



New Lynn Urban Plan

2010 -2030



Foreword

When I set out to make Waitakere an eco-city 18 years ago, many said that we were ahead of our time.

Now it is globally accepted practice that citizens want more choices, higher quality spaces, within first-class town centres. They want more from their cities; they want identity and pride. World-class cities don't happen by accident. You plan them well.

New Lynn now has a powerful new foundation on which to build its future. It will deliver better housing choices, efficient public transport and movement networks, and a renewed economy, community and environment.

This document sets out that vision. It provides clear steps to get there.

The public and private sector partners have invested \$400 million into New Lynn, providing new momentum to take this vision forward.

Now it is time to take the next step in the journey.

For any investor in New Lynn, the Urban Plan will provide a clear direction that will reward citizens and investors alike.

We have worked on this for 18 years. Now, we're handing it over to you.

Sincerely,



R. A. HARVEY, QSO, JP
MAYOR
WAITAKERE CITY





 NEW LYNN 2030 VISION

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Executive Summary

What is the purpose of this Urban Plan?

The New Lynn Urban Plan (the 'Plan') represents an important next step in New Lynn's transformation from an under performing suburban district to a vibrant high amenity urban place like no other in New Zealand.

Capitalising on 15 years of consistent strategic thinking on the future development of New Lynn and the significant momentum created by the major investment in the transit interchange, the Plan reveals the full potential of New Lynn. It establishes that New Lynn is an exceptional opportunity requiring an exceptional response.

With support from stakeholders the Plan, as a companion document to the New Lynn Town Centre Regeneration Framework (2008), will guide New Lynn's transformation by:

- Going beyond any strategy work undertaken before
- Being goal driven and allowing for a holistic, coordinated and place-based approach to planning for change

- Reaching beyond boundaries previously considered to include the role of Avondale and other adjoining areas, exploiting the opportunity the unitary Auckland Council presents
- Allowing for the alignment of various endeavours across the wider town centre, including planning for open spaces, social infrastructure and the movement of people, vehicles and public transport
- Maintaining the character and heritage values throughout the change
- Identifying opportunities and gaps in current planning and investment, outlining strategic objectives and actions
- Underpinning future investment decisions, development agreements, resource consent applications and future planning policy.

What is the boundary of the Urban Plan area?

The boundary of the Urban Plan extends beyond New Lynn town centre.

It ignores the traditional administrative boundaries and has been largely determined by an appraisal of the characteristics and 'lay of the land' of the wider area, how local communities perceive where they live, and critically, in the context of the adopted **Transit Oriented Development** approach, the walkable catchment (based on a 1.2km or 10-15 minute walking 'pedshed' from the transit interchange).

The northern and eastern boundaries of the study area are defined by the river Whau although, where bridge connections permit, it extends into Avondale taking in Avondale

Racecourse and the two main road corridors of Rata Street and Great North Road. The boundary to the south and west cannot be so easily defined by a natural feature. Large tracks of suburban housing reach in both directions. Applying the approximate 1.2km walkability pedshed and taking account of the character of the housing and streets the southern edge of the boundary has been fixed at Golf Road while the western extent follows Nikau Street and the residential block beyond. While an implicit part of the study area, it is envisaged Avondale will be subject to a similar exercise, essentially Volume 2 of the Whau local board place strategy.





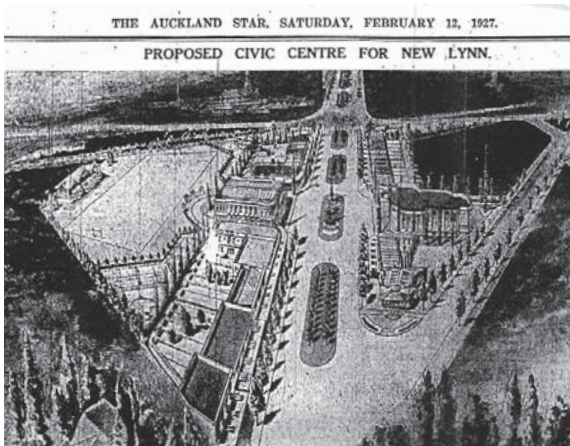


What is the vision for New Lynn?

The vision is by 2030 to create a unique sustainable urban place centred on a world class transit interchange that is capable of attracting and maintaining a population of 20,000 residents and 14,000 workers (within the area).

It is a vibrant and cosmopolitan place reflective of the rich diversity of the community and the special characteristics and pride that come from being “out west”. A place that is true to its roots and in tune with its stunning wider natural setting. It has been redefined to fully reflect the opportunities of 21st century urban living. It is a place of exceptional quality and the location of choice for people to work, live and play. Through a compelling value proposition, the council and its partners will have motivated developers to reach standards of development previously unseen in New Zealand.

This vision requires a step change in how New Lynn is regarded and where it sits in the relative hierarchy of Auckland town centres, particularly with regard to land values. It calls for a collective effort of all those who have a stake in its future to be creative and bold.



THE AUCKLAND STAR, SATURDAY, FEBRUARY 12, 1927.

PROPOSED CIVIC CENTRE FOR NEW LYNN.

1927 VISION FOR NEW LYNN -
NEW LYNN, A PLACE THAT HAS ALWAYS
HAD GREAT AMBITION

NEW LYNN VISION 2030



Outcomes of the vision

It is expected that by 2030:

- New Lynn will be a showcase of an integrated approach to delivering a TOD and urban regeneration and be a model for other projects throughout New Zealand
- The transit interchange will be buzzing, receiving thousands of daily commuters and providing residents and workers with an 11 minute connection to Auckland CBD (18 minute post electrification; 11 minute post CBD rail loop)
- At least 4,000 new homes will have been built across New Lynn with Crown Lynn Precinct transformed as a showcase sustainable residential neighbourhood
- The town centre core will be a high density employment hub including the vibrant mixed-used Merchant Quarter sitting alongside the shopping centre
- Ten spaces (five 'hard' and five 'soft') within a five minute (400 - 500m) walk of the transit interchange will provide an urban amenity like no other in Auckland, with the new Crown Lynn Park the jewel in the crown

- New Lynn will be a showcase pedestrian and cycle friendly place reflected in the way in which people move in and through the town
- A new connection will have been created between New Lynn and Avondale across the Whau via a redeveloped Avondale Racecourse, linking the two areas as a single but diverse place
- Edge of town centre sites will be redeveloped at higher densities to assist in the transition from urban to suburban with outlying suburbs beyond preserved as stable communities

“Designing a dream city is easy, rebuilding a living one requires imagination.”

Jane Jacobs, *Life and Death of an American City*, 1961

- The Whau River and Rewarewa Stream will be treasured assets enjoyed by the whole community
- The traditional employment base will be nurtured and maintained and progressively moved towards higher value post industrial activities
- Social infrastructure will be 'ahead of the curve' with a new school(s) providing greater educational choice and an exceptional range of community facilities, housing, services and networks
- New Lynn will have a thriving evening economy, the place to see and be seen
- Clark Street extension and Veronica Street / Portage Road will relieve the town centre of through traffic enabling a pedestrian focused environment in Totara Avenue West and Great North Road

- All new buildings will be to the highest environmental standards, progressively moving toward *carbon neutrality*
- The people and businesses of New Lynn will have enormous pride in what has been achieved. They will have taken the initiative in terms of management and growth of the exceptional place and community they have created.



SUBIACO, PERTH - A SUCCESSFUL TOD BASED URBAN DEVELOPMENT. QUALITY MEDIUM DENSITY HOUSING



WESTERN HARBOUR, MALMO, SWEDEN



COMPACT FAMILY HOUSING, BEAUMONT QUARTER, AUCKLAND



How and when will it be delivered?

The vision for New Lynn will be delivered gradually over 20 years as several interdependent and often overlapping phases progressively move the transformation from a public sector-led to private sector-led endeavour. The first phase, the transit interchange and associated TOD infrastructure is currently under construction. Once complete, New Lynn's connectivity to the wider Auckland region will be dramatically improved, allowing wider transformation and growth. The next phase, currently under development, will address New Lynn's attractiveness by improving its amenity and infrastructure. This would include the public realm (streets), open space and social infrastructure (e.g. schools, healthcare facilities and community networks) and should enable private sector to deliver quality business and residential development on key opportunity sites. Proactive public investment will lift confidence and highlight the value proposition surrounding the place. This will shape the locational decisions on businesses and prospective residents.

The transformation of New Lynn over the next 20 years can be broken down into the following broad phases:

- **Phase 1:** Transport interchange and associated improvements, including Totara West and a new Clark Street extension
- **Phase 2:** Creation and enhancement of new streets and spaces within the town centre and social infrastructure improvements leading to redevelopment of the Merchant Quarter and Crown Lynn precincts
- **Phase 3:** Redevelopment of Delta Avenue and the Avondale Racecourse, with the construction of the Whau bridge, "the stitch" between New Lynn and Avondale"
- **Phase 4:** Redevelopment of the remaining town centre and transition zones including Western Gateway, Bob Hill and The Avenue Precincts.

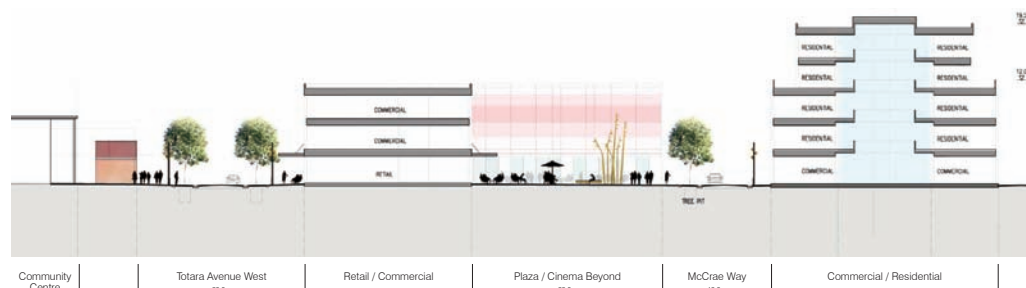


FIRST TRAIN IN THE TRENCH - 1 MARCH 2010 - A MILESTONE FOR PHASE 1



STAGING OF VISION DELIVERY

- PHASE 1 2010 - 2013
- PHASE 2 2012 - 2019
- PHASE 3 2015 - 2025
- PHASE 4 2018 - 2030



PLANS FOR THE MERCHANT QUARTER FUTURE DEVELOPMENT ALONG MCCRAE WAY - PHASE 2

Indicative Key Milestones and Outcomes	2010	2015	2020	2025	2030
PHASE I (2010 - 2013)					
New Lynn transit interchange open (five million passengers embarking, alighting and transiting per year)					
2,800 additional linear metres of rail / double tracking of the railway line					
30 minute train journey to Auckland CBD / 10 minute peak time train frequency					
160 linear metres (or 4,500sqm) of shared space (Totara Avenue)					
Todd Triangle redesigned as an important civic space					
Clark Street reconfigured and extended relieving Totara Avenue of significant through traffic					
Further plan change to include adoption of quality standards and stable residential neighbourhoods					
PHASE II (2012 - 2019)					
18 minute train journey to Auckland CBD / 10 minute peak time train frequency (post electrification)					
At least 1,500 new homes in Crown Lynn Precinct					
4,000 new inhabitants within five minute walk of the transit interchange					
At least 2,000 new jobs within five minute walk of the transit interchange					
A new park for New Lynn created in the Crown Lynn Precinct					
A new square created in the Merchant Quarter Precinct					
Rewarewa Stream reconnected to the heart of the centre					
Community centre forecourt improved					
Great North Road redesigned between Clark Street extension and Veronica Street					
7,000 linear metres of new shared spaces and slow streets within Merchant Quarter and Crown Lynn					
6,000 new square metres of retail in Merchant Quarter Precinct					
New primary school					
New recreation centre					
Extended New Lynn library					
New medical centre					
PHASE III (2015 - 2025)					
11 minute train journey to Auckland CBD / 10 minute peak time train frequency					
6,000 new inhabitants (cumulative) within 10 minute walk of the transit interchange					
4,000 new jobs (cumulative) within 10 minute walk of the transit interchange					
Whau bridge connecting New Lynn heart with Avondale Racecourse					
Delta Triangle redesigned with Delta Avenue connected directly to Great North Road					
PHASE IV (2018 - 2030)					
11 minute train journey to Auckland CBD / 10 minute peak time train frequency					
8,000 new inhabitants (cumulative) within 10 minute walk of the transit interchange					
6,000 new jobs (cumulative) within 10 minute walk of the transit interchange					
Bob Hill Reserve reconfigured surrounded by a new residential neighbourhood of 200 new homes					
1,500 linear metres of new streets in Bob Hill and The Avenue Precincts					
Creation of 2,500 linear metres of walkway / cycleway along the railway line					
New youth facility					



Who are the partners?

Everyone who has local knowledge and a passion for New Lynn must be engaged in the regeneration process as advocates and delivery agents. There are a number of partners in the regeneration of New Lynn.

1. Auckland Council (Waitakere City Council to November 2010) is a critical partner in realising this regionally significant vision delivering the upfront enabling improvements, promoting the development opportunities and ensuring quality outcomes ensue (via resource consents, investments and developer agreements). It is intended the New Lynn Urban Plan be adopted by the Council (initially as Waitakere City Council) and the Whau Local Board as the strategy document upon which all future planning and investment decisions will be made. The Whau Local Board has the opportunity to have a 'single conversation' regarding Avondale and New Lynn ensuring synergies and opportunities can be optimised.
2. New Lynn's business community has begun to talk about change in New Lynn and has established the New Lynn Business Liaison Group. Community groups active in planning for New Lynn's

future include friends of the Whau, active sports clubs and community groups such as the New Lynn Lions and Rotary Groups. These organisations have a long history of contributing to place-making and the preservation of heritage in New Lynn.

3. Te Kawerau a Maki has been a distinct tribal entity since the early 1600s when ancestor Maki and his people settled in the Waitakere area. They have ancestral links with people occupying the area at least as early as the 14th century. Ngati Whatua also has links to west Auckland. They established themselves on the Auckland Isthmus in the mid 17th century after defeating the Waiohau peoples under the leadership of Rangatira Tuperiri and Te Wahaakiaki. Because of the important marriages between themselves and Te Kawerau, the latter were left in peace in the Waitakere Ranges and west Auckland. Today Te Kawerau a Maki and Ngati Whatua are Kaitiaki for the land within New Lynn and the streams and harbours that surround it. As guardians of the land and natural environment, they are an integral part of protecting New Lynn and planning for its future.
4. Central government is also a partner in the evolution of New Lynn. With significant public investment in the rail infrastructure and large Crown land holdings in New Lynn, central government has an important role to play in its regeneration.
5. Private sector commitment to the vision will be critical to unlocking the full potential of the place

How to use this document?

The New Lynn Urban Plan is arranged in four sections.

Section I provides the context and analysis of New Lynn which informs the vision and strategic objectives outlined in Section II. Section III illustrates in greater detail how these strategic objectives and principles can be applied 'on the ground'. Section IV deals with implementation.

Section I provides the context to New Lynn and allows the reader to understand it by:

- Identifying all other statutory and strategic documents that underpin this plan
- Identifying changes in New Lynn's character and heritage over time, and how this has contributed to change in New Lynn
- Providing a social and economic context to New Lynn as a place
- Identifying New Lynn's redevelopment potential and market opportunities
- Providing an open space and movement context to New Lynn
- Identifying physical conditions that impact on development potential.

At the end of each topic there is a summary of key issues and opportunities.

Section II provides the vision and strategic objectives and outlines opportunities. It identifies open space; movement and connectivity, social infrastructure and economic development. Under each strategic objective several 'key moves' that contribute to delivering the vision are identified.

Section III contains the framework for shaping New Lynn and what it means for 10 identified precincts.

Section IV provides a 'route map' for delivering the vision with discussion regards to governance, marketing, delivery tools and phasing.



NEW LYNN URBAN PLAN - OPEN DAY MARCH 2010

Section I - Context - Understanding the Place



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Open Space Context

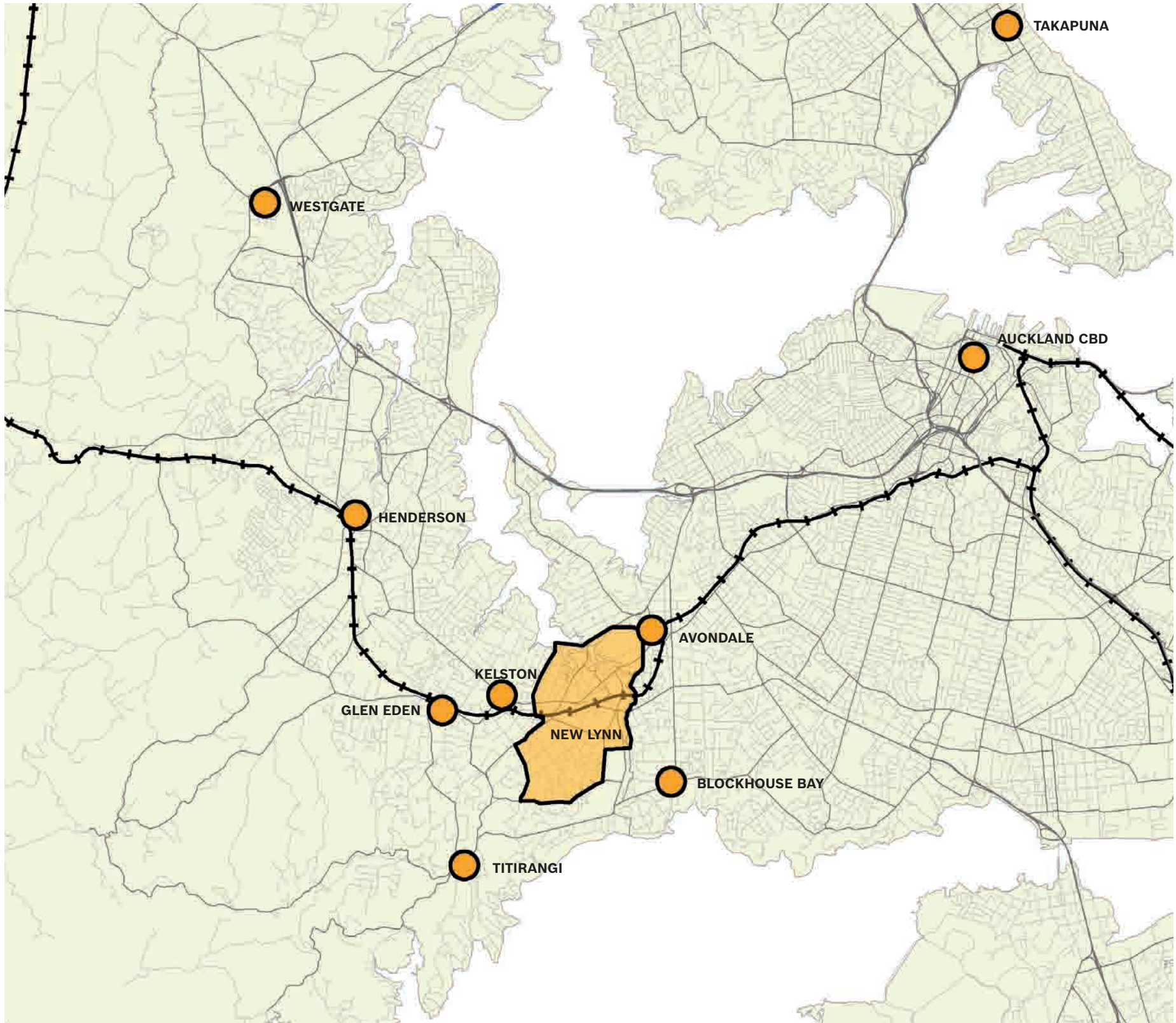
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New Lynn's potential as a TOD based urban place

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New Lynn's Strategic Setting and Importance





NEW LYNN URBAN PLAN

Section One



New Lynn's Strategic Setting and Importance **continued**



New Lynn is an important sub-regional centre for Auckland, acting as the service centre for a large catchment that extends to Titirangi (and adjoining villages) and Glen Eden in the west, Blockhouse Bay in the south, Avondale in the east and Kelston in the north. In regional terms it represents the southern gateway to west Auckland and the Waitakere Ranges (and gateway to New Zealand for many immigrants).

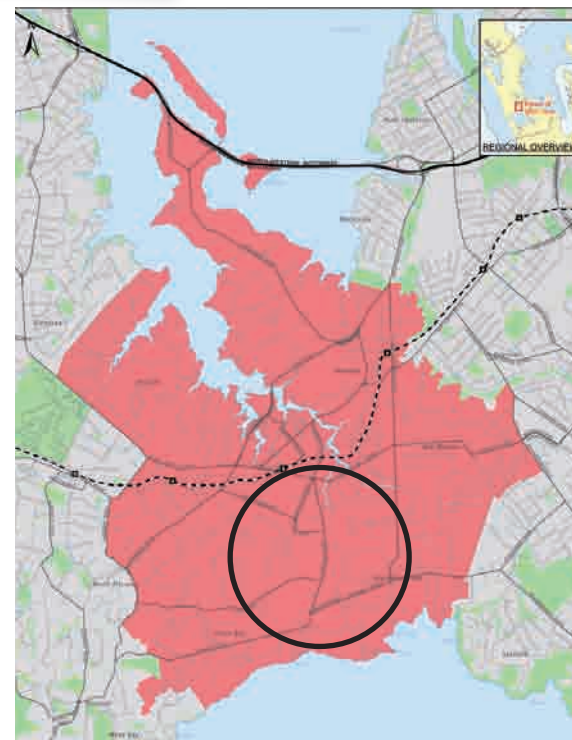
New Lynn is situated at a narrowing of the Auckland isthmus, one of the two narrowest points joining the North Auckland Isthmus to the rest of the North Island (the other is at Otahuhu, to the southeast). At this point, between the Whau River in the north and Blockhouse Bay in the south, the island is a mere 2800 metres wide. A portage existed between the Waitemata and Manukau harbours before European colonisation.

In terms of connectivity, New Lynn will be helped by the rail improvements and State Highway 20. It sits at the end of a recent house price growth corridor along Great North Road that has seen sharp rises in property values in Pt Chevalier and

definite uplift in Avondale. Its inclusion in the Auckland Council Whau Local Board boundary further emphasises the relationship to inner suburban areas of Auckland.

New Lynn is strategically important acting as the interface between the western outer suburbs and the more central urban suburbs. This relationship will shape future character as somewhere that while inherently urban will forever be influenced by the distinct identity of the west.

New Lynn's regional importance extends beyond its strategic positioning. It also represents the most significant (in terms of scale and progress) contribution to the regional Spatial Strategy's growth strategy of contained intensification within the existing urban core. New Lynn will become the first regional and national example of a TOD based intensification/regeneration project.



● WHAU LOCAL BOARD BOUNDARY

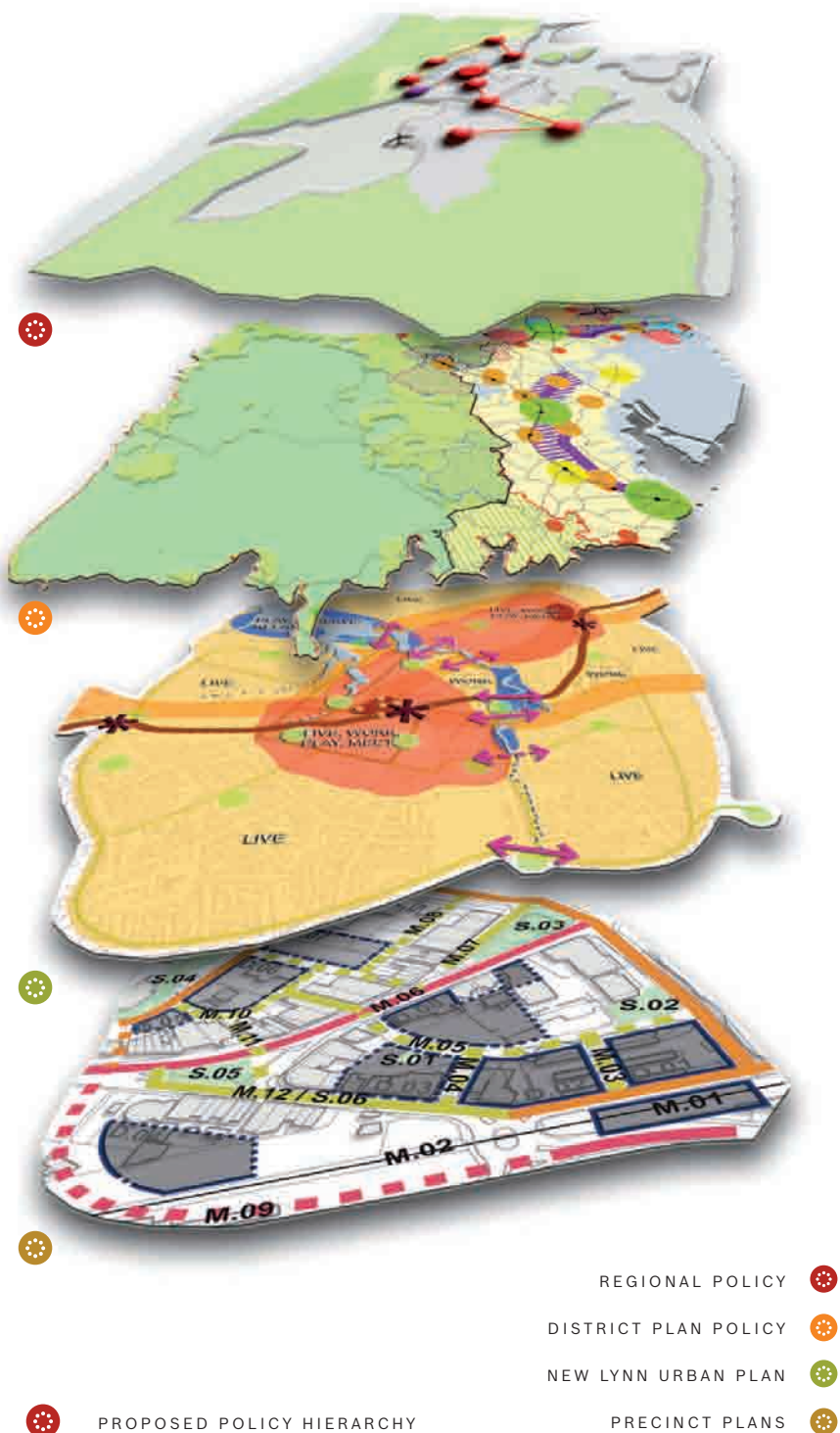
● WHAU LOCAL BOARD PUBLIC OPEN SPACE



NEW LYNN IS STEEPED IN INDUSTRIAL HERITAGE



Policy Context



How does this framework fit with other policy documents?

New Lynn is identified within current regional planning documents as one of three sub-regional centres in Waitakere. It has been recognised as a centre that will develop into a highly sought-after environment for high density apartment living beside a strong employment hub, with direct train access to Auckland’s CBD. New Lynn’s status as a sub-regional centre means it will provide supporting services to adjoining local centres at Avondale, Blockhouse Bay, Kelston and Glen Eden and will service the population beyond the local immediate area.

The plan sets out how New Lynn can respond in physical growth to the expectations set out in the regional planning documents and identifies items for consideration as part of council financial planning through Long Term Council Community Plans.

It is anticipated the plan will be adopted by the Whau Local Board as one of its key strategy documents, ultimately to be accompanied by a similar publication for Avondale.

The plan is to be used as the basis for a potential further Plan Change (to Plan Change 17) giving affect to land-use zoning changes, urban design rules and quality standards. Precinct Plans contained within Section 3 are intended as design/development briefs that set down the principles to an area.

Regional Strategy and Statutory Plans

The **Auckland Sustainability Framework (ASF)** is a shared commitment to sustainable development, long-term for the Auckland region and recognises the social, cultural, environmental and economic interdependencies faced by the Auckland Region. It provides a 100 year vision, eight long-term goals, eight shifts that need to occur in the way we think and do things, some immediate actions and longer term responses as well as indicators to measure progress.

The **Auckland Regional Growth Strategy (ARGS)** seeks to ensure growth meets the best interests of the people of the Auckland region. The strategy provides a vision for what Auckland could look like in 50 years time with a population of two million. The ARGs has recognised that in the west, intensification would be focused within two development corridors – the existing western rapid transit corridor and a proposed Henderson to Westgate corridor. The western sector would eventually have three sub-regional centres at New Lynn, Henderson and Westgate. The Growth Concept provides for a greater range of locational choice for business through opportunities for mixed uses in more areas and by ensuring sufficient business land is available in specific employment zones.

The **Auckland Regional Policy Statement (ARPS)** is a statement about managing the use, development and protection of the natural and physical resources of the Auckland region. The ARPS identifies regional issues and provides a resource management framework under the RMA for managing environmental effects within the region associated with urban and rural development. The ARPS identifies New Lynn as a sub-regional centre and sets out density targets.



City Strategy and Statutory Plans

The development of the New Lynn Urban Plan has been guided by Waitakere City's six strategies and by strategic documents that form part of Auckland City Council's planning for Avondale. Key strategies include:

The **Growth Management Strategy for Waitakere** (GMS) considers the drivers for, and constraints to growth in Waitakere and identifies where and when growth will occur. It includes a more detailed area profile of New Lynn (a significant growth area) and looks at what form growth could take.

The GMS is used to inform planning for infrastructure and the provision of public services and predicts the level to which New Lynn could achieve regional growth targets. The Auckland City Council GMS is based on a similar format.

The Waitakere City Council and Auckland City Council **Long Term Council Community Plans** 2009-2019 (LTCCP) have been prepared as a mandatory requirement under the Local Government Act (2002). They take a 10 year forecast of Waitakere and Auckland by describing council activities, goals, community outcomes processes and budgets for this period.

The LTCCP sets down a range of activities that will be undertaken in New Lynn ranging from expenditure on the new transport interchange, to maintenance of public parks. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 will enable a single LTCCP to be prepared by the Auckland Council and this plan will be informed by local planning through the development of the Local Board Plans.

The **Waitakere City Council District Plan** provides a planning framework for development in the city. The District Plan traditionally provided for New Lynn as a working town, and this was reflected in the high proportion of land zoned as Working Environment within the town centre.

Through the Local Government (Auckland) Amendment Act 2004 (LG(A)AA) process, Waitakere City introduced changes to its District Plan to guide the re-development of New Lynn as a transport oriented sub-regional centre.

Waitakere City's Plan Change 16 (growth), Plan Change 17 (New Lynn), and Plan Change 18 (citywide urban design) were developed as part of a comprehensive suite of plan changes designed to support high quality intensification around town centres and major corridors and to provide for limited expansion of urban areas to the north of Waitakere.

Plan Change 17 sought to:

- Introduce rules to facilitate and encourage intensification in New Lynn
- Establish new residential zones for medium and high density residential development
- Expand the existing core retail area and
- Establish a concept plan to guide development.

The **New Lynn Urban Regeneration Framework** (2008) sets a framework for the urban regeneration of the New Lynn town centre and recommends project areas to achieve the vision for New Lynn.

Other documents prepared at a city scale which will impact on future planning for New Lynn are:

- The Waitakere City Social Infrastructure Framework; the Waitakere City Social Strategy, and the Waitakere City Cultural Wellbeing Strategy
- The Waitakere City Economic Development Strategy
- The Waitakere City Transport Strategy
- The Waitakere City Environment Strategy
- The Waitakere City Open Space Strategic Plan and the New Lynn Ward Reserve Management Plans
- The Rosebank 2020 Business Precinct Plan
- The (draft) Auckland City Future Planning Framework.

Issues and Opportunities: Policy

HOW DOES NEW LYNN RELATE TO THE EMERGING REGIONAL SPATIAL STRATEGY FOR AUCKLAND?

IS PLAN CHANGE 17 SUFFICIENTLY STRONG TO DELIVER THE VISION?

WHAT COULD THE STATUTORY AND POLICY FRAMEWORK BE AROUND THE VISION?

HOW DO WE RECONCILE POLICY FOR AVONDALE AND NEW LYNN AS PART OF A SINGLE CONVERSATION?

HOW DO WE USE THE STATUTORY TOOLS AVAILABLE TO CLEARLY ARTICULATE THE VISION FOR NEW LYNN TO LANDOWNERS DEVELOPERS?



Heritage and Character Context

Understanding New Lynn's historical context provides an insight into how the form and character of New Lynn has changed over time and how new development should respond.

In the Beginning: Pre-1800s Early Maori Settlement

The land between the west coast, Waitemata and Manukau Harbours and the Whau Portage has seen more than a thousand years of Maori occupation and use.

However the New Lynn area was never heavily populated by Maori in pre-European times because of its heavy clay soils, unsuitable for agriculture. Maori settlement was largely based around small resource gathering settlements beside the Whau River and its inlets which were used for gathering kaimoana. As such, Iwi settlement patterns have not left an obvious mark on New Lynn's landscape. The adjacent lands provided other resources for these early settlements including timber, birds and plant fibres and were also an ideal location for growing kumara. The Whau Portage, Riverhead Portage, the Kaipara to Whau walking track and the Te Henga to Whau walking track formed the backbone of a comprehensive communications network through west Auckland and the area was of strategic importance.

