

Development Area - Sunnynook

Sunnynook, including Totara Vale, on the west of State Highway 1, has good access through its station on the Northern Busway.

It has significant potential for redevelopment with the majority of the area zoned Mixed Use, Terraced Housing and Apartment Building (THAB) or Mixed Housing Urban in the Auckland Unitary Plan.

The area has feasible capacity of approximately 990 dwellings.



Anticipated household growth 2018-2048	990
Anticipated population growth 2018-2048	1,970
Anticipated employment growth 2018-2048	410
Average no. jobs accessible within 45min morning peak public transport by 2026	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	9,810
Feasible development capacity 2017	990
Phasing / Sequencing	11-30 years

Development Area - Takapuna and Northcote

Takapuna is a centre located next to one of Auckland's most popular beaches.

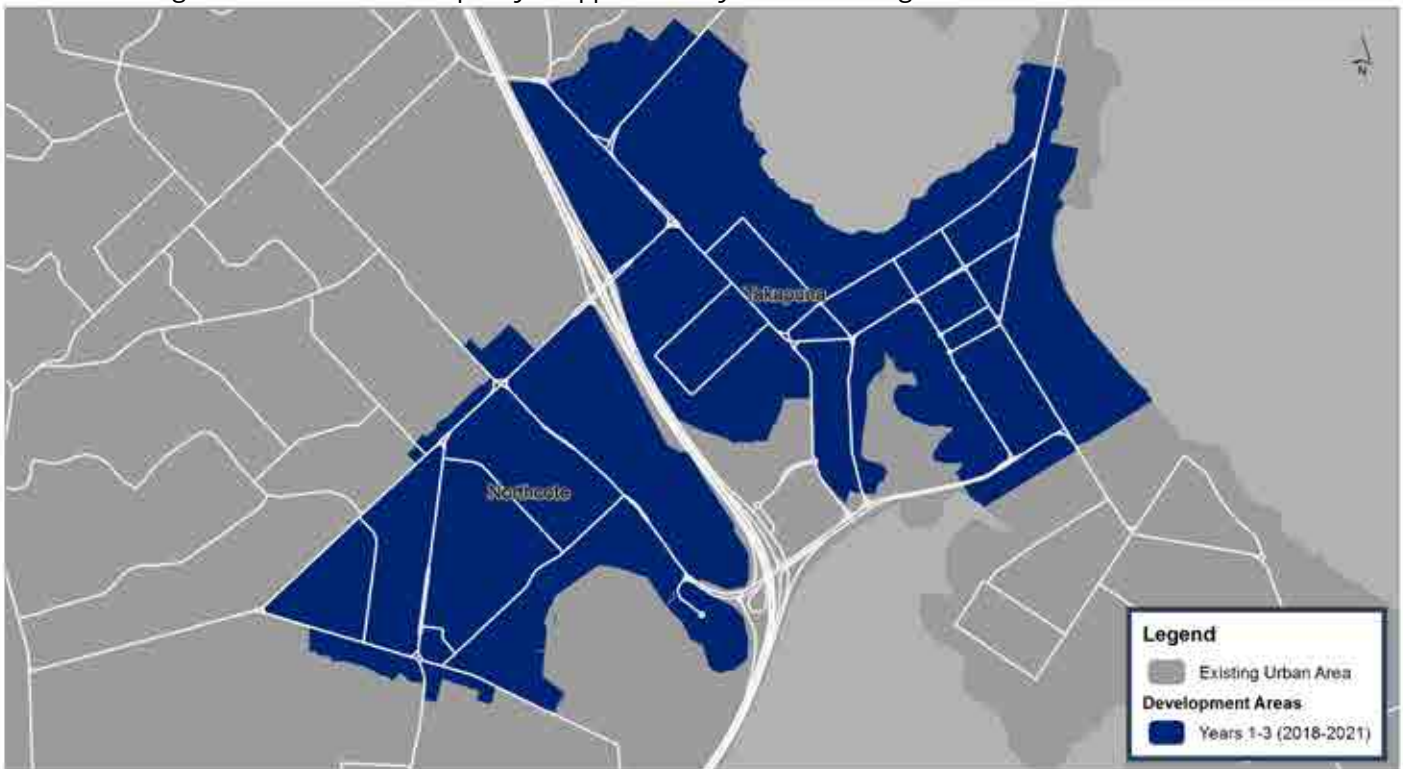
Its high amenity, good connections to the city centre via bus, and high development potential have resulted in a number of recent medium density developments. To support this growth, Auckland Council has invested in open space upgrades in the area and identified it for its urban regeneration programme, concentrating on the redevelopment of a few key sites.

Northcote is well located close to the Northern Busway, Harbour Bridge and State Highway network. When Skypath is complete, the area will also have direct cycle and pedestrian connections to the city centre.

Town centre and surrounding residential land is currently being jointly redeveloped by a number of agencies. The project aims to revitalise the area and make it more attractive to more people as a place to live. Town centre and surrounding residential land is currently being jointly redeveloped by a number of agencies. The project aims to revitalise the area and make it more attractive to more people as a place to live.

There are also a number of Special Housing Areas (SHAs) in the area including the Northcote Strategic SHA which has the potential to create over 700 new housing sites.

These areas together have a feasible capacity of approximately 2,030 dwellings.



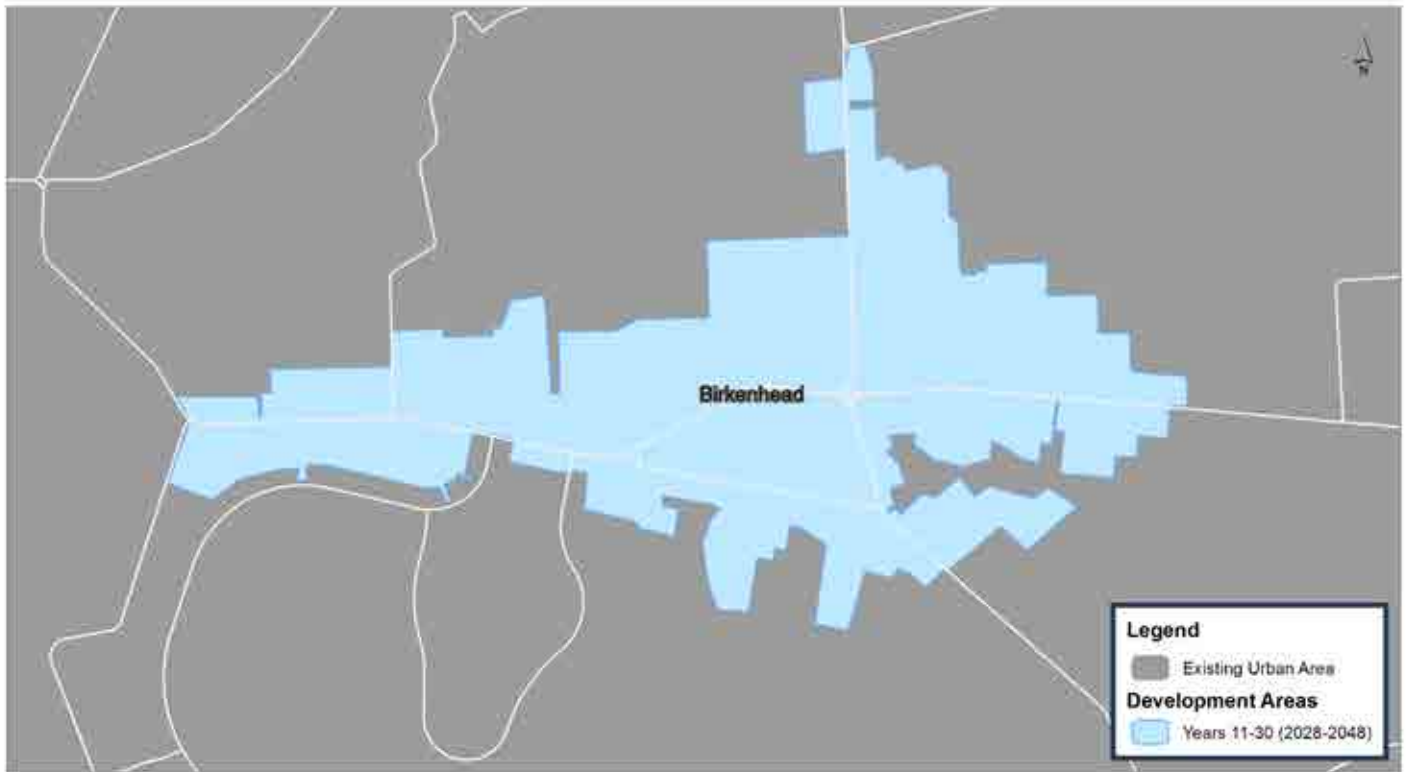
	Takapuna	Northcote
Anticipated household growth 2018-2048	5,390	1,450
Anticipated population growth 2018-2048	11,635	3,631
Anticipated employment growth 2018-2048	11,620	320
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	7,260	10,430
Feasible development capacity 2017	1,150	880
Phasing / Sequencing	1-3 years	1-3 years

