people, offering valuable contact with nature within the urban setting and enabling healthy, active lifestyles. In other places reserves are difficult to access, threatening to personal safety, underutilised, or environmentally degraded. Where reserves are poorly formed they impact on the quality of life that people experience in that neighbourhood.

The source of many problems is the "left-over land" approach to reserve formation, with many open spaces too narrow, hidden and shaped mainly for engineering purposes. This approach has also resulted in an imbalanced pattern of reserve provision across Tāmaki, with some neighbourhoods served by extensive areas of open space and sports facilities, while others feature limited amounts of open space that are inaccessible and unusable. There is a resulting need to look strategically at how to re-allocate the provision of space from one neighbourhood to another, creating an equitable distribution of space in alignment with urban density and community use.

The need to address the shape and function of reserves is highlighted in the Maungakiekie-Tāmaki Local Board Plan (2014, p42):

"Our communities want to see existing parks and sports facilities protected and enhanced in order to meet future demand. We will continue to advocate for and support land swaps and purchases that improve the configuration of our existing parks and open spaces and help to meet growing demands. The board recognises the valuable role of formal and informal, active and passive, sporting and recreational activity to promote well-being and connect people to each other and the environment."

## CONSTRAINTS

- Topography
- Stormwater treatment space requirements
- Safety- the majority of the drainage reserves have minimal passive surveillance (CPTED issues)
- Poor quality of public open space

## OPPORTUNITIES

- Large amount of open space
- Enhance the connectivity of open space and improve the amenity and functionality of existing spaces in line with the Maungakiekie-Tāmaki Local Board Greenways Plan
- Enhance the ecological function of existing public open space, particularly along watercourses
- Increase safety by opening up reserves to streets
- Increase linkage of public open space network to Mt. Wellington/Maungarei
- Enhance reserve connectivity from centres to river
- Better utilise water bodies such as the Panmure Basin, and Tāmaki River as public open space, through the provision of new facilities

## STRATEGIC FRAMEWORK ACTIONS

- Re-shape reserves where necessary for safety, amenity and access
- Create child-friendly parks and open spaces. Involve children in the design of these spaces
- Improve recreational activity by providing quality facilities for day and night time use
- Better use of open space for casual play
- Crime prevention through environmental design (CPTED) principles, making public spaces safe, both day and night
- Maximise benefits of Tāmaki River as a feature along an integrated blue green network with good access and amenity
- Waterway restoration within reserves
- Improve stormwater quality and treatment with stormwater area providing amenity and open space

Figure 11. EXISTING GREEN NETWORK DIAGRAM



Drawing courtesy of Beca/Oculus

## SOCIAL INFRASTRUCTURE

TRC recognises that population growth in Tāmaki will place pressure on social infrastructure managed by Council and others.

TRC will work closely with Council and partners to understand needs and plan for new or upgraded social infrastructure where appropriate.

### CONSTRAINTS

- Lack of attractive and affordable youth-focused activities
- Need for more activities geared at pre-schoolers and young people, such as free after school care and better play equipment in parks
- Need for safer open spaces and town centres, including improved cleanliness, less litter and graffiti
- Issues around employment and provision of skill development opportunities
- Desire for welcoming, well-maintained facilities that feel like the hub of a community and are easily accessible
- Need to improve provision of early learning that meets local demand, particularly from Pasifika and Maori

### OPPORTUNITY

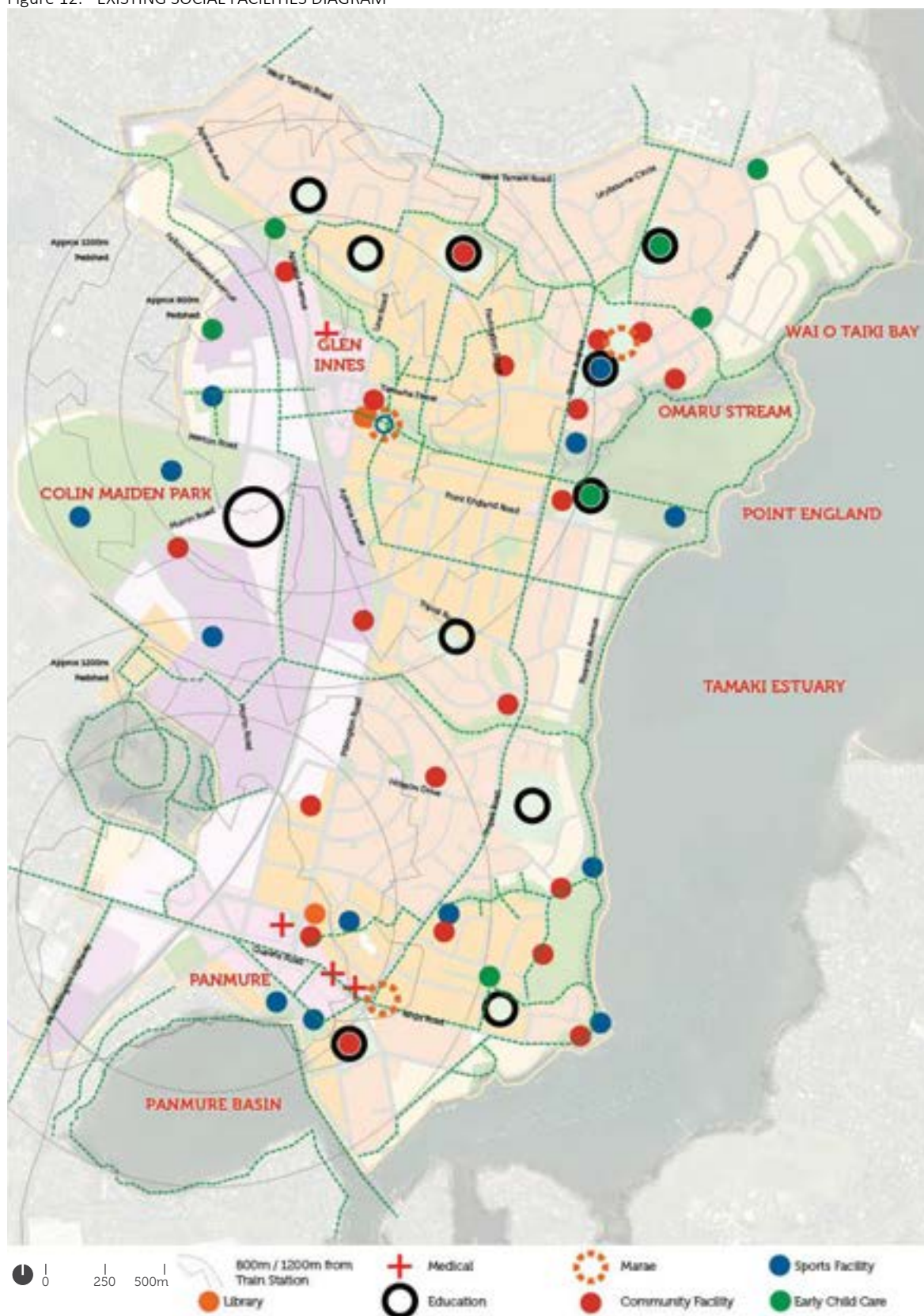
- Delivery of more youth-focused activities at existing community facilities
- Activate space and provide a welcoming presence at existing community facilities
- Greater integration and co-location of facilities in clusters and hubs
- Community governance
- Local economic development

### STRATEGIC FRAMEWORK ACTIONS

- Develop a Social Infrastructure Reference Plan based on population projections



Figure 12. EXISTING SOCIAL FACILITIES DIAGRAM





## STORMWATER INFRASTRUCTURE

### CONSTRAINTS

- Increase in impervious surface
- Need to review and update stormwater models
- New rules and requirements under the Unitary Plan and Stormwater Management Action Framework

### OPPORTUNITY

- Improve water quality, reduce erosion and flooding, and increase biodiversity through water sensitive urban design

### STRATEGIC FRAMEWORK ACTIONS

- Create a comprehensive strategy for stormwater investment throughout the area, using a combination of communal devices in reserves and at-source devices within developments
- Undertake hydraulic modelling update
- Test broad impervious area assumptions against developed housing typologies
- Agree on an investment programme as part of the Infrastructure Funding Agreement

Figure 13. STORMWATER NETWORK UPGRADES- MAX PROBABLE DEVELOPMENT



Drawing courtesy of Aurecon



## WASTEWATER INFRASTRUCTURE

### CONSTRAINTS

- Historic underestimation of inflow and infiltration
- Some lack of information on condition of network
- Historic underestimation and/or changes in density of development

### OPPORTUNITY

- Wastewater network has capacity for greater development levels than currently exists. It is possible to use large parts of the network without upgrade works
- Watercare have several projects planned for the project area, including increased storage and pumpstation upgrades to address current overflows
- Additional projects can be planned and implemented as part of the regeneration programme

### STRATEGIC FRAMEWORK ACTIONS

- Undertake further consultation with Watercare
- Undertake modelling work
- Agree on an investment programme as part of the Memorandum of Understanding with Watercare



Figure 14. WASTE WATER UPGRADE PLAN





## WATER SUPPLY INFRASTRUCTURE

### CONSTRAINTS

- Existing water model appears aged
- Identified capacity constrained areas
- Trunk supply lines undersized for increased density

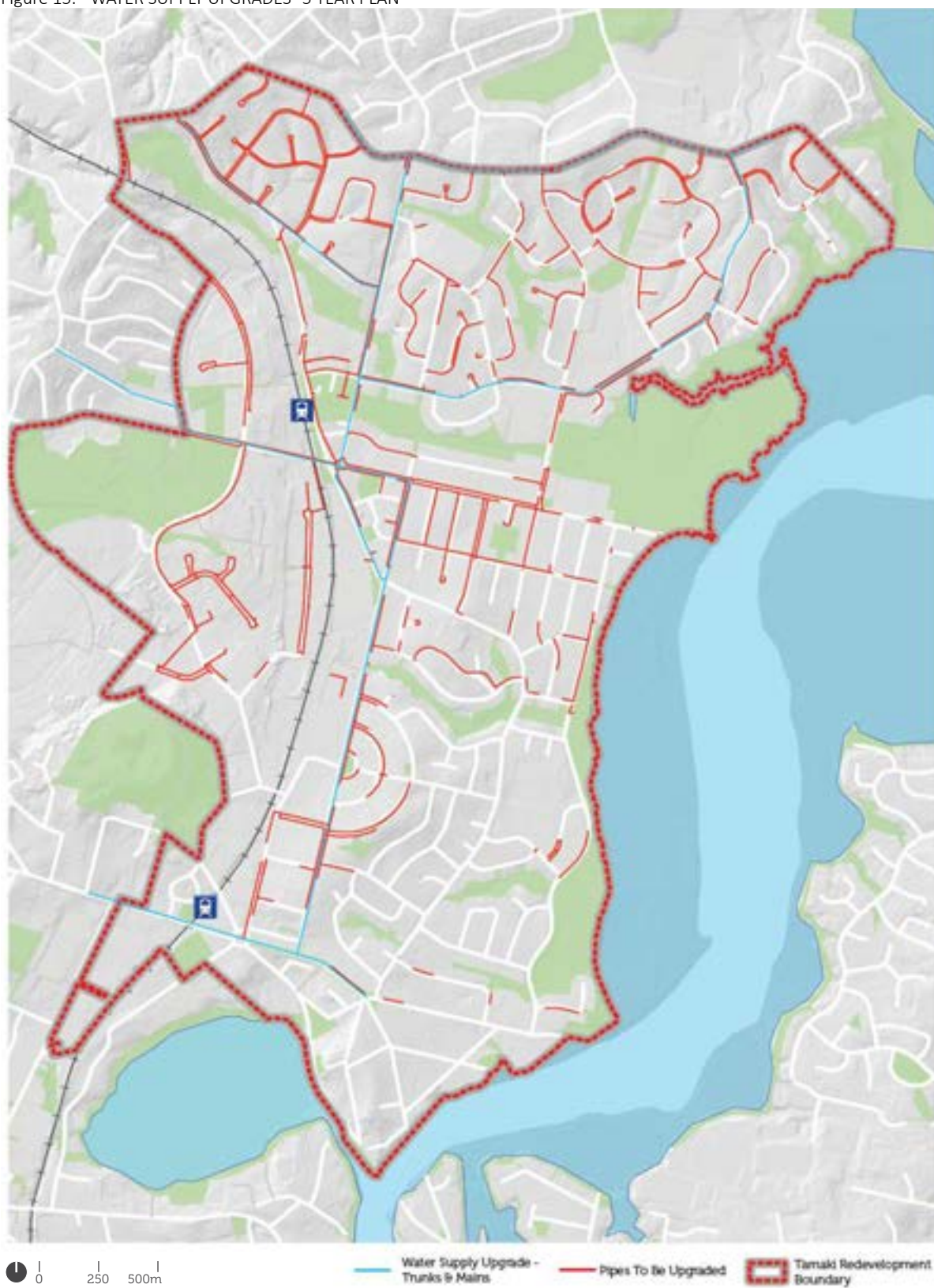
### OPPORTUNITY

- Upgrade of network to service new development

### STRATEGIC FRAMEWORK ACTIONS

- Work with Watercare to develop hydraulic modelling for improved accuracy of assessment
- Agree on an investment programme as part of Memorandum of Understanding with Watercare