Originally the Whau Creek penetrated as far as Portage Road, and it was from there Maori carried their canoes over the lip of land into Green Bay. The significance of this historical portage is that it remains the shortest distance over land between the Waitemata and Manukau Harbours. This route is a significant heritage theme because from the earliest settlement New Lynn has always been a junction of major transport nodes. This was the first indication New Lynn could be a centre of transportation.

The 1800s: First European Settlement & Beginning of Industry

The arrival of European settlers saw the continued use of New Lynn's rivers and the reliance on Whau River ports for transport interchange. These transport benefits, alongside clay soils and land available for urban expansion, soon encouraged the development of an industrial working town.

In the 1850's the Crown bought the land east of the main ridge and, following the purchase of the land west of the ridge in 1854, the remaining Kawerau people were reduced to living in 'native reserves' near the west coast. Ngati Whatua, who had occupied their Karangahape Pa at Cornwallis up to 1837, moved to their Orakei settlement.

New Lynn's early development as the industrial centre for west Auckland can be attributed to the grey and white pleistocene deposits and its strategic location on the Whau River, Great North Road and later on, the railway line. The great clay and ceramics industry sprang up there from the 1850s. This industry began in 1852 when Dr Pollen established the first west Auckland brickyard on the Whau Creek. Pollen realised the clay soils could be the basis of a great brick industry.

He engaged experienced brick-makers from Staffordshire England to ensure a quality product. Following on from this first brickyard many small works established around the Whau River, which was used to transport bricks by boat to Auckland. By 1870 13

brickyards were located along the Whau Creek on waterways, as the preferred mode of transport to Auckland. During the 1860s the city side of New Lynn was often referred to as the Whau.

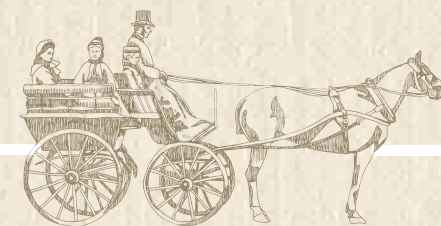
Monier Brickworks established in New Lynn during this period and continues to operate today. The brickworks and ceramics industries had a major influence on the development of the district. Some of the most significant names in these industries were Gardner Bros & Parker, Crum and later Crown Lynn Potteries and Ceramco.

New Lynn was named by Frederick Utting who carried out a comprehensive survey of the area in 1863. Utting was originally from Kings Lynn in Norfolk, East England, and was struck by the similarity of New Lynn to his home town because of the undulating creek cut country, covered in low vegetation.

The opening of the railway in the early 1880s encouraged further growth and the Astley Tannery was established on the edge of the Whau in 1888. Even today this building is New Lynn's, and possibly Auckland's, oldest industrial site in continuous use, although it no longer operates as a tannery.



1800s





The Early 1900s

The increase in New Lynn's population at the turn of the century was largely due to the clay industry, the development of rail passing through New Lynn and new subdivisions. The Gardner Brothers and Parker clay pits provided significant resources around the turn of the century, where they manufactured pipes and bricks, using the Crum and Ambrico Kilns. Competing horticultural industries such as Cutler Roses were also a significant employer at this time.

The Gardner family owned a 50 acre block that included the Manawa Wetland Reserve and Ambrico Reserve. They lived in a large brick house in Matai (Rankin) Avenue where the remnant of their garden is now preserved as Gardner Reserve. In 1902 John Gardner bought Parker's land

and with his three sons and Parker's son formed the company Gardner Brothers and Parker, which rapidly became the largest firm producing bricks in New Zealand.

New Lynn became a town district in 1910 (under the Town Board Act of 1908). Over the next 19 years, 40 elected commissioners and some paid staff laid the foundation for New Lynn by developing roads, school, hall, reticulated water and other infrastructure and facilities that were progressive for the time. A dormitory suburb developed for workers and much of the layout today reflects early attempts at urban planning. New Lynn underwent considerable development and expansion in the 1920s. By 1922 the district had been almost fully reticulated (using locally produced clay pipes) and commercial expansion took place in the centre. State housing began in the 1920s and continued through to the 1940s. The street pattern that evolved in the 1920s supported the development of large industrial sites and traditional suburban lots and provided strong connections for trade and transport. These large blocks remain a legacy of industrial development in the street pattern that exists today.

In 1929 the town district organisation was superseded by the Borough of New Lynn.

The War Years

The Brick and Tile Company (Crums) factory became the largest combined factory for the production of earthenware pipes and bricks in New Zealand. This company contributed greatly to the growth of New Lynn producing a range of ceramic fittings, employing 200 men making pipes, crocks, tiles, troughs, chimney pots, construction components and containers of all types.

In 1928 one million bricks were sold in a month. In 1929 TE Clark established the merger of the four main companies to form the Amalgamated Brick and Pipe Company, later known as Ceramco with works scattered throughout New Zealand. The firm branched out into the manufacture of crockery. The company lasted 65 years in its original form, and on the eve of the great depression, changed to become Crown Lynn, a brand that became a household name in New Zealand.

The depression hit New Lynn very hard, with some 200 being out of work in the ceramics industry alone. This was at a time when New Lynn's total population in 1935 was 3,500 people.

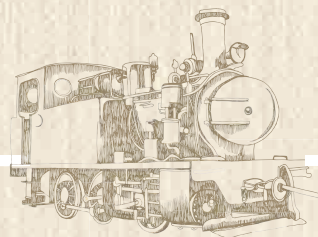
In the 1930s New Lynn began to transform as a consequence of an insurgence of residential development around its periphery. Most of the original buildings on Totara Avenue were replaced with basic two storey buildings with unarticulated flat roofs, although this development was punctuated with statement buildings such as the BNZ building with its unique butterfly roof.

Post War

After the war there was considerable residential development around the edge of the industrial centre, largely in the form of brick and weatherboard bungalows, many of which are still standing today. This development was the driver for the establishment of the country's first shopping mall in the centre of New Lynn. The opening of LynnMall in 1965 transformed the character of the retail centre of New Lynn from street based trading along Totara Avenue and Great North Road to a mall focused format. LynnMall has continued to serve as an anchor for the suburban surrounds.

By the 1960s there were more than 60 different manufacturing enterprises ranging from newspaper printing to fashion. Some of the companies that have operated long-term in New Lynn are still in operation today. The car sales industry also took hold in New Lynn, a significant change to the character of Great North Road, and industrial expansion took over large areas to the east of New Lynn's commercial centre. During this period, Ceramco House, was built by the most dominant player in the clay industry. The Ceramco building still stands today as a statement to the flamboyant architectural style of the time. It was built out of Ceramco bricks, a signature product of the New Lynn economy.

1900



1945



The Late 1980s - Today

By 1970 Crown Lynn was the biggest pottery manufacturer in the southern hemisphere, with 500 staff turning out 15 million pieces of china - cups, saucers, plates, bowls, mugs, jugs and vases each year. These products were exported mainly to Australia, Canada and the Pacific Islands. However in the 1980s the changing economic conditions undermined profitability and the business was shut down in 1989 and the factories gradually demolished. The Ambrico Place kiln is the only trace left of what was once an enormous industry.

In 1989 New Lynn Borough disappeared and Waitakere City was born. In 1996 council engaged international design consultants to facilitate the New Lynn charette which focused on intensification of residential and employment activities around the railway station. The charette considered how the centre could be redeveloped to become a high quality pedestrian environment, anchored by a transport interchange, with employment opportunities within or near its town centre. The charette's themes, New Urbanist principles for a Transit Oriented Development, resulted in the next 15 years of thinking about investment in trenching the railway line and promoting a more intensive form of development around the centre.

Following the charette the potential for New Lynn to be revitalised around a major transportation hub was recognised. Developers were quick to respond with proposals for high density redevelopment within and around the former brickworks at Ambrico and Crown Lynn Place. However these developments emphasised the barrier created by the railway line, which effectively cut the New Lynn Town Centre in half.

In 2005 council made changes to its District Plan (Plan Changes 17 and 18) to enable a more intensive form of development in the centre. Plan Change 17 was also developed in response to significant public investment in the section of the railway line running through New Lynn's centre. It put the statutory process in place to enable New Lynn to become a major urban growth node, based on the principles of a transit oriented development or TOD.

New Lynn today is in a state of transition with the rail trench being completed and a new wave of intensive urban development. New Lynn is reinventing itself and making significant changes, as it has done in the past. It remains however a place of transport, where people live, work and play.

New Lynn's Heritage and Character

"Solid Suburbia from its heart to its heights, from the older established areas to stylish homes and newer subdivisions. New Lynn's big focus is its signature mall but it has a lot else going for it including its flat typology which suits its loyal older members and pram pushing parents. It's heartland stuff with families of all ages and stages working hard to make an honest living, commuting to work and supporting their local shops and services". (Reference "Where to live in Auckland", year)

New Lynn has been subject to sustained redevelopment over the past century and has lost a lot of its original fabric and identity. Buildings have been lost over time and current development is comprised of a blurred mix of architectural trends that showcase the architectural style of each decade from the 1920s to today. However, the arrangement of streets and open space are reminders of New Lynn's original town plan and the remaining older buildings reflect a history of a suburban working town.

The impression of the place will change as solid suburbia gives way (in part) to a more urban land-use. The heritage and character of the place are important and need to resonate in all new development.

Incremental changes in New Lynn's land use and urban fabric over the past 50 years include:

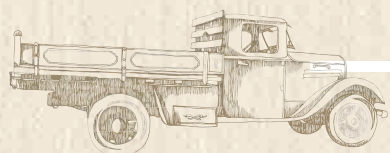
- The construction of some 1980s style of office development, which has largely been a stagnant market over the past 20 years
- The conversion of industrial style buildings to a more intensive employment mix (internal divisions within buildings)
- High density residential development on vacant former industrial land on Rankin and Margan Avenues, and on Crown Lynn Place
- The conversion of industrial units to bargain retail premises and the sale of

bulky goods from buildings previously used predominantly for manufacturing, particularly on Veronica Street in the sites opposite LynnMall.

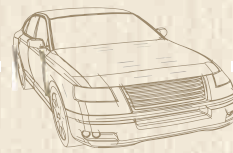
- Redevelopment in the 1980s of brownfield industrial land to large format (trade based) retail (Mitre 10, Warehouse, Repco) on Clark Street
- The establishment of a large cinema complex on Clark Street in the early 1990s and its subsequent closure
- The emergence of car yards, particularly on the Great North Road corridor.

The current overall form of New Lynn is incoherent, reflecting the incremental way in which it has grown over the past century. Patterns created by former industrial sites have left large blocks, with little or no access through them (as illustrated by the street and block pattern plan on page 19). Land uses are also reflective of the traditional zoning patterns where industrial, retail and residential areas were established in distinct areas, and mixes of land uses are rare. LynnMall continues to dominate the town centre landscape and its form and mass are out of scale with its adjacent character areas. Totara Avenue and Great North Road have a finer grain form of retail that should be preserved.

Residential development in the study area is largely located to the south and east of the town centre, historically cut off from the town centre core by busy traffic movements on Clark Street, Rata Street and the railway line. The rail trench has helped connect the south of the town back into the town centre.



1980



2010





New Lynn'ness

New Lynn'ness /nju:lɪn nɪs/ *noun*.

- 1 Having a propensity to do things first in New Zealand e.g. LynnMall was the first American-style shopping mall in Auckland when it opened in 1963 [it became the first air-conditioned mall in New Zealand in 1987, the first to open on Sundays in 1991, and the first to be smoke-free in 1994], it has had many fast food firsts - Mac Donald's, Wendy's and Pizza Hut all set up in New Lynn first - and perhaps more salubriously it is set to be the first Transit Oriented Development in New Zealand.
- 2 Having a close relationship with the natural green-blue environment of the Waitemata and Manukau harbours and the Waitakere Ranges.
- 3 A showcase of cultural diversity within the typically New Zealand suburban district.
- 4 Having a rich heritage of making things including some essential elements of kiwiana [any of the many 'collectable' items redolent of New Zealand life and culture], most notably, Crown Lynn pottery and specifically Crown Lynn Railway Cups.
- 5 Exemplifying the Westie (*person*). Westie or Westy is a colloquial term used to stereotypically describe residents of West Auckland, can be both pejorative and good natured. Many people from Waitakere call themselves westies with pride. The old stereotype that incorporates black singlets and old V8 cars is giving way to a contemporary societal identifier embodied in a hands-on, step-up and get-on-with-it attitude.
- 6 Reflecting the local geology (*Tauranga Group alluvium that has been deposited on weathered Waitemata Group residual soil and rock*) and association with Whau clay which spawned many clay based industries including brick making: the home of the Crown Lynn Brick Company.

ORIGIN: Lyn is the Welsh word for "lake" or, occasionally, "pond" or "pool". The word and its cognates in other Celtic languages (such as the Irish linn and the Breton lenn), as well their derivatives—including lynn, lynn and lin—appear in many place names throughout the current and former Celtic world. The area of New Lynn was surveyed by Frederick Utting in 1863, who named it after Kings Lynn in Norfolk because of a similarity in the countryside.

Built Heritage and Character

Building in New Lynn has remained at a consistent scale and density over the years, with the exception of some four to five storey buildings. The majority of façades have been altered by painting and advertising signs rather than structurally and some of these traditional facades provide a contextual cue for the original merchants trading centre.

Many of New Lynn's newest developments relate poorly to the scale, design and massing of the original built environment. The fast food restaurants, car sales yards, the 1980s mirror glass office buildings, and large format bulky goods stores add to the function and variety offered by New Lynn, but have detracted from its urban quality with no consistent pattern

to these developments or recognition of New Lynn's heritage.

Modern New Lynn has also lost important influences on heritage and character such as the clay industries and the families associated with them. The brickworks and potteries had a major influence on the development of the district and have largely disappeared. Although they are present in some building materials, these activities are no longer a feature of New Lynn.

New Lynn has a number of listed residential heritage buildings as well as character buildings that are not protected. Current housing stock ranges from brick bungalows

from the 1920s/30s art deco period.

Californian bungalows and houses from the post war era; suburban development in infill subdivision in the 1970s and 1980s. Collectively, these houses are very important in establishing the basic character of New Lynn, essentially suburban New Zealand.

The more recent medium density housing of Crown Lynn Place and Ambrico Place are symbolic of the latest residential transition from a suburban to urban centre. Achieving a higher density and mixed-use living as part of a transit oriented development will guide the next wave of residential development and character.



COLOUR AND MATERIAL PALETTE OF NEW LYNN



Natural Heritage and Character

New Lynn's character is shaped primarily by its topography and its streams. The core of New Lynn is a flat basin, gently rising slopes around its periphery, forming ridgelines and troughs out to the base of the Waitakere Ranges.

The Whau River provides a coastal edge to the north, and the Avondale Stream connects the Whau from the Waitemata Harbour to the Manukau Harbour to the south. The Rewarewa Stream provides a western edge to the town centre core, connecting the Whau River to the Manawa Wetlands. The coastal edge, the rivers and their tributaries, are an integral part of New Lynn's heritage, particularly in the role

they have played in providing transport. They have also influenced recreation and settlement patterns around the Whau River.

The rivers themselves flow predominantly through private property and there are large sections of the Avondale Stream where there are little or no riparian margins, and no public access. Most buildings face away from the rivers and the stream beds are poorly maintained. Downstream tributaries of the Whau were piped as part of the creation of a reticulated stormwater drainage system. Despite over a century of neglect and the discharge of pollutants from surrounding industries, the Whau still supports fish and plant life and is an

important part of a natural ecosystem feeding into the Waitemata Harbour.

The landform and the grid roading pattern has in itself shaped the views and gateways to New Lynn. Great North Road rises to the west of the centre, providing views across the basin and toward the volcanic cones in central Auckland. The Rata Street approach from the north provides glimpses across Titirangi South and toward the ranges. Streets from the south of the centre rise from Margan Avenue to the natural ridgelines, providing views across the centre toward the CBD and Mt Eden. Views from the eastern gateways at Wolverton Street and Great North Road provide views

across New Lynn, up toward Waikumete Hill and the Waitakere Ranges beyond.

New Lynn has a large number of small open space areas, some of which are in the town centre core. These areas depict heritage values in that many have memorial structures or artworks. The Titirangi Golf Course is the largest (and privately owned) open space that is an often forgotten component of New Lynn's natural character. It was designed in 1927 by world famous designer Alister MacKenzie.



 BLOCK PATTERN - A PRODUCT OF NEW LYNN'S INDUSTRIAL PAST

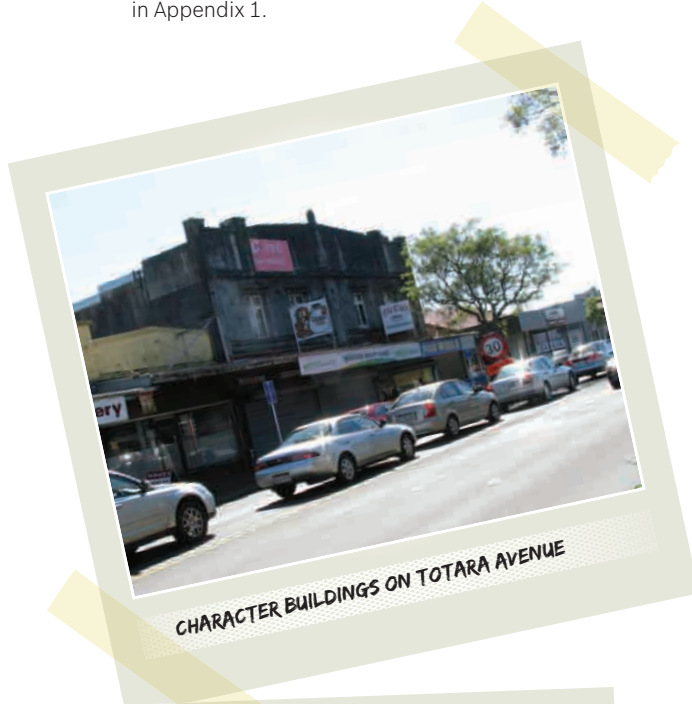


 VIEW LINES - RICH LAYERS OF LANDSCAPE AS VIEWED FROM GREAT NORTH ROAD



New Lynn's Character Areas

The New Lynn study area has nine distinct character areas. They have informed but not necessarily determined the 10 Precinct areas considered in Section III of the plan. These character areas are defined by a sense of common character or theme. Critical elements of each of these areas are captured in Appendix 1.



CHARACTER BUILDINGS ON TOTARA AVENUE



NEW LYNN POLICE STATION, GREAT NORTH ROAD



CHARACTER AREAS



Avondale's Historical Context

Avondale wasn't continuously occupied by Maori in the days before European colonisation, but nearby settlements at Owairaka Pa on Mt Albert, and Te Whau Pa at Blockhouse Bay meant Avondale was frequently used. After Auckland had been established in 1840 the isthmus was divided into a number of parishes and Avondale formed part of the Parish of Titirangi. The first settlement appeared on a map of Auckland in 1860 which would later become Avondale Village. In 1882 the district was renamed 'Avondale' after the Duke of Clarence and Avondale.

In the 1860s the Avondale area slowly began to develop. In 1868 residents formed their own highways board to develop local roads and link the growing settlement to the rest of Auckland. In 1869 the board worked with central government to fund the extension of Great North Road from Pt Chevalier to Avondale creating the first overland transport link between Avondale and the city. By 1880 the railway link had been established between Auckland and Avondale, and the area was further boosted by the establishment of Avondale Primary School in 1882.

The Avondale Borough Council was formed in 1922. Shortly afterwards Avondale was amalgamated into Auckland City. By the 1960s Avondale was a thriving suburb of Auckland with a highly diverse shopping centre based around the area's location on the western railway line and the terminus of the Great North Road streetcar line, (although trams were replaced by trolley buses and eventually diesel buses throughout this period).

After the LynnMall Shopping Centre was opened in 1965, the viability of many local stores was greatly affected. Emerging forms of retail activity, based on the increasingly ubiquitous automobile, meant a number of local stores in Avondale could no longer compete against big box retail outlets.

Since the 1960s Avondale has experienced significant change in population size, (it doubled between 1961 and 1985) and in the characteristics of its population. Much of the population growth during this period had been absorbed by old houses being replaced by rows of flats, and large sections attracting infill housing.

In the 1970s two major developments in Avondale had a significant impact on the role of the area. The first was the 3 Guys supermarket in 1975, which became an 'anchor' store for the Avondale shopping district. The other important development was the Ash Street bypass, which opened in 1978. This bypass allowed traffic between Auckland City and west Auckland an alternative route to Great North Road. The bypass was primarily designed to stop heavy trucks travelling through the heart of Avondale.

In 1999 Auckland City Council announced plans for Avondale to become one of the city's 'strategic growth management areas' for intensification. Despite this planning, market led change to the built form of Avondale has been minimal in recent years.

Avondale's present character is comprised of older and low grade strip retail on Great North Road, pockets of low rise apartments near the train station, infill housing and terraced flats and older stand alone bungalow style dwellings. The Avondale Racecourse weekend market provides an important cultural hub for the community of Avondale and beyond. However the racecourse is a significant land area that is not permeated by streets or pedestrian connections, and it is disconnected from Avondale's town centre.

Key Issues and Opportunities: Character & Heritage

RETAIN ENHANCE AND EXPLOIT THE NATURAL HERITAGE RIVERS AND RANGES

SHOW CASE THE ARCHITECTURAL MIX AND PROTECT THE LISTED BUILDINGS OF INTEREST AND VALUED CHARACTER ELEMENTS.

ACKNOWLEDGE THE RENOWNED BRICK AND CERAMICS INDUSTRY UPON WHICH NEW LYNN WAS BUILT.

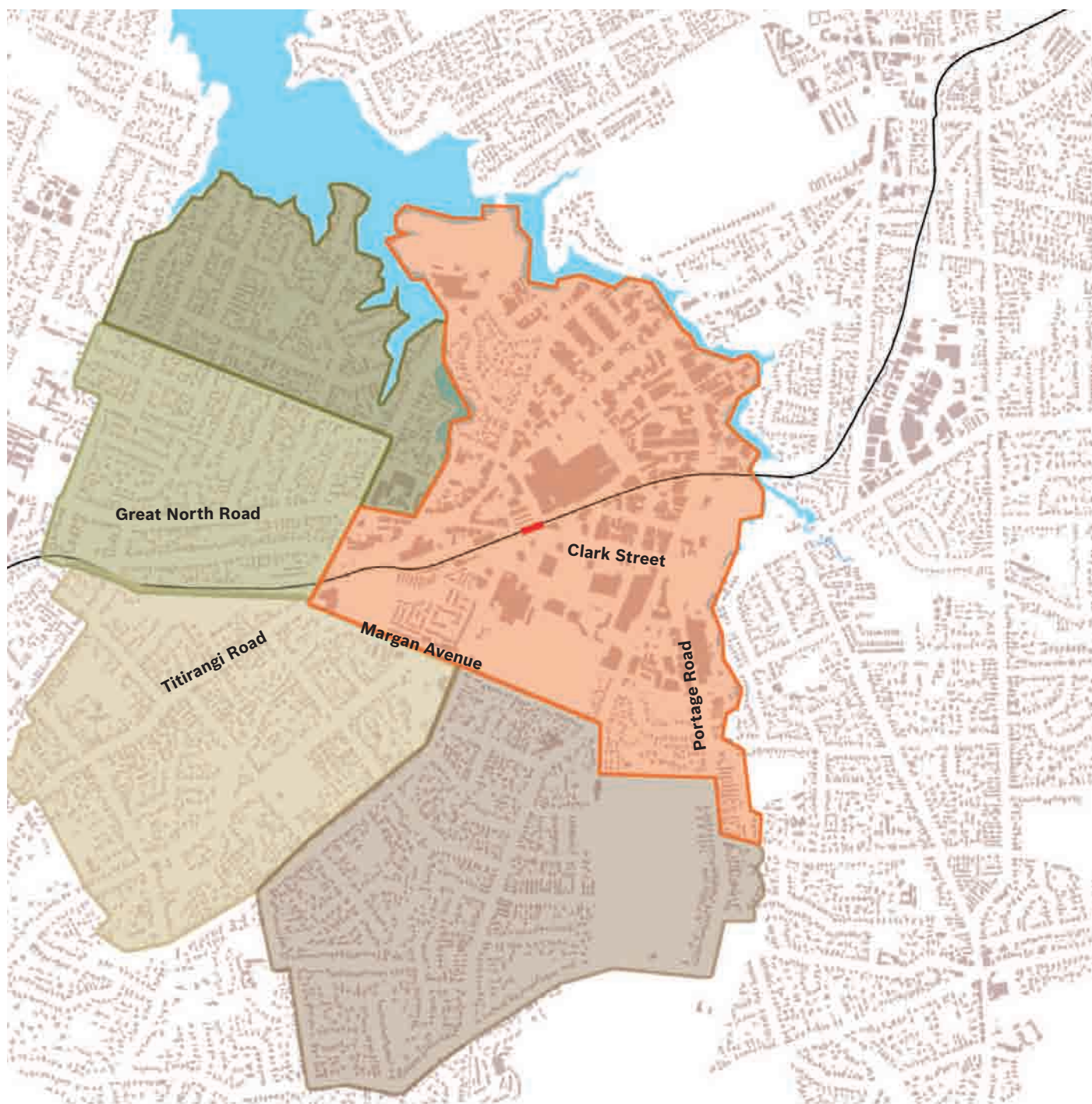
REPAIR THE DAMAGE OF A CENTURY OF POORLY PLANNED DEVELOPMENT.

REFERENCE EXISTING CHARACTER IN FUTURE DEVELOPMENT.





Socio-Economic Context



- CENSUS AREA UNITS
- NEW LYNN NORTH
- NEW LYNN SOUTH
- LYNN MALL
- REWAREWA
- FRUITVALE

The New Lynn community has evolved and grown considerably over time as people from different cultures and backgrounds have come to live alongside the more established communities in the older areas. This has resulted in a community of many contrasts. Today the predominant population in the New Lynn area includes long term older residents, younger migrants from throughout Asia and first time homebuyers. New Lynn is also one of the most transient areas in the Auckland Region and somewhat of a 'New Zealand gateway' for new migrants to west Auckland.

The Waitakere Growth Management Strategy (2009) anticipates New Lynn will accommodate 4,000 households, 10,000 new people, and 12,000 employees by 2031. These projections are based on New Lynn's role as a sub-regional centre in accommodating a share of the region's employment and population growth.



Demographics

This is aligned with international best practice which suggests to be a successful (urban) TOD New Lynn will need a minimum of 20,000 people living within a 10 minute walk of the transit centre and a minimum of 14,000 employees working in the centre. Furthermore, the regeneration of New Lynn will need to be driven by more than growth targets. Redevelopment will need to deliver a character that is appropriate to New Lynn as a place, factoring in its current and future community, its natural landscapes, its built form and character, and the way the centre will be able to operate.

New Lynn's socio-economic profile (as at the time of the last Census in 2006) is largely based on the Census Area Unit (CAU) of which there are five covering the greater New Lynn area. The New Lynn Urban Plan takes in all of the LynnMall CAU, and much of the Rewarewa, Fruitvale, New Lynn South and New Lynn North CAU's.

The total population of New Lynn, that is the CAU's of LynnMall, Rewarewa, Fruitvale, New Lynn South and New Lynn North, was 15,507 residents as at the 2006 census (refer map on the facing page). This represents an averaged population increase across the area of 10 percent since the 2001 census although the rate is quite variable between the individual CAU's with LynnMall having experienced a 32 percent increase while New Lynn North had no population growth. The population within the Urban Plan area, the 1.2 km pedshed or 10 minute walk from the rail interchange is approximately 11,000 (using meshblock data from the 2006 Census).

Key characteristics of the New Lynn population

On a general level there are a number of significant and contrasting differences between the people who live in the LynnMall CAU and the other CAU's that encompass New Lynn:

- LynnMall CAU has one of the lowest median ages in west Auckland (28 years) mainly as a result of having a significantly higher proportion of 20 – 35 year olds, while the surrounding CAU's have significantly higher levels of individuals aged 65+ years raising their median age to between 34 and 36 years.



NEW LYNN MOON FESTIVAL



- 61 percent of people living in the LynnMall CAU describe themselves as Asian, with the highest percentage being Chinese. 32 percent of people living in the remainder of New Lynn are Asian, the highest level in west Auckland. New Lynn also has among the lowest percentages of Maori or European in west Auckland. Should current trends continue over the next 20 years New Lynn is likely to have the highest increases in Asian and Pacific Island ethnicities and a continuing decline in Europeans particularly in the 65+ age group.
- New Lynn has significantly higher levels of transience or "population churn", (combination of the percentage of residents who lived overseas and living at the same residence over a period of 5 years) particularly in the centre, compared to the wider Auckland region. High levels of new migrants, rental properties, cheaper property and numbers of students are some of the main factors that contribute to this transience. The Avondale area has significantly lower levels of transience when compared to New Lynn. This high level of transience presents a challenge in creating a balanced, stable community in New Lynn committed to, and capable of, realising the vision.
- A significantly higher percentage of residents living in New Lynn have no access to a motor vehicle (the New Lynn South CAU has the highest at 14.1 percent) when compared with west Auckland as a whole. Additionally New Lynn has higher percentages of individuals using public transport.
- A significantly high percentage of residents living in the LynnMall CAU (18.9%) and to a lesser extent individuals living in Fruitvale (7.4 percent) stated they used no fuels to heat their accommodation, compared to west Auckland as a whole (3.9 percent).

Social Deprivation Index

The Social Deprivation Index is a measure of socio-economic status calculated for small geographic areas and is calculated using a range of variables including income, employment, support, living space and home ownership. An index score of 10 is the highest level of deprivation.

New Lynn is at the eastern end of west Auckland's urban band which has an Index score ranging between 7 – 9 and continues on through Auckland's Avondale and Rosebank area which has a similar score. LynnMall CAU has a score of 9 which is among the highest west Auckland.



NEW LYNN LIBRARY



Employment

Employment

- In 2007 there were 7645 paid employees working in the New Lynn area (excluding sole-owner workers).
- The manufacturing, retail, accommodation, cafes and restaurants and the finance and insurance sectors have a significantly greater share of the employment market in New Lynn when compared to Waitakere as a whole.
- Between 2001 and 2007 the sectors with the largest increases in employees were retail, property and business services, health and community services and construction. There has been a significant decrease of employees in the manufacturing sector which is concerning given its importance in the overall employment base.
- While the New Lynn CAU experienced some employment growth in the early 2000s, employment growth for this census area has been static or falling since 2005, despite economic expansion for the economy as a whole. The employment role of sub-regional centres is a particularly important regional

outcome and therefore the decline of employment in New Lynn is of particular concern. As a result of recent trends the centre has lost market share while other areas of a similar size in the Auckland region have grown.

- In 2006 New Lynn had a significantly higher proportion of its population not in the labour force and higher levels of people unemployed. The current global economic recession is likely to have significantly increased the numbers of unemployed in New Lynn. Out of the employable workforce across New Lynn, Maori, Pacific Peoples, and to a lesser extent Asians, had higher percentages comparatively of unemployed while Europeans had the lowest.
- Within the LynnMall CAU, of those individuals not in the workforce, more than 45 percent are Asian. However given the age/ethnicity profile and higher percentages of individuals in full time education in LynnMall, it is likely a number of these are full time students.

Earnings

Income levels in New Lynn and neighbouring Avondale are low when compared with the regional average. In the 2006 census 11 percent of people in New Lynn and 14 percent of people in Avondale earned more than \$50,000 a year.

The averaged median personal income in the 2006 Census for New Lynn was \$20,880 and the median personal income for the Avondale area was \$20,389 as compared to \$26,800 for the Auckland region.

Across New Lynn's CAUs a higher percentage of residents, than the West Auckland average received government benefits with a corresponding lower percentage of residents receiving wages and salaries. Some of this is attributable to higher levels of individuals aged over 65 years receiving superannuation and students receiving allowances.



Key Issues and Opportunities: Socio-Economic

Educational Attainment

The educational attainment of people in New Lynn and Avondale improved considerably between the 1996 and the 2006 Census. In 1996 residents with no school qualifications was around 47 percent.

In 2006 residents in the LynnMall CAU had significantly lower levels of residents (13 percent) who had no secondary school qualification compared to the surrounding CAU's where around 23 percent of residents had no secondary school qualification being similar to the average for west Auckland and the Auckland region as a whole.

Almost 38 percent of residents in New Lynn had a secondary school qualification as at the 2006 Census. 14 percent (LynnMall CAU 17 percent) had a Bachelors Degree or Level 7 qualification which is higher than the west Auckland average of 10.7 percent and average for the Auckland region.

The levels of educational attainment do not seem to be fully reflected in income and employment statistics for residents living in New Lynn and may suggest the more highly qualified residents work in jobs not commensurate with their educational attainments. Given the ethnic profile and high levels of new migrants in New Lynn this suggests there are a range of barriers in gaining appropriate employment and being able to fully use their skills.

Overall economic competitiveness

In 2009 there were over 900 businesses in New Lynn employing around 6,000 people. It is estimated that the added value (GDP) produced in New Lynn amounts to approximately \$520 million. This represents about 12% of the total value of the Waitakere City economy.





