

A Reference Masterplan & Strategic Framework



Ngā Mana Whenua o Tāmaki Makaurau & Crown



**“He hononga tika ki te hangai ngā hapori toitū
me he tāone taioreore mai ngā auahatanga
me ngā ahurea taukiri o te hapori.”**

**“A true partnership to establish inclusive,
sustainable communities and world class city
building through vibrant and innovative place-
making.”**

– Vision Statement

A well-designed built environment that respects the whenua is healthy for all people, promoting community wellbeing, activity and walkable neighbourhoods, safety, security and intergenerational living.

It's responsive to the place of Mana Whenua and the needs and aspirations of people, now and into the future, inviting innovative use, interaction, productivity and enjoyment. It's integrated, by drawing together the relationships between parts and elements, considering human interfaces at multiple scales, and supporting common goals and aspirations.

It's equitable by creating opportunities for all parts of our community. It supports mobility between public and private spaces, parks and buildings, employment, leisure and home. It's resilient to the dynamic and challenging conditions of our time, and can adapt and evolve while retaining its essential qualities and values.

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Wāhanga Tuatahi

Part One

Kupu Whakataki me ō Tātou
Whakakitenga

—

Introduction & Shared Vision

1.1 At a glance

Why plan for growth here?

Tāmaki Makaurau (Auckland), is a special place for its environment, its people and the lifestyles it offers. Tāmaki is the place desired by many. This name refers to the abundance of natural resources, strategic vantage points, portage routes, and mahinga kai which first attracted Māori, and sustained them over millennia, and then other peoples. The spiritual and cultural connection Mana Whenua have to Tāmaki Makaurau is interwoven with its Tūpuna Maunga, whenua, awa and wahapū, across the generations.

The Reference Masterplan and Strategic Framework Plan (Plan) for the proposed Unitec project demonstrates how the current landholdings can contribute to a growing Auckland; delivering a broader range of homes, new and higher quality public open space, better connections and community facilities. Auckland has an international reputation for its quality of life (as reported in the Mercer Quality of Living Ranking). In large part this is because of its outstandingly beautiful natural environment and the lifestyle opportunities it offers. Auckland's beaches, harbours, rainforest-covered ranges, Tūpuna Maunga, productive rural areas and motu are all within relatively easy proximity for residents and visitors to enjoy. This stunning natural environment is blended with worldclass universities, major arts, cultural and sporting events, museums, theatres, galleries, and history-rich urban villages.

Auckland is increasingly displaying the characteristics of a dynamic Pacific-Asia hub. There has been sustained population growth in Auckland because it is a place of opportunity. People want to raise families and pursue personal, business and career aspirations here. Auckland is ethnically and culturally diverse. It is home to people from over 120 different ethnicities. Aucklanders know that its growing cultural and lifestyle diversity has made the city a better place to live.

The Auckland Plan 2050 acknowledges the special place of Māori as the tāngata whenua of Aotearoa / New Zealand. The Crown has obligations to Māori under the nation's founding document, te Tiriti o Waitangi/the Treaty of Waitangi. The Crown and Māori have acknowledged the Crown's wrongs and sought to better reflect these constitutional relationships through historical Treaty of Waitangi settlements, including in Tāmaki Makaurau. The Unitec land is an express part of the Ngā Mana Whenua o Tāmaki Makaurau collective settlement, involving the 13 iwi/hapū of Auckland (the rōpū of Marutūāhu, Ngāti Whātua and Waiohūa-Tāmaki). This Treaty settlement confirms the rights of Ngā Mana Whenua o Tāmaki Makaurau over the Unitec land. Legislation also places obligations and decision making requirements on Government (including local government) that are specific to Māori.



Aerial view of site looking North East

**“He hononga tika ki te hangai ngā hapori toitū
me he tāone taioreore mai ngā auahatanga
me ngā ahurea taukiri o te hapori.”**

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sustainable communities and world class city
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making.”**

– Vision Statement

1.2 A shared vision

The challenge

Auckland’s population is set to increase by over 800,000 people over the next 30 years. There is a need to think how best to use available land in the inner suburbs in a way that not only provides new housing for the growing population, but renews inner-city areas to ensure they evolve into great, 21st century liveable neighbourhoods.

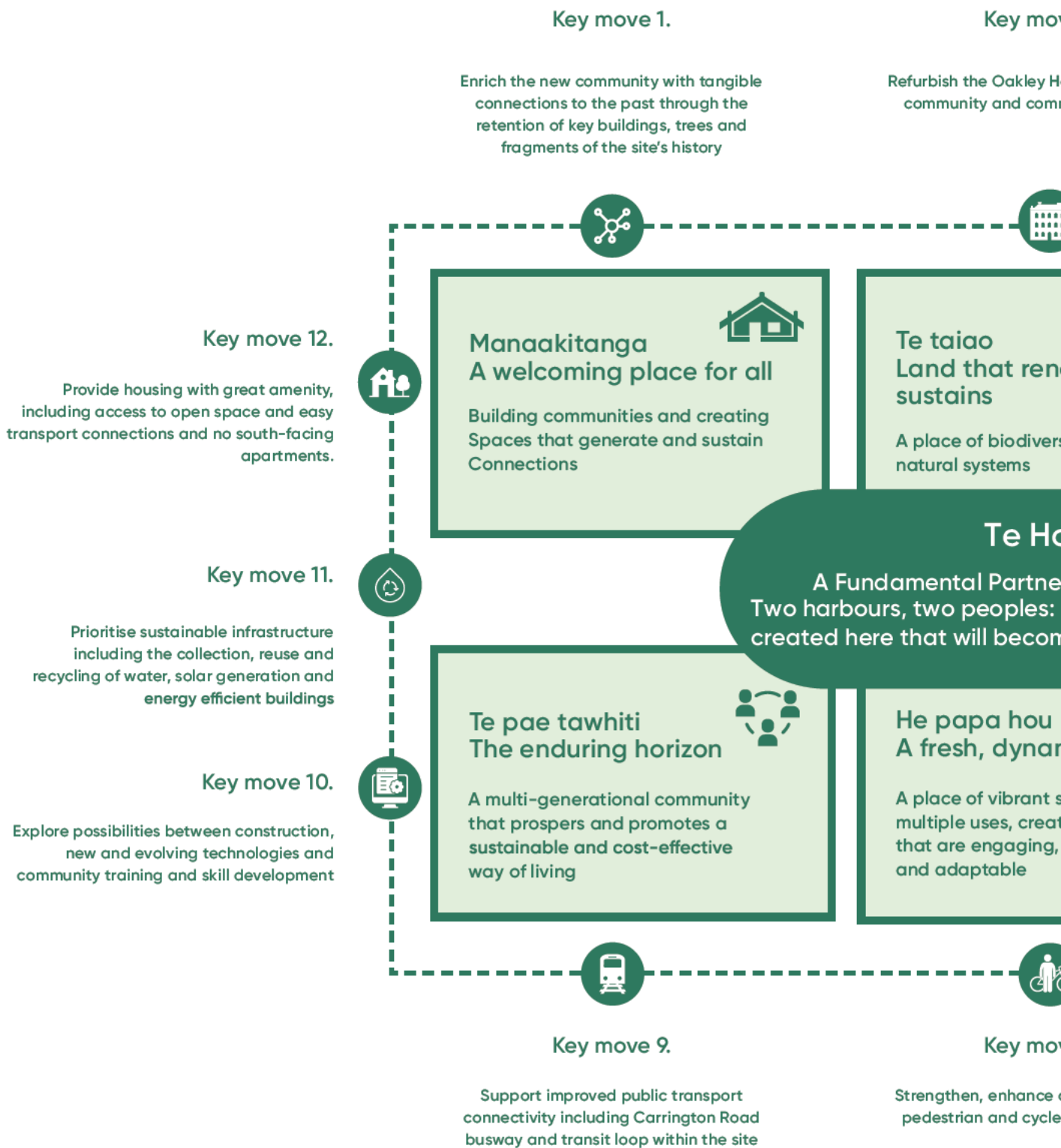
Auckland faces challenges. Key priorities for Auckland’s growing community include housing affordability and diversity of choice; access to vibrant and safe public open space; and accessible and efficient transport connections.

The opportunity

The Plan leads the way in showing what a contemporary global city looks like: a city of smaller homes and larger shared spaces and lifestyles; of old and new development; of local living which is connected to cultural opportunities near and far; and of shorter distances between work and home, services and recreation, education and learning, returning more time and choice to its residents.

This project is about Mana Whenua and the Crown partnering to deliver a Tāmaki Makaurau scale urban village that combines the ancient and modern worlds. It aims to create inclusive communities with a range of housing typologies, tenure and pricing options within a medium to higher density living environment. It’s a long term project that will grow over time to influence and reflect a changing Auckland.

1.3 Guiding values & key structuring moves

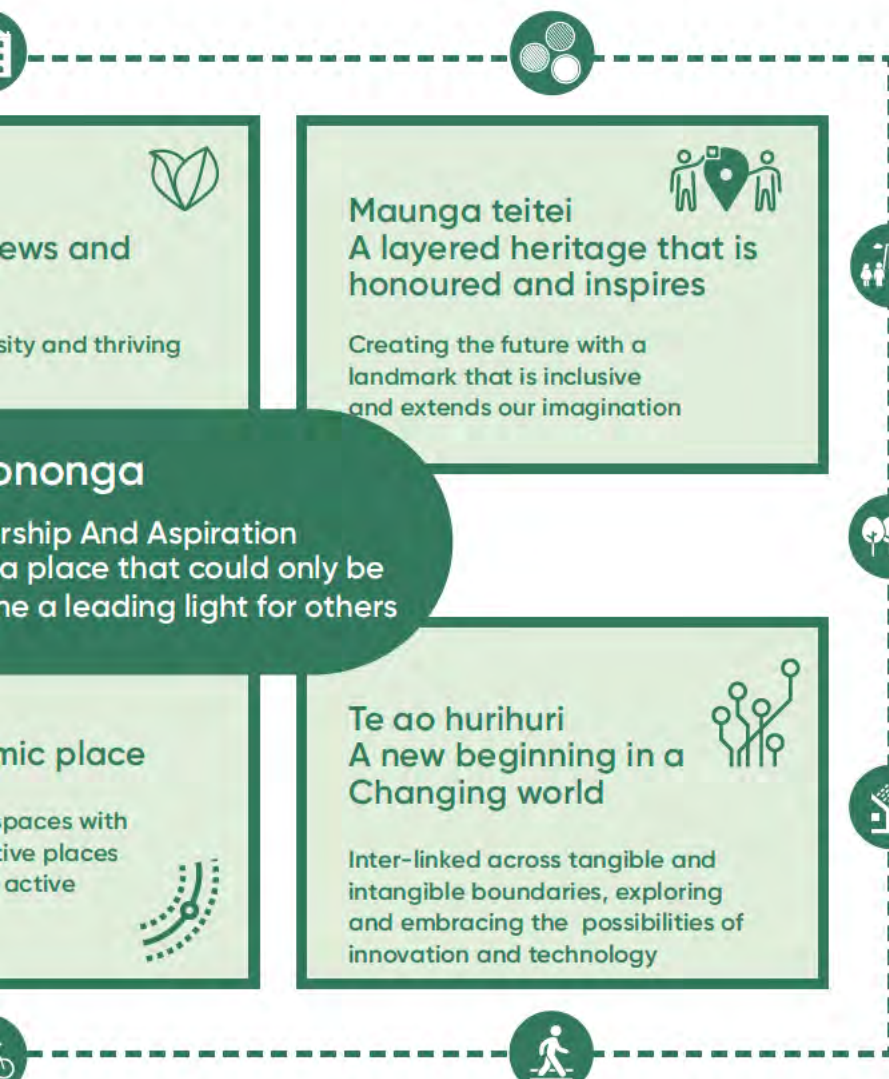


Key move 2.

hospital building for commercial activities

Key move 3.

Explore the viable retention of other existing buildings provide distinctive character and diversity to the new neighbourhoods



Views and
diversity and thriving



Maunga teitei
A layered heritage that is honoured and inspires



Creating the future with a landmark that is inclusive and extends our imagination

Te Auaunga

Partnership And Aspiration
A place that could only be
one a leading light for others

Economic place

Spaces with
diverse places
active



Te ao hurihuri
A new beginning in a
Changing world



Inter-linked across tangible and intangible boundaries, exploring and embracing the possibilities of innovation and technology

Key move 8.

and establish new
way connections

Key move 7.

Create safe streets with reduced car access to encourage walking, cycling, strolling, sitting and socialising

Key move 4.

Provide connected open spaces that support a diverse range of activities including new sports fields, play grounds, relaxation areas, nature exploration zones and community gardens

Key move 5.

Restore and expand the quality of habitat along the Te Auaunga's edge corridor

Key move 6.

Integrate stormwater collection and filtration systems into the landscape through vegetated swales and wetland gardens

1.4 Summary metrics

The table below provides a summary of the key metrics for the project, based on the current 26.6 ha landholdings* (refer to Plan on p. 23)

| Global Metrics* | m2 | ha |
|---|---------|----------------|
| Land area | 266,000 | 26.60 (100%) |
| Building Footprints | 56,535 | 5.65 |
| Developable Area (lots) | 122,955 | 12.30 (46.22%) |
| Open Space (inc. road reserve) | 112,838 | 11.28 (42.42%) |
| Road Reserve | 35,602 | 3.56 |
| Roading | 30,236 | 3.02 (11.37%) |
| Heritage building | 9,120 | 0.91 |
| Site cover % | 46% | |
| | | |
| Housing units | 2,504 | |
| Units per hectare Nett (Developable Area) | 204 | |
| Units per hectare Gross (Land Area) | 94 | |
| | | |
| Car parking (in building) | 1,251 | |
| Car parking (street / on site) | 317 | |
| Car parking (separate structure) | 820 | |
| Car parking (total) | 2,388 | |
| Car parking ratio | 0.95 | |

* Auckland Unitary Plan compliant

In addition to the current land holdings, the Crown has identified some additional landholdings which would enhance the overall development. These sites include Unitec land (referred to in this Plan as the F+B Blocks) and the privately owned Taylor's Laundry (refer p. 23) The potential of these sites has been modelled without prejudice to commercial negotiations.

| Land | | Current | F&B Blocks | Current + F&B | Taylor's Laundry** | Current + F&B + Taylor's |
|--|----------------------|------------------------------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|
| Metric | Measure | Subtotals | | | Totals | |
| Area and units | | | | | | |
| Land area | m ² /ha | 266,000 (26.6 ha) | 68,118 (6.8 ha) | 334,118 (33.4 ha) | 25,304 (2.5 ha) | 359,422 (35.9 ha) |
| Housing Units* | No. of units | 2504 | 914 | 3418 | 570 | 4000 |
| Units per hectare Net (Developable Area) | No. of units | 204 | 199 | 202 | 322 | 217 |
| Open space | | | | | | |
| Open Space (inc. road reserve) | m ² /ha/% | 112,838 (11.28 ha) 42.42% | 16,397 (1.64 ha) 24.07% | 129,235 (12.92 ha) 38.68% | 8,502 (0.85 ha) 33.60% | 137,737 (13.77 ha) 38.32% |
| Road Reserve | m ² /ha | 35,602 (3.56 ha) | 9,034 (0.90 ha) | 44,636 (4.46 ha) | 3,493 (0.35 ha) | 48,129 (4.81 ha) |
| Buildings | | | | | | |
| Building Footprints | m ² /ha | 56,535 (5.65 ha) | 21,390 (2.14 ha) | 77,925 (7.79 ha) | 9,039 (0.90 ha) | 86,964 (8.70 ha) |
| Developable Area | m ² /ha/% | 122,955 (12.30 ha) 46.22% | 45,891 (4.59 ha) 67.37% | 168,846 (16.88 ha) 50.53% | 14,808 (1.48 ha) 58.52% | 183,654 (18.37 ha) 51.10% |
| Site Cover | % | 46% | 47% | 46% | 61% | 47% |
| Roading | m ² /ha/% | 30,236 (3.02 ha) 11.37% | 6,064 (0.61 ha) 8.90% | 36,300 (3.63 ha) 10.86% | 1,983 (0.20 ha) 7.84% | 38,283 (3.83 ha) 10.65% |
| Heritage** | | | | | | |
| Heritage Building | m ² /ha | 9120 (0.91 ha) | n/a | 9120 (0.91 ha) | n/a | 9120 (0.91 ha) |
| Carparking | | | | | | |
| Car parking (in building) | No. of spaces | 1251 | 403 | 1654 | 250 | 1904 |
| Car parking (street/onsite) | No. of spaces | 317 | 38 | 355 | 69 | 424 |
| Car parking (separate structure) | No. of spaces | 820 | 388 | 1208 | 162 | 1370 |
| Car Parking (total) | No. of spaces | 2388 | 829 | 3217 | 481 | 3698 |
| Car parking ratio | Spaces per dwelling | 0.95 | 0.91 | 0.94 | 0.84 | 0.93 |
| Other*** | | | | | | |
| School | m ² /ha | | | | | approx. 10,000 (1.00 ha) |
| Commercial/Retail | m ² /ha | | | | | approx. 5,000 (0.50 ha) |

* All yields based on Auckland Unitary Plan compliant scheme

** Decisions about retention of heritage to be made at next level of planning detail (refer p. 110)

*** Decisions about scale and location to be made at next level of planning detail (refer p. 110)





Aerial view of site looking North East

Wāhanga Tuarua

Part Two

Te Horopaki, Ngā Korero Tuku
Iho me ngā tātari

—

Context, History & Analysis

2.1 About Auckland

Now and into the future

Auckland is emerging as a global leader in providing quality of life and opportunity. It is a place where people want to raise a family and do business due to its favourable climate, striking natural surroundings and diverse culture and lifestyle. Tāmaki Makaurau has long been a desirable place of settlement, going back to the first arrival of Māori over a millennium ago. These people, and their descendants, recognised the dramatic geomorphology of Auckland, with its abundance of rich soils and harbours, sources of mahinga kai, strategic vantage points and portage routes provided an optimal place for human habitation.

Auckland is projected to account for more than half of New Zealand's population growth between 2013 and 2043, or an increase of 833,000 people – from just under 1.5 million to over 2.3 million. As the primary gateway for land, air and sea domestic and international transfers, Auckland presents a unique offering and is becoming a dynamic hub for the Pacific-Asia region, accounting for more than 40% of New Zealand's GDP.

The Auckland Plan 2050 establishes six key focus areas to combat the city's key challenges of high population growth, the need to share prosperity, and environmental degradation:

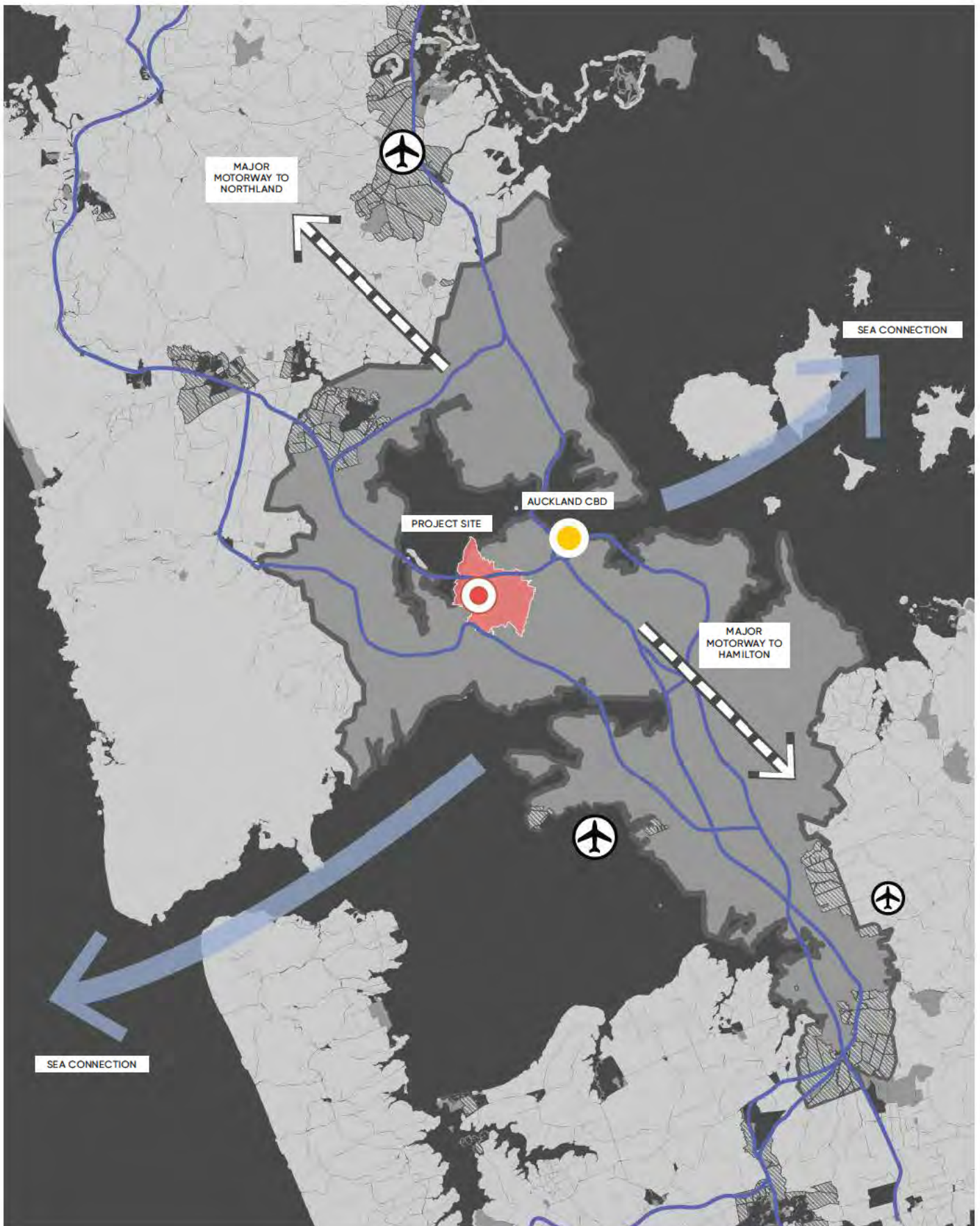
– Belonging and Participation – All Aucklanders will be

part of and contribute to society, access opportunities, and have the chance to develop to their full potential

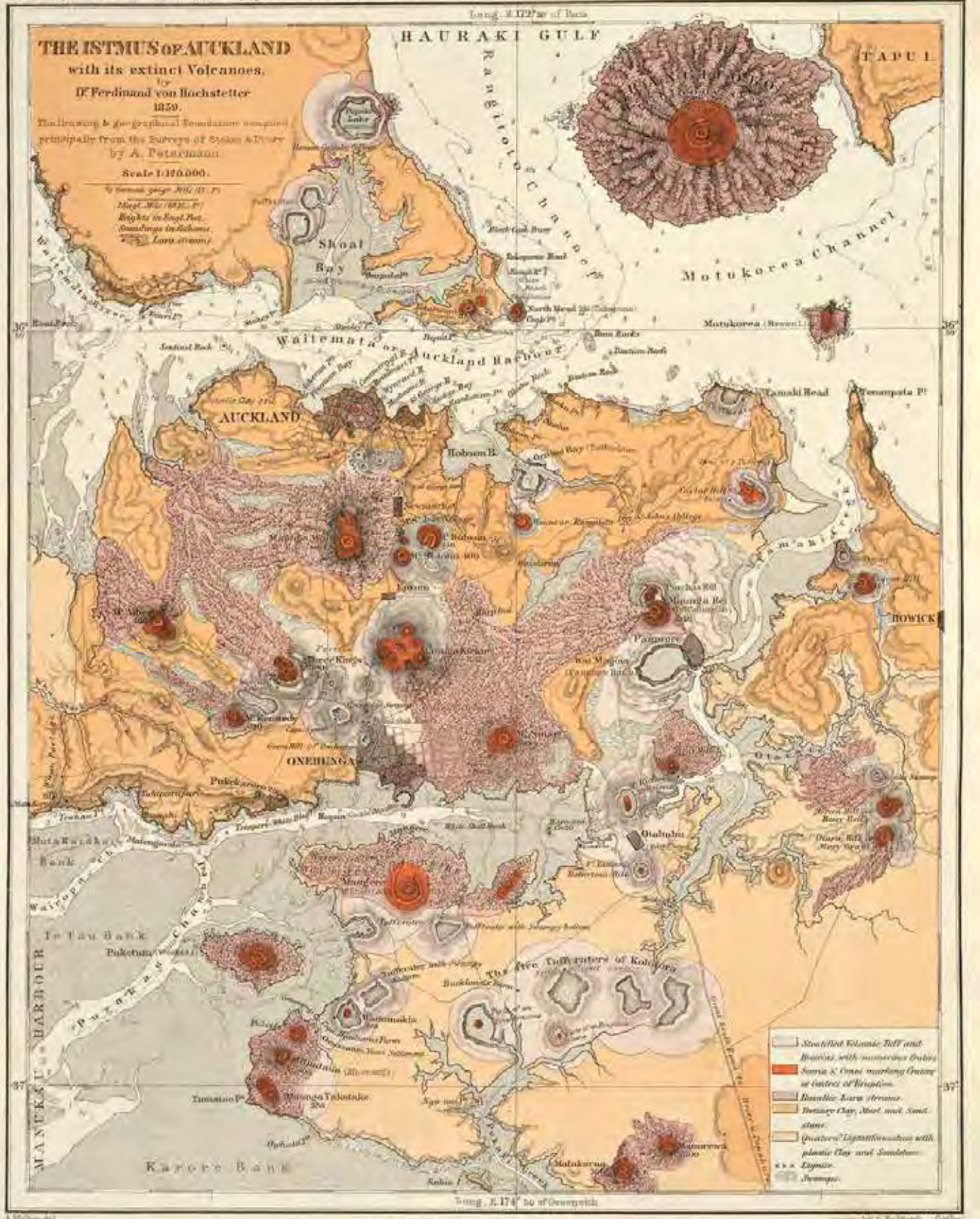
- Māori Identity and Wellbeing – A thriving Māori identity is Auckland's point of difference in the world and it advances prosperity for Māori and benefits all Aucklanders
- Homes and Places – Aucklanders live in secure, healthy, and affordable homes, and have access to a range of inclusive public places
- Transport and Access – Aucklanders will be able to get where they want to go more easily, safely and sustainably
- Environment and Cultural Heritage – Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations
- Opportunity and Prosperity – Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.



