A stylized map of Auckland, New Zealand, rendered in white dashed lines on a solid yellow background. A prominent white line representing the City Rail Link route runs from the top left towards the center of the map. The map shows various geographical features and urban areas.

05

CITY RAIL LINK

*New Public Transport Stations
and Development Opportunities at
K Road, Newton and Aotea Quarter*

MOVE
05



VISION

OUR VISION FOR 2032 IS:

- New City Rail Link station precincts offering a range of housing and work opportunities. They are places that Aucklanders want to live and work in and visit.
- Each new City Rail Link station precinct is a distinct neighbourhood, building on its existing heritage and character.



BACKGROUND

City neighbourhoods with an energy and pulse are places to which people gravitate. They can't be manufactured, but their foundations can be put in place. Access is one such foundation. In addition to being great places to live, work, hang out and walk around, city neighbourhoods must be easy to get to. The City Rail Link is our opportunity to create highly accessible city precincts - or growth nodes - around the new and existing City Rail Link stations.

The growth potential around each of the City Rail Link Stations, based on detailed capacity studies, is illustrated in orange in the perspective images on the following pages.

The extent of the growth nodes is defined as an 800-metre or 10-minute walk from a rail link station.

Aotea Quarter, K Road and Newton are planned locations for stations on the City Rail Link with significant potential as growth nodes. These neighbourhoods, already distinct in their own right, have the capacity to further develop and accommodate many of the extra residents and workers the city centre will have in 2032.

The challenge for each of these future growth nodes is to develop their often small existing sites, while at the same

time nurturing and building their existing identity and heritage.

The Aotea Quarter is the city's performing arts and civic precinct and also has a prominent education sector. Development around this growth node location should build on these functions.

K Road (Karangahape Road) is an iconic street perched on a ridgeline overlooking the Queen Street Valley. Once a destination for department stores, its Victorian and Edwardian buildings now house an array of restaurants, bars and clubs, and workspaces for small and start-up creative businesses. The challenge here is to accommodate growth, whilst at the same time protect K Road's heritage and keep all the edge and grit that the area is synonymous with.

Newton, within the city fringe, is a city neighbourhood in which several new apartment buildings have sprung up in recent years, many around Basque Park. This recent development could continue and transform the area into a high-quality contemporary urban village, strategically located close to the city centre.

In addition to the three new City Rail Link growth node areas, a Parnell station is to be reopened to better connect the eastern side of the city fringe to the city centre. It will also enable growth and access to the medical research centres

and university in the Park Road area. As with the City Rail Link growth nodes, we can expect that the rail station will stimulate additional growth in Parnell, although on a lesser scale given the limited development opportunities that exist in the area.

To be attractive to future residents and workers, growth nodes must offer a range of employment opportunities, facilities and housing types. They must be easy to get to and easy to get around on foot or by bicycle.

OUTCOME SCORECARD

- ✓ SO1 International Destination
- ✓ SO2 Globally Significant Centre for Business
- SO3 True Harbour City
- ✓ SO4 Welcoming Children and Families
- ✓ SO5 Culturally Rich and Creative
- SO6 Exemplar of Urban Living
- ✓ SO7 Integrated Regional Transport System
- ✓ SO8 Green City of Trees and Parks
- ✓ SO9 Walkable and Accessible City
- ✓ S10 Exceptional Environmental Performer
- ✓ S11 World-Leading Centre for Education, Research and Innovation



DEVELOPMENT CAPACITY: AOTEA QUARTER

■ Potential built form



AOTEA QUARTER

Since 2005, Auckland Council and its predecessors have been working with city groups to enhance the Aotea Quarter as the cultural hub of the city – a place people identify with the arts and entertainment. Significant achievements include the redevelopment of Aotea Square as the city's premier open space and civic square, the redevelopment of Auckland Art Gallery, the Auckland Central Library café, upgrades to Queen Street, Lorne Street area and Lower Khartoum Place, and the opening of the Q Theatre.

Opportunities to further enhance and develop the quarter are presented by the West Bledisloe and South Town Hall sites and the proposed refurbishment of the St James Theatre.

As such a thriving area, this growth node has particular redevelopment characteristics and opportunities:

- Significantly large commercial sites without height restrictions.
- A location at the geographic centre of the city, albeit the centre of gravity is moving towards the Engine Room and waterfront.

- Existing performance venues, attracting a range of local, national and international visitors. They include: the Aotea Centre, Herald Theatre, Civic Theatre, Basement Theatre, Classic Comedy and Q Theatre.
- The presence of the Town Hall, Central Library, and multiple civic/council administration buildings.
- Several development sites fringe the square including land behind the Aotea Centre and Auckland Council's Civic and Bledisloe buildings. Development must maintain existing sunlight access planes to Aotea Square. The opportunity also exists for a new pavilion on the southern flank of the square which could become an urban exhibition centre of city living.
- Major university library and gallery collections.