Social Infrastructure Context

Overview

New Lynn has a history of developing its own social infrastructure. Highlights include the bowling club in 1927 (Reid Road), the Lynndale Amateur Athletic and Cycle Club established in 1928, and the community established SPCA in 1933 (possibly the first in New Zealand). It has also been a place of major community projects including Bob Hill Reserve which was planted and developed by the Lions in 1974, Todd and Delta Triangles, designed by Rotarians in 1980 and 1984, and the fitness trail designed by Jaycees in Ken Maunder Reserve in 1984.

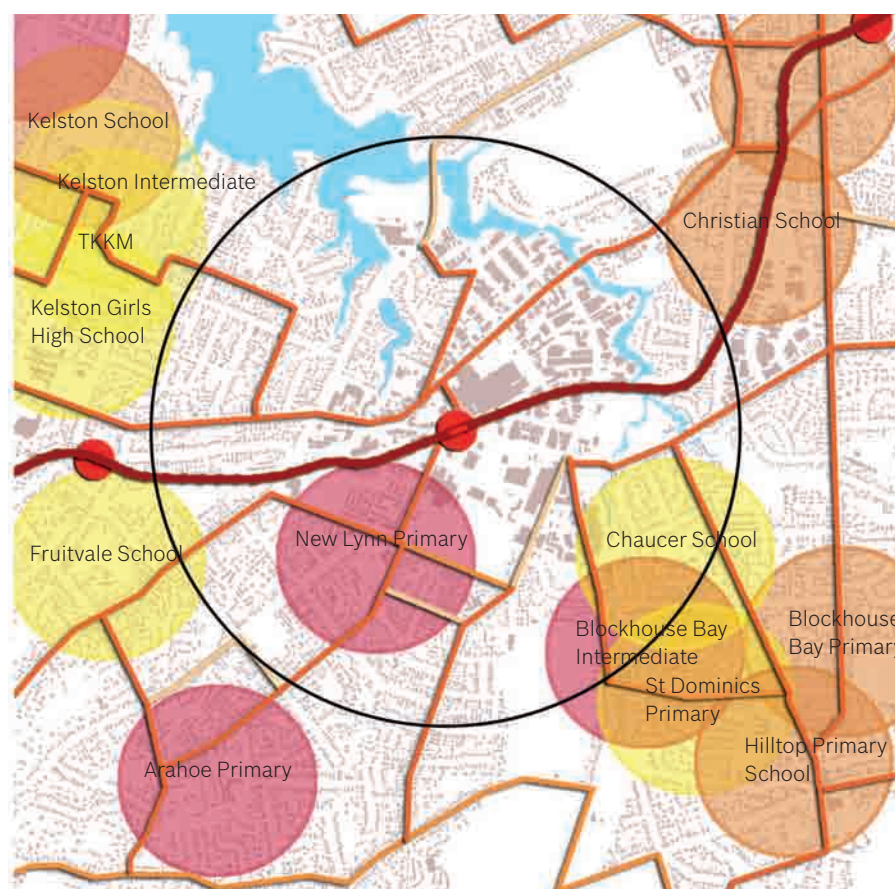
A number of social infrastructure provision challenges exist for New Lynn and the wider area in terms of meeting the demands of population growth and some of the more specific demographics of the area outlined in the Socio-Economic Context section.

Much of this increased population is likely to be housed in medium/high density dwellings which will present challenges for the way community infrastructure is provided. Creating a sense of a vibrant, functional and stable community in the New Lynn area will be an ongoing challenge particularly given the current level of “churn” in New Lynn’s population, the diversity of the community, land availability and the ability to integrate new people into this community as the area intensifies.




Significant future investment in a range of social infrastructure facilities (both public and private), services and supporting networks in the New Lynn area will be required if New Lynn is to attract and enable people to remain living in the area in addition to addressing current gaps.

Education

- High quality schools and early childhood facilities are major factors of where families with children decide to live and work. The wider area surrounding New Lynn is reasonably well served in terms of choice of schools and to a lesser extent early childhood provision. Good access to public transport in New Lynn has contributed to parents being able to take advantage of this choice as evidenced by children in New Lynn using public transport to go to school outside of the study area.
- Local provision is currently relatively low in terms of capacity, with New Lynn Primary being the only school in the immediate study area. The map on the right illustrates where the existing schools are located and identifies a clear gap in the core centre of New Lynn.
- The Ministry of Education’s “New Lynn Area Report and Network Analysis” seeks to maximise the potential of existing schools and at this time the ministry has no plans to build new schools in the area. The ministry however recognises that a target of 20,000 people living in New Lynn will require at least an additional school and that existing and new schools will need to become more urban in character including the shared use of other social infrastructure.
- New Lynn Primary School is being considered for significant re-development. Other schools outside the study area include Arahoe, Fruitvale and Chaucer School, as well as a range of primary, intermediate or secondary schools in Kelston, Blockhouse Bay, and Green Bay, and a private (Catholic) primary school in Avondale. There are no co-ed secondary schools within the study area. The ministry’s research suggests a significant proportion of students living in the eastern part of the study area to go to secondary schools elsewhere.
- Private education facilities would add to the range of provision and there is the potential for land to be redeveloped for this purpose if it were to take a more urban form and use shared facilities.



 SCHOOLS

 SCHOOL AT CAPACITY
 SCHOOL ABOVE CAPACITY
 SCHOOL BELOW CAPACITY

- There are currently 11 centre based Early Childhood providers in the New Lynn area providing sessional care to full day care, with the majority at capacity with long waiting lists and accepting children from a wider area than New Lynn. Two of the existing early childhood facilities will be displaced by development. The capacity of these early childhood centres is mapped on the facing page. Given projected employment and population, growth and under capacity of existing early childhood provision, a significant increase in early childhood facilities/ services is required. Consideration needs to be given to more creative ways to provide such services including incorporation into medium/high density housing developments.
- As New Lynn's manufacturing base shifts out of the centre it will become increasingly important to provide for tertiary education and up-skilling of the workforce to transition to more skilled trades and professional services. The need for the continued development and investment in the capacity, capability and provision of the tertiary education sector in New Lynn to serve both the local population and wider area will become more important over time.



EARLY CHILDHOOD EDUCATION

CENTRE ABOVE CAPACITY
CENTRE AT CAPACITY
CENTRE BELOW CAPACITY

WHERE CHILDREN COME FROM TO NEW LYNN PRIMARY SCHOOL



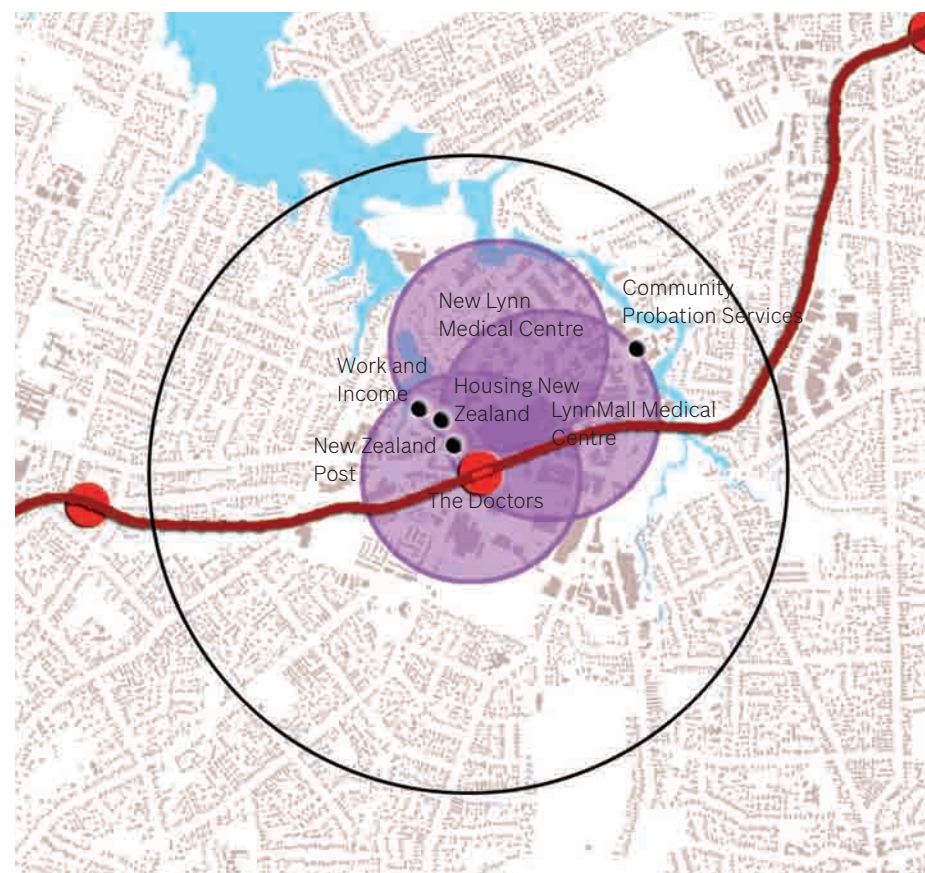
Health Facilities and Services

A range of aspects exist of the socio-demographic profile of the New Lynn area including levels of older adults and significant population growth, that indicate that significantly higher levels of primary health care services are required now and in the future.

While the general practitioners/population ratio for New Lynn is similar to the west Auckland average, it falls significantly below the ratio for Auckland region as a whole. All the GP practices in the New Lynn area are around its core which potentially leaves a gap in provision towards the edge of the study area (as illustrated on the map on the right).

The Waitemata District Health Board is working on the development of Integrated Family Health Centres (IFHC) as the delivery vehicle for the government's Better, Sooner, More Convenient primary health care policy. These centres will provide an extensive range of primary health care services.

The New Lynn/Avondale area has been identified for a Level 2 IFHC. The Ministry of Health has emphasised the importance of public transport services between New Lynn and Waitakere Hospital on Lincoln Road in providing a comprehensive service for admissions and out-patient care.



GOVERNMENT AGENCIES AND MEDICAL SERVICES

GOVERNMENT AGENCIES AND MEDICAL SERVICES

5 MINUTE WALK TO MEDICAL SERVICES





Government Agencies, Emergency Services and Community Social Services

There are a relatively limited number of government and community social services agencies based in the New Lynn area. Some of this can be attributed to New Lynn being at the edge of organisational boundaries or catchment areas such as that between the Auckland and Waitemata DHB's and some west Auckland services wanting to be based in Henderson which is more central to that area.

Given New Lynn's role as a sub regional centre, its community profile and location in the context of the new Auckland Council boundaries strongly suggests New Lynn should have a higher presence of government agencies and community social services, preferably in the centre. A more immediate need is for greater levels of government and non government services relating to new migrants .

Emergency services are generally well located to serve the area with a fire station along Blockhouse Bay Road in Avondale, a St Johns Ambulance Station on Wolverson Road, the proximity of New Lynn to the Auckland District policing centre in Avondale and a small police station in New Lynn.

Cultural Facilities & Community Development

The New Lynn Community Centre is a popular location for community groups, particularly ethnic minorities and the increasing Asian population. There are a number of churches and other religious centres. Given the religious and cultural diversity of the residents living in New Lynn it will be important to provide space for these facilities in a more urban setting.

More intensive community development support is appropriate for areas where there is major change at a community level, including significant growth, a fragmented community, or higher levels of social need. Future investment in community development resources for New Lynn will be critical to support New Lynn's community as it shifts from a suburban to a more urban mode of living and to address some of the more pressing social issues. Given the higher levels of unemployment opportunities for community economic development projects should be encouraged.



COMPARISON OF SOCIAL INFRASTRUCTURE PROVISION IN NEW LYNN SUBREGIONAL CENTRE AND TITIRANGI VILLAGE

- COMMUNITY FACILITIES
- PLACE OF WORSHIP



Leisure and Recreational Facilities and Services

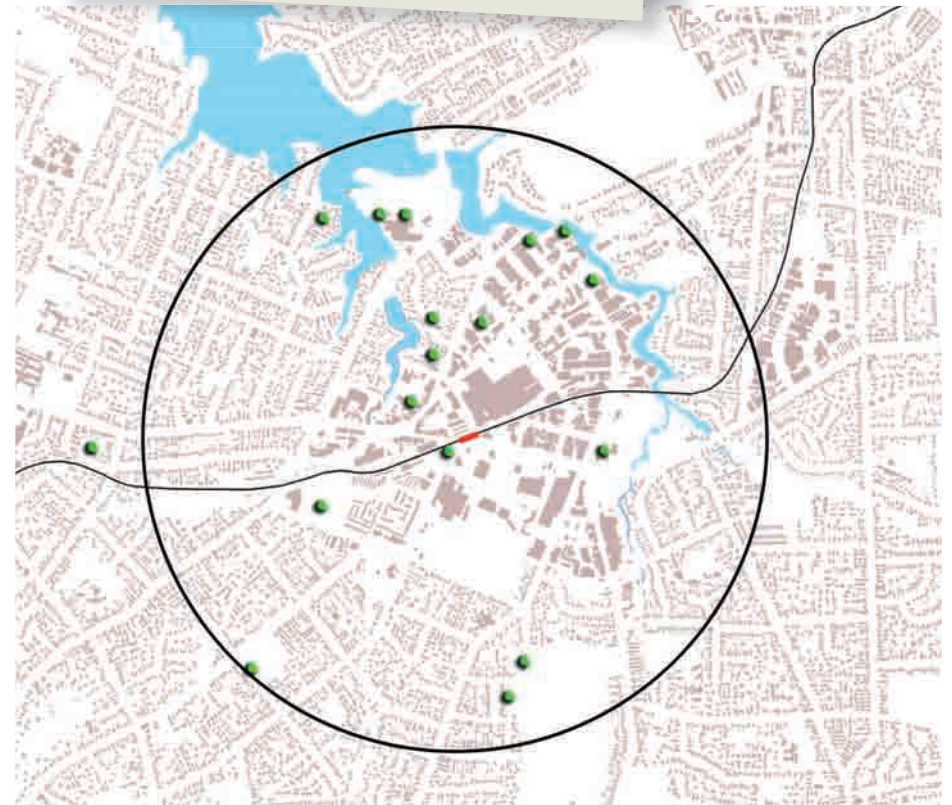
The provision of quality leisure and recreational facilities (illustrated in the map to the right) serve as strong attractors for people wanting to live in an area and as destinations for people to visit, thus making an important contribution to the local economy. The council has traditionally provided libraries, learning centres, community houses and centres, recreation and leisure facilities, youth facilities, funding for community organisations and parks and open spaces.

New Lynn offers a broad range of recreational and leisure opportunities within its larger parks and reserves including the popular Manawa Wetlands. However there is limited provision of publicly owned community facilities such as sports clubrooms, tennis courts and netball courts. There is also very little specific provision for children, youth and younger adults requiring future investment in leisure and recreational facilities for this age group.

The New Lynn Community Centre was completed in June 2001, providing for a hybrid of active and passive recreational spaces and community meeting spaces. It has already outgrown its size and does not adequately

meet the changing needs of the population. Similarly the New Lynn Library, completed in 2006, has been such a success it needs expanding. New Lynn is the only sub-regional centre that does not have a recreation centre. Both the Waitakere and Auckland City Councils have mooted the idea of an aquatic centre in the New Lynn or Avondale area which would go some way towards addressing this and could also provide a recreation centre function.

Non publicly owned and generally membership based sport and physical activity facilities around New Lynn include a tennis and badminton club, bowling club, indoor sports centre, dancing academy and gymnastic centre generally located around the Olympic Park/Portage Road area. A number of fitness centres have also established themselves in the area. 'Pay for Plan' facilities are likely to become an important opportunity as New Lynn develops. A small number of community organisations provide leisure and recreational facilities including a large facility off Delta Avenue owned by the New Lynn Friendship Trust, which want to maximise the use of this facility for community purposes.



SPORTS AND CULTURAL FACILITIES

SPORT AND CULTURAL FACILITIES





Housing Context

The major housing sector issues in New Zealand can be summarised as:

- An ageing housing stock in need of upgrading
- A growing and ageing population
- Increasing affordability problems and a growing intermediate market
- Private rental stock mixed and with poor security of tenure
- Substantial waiting lists for public housing
- Likely increased demand for rental accommodation
- Insufficient or unsuitable emergency and temporary housing
- Over representation of Maori and Pacific populations in inadequate housing

Many of these factors are reflected in New Lynn as follows:

- The majority of housing in New Lynn is stand alone (47 percent), followed by units (30 percent) and townhouses (20 percent). Most houses are three bedroom (48 percent) but with a higher proportion of two bedroom dwellings than elsewhere in Waitakere and the region as a whole. The central area has a higher percentage of 1 bedroom dwellings (16.9 percent) compared with the rest of New Lynn, Waitakere and the region, which is partly attributable to the Crown Lynn and Ambrico developments.
- The LynnMall and New Lynn North areas have significantly higher levels of rental accommodation compared to Waitakere and the region (45 percent), but a slower rate of decline in home ownership than

for Waitakere as a whole. There is very little emergency or temporary housing.

- Average household size, distribution of dwellings by size and number of occupants, home ownership and household composition vary across the study area. The LynnMall CAU has occupancy rates that suggest “overcrowding” while other areas have lower occupancy rates and larger dwellings attributable to the retirement population.
- A population increase of just over 6,000 people by 2021, or around 2,500 housing units and a further 1,500 homes by 2030. Residential development will need to be within walking distance (up to 1.2km) of the train station to support a busy town centre that has high quality development and walkable, safe streets.
- The area has a lower percentage of one family households and higher levels of one person and multi person households when compared to Waitakere as a whole. The LynnMall CAU (refer to map on page 24), has the highest percentage of two family households. The higher levels of one person households is likely to be attributable to the higher levels of older adults living in the area and in the case of the LynnMall CAU, higher levels of young adults in dwellings with one bedroom e.g. students.
- The New Lynn population has comparatively higher proportions of couples without children, particularly in the town centre core, and a higher proportion of one parent families when compared with elsewhere in Waitakere. More than a third of families with

children in the New Lynn area were single parent families at the last census.

- A significant proportion of New Lynn’s housing stock is older than west Auckland as a whole and is of relatively poor quality and/or in need of maintenance or replacement.
- A lack of quality control over in-fill or rear lot development has undermined the public realm and neighbourhood character.
- Housing affordability continues to be a problem in New Lynn and west Auckland, with affordable well maintained homes being important determinants of social and economic wellbeing. Poorer quality and crowded housing places greater health risks on the people living there. The current high levels of transience in New Lynn, in part due to the mix of housing and high levels of rental properties, works against the development of a strong sense of community and place.
- Developing an approach to future housing in New Lynn that provides for a “balanced” community profile will be a challenge given the dynamic nature of the housing sector. Flexible solutions based on a more in depth housing needs assessment is likely to be required. The lack of safe, secure and affordable housing seems to underpin most of the other issues facing the housing market and that is likely to apply to New Lynn. Fostering partnerships with public and private sector organisations may create the funding to bring about the changes required.

Key Issues and Opportunities: Social Infrastructure

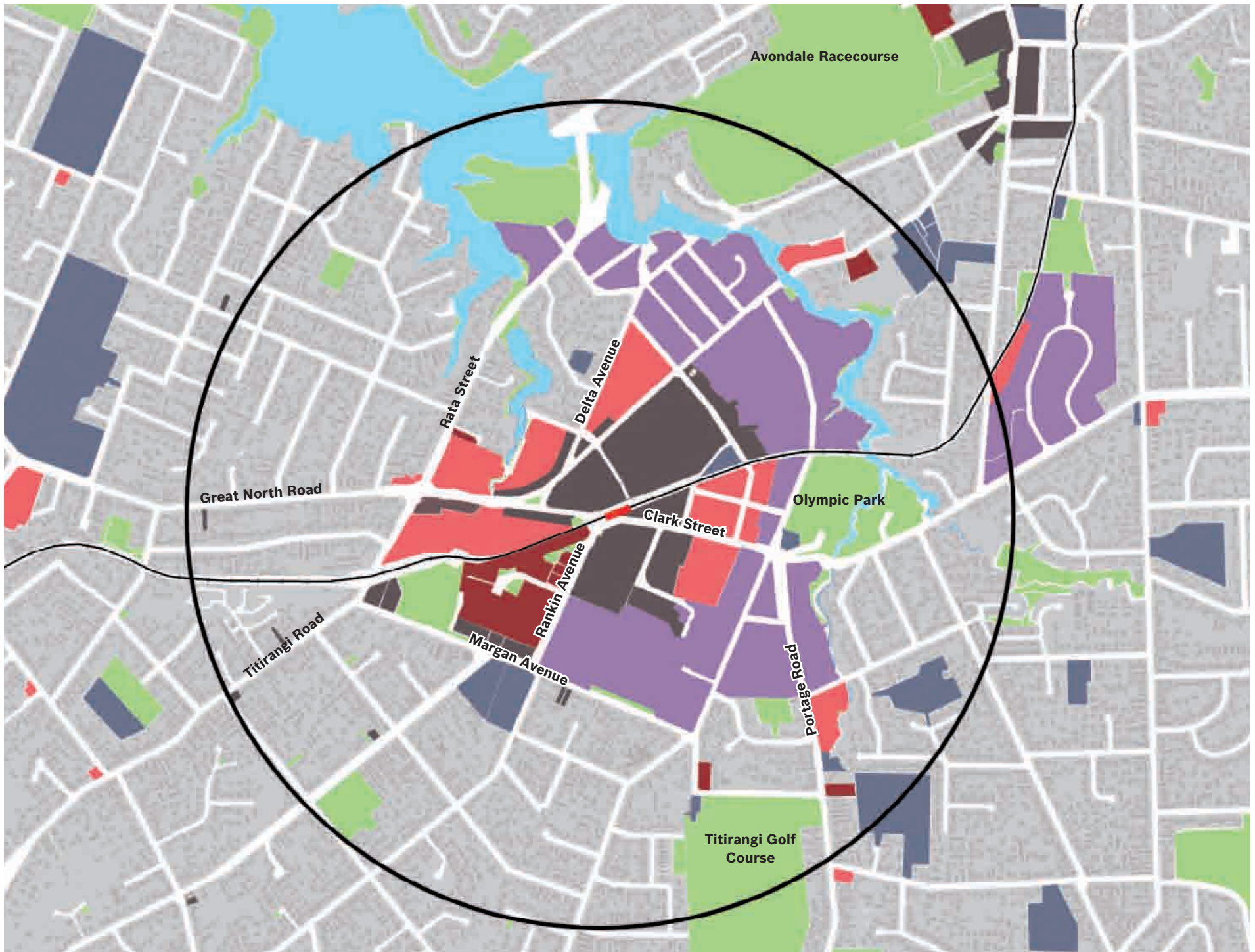
A NEED TO ADDRESS NEW LYNN'S SIGNIFICANT HOUSING ISSUES THROUGH ENCOURAGING THE DEVELOPMENT OF A MIX OF QUALITY HOUSING SIZE AND FORM THAT ENCOURAGES A BALANCED COMMUNITY PROFILE

DEVELOPMENT OF EXISTING AND ADDITIONAL SCHOOLS EARLY CHILDHOOD FACILITIES AND TERTIARY EDUCATION AS SIGNIFICANT ATTRACTORS FOR PEOPLE TO COME AND LIVE AND WORK IN NEW LYNN

THE LOCATION OF GREATER LEVELS OF GOVERNMENT AND NON GOVERNMENT AGENCIES AND SERVICES IN NEW LYNN

INVESTMENT IN COMMUNITY DEVELOPMENT PROGRAMMES IN KEY AREAS OF NEW LYNN TO BOTH ADDRESS THE CURRENT SOCIAL ISSUES AND TO SUPPORT SIGNIFICANT FUTURE CHANGE.

FURTHER INVESTMENT IN COMMUNITY AND RECREATIONAL FACILITIES TO SUPPORT FUTURE GROWTH AND DRAW PEOPLE TO NEW LYNN AS A DESTINATION.



LAND USE

- | | | | |
|-------------------------------------|--|--------------------|--|
| RESIDENTIAL (MEDIUM / HIGH DENSITY) | | RETAIL | |
| RESIDENTIAL (LOW DENSITY) | | COMMERCIAL | |
| GREEN SPACES | | INDUSTRIAL | |
| | | COMMUNITY FACILITY | |



Market Context



New Lynn was developed as an industrial town and its heritage exists in the long-serving industries that continue to operate today. Some still sit on large sites or in clusters of smaller sites held in single ownership. Key manufacturing industries include Monier Brickworks, Huhtamaki Packaging and Cambridge Clothing.

These industries contribute significantly to the economic and the employment base of New Lynn. For example, Cambridge Clothing and Huhtamaki Packaging employ between 150 and 250 people each and Monier Brickworks is a significant manufacturer of bricks, supplying these products across New Zealand. However it is likely large scale manufacturing operations

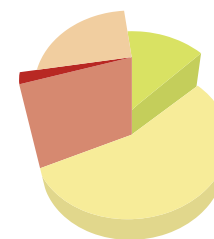
such as these will in time move out of the urban centre as land values increase and it becomes increasingly profitable to undertake manufacturing elsewhere.

The relocation of heavy industry to areas outside of central New Lynn will enable new development to occur that delivers higher quality buildings and adds increased value to brownfield land. Redevelopment opportunities should ensure intensification of employment densities and promotes higher skilled employment opportunities.

As a subregional centre and growth node, New Lynn will be expected to accommodate a significant amount of residential and employment growth in

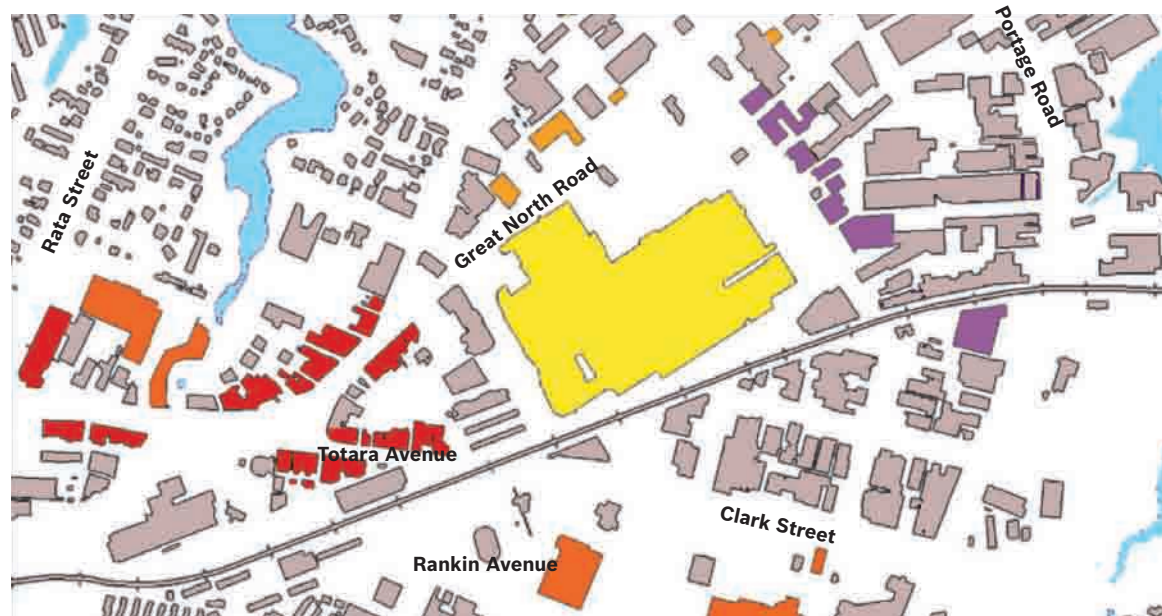
the next 20 to 30 years. This will have a subsequent impact on the current market. New Lynn currently has around 680,000 sqm of office, retail, industrial and residential space within a 1.2km radius of the town centre. Residential activities are the highest use as a result of its suburban base. However the centre also contains a significant percentage of industrial floor space, an unusual pattern in urban settings.

A further 100,000 sqm of floor space for high density employment uses will be needed in close proximity to the centre and train station if the growth target of 14,000 jobs is to be met.



New Lynn Property Type

Residential	375,000 sqm	55%
Office	18,489 sqm	3%
Industrial	191,339 sqm	28%
Retail	93,895 sqm	14%



RETAIL PLAN FOR NEW LYNN TOWN CENTRE

- MALL
- FINE GRAIN RETAIL (MAIN STREET)
- LARGE FORMAT RETAIL
- MID FORMAT RETAIL
- RETAIL IN INDUSTRIAL STYLE

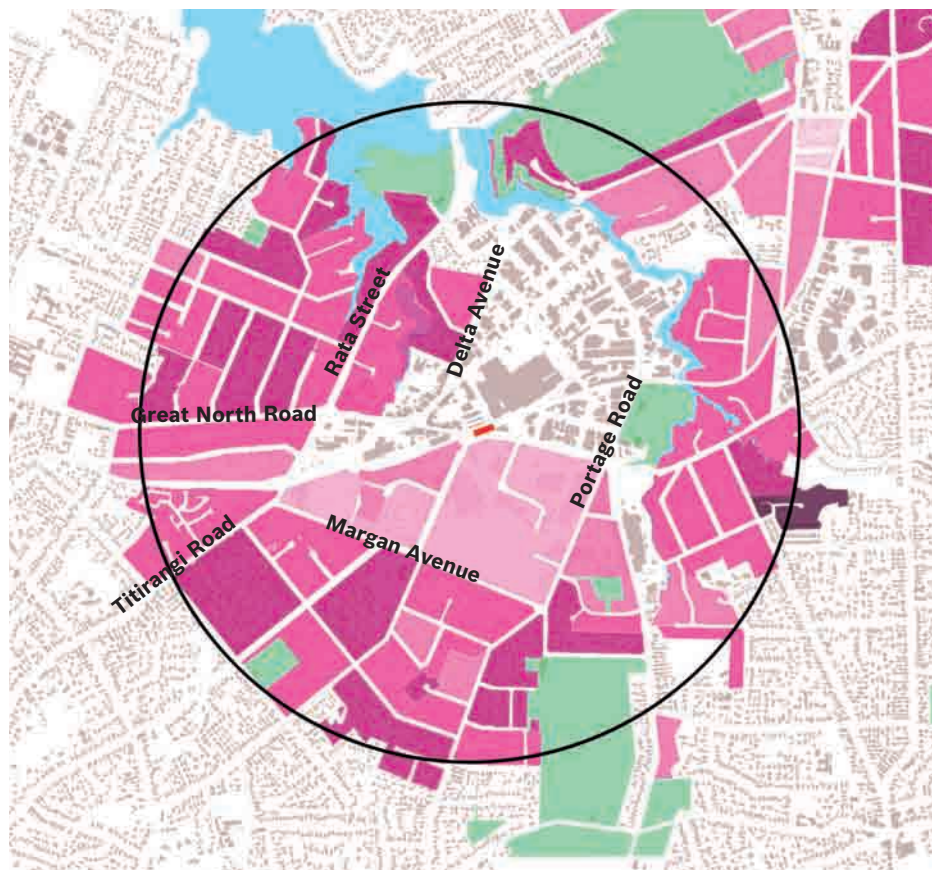


CAMBRIDGE CLOTHING



Residential Property Market

The following provides an overview of how the property market is behaving in New Lynn in 2010. Delivering the vision will require continued public sector intervention to enable a step change and create market opportunities currently not immediately evident.



 AVERAGE HOUSE CAPITAL VALUE LATE 2009



New Lynn has a diverse range of housing stock with more than half of the dwellings in its centre in medium and high density form. The greater dwelling diversity of New Lynn can be attributed to the development trends of the past two decades, when 46 percent of housing stock was built in a high density form (apartment or terrace), which was a significant departure from New Lynn's (and suburban Auckland's) traditional three bedroom stand alone residential housing pattern. A significant percentage of new residential development (around 14 percent) has occurred since 2000 and a further 21 percent was built in the 1990s.

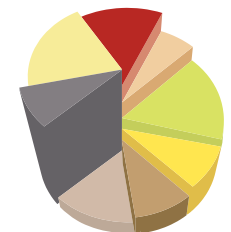
The incentive to undertake this form of development was driven out of the availability of brownfield industrial sites, enabling planning controls in the Working Environment zone, and interest in the regeneration of New Lynn following the 1996 New Lynn Charette.

When compared to a regional average, the residential dwelling value is low. Despite this, there are pockets of higher value housing in the established streets and among older housing stock such as the areas around the Titirangi Golf Club and Seabrook Avenue.

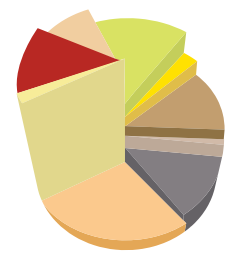
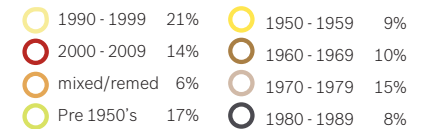
The areas with high density apartments have the lowest land values and have moved little in the past five years largely as a result of the perceived low level of quality and the poor integration with the wider New Lynn.

The map on the left illustrates residential values as at late 2009.