Aerial view of site over Mason Clinic and Taylors Laundry



Strategic site context



The Isthmus of Auckland with its extinct volcanoes by Dr Ferdinand von Hochstetter, 1859. Sir George Grey Special Collections, Auckland Libraries, NZ Map 5694b

The Auckland Unitary Plan (AUP) provides the statutory framework for planning. It is based on the strategic direction set by the 2012 Auckland Plan and:

- Outlines what can be built where
- Provides for a compact urban form
- Describes how to maintain the rural and freshwater and marine environments.

The AUP indicates where Auckland's population, commercial and industrial growth can be accommodated.

Auckland's Ancestral Mountains – Tūpuna Maunga have a powerful physical presence in the urban form of Auckland, with the most recent eruption happening 600 years ago. The volcanic features have shaped the lives of its people and stand as the essence of Auckland. They are central to Auckland's identity and a point of difference around the world. They are sacred to the mana whenua as taonga tuku iho (treasures handed down the generations).

Human occupation of Auckland spans over 1000 years and the role of the maunga has changed over time from a place of defence and monument, to strategic maritime settlements and sources of resource (water and rock), to an unparalleled network of open spaces that Aucklanders draw their identity from.

With European settlement, the Tūpuna Maunga were quarried to support the creation of the city, causing significant modification of some maunga. Coastal defences, infrastructure, reservoirs and houses were also built on the maunga. These types of modifications, structures and activities have all left their mark.

The Tūpuna Maunga Authority has developed the Tūpuna Maunga Integrated Management Plan. The below values provide a framework for how the maunga are valued, protected, restored, enhanced and managed in future urban development:

- Wairuatanga/Spiritual
- Mana Aotura/Cultural and heritage
- Takotoranga Whenua/Landscape
- Mauri Punaha Hauropi/Ecology and biodiversity
- Mana Hononga Tangata/Living connection
- Whai Rawa Whakauka/Economic and commercial
- Mana Whai a Rehia/Recreational.
- Pathways give tangible expressions to the values.
- Restore and recognise the relationship between the maunga and its people
- Tread gently
- Treat the maunga as taonga tuku iho – treasures handed down the generations
- Recognise the tihi is sacred.



Aerial view of site looking North West

2.2 Our site in the bigger picture

Physical setting



Satellite view of Auckland

The Unitec site (site) has visual connections to the Tūpuna Maunga of Owairaka and Maungawhau, as well as to Rangitoto. The headwaters of Te Auaunga Oakley Creek (Te Auaunga) spring just above the Manukau Harbour, and then flow past the site into the Waitematā. A tributary waterway, the Wairaka Stream, flows from a puna within the Unitec site before joining Te Auaunga.

The site contains a number of important historical and archaeological features, including the Wairaka and Te Auaunga Creeks, large established trees and the former Carrington (Oakley) Hospital on its Northern vantage point. It connects to the communities of Pt Chevalier and Mt Albert, and is proximate to excellent transport options: the Mt Albert and Baldwin Ave railways stations, multiple bus routes to the CBD, the North-West cycleway, the Waterview Tunnel and motorways North, West, and East to the city. The Unitec Campus is located 8 kilometres from the Auckland CBD.

The Unitec Project will be among the single largest 'brownfield' developments in Auckland. The Crown owns or controls over 50 hectares of land, and currently intends to develop 26.6 hectares for urban development. The development land surrounds the core Unitec Campus (24 hectares).

The site has the scale to bring together amenity, connectivity and density in an urban form bound together by its communities.

The urban development on the site will honour its cultural heritage, including the history of the site as a place of gardening and gathering, enhance the connection between the land and Te Auaunga and restore the Wairaka Stream. Placemaking will enable the communities and public to experience the natural character of the site alongside distinct neighbourhoods.



Landholdings map

- Current land holdings within boundary (26.6 ha)
- Potential future land holdings outside current landholdings (26.7 ha)
 - Taylor's Laundry (2.5 ha)
 - 'F' Block (4.0 ha) est.
 - 'B' Block (4.6 ha) est.
- Ngāti Whātua Ōrākei (4.4 ha)
- Mason Clinic (3.9 ha) + expansion area (2.7 ha)
- Unitec (15.6 ha)
- Site boundary

2.3 Local area and context

Surrounding neighbourhoods today



1. Unitec Mount Albert Campus Gate 1 Entrance, Carrington Road, Mount Albert.



2. Mount Albert Train Station, Carrington Road, Mount Albert.



3. Existing housing typologies opposite Unitec Campus on Carrington Road, Mount Albert.



4. Mount Albert Train Station



5. Mount Albert Road activation



6. Carrington Road



7. Point Chevalier looking toward Unitec



8. Point Chevalier retail and commercial centre



9. Point Chevalier suburbs



10. Waterview Glades



11. Oakely Creek Walkway



12. View of Great North Road

Unitec connects to the communities of Pt Chevalier and Mt Albert, and is proximate to the Mt Albert and Baldwin Ave railway stations, multiple bus routes to the CBD, the North-West cycleway and motorways North, West and East to the city.



Aerial view of site looking North West





Current Unitec Campus view west over Te Noho Kotahitanga Marae

Wāhanga Tuatoru

Part Three

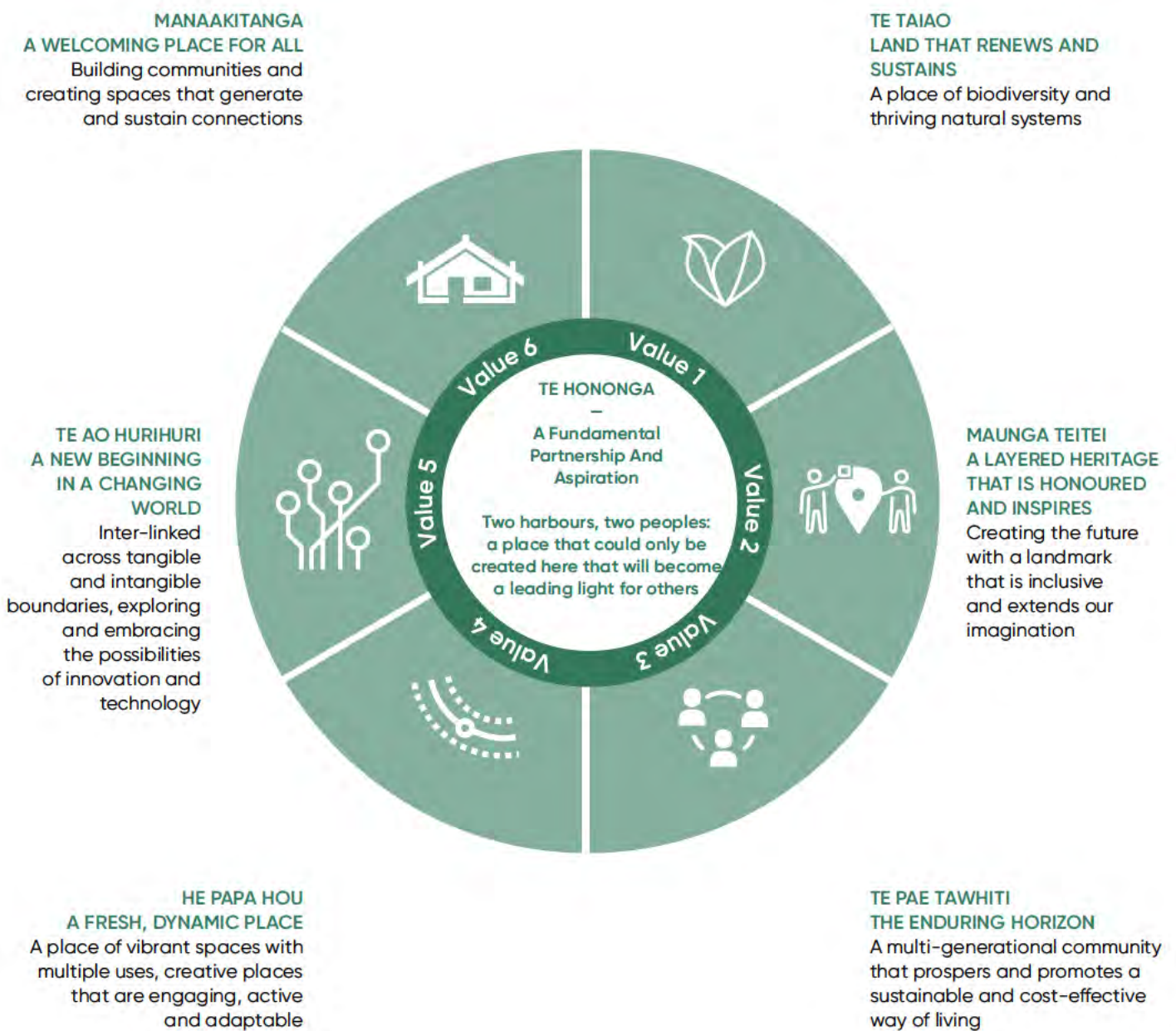
Ngā Uara, ngā Mātāpono me ngā
Aratohu Mātua

—

Values, Principles & Key Moves

3.1 Our values

Six guiding values to help create a thriving community:



3.2 Our principles

Principle 1

—

Ngā Pā Harakeke o mua, o nāianei, o āpōpō
Past & Future Generations

Principle 2

—

Whakaukatanga torowhānui
Holistic Sustainability

Principle 3

—

Te nekehanga me te Tūhononga
Mobility & Connections

Principle 4

—

Ngā Tūapapa me te Hāngarautanga
Infrastructure & Technology

Principle 5

—

Te Mahingatahitanga
Inclusive Placemaking

3.2.1 Principle 1

Ngā Pā Harakeke o mua, o naianei, o āpōpō

—

Past & Future Generations

A place deeply rooted in its history, with a vibrant presence and spirit of generosity and co-operation. A place that reflects and actively celebrates the past while providing immense opportunities for future generations.



Unitec Whānau at Marae opening ceremony



Community Garden – Brisbane



Hobsonville Point Farmers Market – Auckland



Margaret Mahy Playground – Christchurch

Whakaukatanga torowhānui

—

Holistic Sustainability

A whole of system approach to sustainability – a unified and affordable community, with climate resilient infrastructure, flourishing local economies providing local jobs, networks and innovation.



Vauban Eco Community – Germany



Arthur Phillip High School and Parramatta Public School – Sydney



Modular Timber Housing Experiments – Denmark



Bicycle lanes wayfinding – Adelaide

Te nekehanga me te Tūhononga

—

Mobility & Connections

A close-knit, healthy community with seamless access to vital daily services.
A place that offers a safe, universally accessible and data-driven alternative to the private car for every journey.



The Goods Line – Sydney



Frome Street Bikeway – Adelaide



Light Rail – River Market, Kansas City



Chicago Transit Authority Real-time App – Chicago

Ngā Tūapapa me te Hāngarautanga

—

Infrastructure & Technology

From transport to water treatment, waste to energy to urban farms that double as stormwater management systems. Open digital infrastructure that inspires innovation



Croton Water Treatment Works – New York



Community IT & Innovation Hub



E-Scooter shared path – Auckland



AV Streetscape – Quayside, Toronto

Te Mahingatahitanga

—

Inclusive Placemaking

A place that generates energy year-round, that bustles with a lively mix of residents and businesses. A built environment that is more usable, efficient and affordable. An inclusive community for people of all ages, backgrounds, and means.



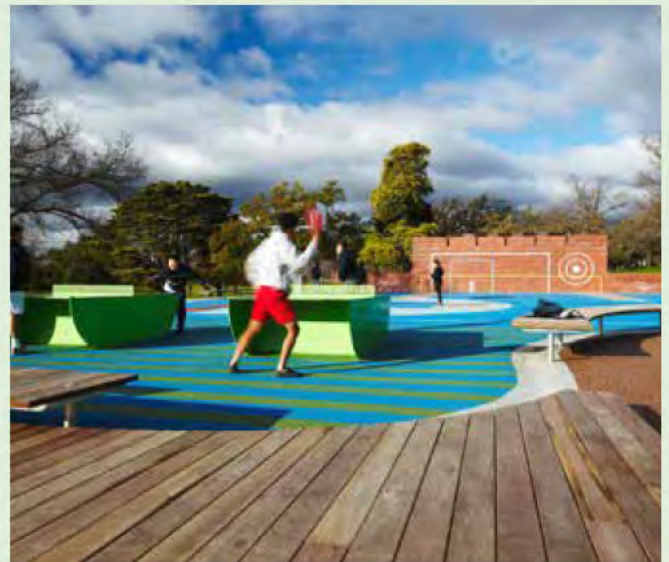
Pop-up Food – Auckland



Hunters Point Park – South Queens, New York



C.F Moller Children's Play Centre – Denmark



Box Hill Garden Sports Court – Melbourne

3.3 Key structuring moves

Heritage and character



Te Auaunga Corridor



Oakley Hospital heritage building



Mitchell Stout Dodd Architects building at Unitec Campus



Public open space Detroit Eastern Market, USA

Significant landscapes and other fragments of the site's history are identified in the Plan as unique, character-filled places are created through the combination of old and new. The Plan recommends investigating the retention and re-purposing of existing buildings. Possibilities for those buildings which have value and adaptability for community purposes include the Pump House as a 'café in the park' and the former Stables and associated Courtyard building as a community centre or project office/information centre.

Although the Plan shows the potential for residential development across the site, decisions on the retention of character buildings will not be made until the next stage of design and masterplanning, The Crown and Ngā Mana Whenua o Tāmaki Makaurau are still to investigate the potential for the adaptive re-use of these buildings.

Key move 1

Enrich the new community with tangible connections to the past through the retention of key buildings, trees and fragments of the site's history

Key move 2

Refurbish the Oakley Hospital building for community and commercial activities and to act as an anchor and amenity attraction for the site

Key move 3

Explore the retention of other viable buildings to provide distinctive character and diversity to the new neighbourhoods

3.3.1 Key structuring moves

A distinct open space network



Green site connections Cherrybrook Town Centre Masterplan



Active recreation space Green Square Aquatic Centre



Playgrounds Oslo, Norway



Public open space Swanson Street, Melbourne

A generous provision of interconnected, prominent open space will provide the amenity necessary to support the new medium-high density residential communities. These green networks build on the natural assets of the site, including opening up and daylighting the Wairaka Stream.

A significant green corridor linking Carrington Road to Oakley Creek with multiple East / West connections will create new areas to explore for new residents and the existing community. The Plan proposes a 'celebration of water' in the landscape by way of the Wairaka and Te Auaunga waterways. Enhanced biodiversity through seasonally responsive planting will support natural habitats. The Plan also protects significant trees which will continue to enhance the landscape through its transition of the site into an urban village.

Key move 4

Provide connected open spaces that support a diverse range of activities including new recreation spaces, play grounds, relaxation areas, nature exploration zones and community gardens.

Key move 5

Restore and expand the quality of habitat along the edge of the Te Auaunga corridor.

Key move 6

Integrate stormwater collection and filtration systems into the landscape through vegetated swales and wetland gardens.

3.3.2 Key structuring moves

Connectivity



Activation of ground level Mission Rock, San Francisco



Street frontages Copenhagen



Streets with reduced vehicular access Cherrybrook Town Centre



Cycleway Tendring, UK

The Framework Plan proposes significant improvements to the nature and quality of the pedestrian and cycle networks, with this amenity reinforcing the new identity of the site. A finer grain of internal site connections will establish a predominance of pedestrian and non-vehicular modes including walking and running tracks and routes for alternative low-speed modes across site.

The site's four current access points will be retained and improved, for example by reconfiguring the Gate 1 entrance. Separation between car traffic entering from the South, and the site and Unitec Campus is also proposed.

Key move 7

Create safe streets with reduced car access to encourage walking, cycling, strolling, sitting and socialising.

Key move 8

Strengthen, enhance and establish new pedestrian and cycleway connections within and through the site

Key move 9

Support improved public transport connectivity including Carrington Road busway and the possibility for a transit loop within the site.

3.3.3 Key structuring moves

Creating community assets



Ecological community Vauban, Freiburg



Arthur Phillip Vertical High School



Prefabricated housing BIG Architects



Sustainable infrastructure electronic vehicle charging station

The Plan aims to reduce the impact of cars and carparking over time. This includes through prioritising alternative modes of transport within the site, providing for the adaptive reuse of free-standing car parking buildings once usage declines, shared parking with Unitec and other neighbours and charging stations for e-vehicles, pool cars etc. Opportunities should be explored for collaboration with Unitec on continued learning, skill development, shared knowledge and learning laboratories across the site.

Synergies between the construction opportunities, new / evolving technologies and training / skill development and active learning, also provide great opportunities to champion new technologies.

Key move 10

Explore possibilities between construction, new and evolving technologies and community training and skill development

Key move 11

Prioritise sustainable infrastructure including the collection, reuse and recycling of water, solar generation and energy efficient buildings.

Key move 12

Provide housing with great amenity, including access to open space and easy transport connections apartments orientated towards the sun.

Wāhanga Tuawha

Part Four

Ngā Whenua – He rautaki mo Te
Taiao, ngā Hangatanga me ngā
Tūāpapa

—

Current Landholdings – Open Space,
Building & Infrastructure Strategy





Aerial view of site looking North East

4.1 Key attributes

As shown previously, the site possesses a wide range of physical and locational features which contribute to making the site attractive to its current and future community. Collectively, they have been used to inform the Plan.

External attributes

- Scale – 26.6 ha of brownfield development with potential for future acquisitions
- Proximity to Auckland's Central Business District
- Proximity to established town centres at Pt Chevalier and Mt Albert
- Access to two heavy rail stations and a proposed light rail stop
- Unitec Campus acts as a good neighbour to the new community
- Socio-economic diversity.

Internal attributes

- Te Auaunga Corridor and Wairaka Stream
- Wide ranging views to Tūpuna Maunga, Auckland CBD, Waitakere Ranges, and surrounding neighbourhoods
- Significant cultural heritage, both natural and built
- Established ecosystems and landscape
- Undulating topography to capture views and create character filled places.



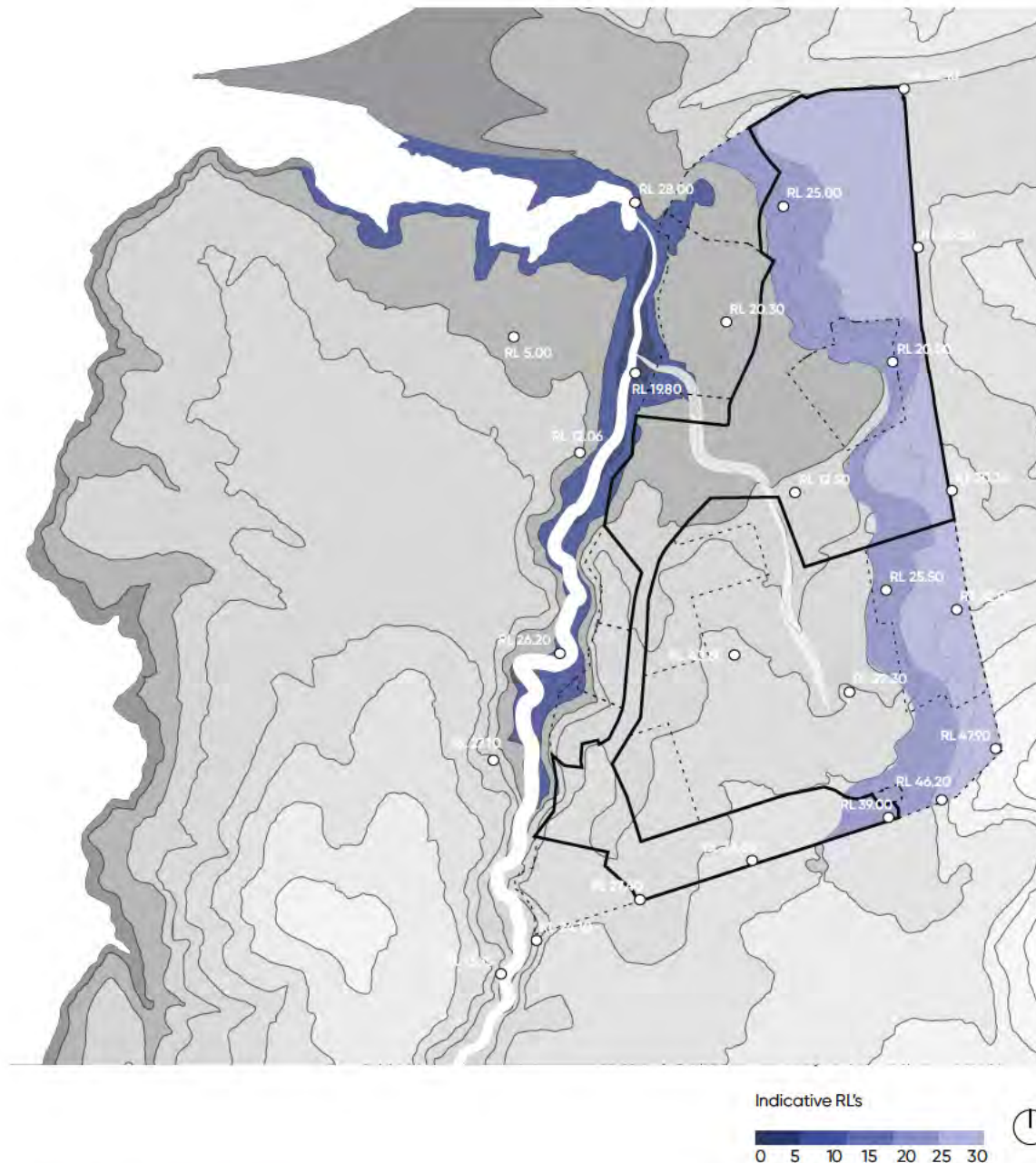
Aerial view of site looking North West with proposed massing

Unitec has visual connections to the Tūpuna Maunga of Owairaka and Maungawhau, as well as to Rangitoto. The headwaters of Te Auaunga Creek spring just above the Manukau Harbour, and then flow past the site into the Waitematā.