It is proposed that the Aotea rail link station will be situated on the corner of Wellesley and Albert streets. However, the area's growth will require more than a station in close proximity. The strategy needs to focus on reinforcing its role

as a cultural and civic hub with greater depth to the offer, helped by the creation of a theatre district centred on the currently disused St James Theatre on Queen Street.

Aotea Station will be the major feeder station eastwards for both universities. The University of Auckland is developing a multi-million-dollar strategic plan on the assumption that the pedestrian feed will flow eastwards up Victoria Street and Wellesley Street.

RESIDENTIAL
73,000m²

$\div 40\text{m}^2$ per resident = 1,825 additional residents @ 2 residents per dwelling = 912 additional dwellings

COMMERCIAL
249,000m²

$\div 20\text{m}^2$ per worker = 12,450 additional workers

18,000m²
CIVIC/ARTS

TOTAL (net) FLOOR AREA
340,000m²

ESTIMATED
13,000m
RAIL TRIPS PER DAY

QUEEN STREET

LORNE STREET

WELLESLEY STREET

AOTEA QUARTER

THE STATION WILL SEE AN
ESTIMATED 13,000 RAIL
TRIPS PER DAY





▶ DEVELOPMENT CAPACITY:
K ROAD

■ Potential built form

K ROAD

ESTIMATED 30,000 RAIL
TRIPS PER DAY

K Road will build on its nationally recognised name with an emphasis on both day and night entertainment economies, and will continue to respond to the significant heritage qualities present in this location. This growth node area has the least potential development sites (relative to land area) of all the City Rail Link station areas.



K ROAD

THE STRATEGY FOR K ROAD IS TO REINFORCE ITS ROLE AS A COLOURFUL 24/7 ENTERTAINMENT ZONE WHILST AVOIDING THE GENTRIFICATION THAT MIGHT TAKE AWAY ITS EDGE, AFFORDABILITY AND APPEAL TO CREATIVE BUSINESSES.

DEVELOPMENT CHARACTERISTICS AND OPPORTUNITIES TAKE ACCOUNT OF:

- 1 Multiple small lots with narrow frontages.
- 2 One major arterial road that spatially defines the area.
- 3 Good sunlight, elevation, and views.
- 4 The significant number of heritage/character buildings along K Road's ridgeline.
- 5 Greater development capacity away from ridgelines in the back land off K Road.
- 6 A topographical response with a maximum of 8 floors/30m (generally permitted = 15m) and further height constraints where affected by E-10 view shaft and heritage streetscapes along ridgelines.

The K Road Rail Link Station is to be located in Beresford Square just off Pitt Street.

COMMERCIAL

46,000m²

÷ 20m² per worker = 2,300 additional workers

RESIDENTIAL

77,000m²

÷ 40m² per resident = 1,925 additional residents @ 2 residents per dwelling = 962 additional dwellings

CIVIC/ARTS

3,000m²

KARANGAHAPE ROAD

ESTIMATED

30,000+ rail trips per day

TOTAL (net) FLOOR AREA

126,000m²

NEWTON

ESTIMATED 26,000 RAIL TRIPS PER DAY

Newton, sitting south of the Central Motorway Junction or 'spaghetti junction' in the city fringe, currently lacks a strong identity. It has a mix of often low-grade uses and buildings; however, it has the potential to become one of the highest quality, high-density urban villages in the country, strategically located to connect to all parts of the Auckland region.

The opportunity exists to promote a contemporary sustainable, residential-led mixed-use urban village with all of the qualities associated with Ponsonby and Parnell.

This growth node area contains the highest number of potential development sites (relative to land area) of all of the City Rail Link growth areas.

Development characteristics and opportunities take account of:

- Multiple small lots with narrow frontages.
- The presence of multiple major arterial roads that spatially define the area.
- A significant public open space, in the south west of the area - Basque Park
- Good sunlight, elevation, and views.
- A high degree of visibility from

Mangawhau/Mt. Eden.

- Topographical response with a maximum of 8 floors/ 30m (generally permitted= 15m) with further height constrained where affected by E-10 view shaft and heritage streetscapes along ridgelines.

The Newton Rail Link Station is located on Eden Terrace just off Symonds Street.

The existing urban village contains several distinct parts derived from the roads that pass through the area. Commercial redevelopment opportunities are particularly prevalent south of Khyber Pass Road, as this area is close to existing arterial roads, motorway junctions, and the future station. This area contains multiple sites suitable for amalgamation to create large plate-building footprints, as well as existing businesses and offices. A significant residential community currently exists within the south-western area, centred around Basque Park. This area would benefit from formal recognition as a residential precinct with accompanying protection in terms of noise limits and sunlight access to public open space.

Additional residential growth capacity is estimated to be in the region of 750,000m² residential floor area, enough to house an additional resident population of around 19,000. This level of population is considered internationally to be an ideal minimum level to create a Transit Orientated Development (TOD) and will assist in taking housing pressure off the city centre and other parts of the region.