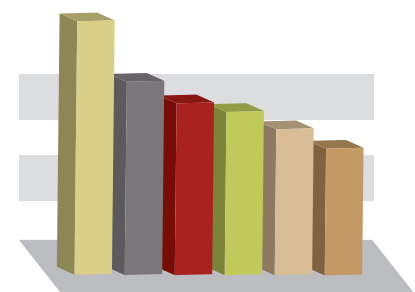
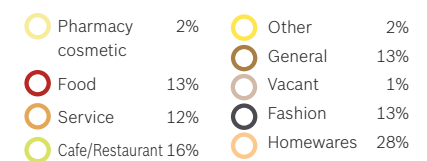
Median sale prices of residential properties (2008)



Residential dwelling age



Retail Store/Building occupier types





Retail and Leisure Property Market and Employment

Retail floor-space provision is reasonably high with 104,000 m² (within the five CAU's around the centre of New Lynn), when compared with other significant centres such as St Lukes and Westgate. There has been around 12 percent of new retail floorspace constructed since 1990. However this retail does not compare well with other retail centres in terms of spend and overall quality.

New Lynn has experienced a trend toward cut price retail, located in former industrial workshops or industrial style buildings, and around 12 percent of New Lynn's retail space is in these buildings, particularly prevalent along Veronica Street. New Lynn has also retained some of its street based retail (finer grain) on Totara Avenue and Great North Road west, with some tenants of Totara Avenue there for more than 50 years.

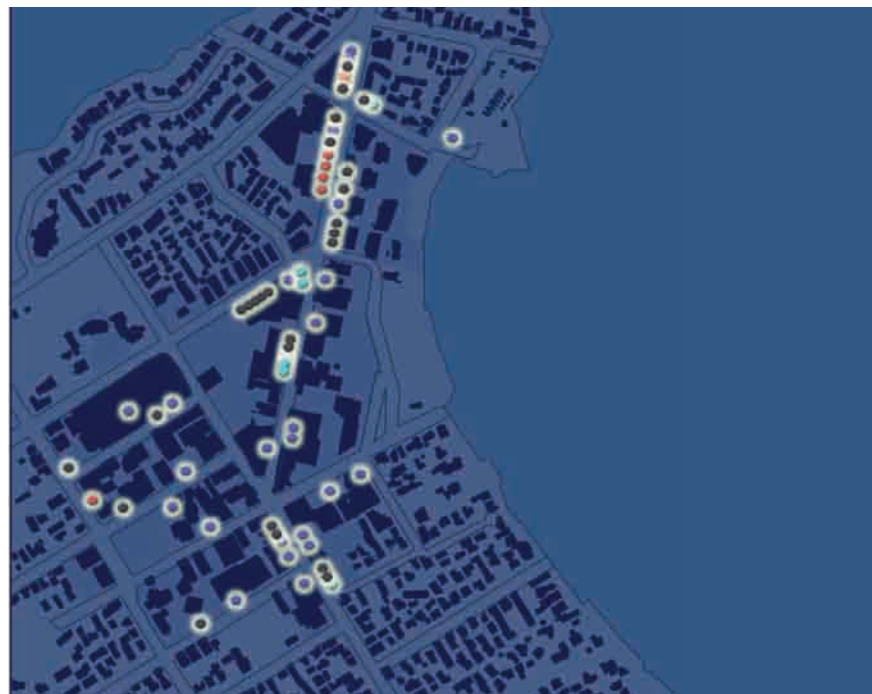
Retail vacancy in New Lynn currently sits at around 1 percent.

New Lynn has a wide range of retail types with home improvement the highest proportion followed by restaurants and cafes. Food retailers include supermarkets (there are two in the centre of New Lynn), fresh food stores such as bakeries and butchers, and retail services such as banks, medical centres and hairdressers.

Between 2000 and 2008, New Lynn became more dependent upon retail-based jobs, which now account for 25 percent of jobs in the centre. This figure has increased by 20 percent since 2000. The retail jobs mean that the centre continues to offer a valuable role in supporting the consumption-based needs of the community however the subregional role of the centre has diminished because the industrial and office-based employment has decreased in the large format sector and / or associated with the expansion of LynnMall.



NEW LYNN EVENING ECONOMY



TAKAPUNA EVENING ECONOMY

- RESTAURANT ●
- CAFE ●
- TAKEAWAYS ●
- BAR/CLUB ●

Evening Economy

New Lynn has a poorly performing evening economy with few leisure activities operating beyond 5pm. While there is a small handful of restaurants and bars, night-time activities are largely restricted to fast food outlets. Moreover New Lynn no longer has a movie theatre or any cultural centres other than the community centre. This lack of night time opportunities is highlighted when New Lynn is compared with other subregional centres of similar scale around Auckland such as Takapuna as shown on the plans to the left.



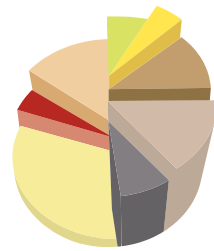


Commercial Property Market

New Lynn has never had much commercial office space and what does exist is located along Great North Road and in the centre of town. Office and commercial activities account for 31,000m² of floorspace within the five New Lynn CAU's. 75 percent of New Lynn's office stock was built in the 1980s but office development has stalled since. New Lynn accounts for approximately 1.4 percent of the total urban (non CBD) office space in Auckland and this building stock is largely occupied by non-business tenants. Government (WINZ) is the largest office occupier with tertiary education the second highest. New Lynn's office vacancy is around 5 percent. Overall New Lynn has a small office market, especially when compared with other sub regional centres (Manukau / Takapuna).

New Lynn has a handful of government tenants but is still poorly represented in terms of social services, largely because of the lack of affordable office space. New Lynn also lacks large commercial anchor tenants.

New Lynn has few large floorplate offices. This tends to be a more recent phenomenon and relates to newly constructed A-Grade Office space. The largest office in New Lynn is that occupied by Work and Income New Zealand at 5 Hugh Brown Drive and there are a number of 2 to 3 level commercial buildings at the northern end of Portage Road.



New Lynn office building occupier types

Education	33%	Business & Property services	12%
Community Services	4%	Legal/ Accounting/ Finance	15%
Government	15%	Health Services	8%
Retail Trade	7%		
Vacant	5%		

Industrial Property Market

New Lynn is considered to be a mid size industrial area that serves as a useful location for small scale service type industrial activities with floorspace of 280,000m². Industrial development is dominated by 1960s and 1970s buildings with little development of new building stock since the late 1980s. However, ongoing investment has been made in existing stock (around 25 percent has been remodelled). Manufacturing makes up more than 50 percent of New Lynn's industrial employment and contains manufacturing companies of regional importance despite accounting for only 1.8 percent of total regional industrial floor space.

The industrial market has a diverse range of tenants from the manufacture of clothing, plastics and specialised foods to timber yards and engineering activities using heavy machinery. These tenants serve local activity but there are also tenants serving a regional or national market. Compared to the regional average of 3.6 percent, New Lynn has a high rate of industrial vacancy at 8 percent.

A number of New Lynn's key industrial tenants have signalled a desire to develop a long-term exit strategy from New Lynn.

This is attributed to increasing land values, an urbanising environment and changes to the composition of these businesses from pure manufacturing to assembly, storage and distribution.

The future of New Lynn's industrial property market needs to be understood in the context of international trends and the ability of surrounding employment areas to absorb manufacturing activities that will eventually choose to locate outside of a town centre. New Lynn is located within 10 minutes drive of the Rosebank Employment Precinct, an important industrial centre for Auckland City and the region. The Rosebank Precinct has excellent opportunities for freight distribution which will be improved by the future connection to SH20. It presents an opportunity for some of New Lynn's less desirable neighbouring businesses to relocate to the heavy industrial areas on the Peninsula. This shift will be supported by a more efficient use of vacant land areas of Rosebank Road.

The new Massey North Employment area will also present an opportunity for manufacturing activities to relocate out of New Lynn's centre. As a greenfield area, Massey North will enable new development of high grade industrial buildings with larger land parcels and level building platforms.

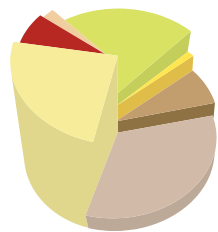


HUHTAMAKI, ASTLEY AVENUE



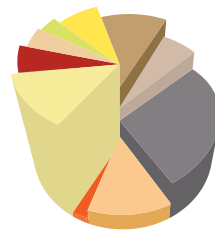
Industrial Labour Supply and Employment Accessibility

Key Issues and Opportunities: Market



Age of industrial property in New Lynn

1980 - 1989	24%	1950 - 1959	1%
1990 - 1999	8%	1960 - 1969	8%
2000 - 2009	2%	1970 - 1979	32%
Mixed/remod	25%		



Industrial building occupier types

Non core automotive services retail	13%	Unknown tenant	12%
Core & trade retail	7%	Other	6%
Transport & strategic	6%	Manufacturing	28%
Wholesale trade	4%	Construction	14%
Vacant	8%	Property & business services	2%

The major employment destinations outside of New Lynn include the Auckland CBD and the Rosebank Employment Precinct. More than 50 percent of people working in the Rosebank area come from Waitakere and New Lynn contributes 4 percent of these employees. Anecdotal evidence suggests the decision-making around the industrial location of activities in New Lynn is based on the benefits of having a large labour force (both skilled and unskilled) who wish to work near to where they live.

New Lynn's accessibility to other employment areas such as Mt Roskill and the south western airport corridor will also improve as the SH20 connections are completed. These areas have the potential to absorb heavy manufacturing industry from New Lynn, without relocating industry too far from its origin. As New Lynn's manufacturing base changes to a commercial base, the accessibility of these other employment areas will become more important for providing lower skilled employment that is still accessible to New Lynn's labour pool.

MANUFACTURING EMPLOYMENT BASE SHRINKING - DIVERSIFY!
ENSURE LABOUR FORCE IS ABLE TO CHOOSE ACCORDINGLY

RESIDENTIAL LAND VALUES AND DEMAND LOW

RETAIL DEMAND IN LARGE FORMAT SECTOR LITTLE NICHE RETAIL ACTIVITY

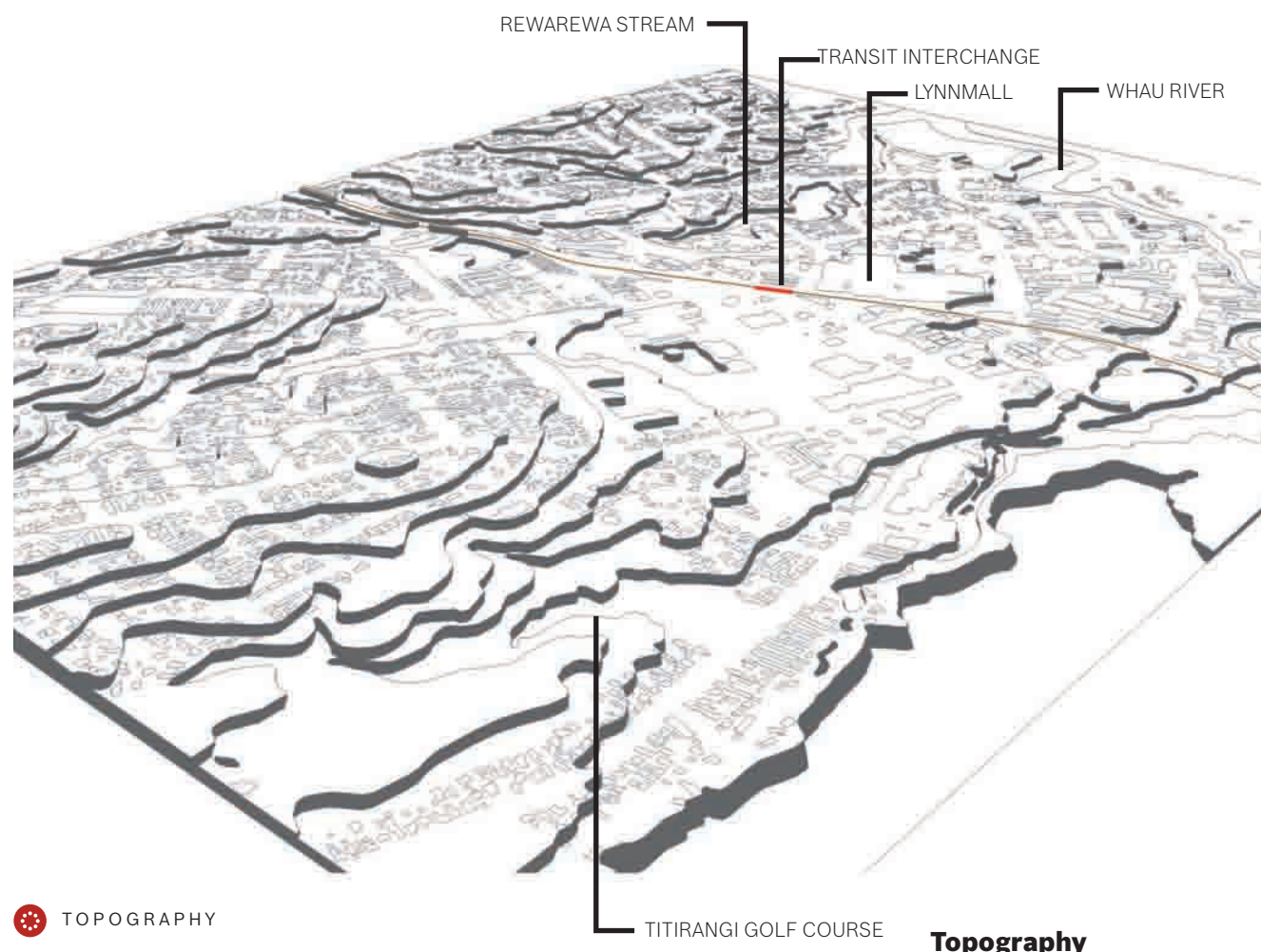
LIMITED EVENING ECONOMY - MORE LIBERAL LICENSING ARRANGEMENTS?

NEW LYNN FAILS TO ATTRACT COMMERCIAL DEVELOPMENT - LEVERAGE OFF IMPROVED COMMUNICATIONS

CAREFULLY MANAGE BROWNFIELDS REDEVELOPMENT OF EXISTING MANUFACTURING INDUSTRY TO ENSURE MAINTENANCE OF EMPLOYMENT DENSITY



Physical Conditions and Infrastructure Context



TOPOGRAPHY

Topography

The New Lynn area consists of predominantly flat to gentle topography with moderate slopes in the south-western corner, associated with the Great North Road ridge. There are significantly sloping banks on the northern extent of the Rewarewa Stream (from Great North Road). The eastern and western entrances to New Lynn drop in to the town centre core, creating a basin effect.

Physical Conditions

Flooding

Most of New Lynn is outside of a flood zone, although there are some localised low areas or within overland flow paths, such as New Lynn Primary School. This does not preclude development, although it does present additional design challenges.

Contaminated soils

The ARC has identified the slope instability hazard in New Lynn as “low” with small areas labelled “moderate” to “high” hazard on the slopes adjacent to the Whau River. Unstable soils present a challenge in the area east of the Rewarewa Stream, immediately downstream of the Great North Road culvert. In recent years council has investigated options to culvert part of this stream to enable the streambed to be filled and the stabilised land to be reshaped into public reserve.

Land may be contaminated in a number of ways, but mainly as a result of the manufacture, transport, storage, use or disposal of hazardous substances. Industrial activity is the predominant cause, but commercial, agricultural and residential land uses or activities can also result in contamination. New Lynn has been the home of a broad range of industrial activities over the past 100 years and some contamination of soils on particular sites in New Lynn is possible.

The Proposed Auckland Regional Plan: Land, Air and Water requires contaminated sites are remediated to a state appropriate for any change in use. The best practice is to consider testing of soils on future development sites, particularly where it is known contaminant causing land uses took place.



Water supply

New Lynn was one of the first towns in New Zealand to invest in reticulated water and other infrastructure. This was facilitated by the success of the clay pipe industry, and the rapid growth of New Lynn in the early 1900s. The age of the infrastructure and the instability of an older pipe network also meant upgrading of infrastructure in New Lynn became a priority for council in the late 1990s.

New Lynn is fortunate in that it sits on the regional water supply route between the catchments in the Waitakere Ranges and the Auckland Isthmus. The double-tracking of the railway line has also presented an opportunity to install new infrastructure within the rail corridor and connect into the wider network. New water supply lines have been installed across all new roads over the rail trench.

The benefits of having regional trunk infrastructure that is directed through New Lynn will need to be coupled with an ongoing programme of improvements to utilities, which needs to keep pace with redevelopment, and anticipate the scale of regeneration in this centre.

Stormwater

The existing stormwater drainage network is primarily a piped stormwater system serving a significant portion of the New Lynn catchment area. The network is characterised by a combination of discharge to open watercourses and piped systems scattered throughout the upper reaches of the catchment. There are about 62 stormwater outfalls in the New Lynn East catchment, varying in size from 150 mm to 1300 mm in diameter. There are five receiving watercourses in the catchment, Manawa Stream, Scroggy Stream, Rewarewa Creek and Taroa and Poturi streams which drain into the Whau and the Waitemata Harbour.

The creeks and streams within the New Lynn catchment are small and drain small and predominantly urbanised areas. The watercourses have little base flow and are dominated by runoff from hard standing areas and are typical of streams in the Auckland region. Due to the steep nature and presence of large amounts of urbanised space these systems cope with significant increases in flow during storm events. However in some cases these outfalls are not yet of a sufficient size to manage discharge during significant rain events.

There are relatively few service connections to residential properties throughout the catchment. Instead, the piped system primarily drains the road catchpits, with properties in some areas having direct stormwater piped discharges to the street. The remaining areas are largely unserved and rely on on-site soakage for stormwater treatment and disposal.

Plan Change 17 was accompanied by an application by council to discharge increased levels of stormwater, as a consequence of the Plan Change, enabling more intensive growth and development in the catchment. The New Lynn East Integrated Catchment Management Plan (ICMP) proposes Low Impact Design (LID) methods to try to control runoff at the source. These methods may impact on building footprints, site size and layout, and the design of public systems in streets.

The New Lynn East ICMP also considers opportunities to reinstate existing water courses or create new ones to provide additional capacity in the stormwater network. This method not only supports the management of increased runoff closer to source but provides additional natural amenity and supports a healthier downstream habitat. Spatial planning for the redevelopment of New Lynn will need to consider 'daylighting' of streams as an important opportunity for making improvements to the infrastructure network.

Wastewater

New Lynn also sits on Watercare's wastewater line which receives waste from New Lynn's local network and transports it out to the Mangere Wastewater Treatment Plant. Improvements to the trunk line water and wastewater networks were recently undertaken in conjunction with improvements to the road and rail networks in New Lynn. Future development (buildings) cannot be within 10 metres of these lines.

Most of Waitakere's wastewater system is made of earthenware pipes more than 40 years old and are susceptible to failure. In 1997 The Council introduced a programme to reduce the inflow and infiltration of stormwater into the wastewater system in the city. At the outset New Lynn was identified as the worst wastewater catchment in the city and a pilot project was prioritised for action. In the late 1990s a programme started to replace cast iron pipes in New Lynn resulting in the robust network in place today.

The process of development and urbanisation is likely to place further pressure on current wastewater infrastructure and the council has been working to ensure a programme of adequate provision and monitoring of such facilities is in place.



MANAWA WETLAND RESERVE

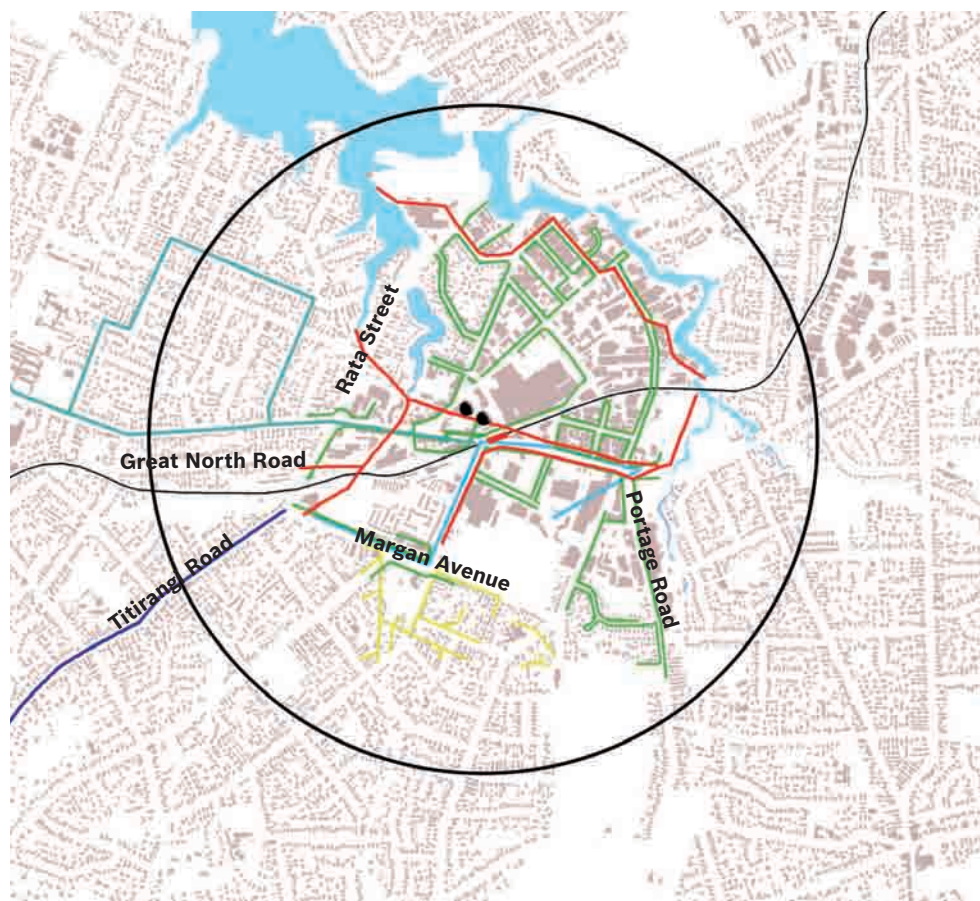


RAIN GARDENS, TALBOT PARK



Telecommunications Infrastructure

Ensuring the provision of infrastructure to support the development of a strong telecommunications network through New Lynn is as important as providing roads and water. It will be an important catalyst for the development of a successful economic and commercial environment in New Lynn. While New Lynn may not be located immediately off the motorway network, connections to the telecommunications highway will counter the impact of New Lynn's access and support it as a leading business address. Council is working to ensure every opportunity is taken to install fibre optic cable, or at very least ducting to house this cable, across New Lynn and its corridors. For example the installation of fibre formed part of the construction of new streets and the changes to the rail corridor.



INFRASTRUCTURE



RAIL TRENCH CONSTRUCTION



INSTALLATION OF FIBRE OPTIC CABLES IN NEW LYNN STREETS - 2010



Energy

Several Transpower lines and towers on the edge of the town centre exist serving the Auckland network. These lines and towers are a constraint for redevelopment as they restrict the range of activities able to locate beneath them, not only due to operational constraints but also because of the effect they have on surrounding visual amenity and perceived health affects.

This is a particular issue over the Avondale Stream and the Great North Road gateway to New Lynn. Opportunities to underground high tension power lines should be considered as an option for the future, particularly where these works

could be undertaken in conjunction with other works providing an opportunity for a cost share arrangement.

In addition to being connected to the national electricity grid, New Lynn is also served by a gas network providing energy choice for residents and businesses.

It will be important for New Lynn to have a certainty of electricity supply and opportunities for the adoption of on site energy generation technology (solar PV, wind turbines, CHP systems) should be promoted.

Key Issues and Opportunities: Physical Conditions and Infrastructure

TAKE OPPORTUNITIES
TO DAYLIGHT
STREAMS TO IMPROVE
STORMWATER CAPACITY
AS WELL AS AMENITY
AND ECOLOGICAL
VALUES

NEED TO MOVE
TO SUSTAINABLE
STORMWATER
MANAGEMENT AND
ENERGY PRACTICES E.G.
LID SOLAR ETC.

HIGH VOLTAGE
POWERLINES NEEDED TO
BE UNDERGROUNDED

MAKE USE OF THE FIBRE
OPTIC INFRASTRUCTURE



POWER LINES ALONG THE WHAU

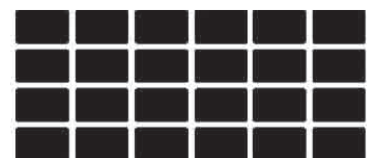




Residential (suburban)- 150 x 120m



Town Centre - 100 x 50m






Commercial - 120 x 90m



Industrial - 300 x 150m

 BLOCK PATTERN AND FRACTURED ROUTES
 POOR EXISTING PERMEABILITY AND CONNECTIVITY

 FRACTURED ROUTES
 PHYSICAL BARRIER
 GREEN SPACES

 TYPICAL BLOCK SIZES

Movement and Connectivity Context

Overview

As New Lynn evolves from a suburban working town to an urban place, it needs to build on the strengths of its origins as a transport centre.

Movement in New Lynn began with the use of the Whau River as a major transport corridor by Maori. Later, as the first European settlers began to arrive, the water was still used as a major transport network. Things changed substantially in the late 1800s when rail became the main means of transportation. However, the advent of the automobile in the early 1900s changed the face of New Lynn as a grid based street network began to accommodate the through movement of cars along major roads. The built environment began to reflect the dominance of arterial roads with the spread of development along these corridors and in the form of large lot suburban subdivisions toward the south and west of New Lynn's centre.

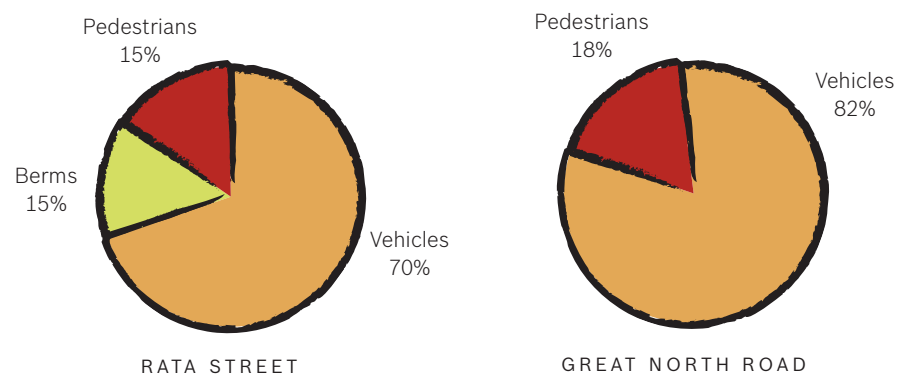
As revealed by overlaying typical block sizes over the block pattern plan of New Lynn (see facing page), the scale of blocks in New Lynn is at best suburban, but more generally industrial (blocks in the order of 500m x 500m). This has led to an urban structure inherently impermeable and therefore not walkable.

The low permeability of the area is further increased by the number of dead-end streets shown in red on the map on the facing page.

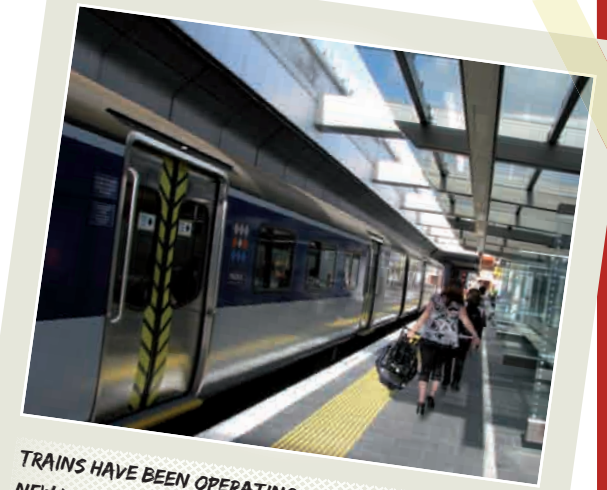
Over time Great North Road has experienced increased vehicle movements (currently 25,000 vehicles per day), with the balance of through traffic being carried along Rata Street, Clark Street and Totara Avenue. Coupled with the northern railway line bisecting the intersection of Clark Street and Totara Avenue, the centre gradually evolved into an island of commercial activity surrounded by busy

roads and the railway line, cutting off suburban residential communities around its outskirts. Although this centre has connections into nearby Avondale along Rata Street and Great North Road, Delta Avenue, potentially the most direct street connection into the heart of Avondale ends in an industrial area adjoining the Whau River.

New Lynn has been recognised at a regional and national level as an important transport hub and Transit Oriented Development (TOD). Partial trenching of the Western Rail line through the town centre, a new bus/rail interchange, and the new Clark Street extension will ensure improved public and private transport movement to and through the place. The opportunity exists to consider how this can be further improved with walkability being an essential requirement of the TOD.



EXISTING SHARE OF PUBLIC REALM



TRAINS HAVE BEEN OPERATING IN THE TRENCH THROUGH NEW LYNN CENTRE SINCE MARCH 2010



MANY OF NEW LYNN'S STREETS ARE SUBSTANDARD



Pedestrians

The overall quality of the pedestrian experience across the plan area is poor with many substandard footpaths, few safe crossing points outside the town centre and large blocks with few cut throughs. Overall priority has historically been given to motor vehicles rather than pedestrians, a situation that will need to be reversed if New Lynn is to become a vibrant place designed for people.

The new shared space along Totara Avenue and the diversion of heavy traffic along the Clark Street extension will support a more connected pedestrian focused 'heart'. However, Great North Road is still a significant barrier for pedestrians with poor signals and fast vehicle movements.

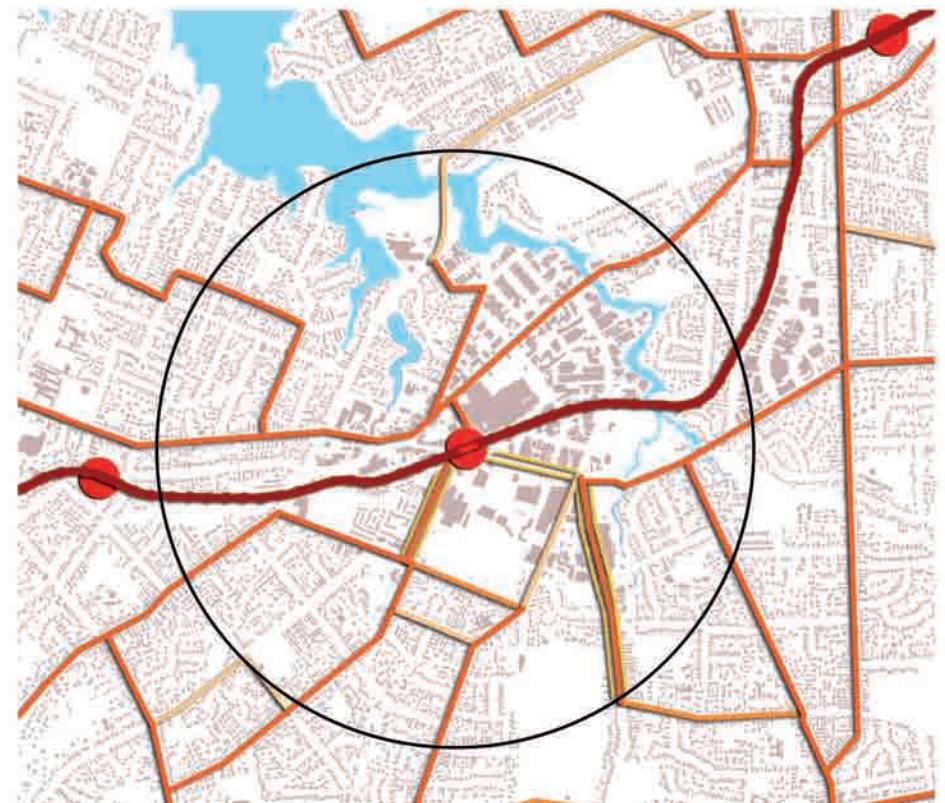
Cycling






The flat topography in New Lynn's centre lends itself to becoming a cycle friendly environment, however present cycle infrastructure is minimal; i.e. cycle lanes (dedicated cycle lanes are about to be built along Clark street, and are planned along Rankin Avenue and south of Portage Road - refer to map below), cycle parking/storage and the design of the streets (wide turning radii at intersections, and poor road/footpath quality). With improvements to these conditions, more dedicated cycle lanes and slower streets, New Lynn will become an ideal cycling environment.

Public Transport

Significant investment has been made in public transport in New Lynn in recent years with the double tracking of the railway line and its trenching. The frequency of the trains will be increased to 10 minutes at peak hours and Britomart will only be 18 minutes away from New Lynn post electrification scheduled for 2012 and 11 minutes away post completion of the CBD rail loop. This has contributed to an increase in train users and there is potential to increase this further.

Improvements to bus services have been focused on the new bus/rail interchange. Existing bus routes, represented in the map below in orange, do not cover the entire area of New Lynn. Bus services frequency is low, and the bus stops have often poor signage and a lack of furniture (shelters, benches). There is currently no dedicated bus lane in New Lynn, which along with bus stop and bus service improvements, could make buses a more attractive mode of transport. There is also potential with better bus feeder services to the transport interchange to create a more connected public transport network.



