

# MĀNGERE- ŌTĀHUHU AREA PLAN

MAHERE Ā-ROHE O  
MĀNGERE-ŌTĀHUHU



# HE MIHI MĀNGERE-ŌTĀHUHU AREA PLAN

Tuia ki te rangi,  
Tuia ki te whenua,  
Tuia ki te ngākau tangata.

Te mihi tuatahi ki te Matua Nui i te Rangi,  
koia nei te tīmatanga me te mutunga o ngā  
mea katoa.

He mihi ki a Kīngi Tūheitia me tōna hoa  
rangatira, a Atawhai, tae atu ki tā rāua  
whānau e noho mai nā i runga i te ahurewa o  
te Kīngitanga – Pai Mārire.

Ki ngā tini mate o te wā –  
haere, haere, haere.  
Te hunga mate ki te hunga mate,  
Te hunga ora ki te hunga ora,  
Tihei mauri ora ki te whaiao ki te ao mārama.

Te riu o Waikato ki 'Te tāhuhutanga o te waka  
o Tainui' – Ōtāhuhu ki 'Ngā hau Māngere'  
– Māngere, mai anō i te tihi o te Pane o  
Mataaho – whakarongo atu, whakarongo mai!

He mihi maioha, he mihi aroha, ki te whenua  
i hīkoitia e rātou mā. Kua ngaro ō rātou  
tapuwae, ēngari ko ō rātou wairua,  
ka mau tonu.

He mahere rautaki, he kaupapa-ā-rohe, hei  
arataki i ngā mahi kei mua i a tātou katoa.

Ko te wawata, kia haere whakamua tonu, kia  
tutuki hoki i runga i ngā whakaritenga katoa  
– hei oranga mō te rohe 'Te pai me te whai  
rawa o Tāmaki'.

Noho ora mai.

*Bind the sky,  
Bind the earth,  
Bind the heart of man.*

*The first acknowledgement is to our Heavenly  
Father, the source and end of  
all things.*

*Greetings to King Tūheitia, his wife Atawhai,  
and their family who occupy the Monarch's  
residence – Peace to All.*

*To the dearly, departed – farewell to you all.  
The deceased to the deceased,  
The living to the living,  
Let there be life in the world of light.*

*From the boundary of Waikato to where  
'Tainui Waka was carried overland, up-turned'  
– Ōtāhuhu, to the 'Lazy Winds' – Māngere,  
and on again to the summit of the 'Head of  
Mataaho' – Māngere Mountain – listen!*

*This is an acknowledgement of love and  
affection for the land, once travelled by those  
long, lost. Their footprints have disappeared  
but their spirits remain.*

*This is a strategic plan, a neighbourhood  
endeavour, designed to lead the work that lies  
before us all.*

*We hope that progress continues until all  
aspirations are brought to fruition –  
for the betterment of the region and for 'The  
wealth and abundance of Tāmaki'.*

# FOREWORD

This area plan for Māngere-Ōtāhuhu is a significant step forward for the communities that make up this area. It gathers and reflects the aspirations that the local board and all of Māngere-Ōtāhuhu's people have for this place, and through its outcomes and actions provides us with a blueprint for making these a reality over the next 30 years.

The area plan squarely confronts Māngere-Ōtāhuhu's socio-economic and environmental challenges, but it also recognises that there is huge potential for innovation and growth that capitalises on the area's strategic location, its amazing natural beauty, and its rich history and culture.

Achieving the transformational changes envisaged by this plan will take time, resources, effort and dedication. I hope this document will serve to guide current and future residents and their elected representatives as they work together to make the vision of Māngere-Ōtāhuhu as the most liveable community in Auckland a reality.



Leau Peter Skelton  
Chairperson  
Māngere-Ōtāhuhu Local Board



Front row: Carrol Elliott, Sylvia Taylor, Lydia Sosene, Christine O'Brien (Deputy Chairperson)  
Back row: Tafafuna'i Tasi Lauese, Leau Peter Skelton (Chairperson), Togiatolu Walter Togiama



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# PURPOSE OF THE MĀNGERE-ŌTĀHUHU PLAN

## TE TAKE MŌ TE MAHERE Ā-ROHE O MĀNGERE-ŌTĀHUHU

The Māngere-Ōtāhuhu Area Plan outlines how the Māngere-Ōtāhuhu area is envisaged to change over the next 30 years. It sets out the key moves, desired outcomes and supporting actions to assist in achieving the vision for Auckland and Māngere-Ōtāhuhu, as set out in The Auckland Plan and by the Māngere-Ōtāhuhu Local Board within their local board plan.

### THE VISION FOR AUCKLAND - AUCKLAND PLAN 2012

"Auckland's vision is to become the world's most liveable city. As the world's most liveable city Auckland will be a place that:

- ▶ Aucklanders are proud of,
- ▶ they want to stay or return to, and
- ▶ others want to visit, move to, or invest in." <sup>1</sup>



Photo credit: Alastair Jamieson

### THE LOCAL BOARD'S VISION FOR MĀNGERE-ŌTĀHUHU

Within their local board plan, the Māngere-Ōtāhuhu Local Board have set out the following vision:

"We aspire to have a vibrant, prosperous, safe and sustainable community that has clean air, clean water and improved natural environments with access to quality transport, housing, employment and infrastructure to support people's needs.

We will promote healthy recreation, leisure and arts, and embrace diversity, while recognising and celebrating the history, culture and character of our area and the achievements of its citizens.

The local board is enthusiastic and committed to effecting positive change that empowers Māngere-Ōtāhuhu to be the most liveable community in Auckland." <sup>2</sup>

To assist in achieving the vision for Auckland and Māngere-Ōtāhuhu, this area plan incorporates and builds upon the aspirations and goals of the community, key partners, stakeholders and Mana Whenua, while also addressing the growth projections set out in the Auckland Plan. In particular, this plan focuses on six key moves.

- ▶ Revitalising and enhancing Māngere-Ōtāhuhu's centres (Māngere Bridge, Favona, Māngere East, Māngere and Ōtāhuhu).
- ▶ Providing for a multi-modal rapid transport corridor and improved public transport network to the airport, CBD and the local and wider region.
- ▶ Improving the water quality of the Manukau Harbour and promoting opportunities for appropriate public access to the coast.
- ▶ Promoting Māngere-Ōtāhuhu businesses and Auckland Airport as local and regional employment, tourism and recreation destinations and the gateway to Auckland.
- ▶ Progressively enhancing Māngere and Ōtāhuhu's residential areas through comprehensive redevelopment, planning and partnerships with major landowners.
- ▶ Recognising the kaitiaki role of Mana Whenua, while conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity.

Within this area plan, the key moves are supported by:

- ▶ an Area Plan Framework Map that identifies where people will live and work, and proposes a direction for future growth
- ▶ three theme maps identifying local outcomes and actions in relation to economic and community development; transport and network infrastructure; and natural environment, heritage and character

- ▶ a 10-year Project Prioritisation Schedule, outlining the projects that will assist in implementing the local outcomes and actions.

Importantly, this area plan seeks to provide a greater choice on where and how people will live, work and play in Māngere-Ōtāhuhu, and identifies the community, cultural and environmental aspirations for Māngere-Ōtāhuhu over a 30-year timeframe.

In implementing the key moves, future development must respond to the needs of Māngere-Ōtāhuhu's diverse ethnic and youthful community, providing access to employment opportunities and a choice of living options.

In view of that, this area plan outlines how growth is to be supported by investment in physical and social infrastructure including open space, community facilities, and transport, while recognising and building on the area's cultural and historical values and landscapes.

Delivering such outcomes within a 30-year timeframe will require a collaborative approach with the community, Mana Whenua, developers and key delivery partners including Auckland Council, council-controlled organisations (CCOs), government agencies and private landowners.

This area plan provides a clear direction of the key priorities for the Māngere-Ōtāhuhu area, to assist the community, Mana Whenua and key delivery partners in moving forward towards achieving the vision for Auckland and Māngere-Ōtāhuhu collectively.

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Notes:

1. Auckland Plan 2012
2. Māngere-Ōtāhuhu Local Board Plan 2011

# WHAT ARE AREA PLANS?

## HE AHA TE MAHERE Ā-ROHE

Area plans are a key tool in Auckland Council's strategic planning framework that show how The Auckland Plan (its outcomes, proposed changes and strategic directions) will be put in place at a local level (Figure 1).

An area plan provides the next level of detail from The Auckland Plan in identifying the form and function of land uses and supporting infrastructure required at a local board level.

An area plan uses tools such as the Auckland Unitary Plan, local board plans, the Long-term Plan (LTP) and emerging council strategies to help deliver The Auckland Plan's objectives. An area plan also prioritises any future activities and projects in an area that are needed to achieve Auckland's Vision of "creating the world's most liveable city".

Each area plan shows, in maps and words, the 30-year vision for an area. Key parts of an area plan include the proposed land uses (shown in the area plan framework map) and the important economic, environmental, social and cultural outcomes and projects as shown in the three theme sections and the project prioritisation schedule. The result is an integrated vision of how an area could look and work in the future.

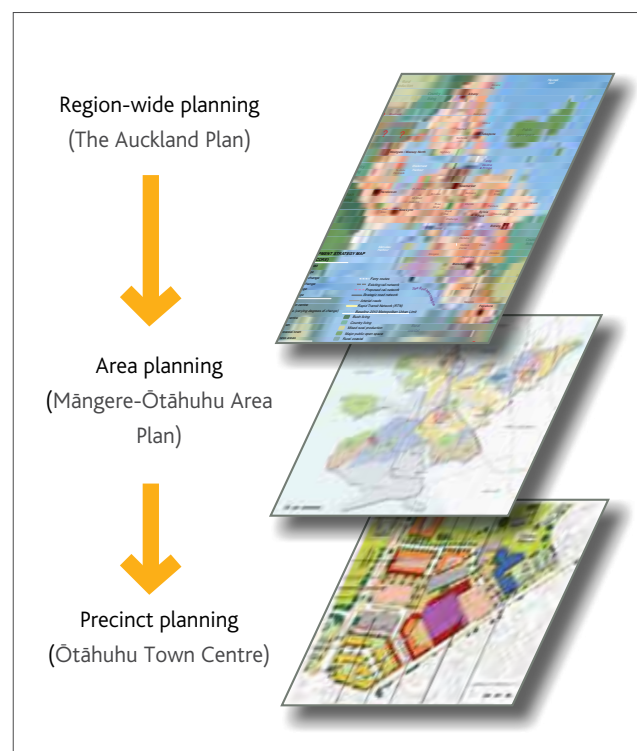
Auckland Council will develop 21 area plans, each focused at the local board level. As each area plan is completed, it will 'seamlessly integrate' with other area plans so that when complete, all the area plans will form a single picture of Auckland.