Development Area - Birkenhead

Birkenhead has feasible capacity of approximately 2010 dwellings.

There is some private sector development interest in this area with some small developments planned or underway. Planning is also underway for the redevelopment of the Highbury Shopping Centre, including the addition of apartments above the mall.

These developments, along with a number of improvements currently underway or complete in the area, could trigger further redevelopment opportunities.



Anticipated household growth 2018-2048	2,820
Anticipated population growth 2018-2048	7,440
Anticipated employment growth 2018-2048	580
Average no. jobs accessible within 45min morning peak public transport by 2026	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	9,380
Feasible development capacity 2017	2,010
Phasing / Sequencing	11-30 years

Development Area – Henderson, Glendene, Sunnyvale, Te Atatū Peninsula and Te Atatū South

Henderson is a centre with good public transport links. When the City Rail Link is complete, travel times to the city centre are expected to improve to approximately 30 minutes.

The centre has a range of facilities and excellent links to open space and recreation. Auckland Council is facilitating the development of nine sites in Henderson and is planning public space upgrades and further improvements to walking and cycling links. These improvements could trigger further development interest.

Te Atatū Peninsula has good redevelopment potential with large areas zoned for Terraced Housing and Apartment Building (THAB). The area has high amenity and there has been recent investment in social infrastructure, such as the library, community centre and parks.

The north western rapid transit corridor will improve access to the city centre and Westgate. This could increase development potential and see uptake of development in the THAB area.

Development in Henderson and Te Atatū Peninsula is likely to result in spill-over into Te Atatū South. Development in Glendene and Sunnyvale will be influenced by growth in Henderson, Glen Eden and Kelston, and Te Atatū.

These areas together have a feasible capacity of approximately 2,670 dwellings.



	Henderson	Glendene	Sunnyvale	Te Atatū Peninsula	Te Atatū South
Anticipated household growth 2018-2048	3,780	0	530	1,110	290
Anticipated population growth 2018-2048	11,870	-470	1,000	1,120	250
Anticipated employment growth 2018-2048	5,070	-10	-10	180	130
Average no. jobs accessible within 45min morning peak public transport by 2026	0-100,000	0-100,000	0-100,000	150,000-200,000	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	11,690	4,743	4,590	18,410	7,470
Feasible development capacity 2017	570	390	410	700	600
Phasing / Sequencing	4-10 years	11-30 years	11-30 years	4-10 years	11-30 years

Development Area – Avondale, New Lynn, Kelston and Glen Eden

Avondale is an established town centre located on the western rail line with significant development potential, particularly when combined with adjacent New Lynn.

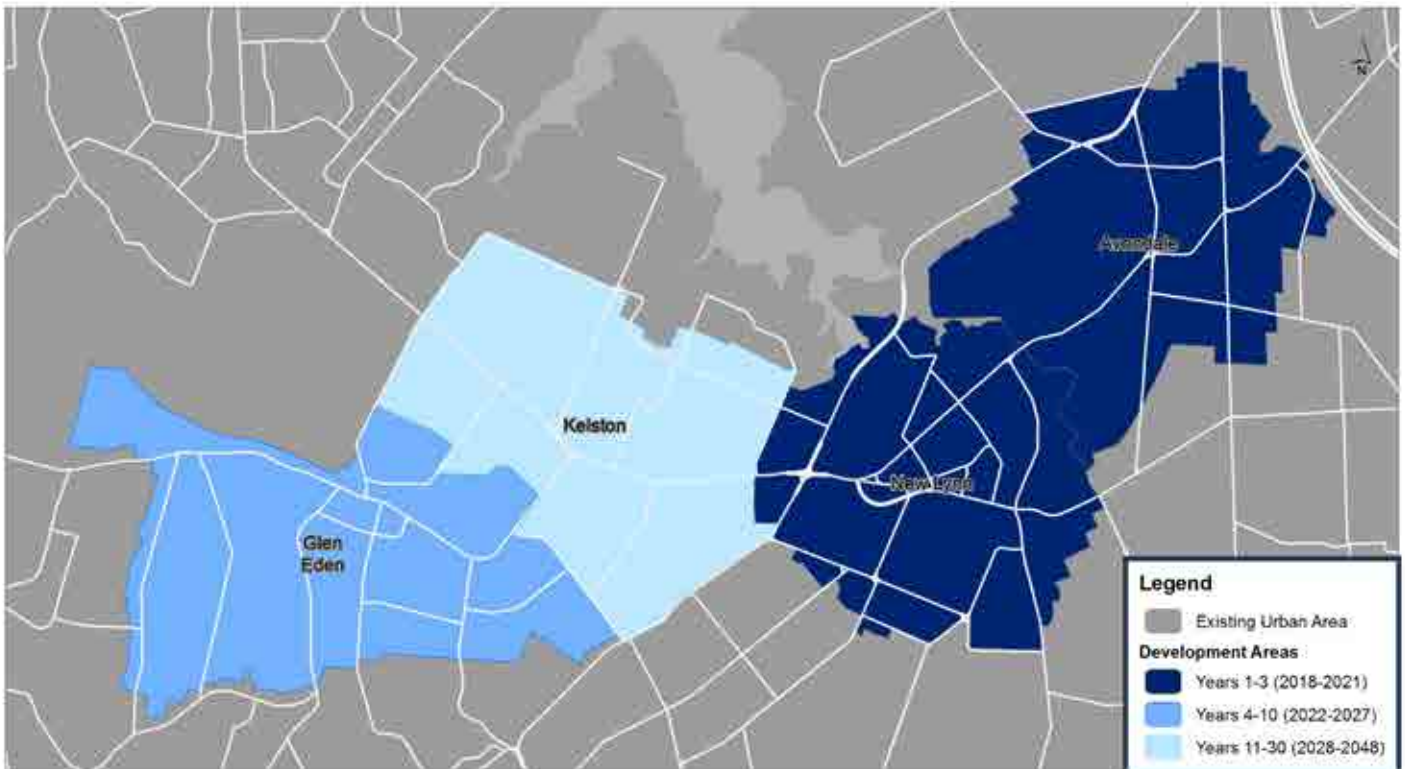
Key transport and wastewater infrastructure projects will help support its development. The City Rail Link will improve access to the city centre. The central interceptor will ensure there is capacity in the wastewater network to meet planned growth.

Avondale is an attractive development location given its central-west location and planned transport improvements. There is current development interest in the area with Auckland Council actively involved in residential development projects.

New Lynn has had major council investment and there is current development interest from the private sector and Housing New Zealand. The area is well connected via rail and bus with the New Lynn rail station and when the City Rail Link is complete, it will be a 23 minute journey to the city centre.