-  PUBLIC TRANSPORT AND CYCLING - EXISTING NETWORKS
-  TRAIN STATIONS
-  RAILWAY LINE
-  EXISTING BUS ROUTES
-  DEDICATED CYCLE LANES (ABOUT TO BE BUILT)

Freight

Given the importance of manufacturing, within and around New Lynn, the movement of freight will remain an important feature of supporting New Lynn's economy. At present freight moves along Great North Road, Clark Street and Rata street. This impacts on the design of streets in and around New Lynn's centre and the dominance of heavy vehicle movements.

However, there is potential to relocate these main freight routes in order to relieve the centre of New Lynn of heavy vehicle and achieve better street design for pedestrians, cyclists and public transport. Future routes have been recently identified in the Waitakere City Council's draft Freight Study for the city, and includes Veronica Street / Portage Road, Rata Street, and Clark street extension. The major part of Great North Road within the core of the town centre will not be part of the freight network allowing for its redesign.

Private vehicles and Car parking

Private vehicles dominate New Lynn. The amount of land in New Lynn dedicated to streets and parking is around 23% percent of the total Plan Change 17 land area. For New Lynn to become a sustainable urban TOD the ratio of car parking to development needs to be at least 1:40 (1

car park space per 40 sqm of floor space) for commercial and retail development, and one carpark per residential dwelling. Council's City Wide Parking Study (August 2008) supports this by prescribing a new policy direction toward parking maximums and a shift toward public transport.



PARKING

PRIVATE PARKING

PUBLIC PARKING

PARKING TIME RESTRICTIONS

Key Issues and Opportunities: Movement

DOMINANCE OF CARS - A QUARTER OF PC 17 IS DEDICATED TO ROAD RESERVE AND CAR PARKING.

THE URBAN STRUCTURE IS IMPERMEABLE - POOR WALKABILITY.

IMPROVE AND CREATE CONNECTIONS.

TRANSIT INVESTMENT PROVIDES A PLATFORM FOR WIDER TRANSFORMATION FROM SUBURBAN TO URBAN.

IMPROVE THE CYCLE NETWORK AND EXPERIENCE EXPLOITING FLAT TERRAIN.

REDIRECT FREIGHT AND ENHANCE KEY STREETS IN TOWN CENTRE - PARTICULARLY GREAT NORTH ROAD.



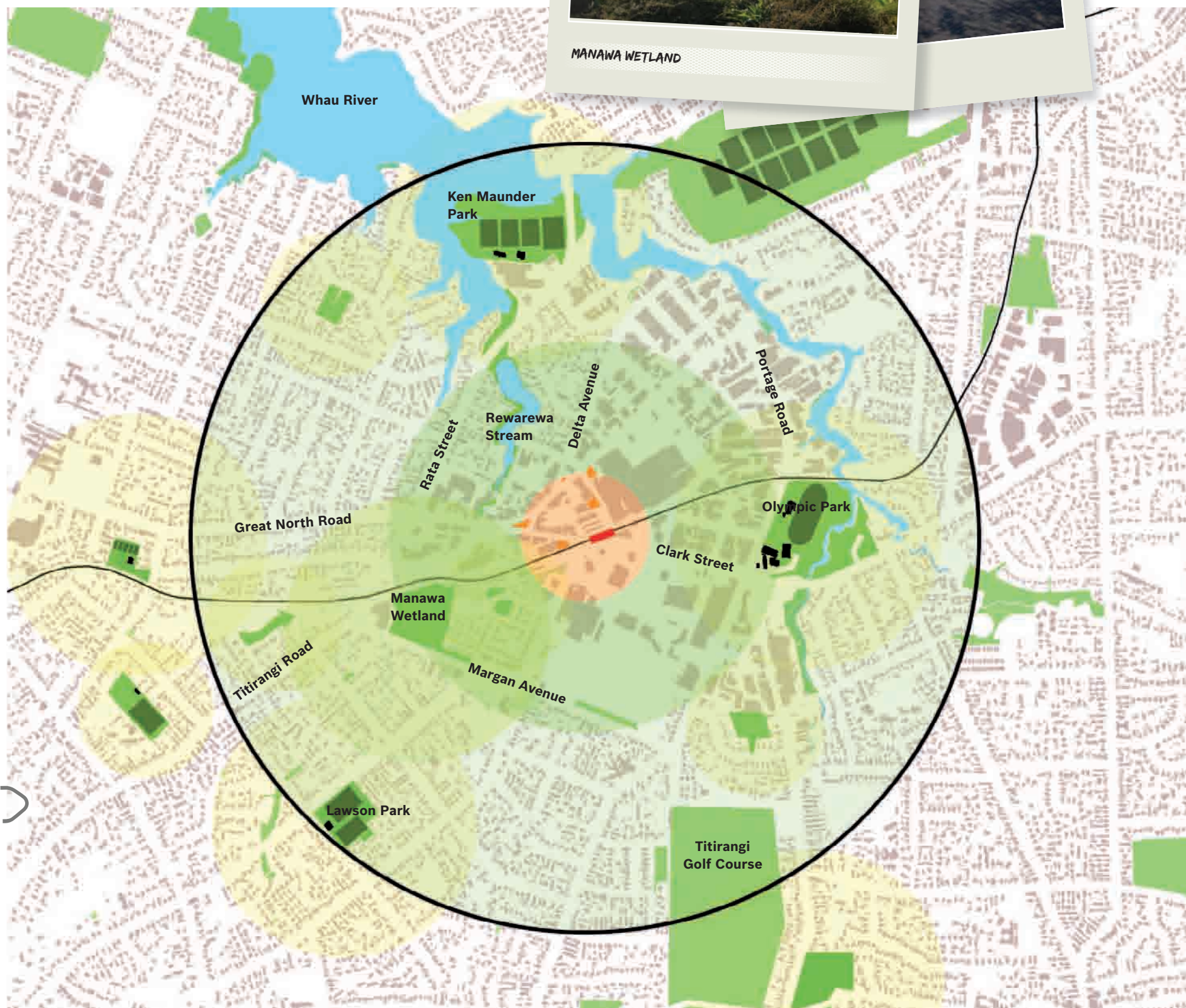
GREAT NORTH ROAD - DOMINANCE OF MOTOR VEHICLES



Section One **Open Space Context**



MANAWA WETLAND



 OPEN SPACE EXISTING

 PARKS AND RESERVES

 5 MINUTE WALK CATCHMENT

 HARD SPACES



DELTA TRIANGLE

Open Space Context

Overview

Open space in New Lynn begins with the Whau River, a major tidal estuary of the upper Waitemata Harbour. New Lynn town grew up around the fingers of the Whau, with the Rewarewa Stream to the west and the Avondale Stream to the east. Today there are significant waterways that frame the New Lynn town centre, however the streams are largely obscured by buildings, the stream corridors are no-longer linked directly with the open space network and some are piped.

As New Lynn evolved into a suburban working town from the early 1900s, a number of suburban parks were provided as part of planning for the surge in residential development. There are 42 classified reserves in New Lynn, many of which are connected by creeks and tributaries of the Whau.

These reserves range from large sports parks providing for a range of recreational activities to neighbourhood reserves pocketed between clusters of suburban bungalows and town centre urban public spaces, many of which contain memorial structures and significant heritage features. Of particular importance to the overall formal public open space offer in New Lynn are:

- **Olympic Park** (2.8 ha) situated east of the town centre, was originally the New Lynn Domain. It was established in 1918 and officially opened in April 1929. Almost a decade later local businessman Brook Taylor donated additional land to the Council. This land is now the primary sports field and velodrome. During the park's early days the sports field and velodrome was shared by the Lyndale Athletics and Cycling Club and the New Lynn Association Football Club. In the late 1940s New Lynn Domain was renamed Olympic Park, in what was a possible move to honour the athletes of the 1948 games

- **Ken Maunder Park** (6.3 ha) sits at the southern gateway to New Lynn where Rata Street crosses the Whau. It is New Lynn's most significant area of green space containing multiple sports fields, a number of clubrooms, a fitness trail and a walking track
- **Manawa Wetlands** (3 ha) situated south of the town centre on Margan Avenue. It is an urban wetland reserve offering a range of walkways and passive seating areas. It is of historic significance as it was once the Gardner Brothers and Parker's Brickwork's claypit.

Despite the numerous reserves in New Lynn there is a deficit of open spaces relative to other parts of Auckland and access to what exists is often poor. Specific gaps have been identified in the working environments to the east of the town centre and the area immediately to the south, in the future residential area of Crown Lynn.

A shortage of playing fields does exist although there are 13 regional sports fields just across the Whau at Avondale Racecourse. Given the current lack of a direct connection to the area they are not particularly accessible to the residents of New Lynn. New Lynn does have a significant range of private sports clubs and recreational facilities, such as the Reid Road Bowling Club, the internationally renowned Titirangi Golf course, and a number of cycling and indoor recreational facilities at Olympic Park. The schools around the periphery of New Lynn also provide opportunities for outdoor recreation in these grounds.

New Lynn town centre has several public urban squares. The square in front of the library on Memorial Drive was constructed in 1998 and is regarded as New Lynn's civic heart. It is a successful space that connects LynnMall to the library and bus

station and is capable of hosting public events. The other notable public space is Todd Triangle at the intersection of Totara Avenue (West) and Great North Road. The space, enhanced in 2004, represents the gateway to New Lynn town centre from the north. It is being redesigned as part of the TOD project.

Despite the success of these and other public squares there are less successful public spaces that fail to relate to adjoining activities or the wider public network. The square at the intersection of Great North Road and Memorial Drive is of particular concern. Though well designed and landscaped including the Waka art work it is rarely visited due to it being a product of 'space left over after planning' or SLOAP.

Streets are generally of a poor quality although incremental enhancement projects have sought to improve the situation such as the streetscape works along Memorial Drive in the 1990s and on the southern side of Great North Road earlier this decade.

Key Issues and Opportunities: Open Space



RIVER WHAU



New Lynn's potential as a TOD based urban place

Performance against the key characteristics of a successful TOD-based urban places

The following table outlines ten interrelated characteristics considered important to the successful transformation of a disadvantaged suburban area into a successful and sustainable TOD-based urban place (as opposed to 'transit-adjacent development').

These characteristics illustrate the 'success' of any place is about its assets; the stock of particular assets their quality and management.

The table below identifies New Lynn's strengths, weaknesses, issues and opportunities which are addressed through the strategic objectives proposed in Section II.

Characteristics ¹	Comment and Criteria	Asset Type	Major Strength	Minor Strength	Neutral	Minor Weakness	Major Weakness
Scale of population accommodated in a quality medium/high density living environment.	Population numbers are critical to generate local demand, create critical mass to retain services and help grow other services. For a TOD the 'threshold' population is 20,000 people ² within a 10-minute walk of the transport hub, requiring a residential density of 60-120 dwellings per hectare. The mix and make up of the population, preferably to include those with higher skills and incomes.	Soft					X
Economic diversity and high density employment.	A mix of business is required to suit the needs at all stages in business growth. Employment density should be at least 150 FTE jobs per hectare ³ .	Hard				X	
Well connected with ease of movement.	Fundamental to TODs are good rail, road, e-commerce and walkability. Connectedness is a strong selling proposition and often a key determinant in the locational decisions of business and people, especially when coupled with an appealing lifestyle offer. The freedom of pedestrian movement is key to walkability. Maximum parking requirements rather than minimums are essential.	Hard	X (regional connectivity)			X (local connectivity)	
Exceptional level of amenity (public spaces and places)	A key expectation of those willing to embrace higher density living and working is an exceptional level of amenity. This drives values which enables quality development to occur.	Hard				X	
Distinctive and fine grain built form and commitment to quality and sustainability	The place, in particular the town centre, must have a distinctive built form and fine grain (block perimeter of no more than 400 metres) and a network of streets that disperse traffic and is inviting to pedestrians. It should resonate quality if it is to have strong 'differentiation' from other competing places and become a location of choice.	Hard					X



Characteristics ¹	Comment and Criteria	Asset Type	Major Strength	Minor Strength	Neutral	Minor Weakness	Major Weakness
Attractive and energetic core	The vibrancy and vitality of the town centre is directly related to the number of shoppers, visitors and the level of expenditure. It should function as a regional centre capable of attracting an inflow of workers and shoppers and minimising 'leakage' of the resident population and retail spend. This requires a balanced mix of uses.	Hard				X	
Good social infrastructure, particularly schooling	A complete range of facilities and services that allow people to meet all their daily needs locally is essential. The proximity of well performing primary and secondary schools is also a key determinant in locational decisions of people and businesses.	Hard			X		
Attitudes and relationships	It is essential there is an appetite and ambition for change both within the community and through local, regional and national bodies.	Soft	X				
Place marketing	A deliberate attempt to put the place on the map and overcome previous perceptions is essential.	Soft		X			
Implementation	Effective institutional and organisational need to be put in place to drive change.	Soft		X			

1 Characteristics drawn on the work of Patrick Siegman in Tumlin and Millard-Ball, 2003 and Professor Stuart Gulliver, University of Glasgow

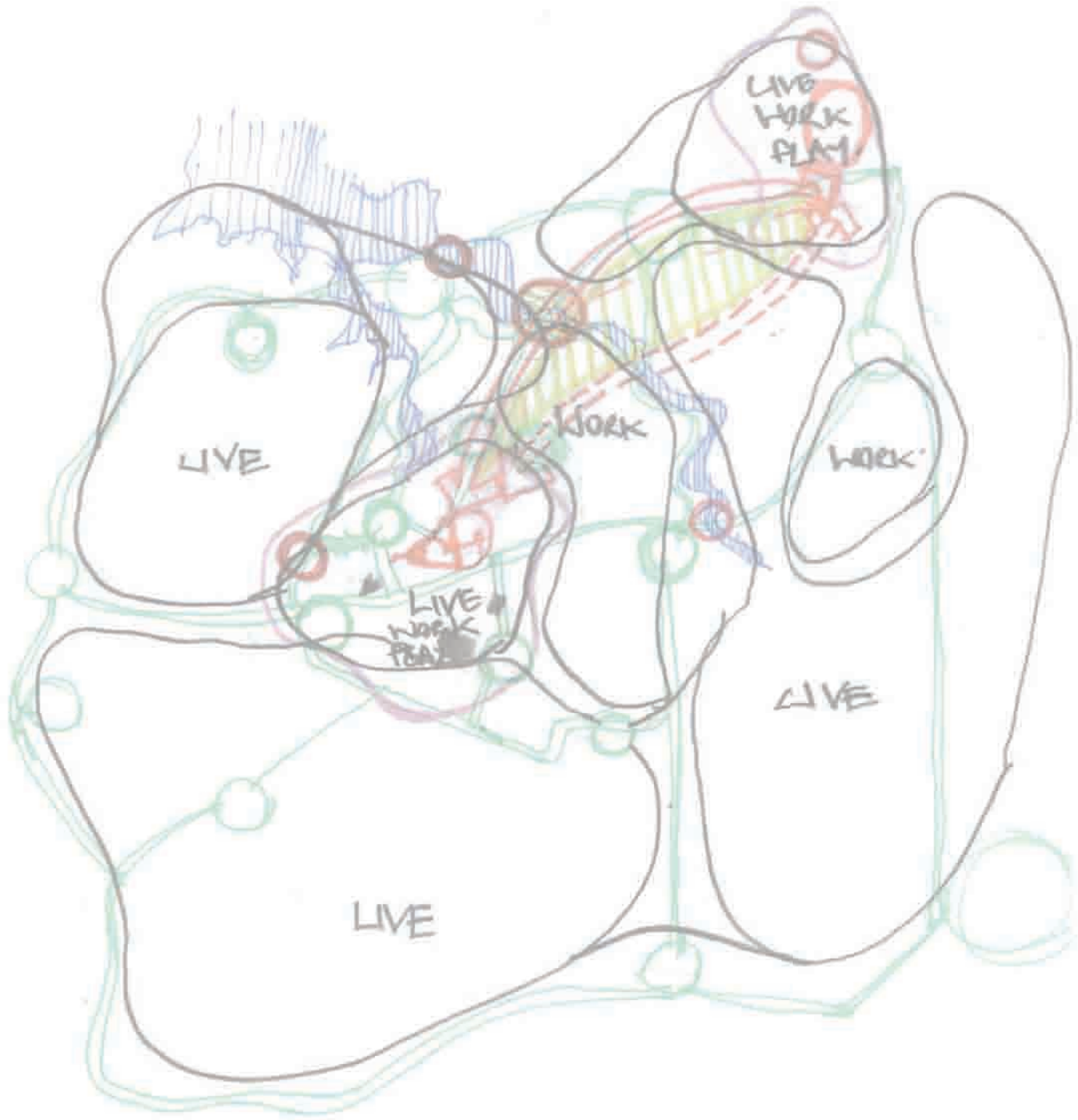
2 Based on the international research of Peter Calthorpe, urbanist and author

3 Pushkasser and Zupan, 1997; Ewing; 1999, Cervero, et al. 2004; Reconnecting America and the CTOD, 2008.

It is clear New Lynn has a major 'hard asset' strength in the partial trenching of the railway line and construction of the transit interchange. However there is scope for improvement in local connectivity, particularly to Avondale. New Lynn is reasonably strong on 'soft assets' but they will need to be nurtured and further developed through Auckland Council and the Whau Local Board.

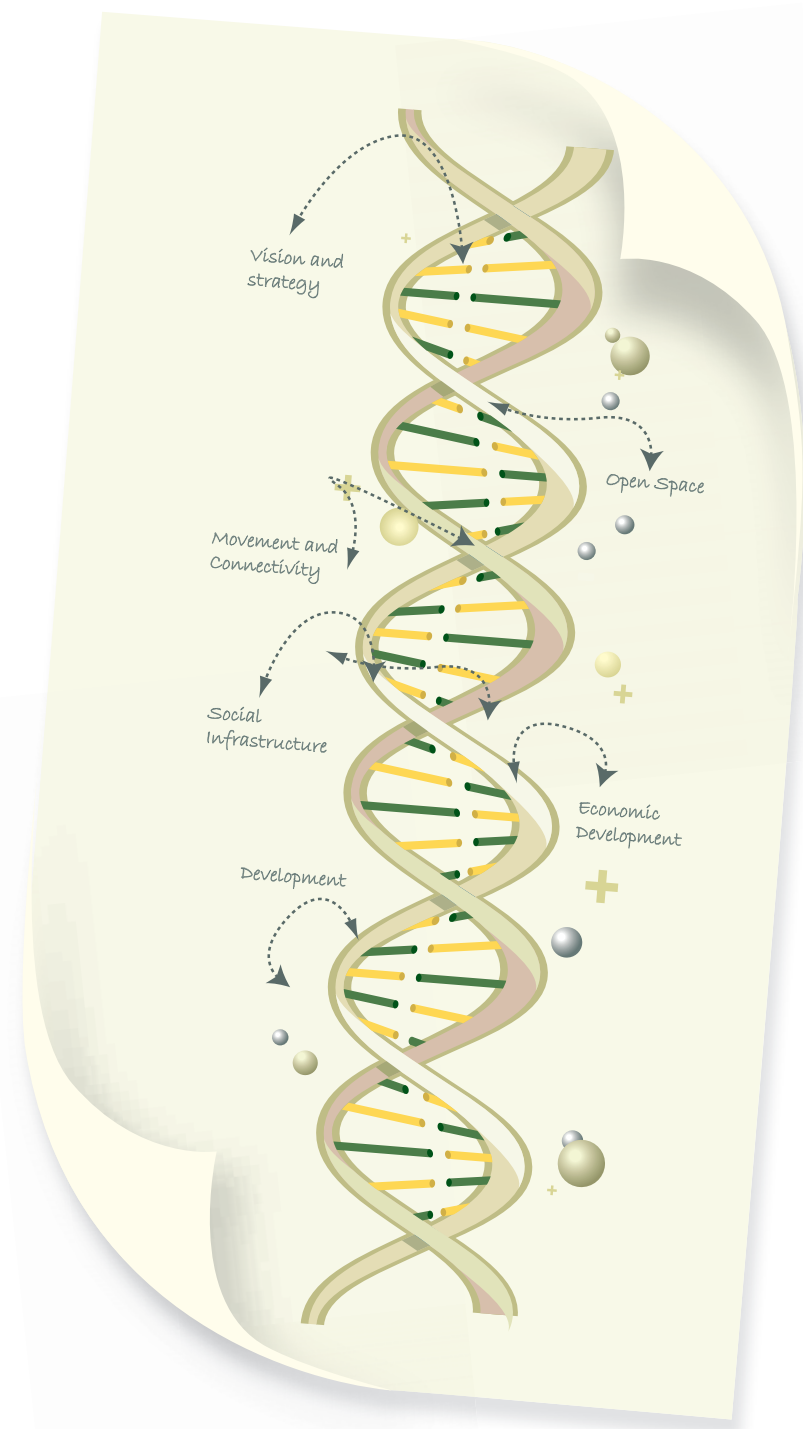
On the whole, this situation is not uncommon for emerging TODs. It is appropriate that effort to date has focused on improving New Lynn's "connectedness". However, success in delivering a place-led strategy requires attention be given to New Lynn's other hard assets. If not addressed New Lynn could become a Transit Adjacent Development as opposed to Transit Oriented Development.

Section II presents a strategy as to how New Lynn's performance against these goals can be improved.



Section II - Vision and Strategic Objectives - Identifying the place opportunities

 Section Two	page
Vision and Strategic Objectives	52
Open Space Strategic Objective	54
Movement and Connectivity Strategic Objective	60
Social Infrastructure Strategic Objective	68
Economic Strategic Objective	74
Development Strategic Objective	82



 ELEMENTS (STRATEGIC OBJECTIVES) THAT MAKE UP THE "DNA" OF NEW LYNN 2030



Vision and Strategic Objectives

The 20 year vision for New Lynn, drawing heavily on that established in the Urban Regeneration Framework (2008), is that by 2030:

To create a unique sustainable urban place centred on a world class transit interchange that is capable of attracting and maintaining a population of 20,000 residents and 14,000 workers (within the area).

It is a vibrant and cosmopolitan place reflective of the rich diversity of the community and the special characteristics and pride that come from being “out west”. A place that is true to its roots and in tune with its stunning wider natural setting. It has been redefined to fully reflect the opportunities of 21st century urban living. It is a place of exceptional quality and the location of choice for people to work, live and play. Through a compelling value proposition, the council and its partners will have motivated developers to reach standards of development previously unseen in New Zealand.

“Transit Oriented Development location is a valuable and scarce resource, similar to waterfront property. It tends to increase property values 5-15 percent, reflecting the direct benefits to residents and businesses of having diverse transportation options, and resulting automobile and parking cost savings.”

Victoria Transport Policy Institute website

Realising the vision requires growth in which population and employment numbers must rise significantly.

This is the premise of the adopted Transit Oriented Development approach with the transit interchange being the first step in New Lynn becoming the location of choice for those able to choose where they live and set up business in Auckland.

The next step is to create an attractive urban place by delivering exceptional amenities and social infrastructure including schooling, health care and community facilities, and realising the many development opportunities that exist so businesses and people are attracted to, and can be accommodated in New Lynn. Without the next step New Lynn is at risk of becoming a transit oriented adjacent development with all of the transit hardware but none of the urban intensity.

The critical success factors and therefore goals for delivering the New Lynn vision, born out of the place-making imperative outlined in Section I (page 48-49), are summarised in critical success factors box.

Section II presents a series of interrelated strategic objectives for achieving these goals and consequently delivering the Vision. Strategic objectives are established and ‘key moves’ identified which in turn inform the overall Development Framework proposed in Section III and associated Precinct Plans.

CRITICAL SUCCESS FACTORS

- **Growing and sustaining a stable resident population in a medium to high density living environment [Development Strategic Objective and Social Infrastructure Strategic Objective]**
- **Encouraging economic diversity and attracting higher density retail, commercial and knowledge based employment [Economic Strategic Objective]**
- **Maximising connectivity and movement [Movement and Connectivity Strategic Objective]**
- **Creating an exceptional level of amenity in open spaces and the public realm [Open Space Strategic Objective]**
- **Delivering a distinct, quality and sustainable built form that captures the distinct character and heritage of the place [Development Strategic Objective]**
- **Maximising the attractiveness and activity of the town centre [Development Strategic Objective/ Economic Strategic Objective]**
- **Changing attitudes and perceptions [Development Strategic Objective and Social Infrastructure Strategic Objective]**
- **Surpassing social infrastructure requirements [Social Infrastructure Strategic Objective]**
- **Place marketing the town as somewhere to live, work and visit [Economic Strategic Objective / Development Strategic Objective]**
- **Creating a delivery mechanism for implementation [Section IV - Implementation].**

Characteristics of Transit Oriented Versus Adjacent Development

Transit Adjacent Development New Lynn today	Transit Oriented Development New Lynn in the future
• Suburban street pattern	• Grid street pattern
• Lower densities	• Higher densities
• Dominance of surface parking	• Limited surface parking and efficient parking management
• Limited pedestrian and cycling access	• Pedestrian- and bicycle-oriented design
• Mainly single-family homes	• Mixed housing types, including multi-family
• Segregated land uses	• Horizontal (side-by-side) and vertical (within the same building) mixed use
• Gas stations, car dealerships, drive-through stores and other automobile-focused land uses.	• Office and retail, particularly on main streets.



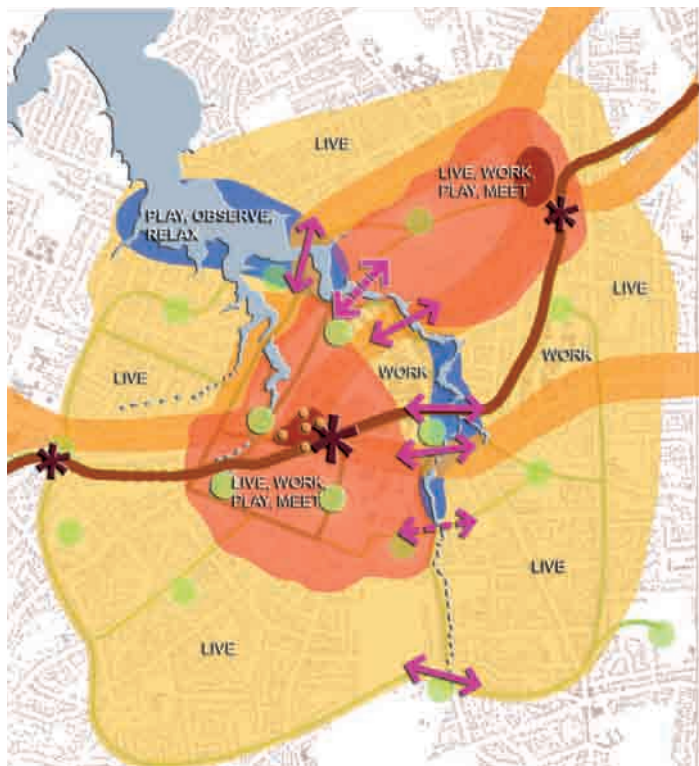
Outcomes of the vision

It is expected that by 2030:

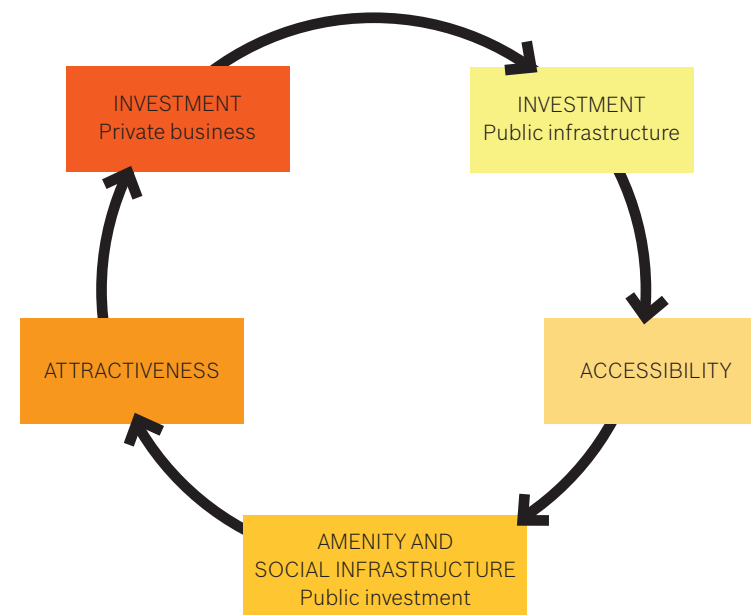
- New Lynn will be a showcase of an integrated approach to delivering a TOD and urban regeneration and be a model for other projects throughout New Zealand
- The transit interchange will be buzzing, receiving thousands of daily commuters and providing residents and workers with an 11 minute connection to Auckland CBD (18 minute post electrification; 11 minute post CBD rail loop)
- At least 4,000 new homes will have been built across New Lynn with Crown Lynn Precinct transformed as a showcase sustainable residential neighbourhood
- The town centre core will be a high density employment hub including the vibrant mixed-used Merchant Quarter sitting alongside a shopping centre
- Ten spaces (five 'hard' and five 'soft') within a five minute (400 - 500m) walk of the transit interchange will provide an urban amenity like no other in Auckland, with the new Crown Lynn park the jewel in the crown
- New Lynn will be a showcase pedestrian and cycle friendly place reflected in the way in which people move in and through the town
- A new connection will have been created between New Lynn and Avondale across the Whau via a redeveloped Avondale Racecourse, linking the two areas as a single but diverse place
- Edge of town centre sites will be redeveloped at higher densities to assist in the transition from urban to suburban with outlying suburbs beyond preserved as stable communities
- The Whau River and Rewarewa Stream will be treasured assets enjoyed by the whole community
- The traditional employment base will be nurtured and maintained and progressively moved towards higher value post industrial activities
- Social infrastructure will be 'ahead of the curve' with a new school(s) providing greater educational choice and an exceptional range of community facilities, housing, services and networks
- New Lynn will have a thriving evening economy, the place to see and be seen
- Clark Street extension and Veronica Street / Portage Road will relieve the town centre of through traffic enabling a pedestrian focused environment in Totara Avenue West and Great North Road
- All new buildings will be to the highest environmental standards, progressively moving toward *carbon neutrality*
- The people and businesses of New Lynn will have enormous pride in what has been achieved. They will have taken the initiative in terms of management and growth of the exceptional place and community they have created.

“Designing a dream city is easy, rebuilding a living one requires imagination.”

Jane Jacobs, Life and Death of an American City, 1961



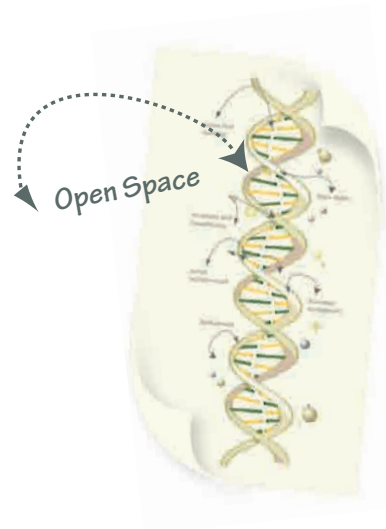
NEW LYNN URBAN PLAN VISION STRATEGY



THE INVESTMENT WHEEL



Open Space Strategic Objective



To deliver an exceptional level of amenity across the area with an evenly distributed series of quality 'hard' and 'soft' spaces linked by a coherent green-blue network.



Overview

Quality open space or amenity will be a key determinant in persuading business and people to locate in New Lynn and for it to become a destination of choice. The current overall quality of the existing space is reasonable however New Lynn has not, to date, made the best of its environment including waterways, reserves and streets. Almost as important as the quality of space is the quantum which, in relative terms, is low for the current population and totally inadequate for that projected. Further the way in which the open space is distributed across New Lynn is uneven with some areas being space rich

and others poor. This is particularly true of the area immediately to the south and north east of the centre. A better allocation of open space is required to fill the gaps and thereby address the open space deficit.

The strategic objective for open spaces in New Lynn can be summarised as quality, quantity and accessible distribution - 'a total network' building on its existing network of green streets and streams.

Open space can also play an increased role in reducing the carbon footprint of urban development in New Lynn and is an integral component of the sustainable development framework.

Although public investment is a critical component in delivering the open space vision, it is not sufficient. The way the private developments respond to the public realm - streets, parks, streams - and activate them and take ownership of them will be key to the success.





OPEN SPACE PLAN

GREEN LOOPS AND LINKS

STREAM CORRIDORS

2-5 MINUTE WALK FROM INTERCHANGE

10 MINUTE WALK FROM INTERCHANGE

"POWER OF TEN" HARD SPACES (EXISTING)

"POWER OF TEN" SOFT SPACES (EXISTING)

"POWER OF TEN" NEW SPACES (HARD AND SOFT)

"SOFT" SPACE NUMBERED **1 - 5**

SEE "HARD" SPACE OVER PAGE

Open Space Key Moves

1. Power of Ten

To address the open space deficit in New Lynn and ensure a level of amenity unsurpassed in Auckland it is proposed a family of **ten open spaces, five 'hard' and five 'soft, are created, maintained or improved within a five minute (400-500m) and 10 minute (800-1000m) walk respectively of the transit interchange.**

Each open space, while clearly being part of a 'family', will have its own unique character and dominant function whether it be a space for play, picnicking, walking, observing wildlife or simply relaxing. The hard spaces will be connected by a high quality network based on shared space principles. Green streets and corridors will link the soft spaces.

The jewel in the crown of this network will be a large (one hectare) urban park for the whole community on the former clay pits site within the Crown Lynn Precinct.