The outcomes and aspirations reflected in an area plan include those that the council and its various departments may deliver and those that council-controlled organisations (CCOs) can directly support. They also include outcomes and aspirations that might be achieved by influencing the activities of and/or forming close partnerships with other parties such as government agencies, private landowners and community organisations.

Area plans are non statutory, but they will inform the preparation of the Auckland Unitary Plan, the Annual Plan and the Long-term Plan in order to implement the aspirations contained in the area plan.

Developing an area plan should resolve aspirational differences locally and Auckland-wide. An area plan does not provide a street or neighbourhood level of detail, but indicates where this detail needs to be undertaken, and informs the Auckland Unitary Plan which does go to individual site or section level of detail. The area plan also focuses on other processes, such as the need for more detailed planning in the future and the requirements for key infrastructure (including social facilities) to support these aims.

Figure 1 - Three Levels of planning







# THE STRATEGIC CONTEXT

## TE WHAKATAU I TE ARONGA RAUTAKI

### THE AUCKLAND PLAN

The Auckland region expects an additional one million people and 400,000 new households by 2040. The Auckland Plan is a strategic document that provides guidance on how this growth is to be managed without overlooking the attributes and qualities we value most about Auckland.

In striving to achieve Auckland’s vision of becoming “the world’s most liveable city”, The Auckland Plan outlines the following six ‘transformational shifts’ needed to achieve the vision.

- ▶ Dramatically accelerate the prospects of Auckland’s children and young people.
- ▶ Strongly commit to environmental action and green growth.
- ▶ Move to outstanding public transport within one network.
- ▶ Radically improve the quality of urban living.
- ▶ Substantially raise living standards for all Aucklanders and focus on those most in need.
- ▶ Significantly lift Māori social and economic well-being.

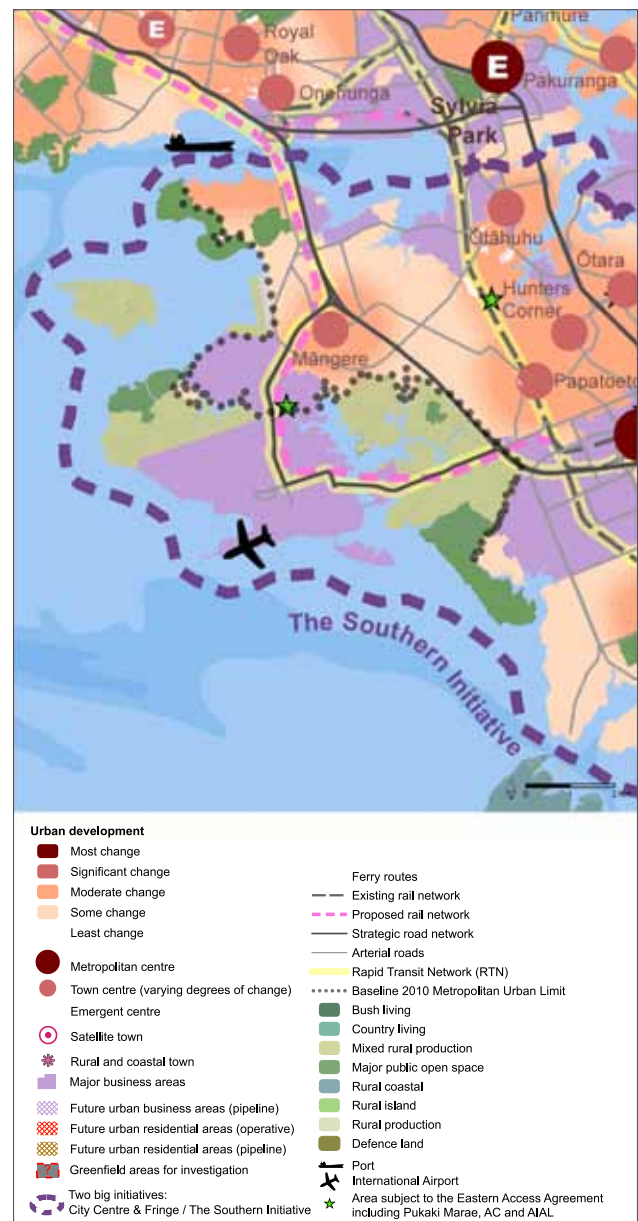
These six transformational shifts are key drivers for the Māngere-Ōtāhuhu Area Plan and, along with the 13 ‘directives’ of The Auckland Plan, form the basis of how Māngere-Ōtāhuhu and Auckland will grow and change in terms of its social, cultural, economic, environmental and physical dimensions.



### THE AUCKLAND PLAN DEVELOPMENT STRATEGY

The Development Strategy identifies the expected level of change and growth across Auckland over the next 30 years, and where we expect to see that growth, (Figure 2). A key focus of the strategy is to achieve a compact city by focussing growth in existing urban areas.

Figure 2 – Snapshot of Māngere-Ōtāhuhu Local Board area on the Auckland Plan Development Strategy Map



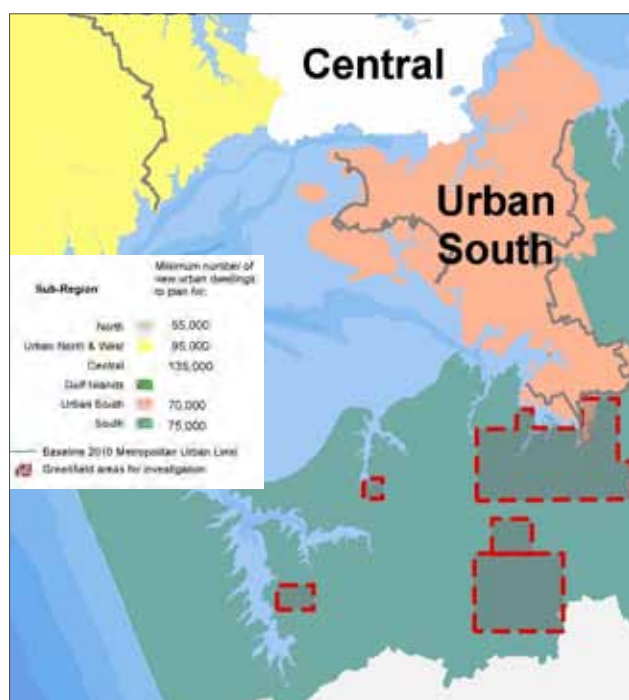
Disclaimer: This map shows an area selected and cropped from the Development Strategy Maps on pages 54-55 of The Auckland Plan 2012. Please note the Metropolitan Urban Limits as shown on this map are now out of date.

## WHAT DOES THIS MEAN FOR MĀNGERE-ŌTĀHUHU?

The Auckland Plan anticipates an extra 70,000 households in Auckland's Urban South over the next 30 years, (Figure 3). The Urban South area covers the five southern local boards: Māngere-Ōtāhuhu, Ōtara-Papatoetoe, Manurewa, Papakura and Howick.

For the Māngere-Ōtāhuhu Local Board area, this could mean about 10,000 new households and 40,000 new jobs by 2042 (source: Auckland Plan 2012). This area plan proposes a 20% increase in households in the Māngere-Ōtāhuhu residential areas to achieve The Auckland Plan projections.

**Figure 3 – Auckland Plan Growth Allocation**



Disclaimer: This map has been cropped from Figure D.9 Growth by Sub-regional Area on page 61 of the Auckland Plan 2012. Please note the statistical data provided is sourced and dated 2012.

## HOW WILL THE AREA PLAN ACHIEVE THIS GROWTH?

This area plan responds to the local character, environment and communities in Māngere-Ōtāhuhu. It interprets and applies The Auckland Plan's Development Strategy by proposing residential and employment growth in locations such as town and local centres. New development will need to complement and enhance Māngere-Ōtāhuhu's unique built and natural character.

This area plan shows that most residential and employment growth will occur in and around the Māngere Town Centre, the Ōtāhuhu Town Centre, and around the airport. Improvements to transport and infrastructure, including streetscape upgrades, transport services and community and social services will help these areas grow. Creating a high-quality, liveable, compact city will see Māngere-Ōtāhuhu change over time, with more residential and business development, including a wider range of housing choices.

This area plan also recognises the importance of linkages between local and town centres to the metropolitan areas of Manukau and Sylvia Park that assist in enhancing opportunities for employment and business, and attracting visitors to the area.

Māngere-Ōtāhuhu's local centres, such as Māngere Bridge, Māngere East and a future centre at Favona will also experience further residential development. Over the next 30 years, these areas (including in existing suburbs) could see a third of their housing redeveloped. Much of this housing redevelopment is likely to be attached, low-rise apartments and terraced houses. More people living in Māngere Bridge, Māngere East and Favona will strengthen these communities and be supported by new and improved infrastructure such as transport services and social services and improved amenities such as parks and reserves.

## THE SOUTHERN INITIATIVE (TSI)

The Southern Initiative is one of the two significant place-based initiatives outlined in The Auckland Plan. It covers the four local board areas of Māngere-Ōtāhuhu, Ōtara-Papatoetoe, Manurewa, and Papakura. In combination, these cover an area of Auckland with significant economic opportunity yet high social need. The purpose of The Southern Initiative is to plan and deliver a long-term programme of co-ordinated investment and actions to bring about transformational social, economic, and physical change.