Kelston and Glen Eden will be a 30 minute rail journey from the city centre once the City Rail Link is complete. This will increase its attractiveness as an area for redevelopment with potential spill-over from development already occurring at New Lynn and Henderson. Present market interest in the area includes a development of 168 apartments near the Glen Eden rail station and plans for the redevelopment of the Kelston Shopping Centre.

These areas together have a feasible capacity of approximately 3,520 dwellings.



	Avondale	New Lynn	Kelston	Glen Eden
Anticipated household growth 2018-2048	2,440	6,850	1,150	1,550
Anticipated population growth 2018-2048	7,470	18,130	2,490	3,480
Anticipated employment growth 2018-2048	150	4,860	40	-20
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	200,000-300,000	150,000-200,000	150,000-200,000
Enabled housing capacity *does not include centre and mixed use zones	11,620	6,590	13,470	16,440
Feasible development capacity 2017	980	280	990	1,270
Phasing / Sequencing	1-3 years	1-3 years	11-30 years	4-10 years

Development Area – Mt Albert, Newton, Morningside, St Lukes

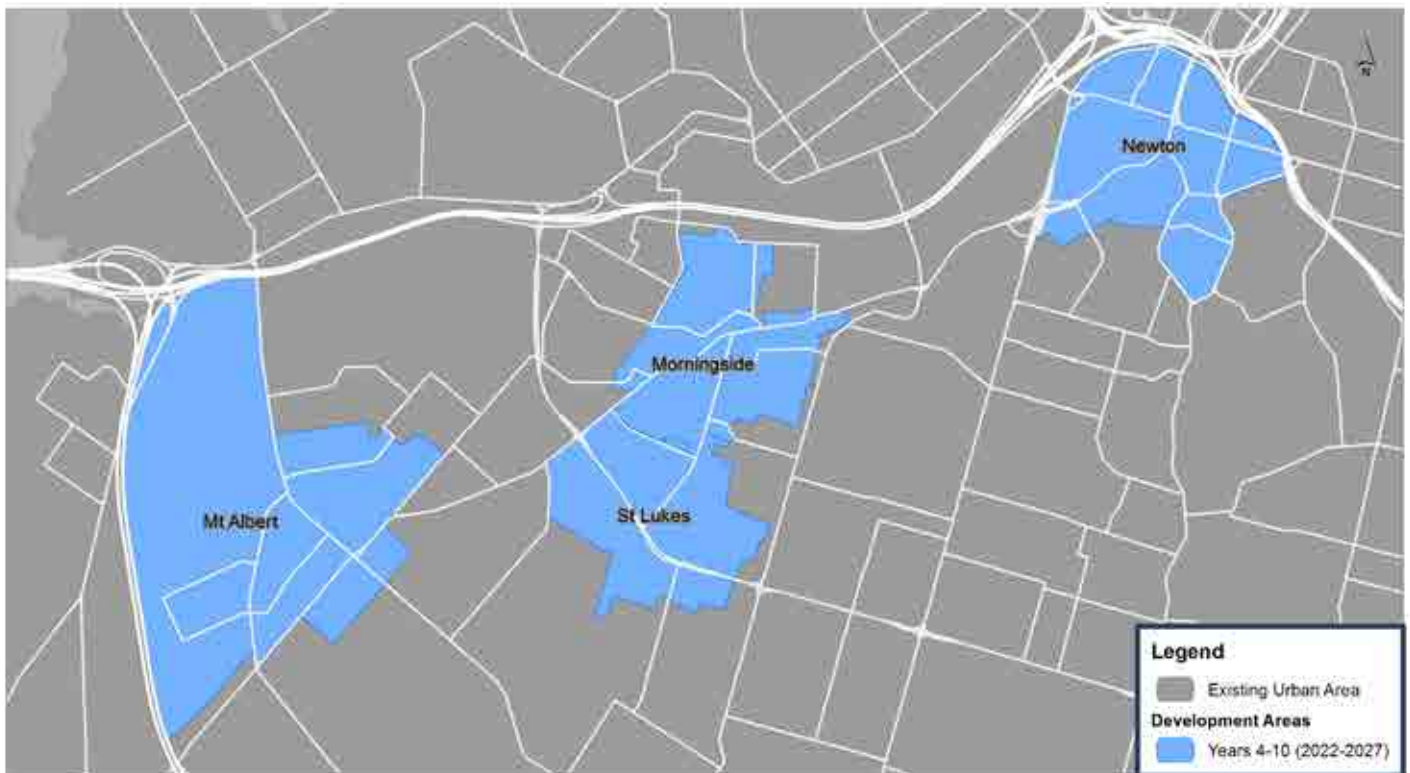
Recent council investment in Mt Albert includes a rail station upgrade, ongoing town centre improvements and cycleway developments. It is within walking distance of Unitec and has good access to open space, including Western Springs, and the motorway network.

Morningside and St Lukes are city fringe suburbs with good accessibility via the rail station and bus routes along New North Road. Cycling links onto the north western cycleway and pedestrian links increase accessibility to nearby areas. Once the City Rail Link is complete, the area will be a 14 minute rail journey to the city centre.

There are a number of large light industrial sites in both areas that have been rezoned to Mixed Use, particularly around the Morningside rail station.

Newton is a city fringe suburb in walking distance of the city centre and Auckland University. The area has good accessibility with bus routes along Symonds Street and links to the North western cycleway. On completion of the City Rail Link, the area will be in close proximity to Mt Eden and Karangahape Road rail stations. There are a number of open air car parks and large sites in the area that provide development potential.

These areas together have a feasible capacity of approximately 660 dwellings with much of the development potential near town centres.



	Mt Albert	Newton	Morningside	St Lukes
Anticipated household growth 2018-2048	1,190	2,980	490	1,320
Anticipated population growth 2018-2048	3,418	7,060	1,750	4,330
Anticipated employment growth 2018-2048	410	5,060	-10	-30
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	Over 300,000	Over 300,000	Over 300,000
Enabled housing capacity *does not include centre and mixed use zones	6,410	480	3,650	7,490
Feasible development capacity 2017	230	30	90	310
Phasing / Sequencing	4-10 years	4-10 years	4-10 years	4-10 years

Development Area – Dominion Road Corridor, Mt Roskill and Three Kings

Dominion Road corridor has a number of established centres, including Balmoral and Valley Roads, with large amounts of mixed use along the corridor. There are good bus routes with high levels of established public transport patronage as well as some cycle connections to the city.

