

16 October 2019

Auckland Council
Freepost Authority 182382
Private Bag 92 300
Auckland 1142

Email: akhaveyoursay@aucklandcouncil.govt.nz

1. About Urban Design Forum

The New Zealand Urban Design Forum (UDF) was first created in 2005 as a collaboration between the planning, landscape, architecture, engineering and surveying Institutes.

The UDF became independent and an incorporated society on 17th September 2014 but still has strong associations and partnerships with those institutes.

The UDF is modelled on similar groups in Australia and England.

Membership is open to anyone who is interested in urban design and cares about the quality of the built environment and life in our towns and cities and wants to help raise the standards of urban design across the country. The UDF encourages membership from anyone interested in urban design and including planners, architects, landscape architects, engineers, surveyors, politicians, academics, developers and other individuals.

2. Recommendations and Additional Comments

The below recommendations summarise the key feedback provided on the overall direction of the City Centre Masterplan Refresh and Access for Everyone.

- Strong direction is set through Future Outcomes
- Further investigation should be done to ensure that the city centre is accessible for all socio-economic backgrounds
- As this is a non-statutory document, it will be good to provide evidence, in the form of business cases or feasibility studies, showcasing that the proposals are viable from an economic, planning and infrastructure provision perspective
- More emphasis should be placed on what the 2012 CCMP delivered to date and how the refresh will build on this, as an outline summary
- A clearer link between how Access for Everyone manifests within the Transformational Moves is necessary
- There is a large amount of emphasis placed on the regeneration of Queen Street through the delivery of LRT but this project is not confirmed. Alternative forms of MRT should be

explored to ensure the delivery of the Waihorotiu Queen Street Valley transformational move.

3. City Centre Masterplan Refresh - General Direction

Overall, UDF supports the proposed refresh of the City Centre Masterplan. We believe that this is an important document providing vision and direction for the delivery of a quality built outcome and an inclusive, prosperous and accessible heart of Tāmaki Makaurau for all residents and visitors.

We thoroughly support the move to focus on Maori identity and believe that there is an opportunity to be more explicit in delivering a project associated with this move. We commend the people-centric and strong culturally underpinned Outcomes, however there is no consideration outlined around how homelessness - a growing issue for Tāmaki, is addressed.

4. Future Outcomes

Urban Design Forum supports the outcomes identified and how they complement the Auckland Plan 2050. We believe that there is an opportunity to explore how the 2012 Outcomes (Factors) have performed to date and how these have delivered on improving the experience of the city centre for all users.

Public Life Surveys were used as a tool to investigate how successful various spaces around the city were to enable public use, and a follow up to this could provide metrics on how certain projects have impacted the desirability of spaces.

An outline summary of projects completed to date with performance data will validate the role the CCMP has in delivering quality outcomes for the city centre.

5. Transformational Moves

In general, UDF supports the Transformational Moves with further information on our recommendations described under each Move below. Through involvement in other projects in Tāmaki Makaurau, we have experienced that the feasibility of projects is reliant on a large number of factors being met, and would encourage Auckland Council to provide high level feasibility/business case testing for moves conditional on private investment - like the Grafton Gully project. The viability of this is dependent on amenable planning requirements, infrastructure provision and sound geology. Hard infrastructure in particular is a large constraint for many developments in Tāmaki Makaurau. Providing some preliminary testing would confirm delivery of the particular proposal is viable.

Transformational Move 1: Māori outcomes

UDF is highly supportive of the recognition of Māori Outcomes as a key transformational move. Identifying this and delivering city centre projects with Mana Whenua values in mind is critical for ensuring we build on the unique story of Tāmaki Makaurau and allow it to translate into a narrative for future generations.

There is an opportunity to encourage the use of Te Aranga principles in the delivery of built projects, while working alongside Mana Whenua to gain deeper understanding of the cultural context of proposals.

Transformational Move 2: East and West Stitch

Traversing the city centre in an east-west direction is currently very difficult in all modes. Topography plays a large role to this, as do large collector and arterial roads. The proposal to open up the Albert Park Tunnels is not strong enough to improve this connectivity issue. The introduction of a frequent public transit service which goes from one side of Wellesley Street across to the other - Victoria Park to the Domain, is necessary.

The use of buses for frequent public transit should be considered in more detail or alternatives sought. Buses conflict with active transit modes and busy bus streets do not create pleasant walking environments.

The Stanley Street/Grafton Gully proposal will require further feasibility testing to ensure it is able to deliver the outcome sought and that the development envisaged along this corridor is viable. There is also a conflict arising in re-routing all east-west private vehicle traffic via the motorway loop and the boulevard concept. If this occurs, Grafton Gully will not be a pleasant environment with more vehicles and university students/pedestrians wanting to cross it. It sets up a conflict between motorists and active transport users.

Transformational Move 3: Waihorotiu Queen Street Valley

This move is largely reliant on the delivery of LRT. Although incredibly supportive of this proposal, the delivery of this project is still not confirmed.

The regeneration of upper Queen Street, south of Wellesley Street, should be further investigated to encourage better street activation and work with land owners to identify development opportunities.

Transformational Move 4: Innovation Cradle

No change. Supported.

Transformational Move 5: Rapid Transport Supported Growth

Clearer alignment between Access for Everyone and this move would be beneficial. Overlaying the street network, transit modes and intended accessibility would clarify how public transport will enable the city centre's prosperity and growth day-to-day.

Additionally, there should be some investigations undertaken to understand where people will be coming from, and how accessible the station/stop is on the opposite end. A lot of outer Auckland suburb dwellers, typically with lower socio-economic means, may struggle to gain access to the city centre if the public transit option is difficult to access in their neighbourhood. The price of fares should be taken into account also.

Transformational Move 6: Green Link

Largely supported.

The Albert Park Tunnels proposal may not be amenable to all users and would require passive surveillance to make pedestrians feel safe in this environment.

Transformational Move 7: City to the Villages
No change. Supported.

Transformational Move 8: Waterfront and Harbour Edge Stitch
Supported.

6. Access for Everyone (A4E)

A4E is a commendable and internationally recognised approach to reducing central city congestion and prioritising alternative modes of transport with a key focus on pedestrian movement. UDF also believe that targeting a Zero Emissions Area is a great KPI and review of A4E's performance against this will be incredibly beneficial.

There is a need to further review how this is integrated with the CCMP. We would encourage stakeholder engagement through this process, to ensure all users are able to be catered for in this proposal and new modes of transit be investigated.

There needs to be more development around how each 'zone' will be able to interact with one another without further severing the east-west connectivity. The public transport options available will be critical in enabling this.

Regards,

Urban Design Forum Incorporated

Incorporation number: 2613006