View over site towards Owairaka Mt Albert

4.2 Existing topography



Landform attributes

The Plan has been developed to sympathetically align with the existing undulating landform/ topography that falls approximately 5 storeys from Carrington Road to the Te Auanga Corridor to the west. The Plan proposes creating a series of gentle 'terraces' to allow easy access across the street and to all lots and buildings. This terracing also allows for undercroft 'semi-basements' for both carparking and land stabilisation.



View over site towards Auckland CBD

4.3 Site analysis

Existing ecology



- ≡ Watercourses
- Open space
- Protected tree
- Significant tree
- Mature canopy
- Existing tree
- Flood plain management zone
- Puna
- - - Significant habitat
- Study area



4.3.1 Site analysis

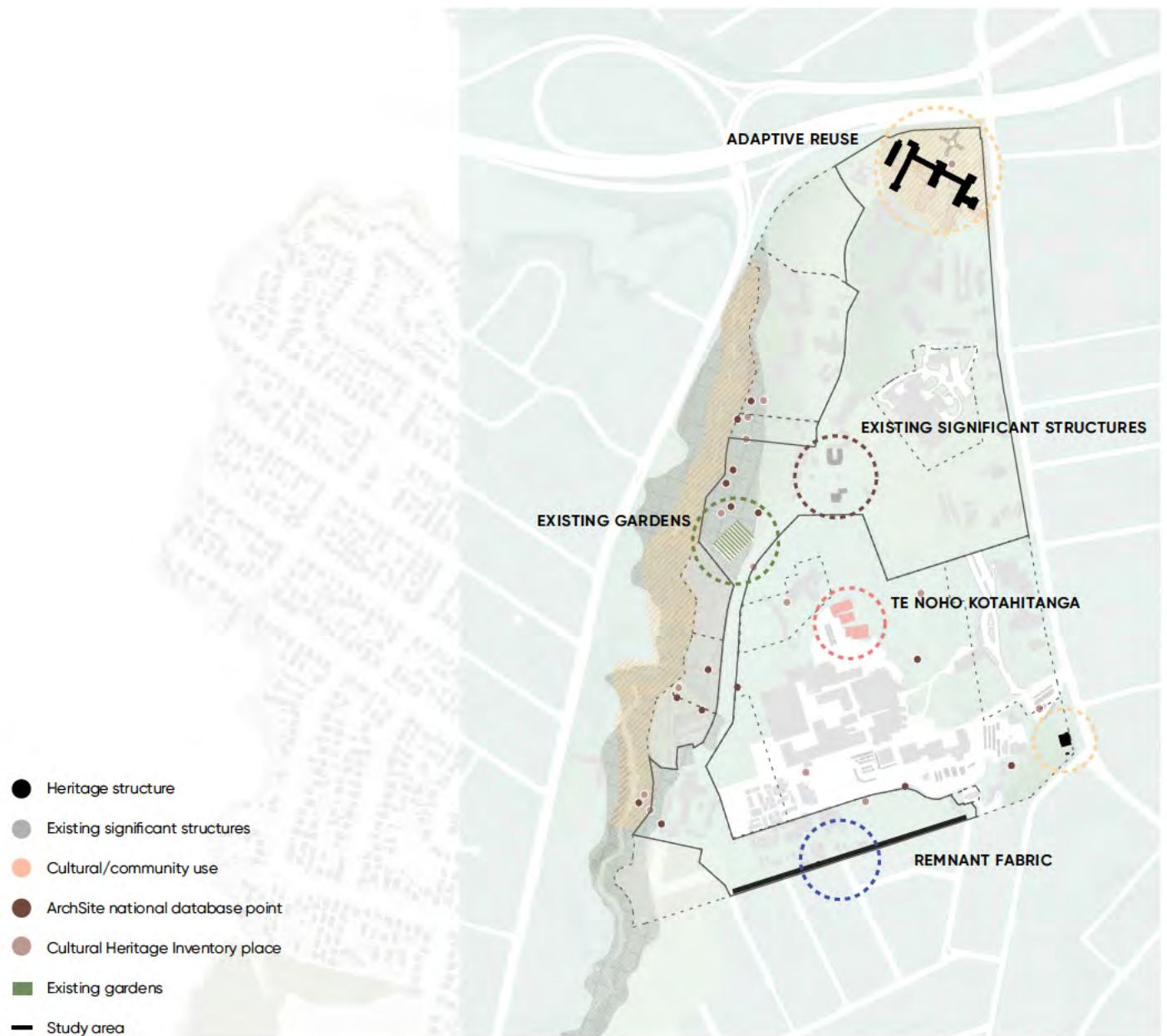
Existing built fabric and heritage



* Subject to investigation and analysis.

4.3.2 Site analysis

Existing built fabric focal points



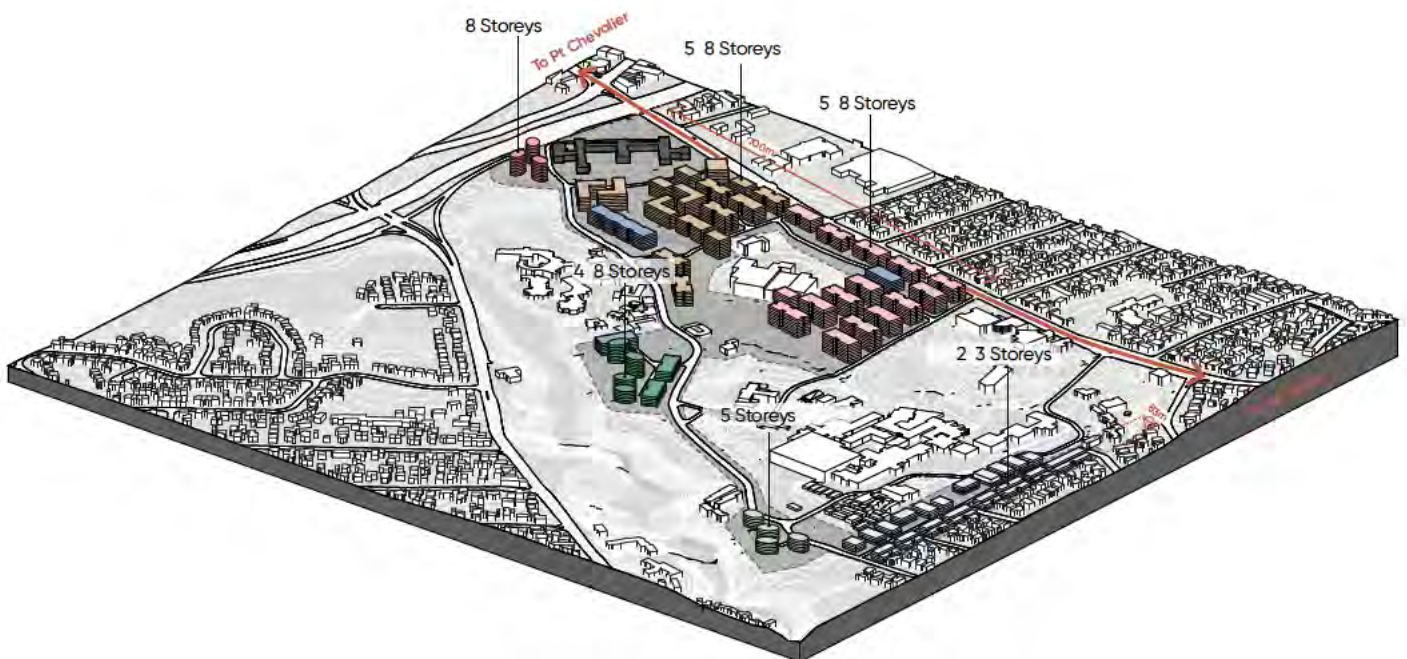
4.3.3 Site analysis

Existing public transport connections



4.4 Framework Plan – AUP Compliant 3D Massing Heights

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Carparking



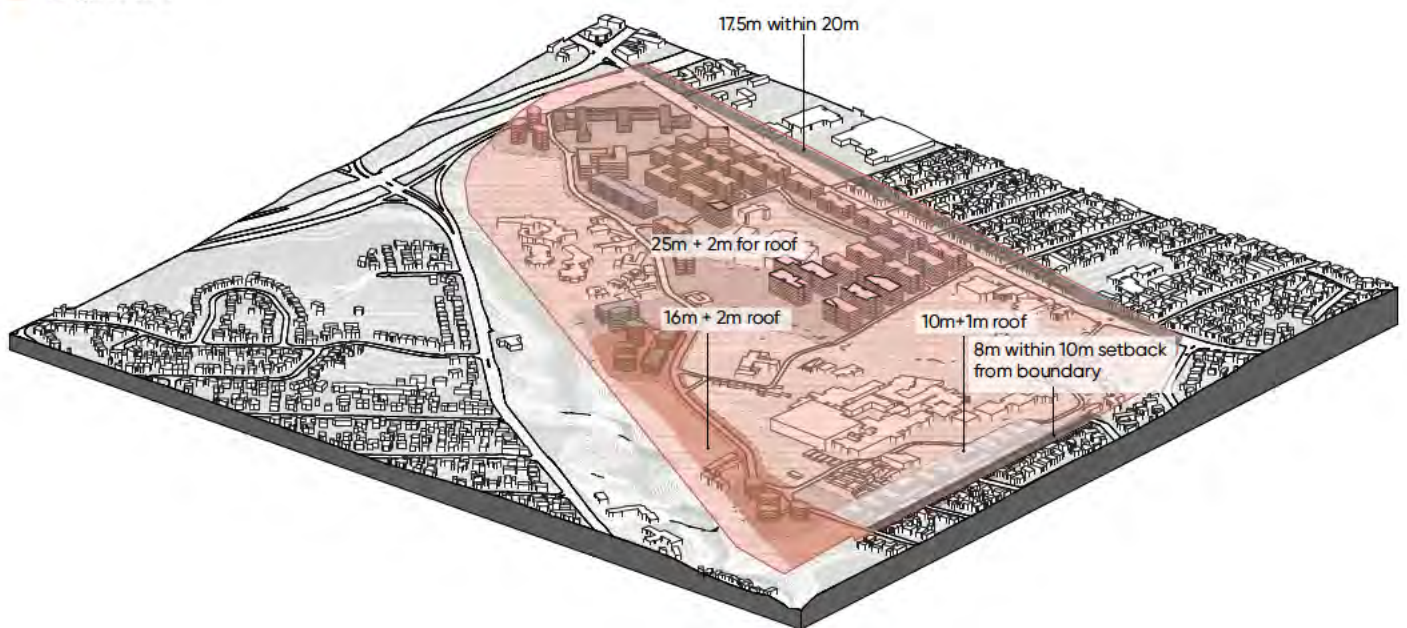
Seven precincts

There are seven precincts or 'neighbourhoods' across the current core landholdings that range in height from 2-3 storeys in the South to 8 storeys in the North. The diagram above shows a scheme that is fully compliant with the AUP both in terms of height controls, setbacks and heritage extent of place controls. The diagram on the following page demonstrates the height compliance provisions.

4.4.1 Framework Plan – AUP Compliant 3D Massing

AUP height controls

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Carparking
- Height blanket



AUP height controls

The current iteration does not breach the stipulated height controls by more than 0.5 storeys in any Precinct as demonstrated by the diagram above.





Artist impression of site looking North East with proposed bulk and location

4.5 Framework Plan – AUP Compliant 2D Plan Roofscape

A range of units from 2,500 – 3,000

-  Boundary
-  Existing Building
-  Existing Building to be retained
-  Heritage
-  Proposed Buildings
-  Proposed Parking Buildings
-  Rooding
-  Road Reserve
-  Existing bridge
-  Main access
-  Secondary access
-  Parking building access
-  On street Parking
-  Pathway / terrace
-  Open space for events
-  Private open space
-  Public open space
-  Wetlands
-  Waterways
-  Protected trees
-  Existing trees
-  Proposed trees
-  Precinct 1 trees
-  Precinct 3 trees
-  Precinct 4 trees
-  Precinct 5 trees
-  Precinct 6&7 trees
-  Existing gardens

Land area [m²]
266,000 / (26.6 ha)

Building Footprints [m²]
56,535 / (5.65 ha)

Developable Area (lots) [m²]
122,955 / (12.30 ha)

Open Space incl. Road Reserve [m²]

112,838 / (11.28 ha)

Rooding [m²]

30,236 / (3.02 ha)

Heritage building [m²]

9,120 / (0.91 ha)

Overall site cover %

46%

Housing units

2,500 3,000

At 2500 dwellings total:

Units per hectare [Net]

204

Units per hectare [Gross]

94

Car parking (in building)

1,251

Car parking (street/on site)

317

Car parking (separate structure)

820

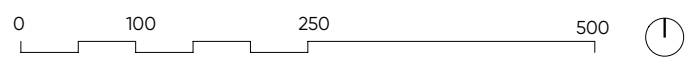
Car parking (total)

2,388

Car parking ratio

0.95





4.5.1 Framework Plan – AUP Compliant 2D Plan

Unit typology

A range of units from 2,500 – 3,000

-  Boundary
-  Existing Building
-  Existing Building to be retained
-  Heritage
-  Proposed Buildings
-  Proposed Parking Buildings
-  Rooding
-  Road Reserve
-  Existing bridge
-  Main access
-  Secondary access
-  Parking building access
-  On street Parking
-  Pathway / terrace
-  Open space for events
-  Private open space
-  Public open space
-  Wetlands
-  Waterways
-  Protected trees
-  Existing trees
-  Proposed trees
-  Precinct 1 trees
-  Precinct 3 trees
-  Precinct 4 trees
-  Precinct 5 trees
-  Precinct 6&7 trees
-  Existing gardens

Land area [m²]
266,000 / (26.6 ha)

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122,955 / (12.30 ha)

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112,838 / (11.28 ha)

Rooding [m²]

30,236 / (3.02 ha)

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Car parking (separate structure)

820

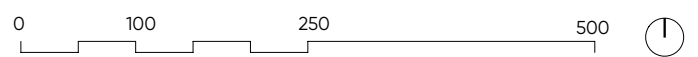
Car parking (total)

2,388

Car parking ratio

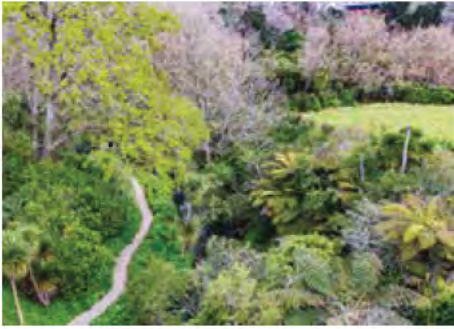
0.95





4.6 Typology studies – public open space

Four distinct types across the site



1. Existing Te Auaunga Corridor



2. Formalised eco corridor boardwalks



3. Landscapes that attract local fauna



4. Planting and green spaces along shared streets



5. Community pocket parks



6. Community gardens and green rooves



7. Active recreation areas

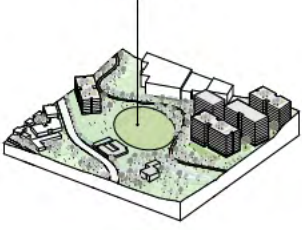


8. Exploratory play areas

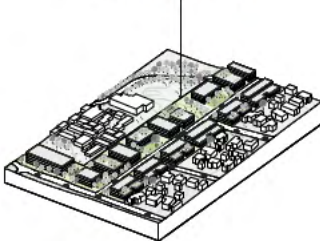


9. Community play equipment

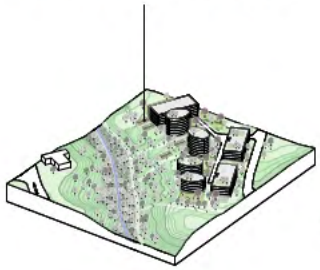
Community recreation spaces



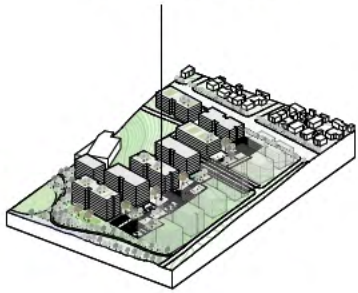
Local pocket parks & shared streets



Restored creek corridor

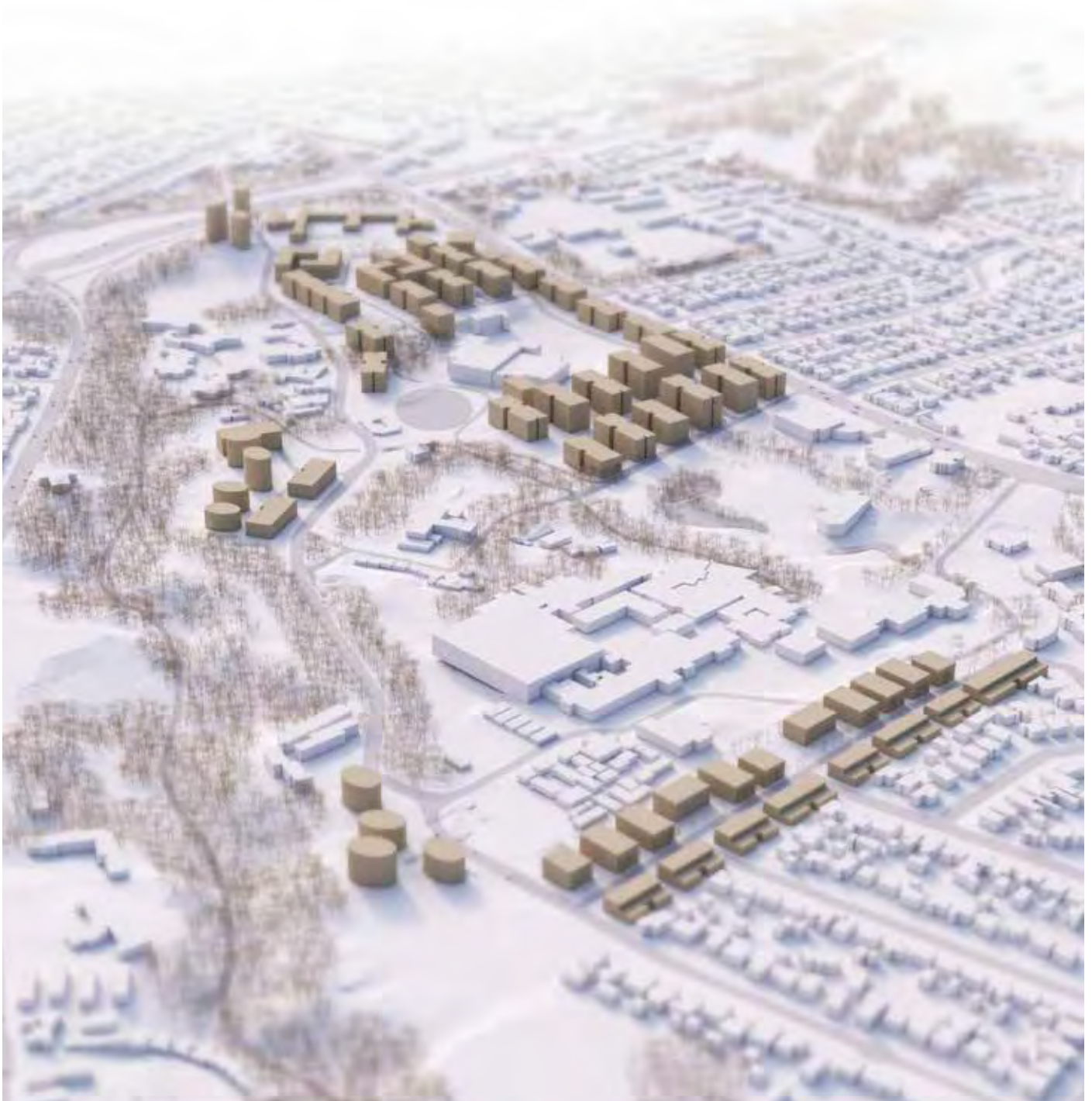


Hard open space



4.6.1 Typology studies – public open space

Connectivity through varying 'ways'

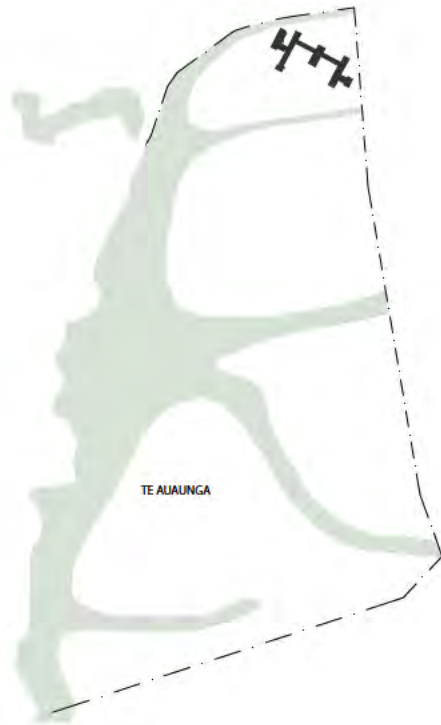


Artist impression of site and proposed bulk and location

1. Waterways



2. Extending the influence of Te Auunga



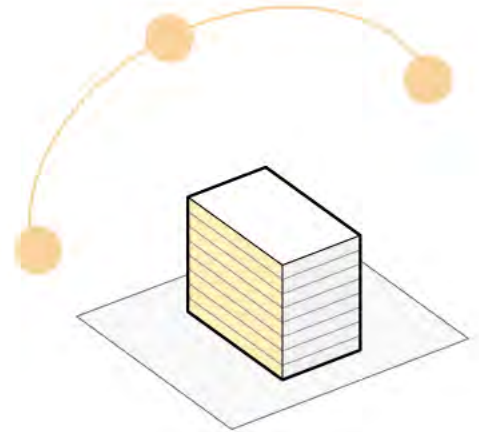
3. Public open space at the heart of a new community



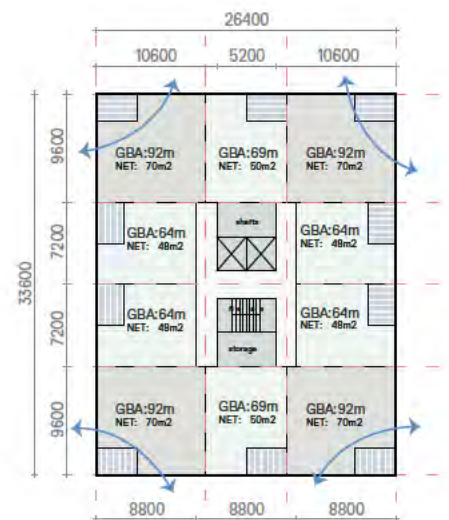
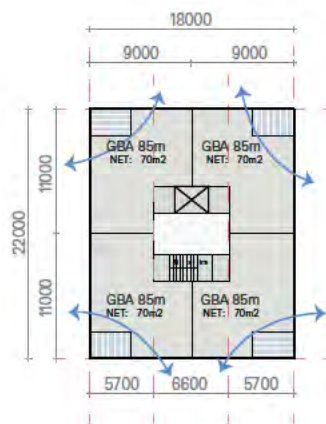
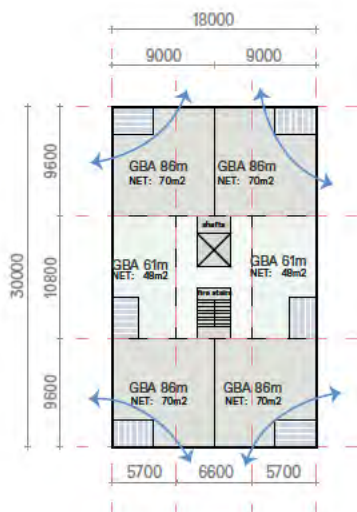
4. Finer grain of connectivity creating 'the ways' (refer 4.9)