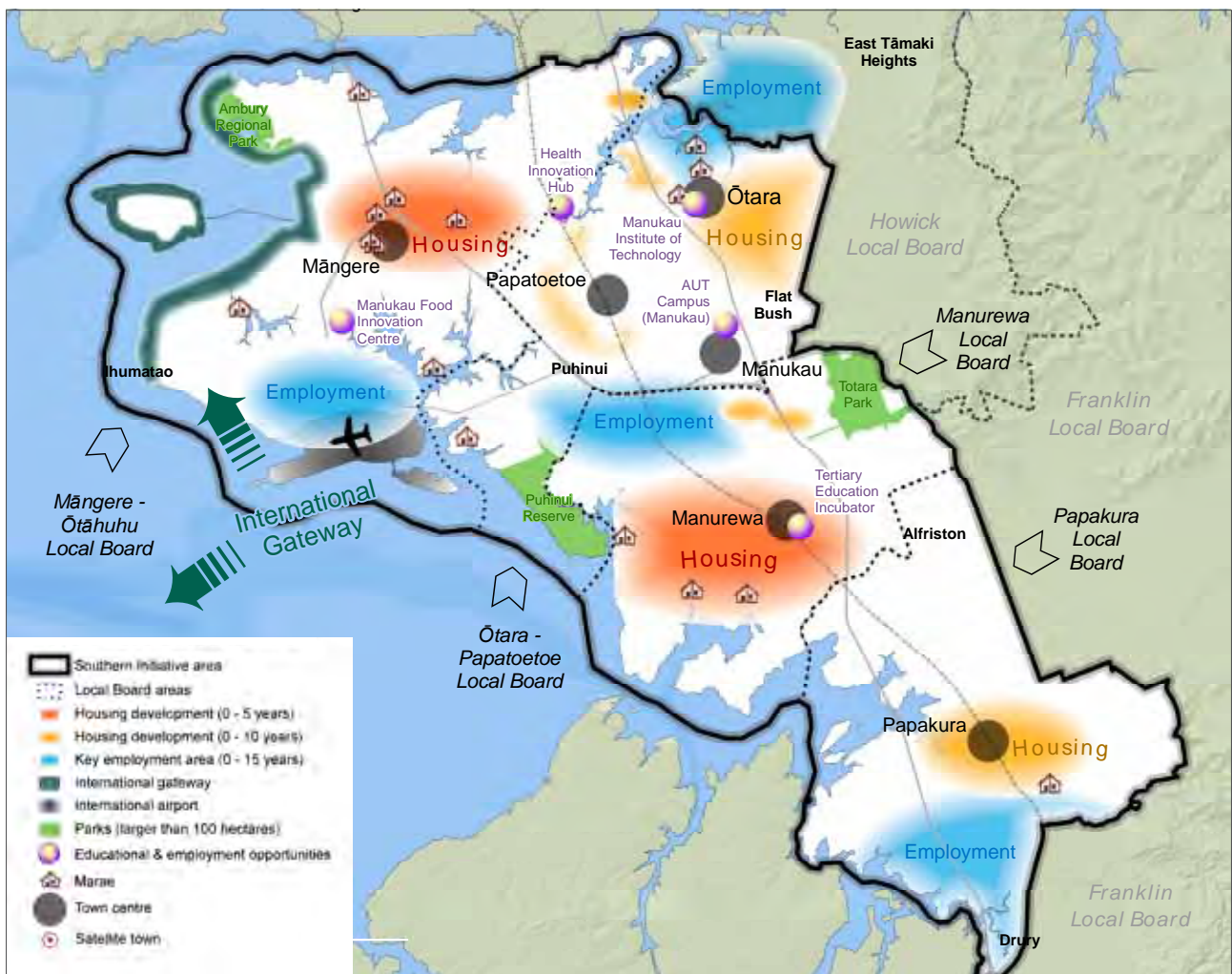
The Southern Initiative is an opportunity to improve the quality of life and well-being of local residents dramatically, reduce growing disparities and increase business investment and employment opportunities for the benefit of all of Auckland and New Zealand.

## WHAT DOES THE SOUTHERN INITIATIVE MEAN FOR THIS AREA PLAN?

This area plan seeks to support the delivery of The Southern Initiative by prioritising land use and infrastructure, encouraging employment opportunities, and proposing key social infrastructure provisions (Figure 4). In particular, key opportunities include:

- ▶ supporting Auckland Airport as the gateway to Auckland and New Zealand, and the country's gateway to the world
- ▶ promoting the area as one of Auckland's major tourist destinations, complementing the city centre
- ▶ offering a wide range of heritage experiences, including the volcanic environment, such as Māngere Mountain, Ōtuataua and Matukutūreia Stonefields, and the Pacific experience of the Māngere Town Centre markets

Figure 4 – The Southern Initiative



Source: Auckland Plan 2012

- ▶ providing for over one third of Auckland’s growth in employment opportunities in the tourism, hospitality and logistic sectors, and in innovative, highly skilled industries such as food technology and health
- ▶ providing affordable, high-quality living environments that respond to local demographics and needs
- ▶ providing high-quality, accessible healthcare for all residents.

The Southern Initiative is championed by the mayor, working with the governing body, local boards, central government, Mana Whenua, business, community leaders and other strategic partners.



## THE AUCKLAND ECONOMIC DEVELOPMENT STRATEGY (EDS)

The EDS supports The Auckland Plan, and looks to create an economy that delivers opportunity and prosperity for all Aucklanders and New Zealand. The 10-year strategy identifies the priorities, actions and targets against which progress will be measured. The strategy seeks to achieve annual economic targets of a 6 per cent plus increase in regional exports, a 5 per cent plus increase in real GDP and a 2 per cent plus increase in productivity growth.

To accomplish this, council have identified five priorities:

- ▶ grow a business-friendly and well-functioning city
- ▶ develop an innovation hub of the Asia-Pacific rim
- ▶ become internationally connected and export driven
- ▶ enhance investment in people to grow skills and a local workforce
- ▶ develop a creative, vibrant international city.

These five priorities are supported by four crosscutting themes, which focus on creating a sustainable eco-economy, increasing iwi/Māori economic achievement, supporting our diverse ethnic economy and enhancing our rural and maritime economy.

## WHAT DOES THE EDS MEAN FOR THIS AREA PLAN?

This area plan seeks to support the delivery of the EDS by:

- ▶ prioritising growth and revitalisation of employment areas, town and local centres in the Māngere-Ōtāhuhu local board area
- ▶ recognising the importance of, and advocating for up-skilling the local workforce
- ▶ connecting Māngere-Ōtāhuhu’s town and local centres to employment and business areas
- ▶ supporting the growth of innovative industries such as those located near the Auckland Airport, for example the Food Innovation Hub
- ▶ supporting the redevelopment of the Auckland Airport area including the associated businesses attracted to the airport location
- ▶ recognising the important role of the Auckland Airport in making Auckland internationally connected, export driven and a prime economic driver for Auckland and New Zealand
- ▶ recognising Māngere-Ōtāhuhu’s unique and rich heritage resources, distinctive multicultural identity, and natural landscape that promotes and boosts local tourism, and Auckland’s tourism as a visitor destination.

For Māngere-Ōtāhuhu, the EDS provides an overarching vision and framework within which local economic development activity needs to occur, prosper and grow. The key actions and initiatives identified above are critical to achieving the step change required in this area, and these actions require concerted collaboration by all, the local and regional businesses, local and central government and the community.



Photo credit: Alastair Jamieson

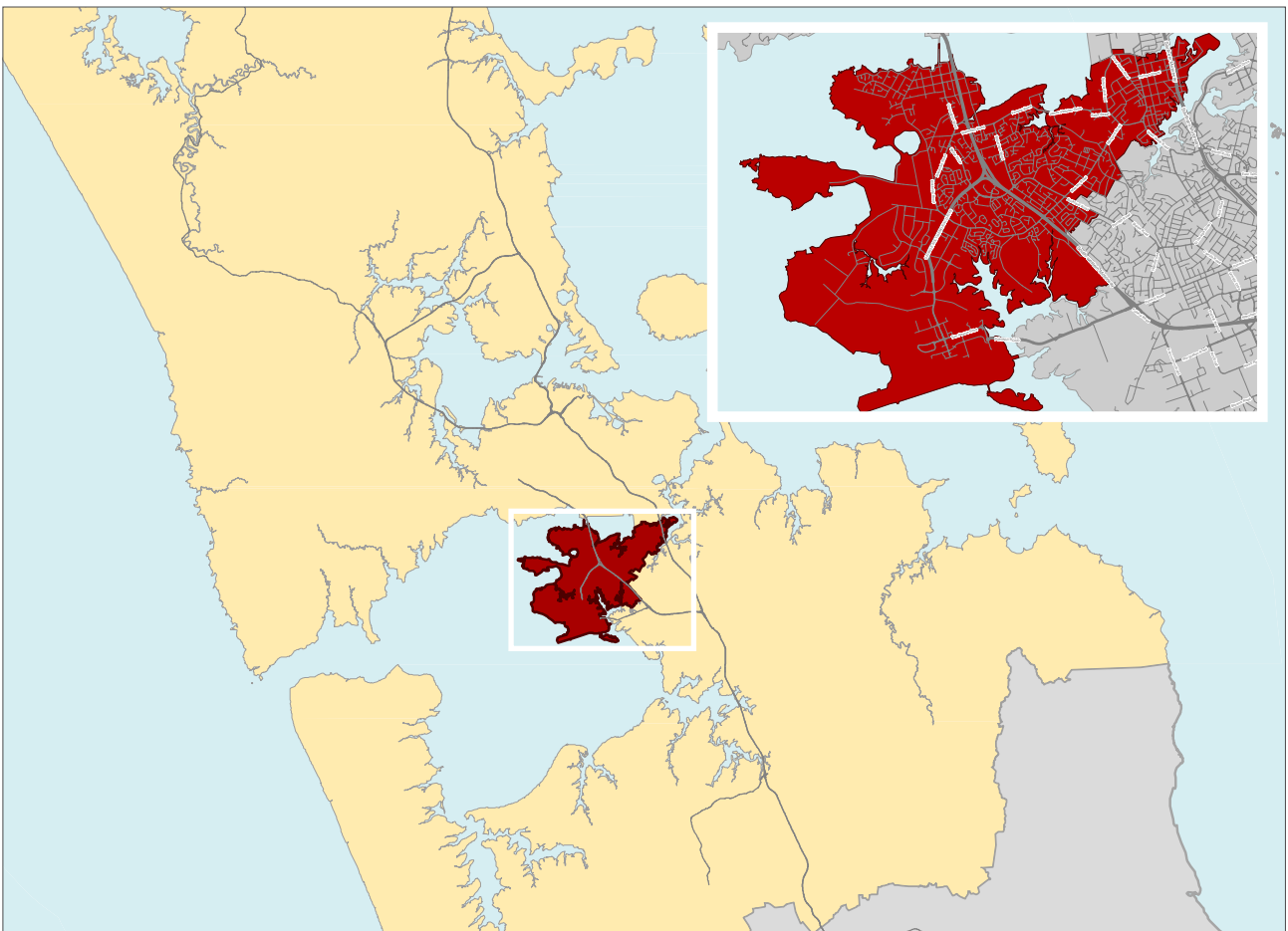
# THE LOCAL CONTEXT

## TE WHAKATAU I TE ARONGA TAKIWĀ AKE

### THE MĀNGERE-ŌTĀHUHU LOCAL BOARD AREA

The area covered by this area plan is that covered by the Māngere-Ōtāhuhu Local Board (Figure 5). Located to the south of the Auckland isthmus, the area is framed by the Manukau Harbour and the Tāmaki River, and includes the Auckland Airport, Ambury Farm Regional Park and Māngere and Ōtāhuhu Town Centres.