The other significant new open space will be in the working environment to the north east of the town centre (Delta Avenue Precinct) and is envisaged as informal open space(s) with little infrastructure other than a ground surface which can evolve into multiple purpose game zone.

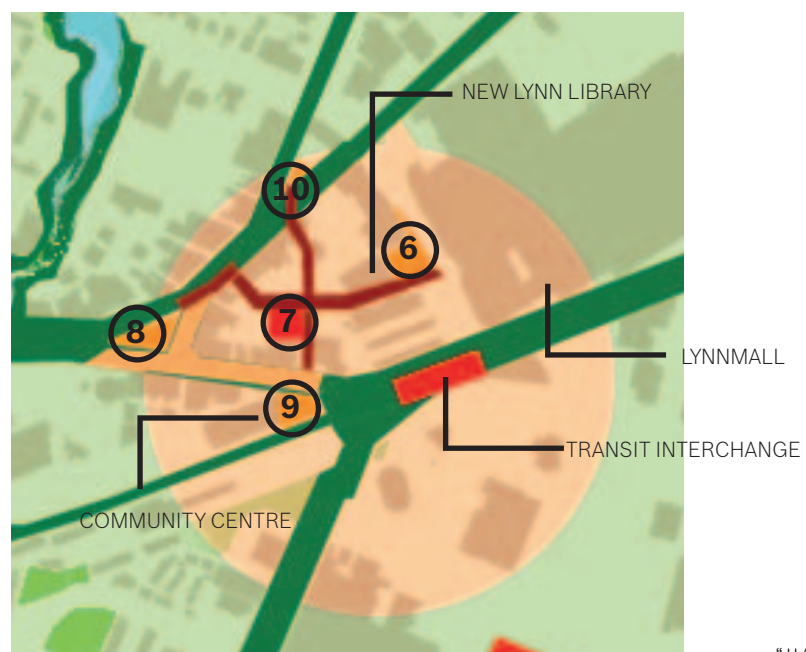
Research done by Manchester University concluded that a 10% increase in tree canopy cover would cancel out the four degree temperature increase predicted for this century
 CABE Grey to Green infrastructure



BRITOMART SQUARE OFFERING AMENITY FOR LOCAL RESIDENTS AND WORKERS - AUCKLAND

Power of 10 spaces

	Soft Spaces	Action
1	Rewarewa corridor	Improve
2	Manawa Wetlands	Maintain
3	Olympic Park	Maintain
4	New Lynn Park	Create (Approx. 1ha)
5	Delta Park	Create (Approx. 2,000sqm)
	Hard Spaces	Action
6	Memorial Sqaure	Maintain
7	Merchant Quarter Square	Create (Approx. 1,000sqm)
8	Todd Triangle	Improve through 2011 - 2012
9	Community Centre Forecourt	Improve
10	Delta Triangle	Improve



POWER OF TEN - HARD SPACES

- “POWER OF TEN” HARD SPACES (EXISTING)
- “POWER OF TEN” NEW “HARD” SPACES
- “HARD SPACE” CONNECTIONS
- “HARD” SPACE NUMBERED



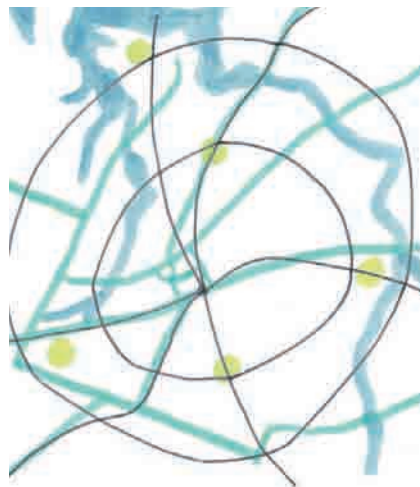
MATURE TREE ALIGNMENT - SEABROOK AVENUE



MATURE TREE ALIGNMENT
- FRANKLIN ROAD AUCKLAND

2. Green-Blue Loops and Links

The often forgotten and neglected assets of the **Whau and Rewarewa stream corridors will be opened up to public access** forming a 'blue ribbon' flanking the east and west of the town centre. New private development will be required to front onto the stream edges, activating them and taking ownership of their maintenance and management. Additionally, the numerous pleasant streets of New Lynn will be celebrated as green streets with other less established but equally important routes joining them to create a network.



	Inner Green Loop	Action	Comments
1	Margan Avenue	Improve	Build on the potential with existing trees. Space to be reclaimed for pedestrians and cyclists.
2	Great North Road	Improve / Create	More trees, improved crossings, and generally barrier free for pedestrians, safer for cyclists.
3	Railway Corridor	Create	More planting, walk and cycle way to be built.
4	Rankin Avenue	Improve	Build on the potential with existing trees.
5	Rata Street	Create	Trees and more space / crossings for pedestrians required.
6	Rewarewa Stream Corridor	Improve (existing on one side) / Create (on the other side)	Views to be opened off Great North Road requiring possible selective removal of buildings. Creation of a north / south street along the stream to make it feel safer and more accessible.
7	Delta Avenue	Improve	More trees. More space for pedestrians and cyclists.
	Outer Green Loop	Action	Comments
8	Whau stream corridor	Create	Build on the potential and heritage value. Green bridge connection across the Whau to be created. Make it more accessible with walkway and platforms along the stream edge.
9	Rimu Street	Improve	Reclaim space for pedestrians.
10	Seabrook Avenue	Maintain	Strong tree alignment existing.
11	Golf Road	Improve	Stronger tree alignment required. More crossing facilities for pedestrians.
12	Lynwood Road / Fruitvale Road	Improve	Build on existing tree alignment: more planting.
13	Bob Hill Road	Create	Street created through wider redevelopment with tree alignment on both sides and with a focus on pedestrians.
14	Blockhouse Bay Road	Improve	More trees.

This network will **create an inner and outer green loop that will connect with each other and the numerous open spaces that exist or are proposed**. In addition to increasing accessibility to open spaces, this network will create wildlife corridors, contributing to an enhanced ecosystem.

Green streets should be lined by trees (at approximately 10m spacings), pedestrian crossing opportunities should be numerous, footpath widths generous (min 2.5m) and there should be space for cyclists.



3. Front Gardens

'Perception is reality' when it comes to how people regard amenity in an urban setting. People are willing to forgo generous private outdoor open space as required in urban environments if they still have a sense of having immediate access to a 'front garden'. Having a direct visual and/or physical connection to public open space lifts amenity and property value (by up to 15 percent according to CABE, the Value of Public Space, 2004).

It is therefore proposed **all new residential development of more than 10 units across New Lynn shall be within a 2-3 minute walk (200m) of an acknowledged public open space.**

If this is not possible an open space or pocket reserve of a 25sqm should be provided within the site.

4. Rationalise space

A number of open spaces exist which should be redesigned, relocated or redeveloped.

Typically these open spaces fail to work as a consequence of their poor relationship to their surrounding area or accessibility. There are two notable examples:

- Bob Hill Reserve which, although being the host of a unique skate park, is ignored by the large industrial site to its north, suffers from a lack of natural surveillance and is easily accessed by only a small collection of stand alone houses. In addition, the clay soils make the sportsfields unusable for a few months in winter. It is proposed to redesign and possibly 'shrink' the reserve to address these issues while preserving or reallocating the skate park.

- The public space at the busy intersection of Great North Road and Memorial Drive adjoining a rear servicing area for LynnMall. It currently fails to attract people and does not work well as a town square. A better location for this space is within the urban fabric with better enclosure and building frontage, e.g. within the heart of the Merchant Quarter or within the new park in Crown Lynn Precinct.

The proposed response to each of these is detailed within their respective Precinct Plans.

5. Use Active Recreation Fields

An opportunity exists for the many community clubs to complement the open space network. There are however limitations on the availability of these sports pitches, a problem compounded by the inability of sand based sports fields to cope with constant use.

The introduction of artificial fields will become critical in enabling shared use and longer playing hours.

The proximity of the regional sports fields at Avondale Racecourse, of which there are 13 fields, will also become more important as a resource for New Lynn as it becomes more urbanised. A more direct link between the New Lynn centre and the racecourse playing fields will become a key intervention in providing better access to these facilities.



BOB HILL RESERVE



QUALITY SPACES. HANNOVER GERMANY



BERM PLANTED AND ENHANCED BY LOCAL COMMUNITY - MELBOURNE



WAKA SQUARE ON BUSY INTERSECTION



BOB HILL RESERVE



MEMORIAL DRIVE / GREAT NORTH ROAD RESERVE



6. Play Opportunities

To further entice families into New Lynn the level of play facilities needs to be increased with greater creativity in its delivery (e.g. play equipment within the street itself). It is proposed **all residential development of more 20 units provide a play facility**.



TABLE TENNIS, SANTI STAITLES, GATESHEAD, ENGLAND



IN SPIELSTRASSE OR "HOME ZONES", THE STREET ACTS AS A PLAY GROUND - FREIBURG GERMANY



RICE PADDY CAMPUS, SHENYANG, CHINA

7. Edible landscapes

To celebrate the influence of food production in shaping New Lynn, to reflect the fact many of the open spaces began as people's gardens and to promote healthier living, **improved or created spaces should where appropriate include productive landscapes (fruit trees, berry bushes, herb gardens etc)**. Potentially this could be a feature of all new or improved parks, spaces and streets.

Urban allotments or community gardens should also be considered in all new residential developments. Opportunities for associated social enterprises producing and processing local food should be identified and nurtured.

8. Ecosystem and Ecological Values

In transforming New Lynn as a place where people can live, work and play **it is important ecosystem values and practices are central to the management of public reserves coupled with initiatives on private land. Not only will this make these areas more pleasant places to be, it will foster a sense of stewardship within the wider community**. The enhancement of the Whau and Rewarewa edges will play a key role.

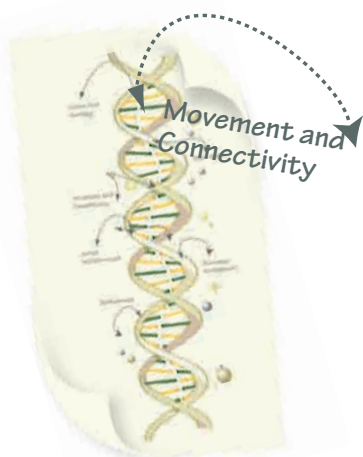
Recent developments in New Lynn as part of the TOD have demonstrated a number of sustainability initiatives, such as best practice stormwater management including rain gardens and selection of local materials. The Manawa Wetlands and the strong emphasis on environment at Olympic Park (restoration of Avondale stream, EcoMatters Trust activities) are other examples. The Rewarewa green - blue link presents an excellent opportunity to further develop this approach.

It is proposed ecological principles for the design of public or private spaces include:

- Design for a range of spaces
- Use natives for large landscape elements
- Use local genetic material (eco-sourcing)
- Connect spaces (key role played by Rewarewa Stream, Whau River and the green streets - refer to key move 2. Green and Blue Loops and Links).



Movement and Connectivity Strategic Objective



To ensure that New Lynn is an easier and more enjoyable place for all to travel around and through, particularly as a pedestrian and cyclist.

Overview

Movement and connectivity are fundamental to delivering a TOD based sustainable urban place. The partial trenching of the railway line, the transit interchange, the new SH20 extension and proposals for a Whau crossing from Span Farm to the Rosebank Peninsula all ensure New Lynn will be well connected to the wider Auckland region. A significant task at the local level to ensure New Lynn and Avondale are well connected to each other and that New Lynn is entirely walkable (and 'cycleable') with, for example, measures needed to address further barriers to pedestrian movement and enhancement of unattractive and disconnected streets.

“Without tackling traffic and movement there seems to be no plausible hope of activating the public realm.”

Beyond Green, Sustainability and Transformation in New Lynn, 2009

As described and illustrated (see page 43) in the movement analysis section, the levels of permeability and connectivity in New Lynn are currently low. Although a grid system is in place, the sizes of the blocks are far too big for an urban environment and the number of fractured routes significant. **Increasing the permeability and connectivity of New Lynn will be key to delivering to Transit Oriented Development.** In creating new streets or reconnecting existing dead end streets, a finer grain urban grid will ensure improving walkability and cycleability and offer a greater number of alternative routes resulting in a dispersed road network – a smarter approach to transport management.

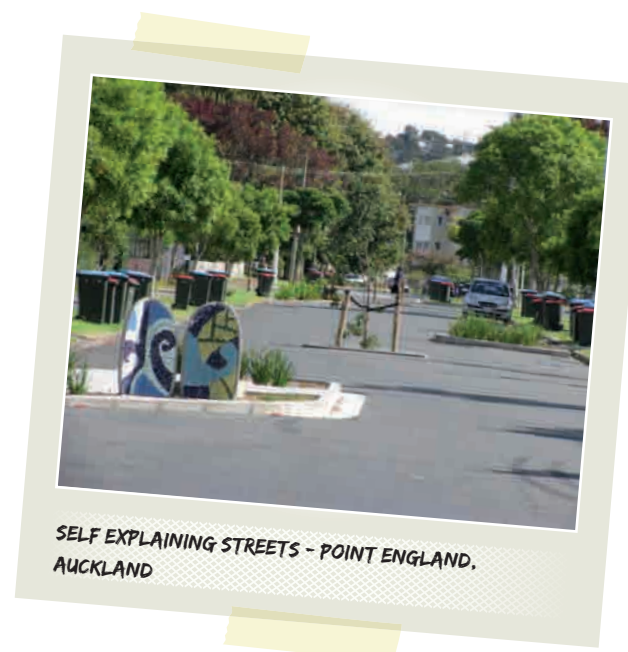
A transport hierarchy for New Lynn, to be used in all future transport investment and planning decisions, should place pedestrians at the top just ahead of cyclists and public transport, with private vehicles at the bottom. This is not however to ignore how important private vehicles are to the overall vitality and viability of the town centre. There is a need to ensure vehicles are able to move with relative ease, that they are not excluded from streets and that an appropriate level of car parking is provided in the context of New Lynn being a TOD based urban place.

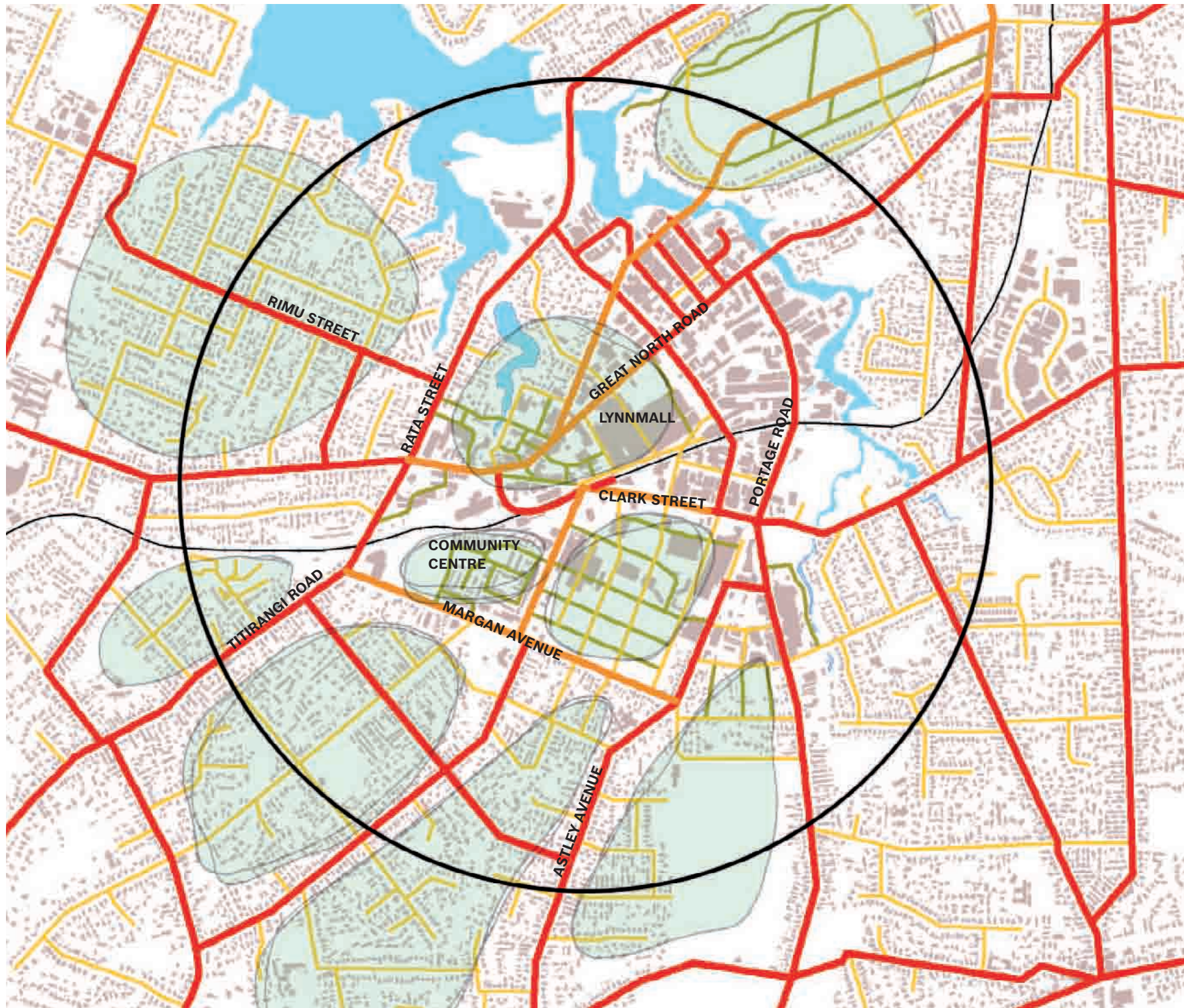
Movement and Connectivity Key Moves

1 . Street Hierarchy

The street hierarchy of New Lynn is unclear which can make it a very disorienting place. **To assist with legibility and general amenity it is proposed a clear street hierarchy be established with streets assigned a certain classification so that a standardised 'language' can be established. A typical cross section would be created to better identify the intended place and movement function of each street and the land uses along them.** This may result in progressive changes to the road network with, for example, the removal of flush medians and 'free left' turns and the addition of street crossings to improve the pedestrian experience.

Within the residential neighbourhoods this hierarchy should lead to the introduction of 30km per hour precincts based on the principles of 'self calmed' streets as in the Totara Avenue design and the residential street at Point England Auckland. This means the design of the streets itself communicates to drivers that they have to slow down. This could include trees, street furniture and pocket parks and it could also mean simply putting in car parking or other more traditional traffic calming devices (e.g. raised tables).





 STREET HIERARCHY

-  SLOW DISTRICTS
-  SHARED SPACES / STREETS
-  LOCAL STREETS
-  MAIN STREETS / AVENUES
-  STREETS



2. Walkability

Walkability, the quality and ease of pedestrian movement, is key to the success of the New Lynn Transit Oriented Development. It is therefore key to improve the pedestrian experience of everyone, including people with mobility and vision impairments.

As outlined in the movement analysis page 42, there are a great number of fractured routes throughout New Lynn and the general block sizes are over 300 x 300 metres (i.e. a block perimeter of at least 1,200 metres). Coupled with the difficulty to cross streets, this prevents pedestrians from using preferred desired lines.

The design of new or improved streets should include:

- Widening the footpaths to a minimum of 1.8m in general and even more in the core of the centre or on strategic pedestrian routes and removal of obstacles
- Increasing the number of crossing facilities at intersections and mid-block in order to enable pedestrians to cross the street more easily, with the aim to provide crossing

facilities every 100 metres in the centre and 150 metres outside

- At controlled intersections, the duration of the green time of the pedestrian phase should be increased;
- Improving street lighting so pedestrian routes are pleasant and safe by night
- Planting trees along the footpaths, providing for more street furniture to increase the amenity of the pedestrian journey
- Following barrier free and universal access principles and meeting the mobility and vision impairment requirements.

It is important new developments or redevelopments contribute to improving the network of streets and to increasing the block permeability with the reconnection of dead end streets and creation of new streets (e.g. potential to connect Thom Street in the Avenue Precinct). This will contribute to a finer grain urban grid, the aim to achieve a block perimeter of 400 metres.

3. The Great in Great North Road

The key to unlocking the full potential of the New Lynn Town centre will be a **'civilised' Great North Road - putting the Great back into Great North Road.**

Currently, Great North Road, although identified as a Quality Transit Network and cycle route in the regional cycle network, is a vehicle dominated environment and represents a barrier to pedestrian cross movement within the town centre in much the same way as the rail line did until its recent trenching. The street presents a hostile four lane environment to pedestrians and cyclists with peak flows of 25,000 vehicles per day, narrow footpaths, no cycling infrastructure and only a few trees and limited designated crossing points. This effectively severs the Merchant Quarter Precinct in two and erodes the retail and leisure experience of those businesses that front onto it.

It is proposed increased opportunities to bypass the centre for through movements (e.g. SH20 and Godley Road to Titirangi) and public transport investment, car movements in the section of Great North Road between Veronica street and Clark Street Extension be reduced and that, subject

to a feasibility study, **Great North Road be redefined as a calmed 'high order avenue' along this length. This could include the realignment and narrowing of the carriageway to ensure more efficient use of footpaths alongside greater landscaping as well as additional on street parking provision and better amenities for public transport users and cyclists.**

Given the scale and importance of Great North Road this redesign will need to be implemented in progressive stages, in consultation with businesses and the local community, with the end goal being to calm the street and thereby enhance the pedestrian experience and attractiveness of shops and businesses.

Research undertaken by Transportation Research Institute in New York - 1999 - showed a clear and real link between improvements in economic activity and investment in pedestrian infrastructure (for access, mobility and safety needs).





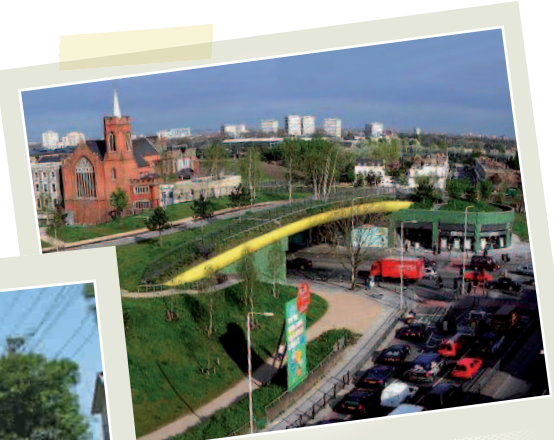
4. The Stitch

A number of street links exist between Avondale and New Lynn across the Whau. However, there is considerable scope for further connections to effectively 'stitch' the two places together seamlessly. The most exciting opportunity for a new connection is the creation of a new bridge to link an extended Delta Avenue from New Lynn directly into the Avondale Racecourse. The racecourse site represents a valuable recreational and cultural asset in the short-term (helping to meet the current deficit of playing fields in New Lynn and West Auckland generally) and should also be regarded as a strategically important development opportunity site in the medium to long-term. For New Lynn to capture the benefits of the Racecourse today, **a new street bridge over the Whau River is essential and a study must be undertaken to verify its feasibility.**

Other opportunities exist to add to the stitch including a bridge over the Avondale Stream connecting McWhirter Place with Taylor Street which eventually leads to Blockhouse Bay.



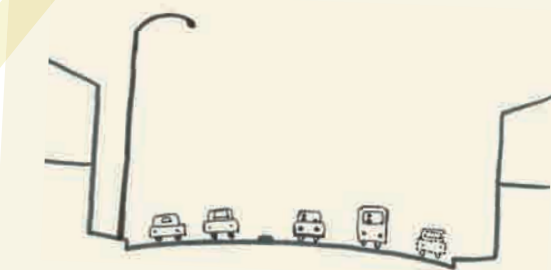
DELTA AVENUE OFF GREAT NORTH ROAD - DOWN TO WHAU RIVER



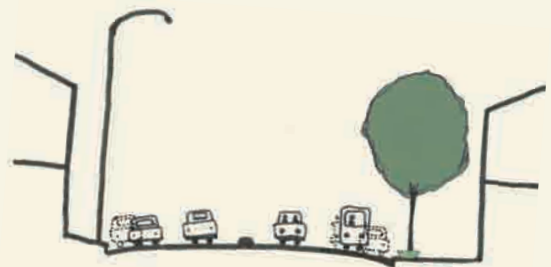
GREEN BRIDGE, MILE END, LONDON



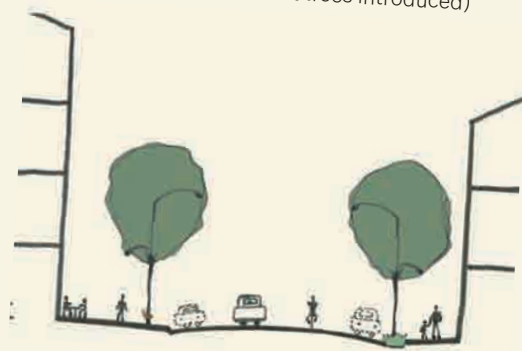
DELTA AVENUE LOOKING TOWARDS THE WHAU RIVER AND AVONDALE RACECOURSE BEYOND




Today



First steps towards an improved Great North Road
(clearways and street trees introduced)



Potential for a more radical transformation
(further street trees and reduction in the number of lanes)

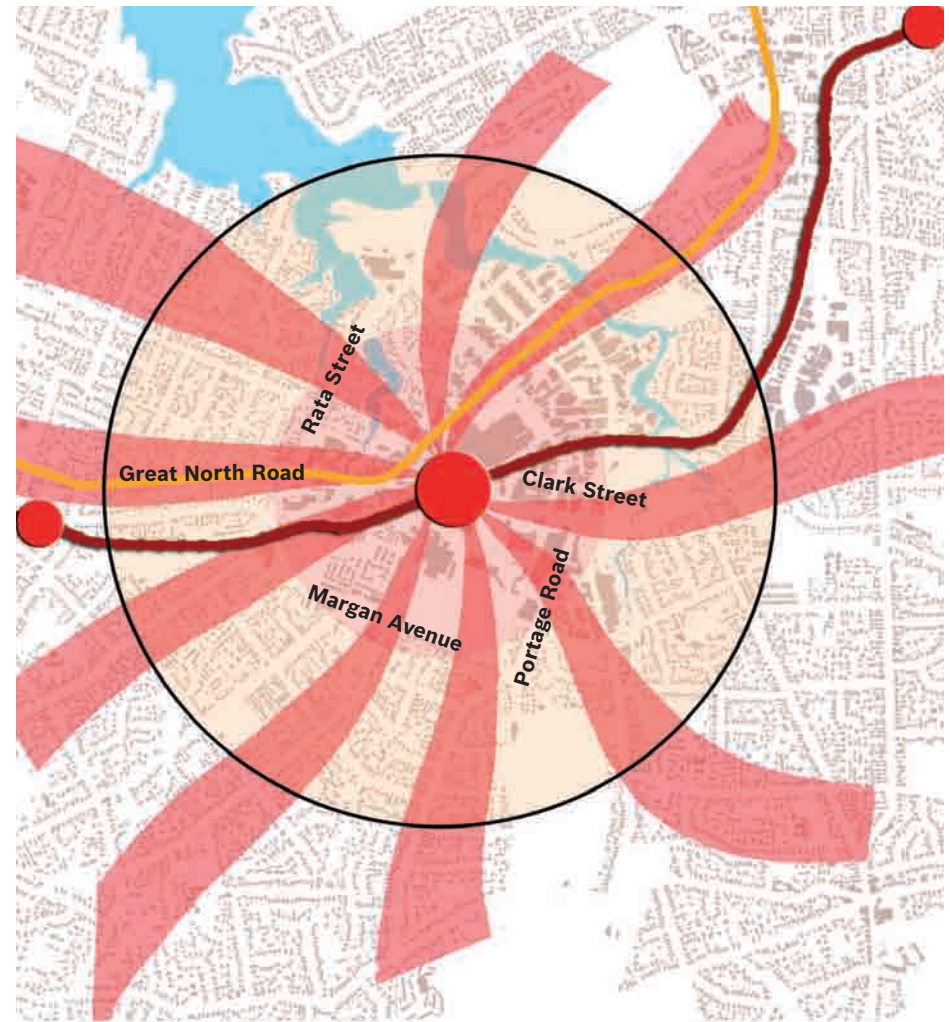
 GREAT NORTH ROAD BETWEEN VERONICA STREET AND CLARK STREET EXTENSION - POTENTIAL FOR CHANGE OVERTIME



5. On the Buses

The rail trench coupled with electrification, Britomart rail loop and integrated ticketing will make New Lynn a short 11 minute ride to Auckland CBD. To capitalise on this investment a strategy for improving bus services and infrastructure needs to be developed with, for example, **the provision of frequent feeder bus routes connecting the outer areas of New Lynn to the train station with coordinated timetables to**

minimise waiting times between transfers (illustrated in red on the map below) and the introduction of dedicated bus lanes along stretches of particular routes. This investment together with improvement in the overall walkability of the place will ensure a comprehensive public transport system required of a TOD.



PUBLIC TRANSPORT PLAN

FEEDER BUS SERVICES

10-15 MINUTE WALK FROM INTERCHANGE

QUALITY TRANSIT NETWORK (GREAT NORTH ROAD)

RAILWAY LINE

TRAIN STATIONS



ON SLOW STREETS CYCLISTS AND VEHICLES CAN SHARE THE STREET - FREIBURG GERMANY

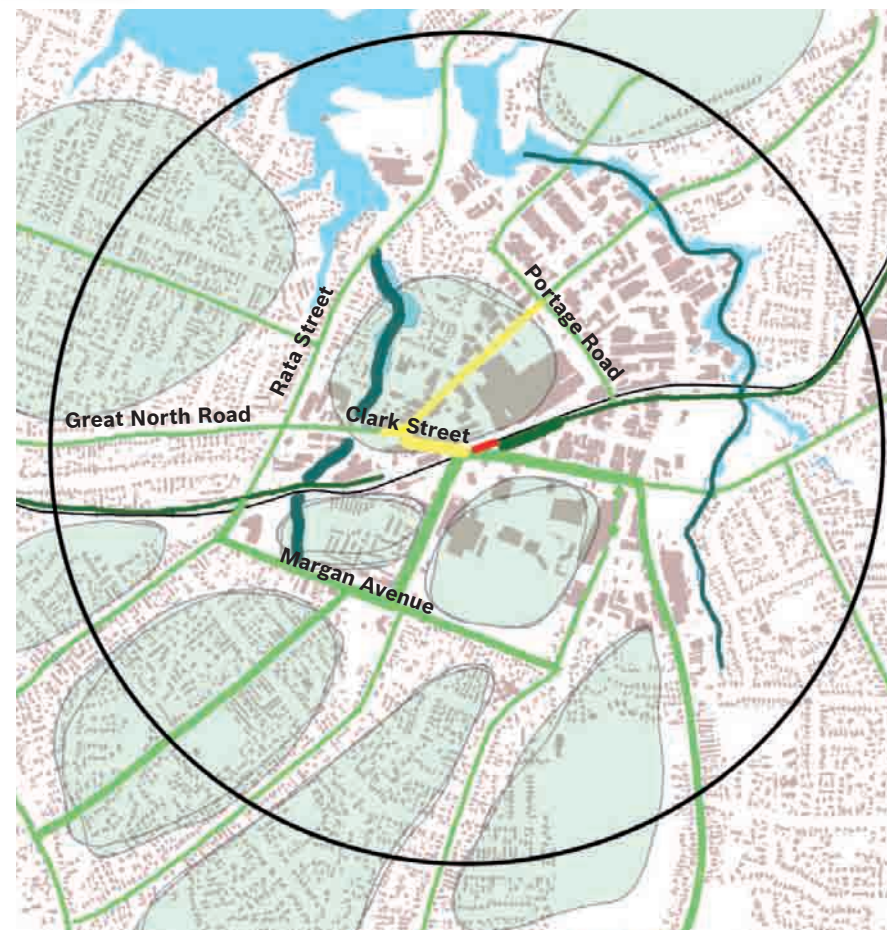
6. Cycle loop

Opportunities for cycling are considerable given New Lynn's relatively kind topography and grid-like street network. However the conditions to enable this to happen don't exist as there are no dedicated cycleways (with the exception of that provided along recently reconfigured Clark Street) and only limited examples of requisite cycle infrastructure (e.g. bike stands, stop boxes and lockers).

It is proposed a designated network of green streets be established with inner and outer loops (see the Open Space Strategic Objective) that would include cycle lanes, where appropriate, and other treatments (e.g. cycle advance boxes at intersections with leading lanes). Seabrook Avenue, with its strong tree alignment and wide berms, has the potential to become a pleasant cycle route for people of all ages, connecting the southern residential area to the core of the centre. **An integrated cycling network within two km of the transport interchange, that is safe and**

convenient for a wide range of cyclists (particularly for younger or novice cyclists) is considered particularly important to provide an alternative to the car for daily activities.

Complementing these new cycle routes will be the provision of cycle stands and storage lockers throughout the town centre core and along the cycle network with the aim of progressively moving to a position where the number of car parking space is matched on a 1:4 basis (that is one cycle stand for every four car parking spaces). Cycle racks could accommodate rentable bikes (e.g. "Nextbike" which currently serves Auckland central areas) to expand the existing Auckland network to New Lynn. This would offer opportunities to visitors to New Lynn arriving by train, New Lynnians who do not own a bike, or people wanting to cycle with the best weather conditions only to make the most of the improved, pleasant and safe cycling network.