4.7 Typology studies – buildings Block

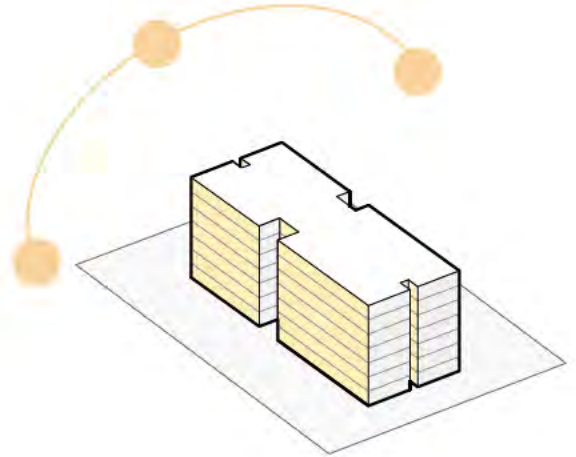


- 1 Bed apartment
- 2 Bed apartment
- 3 Bed apartment

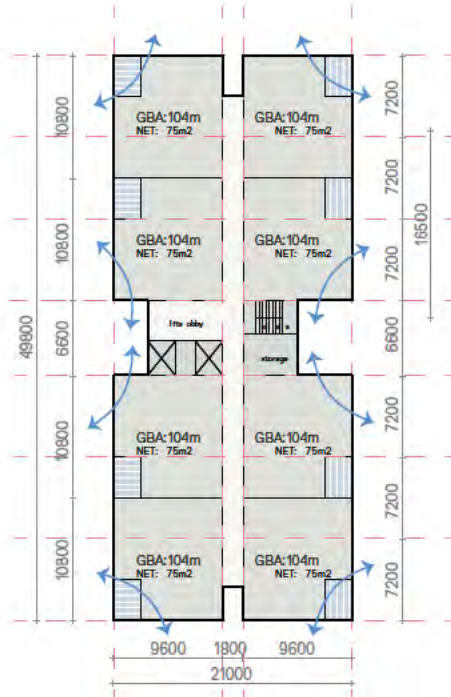
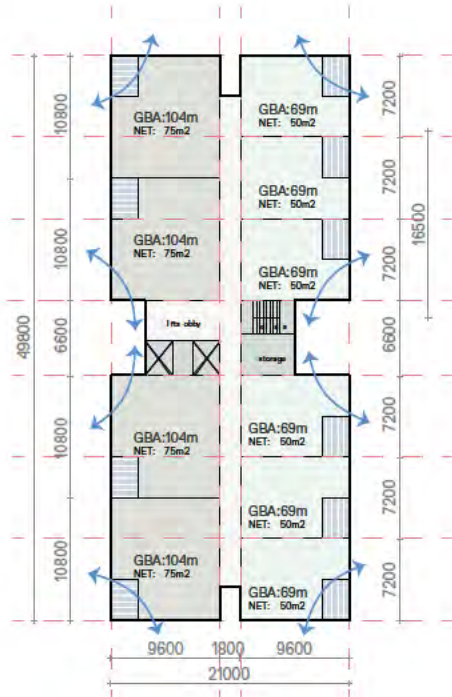


4.7.1 Typology studies – buildings

Bar

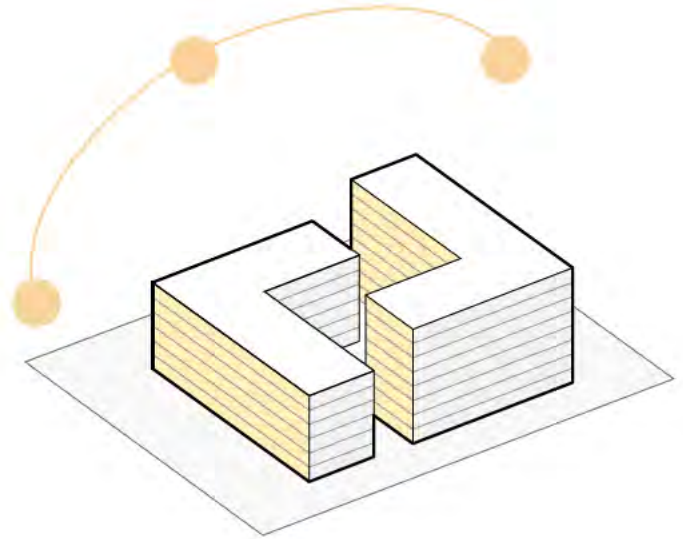


- 1 Bed apartment
- 2 Bed apartment
- 3 Bed apartment



4.7.2 Typology studies – buildings

Courtyard

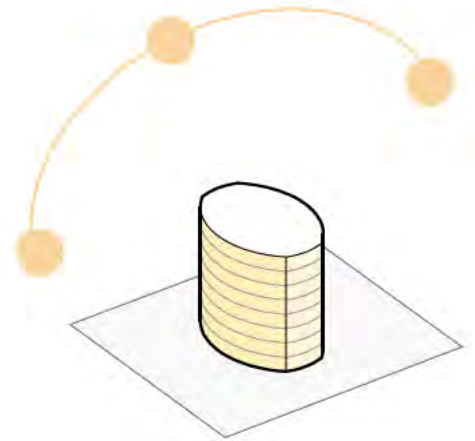


- 1 Bed apartment
- 2 Bed apartment
- 3 Bed apartment

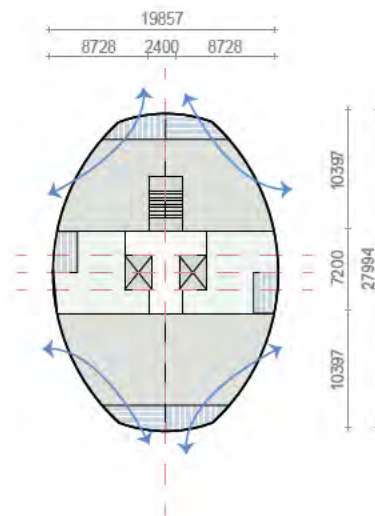
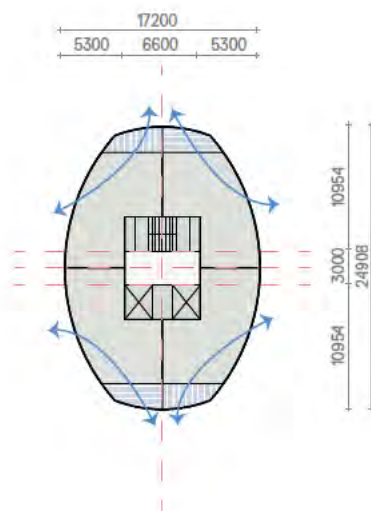


4.7.3 Typology studies – buildings

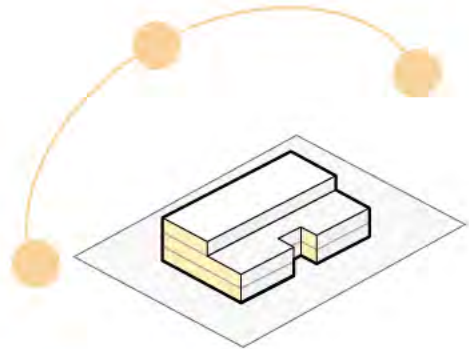
Low-rise and Mid-rise



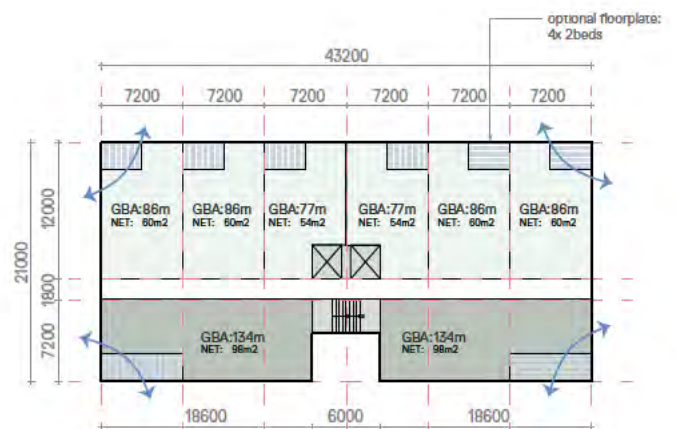
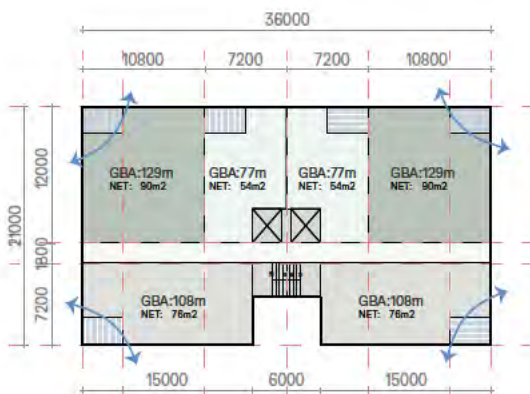
- 1 Bed apartment
- 2 Bed apartment
- 3 Bed apartment



4.7.4 Typology studies – buildings Terrace

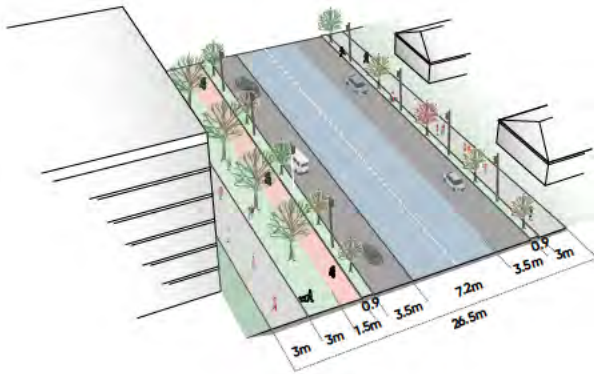


- 1 Bed apartment
- 2 Bed apartment
- 3 Bed apartment



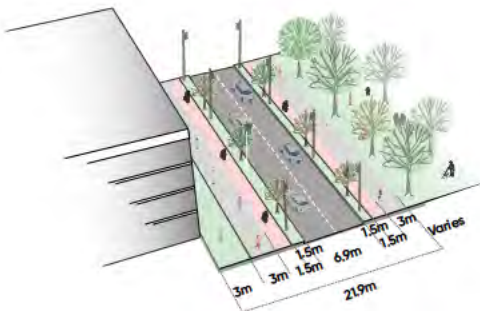
4.8 Typology studies – roads

Carrington Road Upgrade



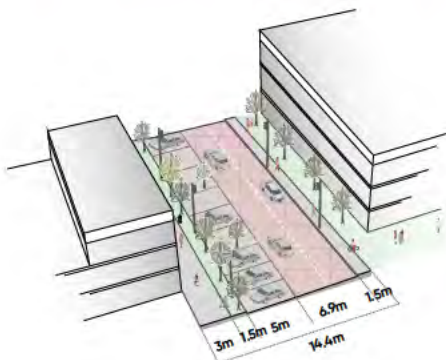
- Designated central transit corridor
- 2 lane road, split into 1 lane each way
- Designated two-way bike lane on western side of road
- Pedestrian paths on both sides of corridor.

North South Road Upgrade



- Two-way road with 2 car lanes
- Car lanes are shared with buses
- Designated bike lane one each way
- Pedestrian paths on both sides of corridor.

New Southern Precinct Connection

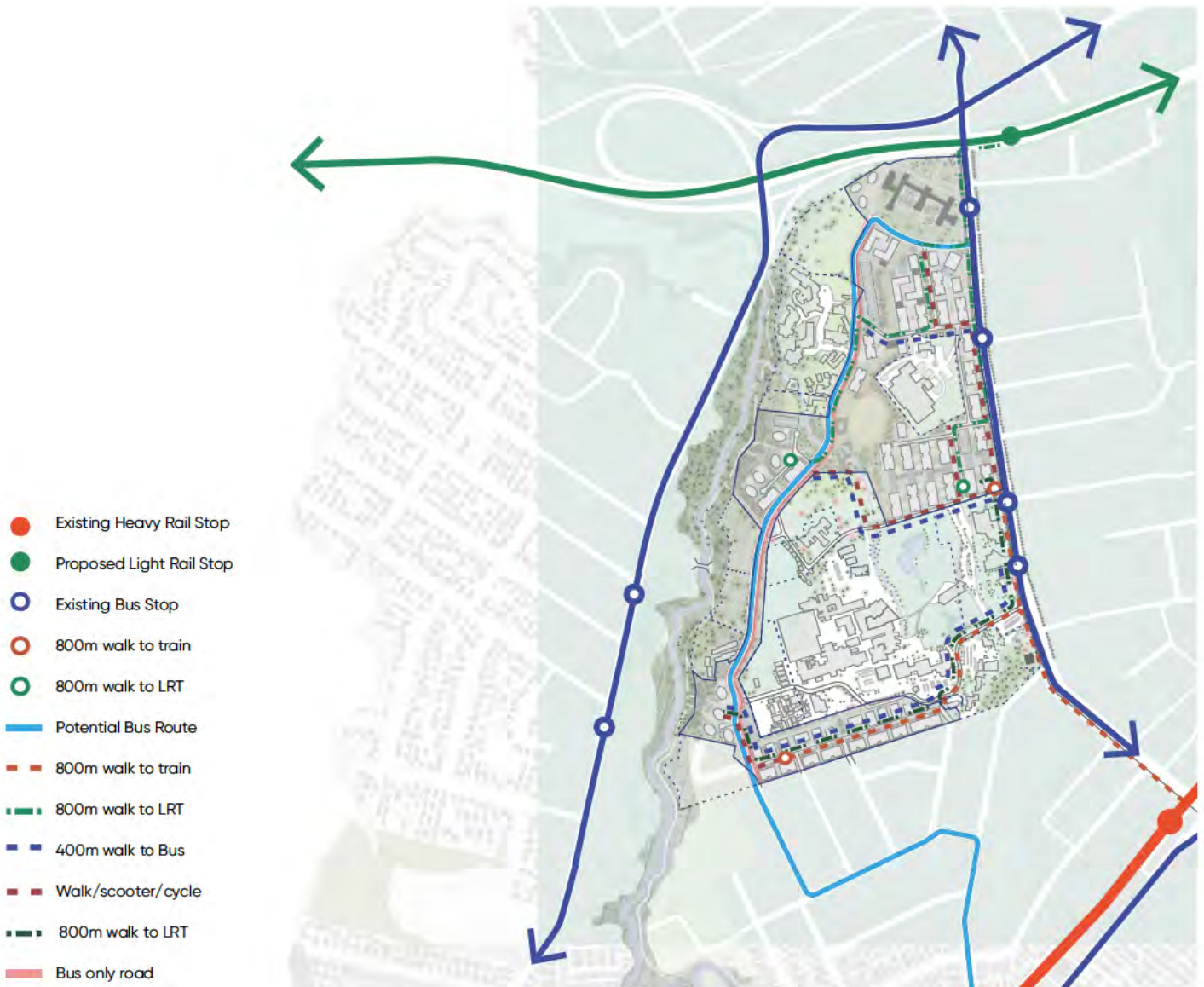


- Continuous surface
- 2 one-way vehicle lanes
- Designated two-way bicycle lane
- On-street parallel parking
- Planted bioswales



Section location key

4.9 Connectivity / 'ways'



Mount Albert Railway Station on the Western Line is located within walking distance of the Southern parts of the site. Improvements to rail services are planned with increased frequency and larger train sets possible when the City Rail Link tunnel is completed in the Auckland CBD.

The proposed North-Western Light Rail will also service the site along its Northern edge. Commuters will be, at most, an 800 metre walk or e-scooter from rail or light rail services. There are good bus services currently running past the site and these will be improved by the upgrades to Carrington Road. The Outer Link bus route already travels along Carrington Road and connects many employment nodes and the New Lynn bus route connects into Britomart travelling along Great Northern Road.

To improve access to this important route, a split service could run with a diversion route via Carrington Road to service the higher residential density planned along this corridor

As the site's population increases there will be opportunities to enhance bus services with the potential for a new route serving the site and terminating there. A potential route connects from New North Road through the Southern residential community entering the site at Larel St at a bus-only entry point. The bus then traverses the western portion of the site.



Promotion of low carbon transport opportunities is important to the success of the development. Ensuring all residents are within walking distance from mass transit nodes has helped shape the Plan. As health and wellbeing is also an integral part of the Plan, separation of cycleways in order to promote safe cycling across the site has been incorporated in as many locations as possible.

Where cycleways cannot be separated, best practice guidelines should be adopted to clearly demarcate cycle lanes. All community and transport hubs should be provided with bike parking.

4.10 Carparking strategy

Four solutions

At grade / on street parking

At grade parking is provided for throughout the site in Precincts 3, 4 and 5. This parking solution accounts for 10% of total parking on site.

Parking Stations

Four parking stations are provided in Precincts 3, 4, and 6. These structures accommodate 36% of the overall proposed site parking. They have been strategically placed to both provide adequate parking for local residents and in some cases also shield residential buildings from neighbourhood noise and activity. The structures can be designed to be adaptively reused in the future if/when parking provision requirements change.

Ground level parking

Ground level parking is proposed in Precinct 5 only. It is in addition to the at grade parking for the low level, 3-4 storey 'terrace' style community. This parking solution accounts for 7% of total parking on site.

Undercroft parking

Naturally ventilated 'undercroft' or 'semi-basement' parking is proposed in Precincts 1, 3 and 4. It is used in these areas for both parking and land stabilisation purposes and is possible due to the natural fall of the site in these areas. This parking solution accounts for 48% of total parking on site.

Please note: parking options are illustrative only. It will be for developers to ultimately determine appropriate solutions, considering the requirements to deliver the site's vision and outcomes.



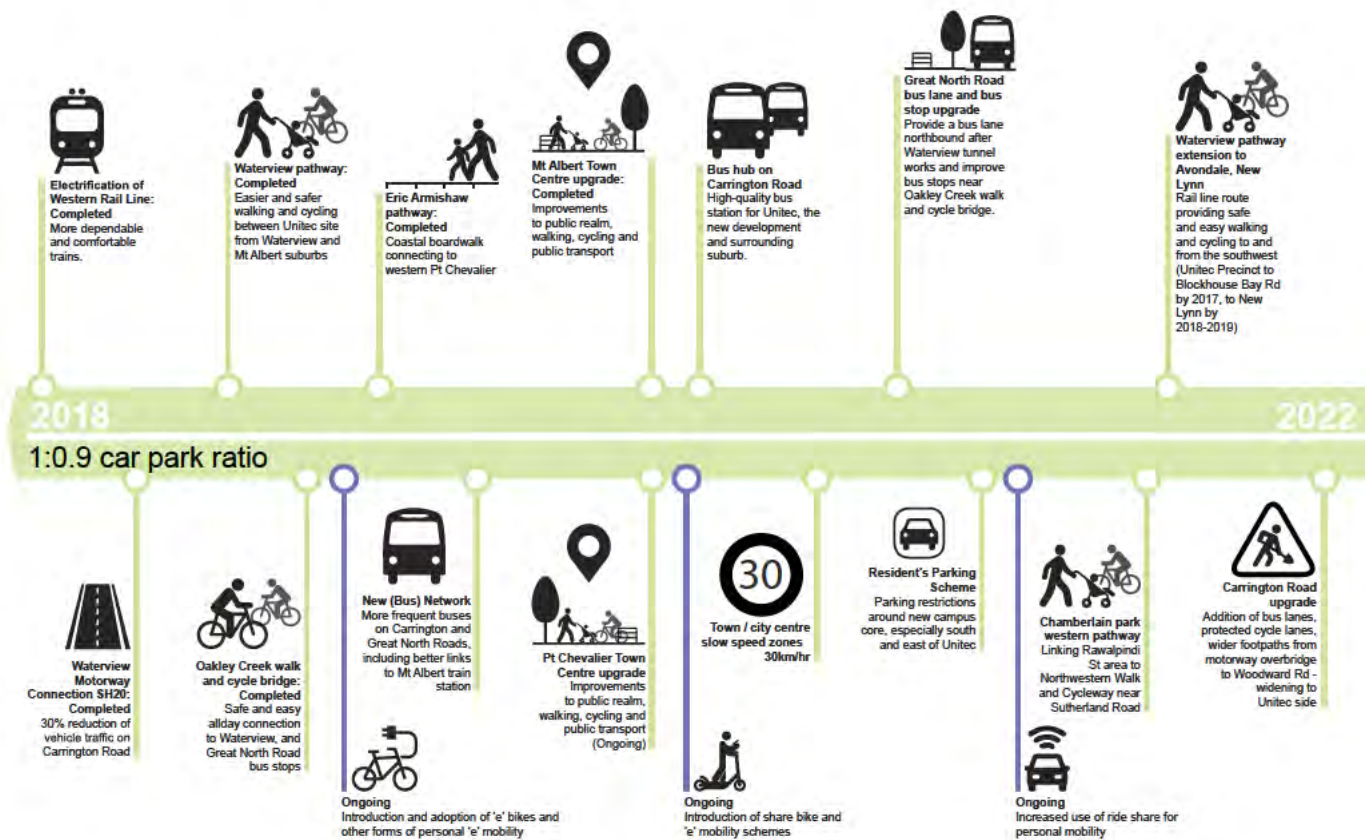


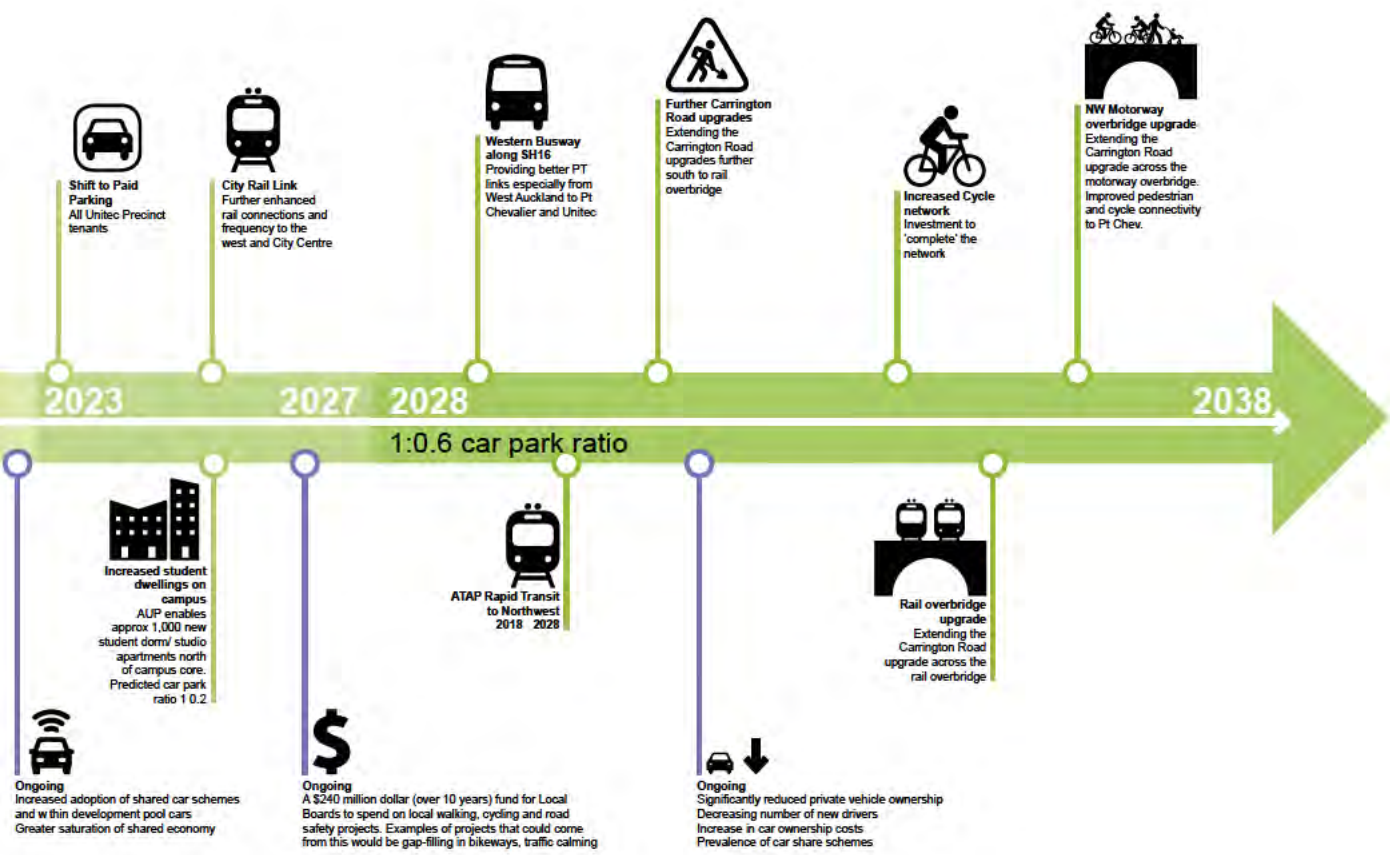
Aerial view of site looking South along Carrington Road

4.10.1 Carparking strategy

A journey to lower car dependency

The below diagram shows a potential journey towards reduced car dependency in Mt Albert and Pt Chevalier. As the timeline progresses, it highlights the significant milestones that affect car usage, and the correlating decline in the need for a car to go about your day-to-day life in Auckland.