**Figure 5 - Map of Māngere-Ōtāhuhu Local Board area and location to wider Auckland context**





## PLACE

The strategic location of Māngere-Ōtāhuhu at a 'pinch point' on the north-south land route through the North Island historically provided the best site to carry waka between harbours. Māngere-Ōtāhuhu's coastal environment is varied, with estuaries, coastal protection areas, wetlands, bird feeding and wading areas, drainage catchments, and wastewater and stormwater outlets. These natural features offer the community such recreational opportunities as fishing, waka ama and kayaking.

The coastal setting is matched by a diverse volcanic landscape that includes intact and remnant volcanic cones, craters and lagoons, and many of these significant and attractive environmental features, including the Ōtuataua Stonefields, Puketūtū Island and Ambury Farm Regional Park are in close proximity to the coast. The fertile volcanic soils and harbours have made the area an attractive place to live in and visit for over 900 years, and today many of its established residential areas are characterised by a green, spacious quality that is important for the amenity of the area.

## PEOPLE

Māngere-Ōtāhuhu is home to one of Auckland's largest and more diverse youth populations. At the time of the 2006 census, more than half of those living in Māngere-Ōtāhuhu were of Pacific origin, 20 per cent were European, 17 per cent were Māori and 14 per cent were of Asian descent.<sup>3</sup>

Māngere-Ōtāhuhu is made up of neighbourhoods and communities that reflect a diversity of cultures, histories, physical qualities and values. The Māngere-Ōtāhuhu area plan as developed seeks to reflect this significant history and cultural diversity, and capitalise on the opportunities it offers to regenerate and revitalise the area.



Notes:

3. 2006 Census, Statistics New Zealand

# KEY PROJECTS UNDERWAY

## MĀNGERE GATEWAY PROGRAMME

The Māngere Gateway Programme will bring together and celebrate the significant natural, built and cultural assets of the area, building on existing community pride. The programme aims to create better amenities for local people and a destination for regional, domestic and international visitors.

It is anticipated that more visitors to the area will increase revenue to local businesses and stimulate economic growth.

Current projects included in the Gateway Programme are:

- ▶ Ōtuataua Stonefields Visitor Centre (Stage 1 construction: 2013)

- ▶ ongoing development, with iwi, of guided and self-guided walks and other marae-based initiatives
- ▶ Puketūtū Island improved public access (2015)
- ▶ detailed development of arts, interpretation, re-vegetation, environmental, signage and walkways strategies (2015-2018).

Partners in the Māngere Gateway Programme are Auckland Council, iwi, Auckland Tourism, Events and Economic Development (ATEED), Watercare Services Limited, Auckland International Airport Limited (AIAL) and Villa Maria Estate.



Puketūtū Island



## THE AUCKLAND AIRPORT TODAY AND INTO THE FUTURE

The Auckland Plan identifies the Auckland Airport as a key shaper and enabler for the city, and one that influences the nature of land use activities that co-locate near it. Sixty-eight per cent of international visitor arrivals and seventy-eight per cent of business arrivals to New Zealand come through Auckland Airport; with the Ports of Auckland, the Auckland Airport accounts for 46 per cent of New Zealand's exports and imports by value.<sup>4</sup>

The Auckland Airport is a prime economic driver for Auckland and for New Zealand. A 2007 Market Economics report estimated that Auckland Airport adds \$10.7 billion to Auckland's economy and sustains around 153,000 full time jobs directly and indirectly in Auckland.<sup>5</sup>

Auckland Council understands the airport's role in facilitating regional growth and creating employment opportunities for Aucklanders, especially those living in and around South Auckland. A key directive of The Auckland Plan is to protect the Auckland Airport's operations, including the associated businesses attracted to the airport's location. A critical part of Auckland Airport's vision is the continued development of the airport as a business district that delivers modern facilities, leading-edge design and development and planning flexibility, and is conveniently located to major transportation links.

The Auckland Plan acknowledges that as Auckland continues to develop as a city, better infrastructure and improved transport options will be required to support predicted airport growth and the benefits it can deliver.

This area plan recognises both the long-standing and recently confirmed statutory planning frameworks within which the Auckland Airport operates, and the need for ongoing certainty in these planning instruments to enable the airport to continue to develop into the future. The notations and overlays shown on area plan maps therefore have no statutory significance in terms of Auckland Airport.



Photo credit: Alastair Jamieson

### Notes:

4. The Auckland Plan 2012

5. The Auckland Plan 2012

## SOUTH-WESTERN MULTI-MODAL AIRPORT RAPID TRANSIT PROJECT

South-western Multi-modal Airport Rapid Transit (SMART) is a joint project between Auckland Transport, Auckland Council, New Zealand Transport Authority (NZTA), KiwiRail and Auckland International Airport Limited that is identifying the best long-term public transport option for improving transport in Auckland's airport/southwestern area.

Rapid transit, likely to include rail, has been identified as the best long-term public transport option in The Auckland Plan as a strategically important project. This project's priority is directly beneath the top three 'mega projects' of the City Rail Link, Auckland Manukau Eastern Transport Initiative (AMETI) and East-West Link, and an additional Waitemata Harbour crossing.

In addition to growing passenger numbers using the airport, this southwest area is a major employment centre with transport, commercial, retail, recreational and residential areas. Improvements are needed to serve the needs of these local communities as well as for travellers to/from the airport.

The SMART project is identifying what needs to be done in the area over a 30-year period. It considers roading improvements, and improvements to public transport such as local buses, better cycling provisions and longer-term provision of a dedicated rail connection. The project is looking at all suitable corridors for all types of transport, so routes can be protected where necessary, and longer-term, making the needed improvements to support land use changes.

Transport improvements will be strongly linked to land use and increased demand for transport to, or in the area. The improvements are likely to be staged in the following order:

- ▶ localised improvements, for example to bus services
- ▶ road based solutions mainly on State Highway 20A (SH20A) and State Highway 20B (SH20B), bus priority along existing corridors
- ▶ in the longer-term, a dedicated rapid transit corridor (potentially rail) connection.

The project is currently in the scheme assessment phase. When complete, it will identify the final rail alignments and station locations integrated with future state highway, local road, cycle and pedestrian improvements and the desired land use as set out in The Auckland Plan. Recommendations on the preferred transport improvements and their routes are likely to be released in the first half of 2013.

# ENGAGEMENT AND FEEDBACK

## TE TŪHONOHOONO ME TE WHAKAHOKI KŌRERO

Several factors influenced how this area plan has been developed. The process was based on a review of extensive community engagement undertaken during the preparation of The Auckland Plan, local board plans and other recent plans, including those developed by the former Manukau and Auckland City Councils. Auckland Council used the information from these reviews to identify and understand the local values, issues, challenges, aspirations and opportunities in the Māngere-Ōtāhuhu area (Figure 6).

The council also met with key stakeholders, Mana Whenua, Mataawaka, central and local government agencies, infrastructure providers and business associations while this area plan was being developed, and in August and September 2012, the council undertook engagement on a draft version of this area plan document. At this time, stakeholders were again provided with opportunities to meet and/or provide feedback on the draft version of this area plan document (Figure 6).

More than 200 written responses of feedback were received through the engagement process, which included:

- ▶ public roadshows to present the draft area plan and engage with the community. The roadshows were held throughout Māngere-Ōtāhuhu including town centres, libraries and markets
- ▶ seven World Cafés (focussed conversation workshops) with stakeholders, businesses and community organisations in the area
- ▶ a joint People’s Panel feedback event that provided an opportunity for members of the Ōtāhuhu community to sign up to the council’s Online People’s Panel Forum and provide feedback on the draft area plan
- ▶ school workshops and a Youth Forum event, held with local school and university students
- ▶ individual meetings with key stakeholders, Mana Whenua, central and local government agencies, infrastructure providers and business associations.

A working group of local board members and ward councillors has guided the development of this area plan and following engagement and refinement approved this area plan for ratification by the Auckland Council governing body.

Figure 6 – Overview of the engagement approach





## MANA WHENUA ENGAGEMENT

Mana Whenua have an ongoing connection with the Māngere-Ōtāhuhu Local Board area, and their presence, identity and history is marked in the land, volcanic features and waters of this place. Mana Whenua have their own plans and aspirations for the Māngere-Ōtāhuhu area. They continue to practice tikanga Māori (customary laws and practices) including exercise of kaitiakitanga, manaakitanga, and harvesting of natural resources such as kaimoana within their rohe.

Mana Whenua have expressed their own aspirations, priorities and plans for Tāmaki Makaurau and these are captured in the Independent Māori Statutory Board's Māori Plan for Tāmaki Makaurau. Auckland Council and the governing body notes that many of the aspirations expressed in the Māori Plan are complementary to the council's agreed work programmes under its Māori responsiveness framework, and Chapter 2 of The Auckland Plan.

In developing this area plan, the council met with Mana Whenua to identify their issues, values and aspirations for the Māngere-Ōtāhuhu area (Figure 6). Part of the intent of this area plan is to align with these matters and build a responsive and mutually supported future for Māngere-Ōtāhuhu. Enhancing Māori social and economic well-being is one of the fundamental drivers for this area plan. Linkages forged with Mana Whenua will be to the benefit of Māori, the Māngere-Ōtāhuhu community and environment.