Figure 15. WATER SUPPLY UPGRADES- 5 YEAR PLAN



Drawing courtesy of Aurecon

## POWER & GAS INFRASTRUCTURE

### CONSTRAINTS

- Electricity and gas networks needs to be reinforced to meet increased demand
- Based on the density information supplied, Vector estimates that the combined electricity load requirements may increase 100% over the next 25 years
- In terms of gas, increased development represents a significant increase in potential natural gas demand

### OPPORTUNITY

- Coordinate with Vector to optimise the timing of infrastructure upgrades with the development of the Tāmaki area

### STRATEGIC FRAMEWORK ACTIONS

- Provide Vector with more details for further assessment, following further detailed planning of development.
- Coordinate with Vector to optimise the timing of infrastructure upgrades with the development of the Tāmaki area

## COMMUNICATIONS INFRASTRUCTURE

### CONSTRAINTS

- Alignment of Ultra-Fast Broadband staging with the development programme is not clear at this stage
- Specific buildings require copper connections

### OPPORTUNITY

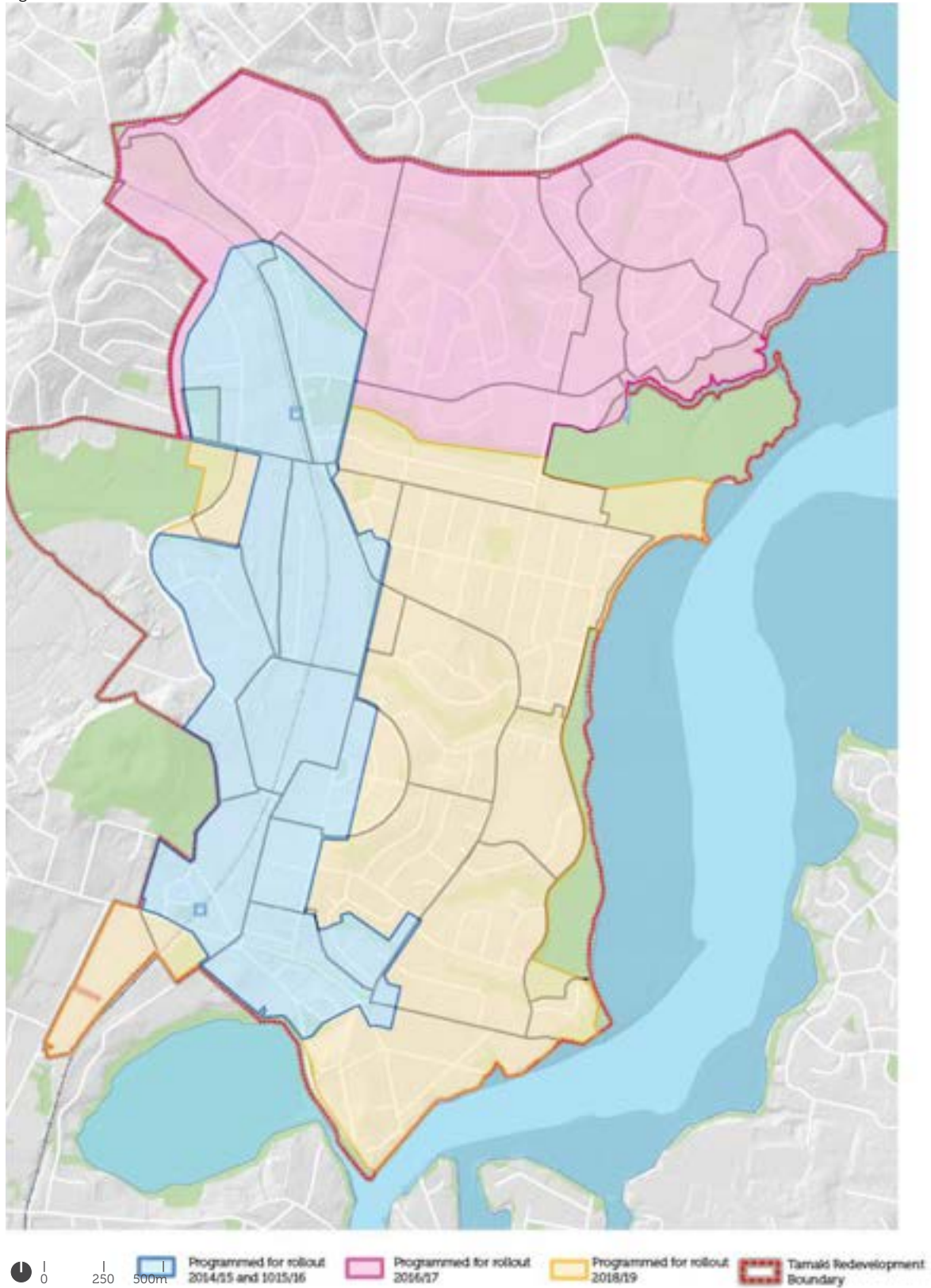
- Align Ultra-Fast Broadband rollout to staging

### STRATEGIC FRAMEWORK ACTIONS

- Discussion with Chorus to align development staging with timing of UFB rollout



Figure 16. ULTRA FAST BROADBAND ROLL OUT PLAN



Drawing courtesy of Aurecon







**Vision**

## DESIGN VISION

### ASPIRATIONS

Tāmaki Regeneration Company articulates its overall vision for the future of Tāmaki this way:

*Tāmaki is a strong and welcoming community, where people thrive and prosper, celebrated for its distinct history and vibrant future*

Incorporating this into a design vision for the shape and character of neighbourhoods leads to the immediate question for most people of:

*“But what does that look like?”*

Articulating this vision here relies on referencing other real world places that can give an idea of what forms and spaces can be.

However, the aspects of Tāmaki that make it what is is- the landscape, the people, the stories- are entirely unique. The challenge of regenerating entire mixed-tenure neighbourhoods is unique in New Zealand and Auckland. The values and processes that Tāmaki Regeneration Company is embracing are unique to this place.

Therefore, the vision for Tāmaki is one that will be created in response to these unique conditions. It should not be borrowed from other places and cultures without being interpreted with to this community in mind.

Rather, design vision for Tāmaki should be shaped with the involvement of the community, enabled through TRC’s neighbourhood planning process, and with the intent of establishing a new model of urban living in Auckland.

This vision will be expressed in the shared spaces of streets and parks and in the way that new homes enable people to express their lifestyles and enjoy Auckland’s climate. Also in the way that buildings and spaces reinforce and renew the identity of place and culture.









# Shaping Tāmaki

## URBAN DESIGN ANALYSIS

Tāmaki today is the result of preceding development which has provided both strengths and weaknesses in terms of urban form.

- The location of the town centres in Panmure and Glen Innes, together with their underlying form and strategic movement connections are positive
- Land uses are generally segregated rather than positively integrated; however, the centres typically act as helpful connection points between land uses
- The north-south rail corridor is a dividing element which reinforces the land use separation
- Street networks and block forms are lacking in connectivity and legibility in many places, with extensive block lengths a common problem
- Open spaces are often poorly formed, and do not contribute positively to the spatial form of the area
- Relating to this is the common condition of poorly defined urban block edges, with frontage lacking around most green open spaces
- The coastal edge is largely publicly owned, and forms one of the most positive assets in the area, but it's not always well connected for access and optimised for use
- The layout of open spaces and streets do not always contribute positively to revealing and celebrating the underlying landscape forms. However, the inherent form of the landscape has not been obliterated through development. Maungarei (Mount Wellington), the Omaru stream corridor, the West Tāmaki Road ridge and the coastal edge suggest positive elements to further work with
- Within the fragmented overall ownership pattern, several major landholdings including TRC's properties, offer transformative opportunities

Figure 17. URBAN DESIGN ANALYSIS DIAGRAM



## KEY ISSUES AND OPPORTUNITIES

### LANDFORM AND OPEN SPACES

Tāmaki has a diverse set of open space amenities that range from high quality reserves to unusable and unsafe public spaces concealed within housing neighbourhoods. These spaces are also significant opportunities for revealing and celebrating the stories of the land.

The lack of quality and inaccessibility of these reserves are significant to people's health and daily lives. Many spaces need improvement that can only be effectively achieved by reconfiguration of spaces through coordinated land exchanges or redevelopment from current housing uses to reserve uses, and vice-versa.

This requirement has been identified by many studies over a long period. The need to address the shape and function of reserves is highlighted in the Maungakiekie-Tāmaki Local Board Plan (2014, p42):

*“Our communities want to see existing parks and sports facilities protected and enhanced in order to meet future demand. We will continue to advocate for and support land swaps and purchases that improve the configuration of our existing parks and open spaces and help to meet growing demands. The board recognises the valuable role of formal and informal, active and passive, sporting and recreational activity to promote well-being and connect people to each other and the environment.”*

This statement captures the challenges and opportunities for reserves in Tāmaki, and identifies the need for interventions to deliver better open space outcomes. It is clear that maintaining the status quo is not the intent of local aspirations as expressed in the Local Board Plan.

This Tāmaki Reference Plan therefore draws upon a considerable body of work that has been undertaken to date, which identified where there is clear commonality with which to work. Reference should be made to the preceding studies for a comprehensive analysis of open space characteristics.

It is also necessary that the approach to open space provision should avoid incurring very large costs to Council associated with acquiring and preparing land.

Parks and reserves are also a key opportunity for working with the stories of the land, and for improving ecological conditions. Application of Te Aranga design principles in this plan and through development proposals should be a key tool in enhancing and celebrating Tāmaki.

### ACCESS AND MOVEMENT

Tāmaki is served by a strong movement network in terms of its relationship to wider destinations. Recent and ongoing investments in the AMETI north-south expressway, the rail corridor and Panmure station, the cycleway to Hobson Bay and the eastbound AMETI corridor provide a high level of network connectivity into the city and beyond.

These projects include a high level of public transport and freight capacity in addition to the ‘traditional’ broad vehicle emphasis which underpinned the genesis of urban form in Tāmaki. Implementation of the New Network Plan for buses will reinforce this overall investment programme, providing a high quality bus service throughout the area.

Within Tāmaki the existing road network is anticipated to generally offer sufficient traffic capacity to service current growth in demand, as well as new development.

Issues and opportunities for movement in Tāmaki are generally all at the scale of within and between neighbourhoods.

They most significantly concern walking and cycling modes, and the role these play in the open space network, in supporting public transport, and in providing access and mobility for people on lower incomes.

Central to improving cycling and walking is the creation of a meaningful network of off-road paths across the area through reserves. This is already under way in detailed planning through the local board greenway initiative and current cycleway planning. This programme should be advanced and extended as much as possible.

Within this overall network, further walking and cycling links are required beyond those proposed in open spaces and reserves. Some upgrades within road corridors are needed, along with upgrades of public spaces in centres, particularly Glen Innes.

Glen Innes station and the surrounding areas require investment to support public transport and walking/cycling. The configuration of the current park and ride, bus interchange and station access routes are far from optimal. An integrated investment package here would deliver a similar level of benefits to those recently achieved at Panmure. It would also release land for a catalyst town centre development.

Within neighbourhoods, some new minor roads will be formed within developments. It is vital that Auckland Transport progresses a clear model for design and vesting of new minor roads that enables good urban design outcomes in these situations.

## DEVELOPMENT FORM

High-level planning of urban forms in Tāmaki is directed by the Proposed Auckland Unitary Plan. The RAUP provisions include recognition of the broad strategic approach being promoted by Council and Tāmaki Regeneration Company towards the intensification of the area as a strategic growth area within the city.

Under the RAUP, zoning controls, additional height overlays and (in a few isolated areas) volcanic viewshafts direct the primary development form controls. This Tāmaki Reference Plan therefore articulates built form outcomes in terms of the RAUP expectations.

The RAUP intentionally represents a transformational change in development form when compared to the existing built form, as part of the overall strategy for urban development. This focuses on reinforcing centres that offer good transport links and amenities.

While this is no different from the application of plan provisions in many other parts of the city, the large amount of TRC landholdings along with a few other large, single-owner holdings raises specific considerations. These include the approach to sensitively implement transformation within an existing community.

An important aspect of implementation will therefore be to ensure that development is well-designed, both in strategy and detail.