4.11 Creating a liveable neighbourhood

Character, typology and metrics

The Plan is focussed on the people who will live, play and grow in this new community.

Great neighbourhoods and places can be formed through great urban design. They celebrate the culture and heritage that underlie their identity, enable diverse uses today and can be adapted to future uses tomorrow. Within the Plan, open space is not the left-over space between buildings – the activities and character of the open spaces create the structure for the urban form of the site.

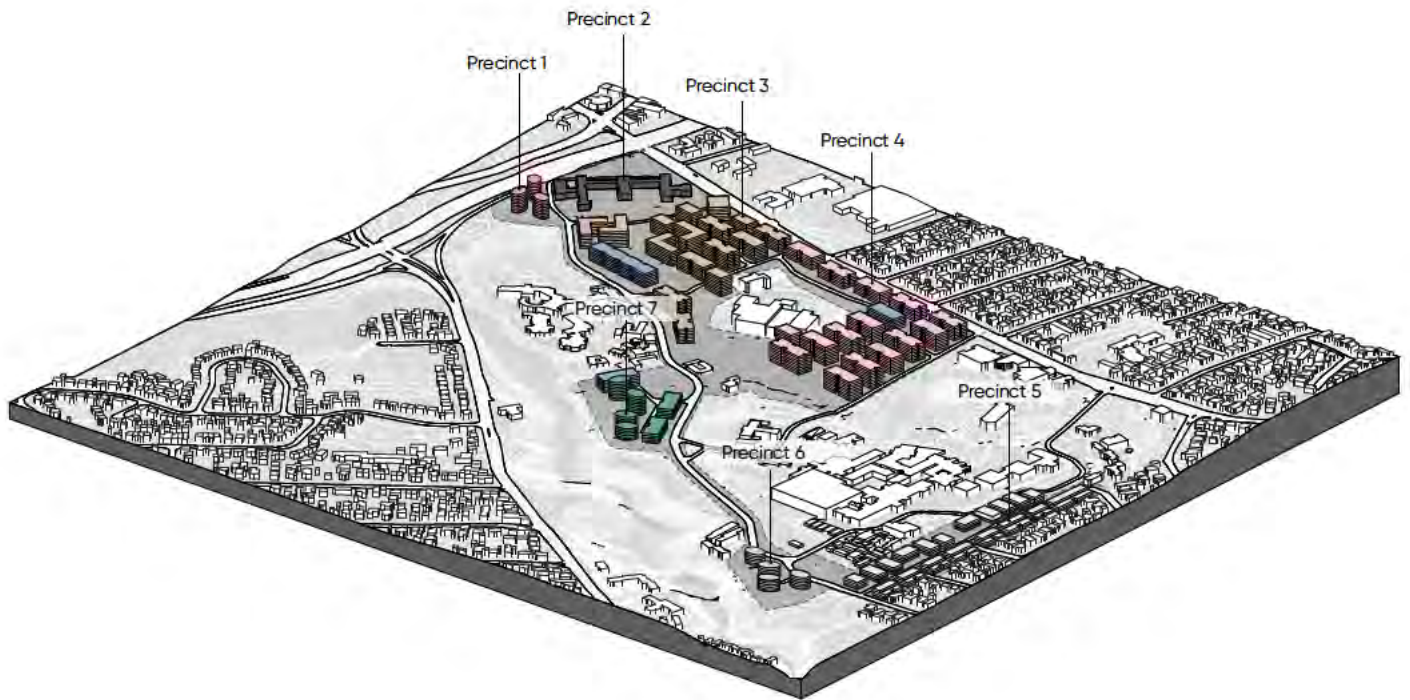
Great neighbourhoods are facilitated by resilient, sustainable and innovative infrastructure. The Plan aims to create places that support healthy, affordable, inclusive and low-impact lifestyles.

For planning purposes the Unitec neighbourhood has been broken into 7 Precincts as described on the following pages.



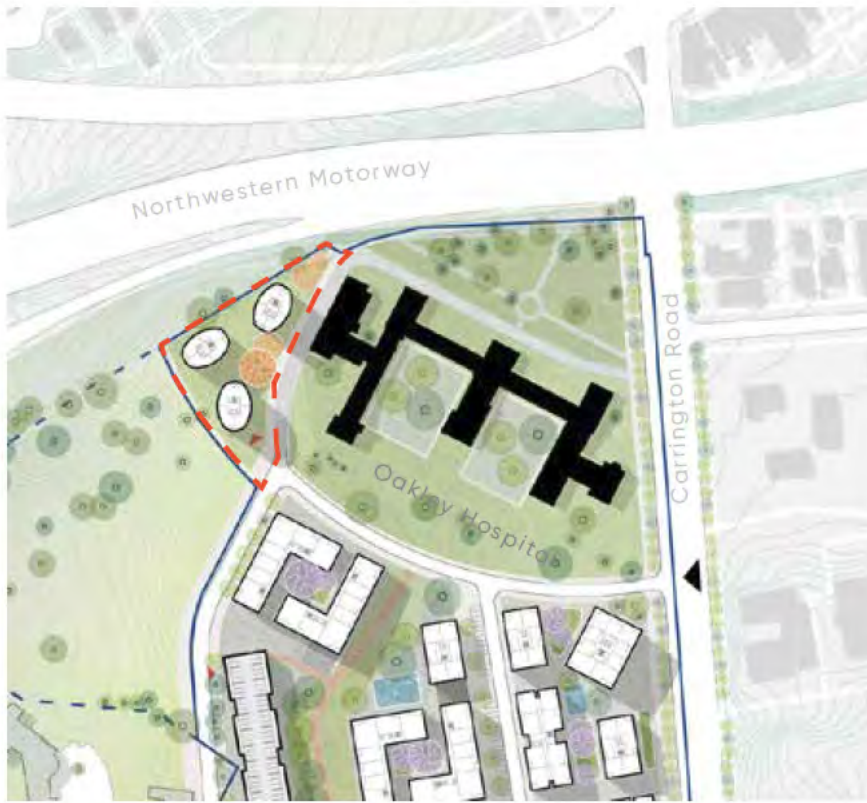
Artist impression of site and proposed bulk and location

4.12 Precincts



- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Carparking

4.12.1 Precinct 1 North Western



| | |
|--------------------------------------|---------|
| Lot ID number | L1 |
| Lot size [m ²] | 3,689 |
| | 0.37 ha |
| Site coverage % | 28% |
| Building footprint [m ²] | 1,038 |
| Ave units per hectare [Net] | 260 |
| Total units per precinct | 96 |
| Number of residential storeys | 8 |
| Car parking (total) | 198 |
| Carparking ratio per precinct | 2.06 |

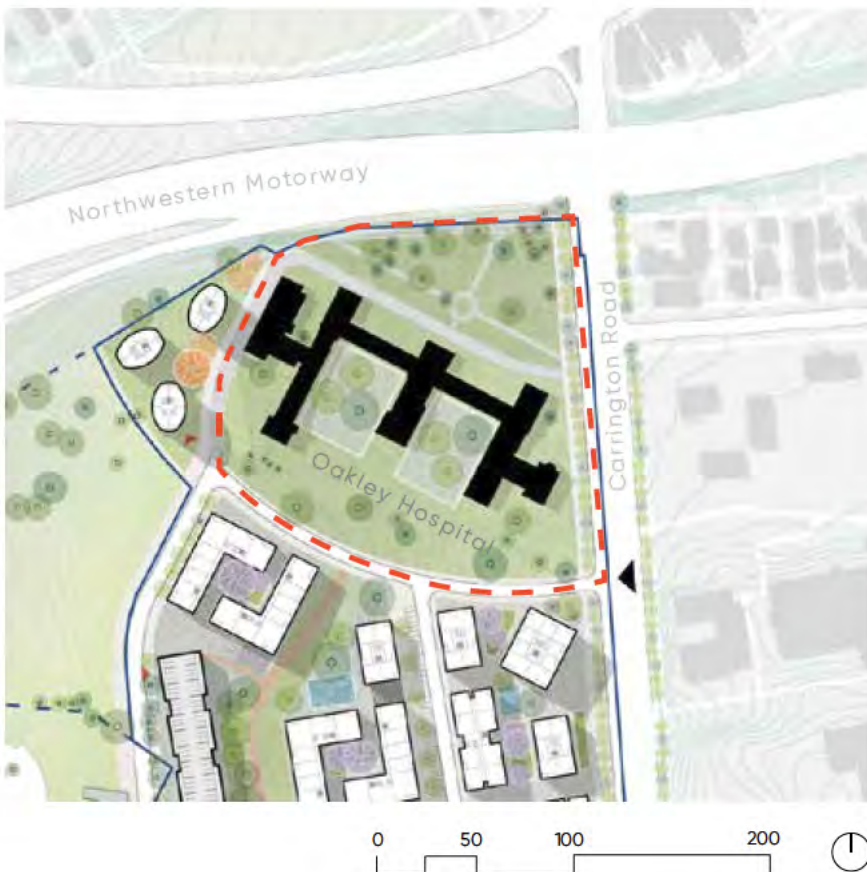


Artist impression of site from the North

4.12.2 Precinct 2 Oakley Hospital



Precedent images of adaptive reuse

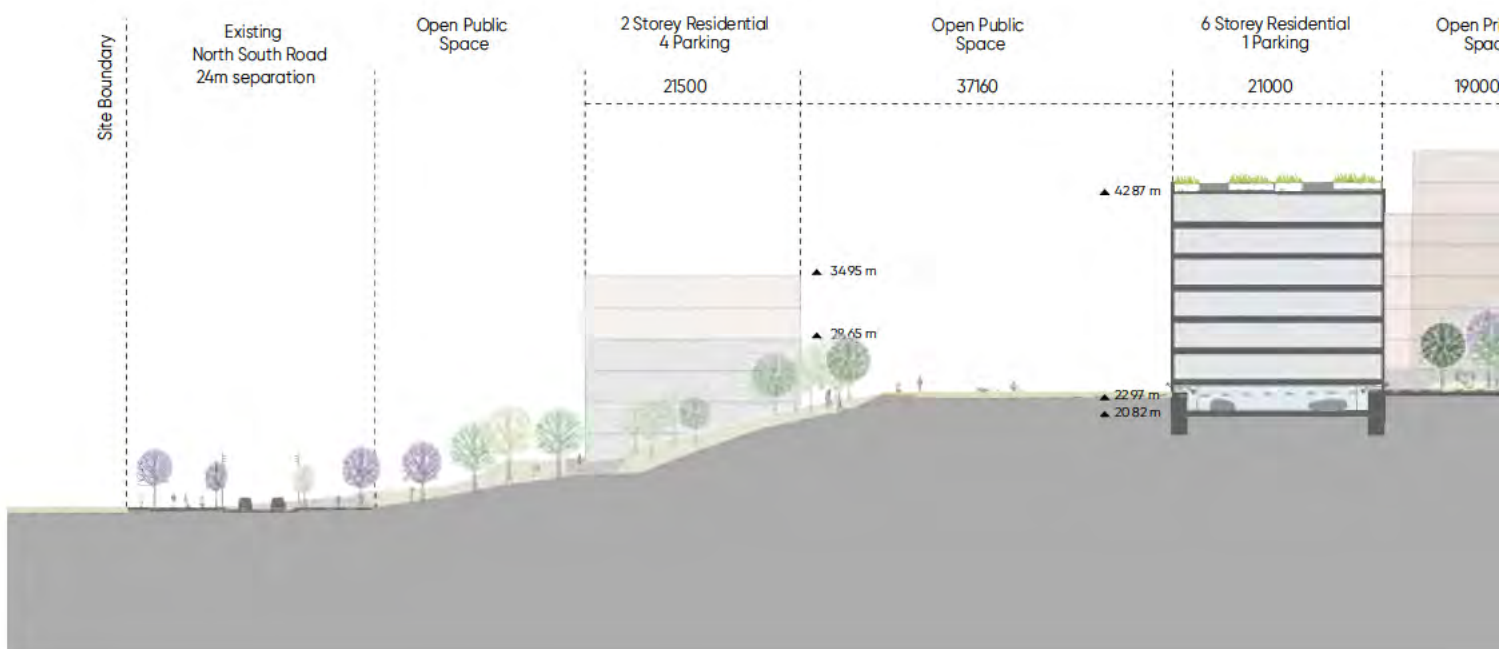


| | |
|--------------------------------------|---------|
| Lot ID number | L2-3 |
| Lot size [m ²] | 19,161 |
| | 1.92 ha |
| Site coverage % | 16% |
| Building footprint [m ²] | 4,559 |
| Ave units per hectare [Net] | N/A |
| Total units per precinct | N/A |
| Number of residential storeys | N/A |
| Car parking (total) | N/A |
| Carparking ratio per precinct | N/A |

4.12.3 Precinct 3 Northern

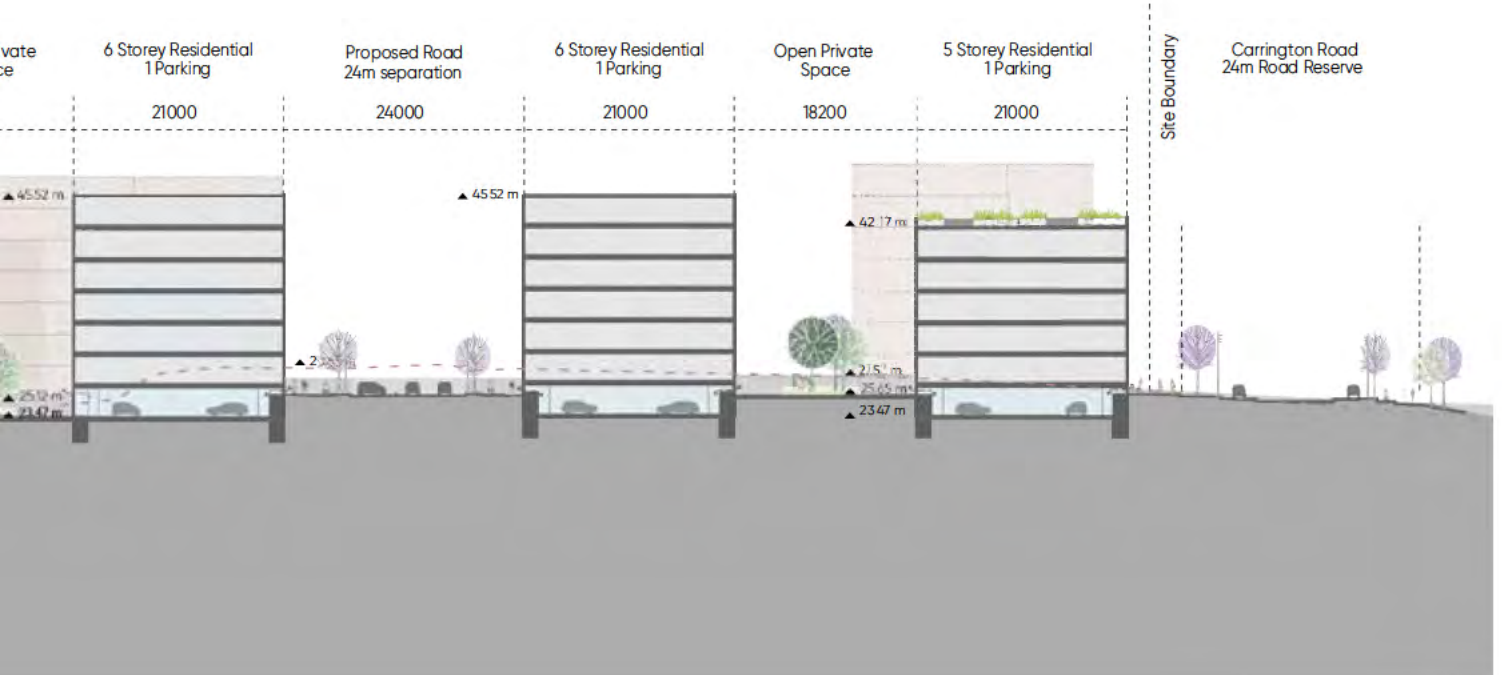


| | |
|--------------------------------------|---------|
| Lot ID number | L4-13 |
| Lot size [m ²] | 26,434 |
| | 2.64 ha |
| Site coverage % | 50% |
| Building footprint [m ²] | 16,473 |
| Ave units per hectare [Net] | 284 |
| Total units per precinct | 752 |
| Number of residential storeys | 5-8 |
| Car parking (total) | 712 |
| Carparking ratio per precinct | 0.95 |





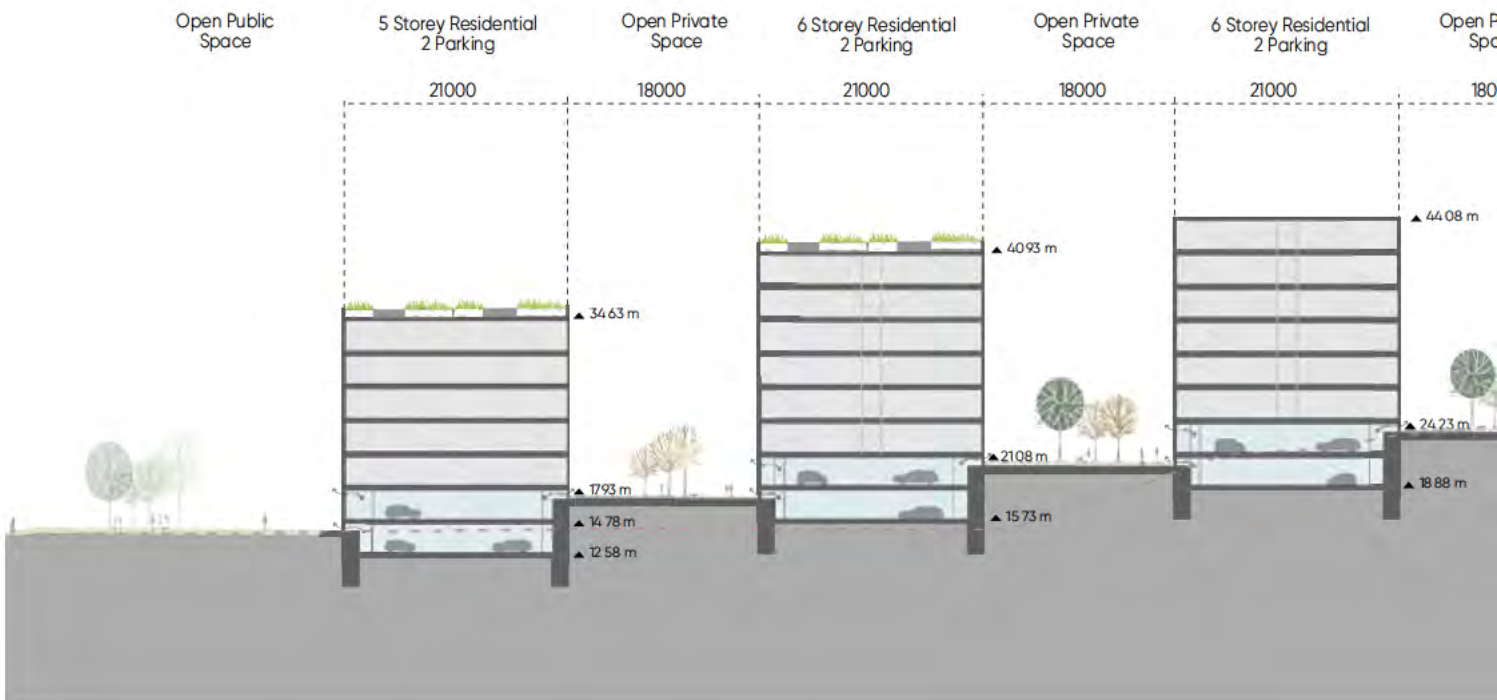
Artist impression of proposed Precinct 3



4.12.4 Precinct 4 Carrington Road

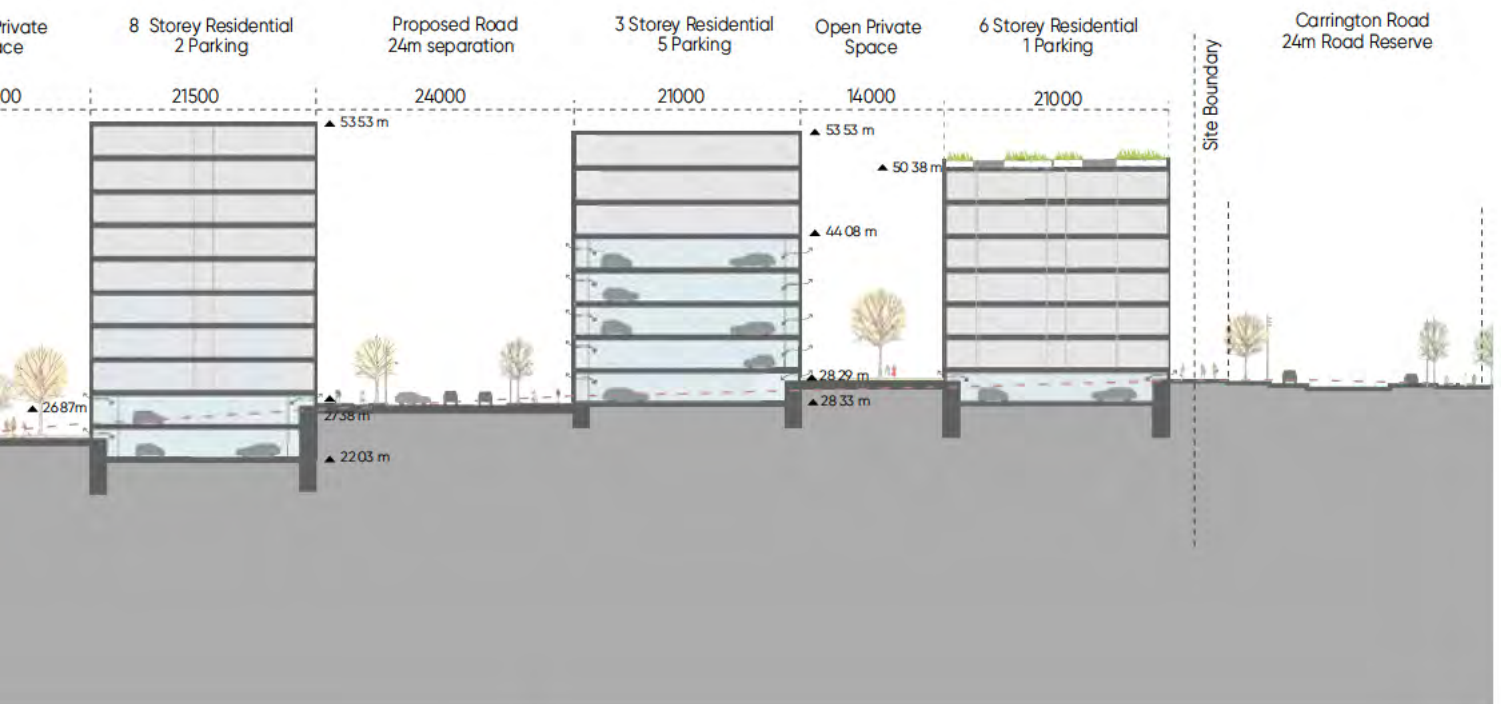


| | |
|--------------------------------------|----------------|
| Lot ID number | L14-23 |
| Lot size [m ²] | 31,681 |
| Site coverage % | 3.17 ha 51% |
| Building footprint [m ²] | 15,943 |
| Ave units per hectare [Net] | 328 |
| Total units per precinct | 1,038 |
| Number of residential storeys | 5-8 |
| Car parking (total) | 884 |
| Carparking ratio per precinct | 0.85 |