# CHALLENGES AND OPPORTUNITIES

## NGĀ MAHI WHAKATAKI ME NGĀ ANGITŪTANGA

The Māngere-Ōtāhuhu area faces various challenges and opportunities as it grows in the future. Through engagement and feedback from the local board, the community and stakeholders, the following challenges and opportunities have been identified as needing to be responded to within this area plan, to assist in achieving the vision for Auckland and Māngere-Ōtāhuhu.

Challenges	Opportunities
<ul style="list-style-type: none"> <li>• There is a high level of unemployment and low level of education compared with those living elsewhere in Auckland.</li> <li>• There is a high number of youth living within the area; approximately 30 per cent under the age of 15, compared with the Auckland average of 22 per cent.</li> <li>• Providing Ultra Fast Broadband (UFB) to the Māngere-Ōtāhuhu area is important for improving the economic competitiveness of its town and local centres, and the capacity of its residents to achieve their educational and social potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Creation of new jobs, particularly within skilled areas.</li> <li>• Provision of locally based education and training services.</li> <li>• Working with youth-based programmes and providers to make the most of the opportunities provided by the area’s youth.</li> <li>• Growth of a regional employment hub adjacent to the Auckland Airport.</li> <li>• Auckland Airport: airport-related economy, business and tourism have the potential to provide jobs and training within the area.</li> <li>• There is an opportunity for UFB to be extended to business, marae and community facilities, including libraries and schools in the Māngere-Ōtāhuhu area.</li> </ul>
<ul style="list-style-type: none"> <li>• The location and operation of urban activities has affected the water quality in the Manukau Harbour and endangered traditional food gathering practices.</li> <li>• Meeting Mataawaka and Mana Whenua aspirations is critical to the success of this area plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Māngere-Ōtāhuhu’s environment provides opportunity to establish sustainable stormwater management, improving stormwater quality and reducing effects on the environment.</li> <li>• The aspirations of Mataawaka and Mana Whenua have the potential to assist in achieving sustainable outcomes for the Māngere-Ōtāhuhu area, particularly in relation to environmental and cultural outcomes.</li> </ul>
<ul style="list-style-type: none"> <li>• There is a crucial need for the provision of affordable living in the area. Housing choice needs to respond to existing and future communities with a focus on meeting the needs of large and extended families and the needs of different cultures. Well-designed housing should also cater for couples, small families and the elderly and be located near amenities and public transport.</li> <li>• Due to a range of factors, the housing market is not currently attracted to Māngere-Ōtāhuhu. Furthermore, Housing New Zealand own and lease many homes in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• There is the opportunity for Auckland Council and other key agencies to guide and contribute to the provision of future housing that is well-designed, offers a variety of living and affordability options, and helps enhance the quality of living in the area.</li> <li>• Improved connectivity, infrastructure, living conditions, housing choice and affordability will enhance the quality of living for existing residents, and assist in attracting others to live in the area.</li> </ul>

Challenges	Opportunities
<ul style="list-style-type: none"> <li>• Transport and access to and through the Māngere-Ōtāhuhu area is challenging. As Auckland Airport and the surrounding businesses have grown, so has the number of vehicles passing through the area.</li> <li>• Walking and cycling connections need improving.</li> </ul>	<ul style="list-style-type: none"> <li>• There is the opportunity to make the area an easier place to get around by a variety of transport modes by:               <ul style="list-style-type: none"> <li>◦ improving transport and access to and through the area</li> <li>◦ improving public transport, including potential rail links, and walking and cycling routes to help connect centres, the airport to the south, and job opportunities elsewhere in the city including in the city centre, Penrose and other commercial centres to the east</li> <li>◦ improving walking and cycling connections between centres and public transport hubs.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Many Mana Whenua groups do not have the capacity or opportunity to participate effectively in co-governance and management of their significant cultural heritage sites and places.</li> <li>• Māngere-Ōtāhuhu’s residents need the skills, support and opportunities to nurture and celebrate their distinctive multicultural identity, and capitalise on the potential it offers for community development and prosperity.</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation of co-management and co-governance frameworks and protocols for significant sites to Māori, and provision of targeted funding and training to enable Mana Whenua’s effective participation.</li> <li>• Promotion of the use of Māori place names.</li> <li>• Initiation and ongoing support for cultural and creative arts events and cultural heritage tourism.</li> <li>• Development of cultural support networks.</li> </ul>
<ul style="list-style-type: none"> <li>• The heritage character of the centres may become lost with new development.</li> <li>• Significant historical areas such as portage routes and volcanic cones could become lost if they are not recognised, managed and/or celebrated.</li> </ul>	<ul style="list-style-type: none"> <li>• The opportunity exists to further investigate, manage and, where appropriate, protect the heritage value of the area. Managing the heritage resources, including heritage buildings and areas, will assist in enhancing and building a distinct character for the area’s centres, business and suburban areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Unless they are recognised, protected and valued, the heritage buildings and places that make an important contribution to the character of Māngere-Ōtāhuhu’s may be damaged or lost as a result of inappropriate new development.</li> <li>• Significant natural and landscape features, including the Manukau Harbour, volcanic cones and portage routes could be compromised and inappropriately modified if their values are not properly recognised, protected and managed.</li> </ul>	<ul style="list-style-type: none"> <li>• There is an opportunity to establish a programme for prioritised survey, assessment, protection and integrated management of Māngere-Ōtāhuhu’s heritage resources. This will assist with conservation of the distinctive character of Māngere-Ōtāhuhu’s centres and suburban neighbourhoods, and ensure that future development complements and is sympathetic to existing heritage features and values.</li> <li>• Development of sustainable, integrated management frameworks that recognise and protect the natural and cultural heritage values of significant natural and landscape features, and enable the community to participate in conserving and celebrating these.</li> </ul>
<ul style="list-style-type: none"> <li>• Māngere-Ōtāhuhu’s centres are in need of further planning and investment.</li> </ul>	<ul style="list-style-type: none"> <li>• These centres could be revitalised and become even better places to live, work and visit.</li> </ul>
<ul style="list-style-type: none"> <li>• Industrial areas can have adverse effects on surrounding areas, such as noise and odour from heavy industrial uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Industrial management areas could be established to manage these effects.</li> <li>• There is opportunity for the plan to ensure that appropriate ‘buffer’ land uses should surround these areas.</li> </ul>
<ul style="list-style-type: none"> <li>• With the airport in its area, Māngere-Ōtāhuhu is the gateway to Auckland. The area’s unique and significant landscape and cultural values offers an opportunity to give visitors a unique tourism experience. This opportunity is part of the Māngere Gateway programme.</li> </ul>	<ul style="list-style-type: none"> <li>• The Māngere Gateway programme should be completed to realise the tourism potential of the area.</li> </ul>

# MĀNGERE-ŌTĀHUHU OUTCOMES AND ACTIONS

MĀNGERE-ŌTĀHUHU, KO NGĀ HUA ME NGĀ MEA HEI MAHI

How will this area plan deliver the Auckland vision:



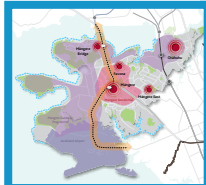
**Auckland's vision** is to become the "World's Most Liveable City" –  
Te pai me te whai rawa o Tāmaki



The **Six Transformational Shifts** and 13 Directives outlined in The Auckland Plan to achieve Auckland's vision are key drivers for the Māngere-Ōtāhuhu Area Plan



The **Māngere-Ōtāhuhu Area Plan**, shows how The Auckland Plan will be put in place, at a local level, for the next 30 years.



**Six key moves** are identified in the area plan as opportunities to transform Māngere-Ōtāhuhu, and are integral and help achieve the vision for Auckland and the local board's vision for the area



The **Māngere-Ōtāhuhu Area Plan Framework Map 2042** identifies a range of proposed land-use environments to show how Māngere-Ōtāhuhu could develop over the next 30 years.



**Three theme sections**, Economic and Community Development, Transport and Network Infrastructure and Natural Environment, Heritage and Character provide local place-based outcomes and actions that support to achieve the six key moves.



Each outcome contains a number of actions that will support and deliver this area plan, and outlined in the **Project Prioritisation Schedule**. These actions are identified in the form of projects, programmes, studies, policies and where further planning work is required.



AUCKLAND'S VISION - THE WORLD'S MOST LIVEABLE CITY – TE PAI ME TE WHAI RAWA Ō TĀMAKI					
AUCKLAND PLAN TRANSFORMATIONAL SHIFTS: To achieve the Auckland's Vision					
Dramatically accelerate the prospects of Auckland's children and young people	Strongly commit to environmental action and green growth	Move to outstanding public transport within one network	Radically improve the quality of urban living	Substantially raise living standards for all Aucklanders and focus on those most in need	Significantly lift Māori social and economic well-being
MĀNGERE-ŌTĀHUHU AREA PLAN					
SIX KEY MOVES					
Revitalise and enhance Māngere-Ōtāhuhu's centres: Māngere Bridge, Favona, Māngere East, Māngere, and Ōtāhuhu.	Provide for a multi-modal rapid transport corridor and improved public transport network to the airport, CBD and the local and wider region.	Improve the water quality of the Manukau Harbour and promote opportunities for appropriate public access to the coast.	Promote Māngere-Ōtāhuhu's businesses and Auckland Airport as the local and regional employment, tourism and recreation destinations and gateway to Auckland.	Progressively enhance Māngere and Ōtāhuhu residential areas through comprehensive redevelopment, planning and partnerships with major landowners.	Recognise the kaitiaki role of Mana Whenua, while conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity.
AREA PLAN FRAMEWORK 2042					
THREE THEME-BASED SECTIONS					
Economic and community development	Transport and network infrastructure	Natural environment, heritage and character			
A regionally significant employment area that continues to grow and provide skilled job opportunities for local people.	An integrated and efficient transport network.	The high landscape, heritage and ecological values of the Manukau Harbour and Tāmaki Estuary are recognised, protected and managed, and there is good public access to the coast.			
Will have commercially attractive, competitive, safe, well-connected town and local centres.	An integrated, efficient, affordable, public transport network.	Important historic heritage buildings and places are identified, protected and celebrated, and are a focus for community revitalisation.			
A variety of high-quality and safe public open spaces providing coastal and recreational opportunities.	Offers a choice of safe walking and cycling routes.	The quality of the natural environment is restored, protected and valued by the community.			
Residents and visitors have access to safe, high-quality social infrastructure.	Ease of freight and passenger movement.	The volcanic, natural and built landscape treasures are recognised, protected and valued.			
Improve the well-being of the Māori community, and recognise and support Mana Whenua to formally exercise their customary kaitiaki role and realise their Treaty Settlement outcomes.	Sustainable infrastructure networks to accommodate Māngere-Ōtāhuhu's growth.	Māngere-Ōtāhuhu's built environment is known and valued for its green spaces, connected neighbourhoods, sustainable buildings and vibrant centres.			
	Improved infrastructure systems for better water quality in the Manukau Harbour and Tāmaki Estuary.	The rich cultural diversity of all Māngere-Ōtāhuhu's people, including those of Māori, Pacifica and European descent, is retained, celebrated and promoted, and is a foundation for community pride, connectedness and respect.			
10-YEAR PROJECT PRIORITISATION SCHEDULE					