Development intensity should be organised around access to amenity and transport. The detail of execution should support human-scaled, walkable neighbourhoods. Where development is proposed to be at the higher range of densities, this becomes critical.

Overall, this approach to development will mutually reinforce the opportunities associated with the open space and movement agenda, and create a set of liveable neighbourhoods.

In addition to the drivers and constraints in the RAUP, Tāmaki Regeneration Company has a significant focus on delivering housing choices and mixed tenure. This requires provision of closely-integrated diversity at many levels. Close attention needs to be paid to the design issues that arise from this agenda, which affects subdivision planning, formation of shared spaces, vesting of new access roads, and the comprehensive design of built form for privacy, outdoor space, parking and solar shading.

The look and feel of new buildings is also a key opportunity, particularly in relation to the strong identity of the existing community. Application of Te Aranga principles, and consideration of how this identity is strengthened and developed are important.

## KEY DESIGN CONSTRAINTS - COMBINED

- Identifying precise reconfiguration of open spaces as part of wider urban and landscape strategy
- Existing block structure and network is largely fixed with only limited opportunities for new connections
- Inter-relationship between poor open space form and arrangement of residential / business lots
- Accumulated ad hoc subdivision, infill development and building design over 75 years
- Fragmented ownership in residential and town centre areas

## KEY DESIGN OPPORTUNITIES - COMBINED

- Strengthening of town centres as high quality urban environments offering easily accessed work, play, sense of community, living and transport opportunities
- Enhancement and joining up of key greenway corridors connecting the coast, town centres, Maungarei (Mount Wellington) and Colin Maiden park
- Some TRC-owned lots can enable formation of new local walking and cycling links in some key locations
- High proportion of TRC controlled redevelopment within many key blocks that abut open space
- Potential of land previously secured for AMETI corridor to provide better walking and cycling connectivity from east to west, as well new development
- Significant new development on sites at the university land, around the former Tāmaki station and around Panmure station

## STRATEGIC FRAMEWORK ACTIONS

- Agree on an investment programme for strengthening centres. Set conditions for private and public development through public realm upgrades, public transport facilities and landowner support
- Agree on specific changes to open space and private lot formations with all required stakeholders to enable safety, amenity, access and quality improvements
- Agree final layout of AMETI north-south corridor
- Ensure east-west greenway and road connections across the rail corridor are maximised as part of relevant development
- Implement site briefs or area plans for key sites and strategic development areas to ensure key open space, movement and built form outcomes



	CONSTRAINTS	OPPORTUNITIES	ACTIONS
CULTURE AND COMMUNITY	<ul style="list-style-type: none"> <li>Variable quality of information on cultural and community sites</li> <li>Degradation of cultural sites</li> </ul>	<ul style="list-style-type: none"> <li>Enhance cultural landscape and sites to develop a unique sense of place</li> <li>Facilitate ways to reconnect with cultural authorities</li> <li>Facilitate collaboration between diverse cultural identities</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing engagement, collaboration and participation with local iwi and community groups to inform regeneration</li> <li>Apply Te Aranga design principles</li> <li>Develop new and enhance existing, cultural facilities including reinforcing the marae as a cultural heart for the community</li> <li>Reinvigorate Glen Innes centre</li> <li>Provide quality public space for community events</li> </ul>
LAND USE	<ul style="list-style-type: none"> <li>Planning and zoning control effects on development potential and design of urban form i.e height restrictions, volcanic view shafts and flood plains</li> </ul>	<ul style="list-style-type: none"> <li>The Proposed Auckland Unitary Plan allows for a significant increase in density across the Tāmaki area</li> </ul>	<ul style="list-style-type: none"> <li>Improve centres to support a mixed local economy, provide local employment opportunities and attract new business</li> <li>Align investments in amenity around increased density patterns provided for in the Proposed Auckland Unitary Plan</li> </ul>
BLOCK PATTERN	<ul style="list-style-type: none"> <li>Limited areas of regular grid formation, lack of connectivity and legibility of existing block patterns</li> <li>Reserves formed around stormwater channels result in areas of “half blocks”</li> <li>Fragmented ownership in areas limits ability to improve access on pedestrian desire lines</li> </ul>	<ul style="list-style-type: none"> <li>In some areas TRC landholding enable effective and efficient short new links to improve local access</li> </ul>	<ul style="list-style-type: none"> <li>Where possible and practical, ensure development creates new road and path links where critical</li> <li>Ensure site briefs and development management focuses on locking in critical links where required</li> </ul>
OWNERSHIP/ GOVERNANCE	<ul style="list-style-type: none"> <li>Fragmented ownership patterns across Tāmaki area</li> <li>Heritage elements to be protected</li> </ul>	<ul style="list-style-type: none"> <li>Crown, Council and TRC ownership provides opportunity for coordinated larger public realm moves</li> <li>Potential to improve reserve land</li> <li>Reconfigure council-owned buildings to improve connection between centres and streets/ reserves</li> </ul>	<ul style="list-style-type: none"> <li>Investigate opportunities for land exchanges with local board and key stakeholders to optimise amenity and development</li> <li>Work with iwi to strengthen involvement and community capacity</li> <li>Work with private owners to optimise development outcomes</li> </ul>
TOPOGRAPHY AND HYDROLOGY	<ul style="list-style-type: none"> <li>Flood plains/ flood sensitive areas</li> <li>Stormwater reserves serve little ecological or recreational function</li> <li>Existing pipe network requires some upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Apply Te Aranga design principles to stormwater management, waterway and coastline restoration</li> <li>Daylight some watercourses to create better amenity and environmental outcomes</li> <li>Treat stormwater runoff through finger reserves and streetscapes using Water Sensitive Urban Design principles</li> </ul>	<ul style="list-style-type: none"> <li>Develop Stormwater Management Plan for Tāmaki</li> </ul>

	CONSTRAINTS	OPPORTUNITIES	ACTIONS
MOVEMENT NETWORK	<ul style="list-style-type: none"> <li>Rail line divides site into the east and west with limited connectivity</li> <li>Poor footpath facilities</li> <li>Limited cycle path network</li> </ul>	<ul style="list-style-type: none"> <li>Create stronger east-west connections</li> <li>Create stronger north-south connections</li> <li>Existing road capacity will largely accommodate anticipated growth</li> <li>Capitalize on rail, AMETI and bus network upgrades</li> </ul>	<ul style="list-style-type: none"> <li>Improve footpath and cycle networks</li> <li>Update park and ride facilities</li> <li>Optimise locations of bus stops for residents</li> <li>Improve public transport links to employment areas</li> <li>Test potential for ferry service to CBD</li> <li>Innovative street design incorporating home zones and shared spaces</li> </ul>
GREEN NETWORK	<ul style="list-style-type: none"> <li>Topography</li> <li>Stormwater treatment space requirements</li> <li>CPTED issues with current reserves</li> <li>Poor quality public open space</li> </ul>	<ul style="list-style-type: none"> <li>Enhance connectivity, quality and ecological function of existing open space</li> <li>Improve safety in open spaces</li> <li>Link public open spaces to Maungarei/ Mt Wellington</li> <li>Active use of water bodies such as Tāmaki River &amp; Panmure Basin</li> <li>Apply Te Aranga principles in landscape designs</li> </ul>	<ul style="list-style-type: none"> <li>Re-shape some reserves to improve safety, amenity and access</li> <li>Maximise benefits of Tāmaki River</li> <li>Improve stormwater quality and treatment</li> <li>Integrated blue green network</li> </ul>
SOCIAL INFRASTRUCTURE	<ul style="list-style-type: none"> <li>Lack of youth and child-focused local activities and facilities</li> <li>Early learning provision do not meet local demand, particular focus for Maori and Pasifika</li> <li>Requirement for safer open spaces, town centres and community facilities</li> </ul>	<ul style="list-style-type: none"> <li>Integrate community facilities in clusters</li> <li>Provide youth-focused activities</li> <li>Community governance</li> <li>Local economic development</li> <li>Apply Te Aranga design principles to engagement and provision of social infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Social Infrastructure Reference Plan based on population projections</li> </ul>
UTILITIES INFRASTRUCTURE	<ul style="list-style-type: none"> <li>Stormwater, waste water, water supply, power and gas utilities will require upgrades due to increased density</li> </ul>	<ul style="list-style-type: none"> <li>Improve stormwater quality, reduce erosion and flooding, increase biodiversity.</li> <li>Update and upgrade wastewater utilities to meet current standards and provide growth</li> <li>Upgrade water supply network</li> <li>Align communications, power and gas upgrades to development staging</li> </ul>	<ul style="list-style-type: none"> <li>Create comprehensive stormwater investment strategy throughout Tāmaki area</li> <li>Determine development programme with Watercare for waste water and water supply</li> <li>Coordinate with Vector and Chorus to optimise timing of infrastructure upgrades</li> <li>Agree investment programme as part of Infrastructure Funding Agreement</li> </ul>
URBAN DESIGN	<ul style="list-style-type: none"> <li>Identifying precise reconfiguration of open space</li> <li>Ad hoc development and infill of 75 years</li> <li>Fragmented ownership</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen town centres</li> <li>Enhance and connect greenways</li> <li>Potential of land previously secured for AMETI</li> <li>Significant new development on university sites</li> <li>Apply Te Aranga design principles to conception of urban spaces and built forms</li> </ul>	<ul style="list-style-type: none"> <li>Agree on an investment programme</li> <li>Agree on specific changes with all stakeholders to provide safer, high quality public spaces</li> <li>Agree on the final layout of AMETI</li> <li>Promote Tāmaki identity and character in development</li> </ul>

## DESIGN PRINCIPLES

### TĀMAKI DESIGN FRAMEWORK

Tāmaki Regeneration Company will lead, enable and evaluate the quality of design delivered in the regeneration programme. Leading the quality of design will be achieved by clearly stating its importance in many of our operations:

- Design quality will be a criteria in the formulation of our partnerships and development agreements.
- TRC will include design in the discussions that we will have with the people and stakeholders in Tāmaki.
- TRC will influence critical stages of design development such as the formulation of neighbourhood plans.
- TRC will provide leadership in coordinating requirements for parks and reserves including facilitating land swaps.
- TRC will take a lead role in identifying key design requirements as part of the neighbourhood plan process, and will facilitate engagement with Auckland Transport on proposed interventions.

The Design Framework is the initial, overall statement of our expectations. It articulates the design principles which should be applied to all development in Tāmaki. It is produced as a separate document to enable regular use by design teams, and will also form the reference document for the operation of the Tāmaki Design Panel.

The Design Framework references the Auckland Design Manual as a source of extensive, in-depth guidance on general design issues. It focuses on how general design principles apply to the specific context, challenges and outcomes that apply to the Tāmaki Regeneration area.

TRC will evaluate design quality using the following tools:

- The Neighbourhood Sustainability Framework and Assessment Kit. This provides a standard method for understanding existing conditions, shaping design briefs, appraising design proposals, and measuring the benefit of design changes after development is delivered.
- A Design Review Panel to which designers and developers will present their proposals for review against this framework at key milestones in the design process. The interactive format will enable detailed discussion of design challenges, priorities and outcomes. The panel report will be provided to Council with any consent applications, with the aim of achieving greater certainty and efficiency of consenting.

Three main sections are set out in The Design Framework:

#### DESIGN PRINCIPLES

The Design Principles for Tāmaki are conceptual ideas that are key to achieving an identity that is appropriate to the place and community that is Tāmaki.

These big-picture design drivers are the key content that designers should pay most attention to.

If a proposal responds well to guidance, and to any specific requirements from TRC, but responds poorly to the principles it will be considered to be below expectations and should expect to be scrutinised further.

#### DESIGN GUIDANCE

The Design Guidance provides direction around how we foresee translation of Design Principles into design configurations.

Following this guidance is expected to result in outcomes that successfully address our key design challenges. Delivery partners and design teams who depart from this are expected to expressly demonstrate alignment with the Design Principles.

#### BENCHMARKS

The Benchmarks section illustrates relevant development and regeneration projects, with the intention of ensuring that Tāmaki delivers ongoing improvement and innovation in development practice.

Designers and delivery partners are expected to understand and learn from the design approach and methods adopted by these benchmark projects and other sources of best practice examples.