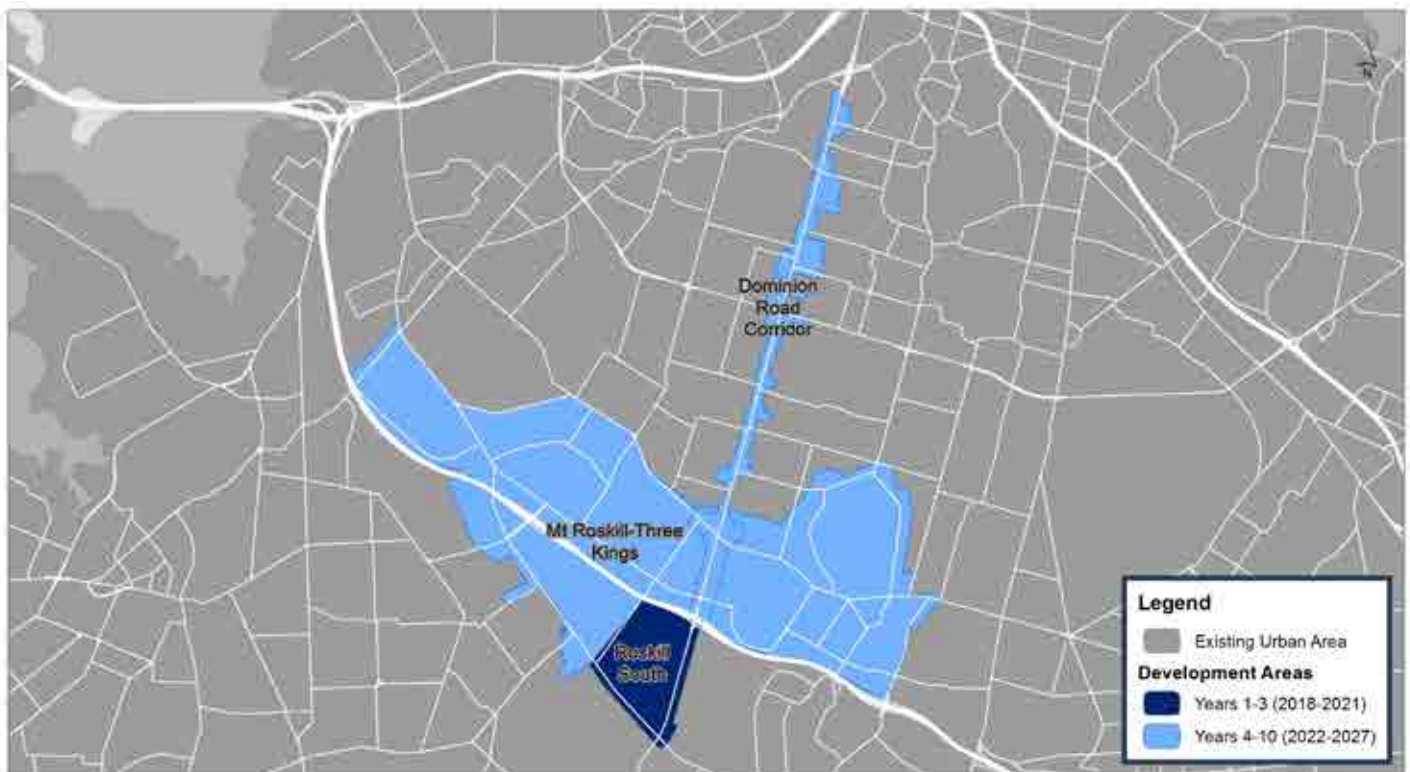
Mt Roskill and Three Kings are located less than 10km from the city centre. With frequent buses along Sandringham, Mt Eden and Dominion Roads and buses along Mt Albert Road, connecting to the Mt Albert rail station, the area has good accessibility.

The Auckland Unitary Plan provides scope for increased density in Mt Roskill and Three Kings with large areas zoned for Terraced Housing and Apartment Building (THAB) and Mixed Housing Urban (MHU).

Redevelopment has commenced at Three Kings Quarry. Homes Land Community are currently progressing developments in Roskill South (therefore sequenced in Years 1-3). This is being complemented by pedestrian, cycling and open space improvements. The remaining parts of the development areas are anticipated to experience large scale development in Years 4-10.

A potential light rail service along Dominion Road would increase accessibility and act as a catalyst for development around future stations.

These areas together have a feasible capacity of approximately 2,900 dwellings which could increase following the completion of light rail.



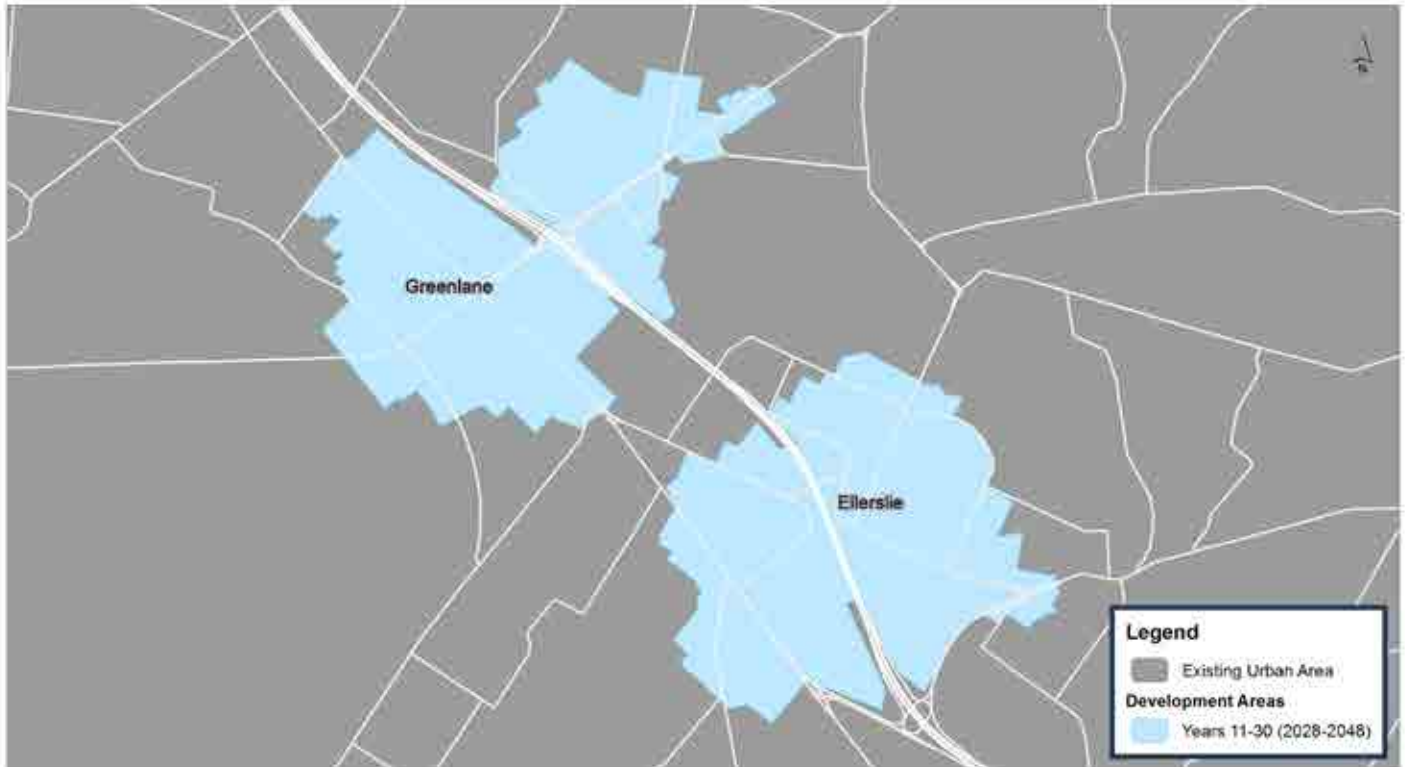
	Dominion Road Corridor	Mt Roskill and Three Kings
Anticipated household growth 2018-2048	1,980	6,240
Anticipated population growth 2018-2048	6,750	17,220
Anticipated employment growth 2018-2048	820	2,260
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	Over 300,000
Enabled housing capacity *does not include centre and mixed use zones	5,760	36,700
Feasible development capacity 2017	300	2,600
Phasing / Sequencing	4-10 years	4-10 years 1-3 years (Roskill South)

Development Area - Greenlane and Ellerslie

With good connections to rail and state highway networks, Greenlane is located close to the city centre, Newmarket and Cornwall Park. Much of the area is zoned Terraced Housing and Apartment Building (THAB) under the Auckland Unitary Plan. Market interest is evident in the nearby Alexander Park Raceway developments, which will result in nearly 250 dwellings and retail space.

Ellerslie is well connected with one of the busiest railway stations in the region and good access to the State Highway network. Much of the area is zoned THAB and market interest is evident in the proposed development on the Ellerslie Racecourse site.

These areas together have a feasible capacity of 430 dwellings.