Artist impression of proposed Precinct 4 looking from North West







Artist impression of proposed Precinct 4 from the East over Wairaka Stream





Artist impression of proposed Precinct 4 view of public open space and wetlands

4.12.5 Precinct 5 Southern

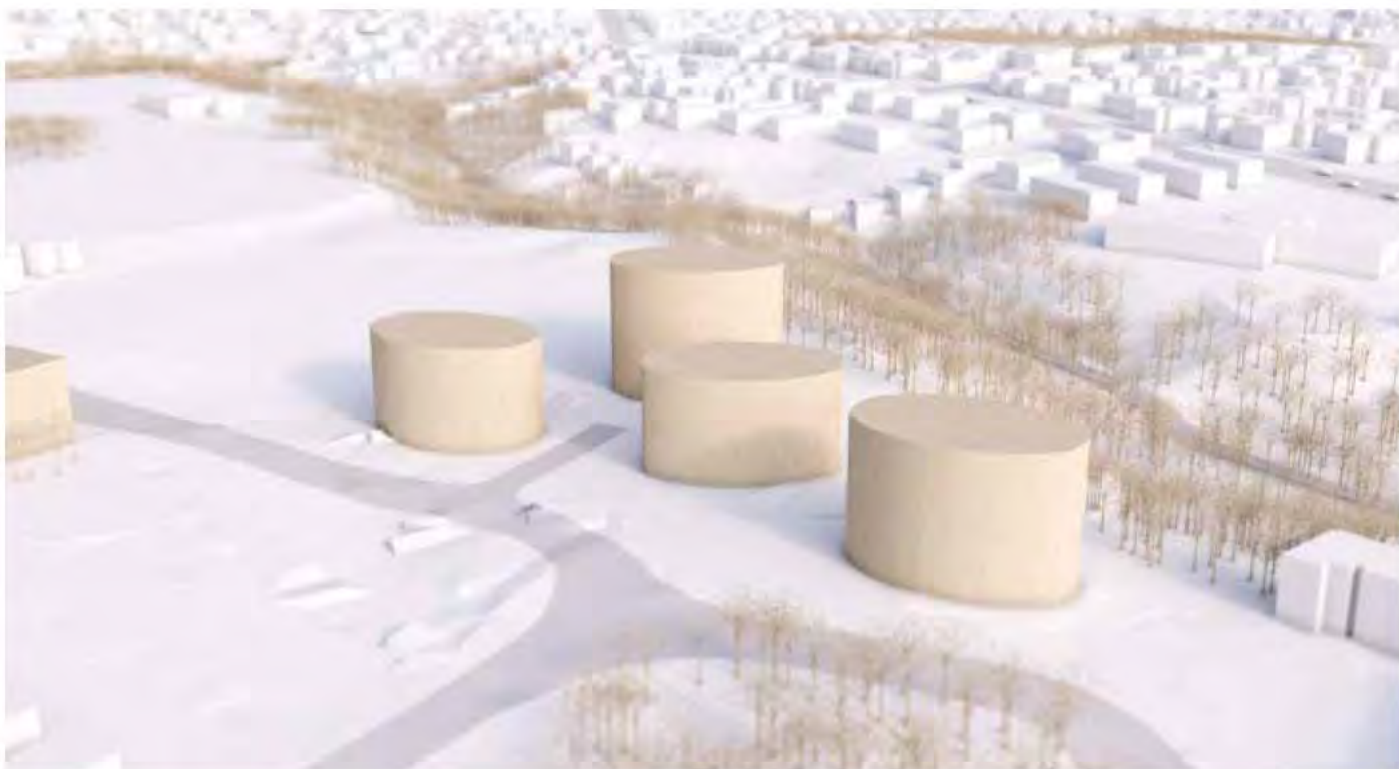


| | |
|--------------------------------------|---------------|
| Lot ID number | L24-29 |
| Lot size [m ²] | 19,508 |
| Site coverage % | 61% |
| Building footprint [m ²] | 11,971 |
| Ave units per hectare [Net] | 134 |
| Total units per precinct | 262 |
| Number of residential storeys | 2-3 |
| Car parking (total) | 262 |
| Carparking ratio per precinct | 1.0 |



Artist impression of proposed Precinct 5

4.12.6 Precinct 6 Te Auaunga South



Artist impression of proposed Precinct 6



| | |
|--------------------------------------|----------------|
| Lot ID number | L30-33 |
| Lot size [m ²] | 4,710 |
| Site coverage % | 0.47 ha 40% |
| Building footprint [m ²] | 1,756 |
| Ave units per hectare [Net] | 255 |
| Total units per precinct | 120 |
| Number of residential storeys | 5 |
| Car parking (total) | 108 |
| Carparking ratio per precinct | 0.90 |





Artist impression of proposed Precinct 5 along shared way and cycle path

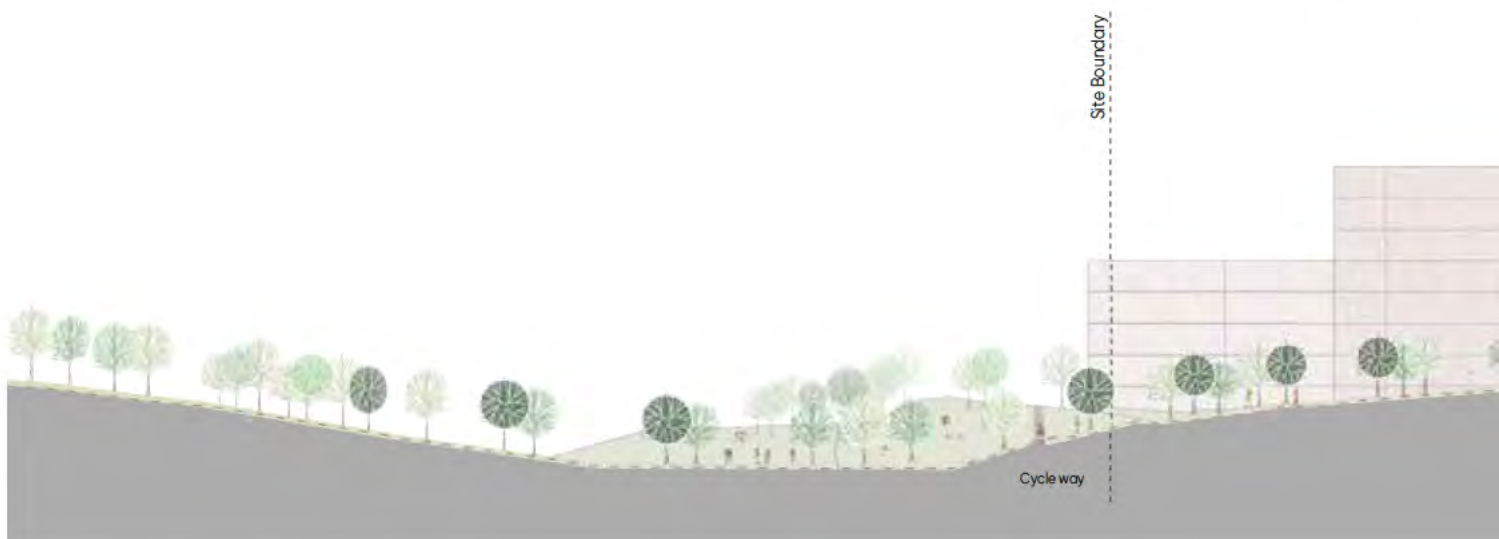
4.12.7 Precinct 7 Te Auaunga North



| | |
|--------------------------------------|---------|
| Lot ID number | L34-38 |
| Lot size [m ²] | 11,000 |
| | 1.10 ha |
| Site coverage % | 43% |
| Building footprint [m ²] | 4,795 |
| Ave units per hectare [Net] | 215 |
| Total units per precinct | 236 |
| Number of residential storeys | 4-8 |
| Car parking (total) | 224 |
| Carparking ratio per precinct | 0.95 |

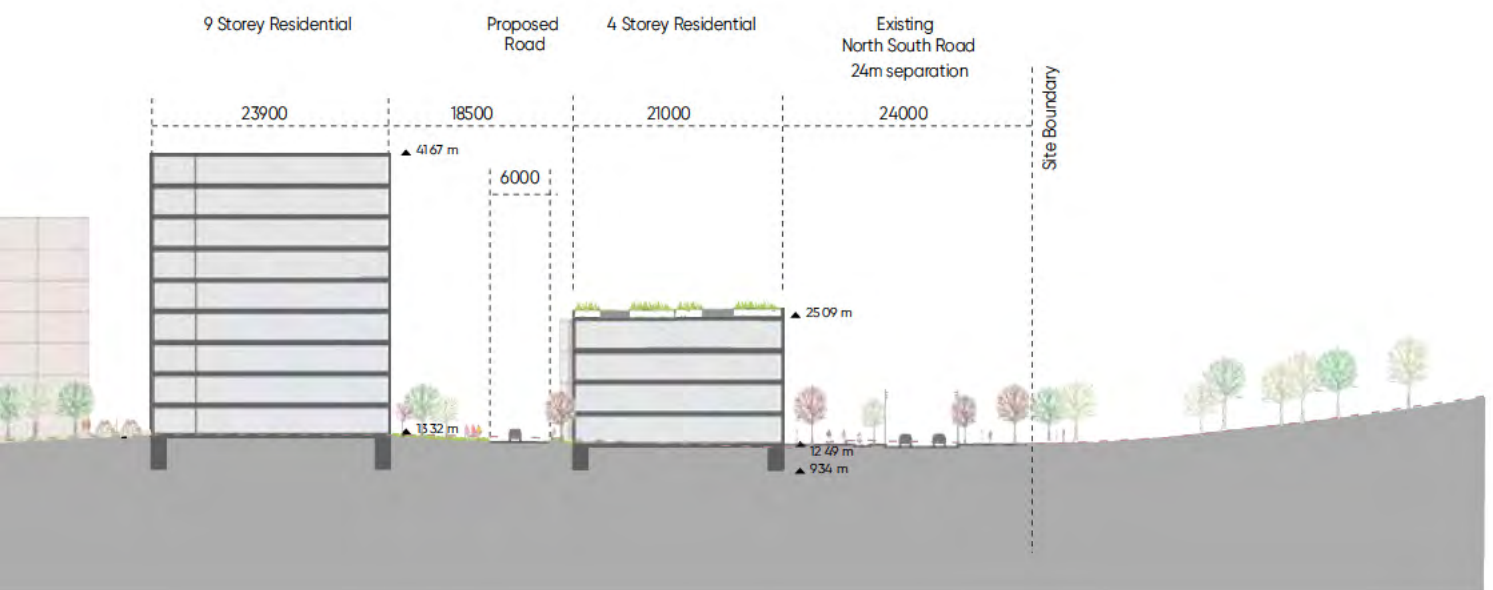


Community Gardens

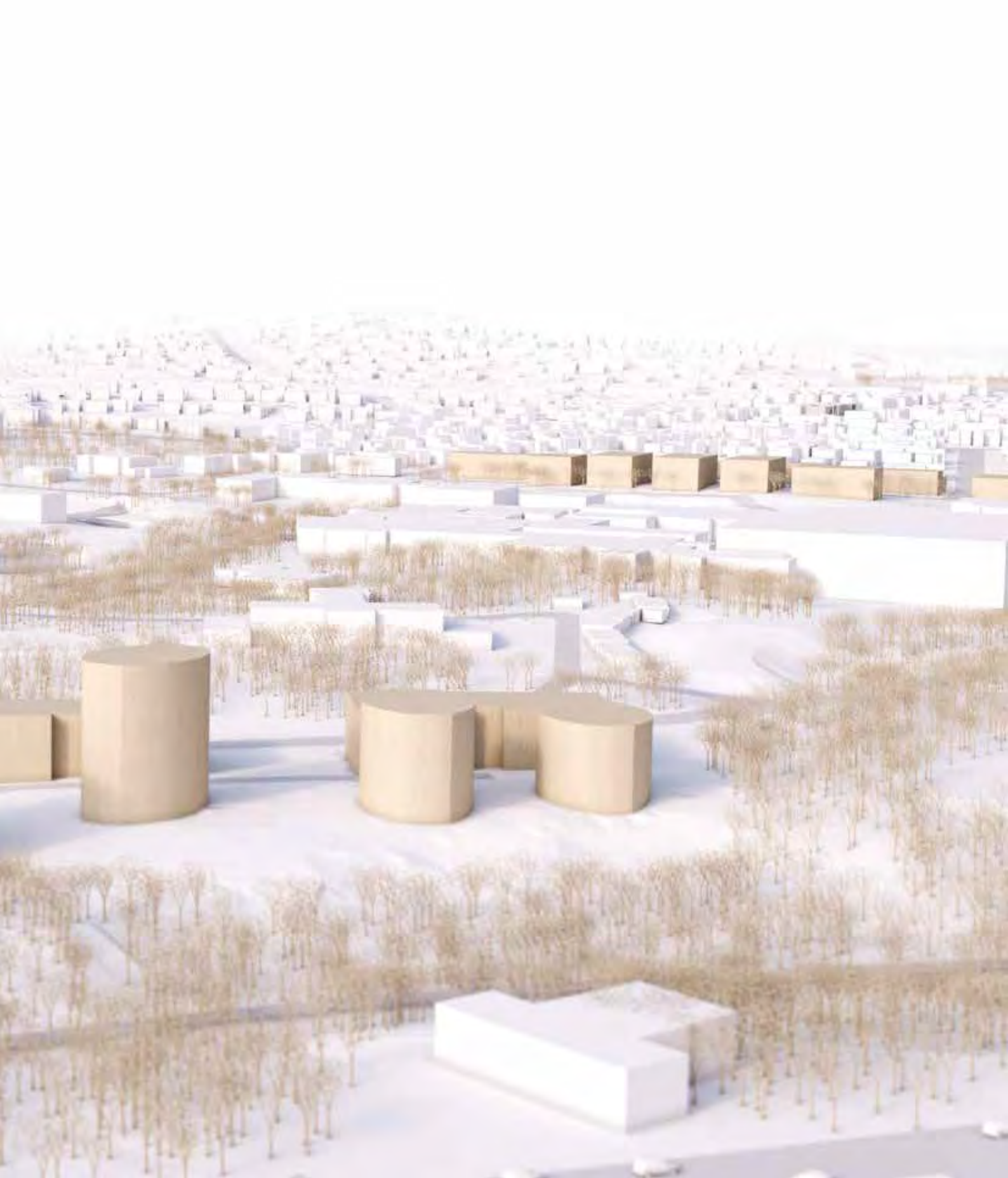




Artist impression of proposed Precinct 7







Artist impression of proposed Precinct 7 looking South East across the Te Auaunga corridor

4.13 Current landholdings Identification plan

The following Identification Plan is to be read in conjunction with the Metrics tables on the following pages (pp. 104–105).

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- ▨ Open space
- Lot Boundary
- L1** Lot Number
- B1.3** Building Number





4.14 Metrics – AUP Compliant scheme

Global and per precinct*

Current landholdings (AUP Compliant)

| Global Metrics* | m2 | ha |
|---|---------|----------------|
| Land area | 266000 | 26.60 (100%) |
| Building Footprints | 56,535 | 5.65 |
| Developable Area (lots) | 122,955 | 12.30 (46.22%) |
| Open Space (inc. road reserve) | 112,838 | 11.28 (42.42%) |
| Road Reserve | 35,602 | 3.56 |
| Roading | 30,236 | 3.02 (11.37%) |
| Heritage building | 9,120 | 0.91 |
| Site cover % | 46% | |
| | | |
| Housing units | 2,504 | |
| Units per hectare Nett (Developable Area) | 204 | |
| Units per hectare Gross (Land Area) | 94 | |
| | | |
| Car parking (in building) | 1,251 | |
| Car parking (street / on site) | 317 | |
| Car parking (separate structure) | 820 | |
| Car parking (total) | 2,388 | |
| Car parking ratio | 0.95 | |

| Precinct 1 - North Western* (compliant scheme) | |
|--|-------|
| Lot ID number | L1 |
| Lot size [m2] | 3,689 |
| Site coverage | 28% |
| | |
| Number of buildings | 3 |
| Building footprint [m2] | 1,038 |
| Ave units per hectare [Net] | 260 |
| Total units per precinct | 96 |
| | |
| Number of residential storeys | 8 |
| Number of carparking storeys | 2 |
| Total storeys (above ground) | 8 |
| | |
| Car parking (in building) | 198 |
| Car parking (street / on site) | 0 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 198 |
| Carparking ratio per precinct | 2.06 |

| Precinct 2 - Oakley Hospital* (compliant scheme) | |
|--|--------|
| Lot ID number | L2- L3 |
| Lot size [m2] | 19,161 |
| Site coverage | 16% |
| | |
| Number of buildings | 1 |
| Building footprint [m2] | 4,559 |
| Ave units per hectare [Net] | n/a |
| Total units per precinct | n/a |
| | |
| Number of residential storeys | n/a |
| Number of carparking storeys | n/a |
| Total storeys (above ground) | n/a |
| | |
| Car parking (in building) | n/a |
| Car parking (street / on site) | n/a |
| Car parking (separate structure) | n/a |
| Total carparking per precinct | n/a |
| Carparking ratio per precinct | n/a |

| Precinct 3 - Northern* (compliant scheme) | |
|---|----------|
| Lot ID number | L4 - L13 |
| Lot size [m2] | 26,434 |
| Site coverage | 50% |
| | |
| Number of buildings | 17 |
| Building footprint [m2] | 16,473 |
| Ave units per hectare [Net] | 284 |
| Total units per precinct | 752 |
| | |
| Number of residential storeys | 5 to 8 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 5 to 8 |
| | |
| Car parking (in building) | 180 |
| Car parking (street / on site) | 52 |
| Car parking (separate structure) | 480 |
| Total carparking per precinct | 712 |
| Carparking ratio per precinct | 0.95 |

* Auckland Unitary Plan compliant

| Precinct 4 - Carrington Road* (compliant scheme) | |
|--|-----------|
| Lot ID number | L14 - L23 |
| Lot size [m2] | 31,681 |
| Site coverage | 51% |
| | |
| Number of buildings | 16 |
| Building footprint [m2] | 15,943 |
| Ave units per hectare [Net] | 328 |
| Total units per precinct | 1,038 |
| | |
| Number of residential storeys | 5 to 8 |
| Number of carparking storeys | 2 |
| Total storeys (above ground) | 5 to 8 |
| | |
| Car parking (in building) | 675 |
| Car parking (street / on site) | 39 |
| Car parking (separate structure) | 170 |
| Total carparking per precinct | 884 |
| Carparking ratio per precinct | 0.85 |

| Precinct 5 - Southern* (compliant scheme) | |
|---|-----------|
| Lot ID number | L24 - L29 |
| Lot size [m2] | 19,508 |
| Site coverage | 61% |
| | |
| Number of buildings | 19 |
| Building footprint [m2] | 11,971 |
| Ave units per hectare [Net] | 134 |
| Total units per precinct | 262 |
| | |
| Number of residential storeys | 2 to 3 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 2 to 3 |
| | |
| Car parking (in building) | 144 |
| Car parking (street / on site) | 118 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 262 |
| Carparking ratio per precinct | 1.00 |

| Precinct 6 - Te Auaunga South* (compliant scheme) | |
|---|-----------|
| Lot ID number | L30 - L33 |
| Lot size [m2] | 4,710 |
| Site coverage | 40% |
| | |
| Number of buildings | 4 |
| Building footprint [m2] | 1,756 |
| Ave units per hectare [Net] | 255 |
| Total units per precinct | 120 |
| | |
| Number of residential storeys | 5 |
| Number of carparking storeys | 0 |
| Total storeys (above ground) | 5 |
| | |
| Car parking (in building) | 0 |
| Car parking (street / on site) | 108 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 108 |
| Carparking ratio per precinct | 0.90 |

| Precinct 7 - Te Auaunga North* (compliant scheme) | |
|---|-----------|
| Lot ID number | L34 - L38 |
| Lot size [m2] | 11,000 |
| Site coverage | 43% |
| | |
| Number of buildings | 7 |
| Building footprint [m2] | 4,795 |
| Ave units per hectare [Net] | 215 |
| Total units per precinct | 236 |
| | |
| Number of residential storeys | 4 to 8 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 4 to 8 |
| | |
| Car parking (in building) | 54 |
| Car parking (street / on site) | 0 |
| Car parking (separate structure) | 170 |
| Total carparking per precinct | 224 |
| Carparking ratio per precinct | 0.95 |

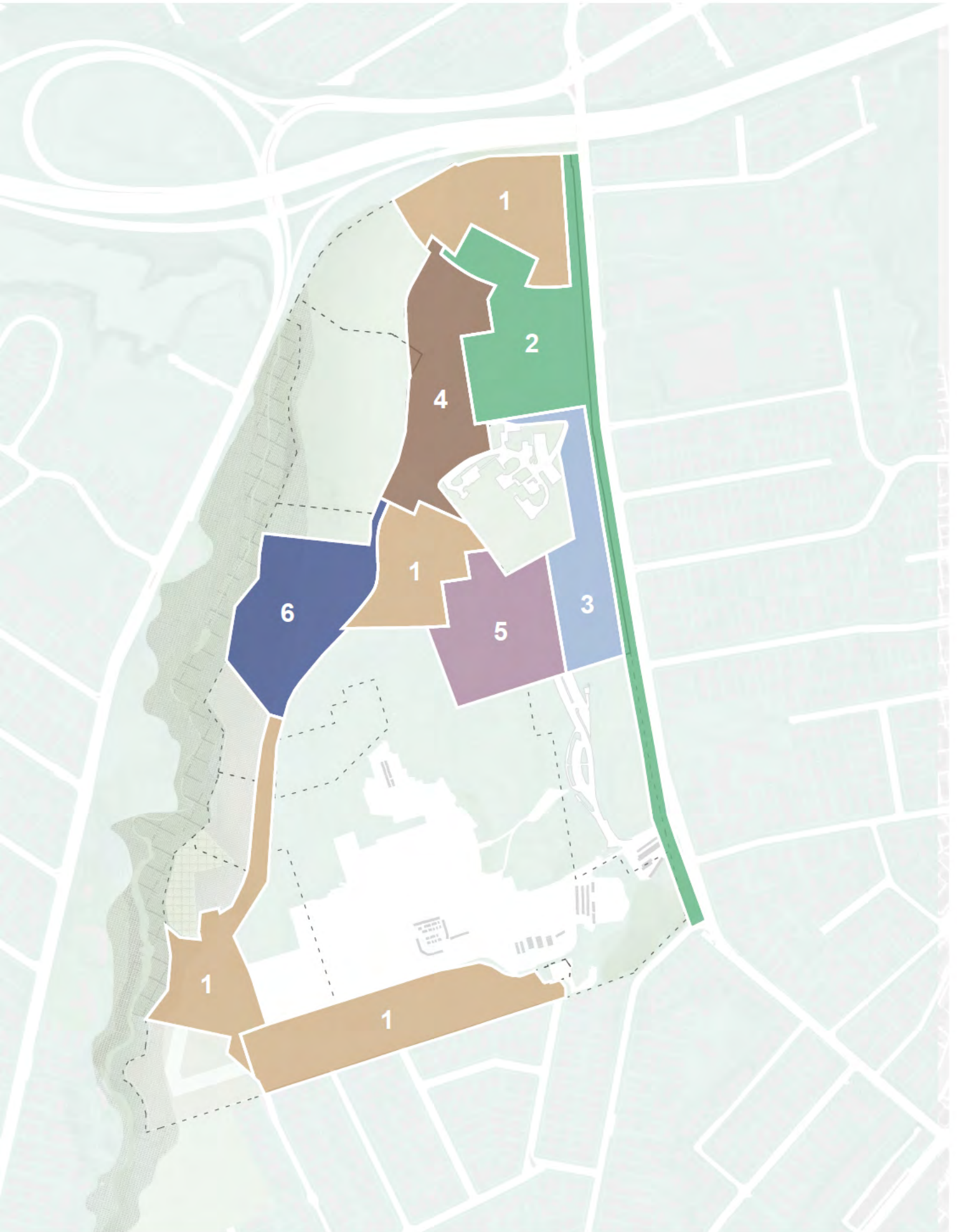
4.15 Current landholdings

Indicative staging plan

| | |
|---|-------------------------------|
| Land area [m ²] | 266,000 / (26.6 ha) (100%) |
| Building Footprints [m ²] | 56,535 / (5.65 ha) |
| Developable Area (lots) [m ²] | 122,955 / (12.30 ha) (46.22%) |
| Open Space incl. Road Reserve [m ²] | 112,838 / (11.28 ha) (42.42%) |
| Roading [m ²] | 30,236 / (3.02 ha) (11.37%) |
| Heritage building [m ²] | 9,120 |
| Overall site cover % | 46% |
| Housing units | 2,504 |
| Units per hectare [Net] | 204 |
| Units per hectare [Gross] | 94 |
| Car parking (in building) | 1,251 |
| Car parking (street/on site) | 317 |
| Car parking (separate structure) | 820 |
| Car parking (total) | 2,388 |
| Car parking ratio | 0.95 |

| Stage* | Lots | Precinct |
|---------|-------------------------|---------------|
| Stage 1 | 1, 3, 24-29, 30-33 & 39 | 1, 2, 4, 5, 6 |
| Stage 2 | 2, 4-8 | 2, 3 |
| Stage 3 | 14-18 | 4 |
| Stage 4 | 10-12 | 3 |
| Stage 5 | 19-23 | 4 |
| Stage 6 | 34-38 | 7 |

* Refer to Identification Plan on pages 102-103 for Precinct and Lot identification.