# TĀMAKI PLACEMAKING STRATEGY

## WHAT IS PLACEMAKING?

*“Placemaking is not just the act of building or fixing up a space, but a whole process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better. Simply put, Placemaking capitalises on a local community’s assets, inspiration, and potential, ultimately creating good public spaces that promote people’s health, happiness and wellbeing”.<sup>1</sup>*

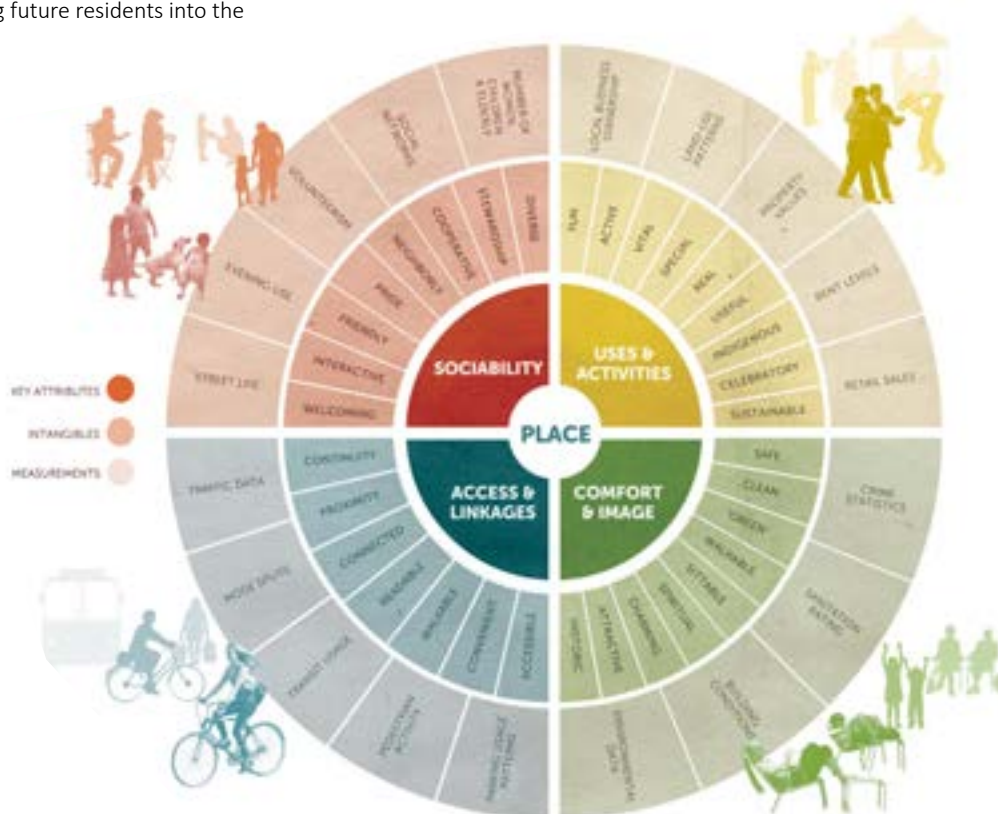
TRC takes a regeneration approach to placemaking with the goal of making Tamaki an even better place to live and work. The Tamaki Strategic Framework contains a whole raft of actions that recognise the importance of placemaking in the success of making Tamaki a great place to be.

Tamaki’s unique point of difference is its rich cultural heritage and young, diverse, multi-cultural population that’s proud of its community and the achievements of its people. This cultural identity will be celebrated by activating public spaces through events like the Matariki lights festival, supporting Movies and Music in Parks, encouraging and investing in provision of public art. But placemaking in Tamaki isn’t just about activation of public spaces. It’s also about supporting the existing community and welcoming future residents into the area.

To be truly successful placemaking can’t just be delivered by TRC. It’s important for TRC and our development partners to create great spaces and facilities and enable the community to activate these spaces themselves. This is best seen at Te Whare Piringa, where TRC and partners converted an old scout hall into a new community building now run by a community trust.

## EXAMPLES OF PLACEMAKING IN TAMAKI:

- Glen Innes carnival: a community wide public event
- Glen Innes kids fun day
- School holiday programmes free shuttle programme to youth town
- Sponsorship and coaching of Tamaki Tornados basketball team at the Tamaki Rec Centre: with support from Auckland basketball, Glenbrae Primary, Breakers, Glen Innes Business Association
- Chinese and new settlers youth and families days in Panmure.



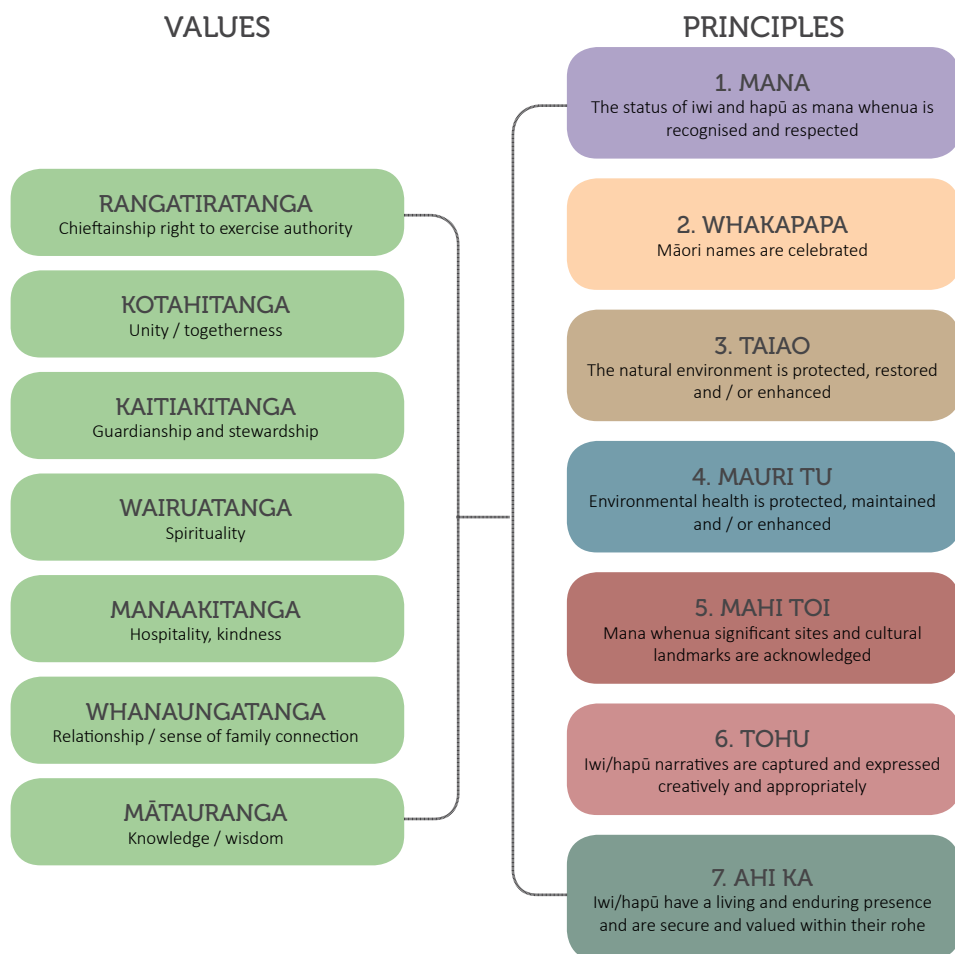
1. Text and image source: Projects for Public Places (PPS). [www.pps.org](http://www.pps.org). A New York based non-profit planning, design and educational organisation dedicated to helping people create and sustain public spaces that build stronger communities.

## TE ARANGA DESIGN PRINCIPLES

Te Aranga design principles provide guidance on how Maori cultural considerations should be integrated into any design project in Aotearoa New Zealand. The structure of these principles is set out in the diagram on this page.

This reference plan will include a developed set of priorities which reflect how iwi and Tāmaki Regeneration Company see the application of these principles in the Tāmaki context.

The diagram on the facing page articulates the start of a set of Te Aranga-based principles in Tāmaki. The content shown is entirely for discussion and evolution with the input of all relevant parties.





## HE TAUIRA / PLACE BASED APPLICATION FOR TAMAKI

### MANA

Rangatiratanga  
Authority

- Mana whenua and iwi from all marae in the area contribute to the decision making process for the design in order to maximise design outcomes

### WHAKAPAPA

Names & naming

- Mana whenua consultation and research on the use of correct ancestral names, including macrons
- Use of appropriate names to inform design processes
- Recognition of traditional place names through signage and wayfinding

### TAIAO

the natural  
environment

- Protect, restore and enhance the coastline, Omaru Creek and other waterways in Point England and Panmure - both aquatic & terrestrial ecology
- Natural environments are protected, restored or enhanced, and provision made to allow sustainable mana whenua harvesting
- Preference endemic flora and fauna significant to mana whenua wherever practical
- Seek to protect, restore and enhance both physical and ecological connectivity particularly through reserves and waterways

### MAURI TU

environmental health

- Restore and enhance both aquatic and terrestrial ecology through water-sensitive design, stream daylighting, riparian planting and stream bank stabilisation
- Kaitiakitanga- ecological reporting in the development and implementation of initiatives for sustainable water environments in the rohe. Actively foster a community approach to the design, use, measurement and monitoring of the site.
- Explore the use of materials which are locally sourced and of high cultural value

### MAHI TOI

creative expression

- Encourage design teams to create homes and spaces that are appropriate to cultural needs, and diverse family and whanau groups
- Celebrate local and wider unique cultural heritage and community characteristics that reinforce a sense of place and identity
- Include interpretive signage and integrated cultural design element, particularly in reserves, along coastlines, and in sites of cultural interest
- Opportunities for integration of iwi / hapū narratives and themes into built elements such as appropriate building areas, paving surfaces, bridges, walls, murals, etc.

### TOHU

the wider cultural  
landscape

- Recognise and celebrate views of Maungarei, the Tāmaki River and other significant areas allowing visual connection to be created, preserved and enhanced in key locations
- Promote enhancement and sustainable management of waterways
- Potential of further recognition of tohu through heritage trails, markers and interpretation boards
- Archeological sensitivity during construction works

### AHI KĀ

the living presence

- Access to natural resources for the community (weaving species, mahinga kai, waterways, etc) facilitates, maintains and /or enhances mana whenua ahi kā and kaitiakitanga
- Civic / iwi joint venture developments ensure ahi kā and sense of place relationships are enhanced through participation in design process, interaction with the water and future maintenance and monitoring (links with mauri tu).
- Engage and align with community programmes

## KEY MOVES

### UNLOCKING TĀMAKI'S POTENTIAL

Real long-term structural change will not occur in Tāmaki without bold thinking and imagination. A number of big moves are needed to guide smaller projects and interventions. The moves, termed 'catalyst scenarios', focus around connecting the mountain and the centres to the river. Public open spaces and streets function as conduits, helping to orient community and education facilities, higher density housing and bicycle/pedestrian routes.

The catalyst scenarios and interventions are described below.

#### TĀMAKI OPEN SPACE & LAND USE CATALYST

- Connecting Tāmaki, Maungarei (Mount Wellington) and the river parklands via new links, land use changes and strategic land exchanges and acquisitions
- Connecting Panmure and the river park via new green links, strategic land exchanges, acquisitions and developer planning agreements

### CELEBRATE THE RIVER

Create a connected web of green streets and reserves, linking Maungarei (Mount Wellington), town centres, key community facilities and housing to Tāmaki Estuary.

#### DIVERSIFY JOBS & LAND USES

Encourage greater mixed use development that caters to a wider employment base and is more complimentary to housing, people and places.

#### SITE RESPONSIVE DESIGN

Celebrate and enhance the cultural and natural assets of the site and surroundings.

#### ACTIVE COMMUNITY SPACE

Create vibrant, safe and memorable civic spaces in centres which are flexible for a range of activities and users at various times of the day and night.

#### CONNECTING TO COMMUNITY

Link Tāmaki with adjacent communities through centre revitalisation, new employment uses and community programs.

#### ACTIVE STREET LIFE

Reinvigorate centres and neighbourhoods by upgrading streetscapes as well as easing controls on outdoor trading and land use changes to encourage more complimentary development.

#### TĀMAKI BUSINESS CENTRE

Safeguard the potential for a new mixed use development around the former Tāmaki station.

#### DIVERSE HOUSING CHOICE

Provide a diverse mix of quality housing types that cater to a broad range of demographics and incomes.

#### EMBEDDED PARTNERSHIPS

Foster business partnerships between private industry and Government that will help deliver the Tāmaki Implementation Plan vision and provide opportunities for innovative and prosperous development.