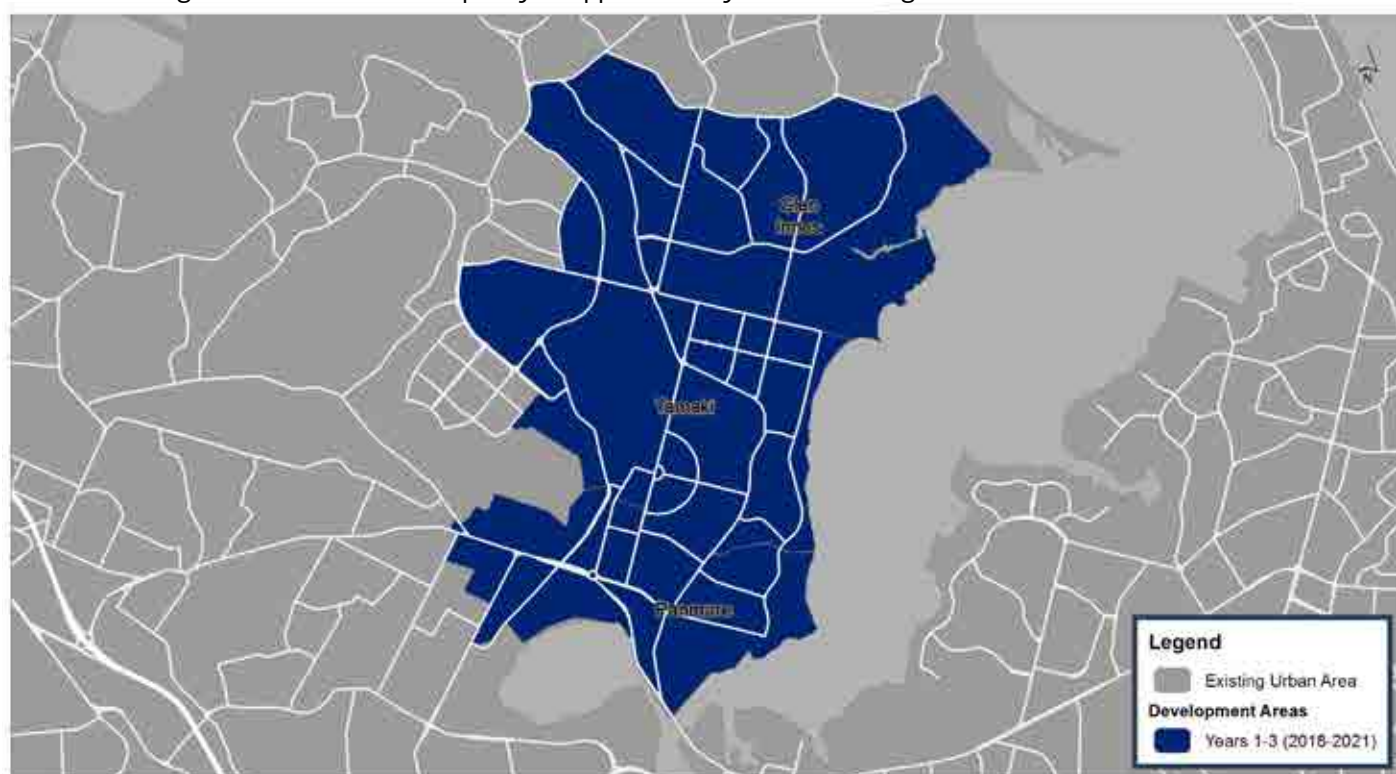
	Greenlane	Ellerslie
Anticipated household growth 2018-2048	1,570	2,280
Anticipated population growth 2018-2048	4,540	6,940
Anticipated employment growth 2018-2048	300	1,400
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	Over 300,000
Enabled housing capacity *does not include centre and mixed use zones	10,670	4,710
Feasible development capacity 2017	200	230
Phasing / Sequencing	11-30 years	11-30 years

Development Area - Glen Innes, Tāmaki and Panmure

Tāmaki and Glen Innes are currently the focus of the urban transformation led by the Tāmaki Redevelopment Company. The area has good access to beaches, parks and the city centre with a train station near the town centre.

Panmure will undergo change over the next 10-15 years. The Tāmaki Redevelopment Company is actively involved in the redevelopment of the Panmure area. There is also significant development opportunity in the town centre. The new Panmure public transport interchange, opened in 2014, has resulted in improved accessibility for the area. There is also potential for accessibility to increase further once linkages to the station are improved and AMETI is complete.

These areas together have a feasible capacity of approximately 5,730 dwellings.



	Glen Innes	Tāmaki	Panmure
Anticipated household growth 2018-2048	3,590	960	1,780
Anticipated population growth 2018-2048	10,210	2,530	5,080
Anticipated employment growth 2018-2048	450	390	740
Average no. jobs accessible within 45min morning peak public transport by 2026	200,000-300,000	200,000-300,000	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	23,560	5,090	9,900
Feasible development capacity 2017	3,420	1,230	1,080
Phasing / Sequencing	1-3 years	1-3 years	1-3 years

Development Area – Sylvia Park

Sylvia Park centre is the location of Auckland's largest shopping centre, with plans for further expansion. It has significant potential for redevelopment with the majority of the area zoned Mixed Use, Terraced Housing and Apartment Building (THAB) or Mixed Housing Urban in the Auckland Unitary Plan.

The area has feasible capacity of approximately 1520 dwellings and private sector interest in residential development is already underway. There are good connections to other parts of the city and the region through a rail station, State Highway 1 and Mt Wellington Highway. However, current pedestrian amenity needs to be improved.

The area is in close proximity to large employment areas of Penrose, Ellerslie and Greenlane, and there is potential for business areas surrounding the centre to redevelop into higher value business as the area evolves.



Anticipated household growth 2018-2048	5,210
Anticipated population growth 2018-2048	14,680
Anticipated employment growth 2018-2048	4,030
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000
Enabled housing capacity *does not include centre and mixed use zones	10,230
Feasible development capacity 2017	1,520
Phasing / Sequencing	4-10 years

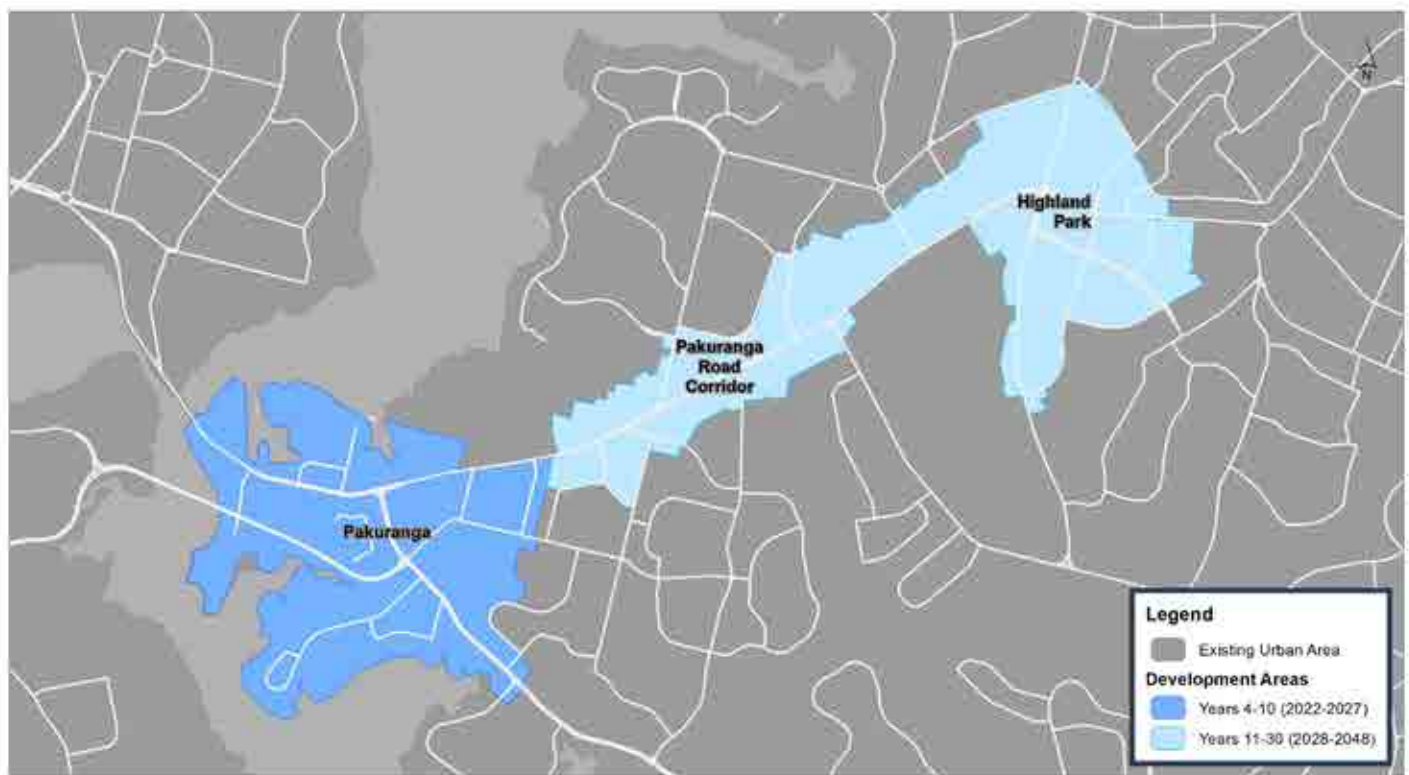
Development Area – Pakuranga, Pakuranga Corridor and Highland Park