- CYCLING PLAN
- WALKWAY / CYCLEWAY ALONG STREAM CORRIDORS
- WALKWAY / CYCLEWAY ALONG RAIL CORRIDOR
- SHARED PATH / ON STREET CYCLE LANES
- CALMER STREET ENVIRONMENTS
- SLOW DISTRICTS

THE WIDTH OF THE LINES GIVES AN INDICATION OF THE TIMEFRAMES








NEXT BIKE - RENTABLE BIKES. AUCKLAND



7. Keep Business Moving

The movement of freight to and from the working environments within and around New Lynn is essential to the success of the local economy. Much of the freight movement currently occurs to the east of the town centre and is funneled along Great North Road. This presents a significant challenge to delivering the overall vision and the proposals for Great North Road. Building on the recommendations of Waitakere City Freight Plan, it is proposed that **a new freight route be introduced along Veronica Street and/or Portage Road to further complement the construction of the Clark Street extension enabling the downgrading of the section of Great North Road through the centre** (as included in the freight plan with two alternatives as illustrated).



-  FREIGHT PLAN
-  EXISTING AND FUTURE FREIGHT ROUTE
-  FUTURE FREIGHT ROUTE
-  EXISTING ONLY FREIGHT ROUTE
-  OPPORTUNITIES FOR STREET RE-DESIGN

8. Evolving Parking Management

Investment in public transport infrastructure will be critical to future business location decisions however, in the short term, vehicle accessibility, particularly car parking availability remains important.

For New Lynn to be considered a true Transit Oriented Development, shared parking facilities (i.e. limited surface parking) and efficient parking management are key requirements.

‘Transit-Oriented Developments generate much less (about half) of the automobile trips as conventional, automobile-oriented development’.

Arrington, et al. (2008)

Public Car Park Buildings

It is proposed Council consolidate current at-grade car parking in one or more new land-efficient public car parking buildings freeing up land for development and thereby supporting the density targets. It is predicted up to a total of 900 car park spaces (excluding on street provisions) will be required by 2024. This will be supplied through up to three shared car park buildings.

The first will be developed on McCrae Way in 2011 and will provide 260 car parks for the Merchant Quarter. The other buildings, to be developed if and when demand is realised, will be located adjacent to the New Lynn Community Centre (360 car parks) and on McNaughton Way (up to 400 car parks). **All of these buildings should be designed and constructed with adaptability in mind enabling their future conversion into office, residential or community buildings** with, for example, minimum floor to ceiling heights of 3.3m and appropriate column spacing. Also the location of car clubs or car sharing facilities within these buildings should be explored.

Efficient Car Parking Management Strategy

An efficient parking management strategy (in terms of time restriction, space restriction, pricing) has been developed in New Lynn Town Centre Parking Management Plan, building on the recent requirements of PC17 and Waitakere City Parking Management Strategy. This strategy introduces progressive constraints on car parking which, alongside further public transport improvements, will encourage residents, workers and shoppers to think of and explore alternative modes of transport. It is expected public off-street car parking will be charged for once the first car park building is developed and on-street charged parking will be introduced when the rail network is complete (by end 2012).

On street car parking will remain an important feature of New Lynn town centre as it supports nearby shops and invites cars into the street, increasing activity and natural surveillance throughout the day and night. There should however be stepped restrictions in terms of time and pricing ensuring they are only used for casual temporary parking and that shared opportunities are maximised.

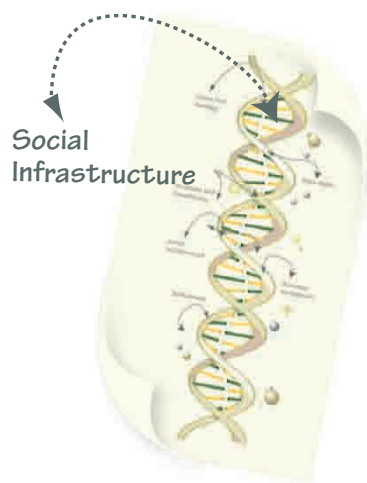
Motorcycling Parking Management

In an urban centre, especially in a TOD, motorcycling becomes an attractive option. Sufficient dedicated parking space for motorcycles is required to encourage usage and avoid illegal parking on footpaths. **It is proposed that a 1:20 ratio of the car park space within the future car park buildings and within the street environment be dedicated to the parking of motorcycles.**





Social Infrastructure Strategic Objective



To provide an exceptional level of community facilities, educational opportunities, housing options, services and networks aimed at enhancing community wellbeing, meeting social needs and attracting new businesses and residents.

Overview

Investment in social infrastructure has an economic dividend as well as a social one.

Social infrastructure, has a far broader role than simply providing accommodation for community services and activities. It shapes the physical layout and look of New Lynn and defines the characteristics, identity, economic prosperity, competitiveness, quality of life and wellbeing of the future community. It therefore becomes a key factor in the New Lynn 'value proposition' and the locational decisions of business and individuals.

In this context investment in social infrastructure becomes as important as traditional infrastructure.

Social Infrastructure includes:

- **Community facilities** like schools, hospitals, police/fire/ambulance stations, early childhood centres, youth facilities, parks and open spaces, cultural facilities like libraries and theatres, recreation and sporting facilities, facilities for older people including accommodation, public transport, pedestrian/walking trails and cycle ways and social (non private) housing
- **Community services** such as health, children's and family, aged care, disability, multi cultural, youth development, welfare and support, housing, and employment and training services
- **Community networks** like interagency groups, community and community economic development projects and programmes.

The development of social infrastructure provision in the area needs to be considered within the wider context of New Lynn as a sub regional centre, the future urban regeneration of New Lynn and Avondale and the outcomes sought in key Council strategies. While the New Lynn area has developed a reasonable level of social infrastructure over time, there are significant gaps and shortfalls. A further 10,000 people coming to live in the area will make investment in a range of social infrastructure facilities, services and supporting networks essential to avoid the associated costs of being 'behind the curve'. A significant opportunity exists for council, government, non government agencies and the private sector to work together to progress this essential investment in New Lynn.

The key issues relating to the New Lynn area include identified gaps in current provision, significant growth, housing, levels of social deprivation, high population transience, its age profile and ethnic make up.





Social Infrastructure Key Moves

1. Civic Anchors and Key Services

To ensure the current and future community of New Lynn will be able to access social facilities, activities and services significant future multi agency investment in civic facilities or 'anchors' as well as key services is required. Investment in social facilities, amenities and services is required to serve the current and future community.

Civic Anchors

The War Memorial Library on Memorial Drive and the New Lynn Community Centre in Totora Avenue are the key civic buildings in New Lynn.

The library has already reached capacity. **To meet future population growth additional library space should be built on adjoining land as part of the overall Merchant Quarter mixed-use development, doubling the size of the present library.**

The community centre in Totora Avenue forms part of a network of community centre facilities across the south east Waitakere area which has a higher than average level of provision and therefore in the short term there is sufficient capacity. **It would however be prudent to plan for expansion of the New Lynn Community Centre (e.g. as part of the proposed public car park building) given the amount of anticipated growth and its strategic location.**

In terms of gaps, **New Lynn has no council provided recreation centre or**

specific facilities for children, youth and younger adults. To address this gap, Council has made provision for a new 2,000sqm recreation centre facility to be built in the New Lynn/Glen Eden area in 2014/2015 and to begin detailed planning work for a youth facility in New Lynn in 2018/2019.

Serious consideration should also be given to providing an aquatic centre which has been identified as a gap in the New Lynn/Avondale area. Water based recreation is the most popular recreational activity for a wide range of people and would serve as a significant attractor. This centre has previously been proposed for Avondale, highlighting the need for the new link between Avondale and New Lynn (Delta Avenue).

Key to the planning of all of these facilities will be to ensure what is provided complements other provision, is accessible to the widest demographic, has flexible space usage and considers collocation opportunities with others.

Key Services

Key social services are largely provided by government agencies and community not for profit organisations. As identified in Section I and the Economic Strategic Objective, there are a relatively limited number of government and community social services agencies based in the New Lynn area. Auckland's boundary changes and New Lynn's developing role as a sub regional centre, presents **an ideal opportunity for government agencies and community organisations to consider locating to New Lynn. A more immediate need is for greater levels of government and community services relating to new migrants.**

A new intra-government agency forum should be established to ensure a common way forward for New Lynn including the 'bending' of resources to ensure greatest impact. As part of this joined up approach **a new 'observatory' for New Lynn/Avondale should be established as a central source of information on the changing social demographics and needs of the area.**

Discussions with some community organisations suggest that opportunities should be pursued to establish a centrally located community organisation hub that can be shared by multiple community organisations. **It is proposed a centrally community organisation hub be established.**



NEW LYNN COMMUNITY CENTRE





2. Excellent Educational Performance and Choice - for Life Long Learning

Education helps people and communities reach their full potential, it breaks down the barriers that hold people back and provides opportunities for them to make a difference in their own lives and in their communities. Education starts at birth and should be a lifelong activity.

Securing excellent educational performance and choice in New Lynn will help the existing community flourish and will be critical to attracting businesses and in particular, new more affluent families willing to adopt urban living but not at the expense of their children's education.

New Lynn will need to build on its current capacity and quality of education and learning provision by increasing the level and range of accessible, for quality learning experiences from early childhood through to tertiary and informal learning and job related skills development.

While much of the responsibility and resourcing for providing education lies with central government, the council has an important role in advocating for services and brokering the relationships necessary for more connected services and more community involvement. It also has considerable resources at its disposal in the form of libraries, learning centres and community centres and houses that all contribute significantly to improving learning outcomes.

Early Childhood Provision

Having children in regular, high quality early childhood education (ECE) before primary school has been shown to support their future educational and social achievements. As well as benefits for children, ECE services make a number of contributions to the wider community and also form part of the essential infrastructure. These positive contributions include enabling parents and caregivers to work or study, raising the overall social and economic wellbeing of an area, adding to local employment opportunities and creating support networks and access to a range of support services.

Early childhood facilities in New Lynn are already over capacity. **Around a further 11 additional facilities at current levels, would be required to meet the anticipated population and employment increases.** Much of this additional capacity is likely to have to be funded by private developers and in non traditional forms such as inclusion in high density housing or commercial offices supported by flexible zoning/consents provision and Ministry of Education requirements. Significant developers in New Lynn will therefore be encouraged to include early childhood provision in their developments.

Performance and Capacity of Schools

Access to high performing schools will be critical to attracting and retaining a resident population of 20,000 in New Lynn (within the study area).

The current perception of the quality of local schooling however is that it is not as good as it could be leading to significant numbers of children and young people leaving New Lynn for their education in the wider Auckland area partly enabled by the presence of an improving rail service. This perception was, through the Achieving at Waitakere programme, determined to be not based on fact however there is clearly a need for Council, Ministry of Education and local school boards to **better promote the message that New Lynn schools are places of high quality education and learning.**

The projected population increase, while partially being absorbed by the urbanisation of existing schools is likely to require **at least one additional full primary school and possibly a secondary school ideally within the core centre of New Lynn.** This primary school should be planned for now to ensure it complements New Lynn's future

urban form and demographic mix and helps further combat current perceptions over local education.

In addition to the improved level of local school provision, rail improvements will make schools such as Mt Albert Grammar school and others (see secondary school location map on the following page) much easier to access from New Lynn.

While these proactive measures should help meet the expectations of those parents intending to pursue public education there will be those looking to access private education. For these parents the improving rail service is a considerable plus as it will enable their children to access private schooling. **This accessibility to existing private schooling should be promoted while at the same time encouraging a private school education provider to establish in the New Lynn area adding to the range and choice of local school provision.**





Tertiary and other Education

The location of educational and upskilling opportunities is critical for the skill development of people living in New Lynn and for drawing people into the area. A particular challenge for the sector focusing on New Lynn will be developing programmes that address some of the barriers some new migrants experience in gaining appropriate employment and being able to fully use their skills. There is a strong easily accessible public transport link between New Lynn and Unitec in Mt Albert.

The council should continue to work closely with the tertiary education sector to support it in realising the aspirations contained in its document “A Statement of the Tertiary Education Needs in Waitakere City 2008 – 10” and subsequent Auckland Regional Statements.



SECONDARY SCHOOLS ACCESSIBLE FROM NEW LYNN BY TRAIN

SECONDARY SCHOOLS

GREAT NORTH ROAD (QUALITY TRANSIT NETWORK)

RAILWAY LINE



 HOUSING NEW ZEALAND HOUSING, MT WELLINGTON, AUCKLAND.



3. Housing for All – Developing Affordable, Sustainable and Healthy Housing

The key aim for housing in New Lynn will be to have a range of quality housing (social, affordable, market, size and form) that will attract people to the area, retain the current diversity of the New Lynn community and reduce the level of transience.

How the demand for private market rate urban housing can be stimulated is discussed under the Development Strategic Objective. This is only part of the housing equation however as there is also a need to ensure a supply of affordable homes (purchase and rent) and to improve parts of the existing housing stock, particularly earlier attempts at medium density living, which are substandard and risk encouraging transience, neighbourhood decline and business disinvestment.

As a first step to addressing these issues the council is starting work on a Waitakere City Housing Needs Assessment which can be used as a benchmark that informs the housing responses for New Lynn.

Others steps will include increasing initiatives to retrofit existing houses to increase their sustainability and liveability and continue to promote and facilitate quality affordable housing by helping grow existing not for profit housing organisations so they can provide long-term affordable housing solutions. The possibility of imposing an affordable homes quota in all new developments over a certain size should also be explored.

4. Keeping New Lynn Healthy

Attention to maximising the general health of the residents of New Lynn is essential to ensuring their social wellbeing and economic productivity. This will be tackled on a number of levels in New Lynn including:

- **Plans for improved walkability in the centre of New Lynn and the creation of new open spaces that contribute to better health and fitness of New Lynn residents and workers.**
- **Improving access to GPs and other primary health care is essential for the early treatment and prevention of poor health and reducing rates of hospitalisation** (New Lynn will need to attract at least a further 11 full-time GP's by 2031 to achieve the levels in the Auckland DHB area).
- Improving connections to Waitakere Hospital through an increased shuttle service.
- While the Waitemata District Health Board has identified the New Lynn/Avondale area for Level two Integrated Family Health Centres (IFHC), the centres will need to be largely funded by private money. **Sufficient provision should be made available to accommodate additional primary health care services during the ongoing urban planning process** with for example, the possibility of attracting a centre as part of the Merchant Quarter development.

5. Community Development and Community Economic Development programmes

A strong relationship exists between active community involvement and economic development. **Further investment in community development programmes is required to improve New Lynn's economic prospects and ensure the community is able to respond to the significant changes in the future. Examples of this could range from welcome packs for new residents, regular meet and greet events, employing community workers for significant new housing developments, help set up local resident groups and supporting the new community, through to the transfer of asset ownership and management to the community.**

Higher levels of unemployment and other factors contributing to social need in New Lynn present opportunities for community economic development initiatives such as a project in New Lynn to develop an ethnic catering kitchen. As discussed in the Economic Strategic Objective social enterprise represents a possible growth sector in New Lynn.

6. Art and Culture

Involvement in art and culture contributes to the health and strength of people and communities. **Local artists and community arts projects will be encouraged to develop and become involved in the future development of New Lynn.** Artist in residence will ensure that arts projects have a clear relationship with the local community.

Performing arts will also be encouraged and allowed for in the design of new public spaces, as a means of celebrating the diversity of local culture and create a vibrant place.

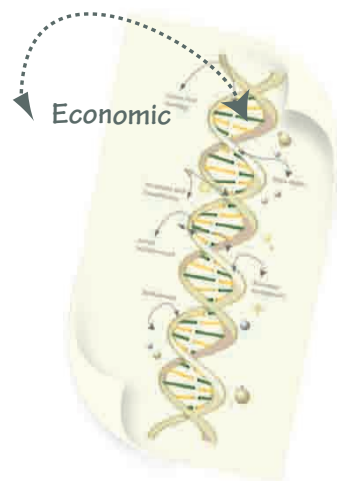


CHILDREN'S ART IN TALBOT PARK IN GLEN INNES - AUCKLAND





Economic Strategic Objective



To achieve a step change in the economic performance of New Lynn by establishing it as a desirable business destination, which will attract a more diversified range of higher employment-density and value-added activities while supporting its established businesses.

Introduction

Having a strong economic base in New Lynn critical to the delivery of a successful Transit Oriented Development and visa versa. Creating employment and a thriving economy for the people who live in New Lynn as well as neighbouring areas will support improved services and thereby the appeal of New Lynn for people and businesses.

Creating a sustained economy will mean supporting New Lynn's strengths, for example, as a retail and manufacturing centre, and realising opportunities that exist in new and under-represented industry sectors. It will involve a transition towards a more highly skilled and employment rich 'destination centre'. A prerequisite to this transition is the creation of a high amenity place and exceptional social infrastructure (e.g. schooling, health care, community facilities). Only then will quality businesses see New Lynn as a viable and attractive proposal.

The economic future of New Lynn will also require exploitation of the new found proximity to the CBD in terms of travel time (i.e. 11 minutes post electrification

and Britomart rail loop). **In time it can be expected that New Lynn will be regarded as part of the central CBD Business Zone as opposed to the North West Business Zone.**

Place Marketing will also be critical to ensuring present perceptions of the place are altered.

The **Waitakere Economic Wellbeing Strategy** defines council's plan for sustainably developing New Lynn's economy over the next 20 years. The strategy identifies five themes for development :

- Place
- People
- Enterprise Development
- Profile
- Partnering.

Key moves under each of these themes are identified under both Economic Strategic Objectives and Development Strategic Objectives (page 82).

The Economic Wellbeing Strategy

PLACE

- Capitalising on opportunities arising from transport projects
- Redeveloping New Lynn to improve attractiveness, safety and character
- Stimulating and directly investing in brownfield redevelopments
- Improving broadband access for business services
- Establishing precincts that can act as attractors and/or cluster bases

PEOPLE

- A proposed employment skills strategy

ENTERPRISE DEVELOPMENT

- Sector-based strategies for retail, office, and manufacturing activities
- An economic gardening Initiative to support existing local businesses

PROFILE

- Improving New Lynn's evening economy
- Proactively seeking investment through the Waitakere Business Investment Marketing Strategy
- Improving the marketing and identity of New Lynn
- Capturing tourism and creative industry opportunities

PARTNERING

- Setting up effective partnering arrangements with economic partners
- Establishing collaborative investment and development mechanisms for city centres and business areas

Some of these initiatives are underway, some are in the planning stage and others will need long-term planning and implementation. These initiatives aim to strengthen the centre's competitive advantages, so it becomes a credible business address and an economic centre of choice.

Economic Key Moves

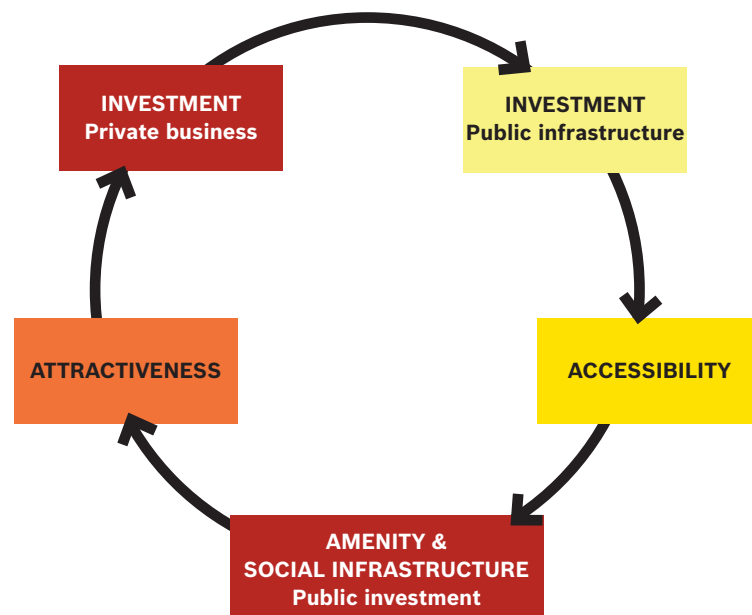
PLACE

(A prelude to the Development Strategic Objective – see page 82)

1. Redevelopment

Major infrastructure investment in New Lynn will substantially improve the accessibility of the centre. This needs to be followed by improvements to its amenity. These factors then combine to promote the

attractiveness of the centre which helps create a cycle of investment to catalyse the economic transformation of New Lynn.



THE INVESTMENT WHEEL

At present, the economic regeneration of New Lynn is primarily focused on capturing the benefits from the new transport projects through brownfield redevelopment which will stimulate further investment from the private sector. Several large

redevelopment projects are underway, with many other potential opportunities identified under the Development Strategic Objective.

PEOPLE

2. Employment Skills and Strategy

It is essential for the long-term sustainability of New Lynn as a TOD based employment hub that a transition takes place towards a more highly skilled employment base. This could involve fostering the in-migration of young, skilled people as well as initiatives to highlight the benefits of learning and further education within the existing community. A strategy is required to take advantage of New Lynn's proximity to Unitec Mt Albert Campus and the range of training institutions in New Lynn which might include sponsorships/ apprenticeships, travel support and coaching from local business mentors. Potential entrepreneurs could be identified and developed through the creation of an enterprise network. It is proposed an employment skills strategy be developed to determine how these and other initiatives could be undertaken.





Industry Sectors

There is a need to create and support a network of dynamic local businesses embedded in New Lynn and positioned to take advantage of future opportunities generated by new transport connections. Certain sectors by virtue of their historical affinity with the area are well-positioned to do this. Some sectors may need to be encouraged or supported in some way to achieve their potential. Some other sectors may be essential as service providers to support the overall functioning of the centre.

Three sectors that could form the cornerstone of efforts to make a step change in New Lynn's economic fortunes are:

Retail Sector – Destination Retail and Economic Gardening

New Lynn has a long established retail sector which currently accounts for 25 percent of local jobs. Most retail growth in recent times has been in the large format sector and/or associated with the expansion of LynnMall which dominates the local offering. As the population grows and New Lynn becomes a more accessible and attractive destination retail demand will outstrip existing supply. As an alternative to LynnMall and St Lukes **a new niche retail offer could become viable and grow, centred on the Merchant Quarter and Totara Avenue West.** This new retail precinct/sector should complement LynnMall and develop in a staged manner as the population and demand for retail amenities changes.

An 'economic gardening' initiative within the Merchant Quarter will ensure it is managed and promoted as if it were an integrated shopping environment. The Economic Gardening Strategy is a holistic retail strategy designed to create a nurturing environment for growing local entrepreneurs rather than recruiting businesses from elsewhere. The approach is based on the three pillars of competitive information, physical and quality of life infrastructure and connections between businesses and other community assets such as higher education, government programmes and business service providers. The strategy will be implemented by the New Lynn Business Association and will focus on improving the performance of out of mall retail and place based marketing.

It is important to ensure the significant change ahead in New Lynn is not at the expense of existing small scale business that give the place its character and vivacity.

Office Sector – Back Office and Small Scale Workplace

Office based employment is driven by the business services and social services sectors. Apart from recreation services, these have been the fastest growing employment sectors in Waitakere over the past 10 years.

However, New Lynn has not been able to capture as much of this growth as some other parts of the region. New Lynn's future success as a TOD will be determined in part by its ability to expand its employment in office based activities.

With New Lynn's dramatically improving levels of transport accessibility, relatively affordable land and available development parcels, there is a good base for attracting intensive employment-generating office activities. **Opportunities are particularly prevalent in the corporate back office functions (especially those of public sector agencies) and smaller scale professional office/workplace sectors (CBRE/Hill Young Cooper 2009).**

Demand for floorspace is presently low with the availability of relatively cheap office accommodation within the CBD adding a further strain on this market for all of Auckland's regional/sub regional town centre. To combat this demand issue there needs to be a **shift in perception of New Lynn as a credible business address which requires a strong branding and marketing strategy,** a continued programme of improvement in the amenity of the place and the management of less appropriate uses in prominent locations. Alongside this transition in perceptions opportunities to **improve the supply of larger floorplate 'A grade' office space should be encouraged with commercially attractive incentives,** for example, relating to car park provision (see Development Strategic Objective and Movement Strategic Objective) and development contributions.

Manufacturing Sector – The Whau Employment Triangle

New Lynn has long been a recognised industrial and manufacturing centre in west Auckland. Although in recent years manufacturing has stagnated, the sector is still significant, employing almost 25 percent of all employees in the area. However it can be expected that over time many of New Lynn's established manufacturing companies will be drawn towards alternative sites better suited to their changing requirements (proximity to the motorway network and away from residential areas, larger and less constrained plots etc). **It is proposed a strategy be developed to manage and contain this movement as far as possible within the Employment Triangle of New Lynn, Avondale and Rosebank to ensure local employees aren't 'left behind'.**

Rosebank is zoned Business 5 and 6, allowing businesses involved with medium to heavy industrial activities to operate. Commercial buildings cater to predominately office activity have begun to appear, as well as limited retail outlets, automotive repairs and light manufacturing. It is important Rosebank remains an industrial hub given the scarcity of such land across Auckland and the anticipated 'decanting' of such uses out of New Lynn and Avondale. Conversely, while office development and support services are now very much a feature of the area further encroachment should be resisted. These higher employment density uses should be channelled into New Lynn and Avondale town centres where the requisite public transport infrastructure is in place.



CHARACTER BUILDINGS ON TOTARA AVENUE WILL CONTRIBUTE TO DESTINATION RETAIL OFFER



The employment triangle must be considered in the context of the improving road infrastructure including the State Highway 20 Waterview connection and the potential connection between Rosebank and the Span Farm industrial area.

'Rosebank is an internationally competitive high value-adding export oriented manufacturing and product development location'

(Rosebank 2030 Business Precinct Plan, Auckland City Council)

In addition to these key growth sectors, there are several other sectors that have a presence in New Lynn and should be nurtured:

Food and Beverage Production – Specialist Food

Food product manufacturing has grown considerably between 2000-2008 across west Auckland with a 41.2 percent rise in employment (970-1370 jobs). New Lynn has several established companies in the sector, most notably Maycey's (confectionary) and Old Fashioned Foods (food and beverage) and has recently attracted a few new specialist food producers, such as, Kohu Road Ice Cream on Portage Road. The opportunity exists to further develop this specialist food sector embracing the 'slow foods' movement in which the raw produce is sourced, processed and sold locally. Links should

be made with the emerging organics food cluster in Glen Eden and the fruit and vegetable producers of Oratia and Henderson Valley.

Clothing – Creative Industries

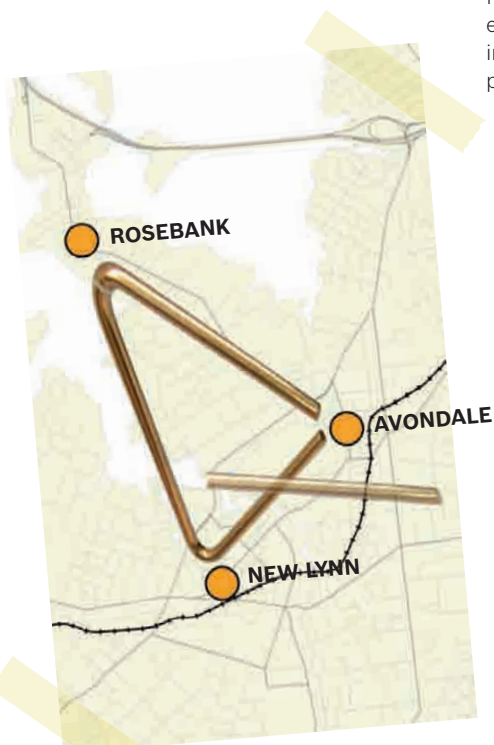
The clothing and textiles industry in New Lynn has a long history. Although in recent years it has declined as a result of exposure to international competition, it is still New Lynn's largest manufacturing employer. A number of significant companies still exist and there is still a significant skills base among the local population. As the industry is forced to restructure, it is becoming more focused on niche manufacturing, design, and specialist services to the wider industry. As such its future could lie more specifically with the creative industries of Waitakere, which have a high degree of artistic and design input. Although clothing and textiles may not have the growth potential of other industries, its presence in New Lynn should be encouraged and supported in view of the substantial employment it provides.

Construction Industry – Local Labour and Materials

The extent of future development in New Lynn will support the Auckland construction industry. As much of this benefit should be captured locally with the potential to promote the use of local materials and labour (possibly by way of local labour market initiatives).

Knowledge Economy

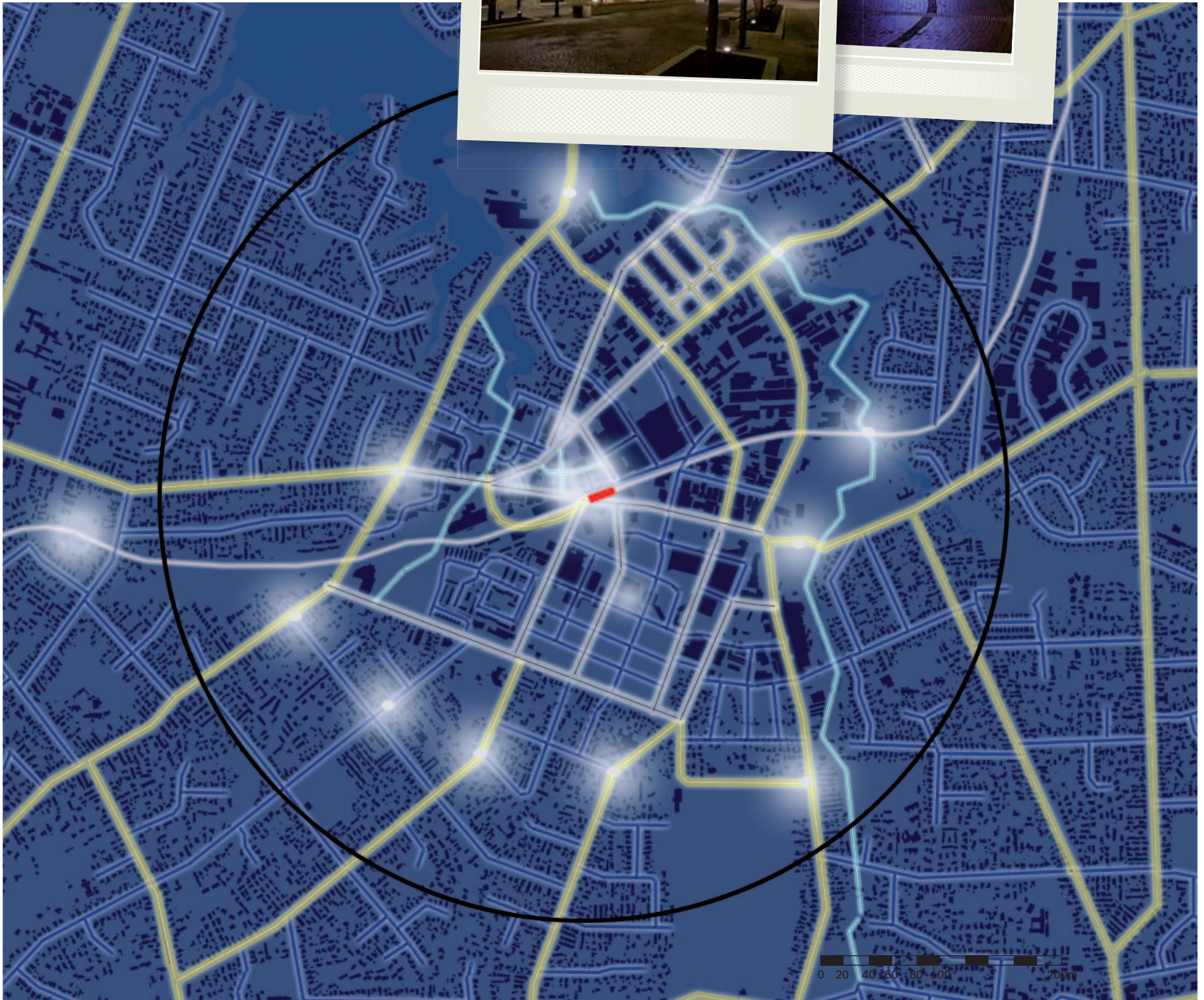
To counteract the perceived locational disadvantage of New Lynn for certain businesses (i.e. its lack of immediate access to the State Highway network), the council has been proactive in improving broadband connectivity in New Lynn. It has developed a Fibre to the Premises (FTTP) network across the town centre as part of the rail and road upgrade programme. The resulting high-speed broadband services will provide unlimited bandwidth enabling a step-change in business e-connectivity. This is a great selling point and should be promoted and further supported by e-commerce training and advice initiatives to ensure local businesses can establish market leads.



 THE WHAU EMPLOYMENT TRIANGLE



SPECIALIST FOOD MARKETS



 LIGHTING PLAN

TREATMENT OF SINGULAR POINTS



ENHANCED LIGHTING FOR AVENUES



FUNCTIONAL LIGHTING



TREATMENT OF SLOW STREETS



TREATMENT OF RIVER EDGES



PROFILE

4. Destination Creation and Marketing

To counteract the perception that New Lynn and west Auckland more generally are secondary business locations council produced a Business Investment Marketing Strategy. This document sets out how the council can improve its business centres so negative perceptions are overcome. A feature of this strategy is a multi-pronged approach that includes physical amenity improvements as well as improvements in social infrastructure and promotional and marketing campaigns.