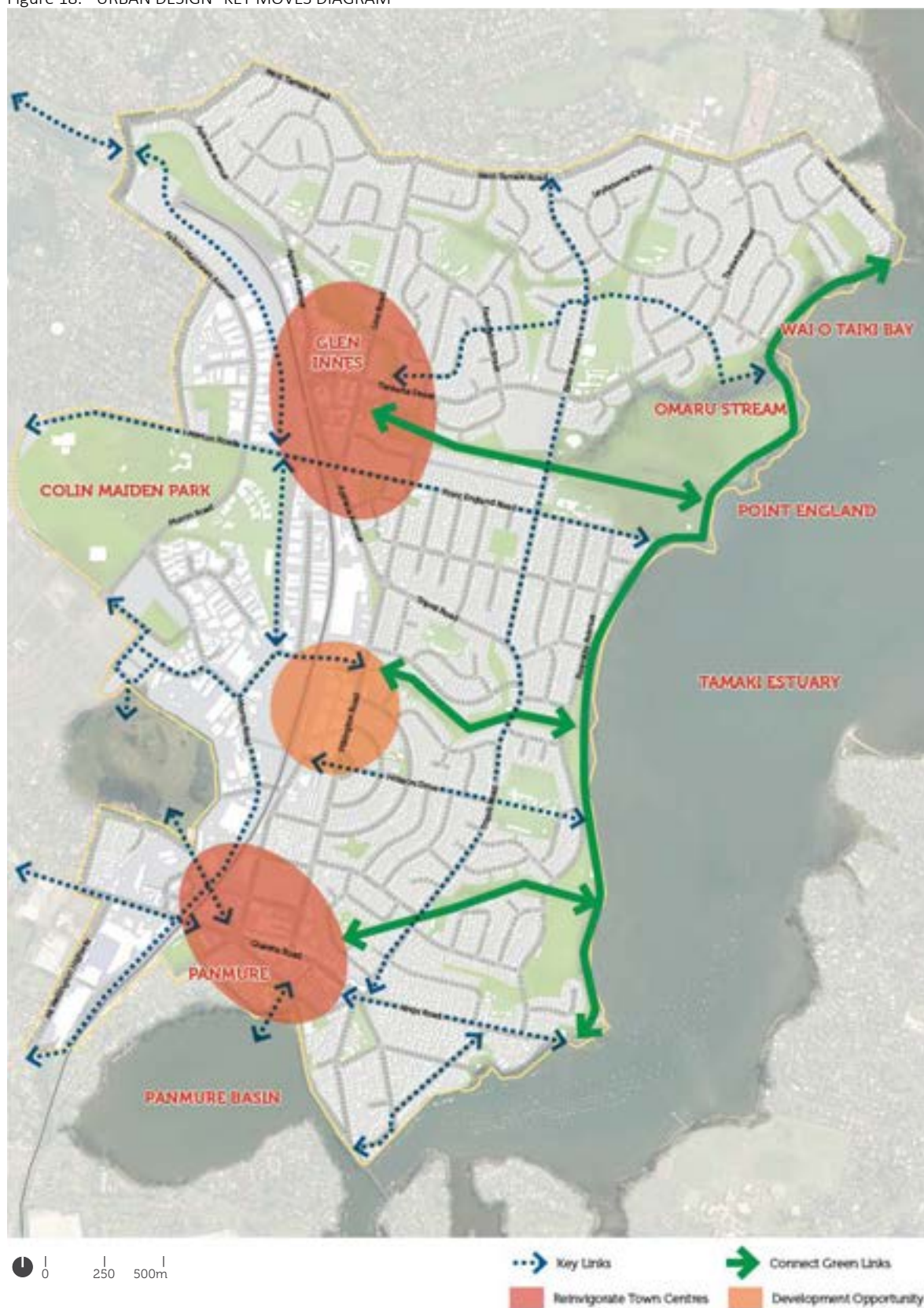
#### SAFER GREEN SPACES

Ensure all green spaces are safe and activated by opening up sight lines and fronting housing to open spaces.

#### TRANSPORT CHOICE

Connect Tāmaki and the wider context through strong public transport links, additional rail crossings and legible pedestrian and cycle networks.

Figure 18. URBAN DESIGN - KEY MOVES DIAGRAM





## COMPOSITE SPATIAL PLAN

The plan opposite provides an overview of future development in Tāmaki, and will form the basis for the creation of future briefs and design interventions.

This plan is repeated on an A3 sheet inside the back cover of printed document copies.



Figure 19. PROPOSED COMPOSITE PLAN





## DEVELOPMENT FORM

The anticipated form of development will be shaped by the provisions of the Unitary Plan.

Under the high-level requirements of height limits and other provisions set in the Unitary Plan zoning, a diverse set of building forms is envisaged as a response to specific areas and sites, housing needs, and market preferences.

The following illustrations are intended to highlight the diversity of building scales that are anticipated. The illustrations show the relationship between higher density apartment buildings and open spaces and town centre locations, as well as the fit of two and three storey homes further away from town centres, and how transitions can occur between the two.

Please note that these illustrations show indicative elevation treatments and site planning, and are not intended as final designs. Details of streetscapes and public space changes are also not shown at this stage, but will form part of subsequent project design process.



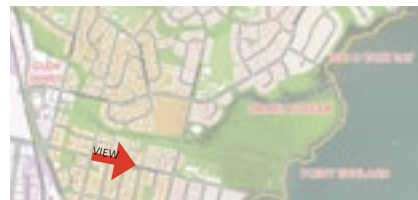
Existing form- looking east along Point England Road, Talbot Park on right.



THAB zone apartment forms - 5-6 storeys- looking east along Point England Road, Talbot Park on right.



Existing form- looking east along Point England Road.



THAB zone terraced housing and low-rise apartment forms - 2-3 storeys- looking east along Point England Road.





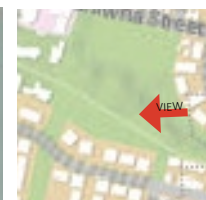
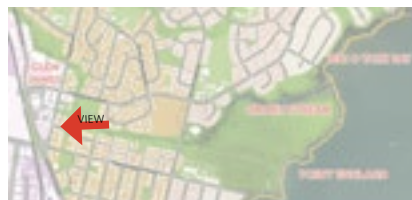
Existing form- looking south along Farrington Road.



THAB zone terraced housing and low-rise apartment forms - 2-3 storeys- looking south along Farrington Road.



Existing form- looking south-west across Maybury Reserve to Ruapotaka Reserve.



THAB Zone apartment forms - 6-7 storeys - looking south-west across Maybury Reserve to Ruapotaka Reserve.





Existing form- looking north along Dalton Street.



THAB zone transition- 5/6 storeys stepping to 2/3 storeys- looking north along Dalton Street.

## FUTURE MOVEMENT NETWORK

The Maungakiekie Tāmaki Local Board Greenways Network Plan identifies key connections through parks and reserves in Tāmaki. A number of reserves lack safe and clear connections for pedestrians and cyclists. TRC supports the Greenways Network Plan and will work with the local board to deliver improvements where possible.

In 2017, Auckland Transport will roll out a new bus network through the central suburbs, including Tāmaki. Buses will run more directly and more frequently to train stations and frequencies will increase throughout the day.

Auckland Transport is investigating new cycling facilities in Tāmaki. AT recognises the area will have more people, homes, shops and traffic in the coming years. Making cycling an easier and safer option will help the local road network cater for this growth. There is an opportunity to connect to other transport projects under development in the area, such as the Glen Innes to Tāmaki Drive Cycleway and the Greenways Network Plan.

Auckland Transport has lodged a notice of requirement (May 2016) to designate the route for the proposed Panmure to Pakuranga busway and other transport improvements. The Panmure to Pakuranga projects are part of the Auckland Manukau Eastern Transport Initiative (AMETI). The project will see creation of an urban busway between Panmure and Pakuranga, removal of the Panmure roundabout, dedicated cycle lanes and improved footpaths. Construction is planned to begin in 2021.

TRC will work with Auckland Transport, Auckland Council, NZTA and the local board to plan improvements in Glen Innes town centre. This could include better connections from town centre to rail station, relocation of the park and ride, better integration of bus and rail connections, and the release of land for commercial and residential development. TRC also plans to promote town centre streetscape upgrades on Taniwha and Line Roads.

The existing road network will largely accommodate anticipated growth. At this stage, only two intersection improvements are identified within the next 5 to 10 years. These are the intersections at Taniwha / Line Road, and Merton / Apirana / Line Road.

Sufficient capacity in the existing road network means no major new roads or reconfigurations are proposed. However a number of minor new connections are identified at the neighbourhood scale through the area. Key drivers are to break up larger blocks to allow greater development yields, improve permeability through neighbourhoods, and open up links to parks. The new connections would be sought through area plans / resource consents as development occurs in each neighbourhood. TRC is working with Auckland Transport to agree on standard design cross sections for new neighbourhood connections.

Figure 20. FUTURE MOVEMENT DIAGRAM



## FUTURE OPEN SPACE NETWORK

Detailed discussion of key open space investments and land swaps will occur once the process for developing a masterplan for future open spaces has been agreed to with the local board.

### PROPOSED STRATEGY

The overall strategy presented here also aligns broadly with the last iteration of open space planning undertaken as part of the Tāmaki Transformation Partnership, by picking up on the classifications of key spaces.

The following principles for intervening in spaces have informed the design proposals. These have been applied in sequence starting with the reinforcement of large-scale connectivity and ecological / landform patterns. Consideration will be given to what intervention is needed in each space to achieve successful outcomes. Then the overall balance of space provision will be reviewed with the aim of achieving a net balance of land swaps.

- **Reinforce:** The strategic open space outcomes will create nodes, corridors and specialist areas that strengthen ecological links, align with landscape features and connect with the urban regeneration pattern proposed in the Auckland Unitary Plan and in Tāmaki Regeneration Company's masterplanning
- **Reshape:** Open spaces will be reshaped where their dimensions, topography or shape mean they are not safe, not easily accessible or do not provide a useful function, and are form disconnected corridors. Reshaping will take account of the potential for redevelopment around them to create positive building frontage overlooking the space. It will also aim to improve sightlines, and create well-aligned connections and entrances
- **Rebalance:** The reshaping of open spaces will achieve a redistribution across Tāmaki that is aligned with the anticipated population density and redevelopment sites. In broad terms, this means reducing the amount of open space in the northern end of Tāmaki and increasing the amount of open space in the central and southern areas



Figure 21. FUTURE OPEN SPACE DIAGRAM









**Delivery**

## FUTURE DEVELOPMENT

### DELIVERY FRAMEWORK

The plan will deliver:

- New, high quality homes in the Northern Glen Innes, Fenchurch, Overlea, Derna/Tobruk, Armein and Hinaki neighbourhoods, and additional new, high quality homes through smaller catalyst projects across the Tāmaki area
- Long term partnership with private sector through procurement of development and investment partners for the redevelopment
- A range of spatial, social and economic initiatives, including the development of new education and community facilities, the reconfiguration of parks and roads, and delivery of a range of skills-based education programmes
- Improvements to the quality of life enjoyed Tāmaki residents, while driving improvements to social and economic outcomes
- Changes in the way that Tāmaki is perceived by its residents, the people of Auckland and New Zealanders more generally
- Better coordination between Crown and Council agencies to ensure a more efficient use of resources in the implementation of the vision for Tāmaki

Through its shareholders, TRC has been mandated to replace 2,500 social houses with a minimum of 7,500 mixed tenure houses over a period of 15 years. TRC will achieve this by:

- Engaging with a consortium comprising of a large scale development partner and a long term owner of the redeveloped social housing; and
- Maintaining momentum of catalyst projects over the next three to five years to deliver approximately 800 new homes. These developments will be an opportunity to test, refine and benchmark the outcomes expected of large scale development

In undertaking our redevelopment programme TRC will:

- Optimise the use of land and existing housing stock to effectively support and deliver social and economic results, including progressing private housing development and better public housing options for Tāmaki
- Create safe and connected neighbourhoods that support the social and economic development of Tāmaki and its community

We will also:

- Meet the Tāmaki Commitment that those who are impacted by the redevelopment and are still in need of social housing will have the opportunity to remain within the community;
- Address housing affordability so that residents can pathway from the need for social housing to more independent living; and
- Transfer the ownership of newly developed social houses in Tāmaki to third parties by 31 March 2018

## PROGRAMME

### CATALYST PROJECTS

The first phase of the redevelopment and regeneration work programme comprises projects in a number of Tāmaki neighbourhoods/locations.

These neighbourhoods/locations have been identified for early stage redevelopment for a range of reasons including that they present opportunities to demonstrate the benefits of regeneration in a short time (as a result of visibility from major roads), are close to local amenities which enhance redevelopment and sale prospects, and that they present opportunities for the re-housing of existing residents in accordance with the Tāmaki Commitment.

The redevelopment projects are:

#### PROJECT 1 - FENCHURCH

This project, delivered in five stages, involves the redevelopment of 115 existing social houses/sites into approximately 400 new properties, 140 of which will be retained for the provision of social housing. TRC will take responsibility for delivering the remainder of the project. This housing redevelopment is being supported by a range of placemaking and regeneration initiatives, including the development of community and education facilities, and the reconfiguration of neighbourhood parks and roads.

#### PROJECT 2 - OVERLEA

This project, delivered in three stages, involves the redevelopment of approximately 47 existing properties into 130 new properties, 47 of which will be retained for the provision of social housing. The housing redevelopment projects will be supported by a range of place-making and regeneration initiatives, including the improvement of local infrastructure, the creation of a neighbourhood park and the possible development of a community centre.