4.16 Public benefits summary

Living



Approximately 5km of expanded cycleway networks.

2500-3000

New dwellings on current core landholdings



Housing close to jobs, transport options and services



Housing diversity from live / work, to options for older persons to remain within their community

Community



Well connected neighbourhoods with distinct identities



Enhancing a rich history and preserving important cultural and heritage assets



Enhanced diversity, affordability, connectivity and access



Potential new bus & light rail routes

Environment



Less pollution because of higher public and active transport use



Responds to broad sustainability principles and ambitions

11.3 ha

Of public open space well connected to Te Auaunga and Wairaka Streams



Sustainable infrastructure including energy, waste and water strategies



4.17 Further opportunities

Potential future land acquisitions

Unitec is continuing to consider whether it requires all its current landholdings. Preliminary discussions between Unitec and the Crown have been held about land termed the F and B blocks, as shown on the plan below. While these lots will not be surveyed unless and until they are to be sold, their indicative area is 11.1 hectares.

Taylor's Laundry is a 2.53 hectare site, currently in the private ownership of Norak Properties. The commercial laundry operates under a lease. The Crown has approached Norak Properties to establish its willingness to sell the property for housing development. The Plan includes options for the development of this land. This work has been commissioned without prejudice to the outcome of any commercial negotiations with existing landholders. The objectives for any additional acquisitions would include: design consistent with the values and principles established in the Plan including additions to amenity, social, commercial and transport infrastructure to accommodate the increase in population.

Indicative acquisition configurations

Indicative layouts for the potential land acquisitions are shown in Part 6. With the addition of their holdings, the yield for the project (based on an AUP compliant scheme) would increase to approximately 4000 dwellings.

Schools

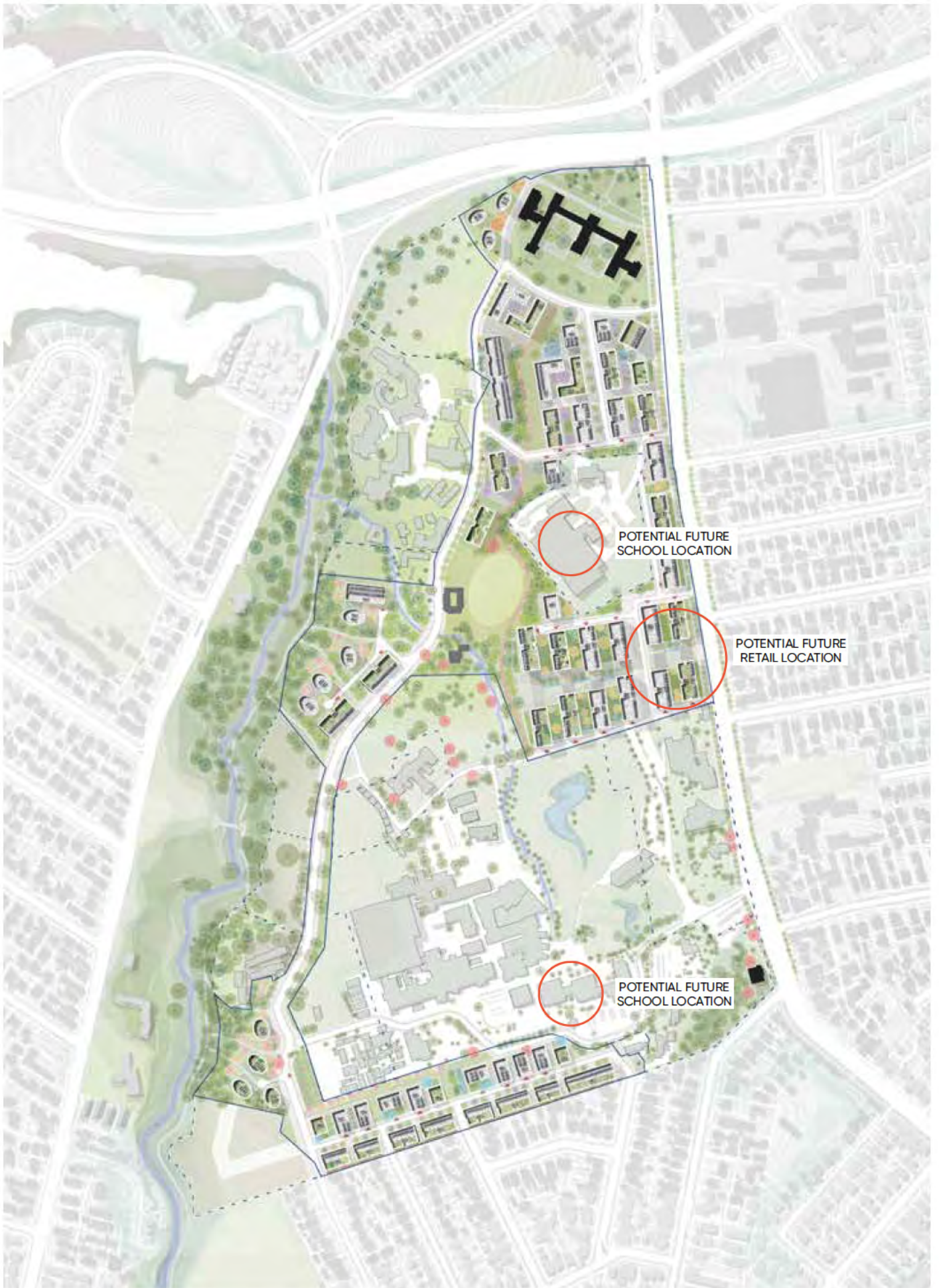
The development of the site will increase demand for schooling in the area. To cater for the new and existing community, the Plan has explored sites that may be suitable for the siting of a new school. One option identified was to re-purpose the Unitec Building 111-115 in the South of the site (refer Plan opposite). Other options include a school within the Taylor's Laundry site, if it is acquired.

Retail/commercial

The new community at the site will generate need and demand for a range of commercial and retail activities. Some of these are able to be provided in the Pt Chevalier and Mt Albert town centres, with the development expected to provide stimulus for their activity, particularly as connectivity improves. There will also be a need to provide for retail and commercial opportunities within the site, for convenience and to complement the existing offerings. To future-proof the plan, and to assist with the creation of a sense of place within the overall project area, capacity for retail and commercial has been incorporated.

Existing built fabric

In addition to the adaptive re-use of the Oakley Hospital, opportunities to retain all or parts of other existing built fabric and to adapt them into the new community will be explored in future Masterplan stages. The retention of existing built elements can add both character and value to new neighbourhoods. It also allows existing residents and communities to retain visual reference points to the evolving surrounds. Opportunities to reuse / relocate buildings off-site may also be explored, where buildings are likely to still have a long and useful life.



POTENTIAL FUTURE SCHOOL LOCATION

POTENTIAL FUTURE RETAIL LOCATION

POTENTIAL FUTURE SCHOOL LOCATION

Wāhanga Tuarima

Part Five

Ngā whenua – He Ara Atu Anō

—

Current landholdings –
Alternate Scheme

5.1 2D Framework Plan – alternate scheme

Roofscape

Variations between the AUP Compliant and an alternate scheme

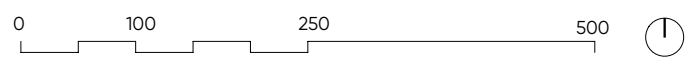
Some minor variations occur between the AUP Compliant and Alternate proposals for the current landholdings, these include:

- An additional residential building in Precinct 2 adjacent to Oakley hospital. This proposed building is within the AUP extent of place controls, however, it provides additional amenity and character to this precinct, as well as housing supply (see diagram above)
- Extending beyond the height controls in certain Precincts across the site. This has been proposed for a number of reasons, including to capture views, increase the diversity of the buildings, and increase amenity through variation in height across the core landholdings (see diagram to the right).

| | | |
|---|----------------------------------|--|
| — | Boundary | |
| □ | Existing Building | |
| ■ | Existing Building to be retained | |
| ■ | Heritage | |
| □ | Proposed Buildings | |
| □ | Proposed Parking Buildings | |
| — | Roading | |
| — | Road Reserve | |
| ⌒ | Existing bridge | |
| ▲ | Main access | |
| ▲ | Secondary access | |
| ▲ | Parking building access | |
| — | On street Parking | |
| — | Pathway / terrace | |
| ■ | Open space for events | |
| ■ | Private open space | |
| ■ | Public open space | |
| ■ | Wetlands | |
| — | Waterways | |
| ● | Protected trees | |
| ● | Existing trees | |
| ● | Proposed trees | |
| ● | Precinct 1 trees | |
| ● | Precinct 3 trees | |
| ● | Precinct 4 trees | |
| ● | Precinct 5 trees | |
| ● | Precinct 6&7 trees | |
| ■ | Existing gardens | |

| | |
|---|----------------------|
| Land area [m ²] | 266,000 / (26.6 ha) |
| Building Footprints [m ²] | 58,469 / (5.85 ha) |
| Developable Area (lots) [m ²] | 122,955 / (12.30 ha) |
| Open Space incl. Road Reserve [m ²] | 112,838 / (11.28 ha) |
| Roading [m ²] | 30,236 / (3.02 ha) |
| Heritage building [m ²] | 9,120 |
| Overall site cover % | 48% |
| Housing units | 3,000 + |
| At 2500 dwellings total: | |
| Units per hectare [Net] | 203 |
| Units per hectare [Gross] | 94 |
| Car parking (in building) | 1,184 |
| Car parking (street/on site) | 329 |
| Car parking (separate structure) | 660 |
| Car parking (total) | 2,173 |
| Car parking ratio | 0.87 |





5.1.1 2D Framework Plan – alternate scheme

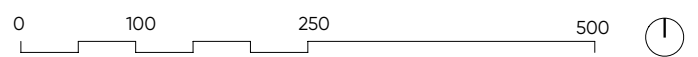
Unit typology

Approx. 3000+ dwellings

-  Boundary
-  Existing Building
-  Existing Building to be retained
-  Heritage
-  Proposed Buildings
-  Proposed Parking Buildings
-  Rooding
-  Road Reserve
-  Existing bridge
-  Main access
-  Secondary access
-  Parking building access
-  On street Parking
-  Pathway / terrace
-  Open space for events
-  Private open space
-  Public open space
-  Wetlands
-  Waterways
-  Protected trees
-  Existing trees
-  Proposed trees
-  Precinct 1 trees
-  Precinct 3 trees
-  Precinct 4 trees
-  Precinct 5 trees
-  Precinct 6&7 trees
-  Existing gardens

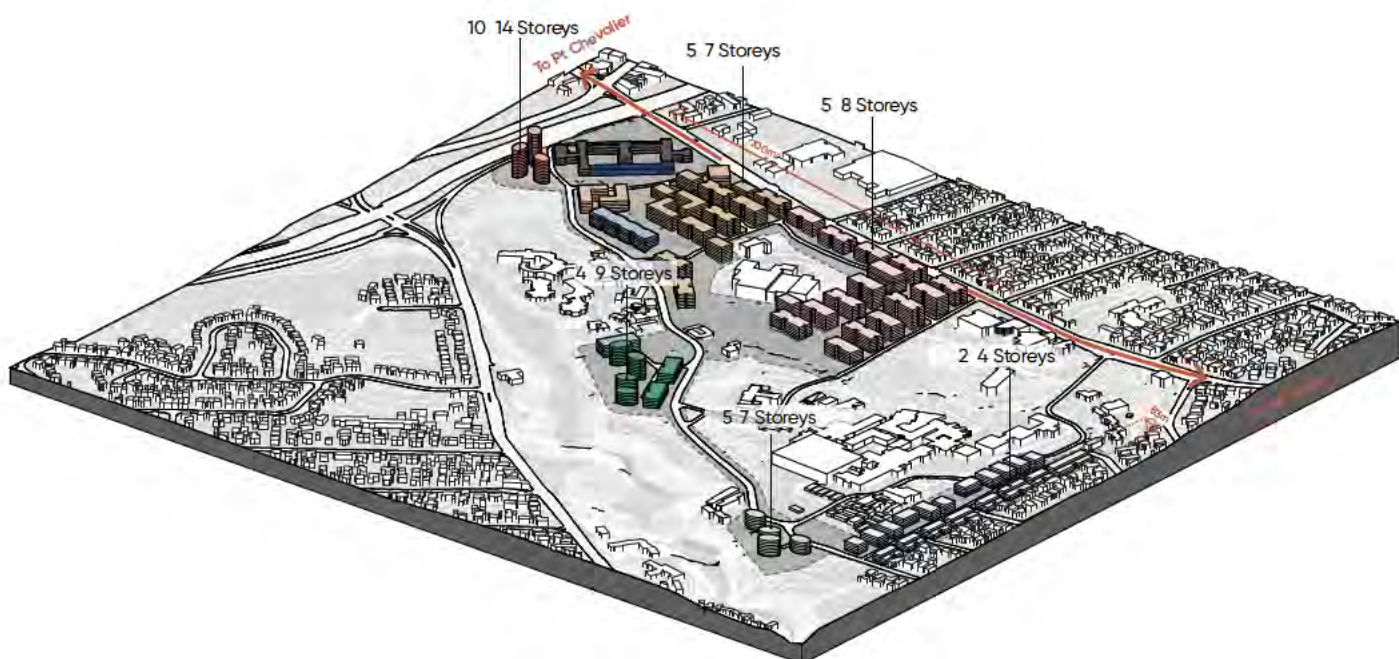
| | |
|---|-----------------------------|
| Land area [m ²] | 266,000 / (26.6 ha) |
| Building Footprints [m ²] | 58,469 / (5.85 ha) |
| Developable Area (lots) [m ²] | 122,955 / (12.30 ha) |
| Open Space incl. Road Reserve [m ²] | 112,838 / (11.28 ha) |
| Rooding [m ²] | 30,236 / (3.02 ha) |
| Heritage building [m ²] | 9,120 |
| Overall site cover % | 48% |
| Housing units | 3,000 + |
| At 2500 dwellings total: | |
| Units per hectare [Net] | 203 |
| Units per hectare [Gross] | 94 |
| Car parking (in building) | 1,184 |
| Car parking (street/on site) | 329 |
| Car parking (separate structure) | 660 |
| Car parking (total) | 2,173 |
| Car parking ratio | 0.87 |





5.2 Framework Plan 3D Massing – alternate scheme Heights

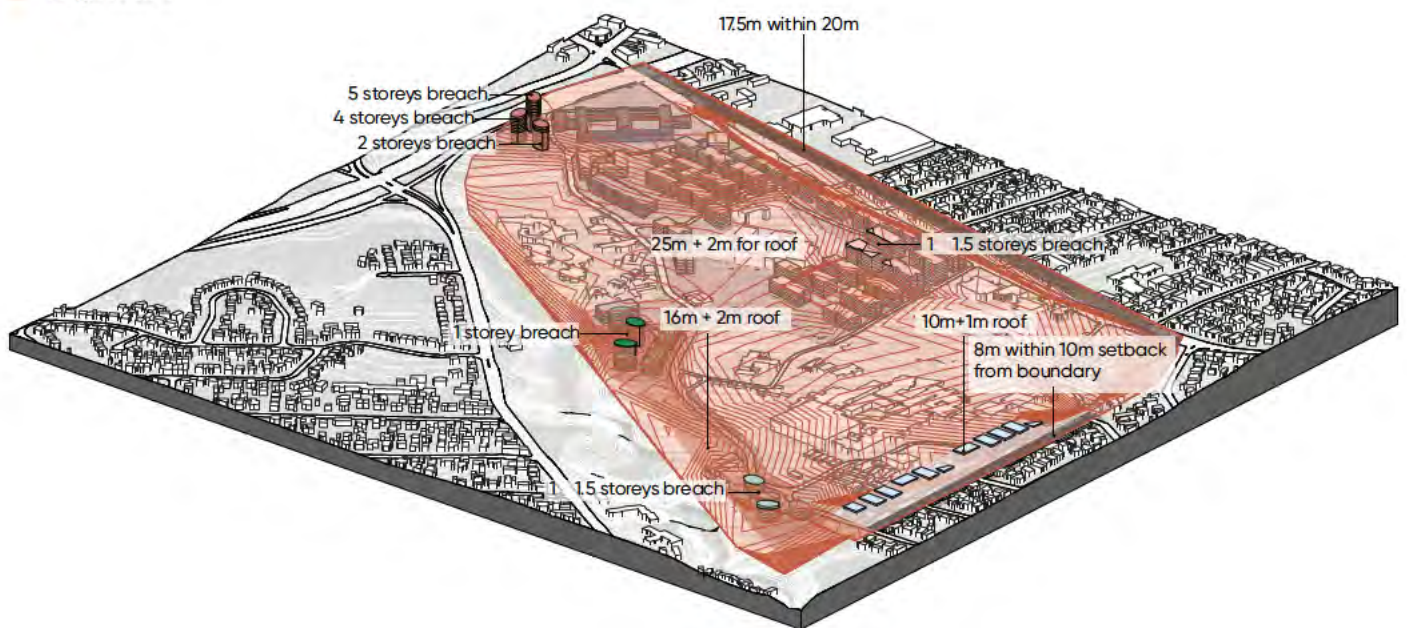
- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Carparking



5.2.1 Framework Plan 3D Massing – alternate scheme AUP height controls

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North

- Carparking
- Height blanket



5.3 Current landholdings – alternate scheme Identification plan

The following Identification Plan is to be read in conjunction with the Metrics tables on the following pages (pp. 122-123).