Pakuranga will be well connected to Panmure, Botany and the city centre, via the bus/rail interchange at Panmure, when AMETI is complete. A masterplan for the area was completed in 2015 and there are opportunities to improve connections between the town centre and the surrounding residential areas.

There is developer interest in the area with developments currently planned or underway for housing, retail and a hotel. Much of the Highland Park – Pakuranga Road Corridor is zoned for Terraced Housing and Apartment Building (THAB) or Mixed Housing Urban in the Auckland Unitary Plan.

It is likely that Highland Park and the corridor between Pakuranga and Highland Park will see some redevelopment as improved accessibility from the completion of AMETI is realised.

These areas together have a feasible capacity of approximately 9,420 dwellings.



	Pakuranga	Pakuranga Corridor	Highland Park
Anticipated household growth 2018-2048	1,700	1,040	1,380
Anticipated population growth 2018-2048	3,620	350	1,700
Anticipated employment growth 2018-2048	10	-30	120
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000	100,000-150,000	0-100,000
Enabled housing capacity *does not include centre and mixed use zones	14,930	15,410	14,620
Feasible development capacity 2017	2,890	3,630	2,900
Phasing / Sequencing	4-10 years	11-30 years	11-30 years

Development Area - Ōtāhuhu

Ōtāhuhu has been the focus of recent Auckland Council investment and is well located between the city centre and Manukau.

Recent investment has included a public transport interchange, new bus stops in the town centre and the development of the Ōtāhuhu Recreation Precinct. This includes a library, aquatic and recreation centre in one facility. Leveraging off these investments, the town centre is identified for regeneration, including the Portage Route through to Middlemore Hospital. Public investment is likely to trigger private redevelopment.

There is feasible capacity of approximately 2,870 dwellings.



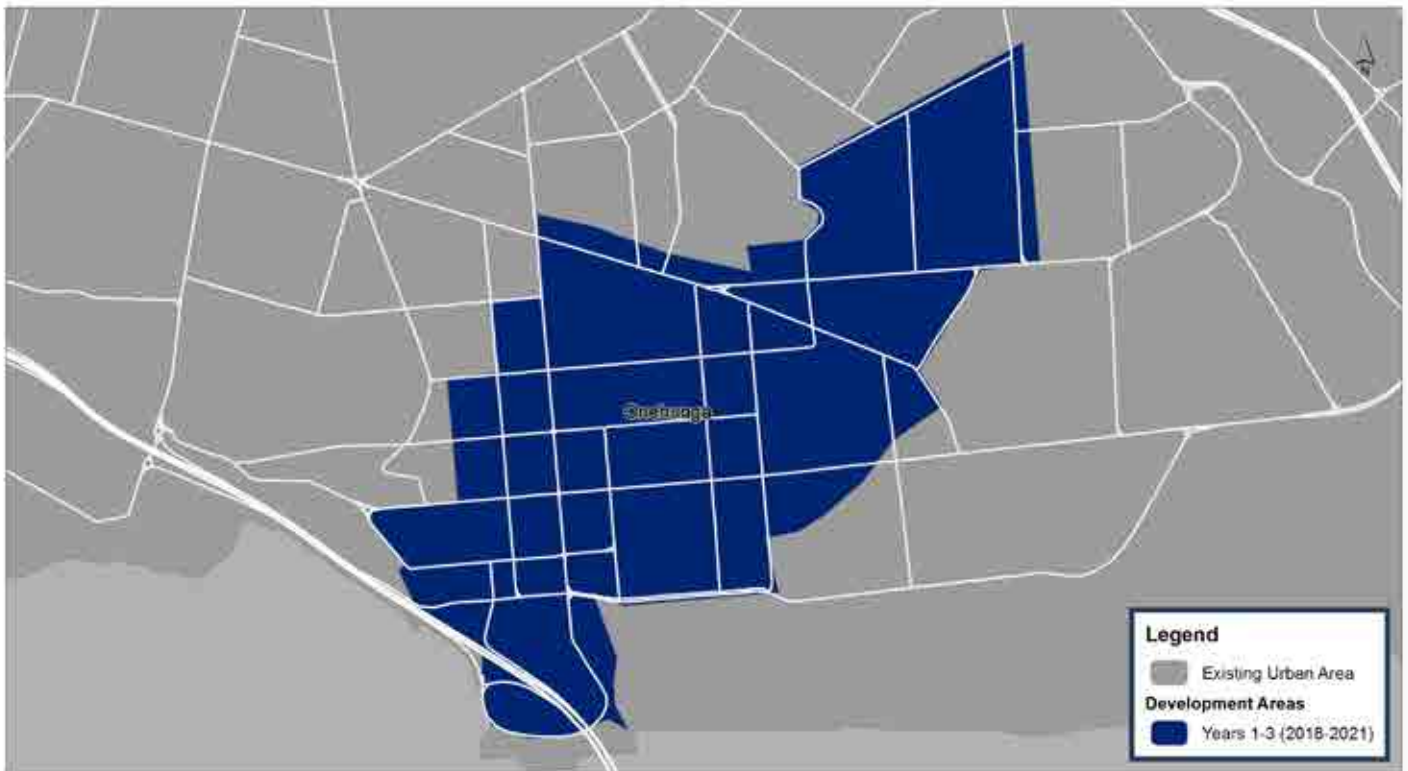
Anticipated household growth 2018-2048	2,250
Anticipated population growth 2018-2048	5,900
Anticipated employment growth 2018-2048	840
Average no. jobs accessible within 45min morning peak public transport by 2026	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	19,860
Feasible development capacity 2017	2,870
Phasing / Sequencing	1-3 years

Development Area - Ōnehunga

Ōnehunga, strategically located on the Manukau Harbour, is within 10km of Auckland Airport and has good accessibility to the city centre with a rail station near its centre.

Recent investment in the area included an upgrade of Ōnehunga Mall, Taumanu Reserve, and investments in transport including rail, walking and cycling facilities, SH20 roading improvements and connections to the western ring route. The area continues to be a focus for public investment and regeneration.

The Auckland Unitary Plan has enabled development in the area, with a feasible capacity of approximately 640 dwellings.