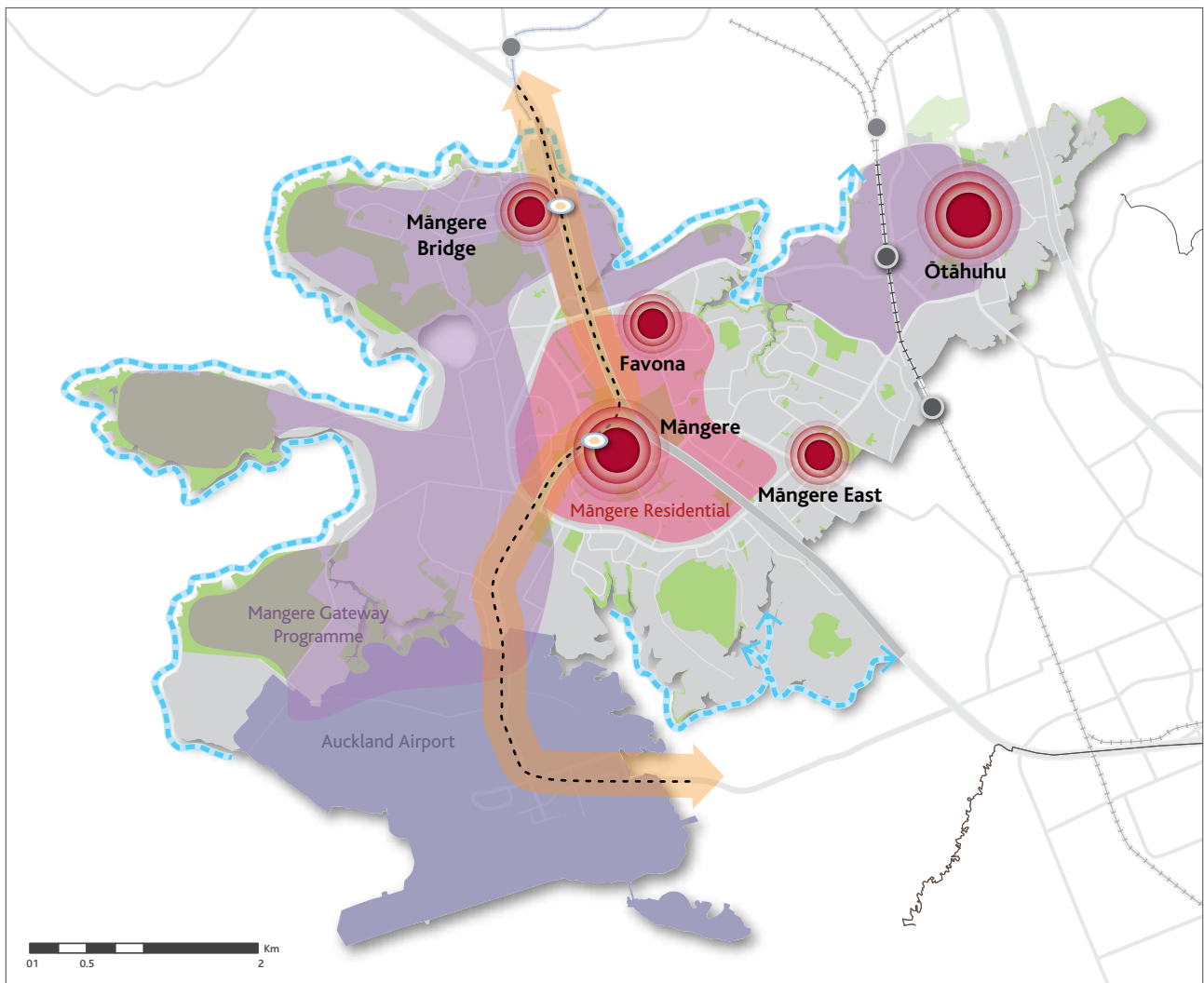
# KEY MOVES FOR MĀNGERE-ŌTĀHUHU

## NGĀ KORINGA MATUA MŌ MĀNGERE-ŌTĀHUHU

The Māngere-Ōtāhuhu Area Plan identifies six key moves (opportunities) that respond to the challenges and opportunities facing the area. They will help transform Māngere-Ōtāhuhu into an area where people will want to continue to live, work and play, as well as attract visitors.

These six key moves (spatially shown on Map 1) are integral to this area plan, and help achieve the visions of both The Auckland Plan and local board plan for the area. The Area Plan Framework Map 2042 (Map 2) will help deliver these key moves and achieve the related benefits for the people living in the area. This framework map has been shaped by the outcomes and actions outlined in each of the theme maps and as well as the prioritisation schedule.

KEY MOVES FOR MĀNGERE-ŌTĀHUHU MAP (MAP 1)





## THE SIX KEY MOVES ARE:

01

**Revitalise and enhance Māngere-Ōtāhuhu's centres: Māngere Bridge, Favona, Māngere East, Māngere, and Ōtāhuhu**

Māngere-Ōtāhuhu has two town centres (Māngere and Ōtāhuhu) and three local centres (Māngere-East, Favona and Māngere Bridge). Each centre offers opportunities to grow and regenerate in a way that includes and reflects its unique communities and attributes, and supports future residential and business growth.

02

**Provide for a multi-modal rapid transport corridor and improved public transport network to the airport, CBD and the local and wider region**

The Auckland Plan has identified the need for a rapid transit corridor in Auckland's airport/southwestern area as a strategically important project. The South-western Multi-modal Airport Rapid Transit (SMART) is a joint project currently underway that is identifying the best long-term public transport option for improving transport in this area.

03

**Improve the water quality of the Manukau Harbour and promote opportunities for appropriate public access to the coast**

Public access to the Manukau Harbour has become increasingly difficult and its water and coastal edges are degraded. Improving coastal access will provide new recreational opportunities, while better land use practices, including stormwater management, will improve water quality. In some areas, such as around the Auckland Airport, public coastal access will not always be possible, because of concern for public safety and security of adjoining activities.

04

**Promote Māngere-Ōtāhuhu's businesses and Auckland Airport as the local and regional employment, tourism and recreation destinations and gateway to Auckland**

The Auckland Airport and surrounding business environment is a regionally significant employment and business area that will continue to experience economic business growth, offering future jobs in the local area and plays a significant role in the Auckland and New Zealand economy.

05

**Progressively enhance Māngere and Ōtāhuhu residential areas through comprehensive redevelopment, planning and partnerships with major landowners**

The area has a large number of Housing New Zealand owned houses. A planned and co-ordinated approach to redevelop residential areas in and around Māngere and Ōtāhuhu would give residents a greater choice of housing. Partnering with major landowners in the area, such as Housing New Zealand, will help to achieve affordable, mixed ownership.

06

**Recognise the kaitiaki role of Mana Whenua, while conserving, supporting and celebrating Māngere-Ōtāhuhu's rich heritage resources and its distinctive Pasifika, European, Asian and multicultural identity**

The long association of Mana Whenua with Māngere-Ōtāhuhu, and the vibrant mix of Pacific, European and other cultures together provide this community with a strong identity, a sense of pride and a distinctiveness that can be a significant force for generating social well-being and economic development.

# AREA PLAN FRAMEWORK

## TE POU WHAKAIRINGA MAHERE Ā-ROHE

The Māngere-Ōtāhuhu Area Plan Framework Map 2042 (Map 2 on pages 35-36) uses a range of land uses to show how Māngere-Ōtāhuhu could develop over the next 30 years. As this area plan is not a statutory document, these land uses are a recommendation only and will guide and inform the Auckland Unitary Plan over time.

### LAND USES

The Auckland Plan Development Strategy sets out at a high level the form and location of land uses by directing growth around existing town and local centres, as well as moderate growth within surrounding suburbs, aspiring to create a quality, compact city. How Māngere-Ōtāhuhu will grow is balanced by local aspirations and the particular values identified in the three theme sections. The land use types applied to the Māngere-Ōtāhuhu area are outlined in this section, and spatially on Map 2 (on pages 35-36).

The Mixed Use, Business and Living environments described below set out the expected land uses and built forms in the area that will support the increase in population and jobs anticipated by The Auckland Plan, while maintaining local character, and environmental and amenity values.



## MIXED USES

The mixed land uses identified in the Area Plan Framework Map 2042 (Map 2) provide a range and choice of commercial, residential and business opportunities clustered together with supporting infrastructure within an area. This approach aims to meet the outcomes set out in The Auckland Plan, while continuing to provide high-quality employment and residential spaces and opportunities. The three types of mixed use environments are described below:\*



### (1) TOWN CENTRE

Town centres are made up of residential, retail, community and employment land uses clustered together with supporting infrastructure such as public transport and community facilities. This type of environment will be seen within the Māngere and Ōtāhuhu Town Centres.



### (2) LOCAL AND NEIGHBOURHOOD CENTRES

Māngere Bridge, Favona and Māngere East are local centres that are a focus for community facilities and provide a range of convenience shops, small businesses and services supported by public transport services. Local centres will support business and residential growth within walking distance of these centres. Neighbourhood centres are located in many of Māngere-Ōtāhuhu's residential neighbourhoods. They usually have single corner stores or small commercial shopping strips that provide residents and passers-by with daily retail and service needs.