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North

▨ Open space

— Lot Boundary

L1 Lot Number

B1.3 Building Number





5.4 Metrics – alternate scheme

Global and per precinct

| Global Metrics (alternate scheme) | m2 | ha |
|---|---------|----------------|
| Land area | 266,000 | 26.60 (100%) |
| Building Footprints | 58,469 | 5.85 |
| Developable Area (lots) | 122,955 | 12.30 (46.22%) |
| Open Space (inc. road reserve) | 112,838 | 11.28 (42.42%) |
| Road Reserve | 35,602 | 3.56 |
| Roading | 30,236 | 3.02 (11.37%) |
| Heritage building | 9,120 | 0.91 |
| Site cover % | 48% | |
| | | |
| Housing units | 2,502 | |
| Units per hectare Nett (Developable Area) | 203 | |
| Units per hectare Gross (Land Area) | 94 | |
| | | |
| Car parking (in building) | 1,184 | |
| Car parking (street / on site) | 329 | |
| Car parking (separate structure) | 660 | |
| Car parking (total) | 2,173 | |
| Car parking ratio | 0.87 | |

| Precinct 1 - North Western (alternate scheme) | |
|---|-------|
| Lot ID number | L1 |
| Lot size [m2] | 3,689 |
| Site coverage | 28% |
| | |
| Number of buildings | 3 |
| Building footprint [m2] | 1,038 |
| Ave units per hectare [Net] | 390 |
| Total units per precinct | 144 |
| | |
| Number of residential storeys | 10-14 |
| Number of carparking storeys | 2 |
| Total storeys (above ground) | 10-14 |
| | |
| Car parking (in building) | 198 |
| Car parking (street / on site) | 0 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 198 |
| Carparking ratio per precinct | 1.38 |

| Precinct 2 - Oakley Hospital (alternate scheme) | |
|---|---------|
| Lot ID number | L2 - L3 |
| Lot size [m2] | 19,161 |
| Site coverage | 36% |
| | |
| Number of buildings | 2 |
| Building footprint [m2] | 6,493 |
| Ave units per hectare [Net] | 17 |
| Total units per precinct | 32 |
| | |
| Number of residential storeys | 2 |
| Number of carparking storeys | n/a |
| Total storeys (above ground) | 2 |
| | |
| Car parking (in building) | n/a |
| Car parking (street / on site) | n/a |
| Car parking (separate structure) | n/a |
| Total carparking per precinct | n/a |
| Carparking ratio per precinct | n/a |

| Precinct 3 - Northern (alternate scheme) | |
|--|----------|
| Lot ID number | L4 - L13 |
| Lot size [m2] | 26,434 |
| Site coverage | 50% |
| | |
| Number of buildings | 17 |
| Building footprint [m2] | 16,473 |
| Ave units per hectare [Net] | 260 |
| Total units per precinct | 687 |
| | |
| Number of residential storeys | 4 to 7 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 4 to 7 |
| | |
| Car parking (in building) | 180 |
| Car parking (street / on site) | 52 |
| Car parking (separate structure) | 320 |
| Total carparking per precinct | 552 |
| Carparking ratio per precinct | 0.80 |

| Precinct 4 - Carrington Road (alternate scheme) | |
|---|-----------|
| Lot ID number | L14 - L23 |
| Lot size [m2] | 31,681 |
| Site coverage | 51% |
| | |
| Number of buildings | 16 |
| Building footprint [m2] | 15,943 |
| Ave units per hectare [Net] | 294 |
| Total units per precinct | 931 |
| | |
| Number of residential storeys | 5 to 8 |
| Number of carparking storeys | 2 |
| Total storeys (above ground) | 5 to 8 |
| | |
| Car parking (in building) | 608 |
| Car parking (street / on site) | 39 |
| Car parking (separate structure) | 170 |
| Total carparking per precinct | 817 |
| Carparking ratio per precinct | 0.88 |

| Precinct 5 - Southern (alternate scheme) | |
|--|-----------|
| Lot ID number | L24 - L29 |
| Lot size [m2] | 19,508 |
| Site coverage | 61% |
| | |
| Number of buildings | 19 |
| Building footprint [m2] | 11,971 |
| Ave units per hectare [Net] | 165 |
| Total units per precinct | 322 |
| | |
| Number of residential storeys | 2 to 4 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 2 to 4 |
| | |
| Car parking (in building) | 144 |
| Car parking (street / on site) | 118 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 262 |
| Carparking ratio per precinct | 0.81 |

| Precinct 6 - Te Auaunga South (alternate scheme) | |
|--|-----------|
| Lot ID number | L30 - L33 |
| Lot size [m2] | 4,710 |
| Site coverage | 40% |
| | |
| Number of buildings | 4 |
| Building footprint [m2] | 1,756 |
| Ave units per hectare [Net] | 293 |
| Total units per precinct | 138 |
| | |
| Number of residential storeys | 5 to 7 |
| Number of carparking storeys | 0 |
| Total storeys (above ground) | 5 to 7 |
| | |
| Car parking (in building) | 0 |
| Car parking (street / on site) | 120 |
| Car parking (separate structure) | 0 |
| Total carparking per precinct | 120 |
| Carparking ratio per precinct | 0.87 |

| Precinct 7 - Te Auaunga North (alternate scheme) | |
|--|-----------|
| Lot ID number | L34 - L38 |
| Lot size [m2] | 11,000 |
| Site coverage | 43% |
| | |
| Number of buildings | 7 |
| Building footprint [m2] | 4,795 |
| Ave units per hectare [Net] | 225 |
| Total units per precinct | 248 |
| | |
| Number of residential storeys | 4 to 9 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 4 to 9 |
| | |
| Car parking (in building) | 54 |
| Car parking (street / on site) | 0 |
| Car parking (separate structure) | 170 |
| Total carparking per precinct | 224 |
| Carparking ratio per precinct | 0.90 |





Aerial view of site looking North West with proposed massing

Wāhanga Tuono

Part Six

Ngā kōwhiringa hoko Whenua Hou

—

Potential Future Land Acquisitions

6.1 2D Framework Plan – potential future land acquisitions (F&B Blocks + Taylor's Laundry) Roofscape

Approx. 4000+ dwellings

- Boundary
- Existing Building
- Existing Building to be retained
- Heritage
- Proposed Buildings
- Proposed Parking Buildings
- Roading
- Road Reserve
- Existing bridge
- ▲ Main access
- ▲ Secondary access
- ▲ Parking building access
- On street Parking
- Pathway / terrace
- Open space for events
- Private open space
- Public open space
- Wetlands
- Waterways
- Protected trees
- Existing trees
- Proposed trees
- Precinct 1 trees
- Precinct 3 trees
- Precinct 4 trees
- Precinct 5 trees
- Precinct 6&7 trees
- Precinct 8 trees
- Precinct 9 trees
- Precinct 10 trees
- Existing gardens

Land area [m²]
359,422 / (35.94 ha)

Building Footprints [m²]
86,964 / (8.70 ha)

Developable Area (lots) [m²]
183,654 / (18.37 ha)

Open Space incl. Road Reserve [m²]
137,737 / (13.77 ha)

Roading [m²]
38,283 / (3.83 ha)

Heritage building [m²]
9,120 / (0.91 ha)

Overall site cover %
47%

Housing units
4,000 +

At 4,000 dwellings total:
Units per hectare [Net]
217

Units per hectare [Gross]
111

Car parking (in building)
1,904

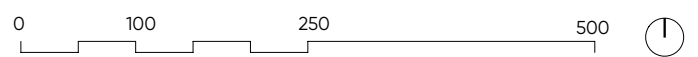
Car parking (street/on site)
424

Car parking (separate structure)
1,370

Car parking (total)
3,698

Car parking ratio
0.93





6.1.1 2D Framework Plan – potential future land acquisitions (F&B Blocks + Taylor's Laundry)

Unit typology

Approx. 4000+ dwellings

- Boundary
- Existing Building
- Existing Building to be retained
- Heritage
- Proposed Buildings
- Proposed Parking Buildings
- Roading
- Road Reserve
- Existing bridge
- ▲ Main access
- ▲ Secondary access
- ▲ Parking building access
- On street Parking
- Pathway / terrace
- Open space for events
- Private open space
- Public open space
- Wetlands
- ~ Waterways
- Protected trees
- Existing trees
- Proposed trees
- Precinct 1 trees
- Precinct 3 trees
- Precinct 4 trees
- Precinct 5 trees
- Precinct 6&7 trees
- Precinct 8 trees
- Precinct 9 trees
- Precinct 10 trees
- Ground Floor activation
- Heritage Wall
- Existing gardens

Land area [m²]
359,422 / (35.94 ha)

Building Footprints [m²]
86,964 / (8.70 ha)

Developable Area (lots) [m²]
183,654 / (18.37 ha)

Open Space incl. Road Reserve [m²]
137,737 / (13.77 ha)

Roading [m²]
38,283 / (3.83 ha)

Heritage building [m²]
9,120 / (0.91 ha)

Overall site cover %
47%

Housing units
4,000 +

At 4,000 dwellings total:
 Units per hectare [Net]
217

Units per hectare [Gross]
111

Car parking (in building)
1,904

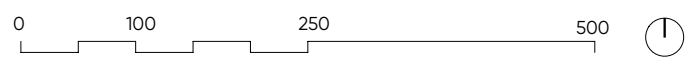
Car parking (street/on site)
424

Car parking (separate structure)
1,370

Car parking (total)
3,698

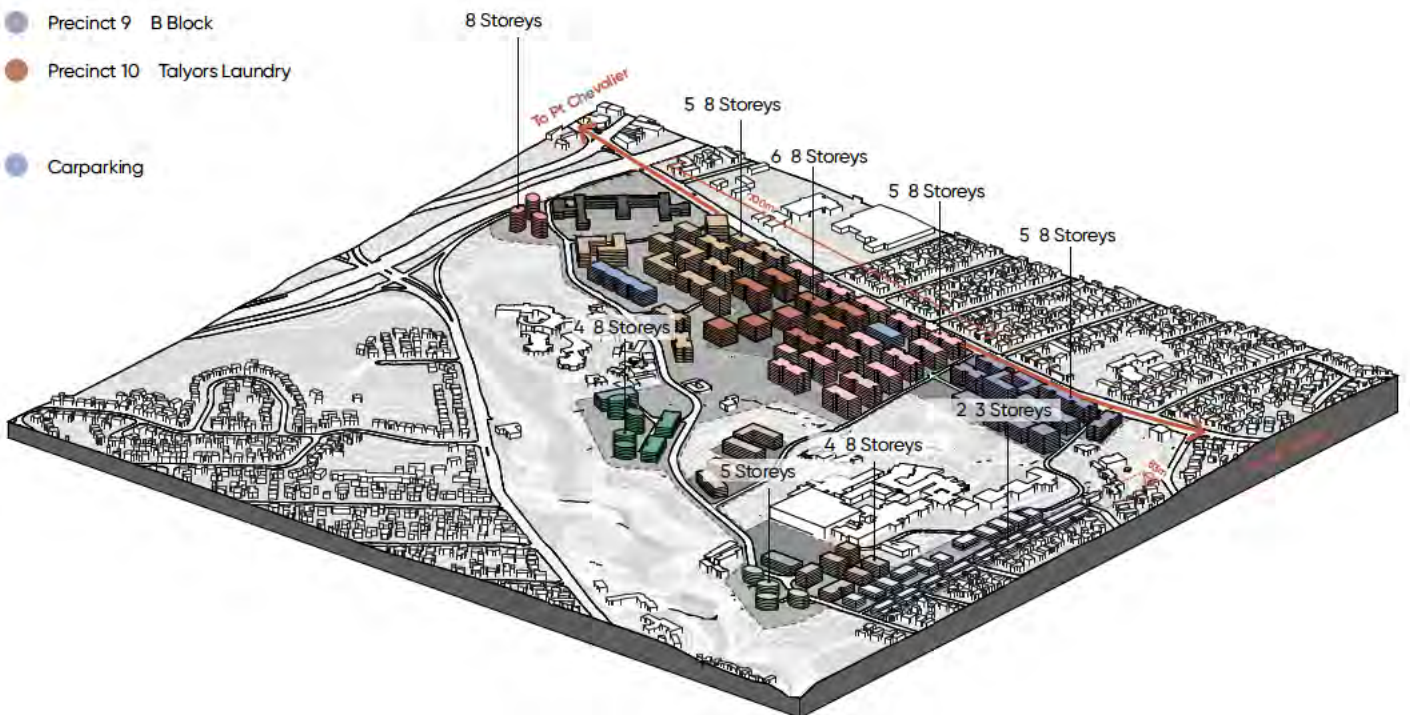
Car parking ratio
0.93





6.2 Framework Plan 3D Massing – potential future land acquisitions Heights

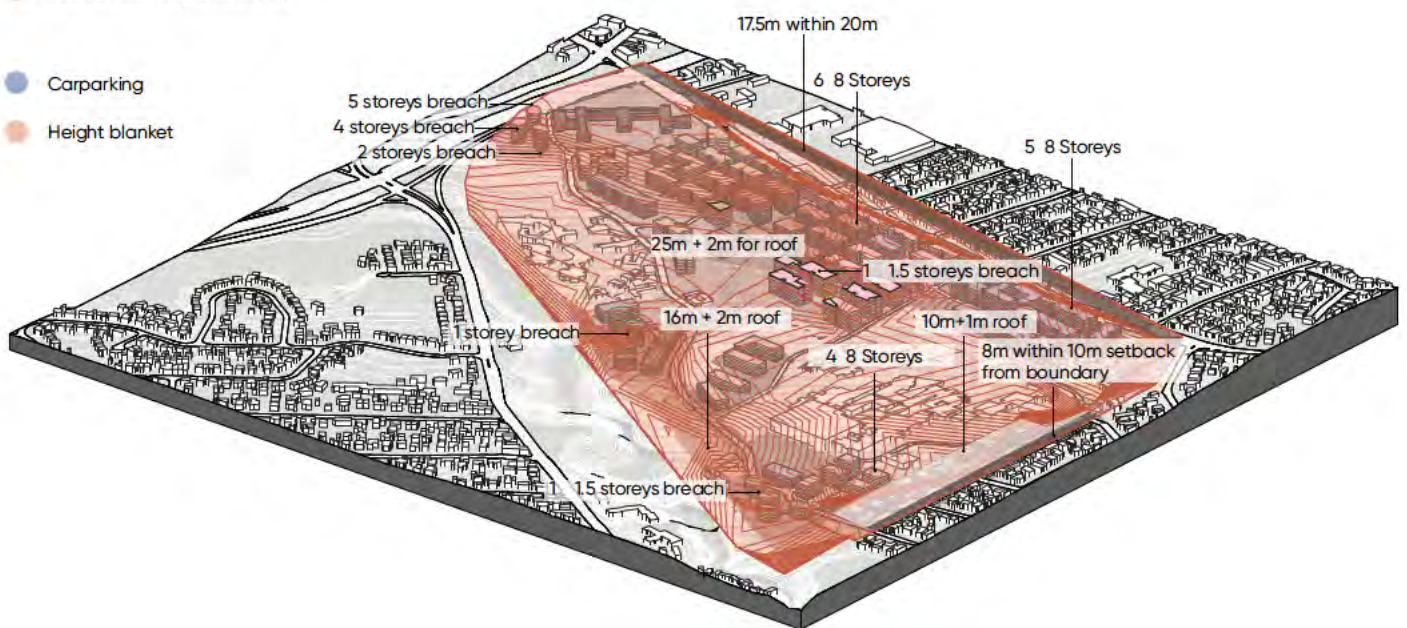
- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Precinct 8 F Block
- Precinct 9 B Block
- Precinct 10 Talyors Laundry
- Carparking



6.2.1 Framework Plan 3D Massing – potential future land acquisitions AUP height controls

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Precinct 8 F Block
- Precinct 9 B Block
- Precinct 10 Talyors Laundry

- Carparking
- Height blanket



6.3 Current landholdings & potential future acquisitions

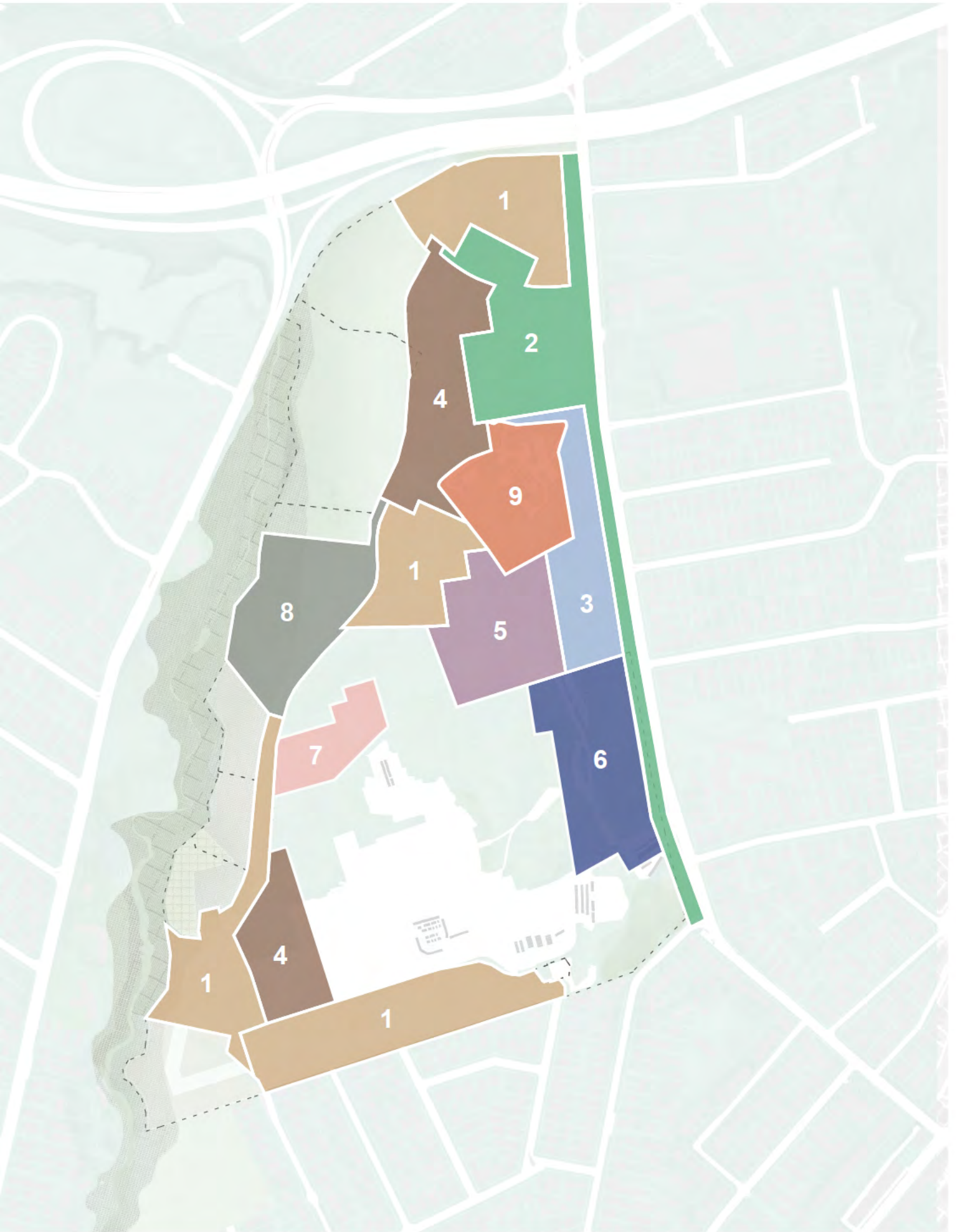
Indicative staging plan*

| | |
|---|--------------------------------------|
| Land area [m ²] | 359,422 / (35.94 ha) (100%) |
| Building Footprints [m ²] | 86,964 / (8.70 ha) |
| Developable Area (lots) [m ²] | 183,654 / (18.37 ha) (51.10%) |
| Open Space incl. Road Reserve [m ²] | 137,737 / (13.77 ha) (38.32%) |
| Roading [m ²] | 38,283 / (3.83 ha) (10.65%) |
| Heritage building [m ²] | 9,120 |
| Overall site cover % | 48% |
| Housing units | 4,000 |
| Units per hectare [Net] | 217 |
| Units per hectare [Gross] | 111 |
| Car parking (in building) | 1,904 |
| Car parking (street/on site) | 424 |
| Car parking (separate structure) | 1,370 |
| Car parking (total) | 3,698 |
| Car parking ratio | 0.93 |

| Stage** | Lots | Precinct |
|---------|-------------------------|---------------|
| Stage 1 | 1, 3, 24-29, 30-33 & 39 | 1, 2, 4, 5, 6 |
| Stage 2 | 2, 4-8 | 2, 3 |
| Stage 3 | 14-18 | 4 |
| Stage 4 | 10-12, 40-44 | 3, 8 |
| Stage 5 | 19-23 | 4 |
| Stage 6 | 49-54 | 9 |
| Stage 7 | 45-48 | 8 |
| Stage 8 | 34-38 | 7 |
| Stage 9 | 55-63 | 10 |

* Staging sequence is subject to timing of the land acquisition and subject to change.

** Refer to Identification Plan on pages 136-137 for Precinct and Lot identification.



6.4 Potential future land acquisitions Identification plan

The following Identification Plan is to be read in conjunction with the Metrics tables on the following pages (pp. 138-139).

- Precinct 1 North Western
- Precinct 2 Oakley Hospital
- Precinct 3 Northern
- Precinct 4 Carrington Road
- Precinct 5 Southern
- Precinct 6 Te Auaunga South
- Precinct 7 Te Auaunga North
- Open space
- Precinct 8 F Block
- Precinct 9 B Block
- Precinct 10 Talyors Laundry
- Lot Boundary
- L1** Lot Number
- B1.3** Building Number
- * Lot 44 potential location of carparking building for Unitec





6.5 Metrics – potential future land acquisitions (F&B Blocks + Taylor's Laundry) Global and per precinct

| Global Metrics (Precincts 1-10) | m2 | ha | Precinct 8 - F Block (potential future land acquisitions) | |
|---|---------|----------------|---|---------|
| Land area | 359,422 | 35.94 (100%) | Lot ID number | L40-L48 |
| Building Footprints | 86,964 | 8.70 | Lot size [m2] | 31,360 |
| Developable Area (lots) | 183,654 | 18.37 (51.10%) | Site coverage | 36% |
| Open Space (inc. road reserve) | 137,737 | 13.77 (38.32%) | | |
| Road Reserve | 48,129 | 4.81 | Number of buildings | 11 |
| Roading | 38,283 | 3.83 (10.65%) | Building footprint [m2] | 8,635 |
| Heritage building | 9,120 | 0.91 | Ave units per hectare [Net] | 116 |
| Site cover % | 47% | | Total units per precinct | 364 |
| | | | | |
| Housing units | 4000 | | Number of residential storeys | 4 to 8 |
| Units per hectare Nett (Developable Area) | 217 | | Number of carparking storeys | 1 |
| Units per hectare Gross (Land Area) | 111 | | Total storeys (above ground) | 4 to 8 |
| | | | | |
| Car parking (in building) | 1,904 | | Car parking (in building) | 250 |
| Car parking (street / on site) | 424 | | Car parking (street / on site) | 38 |
| Car parking (separate structure) | 1,370 | | Car parking (separate structure) | 28 |
| Car parking (total) | 3,698 | | Total carparking per precinct | 316 |
| Car parking ratio | 0.93 | | Carparking ratio per precinct | 0.87 |

| Precinct 9 - B Block (potential future land acquisitions) | |
|---|---------|
| Lot ID number | L49-L54 |
| Lot size [m2] | 21,684 |
| Site coverage | 60% |
| | |
| Number of buildings | 11 |
| Building footprint [m2] | 12,755 |
| Ave units per hectare [Net] | 254 |
| Total units per precinct | 550 |
| | |
| Number of residential storeys | 5 to 8 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 5 to 8 |
| | |
| Car parking (in building) | 153 |
| Car parking (street / on site) | 0 |
| Car parking (separate structure) | 360 |
| Total carparking per precinct | 513 |
| Carparking ratio per precinct | 0.93 |

| Precinct 10 - Taylor's Laundry (potential future land acquisitions) | |
|---|---------|
| Lot ID number | L55-L63 |
| Lot size [m2] | 17,706 |
| Site coverage | 53% |
| | |
| Number of buildings | 9 |
| Building footprint [m2] | 9,039 |
| Ave units per hectare [Net] | 322 |
| Total units per precinct | 570 |
| | |
| Number of residential storeys | 6 to 8 |
| Number of carparking storeys | 1 |
| Total storeys (above ground) | 6 to 8 |
| | |
| Car parking (in building) | 250 |
| Car parking (street / on site) | 69 |
| Car parking (separate structure) | 162 |
| Total carparking per precinct | 481 |
| Carparking ratio per precinct | 0.84 |

Wāhanga Tuawhitu

Part Seven

Te Whakarāpopoto me nga Kupu
Whakatepe

—

Summary & Conclusion

7.1 Summary and next steps

The purpose of the Plan is to establish an agreed vision, values and principles and describe a set of key moves and outcomes for the development of the proposed Unitec project between Ngā Mana Whenua o Tāmaki Makaurau and the Crown.

The Plan is ambitious and represents an inflection point in the way Auckland presents itself to the world. The Vision Statement for the development of the Unitec is:

“ A true partnership to establish inclusive, sustainable communities and world class city building through vibrant and innovative place-making”

Development of the Plan is principally guided by Te Hononga (Partnership and Aspiration) - two harbours, two peoples: a place that will become a leading light for others. This binds the six values together in the spirit of true partnership.

1. Te Ao Hurihuri: A new beginning in a changing world

Inter-linked across tangible and intangible boundaries, exploring and embracing the possibilities of innovation and technology

2. Te Pae Tawhiti: The enduring horizon

A multi-generational community that prospers and promotes a sustainable and cost-effective way of living

3. Maunga Teitei: A layered heritage that is honoured and inspires

Creating the future with a landmark that is inclusive and extends our imagination

4. Te Taiao: Land that renews and sustains

A place of biodiversity and thriving natural systems

5. He Papa Hou: A fresh, dynamic place

A place of vibrant spaces with multiple uses, creative places that are engaging, active and adaptable

6. Manaakitanga: A welcoming place for all

Building communities and creating spaces that generate and sustain connections.

The overall development of Unitec is expected to take in excess of 10 years. It is important that its development clearly aligns with the vision and values in this Plan, but also recognises that delivering inclusive and sustainable communities requires a degree of flexibility to meet the inevitable changes over this timeframe.

The Plan provides the starting point for undertaking this ambitious project. Delivery will involve:

- Agreement between the Crown and Ngā Mana Whenua o Tāmaki Makaurau on the delivery model for the project;
- More detailed masterplanning, which will include further work on staging, the identification of development zones, building types and architectural codes. The masterplanning will realise the opportunity to optimise the design outcomes for the site consistent with best practice urban design;
- More analysis and assessment of the public good outcomes the Crown seeks to achieve at the site and the contribution it will make to those outcomes;
- Connecting with key stakeholders whose contribution is critical to the delivery of the project, including local residents, government agencies, Council and CCOs; and
- An assessment of opportunities offered by the proposed Urban Development Authority legislation.

7.2 Acknowledgments

Project team

Grimshaw

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Strategic Planning

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Financial Modelling

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