Anticipated household growth 2018-2048	3,890
Anticipated population growth 2018-2048	11,140
Anticipated employment growth 2018-2048	350
Average no. jobs accessible within 45min morning peak public transport by 2026	Over 300,000
Enabled housing capacity *does not include centre and mixed use zones	10,440
Feasible development capacity 2017	640
Phasing / Sequencing	1-3 years

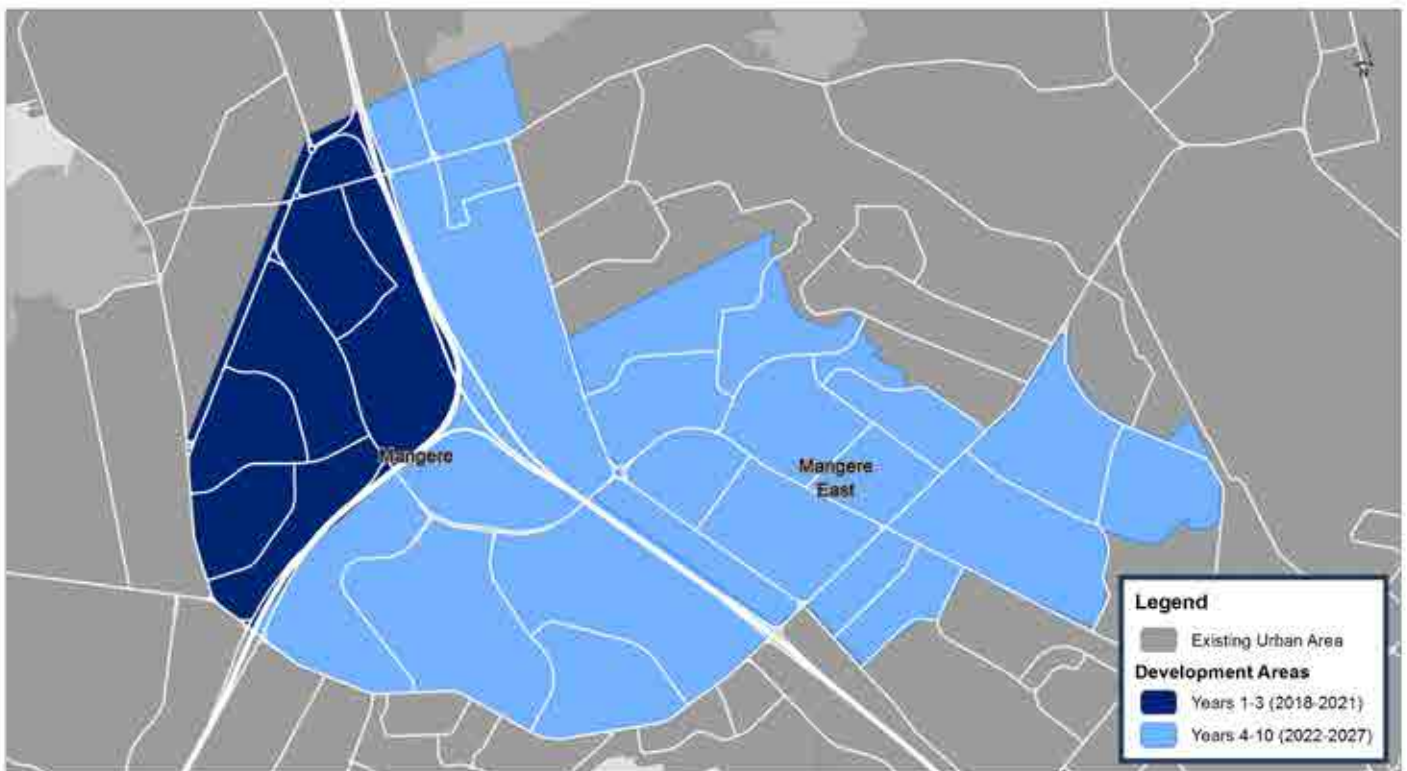
Development Area – Māngere and Māngere East

Māngere has large areas zoned for Terraced Housing and Apartment Building (THAB) or Mixed Housing Urban. Māngere East has large areas zoned Mixed Housing Urban.

The Crown is currently undertaking a number of smaller redevelopments in Māngere. Specifically, developments in the northern part of Māngere are progressing now and are sequenced in Years 1-3. There is potential for larger scale redevelopment in the remaining parts of Māngere and in Māngere East given Housing New Zealand's significant land ownership. These areas are anticipated to experience large scale development in Years 4-10.

Potential light rail to Auckland Airport could trigger widespread redevelopment and greatly improve accessibility for Māngere and Māngere East, in particular to the airport and city centre.

There is feasible capacity of approximately 3,160 dwellings.

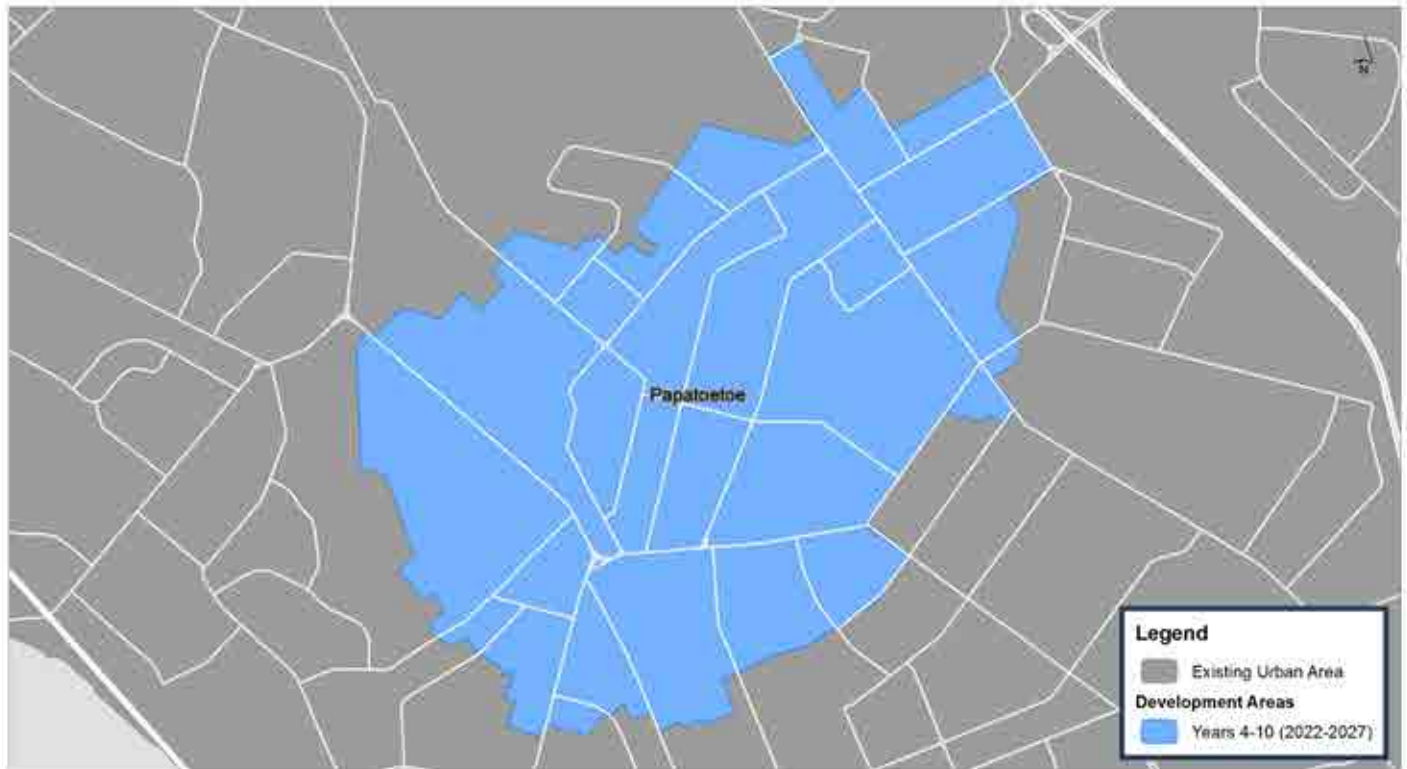


	Māngere	Māngere East
Anticipated household growth 2018-2048	1,250	780
Anticipated population growth 2018-2048	490	-690
Anticipated employment growth 2018-2048	330	120
Average no. jobs accessible within 45min morning peak public transport by 2026	150,000-200,000	200,000-300,000
Enabled housing capacity *does not include centre and mixed use zones	26,830	13,510
Feasible development capacity 2017	1,340	1,820
Phasing / Sequencing	1-3 years (northern area) 4-10 years (remaining area)	4-10 years

Development Area – Papatoetoe and Hunters Corner

Papatoetoe and Hunters Corner are small established centres located just north of Manukau. They have good accessibility to rail and bus services as well as the State Highway network. The area has feasible capacity of approximately 2,710 dwellings.