To avoid Newton becoming a further competitor to the city centre office market as a consequence of its current, less restrictive car parking standards, new parking maximums should be considered for introduction in the Unitary Plan. At the same time, Auckland Council should investigate the development of a shared car parking building to serve new development in the area. This will reduce the need for on-site provision in the area and offer considerable urban form benefits.

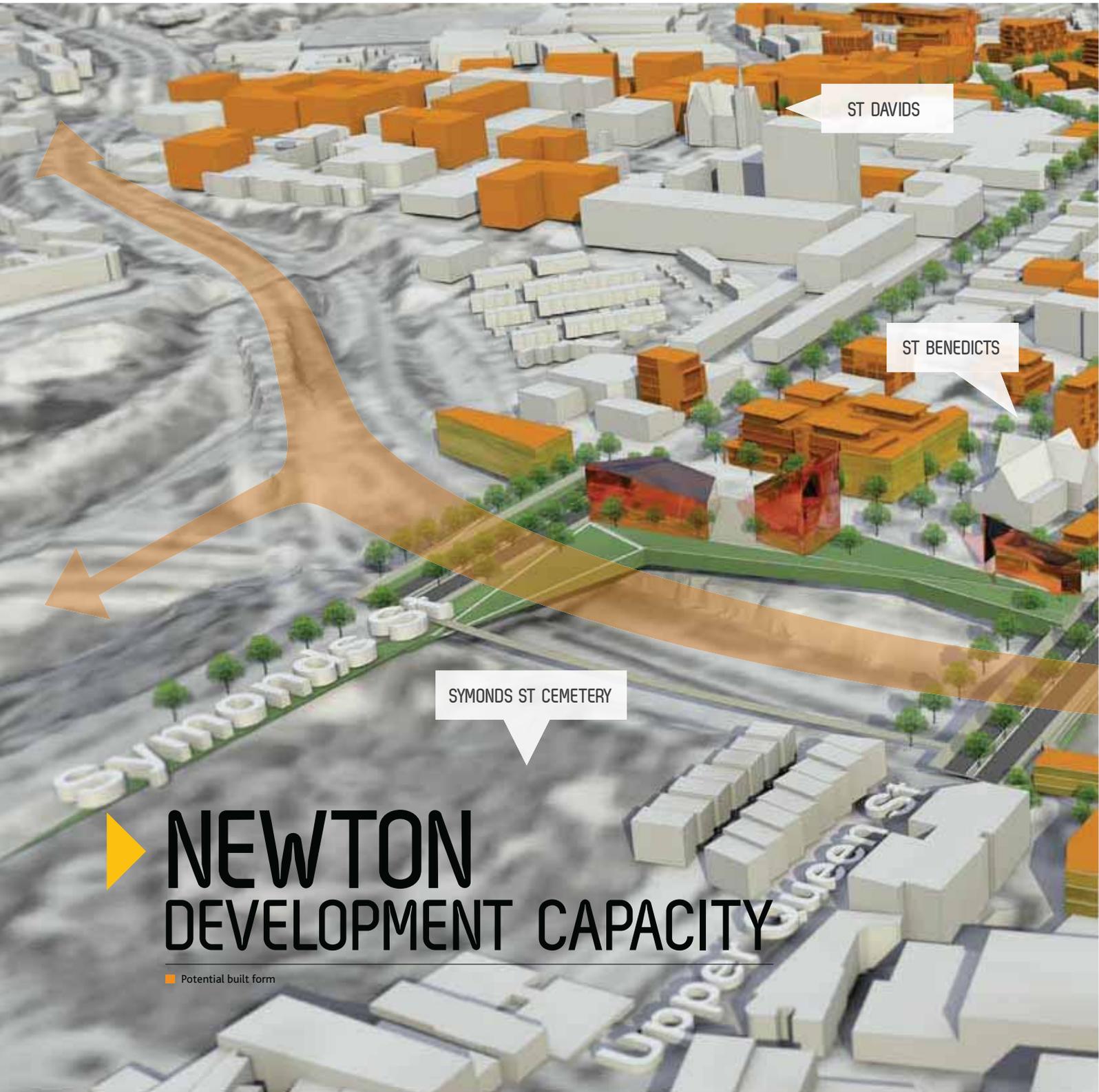
To further understand Newton's potential as a contemporary urban village, a structure plan is required.

RESIDENTIAL

750,000m² $\div 40\text{m}^2 \text{ per resident} = 18,750 \text{ additional residents} @ 2 \text{ residents per dwelling} = 9,375 \text{ additional dwellings}$ **320,000m²** $\text{COMMERCIAL } \div 20\text{m}^2 \text{ per worker} = 16,000 \text{ additional workers}$ **NEWTON ROAD**

TOTAL (net) FLOOR AREA

1,070,000m²



ST DAVIDS

ST BENEDICTS

SYMONDS ST CEMETERY

NEWTON DEVELOPMENT CAPACITY

■ Potential built form

Basque Park

MOTORWAY