#### PROJECT 3 – DERNA AND TOBRUK

This project, delivered in multiple stages, involves the redevelopment of 28 existing social houses into approximately 100 new properties, 31 of which will be retained for the provision of social housing. The housing redevelopment projects will be supported by a range of place-making and regeneration initiatives including the enhancement of existing park space, the development of an early childhood education hub and construction of a new street layout. This redevelopment could deliver additional properties if Ministry of Education land is made available to enhance this project

#### PROJECT 4 – ARMEIN

This project involves the redevelopment of 18 existing properties into approximately 90 new properties, 28 of which will be retained for the provision of social housing. The housing redevelopment project will be accompanied by a range of place-making and regeneration initiatives to be determined as part of the neighbourhood planning process.

#### PROJECT 5 – HINAKI

This project involves the redevelopment of 51 existing social housing properties into approximately 150 new properties, 47 of which will be retained for the provision of social housing. The housing redevelopment project will be accompanied by a range of place-making and regeneration initiatives to be determined as part of the neighbourhood planning process.

#### PROJECT 6 – SMALLER CATALYST PROJECTS

Redeveloping 10 smaller sites these projects involve the redevelopment of 38 existing properties into approximately 110 new properties, 38 of which will be retained for the provision of social housing. These redevelopments are in the early stages of planning and will be accompanied by a range of placemaking and regeneration initiatives to be determined as part of the neighbourhood planning process. They also provide an opportunity to demonstrate the delivery through alternative building methodologies and solutions to benefit the whole of Tāmaki e.g. Housing for the elderly and intergenerational living models.

#### PROJECT 7 – NORTHERN GLEN INNES

This project involves the redevelopment of 80 existing social housing properties into approximately 340 new properties, 48 of which will be retained for the provision of social housing and 39 will be developed as affordable housing.

## LARGE SCALE DEVELOPMENTS

Large Scale Development has been divided into two phases:

### PHASE ONE LARGE SCALE DEVELOPMENT – NORTHERN TĀMAKI

Phase one includes the Maybury and Leybourne precincts and includes approximately 1000 social houses for redevelopment, providing the opportunity to develop around 2,400 mixed tenure houses. At the heart of this Maybury redevelopment are the following key moves:

- Establishing links between town and coast
- Making clear connections between neighbourhoods and cultural places
- Creating and enhancing existing open spaces
- Supporting a diverse economy
- Leveraging amenity for housing density

Redevelopment of the Maybury precinct will address existing challenges and build positive perceptions of the Tāmaki area providing a platform for wider regeneration. This will be achieved predominately through delivery of key placemaking and amenity improvements associated with the Maybury Reserve and connections to the Glen Innes town centre and transport links, which will create a better connected, safer and more attractive community. The changes will showcase the great qualities of the Tāmaki area and community, challenge existing perceptions of the area and benefiting residents and attracting visitors.

The redevelopment will also improve neighbourhood connections. The areas around Farringdon Road and Wimbledon Reserve have a weak sense of connection to Glen Innes town centre and all of the community resources located there. A series of changes throughout the neighbourhood are proposed to form a connected route that traverses the hillside and connects into the reshaped Taniwha Reserve and the town centre.

By contrast, the Maybury Street area has a direct, convenient connection to the town centre, but has poor connections to the reserve network and to the neighbourhood to the south of Point England Road. New roads linking Point England Road with the reserve will allow housing in this area to be redeveloped with a close relationship to the park, better orientation and privacy for homes, and a safer set of street spaces.

Leybourne precinct provides the opportunity to develop the elevated suburb of Leybourne, which enjoys water views and borders the desirable suburb of Glendowie.

### PHASE TWO LARGE SCALE DEVELOPMENT – SOUTHERN TĀMAKI

Phase two will comprise the final two precincts- Point England and Panmure. Limited detailed planning work has been completed within southern Tāmaki however the principles of urban regeneration in phase one will apply:

- Establishing links between town and coast
- Making clear connections between neighbourhoods and cultural places
- Creating and enhancing existing open spaces
- Supporting a diverse economy
- Leveraging amenity for housing density

It is intended that phase two will commence part way through the implementation of phase one and will be completed within the 15 year timeframe of the total regeneration.



Figure 22. DEVELOPMENT STAGING PLAN



The four development precincts that encompass the Tāmaki Implementation Plan are laid out as attached.

The first phase of development is in Northern Tāmaki and includes the stages of Maybury and Leybourne (subject to performance).

The TIP covers an area of 906.4 ha and includes approximately 2800 social homes. These social homes are sited upon 268.3 ha of land which, when developed, will house at least 13,000 new social, affordable and market homes.

The Southern Tāmaki area includes Point England and Panmure which will be part of a separate procurement process.

KEY

- MAPBURY MASTERPLAN AREA
- PHASE 2 BOUNDARIES
- CATALYST SITES

## KEY INVESTMENTS

### INFRASTRUCTURE

A range of investments that are needed to enable successful development outcomes are being identified for inclusion in an Infrastructure Framework Funding Agreement with Auckland Council.

The scope of investments currently under discussion includes the following. Note that this list excludes investments that are already committed in the area, such as the AMETI busway and Panmure station interchange.

The plan opposite identifies the spatial correlation of investments with the proposed density of housing.

#### WALKING AND CYCLING

- Pedestrian and cycling routes, including the Greenways programme
- Streetscape upgrades in Glen Innes centre, Apirana Avenue, Taniwha Street, Line Road and Mayfair Place

#### PUBLIC TRANSPORT

- Glen Innes interchange integration- bus relocation to integrate more closely with the rail station; station footbridge; station forecourt; park'n ride relocation
- Completion of AMETI-related upgrades and changes in Panmure area

#### ROAD TRANSPORT

- Completion of the AMETI north-south road project

#### STORMWATER

- Stormwater management plan coordinating investment in communal water quality, erosion and flooding measures throughout the area, and clearly identifying requirements for site developments

#### WATER SUPPLY

- Upgrades to water supply are being aligned through the mechanism of a Memorandum of Understanding between TRC and Watercare

#### WASTEWATER

- Upgrades to water supply are being aligned through the mechanism of a Memorandum of Understanding between TRC and Watercare
- Planned investments at this stage include the Glendowie Branch Sewer Project, which will significantly reduce discharges to Omaru Stream

#### UTILITY SUPPLIES

- Gas, electric, telecommunications upgrades will be undertaken on an as-needed basis agreed between developers and suppliers

### PARKS AND RECREATION

- TRC is undertaking a process with Maungakiekie-Tāmaki Local Board and AC Parks to identify the strategic approach to open space provision and upgrades
- Agreement of land swaps to be undertaken will enable effective reshaping of reserves to improve access, usability and safety
- Agreement of an investment programme for park facilities including new and upgraded playgrounds, sports facilities, changing rooms, lighting, and landscape elements will be aligned with landswap reshaping and development patterns
- The initial draft approach for parks is set out in the following pages

### COMMUNITY BUILDINGS

- Enablement of the Ruapotaka Marae redevelopment
- TRC is looking to work with Maungakiekie-Tāmaki Local Board and AC Community Facilities to identify and agree on any long-term requirements for community facilities

### EDUCATION

- TRC has been working with the Ministry of Education to identify capacity provision and strategic site considerations in relation to demographic changes that may result from the development programme
- Early childhood education facilities are a key need in Tāmaki, and TRC has already delivered one new facility in a development area. TRC will continue to enable and support the establishment of ECE facilities where opportunities arise, and in partnership with service providers



## INVESTMENT FOCUS AREAS

### GLEN INNES TOWN CENTRE

This precinct includes proposals for investing in the town centre at Glen Innes. This area is particularly important as a focussed investment area due to:

- the level of intensification proposed nearby and the potential to make a number of relatively small changes in a coordinated manner to achieve significant overall improvement
- the potential to stimulate co-investment by private property and business owners
- the momentum for change already established through recent investments, for example in Te Oro Performing Arts Centre

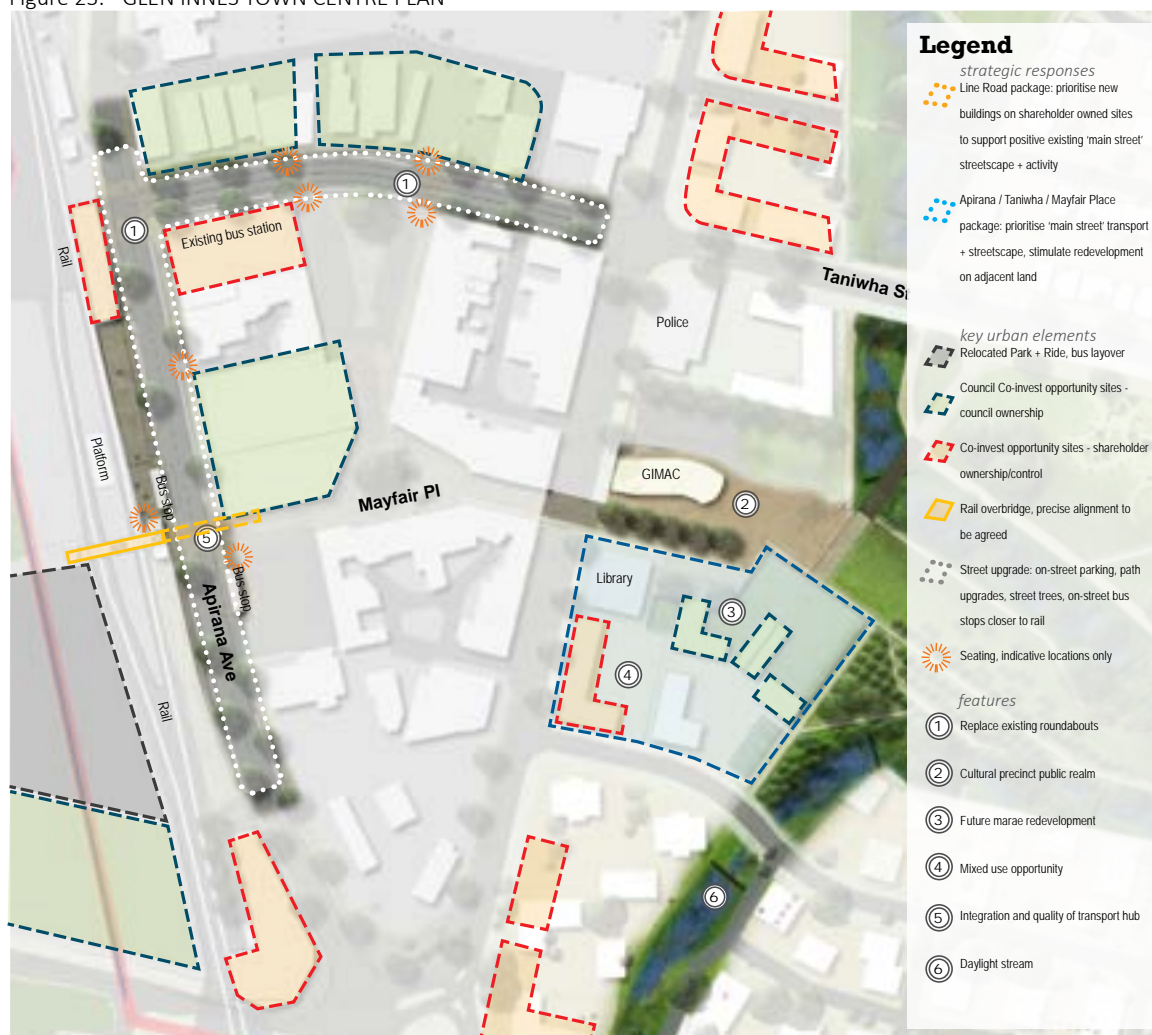
An overall intent in this area is to enhance the town centre through a programme of multiple projects that stimulate further investment by business, landowners and potentially key sections of the Council. Outcomes that are sought include the following:

- Improved safety and more convenient pedestrian movement for people who use the town centre
- Making the character of Apirana Avenue and Taniwha Street more 'high street' based, leading from the example of Line Road which attracts business even with relatively little investment in buildings and streetscape finishes to date
- Supporting local business and retail through integrated transport, shop front investment programmes and more on-street parking
- Creating conditions for redevelopment on selected sites that appear to have the greatest potential and desirability for this
- Focus on new buildings to transform the eastern side of Line Road, completing this high street by creating a town centre street edge to balance the high street formation here
- Enabling future growth of the library, potentially as part of a mixed use development

The projects identified for potential implementation in Glen Innes are highlighted on the adjacent plan.

Further potential exists for investment to anchor elements of the town centre, dependent upon further investigations and financial programming, such as the expansion or relocation of the library.