Auckland Council is actively involved in the area and is leading the redevelopment of the Old Papatoetoe mall, including a health hub. The area has seen recent development interest with numerous residential projects (apartments and a retirement village) complete or under construction.



Anticipated household growth 2018-2048	2,230
Anticipated population growth 2018-2048	5,200
Anticipated employment growth 2018-2048	350
Average no. jobs accessible within 45min morning peak public transport by 2026	150,000-200,000
Enabled housing capacity *does not include centre and mixed use zones	20,930
Feasible development capacity 2017	2,710
Phasing / Sequencing	4-10 years

Development Area – Ōtara

Ōtara is strategically located directly to the east of State Highway 1 and the area has good public transport links with a bus interchange.

It is close to large employment areas of Ōtāhuhu, East Tamaki and Manukau and has good potential for redevelopment with most of the area zoned Terraced Housing and Apartment Building (THAB) or Mixed Housing Urban in the Auckland Unitary Plan. The main campus for Manukau Institute of Technology is located in Ōtara and the centre has a library, swimming pool and leisure centre and an art gallery.

The area has feasible capacity of 1,320 dwellings. The Crown has large land holdings in the area and there is the potential for larger scale redevelopment in the area in the longer term.



Anticipated household growth 2018-2048	1,660
Anticipated population growth 2018-2048	1,770
Anticipated employment growth 2018-2048	600
Average no. jobs accessible within 45min morning peak public transport by 2026	100,000-150,000
Enabled housing capacity *does not include centre and mixed use zones	21,730
Feasible development capacity 2017	1,320
Phasing / Sequencing	11-30 years

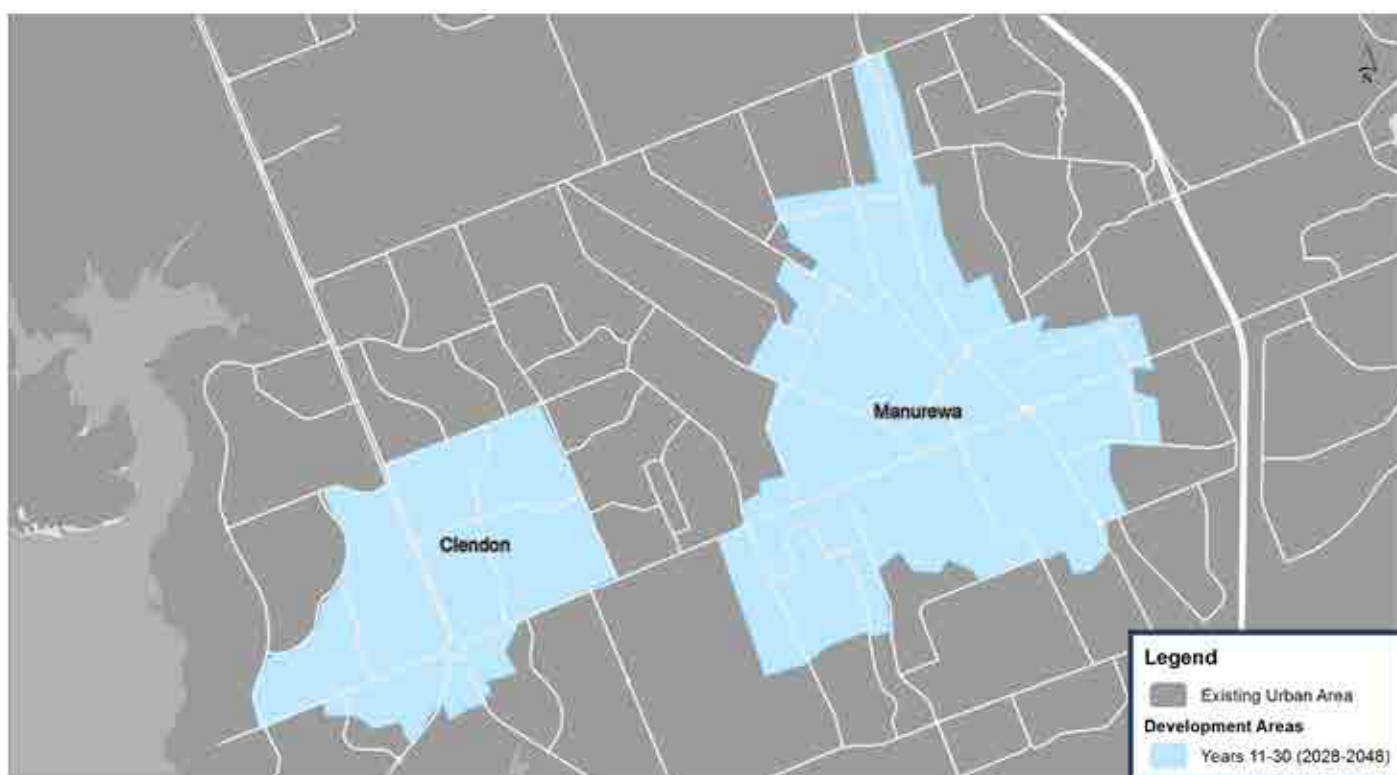
Development Area – Manurewa and Clendon

Manurewa sits on the southern rail line and it has a well-used train station and transport interchange. The Auckland Unitary Plan provides for significant Terrace Housing and Apartment Buildings (THAB) zoning around the Manurewa town centre, with a lesser amount around Clendon local centre.

An Integrated Area Plan for Manurewa, Takanini and Papakura was completed in 2017. It identifies key regeneration opportunities in Manurewa that can be activated in conjunction with public and private agencies. It builds on work already delivered that includes revitalisation of the Manurewa town centre and specific upgrades leading to the station, town centre and way finding. The Southern Initiative is working in the area to deliver a long-term programme of co-ordinated social and economic investment.

The Crown has large land holdings in both Clendon and Manurewa and there is the potential for larger scale redevelopment in the area in the longer term.

There is a feasible capacity of approximately 4300 dwellings.



	Manurewa	Clendon
Anticipated household growth 2018-2048	990	660
Anticipated population growth 2018-2048	1,330	410
Anticipated employment growth 2018-2048	290	290
Average no. jobs accessible within 45min morning peak public transport by 2026	100,000-150,000	0-100,000
Enabled housing capacity *does not include centre and mixed use zones	20,820	14,310
Feasible development capacity 2017	2,730	1,570
Phasing / Sequencing	11-30 years	11-30 years

Development Area – Papakura

Papakura has good connections by rail and road both north and south. Papakura train station is the third busiest in Auckland with over 2000 people using it every day. The Auckland Unitary Plan provides scope for increased density with large areas zoned Metropolitan Centre, Terrace Housing and Apartment Building (THAB) and Mixed Use zoning.

An Integrated Area Plan for Manurewa, Takanini and Papakura was completed in 2017 and proposes to continue the revitalisation work already underway. This includes improvements to wayfinding for cycling and walking through the town centre, along greenways and to the station. The Southern Initiative is coordinating a long-term programme of investment to boost social, economic conditions and education opportunities in the area.

The Crown has large land holdings in the area and there is potential for larger scale redevelopment in the area in the longer term.

There is a feasible capacity of approximately 1530 dwellings.



Anticipated household growth 2018-2048	2,160
Anticipated population growth 2018-2048	4,730
Anticipated employment growth 2018-2048	1,240
Average no. jobs accessible within 45min morning peak public transport by 2026	0-100,000
Enabled housing capacity *does not include centre and mixed use zones	16,610
Feasible development capacity 2017	1,530
Phasing / Sequencing	11-30 Years