### (3) MIXED USE

Mixed-use environments provide for a range of activities such as residential and business. They are usually located on the edge of town and local centres, and easily accessible through transport links. Start-up businesses and small-scale enterprises are attracted to mixed-use areas because of land cost and the opportunity for expansion.

## BUSINESS

Business environments are core industrial and business service areas. They are those that exclude residential and other uses sensitive to noise, smell or heavy vehicles. In Māngere-Ōtāhuhu, the business environments include, 'light industry' and 'heavy industry'.

It is important that business land is protected to enable growth in employment opportunities in Māngere-Ōtāhuhu over the next 30 years. There is a general approach of encouraging heavier industrial activities away from sensitive activities and controlling adverse effects on the surrounding environment.

\* For more details and explanation of the zones and development controls, please refer to the draft Auckland Unitary Plan.

## LIVING

The living options identified in the Area Plan Framework Map 2042 (Map 2) will provide a range of housing types for residential neighbourhoods while meeting the envisaged outcomes of The Auckland Plan. This approach has a core expectation of quality housing that works well for residents while reflecting the existing housing types within the area.

The three types of living environments are described below:\*



### (1) SINGLE HOUSE

The purpose of the Single House zone is to maintain and enhance the open and spacious living environments that exist in many residential areas throughout Māngere-Ōtāhuhu.

Buildings will generally be up to two storeys. Each site will have one house, but that house may be divided internally to accommodate more than one household.



### (2) MIXED HOUSING

This zone will enable a range of housing choices for both renters and homeowners. A range of section sizes and building types will be possible. Buildings will be generally up to two storeys. The main type of new housing will be stand-alone, however if designed well, attached housing will be possible.



### (3) TERRACE HOUSING AND APARTMENT BUILDINGS

A range of section sizes and building types will be possible, with the main type of housing likely to be low-rise terraces and apartment buildings. Development is expected to be sensitive to the amenity of lower density neighbourhoods and development controls will be applied to avoid overshadowing, overlooking and loss of privacy.

## OPEN SPACE

Māngere-Ōtāhuhu has a range of open spaces for communities to play in, explore and be inspired by. These range from local urban parks and sports facilities such as Boggust Park, to regionally significant parks such as Māngere Mountain and Domain, Ambury Farm Park and Ōtuataua Stonefields. Linkages from communities to parks are equally important, particularly in the growth areas around town centres.

These linkages are shown in the Economic and Community Development Map (Map 3) and coastal walking routes in the Transport and Network Infrastructure Map (Map 4). Additional linkages at street and neighbourhood level will also be identified for those areas identified for more detailed planning, such as Māngere Bridge and Māngere Town Centre.

\* For more details and explanation of the zones and development controls, please refer to the draft Auckland Unitary Plan.

## SPECIAL USE ZONE

Māngere-Ōtāhuhu has a range of special purpose environments, providing for key community facilities or infrastructures that need special attention to keep working. These environments include Auckland Airport, wastewater treatment plant, schools and community facilities such as healthcare providers. See Map 2 on pages 35-36.

## RURAL

Rural land in Māngere-Ōtāhuhu is mainly open, undeveloped land that provides for ongoing farming, horticulture and mineral extraction (such as quarrying). Buildings in the rural landscape match the type of rural activity. They include barns, glasshouses and storage sheds, and some residential houses on large sites. Subdivision is restricted, and ecological restoration is encouraged on land that is unproductive or unstable. See Map 2 on pages 35-36.

## KEY SITES

These are large sites near a town centre that, when developed in an integrated and comprehensive way, will improve local social, cultural, environmental and economic vitality. The council will work with site landowners to identify and enable appropriate land use of these sites. See Map 2 on pages 35-36.

## DETAILED PLANNING AREAS

One key role of an area plan is to identify where more detailed planning, either through precinct or through structure planning, is required to assist with achieving the outcomes of this plan. Areas identified for further detailed planning, along with the key drivers and outcomes sought for each, and are identified on pages 31 to 34 following.

The outcomes are aimed at assisting with the detailed planning process, however the process should be carried out in collaboration with the local communities, major landowners, key stakeholders, and the local board to determine whether there are additional outcomes that need to be achieved.



# OUTCOMES FOR THE DETAILED PLANNING AREAS

## ŌTĀHUHU TOWN CENTRE

### KEY DRIVERS

To ensure that future development maintains and enhances the historic character of the town centre, assists with connecting the town centre to the rail station, and provides direction on how key sites should be developed.

### KEY ACTIONS

- ▶ Establish a safe and thriving Ōtāhuhu Town Centre that retains its unique heritage and is an attractive place to live, work, shop and play. Encourage nighttime activities such as restaurants and cafes.
- ▶ Carry out a heritage study that assesses the heritage value of Ōtāhuhu’s Town Centre, industrial and residential areas. Manage and, where appropriate, protect identified heritage buildings and places, and ensure that future development complements existing heritage features and values.
- ▶ Provide for new development in the town centre and mixed-use areas up to four storeys, with the ability to go higher (up to six storeys) where heritage and other values (e.g. public amenity) are not compromised.
- ▶ Provide for affordable, high-quality housing choices, including terraced housing and low-rise apartments close to the town centre, transport nodes and public open spaces.
- ▶ Establish a safe, legible and high-quality public realm that includes shared spaces, open spaces and a focal point for the town centre.
- ▶ Protect, enhance and celebrate the significant historical features of the waka portage and canal portage routes, Ōtāhuhu/Mt Richmond and Sturges Park.
- ▶ Provide for a new library and aquatic centre in the recreation precinct and a new arts facility at the southern end of Great South Road.
- ▶ Work with the Holy Trinity Church to plan and assist with the delivery of a high-quality, mixed-use development that retains existing heritage buildings, creates attractive pedestrian and cycling connections and public spaces between the recreation precinct and the town centre, and provides for high-quality, mixed-use development.
- ▶ Work with the landowners of the key site on Fort Richard Road to plan and assist with the delivery of a high-quality, mixed-use development that includes a pedestrian and cycling connection between Great South Road and Sturges Park.
- ▶ Protect business land and establish industrial management areas to manage adverse effects such as noise and odour.
- ▶ Guided by Crime Prevention Through Environmental Design (CPTED) principles, improve the bus and train stations, create a new bus/train interchange at Ōtāhuhu Train Station and improve the feeder bus services that serve them, including providing high frequency bus routes along Great South Road and Atkinson Ave. This is to include frequent service bus links from Māngere Town Centre and Sylvia Park via Ōtāhuhu Station and Ōtāhuhu Town Centre; and Ōtāhuhu Station and Manurewa via Ōtāhuhu Town Centre, Great South Road and Manukau City Centre.
- ▶ Improve walking and cycling links between Ōtāhuhu Town Centre and a train station into Sturges Park, and from Ōtāhuhu Town Centre along Princes Street, improving the intersection over the motorway. Consider a verandah control for Station Road to ensure pedestrian protection between the town centre and the train station.



Ōtāhuhu Town Centre 2013



What Ōtāhuhu Town Centre could look like in 2042

## MĀNGERE BRIDGE

### KEY DRIVERS

To identify where and how the local centre is to grow in the future, determine the best location for the new train station, and identify the most appropriate locations for three and four storey development.

### KEY ACTIONS

- ▶ Establish a local centre where growth is enabled within a maximum height of three storeys, to retain the village character and views of Māngere Mountain.
- ▶ Provide for a potential train station that supports and is well connected to the local centre.
- ▶ Provide for new residential development that strengthens the viability of the local centre whilst being sympathetic to the existing character. Terraced housing and apartments are anticipated up to three storeys, moving to four storeys closer to State Highway 20 (SH20).
- ▶ Establish a safe, legible and high-quality public realm that includes shared spaces, open spaces and a focal point for the town centre.
- ▶ Create strong links between the local centre and the Manukau Harbour, waterfront amenities, and the wider area.
- ▶ Work with owners of key sites at 7 and 123 Coronation Road to plan and assist with the delivery of high-quality housing close to the local centre.
- ▶ Protect employment land on the east side of SH20, with improved links to the local centre.



What Māngere Bridge could look like in 2042

## MĀNGERE TOWN CENTRE, FAVONA AND SURROUNDING NEIGHBOURHOODS

### KEY DRIVERS

To address key social, spatial and economic issues in the area, including the need to regenerate the town centre, provide high-quality affordable housing, create a more efficient roading layout and potential Māngere train station, and develop open spaces and pedestrian networks that are safe, visible and accessible.

### KEY ACTIONS

- ▶ Develop strong partnerships between Auckland Council, Housing New Zealand and other major landowners and key agencies to progress with the detailed planning of the area in consultation with the local community.
  - ▶ Provide for a potential train station that supports and is well connected to the Māngere Town Centre.
  - ▶ Establish a safe and thriving Māngere Town Centre that retains its unique character, is an exciting cultural, dining and shopping destination, and provides jobs for local people. Explore the idea of a night-market. Heights may be up to five storeys with the ability to go higher where it does not impact on heritage.
  - ▶ Provide for a new local centre and community hub in Favona, with a new library, community facilities and public spaces. Establish strong links and connections between Favona and the Manukau Harbour.
  - ▶ Provide for new residential development in the surrounding neighbourhoods that provides high-quality, affordable housing. Promote a variety of housing types ranging from large family houses through to 1-2 bedroom apartments to meet housing need. Heights should be predominantly two storeys, allowing for three to four storeys close to the centres, parks and public transport. Amendments to the underlying zoning from mixed housing to terraces and apartments in key areas may be required to achieve this outcome.
- ▶ Work with the owners of the key site at Māngere Town Centre to plan and assist with the delivery of a regenerated town centre whilst retaining its unique cultural identity.
  - ▶ Identify and enhance/manage heritage values in the Māngere Town Centre.
  - ▶ Establish a safe, legible and high-quality public realm that includes shared spaces, open spaces and a focal point for the town centre.
  - ▶ Create a safe and easy to understand walking and cycling network that connects Māngere Town Centre with the surrounding neighbourhoods, public transport hubs, the future Māngere train station, and Waddon Place to Windrush Close. Define Bader Drive/Buckland Road as the centre's main route.
  - ▶ Work with major landowners and Auckland Transport to reconfigure the roading layout, improving vehicle connections within and between communities in Māngere, to meet the needs of future changes in housing.
  - ▶ Deliver improved walking and cycling connections along and across Favona Road.
  - ▶ Provide for high frequency bus and potential train services that connect Māngere Town Centre and Favona Local Centre to the surrounding neighbourhoods, the airport, Ōtāhuhu and Māngere Bridge.
  - ▶ Provide for wastewater, stormwater and water supply systems that can accommodate the anticipated increase in population and future flooding events.