Figure 23. GLEN INNES TOWN CENTRE PLAN



Placeholder image from earlier design investigation stages. Detailed configuration of buildings and marae layout are all indicative and proposed to be investigated, agreed and revised as an overall proposal.



## RESERVE RECONFIGURATION PROJECTS

The Reserves Strategy set out in preceding sections is proposed to be realised through a series of identified projects for specific reserves. Much of this aligns again with planning undertaken by the Tāmaki Transformation Partnership, with amendments to reflect both the proposed Auckland Unitary Plan and the transferred control of housing assets to Tāmaki Regeneration Company. This strategy is intended to result in a broadly balanced net land area by adopting an approach of redistributing open space through land-swap mechanisms.

The plan on the right identifies key areas for investigating reserve configurations, and the following section discusses the issues involved in specific reserves.

Figure 24. RESERVE RECONFIGURATION DIAGRAM



## WIMBLEDON RESERVE

Wimbledon Reserve is formed into two main areas.

The southern half enjoys a position on the crest of a hill with a very attractive outlook to the Tāmaki Estuary. However, its position is largely behind dwellings and out of sight of public roads with relatively narrow entrances. There is a large proportion of Crown housing around the reserve.

The northern half is a winding, and in places narrow, space with extensive mature tree plantings. The entrances are not sufficiently wide, and sightlines are limited in some areas.

The proposal includes extensive reconfiguration of housing and open space to create more open, safe and usable spaces. The land is far from flat and thus not suitable for sports fields, with the proposal featuring a playground in the southern half with orientation of this space to maximise views for passive recreation. New path connections and road frontage exposure will substantially improve access and safety.

The proposed Auckland Unitary Plan provides for very a moderate increase in density immediately around this reserve.





## EASTVIEW, TANIWHA, MAYBURY RESERVES

These reserves form the heart of the “town to coast” axis between Glen Innes town centre and Point England, and are central for a wide catchment of the population.

Their shape and topography create considerable safety concerns, with constrained sightlines and limited lighting. These are critical issues for this corridor, given the linking role that it performs both in terms of connectivity along the axis and amenity for neighbourhoods surrounding it. There are also very few play and active recreation facilities in proportion to their strategic position and function within the wider urban structure, which is perhaps a result of the prolonged process of achieving a delivery process for reshaping the space.

The corridor is formed around the Omaru stream, a significant element in the local landscape and cultural inheritance. This stream is also one of the most polluted watercourses in Auckland, and the desire to restore the conditions of the waterway has been a longstanding and strong desire of the local community.

The proposal includes extensive reconfiguration of housing and open space, with a focus on widening the corridor and enlarging the connections into adjacent housing. This approach also creates a key open space area adjacent to the town centre which is far more prominent and accessible, and which can host a wide variety of gatherings and amenity functions. The proposed Auckland Unitary Plan provides for a significant increase in density immediately around this reserve corridor.

This space forms a green heart to the entire Glen Innes area, and will be almost entirely surrounded by redevelopment including the recently opened Te Oro Performing Arts Centre and proposals for a reconfigured Ruapotaka Marae. This latter element is a key part of establishing a stronger relationship between the reserve and the buildings that surround this pivotal civic space.

Within the overall Maybury corridor, the enlargement of this space and the narrow extensions to the east and north are critical to the success of the reserve corridor.



## POINT ENGLAND

Point England is currently a highly unusual space which is rightly recognised as being of regional significance. Early iwi settlement, together with distinctive landforms and relationship to the Tāmaki Estuary characterise this space, which is of an expansive scale and nature with distant views. Functionally, the reserve currently provides sports fields / courts with changing rooms and an urban beach on a minority of the total reserve.

A large part of the reserve is given over to grazing, with provision for an aero modelling club to use a grassed area for flying, with a coastal path linking to Wai-O-Taiki Bay and Panmure as the primary means of access through this area. Along the northern edge, Omaru stream is largely a neglected ecological corridor with no formal access paths that would benefit from restoration. Nearer to Line Road is the aquatic centre, community buildings and a recent hardcourt area.





## BOUNDARY AND TORINO RESERVES

Boundary Reserve is a particularly problematic space that performs very poorly as an amenity for the neighbourhood surrounding it. The shape of the reserve is narrow, twisting and deep, with only a few access points that are almost all narrow, large trees in clustered stands, and a piped watercourse resulting in a very bare and dark character. The space feels very intimidating and extremely unsafe, and as a result there are no paths, facilities or functional spaces west from Tripoli Road. There is a Youthtown facility on Tripoli Road which is defensively fenced, and a Sea Scouts hut at the eastern end adjacent to the coastal reserve.

The proposed Auckland Unitary Plan provides for on a significant increase in density immediately to the north of the eastern end of Boundary Reserve.

Torino Reserve is a spur off Boundary Reserve, heading north towards Erima Avenue. It is relatively well shaped, with a gentle grade and good sightlines, and includes a small playground, but it is enclosed by rear fences. To the east is a block almost entirely formed of Crown housing, with a few Crown homes to the west abutting Taratoa Street. Nearby along Taratoa Street is Ruapotaka Primary School.

The proposal for the main axis of Boundary Reserve involves a considerable quantity of landswaps from existing housing to new reserve space, as a means of addressing the critical flaws of space formation, amenity and functionality including a new playground at the eastern end. Securing this amenity is important both to the safety and usefulness of the reserve, and also in support of creating an area of considerably more dense housing at the eastern end of the reserve. The enlarged spaces and accesses are designed to accommodate occupancy and activity on north-facing slopes, with clear sightlines from key approaches. A key component would be the daylighting of the piped waterway to create visual amenity, and the renewal of key plantings to reduce safety risks and to create a lower scale of shade planting around the stream. At the eastern end of the corridor, developing the vacant Sea Scouts site will help to provide oversight of the reserve.

The proposal for Torino reserve is to develop the majority of this land for housing, while ensuring movement connectivity to adjacent reserves is maintained. There are significant areas of reserve available close by, resulting in a minimal loss of access to quality open space for local residents. Developing the space also enables creation of fully-formed urban blocks, removing the rear-fence condition, and creating good frontage for safer and more attractive spaces.

Consideration should be given to how the Youthtown facility can be enhanced to create more occupancy and activity in the space around Tripoli Road.



## TAURIMA RESERVE

This reserve is located at the rear of properties and is traversed from north to south by a paper road with no formed highway. Without the regular movement of a street making more than a minor connection to the space, it is lacking in overlooking, although a playground is present near the southern entrance.

The proposal for this reserve arises from the dominant Crown ownership of housing along the eastern side of the reserve. This provides the opportunity to reshape the reserve to enhance safety and access with a laneway connection and new housing.



## COURT CRESCENT

This reserve is located on the crest of a hill with views towards Panmure town centre, the Tāmaki Estuary and the Bombay Hills, but its shape and entrances create concerns around safety, sightlines and overlooking. Adjacent to the front of the reserve is a church and community centre, and the space seems well-used in terms of occasional informal recreation.

The proposal for this reserve is to develop new housing in the relatively concealed corner extremities, while enhancing the reserve for local amenity by enlarging the frontage to Court Crescent and providing a playground on this frontage. The southern access from McCulloch Road, which is narrow and steep, would be closed, as this location would become well-served by the enhanced Mauinaina Reserve 200m to the south-west.



## JOHNSON AND MAUINAINA RESERVES

These two reserves create a pair of routes formed around both a stream corridor and a minor ridge between the rear of Panmure shops and the Mt Wellington War Memorial Reserve. The corridors are abruptly interrupted with a large missing element straddling Tripoli Road that should form the connection between these two axes. The Mauinaina corridor is quite axial, with a strong visual desire line and limited planting, while Johnson Reserve is more natural in character with a surface watercourse running through mature trees. This appears to stem from the insertion of low-density pensioner housing in locations that block the spatial connections. They are also very poorly enclosed with rear fences, twisting topography and concealed spaces. Mauinaina Reserve in particular is both very narrow and potentially dangerous with dispersed alleyway accesses.

The corridors are important as they serve an area planned for intensification around Panmure town centre and could provide green corridors that enable people to get to the coastal amenity away from roads. At the head of the network is the Panmure Library and associated community facilities, located just behind lots on Te Koa Road. This forms a good opportunity for connection into the town centre area, which is currently only realised with a narrow alleyway between privately owned houses. The reserves host two bowling clubs, a sport which is identified for support in maximising space and facilities within the local board area, but the relationship of both facilities to surrounding spaces is problematic in terms of activity and overlooking. There are no playgrounds or other facilities in the reserves, perhaps due largely to their unsafe formation and accesses.

The proposal for this network involves formation of the missing link in this network by swapping considerable areas of housing for use as reserves. This exchange happens where the corridors will cross Tripoli Road, and the enlargement of the reserves can facilitate a variety of options for enhancing the bowling club. Connection of this missing link is also within the area identified for potential apartment buildings, creating a well-balanced relationship between dwellings and open space. The current Mauinaina Reserve will form a terminating centrepiece for this apartment area, with an option to connect into the rear of the Panmure Library complex (if purchase of private properties is considered).



## RESERVES UPGRADE PROJECTS



1. Apirana Reserve
2. Eastview Reserve
3. Taniwha Reserve
4. Maybury Civic Reserve
5. Maybury Omaru Corridor
6. Point England Neighbourhood Centre
7. Point England Sports
8. Point England Reserve
9. Wimbledon Neighbourhood Reserve
10. Wimbledon Creek Reserve
11. Elstree North Reserve
12. Leybourne Reserve
13. Torino Reserve
14. Boundary Reserve
15. Johnson Reserve
16. Maunaina East Reserve
17. Talbot and Kotuku Reserves
18. Taurima Reserve
19. Court Crescent
20. Maunaina West Reserve



## APIRANA RESERVE

### Strategy

- Revegetate Omaru Creek along its length, incorporating weirs to slow the flow of water while allowing for the passage of fish and allowing for 1:100 year flood events within the park and allowing for access and clear site lines
- Replant and manage the ecological quality of the reserve as an urban forest.
- Include secondary access ways

### Programme

- Extensively plant with appropriate native species
- Creek restoration- revegetation and tree management
- Incorporate large storm water management systems
- New secondary access paths





## EASTVIEW RESERVE

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Revegetate Omaru Creek along its length, incorporating weirs to slow the flow of water while allowing for the passage of fish and allowing for 1:100 year flood events within the park and allowing for access and clear site lines
- Enable expansion of indoor skate park from facilities on southern boundary of reserve and explore the potential of relocating the BMX track currently located at Merton Reserve

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required
- Creek restoration- revegetation and selected tree removal



## TANIWHA RESERVE

### Strategy

- Maintain and enhance the existing network of paths for pedestrians and cyclists
- Create a new east west link for pedestrians and cyclists to connect to a new residential development either side of the reserve
- Revegetate Omaru Creek along its length incorporating weirs to slow the flow of water while allowing for the passage of fish and allowing for 1:100 year flood events within the park while and allowing for access and clear site lines
- Increase road frontage to Epping Street and open up views to Maungerei (Mount Wellington)
- Ensure new residential development adjacent to the reserve is designed to provide the right balance of security and transparency and/or privacy
- Liaise with existing adjacent landowners to maximise the indivisibility between land uses

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required
- East west shared cycle pedestrian linkage and creek crossing
- Creek restoration- revegetation and selected tree removal



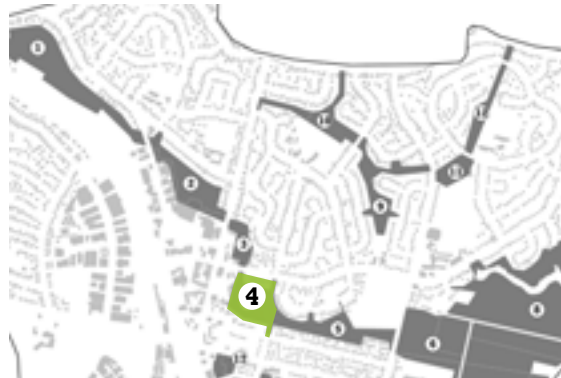
## MAYBURY CIVIC RESERVE

### Strategy

- Create centrepiece high-quality public open spaces for the Glen Innes area
- Prioritise this area as an early investment, to support town centre transformation and create a visible and valued change for the wider community
- Remove one block of housing on the south side of Taniwha Street to open the reserve up to the street, increasing access and safety for the community
- Create space for new activities: all ages playground adjacent to Taniwha Street, and new public spaces around GIMAC, the library and the marae for gatherings and events
- Add lighting, remove large poplar trees, renew stream vegetation to create good visibility for safety and attractiveness
- Remove existing community hall building group (once replacement venues can be identified or created) and create new public space to enable marae and GIMAC redevelopments to connect park to town centre
- Upgrade and extend pedestrian/cycle paths to encourage active use of the reserve
- Create new approach to future marae redevelopment
- Enhance the pedestrian crossing on Line Road
- Create mixed use building at corner of Maybury Street and Line Road which can accommodate retail, new community space, library expansion or other priority uses at ground floor, with residential above

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths
- Creek restoration- revegetation and selected tree removal
- Community orchard
- All ages playground
- Replacement bridge crossing on axis with marae approach
- Extensive, high quality lighting throughout



## MAYBURY - OMARU CORRIDOR

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Remove housing along northern edge of reserve to increase road frontage to transform Rowena Street into a park side road
- Create new park edge road along north edge of Omaru Creek with redevelopment of Ngāti Whātua
- Create new all ages playground adjacent to Taniwha Street
- Relocate adult literacy centre and open up park connection to Methodist Church along southern edge of reserve
- Re-vegetate Omaru Creek along its length incorporating weirs to slow the flow of water while allowing for the passage of fish and allowing for 1:100 year flood events within the park while allowing for access and clear site lines
- Ensure new residential development adjacent to the reserve is designed to provide the right balance of security and transparency and/or privacy
- Create new all ages playground adjacent to Rowena Street
- Liaise with existing adjacent landowners to maximize the indivisibility between land uses

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required including creek crossings
- Creek restoration- revegetation and selected tree removal
- All ages playground



## POINT ENGLAND RESERVE

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Interplant into existing coastal vegetation and overland flow paths to strengthen existing planting
- Revegetate Omaru Creek along its length, incorporating weirs to slow the flow of water where appropriate and increase inanga spawning habitat by integrating suitable grasses into restoration plantings

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required, including creek crossings
- Creek restoration- revegetation and selected tree removal



## WIMBLEDON NEIGHBOURHOOD RESERVE

### Strategy

- Reorganise park and adjacent housing to create better east connection and to improve road frontage to the reserve
- Create a new network of paths for pedestrians and cyclists
- Create new all ages playground

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required
- Creek restoration- revegetation and selected tree removal



## WIMBLEDON CREEK RESERVE

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Revegetate Omaru Creek along its length, incorporating weirs to slow the flow of water while allowing for the passage of fish and allowing for 1:100 year flood events within the park while allowing for access and clear site lines

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required
- Creek restoration- revegetation and selected tree removal





## ELSTREE NORTH RESERVE

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Improve connections between reserve to promote safe crossing and enhance reserve street presence

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths
- Creek restoration- revegetation and selected tree removal
- Improve access and interaction with creek



## LEYBOURNE CIRCLE RESERVE

### Strategy

- Maintain and enhance existing network of paths for pedestrians and cyclists
- Revegetate creek along its length while allowing for access and clear site lines
- Improve connections between reserve to promote safe crossing and enhance reserve street presence
- Selectively thin, clear and manage existing vegetation to improve site lines while retaining the natural feel of the reserve.

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths
- Creek restoration- revegetation and selected tree removal
- Improve access and interaction with creek
- Removal and thinning of mature trees



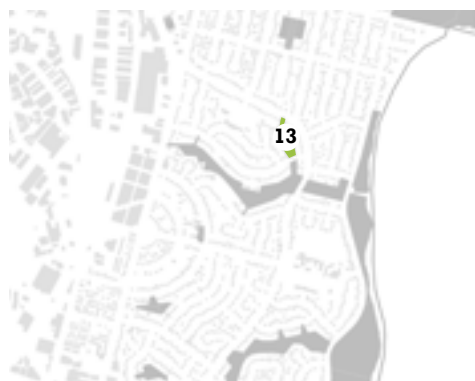
## TORINO RESERVE

### Strategy

- Develop reserve due to proximity to existing strategic corridor
- Retain connections between Tripoli Rd and Torino St
- Enhance connections with Boundary Reserve to promote increased active use.
- Relocate functions to adjacent reserve

### Programme

- Propose area for future development
- Relocate existing play area
- Create a strong pedestrian and cycle route through the new development



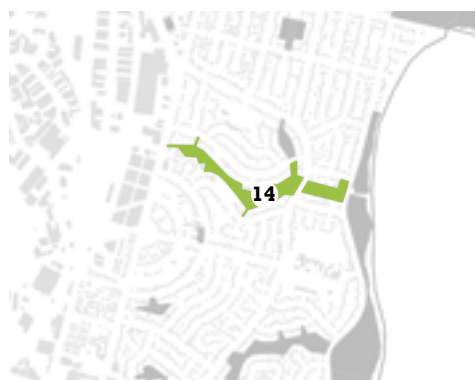
## BOUNDARY RESERVE

### Strategy

- Daylight the piped stream while allowing access and exploration
- Improve visibility and site lines
- Maximise and improve amenity space to the north facing slope where possible
- Widen park entrances to improve security, street presence and sight lines
- Create a new network of paths for pedestrians and cyclists to promote active use
- Create pedestrian crossing point on Tuakiri Street, linking the two halves of the reserve

### Programme

- New cycle and pedestrian path
- Daylight piped stream and revegetate
- Relocate and install play area from Torino Reserve
- Pedestrian and cycle crossing points to adjoining roads
- Selectively clear existing vegetation



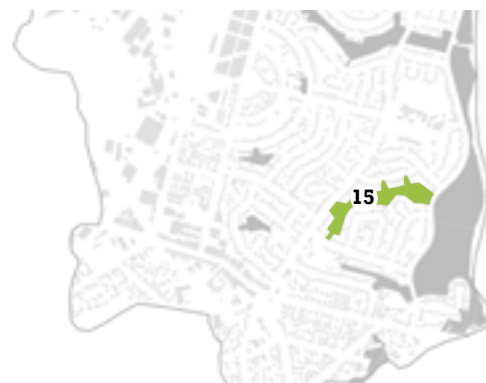
## JOHNSON RESERVE

### Strategy

- Land exchange to open park up to the street
- Revegetate creek along its length while allowing for access and clear site lines
- New development to front park and improve surveillance
- Selectively thin, clear and manage existing vegetation to improve site lines while retaining the natural feel of the reserve. This should contrast with Mauinaina Reserve to the south
- Upgrade and extend pedestrian/cycle paths to encourage active use of the reserve

### Programme

- Implementation of a new cycle and pedestrian path
- Add pedestrian and cycle crossing point to adjoining roads
- Selectively clear existing vegetation
- Revegetate water way
- Remove a block of housing on the east of Tripoli Road



## MAUINAINA EAST RESERVE

### Strategy

- New development to front the park and improve surveillance
- Maintain openness and improve amenity value to build relationship with adjoining school and child care centre
- Introduce paths for pedestrians and cyclists to the western narrow section of the reserve to promote active use

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths
- Introduce low speed vehicle crossing to the west, activating the narrow space



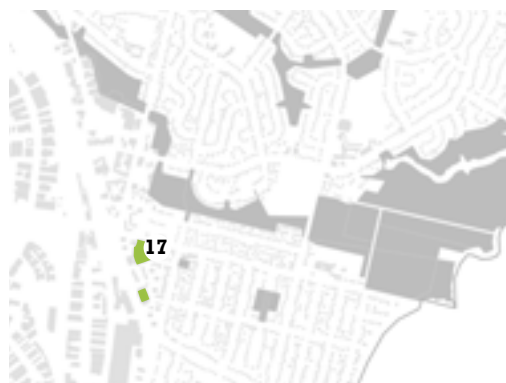
## TALBOT AND KOTUKU RESERVE

### Strategy

- Recently upgraded therefore minimal input required
- Additional community engagement required to identify possible changes

### Programme

- Consult with local schools and community groups



## TAURIMA RESERVE

### Strategy

- Extensive land exchanges for housing development
- Promote traffic and footfall to improve safety and public engagement
- Create a new street with good pedestrians and cyclists access along the north south axis
- Maximise existing amenity lawn
- Retain existing vegetation and improve boundary treatments

### Programme

- A new housing block opening out onto the western section with residential access through the centre of the reserve
- New street with cycle and pedestrian path along the north south axis
- Relocate play as necessary
- Selective tree works to existing trees



## COURT CRESCENT RESERVE

### Strategy

- Develop majority of reserve for housing
- Ensure new residential development adjacent to the reserve is designed to provide the right balance of security and/or privacy
- Enhance relationship with the adjacent church and community centre
- Increase street frontage along Court Crescent Rd
- Selective removal of existing trees to open the park on to the street
- Create a breakout space for the local community facilities

### Programme

- Remove housing along the north east edge of the reserve. Offset this with one block of housing to the southern section of the reserve
- Create space for locals to sit, socialise and meet
- Potential community orchards/gardens subject to governance agreement



## MAUINAINA WEST RESERVE

### Strategy

- Substantial upgrade and land exchanges
- Maintain and enhance existing network of paths for pedestrians and cyclists
- Create a local nodal space with enhanced amenity value
- Through significant land exchanges drastically improve openness and connections between Ngarimu Road, Te Koa Road and Tripoli Road
- New development to the north of the reserve
- Improve connections with Panmure centre

### Programme

- Shared cycle and pedestrian path upgrade and implementation of new paths as required including creek crossings
- All ages playground
- Extensive, high quality lighting throughout
- Relocate existing bowls club and cadet group to nearby facilities to be agreed with key state holders
- Extensive new frontages to reserve





## STREETSCAPE UPGRADES

### GLEN INNES TOWN CENTRE SQUARE

#### Strategy

Create new low speed linkage along western edge of the square to increase activity and create a new development parcel

Ensure that the new development helps to create a well framed public space with activity that spills into the square

Ensure the effects of prevailing weather conditions are considered

Where appropriate, ensure provision for seating, resting, gathering, lingering, socialising, street dining, gathering and retail 'spill out' are integrated into the square

Extend the plaza space into adjacent land areas in particular Apirana Avenue to the west, the arts precinct the east and Taniwha Street to the north

Utilise high quality materials for all paving, furnishings and lighting, reusing existing furniture and plantings where appropriate

Incorporate green infrastructure elements into the square

Explore opportunities to integrate public art and sculpture into the plaza

Explore opportunities to revitalise shop frontages

#### Programme

New low speed street connection including short stay on street parking and green infrastructure elements such as tree pits and rain gardens

New development on western edge of square

Revitalise and extend the treatment of the square into adjacent to include paving, furnishings, lighting, planting and green infrastructure elements such as tree pits and rain gardens

### APIRANA AVENUE UPGRADE

#### Strategy

Undertake a general streetscape upgrade consistent with overall character of Glen Innes town centre that removes existing median strips and reintroduces the original kerb line

Utilise high quality materials for all paving, furnishings and lighting, integrating existing plantings where appropriate

Incorporate green infrastructure elements into the square such as rain gardens and tree pits

Integrate a new 'transport interchange' into the streetscape, including the relocation of existing bus interchange from the corner of Taniwha Street, a new train station overpass, park and ride, 'kiss and ride' and taxi stand ensuring that it positively contributes to the town centre and to the experience of a high quality public transport service

Strengthen the connectivity between the town centre square and train station

Ensure the effects of prevailing weather conditions are considered

Where appropriate ensure provision for seating, resting, gathering, lingering, socialising, street dining, gathering and retail 'spill out' are integrated into the streetscape

Increase the quantity of on street car parking

Explore opportunities to revitalise shop frontages

#### Programme

Streetscape upgrade, including new paving, furnishings, lighting, planting and green infrastructure elements such as tree pits and rain gardens

New transport infrastructure for bus interchange and train station



## TANIWHA STREET UPGRADE (TOWN END)

### *Strategy*

Undertake a general streetscape upgrade consistent with overall character of Glen Innes town centre that removes existing median strips and roundabout and reintroduces the original kerb line

Utilise high quality materials for all paving, furnishings and lighting, integrating existing plantings where appropriate

Incorporate green infrastructure elements into the square

Relocate existing bus interchange to Apirana Avenue to create a new development parcel

Ensure that the new development helps to create well framed public space with activity that spills into the street

Strengthen the connectivity between the town centre square and on the northern edge of Taniwha Street

Ensure the effects of prevailing weather conditions are considered

Where appropriate ensure provision for seating, resting, gathering, lingering, socialising, street dining, gathering and retail 'spill out' are integrated into the streetscape

Increase the quantity of on street car parking

Explore opportunities to revitalise shop frontages

### *Programme*

Streetscape upgrade, including new paving, furnishings, lighting, planting and green infrastructure elements such as tree pits and rain gardens

New development on the corner of Taniwha Street and Apirana Avenue

## STANDARD ROAD SECTIONS

TRC is working with Auckland Transport and the Auckland Utility Owners Group (AUOG) with the aim of developing agreed road section typologies that are suitable for use within the constrained 'brownfield' intensification context of Tāmaki.





IN ASSOCIATION WITH:



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