Māngere 2013



## IHUMATAO PENINSULA FUTURE URBAN AREA

### KEY DRIVERS

To ensure that Ihumatao Peninsula develops in a way that is sensitive to the landscape and coastal environment, and maintains and enhances the unique natural qualities and character of the area.

### KEY ACTIONS

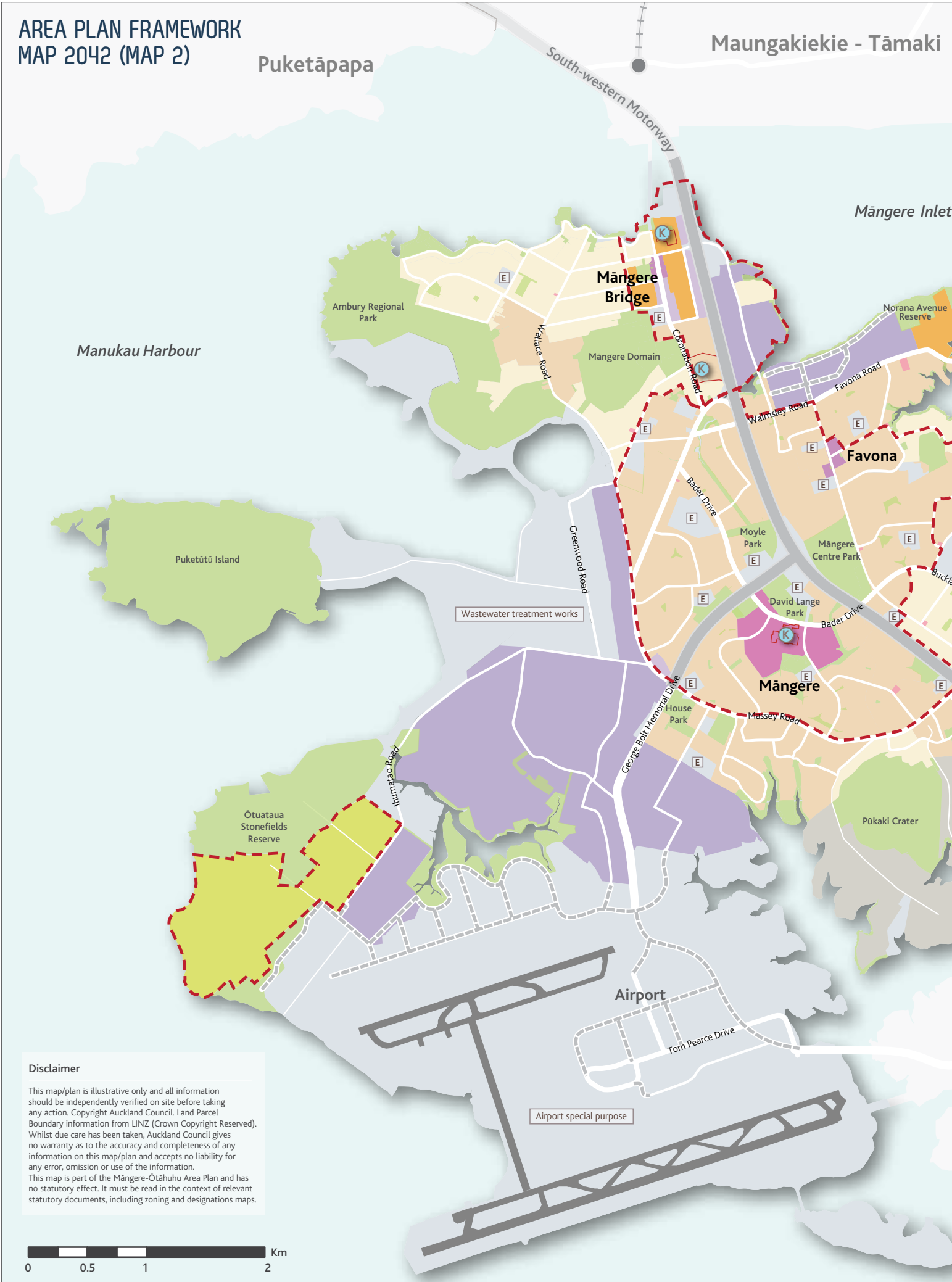
- ▶ Provide a buffer between the Ōtuataua Stonefields Reserve and the business development proposed to the east of Ōruarangi Road by providing for areas of open space and protecting the coastal environment.
- ▶ Identify and provide for the significant characteristics of the area, including:
  - Māori cultural associations with the area, including waahi tapu
  - heritage and historic associations
  - the Ōtuataua Stonefields Historic Reserve
- landscape and amenity values
- the Manukau Harbour and coastal environment
- the Auckland Airport and business zoned lands.
- ▶ Prepare a structure plan that:
  - identifies and recognises these significant characteristics
  - determines the location and density of urban development with urban activities concentrated in nodes, lower-intensity development, and areas of open space
  - provides for efficient and effective servicing with an Integrated Transport Assessment (ITA)
  - restricts activities that might compromise the features and values of significance in the area, including limiting earthworks, land cultivation and large buildings (including greenhouses).



AREA PLAN FRAMEWORK  
MAP 2042 (MAP 2)

Puketāpapa

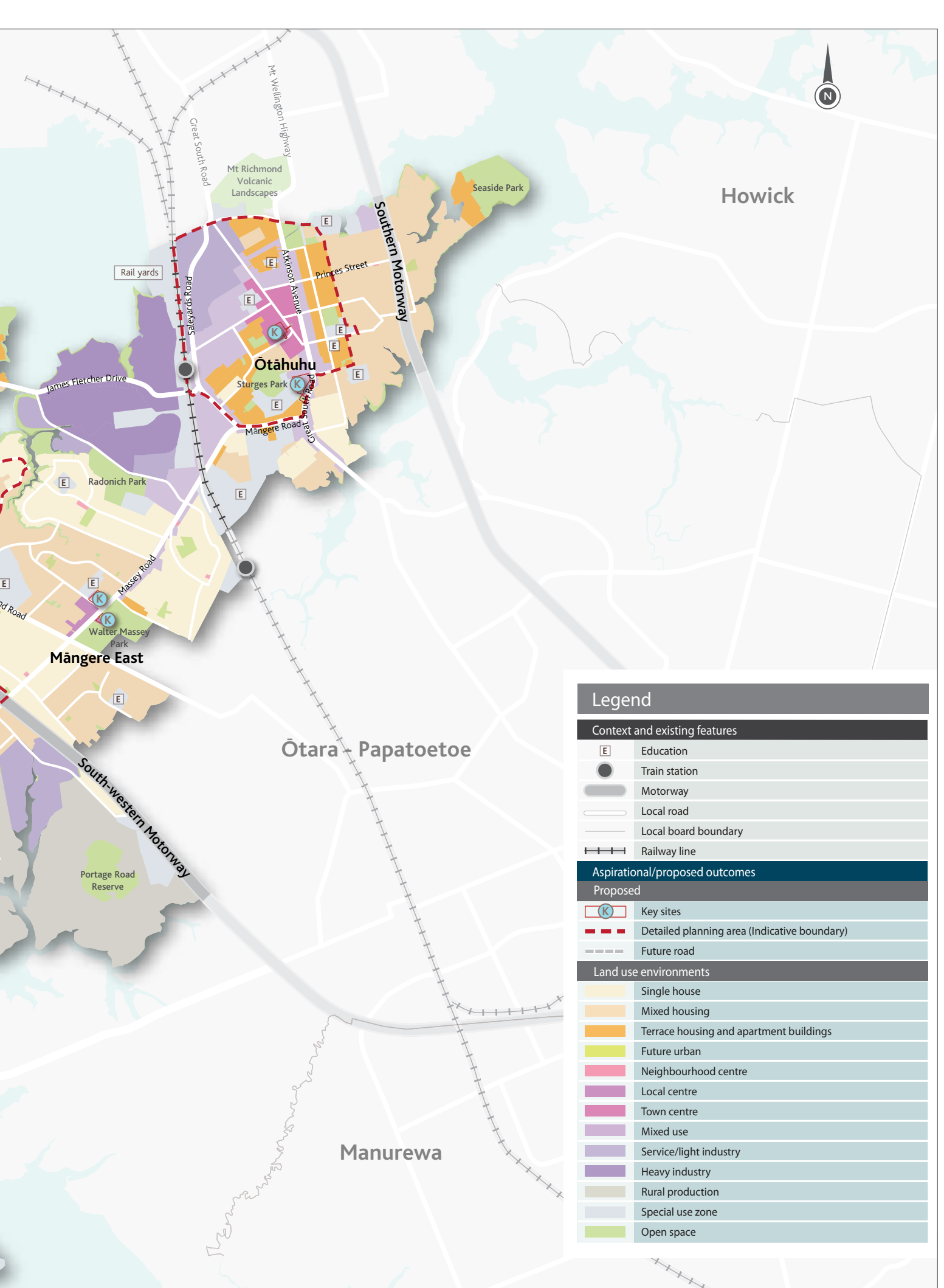
Maungakiekie - Tāmaki



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Legend	
Context and existing features	
	Education
	Train station
	Motorway
	Local road
	Local board boundary
	Railway line
Aspirational/proposed outcomes	
Proposed	
	Key sites
	Detailed planning area (Indicative boundary)
	Future road
Land use environments	
	Single house
	Mixed housing
	Terrace housing and apartment buildings
	Future urban
	Neighbourhood centre
	Local centre
	Town centre
	Mixed use
	Service/light industry
	Heavy industry
	Rural production
	Special use zone
	Open space