Having a diverse range of cultural and leisure facilities is essential and having these extend beyond a typical working day is important if New Lynn is to become a location of choice to live, work and play. It is expected that an urban centre such as New Lynn has a reasonable quantum of entertainment and leisure activities that extend beyond 5pm which in turn supports an 18 hour public transport service and ensures surveillance (eyes on the street) and vibrancy of the centre.

This leisure sector will need to be carefully planned and deliberately provided for in locations that support the TOD. It requires a supportive approach to alcohol licensing allowing bars, restaurants and clubs to establish but should not be overly dependent on alcohol related activities. A diverse evening economy will include an improved late night retail offer, family entertainment (i.e. a cinema) and further cultural activities that are thriving in the community centre. The town centre will also need to be well lit to create a safe and secure environment. A successful evening economy needs accessibility, cleanliness, safety, ambience, choice and a unique experience on offer.

Tourism is a well established sector of the Auckland economy that has experienced considerable growth in recent times. However there is little evidence of it in New Lynn despite its relatively close proximity to many of the main attractors for visitors – such as landscape and coastal environments (Industry Snapshot for the Auckland Region: the Tourism Sector, March 2009). There is a potential opportunity to develop a visitor sector within New Lynn with the Transit Interchange likely to act as an obvious 'drop off' point for day visitors to the Waitakere Ranges – New Lynn the 'urban gateway' to the Waitakeres. For New Lynn to be more than a hub and capture some of the visitor dollar, it needs to become a destination in its own right with a number of attractors such as the proposed new park in Crown Lynn Precinct, a vibrant retail and entertainment offer in the form of the Merchant Quarter and possible creative and/or cultural clusters such as a Garment District (capitalising on the historical clustering of textile and clothing industries in west Auckland) or Chinatown.

A destination marketing exercise should be undertaken to further explore opportunities to introduce a visitor offer and point of difference for New Lynn – One such potential attractor Chinatown, is considered on the following page.



PARTNERING

5. Business Improvement Districts and Joint Ventures

The economic development goals for New Lynn can only be achieved with the co-operation and collaboration of many parties. There are two parts to achieving this:

1. Setting up effective partnering arrangements with local economic partners; and
2. Establishing collaborative investment and development mechanisms to catalyse redevelopment.

Council has helped establish a Business Improvement District in New Lynn that will involve local businesses working collaboratively to enhance the amenity and attractiveness of the centre and establishing property development joint ventures to revitalise parts of the town. The Merchant Quarter development in partnership with Infratil Infrastructure Property Limited is one example of this.

6. Social Enterprise

Further partnering opportunities could occur in the community development sector, or social economy. Public sector agencies should support new social enterprises to develop and grow in cultural, leisure and environmental services. This will require an empowered and confident local community to grasp opportunities as they arise during the Urban Plan implementation process. Existing social or leisure organisations may be able to upskill their capability with appropriate guidance and encouragement.





Cultural Precinct (e.g. Chinatown)

Why a Chinatown?

In the past decade New Lynn has attracted a large Asian community of young students and families renting and buying their first home. At the same time, New Lynn has attracted like businesses and there are now 20 Asian eateries. There is also a clustering of Chinese service industries of merchant traders and retail shops.

New Lynn has also become the heart of Asian festivals in west Auckland, including the Moon Festival and its cousin the Festival of Cultures, at the New Lynn Community Centre. The community centre is also used extensively for Chinese arts, dance and meetings. Every weekend the nearby Avondale market, with its huge Chinese fruit and vegetable sector, attracts a large Chinese shopping community.

As New Lynn increases in population there will be an opportunity to build on the economic opportunities that have arisen out of this cultural base. The most significant would be the establishment of a Chinatown, which would support cultural events and anchor New Lynn's Chinatown as a tourist and community destination centre.

What is Chinatown?

Chinatown • //noun. a district of a non-Chinese town in which the population is predominantly of Chinese origin. *Oxford English Dictionary*

Chinatowns typically form in older, inner urban, high density parts of cities where the immigrant Chinese community will gain a foothold and cluster to meet their own needs. In Auckland, the once slum area in the lower part of Grey's Avenue, became such a place until it was demolished to make way for the Civic Centre in 1967. For many

Aucklanders, however, this remains their only remembrance and image of "Chinatown".

Chinatowns have a symbolic and traditional décor of their own including gates, lanterns and lions. They are distinctively different from other parts of the city but in common with them. They thrive on trade, commerce, business and service.

Chinatown is therefore a place where Chinese residents and non-residents alike conduct their daily personal and business affairs. Less expensive retail goods and an abundance of professional and personal services that are linguistically accessible, culturally familiar and conveniently located make Chinatown an attractive place to shop and do business. In addition, specialty goods and food products that cannot be found in mainstream markets are widely available.

It is important each Chinatown uniquely expresses its interrelationship with the host city. Therefore, no one Chinatown can serve as a model for any other. However there are a number of common conditions and characteristics of successful Chinatown:

a. Geomancy and Feng Shui

Feng Shui is a traditional art of geomancy practiced by many Asians. Some common Feng Shui planning principles include:

- Orientation / Proximity / Views - northern (in the southern hemisphere) and eastern exposures are considered preferable as entrances (e.g. for the location of gates)
- Encouraging the use of auspicious colours (e.g. red and gold) and numbers. Avoid large surfaces of black or white and the number four as they are generally associated with death or mourning

- Proximity to flowing water
- Avoiding the placement of trees and lamp posts in front of any entrance
- Subtly integrating Chinese paving patterns and/or graphic motifs
- Avoiding large surfaces of reflective or mirror glass for exterior glazing as it is considered very offensive to the opposite neighbour.

A site specific geomantic assessment would be required should the Chinatown concept be progressed.

b. Demographics

Clearly for Chinatown to be authentic and relevant it needs to emerge from and serve an existing Chinese community. The Chinese community is already well established in New Lynn but not particularly well-represented in the active business community.

In 2006, the population of the LynnMall CAU comprised an Asian population of 61 percent, of which 35 percent are described as Chinese. The wider CAU areas have an Asian population of an average of 37.4 percent of which 17 percent are Chinese. There are also high percentages of other Asian ethnicities, including Indian. It is therefore important these other ethnicities are not alienated by the Chinatown concept.

c. Land and Property Values

Chinatowns traditionally establish in areas with older building stock and relatively low property values. Affordability will be a challenge to enabling a Chinatown to emerge in a new development or space. Encouraging a Chinatown to develop in new development.

d. Built Form

The design qualities found in Chinatown are typically no different from that found in any other shopping precinct, including narrow streets and laneways, pedestrian priority and high amenity street trees and furniture. The main difference is that Chinatown often feels chaotic, with a visual clutter of signage and lighting. Other common "Chinatown" design features include:

- Deep awnings (fixed or retractable)
- Street vending
- Display of merchandise on the exterior of the storefront
- Retractable storefront for displaying merchandise
- Chinese signage protruding beyond building faces
- Bilingual signage on storefront surfaces
- Signage highlighted with neon lights
- Ethnic murals
- Chinese motifs accenting the architecture
- Kerbside loading / unloading

Chinatown gates, known as paifang or pailau, symbolise the ancient Chinese philosophical principle of duality, as expressed in such concepts as yin and yang, and heaven and earth. They are important, as cultural symbols but also from a marketing, tourism and promotion perspective. They announce and delineate Chinatown. Almost every significant Chinatown has such gates.





e. Where in New Lynn?

There are four sites in New Lynn that display the conditions and characteristics considered important to a successful Chinatown.

Chinatown cannot be imposed on an area and should grow organically however Council and partners can ensure that as many of the preconditions and characteristic are present to enable this to occur over time. The sites, and their relative scenes are as follows:

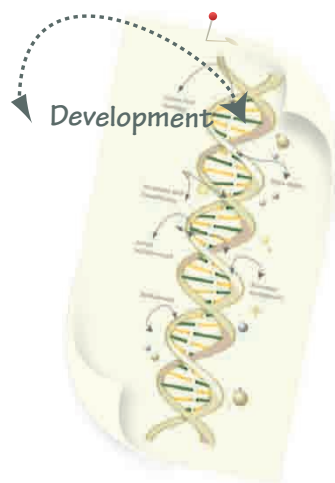
CRITERIA	Site 1 Within the retail block between Rata Street and Great North Road, bounded by Rewarewa to the east	Site 2 Within the heart of the proposed Merchants' Quarter behind the "sleeve" of Totara Avenue and Great North Road shops, behind the library in the area now used as a car park	Site 3 Along Totara Avenue between the junction with Great North Road and the community centre/proposed extension to Memorial Drive	Site 4 On either side of Memorial Drive in the vicinity of the existing bus station and mall
Built form (compactness, character buildings, public realm and general sense of place) as proposed in the Urban Plan	4	4	5 A number of character buildings and established sense of place	3 Probable larger floor plate units reflecting proximity to LynnMall.
Geomancy	4 Close proximity to flowing water (Rewarewa) however the Rata Street approach is from the west.	5 An easterly entrance off Memorial Drive and northerly entrance off Great North Road.	4 An easterly entrance off Memorial Drive but westerly/northerly entrance off Great North Road. Reasonable proximity to flowing water (Rewarewa)	4 Less Defined entrance but probably southerly and easterly
Accessibility (specifically to public transport)	3 <400m from Transit Interchange	4 < 200m from Transit Interchange	5 < 150m from Transit Interchange	5 < 50m from Transit Interchange
Demographics and business clusters (presence of existing Chinese businesses/community)	4 existing Chinese supermarket and shops	2	4 Existing Chinese owned shops	2
Land and property values	4	5 Council controlled providing opportunity to introduce incentives	4	3
SCORE	19	21	22	17

Score - **5** Very Good **4** Good **3** Average **2** Poor **1** Very Poor





Development Strategic Objective



To promote, enable and manage quality sustainable urban development within the town centre and maintain the suburban hinterland as sustainable residential neighbourhoods.

Overview

New Lynn has historically been a major centre of retail and industrial growth but currently lacks the intensity of residential development, other employment activities and services. New Lynn needs to grow and sustain a population of 20,000 residents and 14,000 employees within a 10-15 minute walk of the transit interchange. Some 5,000 plus new homes are required creating a critical mass of new residents (commuters with spending power, a mix of families, young couples and professionals) required to sustain New Lynn as a vibrant urban place. In reaching this population size New Lynn will make a significant contribution to the regional growth management target of accommodating at least 70 percent of further population growth within the Auckland Metropolitan Urban Limit.

The extent for redevelopment in New Lynn is unique in Auckland with numerous large sites controlled by relatively few land owners. This situation allows for a comprehensive redevelopment approach with considerable opportunities for land consolidation and joint ventures. Realising the growth targets will however require more than simply having suitable available land. It also necessitates a step change in the way in which the property market regards New Lynn.

An holistic approach to improving the commercial attractiveness or 'value proposition' of New Lynn which drives land values and thereby development is required including further 'enabling' improvements to the transit infrastructure, local amenity,

car parking and educational offer among other key moves identified in Section II of this document. It will also require the public sector to play an active role in the property market by introducing policies and incentives that lift demand for urban residential living and commercial redevelopment. Stimulating higher land values and demand in New Lynn will consequently drive up quality of development which will in turn further enhance its desirability as an address and somewhere to invest – a virtuous investment wheel which will ultimately deliver the public sector a regeneration yield.

“Good Urbanism is key to enabling sustainable behaviours.”

Beyond Green, Sustainability and Transformation in New Lynn, 2009

Development Key Moves

1. Priority Sites

The scale of the redevelopment opportunity in New Lynn is significant with numerous large sites available. Using specific criteria these opportunities have been assessed (in conjunction with CBRE and Hill Young Cooper Ltd, 2009) in terms of their potential contribution to the overall vision and their deliverability (i.e. are they longer-term 'hard' sites or shorter-term ready to go 'soft' sites). Realising these potential opportunities will require careful planning and staging to ensure that the market does not become saturated with new housing and office/retail space. Ideally there will be a slow release of land in step with demand (Council can influence this through the timing of enabling infrastructure or directly control release by acquiring sites). The identified development opportunities have consequently been assigned a category which correlates with the anticipated delivery phases of the vision (see page 171); high priority site (phase 2 of the New Lynn TOD programme); medium-term opportunities (phase 3 and 4); and long-term opportunities (phase 4 and beyond).

The high priority sites fall within two precinct's identified in Section III, the Merchant Quarter (sites 8, 9 and 10) and Crown Lynn (sites 22 and 24). Working closely with the major landowners council is advancing both these opportunities through a programme of site assembly and enabling infrastructure provision including roads, open space and a car park building(s). These catalytic developments will deliver the cumulative benefits anticipated in the business case for investment in the rail trench and transit interchange including upwards of 5,000 new residents and will change the market perceptions to unlock the medium and longer term development opportunities.

The identified sites are presented in detail within the respective Precinct Plans in Section III.



CHARACTER BUILDING IN THE MERCHANT QUARTER



CORNER SITE ON GREAT NORTH ROAD/TITIRANGI ROAD



CAMBRIDGE CLOTHING



THE OLD CLAYPITS SITE IN CROWN LYNN



Redevelopment opportunities

(Based on CBRE Richard Ellis / Hill Young Cooper Ltd report on New Lynn and Avondale Redevelopment Opportunities, July 2009)

Site number	Area	Target Market	Existing public assets	Prominent site, but poor amenity	Proposed redevelopment	Retain opportunities	Overall	Notes
1	Hill Crescent						M	Majority owned by HNZ, Council reserve
2	Astley / Neville / Portage						M	Currently industrial but may transition in the future
3	Astley / Clark						M	Currently industrial but may transition in the future
4	Great North / Memorial / Totara						L	LynnMall site
5	Delta / Veronica / Great North						M	Possible area for more intensive office
6	Reid Road						M	Could be high quality residential area close to centre
7	Great North / Rata / Kaponga						M	Mixed residential / business area on fringe
8	Great North / Hugh Brown						H	Close to centre
9	Totara / Memorial / Great North						H	Covered by Merchants Quarter proposals
10	Totara / Clark extension east						H	Recently built community centre - car park site
11	Totara / Clark extension west						M	Cambridge clothing site. Unlikely to redevelop in short term.
12	Great North / Titirangi						L	Unlikely to redevelop in short term
13	Titirangi / Margan						L	Unlikely to redevelop in short term
14	Melview						M	Possible land bank until market conditions improve
15	Islington						M	Likely to be redeveloped and can be managed via consent process
16	Hutchinson / Margan						M	Likely to be redeveloped and can be managed via consent process
17	New Lynn Primary						M	Future redevelopment of school required due population changes
18	Seabrook						M	Likely to be redeveloped and can be managed via consent process
19	Margan						M	Likely to be redeveloped and can be managed via consent process
20	Rankin / Gardner						L	Unlikely to redevelop in short term
21	Rankin						M	Medium term redevelopment opportunity
22	Rankin/ Clark / Crown Lynn						H	Possible intensive office development
23	Clark						L	Unlikely to redevelop in short term
24	Crown Lynn / Clay Pits						H	Covered by Crown Lynn proposals
25	Margan / Astley						L	Unlikely to redevelop in short term

Site selection process

The following criteria were used to help inform the selection of priority redevelopment sites:

1. Development should **contribute to the target markets** (i.e. higher intensity, quality residential, office, social / community sector that will contribute to a TOD)
2. The site **may contain, or be adjacent to existing public assets** (e.g. cluster of Council / public land) that can be used / augmented in the redevelopment process
3. The site may be a **highly visible site that is occupied by existing poor quality development** that is holding back the area (blight)
4. There may be a current **proposed private redevelopment** that can be leveraged (added on to / an enhanced outcome by way of additional actions)
5. **Some form of pre-emptive action may be needed to hold back development opportunities** until more suitable market conditions develop (e.g. land banking).
To be a priority site, the site should meet at least 3 of the above criteria.

MEETS THE CRITERIA

PARTIALLY MEETS THE CRITERIA

DOES NOT MEET THE CRITERIA



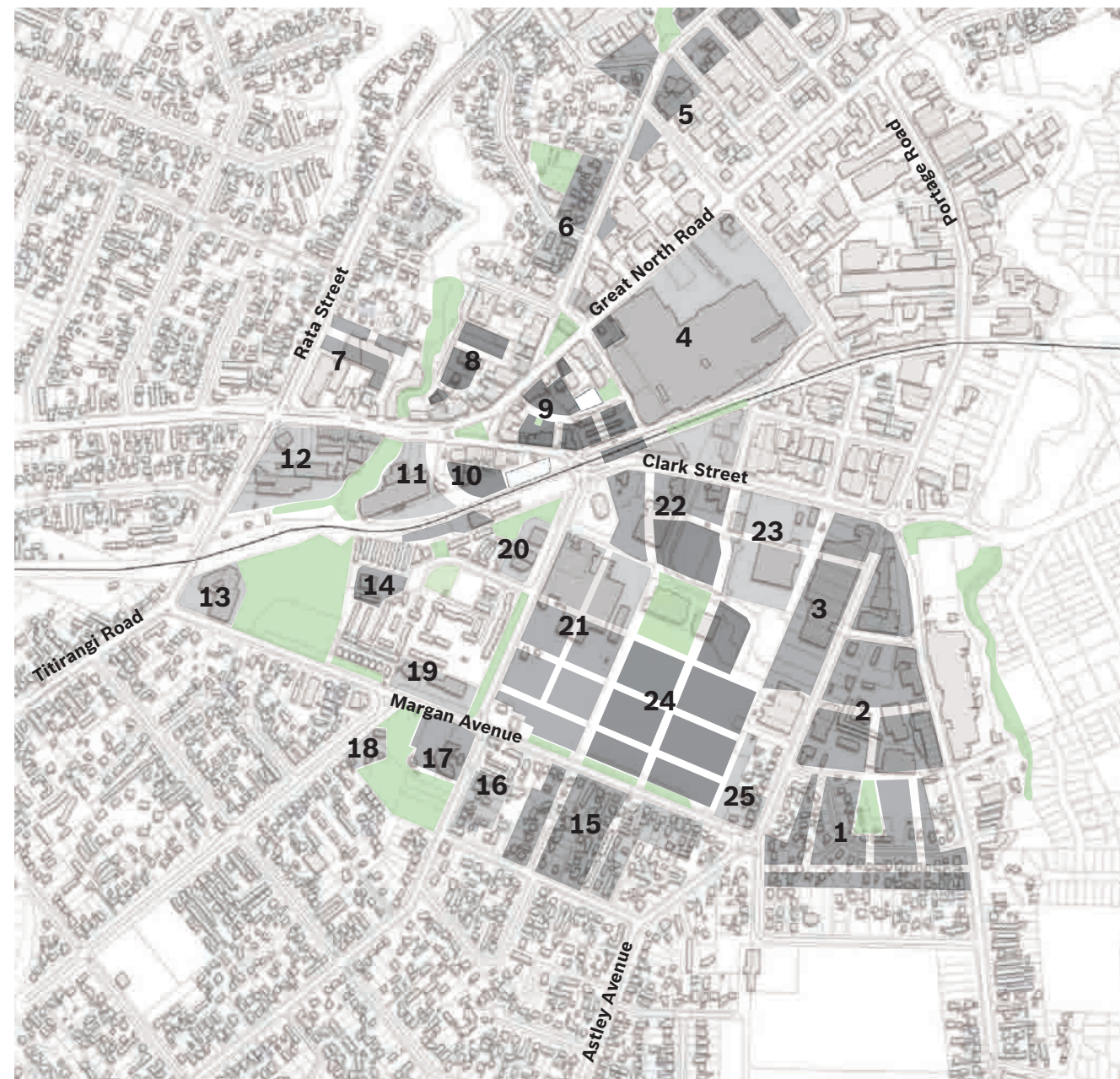
Site selection outcome

Application of the criteria leads to the following categorisation of sites:

High priority sites. These are sites where public private partnerships or joint ventures will help facilitate redevelopment and significantly benefit the performance of the centre. The sites tend to be close to the core and are likely to redevelop in the short term and have the potential to significantly support employment and residential targets.

Medium-term opportunities. These are sites where there is likely to be benefits from redevelopment. They tend to be sites in the middle ring around the centre that will be dependent on the private sector delivering once the value proposition becomes apparent. Some form of land banking may be appropriate so the timing and form of development can be controlled. This is both from the perspective of supporting redevelopment of the high priority sites as well as keeping options open for higher quality, more intensive redevelopment in the future, once the core of the centre is performing.

Longer term opportunities. These are sites where longer term opportunities for redevelopment exist and can be delivered entirely by the market (as a consequence of public sector led amenity improvements) through development and resource consent process.



REDEVELOPMENT OPPORTUNITIES

GREEN SPACE

HIGH PRIORITY SHORT-TERM REDEVELOPMENT

MEDIUM-TERM REDEVELOPMENT

LONG-TERM REDEVELOPMENT



2. Residential Demand - Carrot and Stick

Key to residential redevelopment in New Lynn is the need to ramp up demand for urban living. This will be achieved by making urban housing more attractive than stand alone suburban houses as prices are similar and there is no fundamental driver for intensification (unlike inner city areas where higher density development can offer price advantages). A 'carrot and a stick' approach is required:

The Carrot

There should be a conscious decision to stop using the word density with all its negative connotations. People who can choose to live anywhere will want to live in New Lynn as a consequence of all the benefits that urban living has to offer – **this is a placemaking led strategy as opposed to an intensification led strategy.**

While transport accessibility and changing demographics will be fundamental to long-term demand for urban housing the importance of **an exceptional level of amenity (open space, public realm etc) and social infrastructure** can not be understated. Offering a product that has advantages over suburban-style housing in terms of quality of amenity, distinct neighbourhood identity and proximity to services including good schools (see the social infrastructure strategic objective) will drive demand. A public sector led package of improvements to amenity and social infrastructure is required to persuade developers and prospective residents that moving to urban housing products and lifestyles is worth their while. This approach of up-front 'enabling' improvements is already being implemented in the Merchant Quarter and Crown Lynn Precincts.

Additionally, to reduce the upfront cost burden to developers of building in regeneration areas such as New Lynn consideration should be given to deferring council imposed Development Contributions until building consent is signed off.

The Stick

The 'stick' is to limit further suburban style housing development and thereby 'create' demand for urban housing close to the centre. This approach (employed successfully in other metropolitan cities) is partially in place with the requirements of Plan Change 17 restricting new residential development within the town centre to Living 5 or 6. This however needs to be supported by the designation, potentially via a further plan change, of the outer town centre suburban areas as 'Stable Residential Neighbourhoods'. Within these areas there would be a moratorium on infill and rear-lot development below a particular threshold. The benefits of this strategy are three fold:

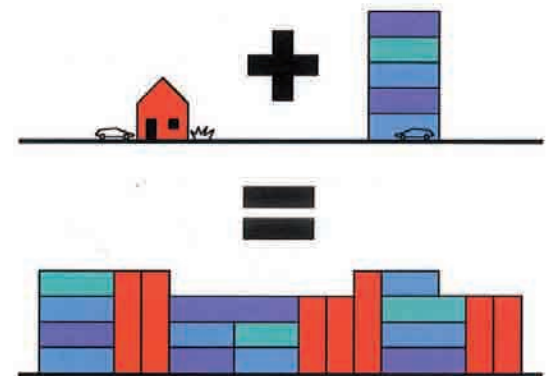
1. Limiting the supply of new suburban housing will, while there remains demand for traditional housing types, increase values of existing stock which will in turn open up a gap in the price point between such dwellings and higher density houses and apartments
2. Preserving the suburban character of these areas and the decent sized gardens of the properties which are an important part of New Lynn as a place
3. Preserving a stock of attractive family sized suburban housing which is important in terms of ensuring a broad housing offer required to deliver a balanced community

Infill development within Stable Residential Neighbourhoods would, for the term of the moratorium, only be acceptable if it makes a positive contribution to the street i.e. its principle frontage is onto the street or it creates a new publicly accessible street connection.

For this approach to be successful it needs to be considering across Auckland and therefore needs to be developed further by Auckland Council.

3. Compact Family Housing - The Exposition

New residential development needs to be built at densities of between 60-120 dwellings per hectare if the population target is to be met. At these densities there is often a tendency to default to apartment living however this is unlikely to provide New Lynn with the balanced community needed as it only appeals to certain sectors of the market e.g. single people, young couples and 'empty nesters'. New compact family housing typologies including maisonettes, mews homes and patio houses all need to be part of the mix. This type of housing product has not traditionally been part of the New Zealand housing offer, however they are slowly starting to appear in urban developments. There is an opportunity in New Lynn to showcase these new forms on a number of scales with the potential to hold an Australasian or international Expo, which in itself is a valuable marketing tool.



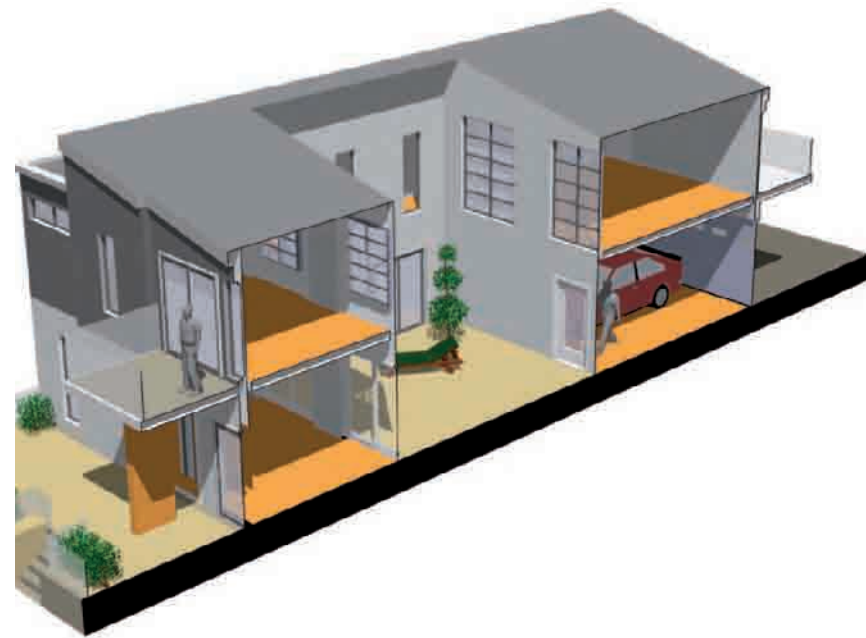
● SINGLE FAMILY HOUSES AND APARTMENT BUILDINGS MERGED INTO URBAN DEVELOPMENT



● SOCIAL HOUSING - MAISONETTES AND TOWN HOUSES DELIVERING 90 DWELLINGS PER HECTARE, DONNYBROOK



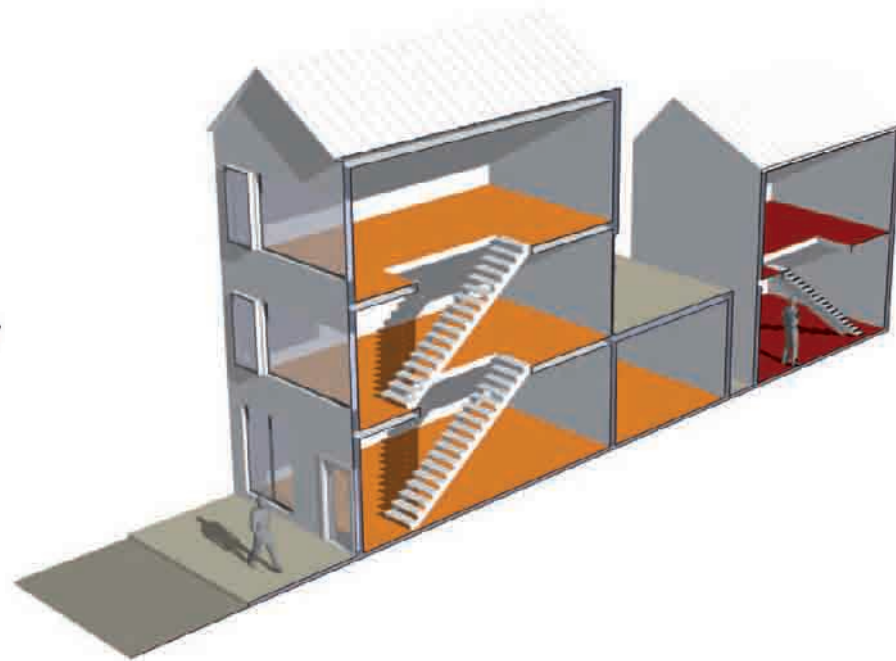
MAISONETTE (FLAT WITH HOUSE ABOVE)
DENSITY - 100dpHa



PATIO HOUSE (OUTDOOR SPACE IN VOLUME
OF THE BUILDING) DENSITY - 40 dpHa



COMBO (PATIO, MAISONETTE AND TOWN HOUSE)
DENSITY - 115 dpHa



TOWN HOUSE (PLUS FONZIE/GRANNY
FLAT) DENSITY - 80 dpHa



4. 'Repurposing' the existing building stock

As discussed under the Economic Strategic Objective the development response to growing the office sector in New Lynn should be focused on promoting the supply of larger floorplate 'A' grade office space in New Lynn. **This approach should however be complemented by the 'repurposing' of existing building stock with, for example, the transformation of industrial 'working spaces' into high amenity office spaces.** This approach is particularly relevant to areas on the fringe of the town centre core that will benefit from proximity to the transit interchange and ensuing uplift in property values e.g. the area immediately to the east of the transit interchange south of LynnMall (see The Mall precinct Plan). Council's permissive approach to the transition of such areas as set out in Plan Change 17 i.e. the rezoning from Working Environment to Community Environment should be promoted and extended.

For the most part this transformation should be led by the private sector however Council has a role to play in lifting confidence by improving the public realm - streets, footpaths, lighting, landscaping, boundaries (i.e. to the Whau River). A partnership approach is called for with the potential establishment of industrial improvement areas or enterprise zones.

5. Hardwire

The benefits of having regional trunk and rail infrastructure directed through New Lynn will need to be coupled with ongoing security of utilities – the hardwire (electricity, water, telecommunications broadband, storm water, waste water). There is sufficient utility capacity to respond to projected growth however there is a need to reroute and improve aspects. This is particularly true of the high tension overhead power lines which present a barrier to realising the full development potential of certain parts of New Lynn (See the Delta Avenue Precinct Plan). These need to be undergrounded at strategically important points.

6. Greening building

As part of the sustainability framework for New Lynn it can be expected that the footprint of new development is minimised (both physically and in terms of carbon reduction), achieving greater densities and land efficiency. **To ensure that this is not at the expense of outdoor green space and to further improve the carbon footprint every effort should be made to introduce green roofs and walls.** The feasibility of making their inclusion a requirement of new development (as per Toronto) should be explored as part of the quality standards.





7. Quality Places: Quality Standards

How places are designed, built and run affects our housing opportunities and choices, our access to public transport, education and jobs, where we shop and spend our free time, even whether we feel safe walking down the street. In New Lynn, the public sector's massive investment to date and that proposed should yield 'regeneration premium' in the shape of exceptional design and development quality. It is anticipated the market will step up to the challenge. However it is important that the quality expectations are set formally and tested through the application of standards for joint venture and development agreements and possibly new District Plan rules.

It is proposed that a set of challenging yet commercially realistic standards are identified and adopted by council (through a further plan change) to possibly include requirements for:

- A Design Statement to accompany all development proposals
- An Urban Design Review (possibly based on the UK Building for Life standard)
- A Green Building Council Green Star Rating or equivalent (residential, industrial and commercial)
- A carbon reduction target
- A Barrier Free Design Assessment
- A Crime Prevention through Environmental Design Assessment
- A tree target / or alternatively green walls or roofs
- Internal space standards.

Waitakere City Council CO2 emission targets

Corporate emissions

Reduce by 50% by 2021 (compared to 2001)

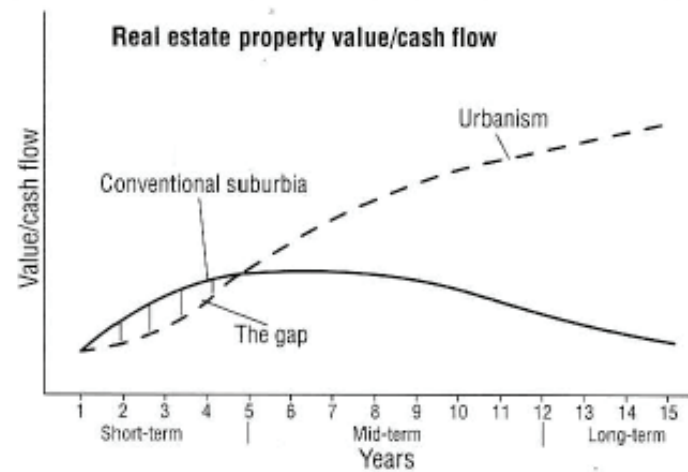
Community emissions

Reduce greenhouse gas emissions by 40% per capita by 2021 (compared to 2001) - to three tonnes per capita

Reduce greenhouse gas emissions by 80% per capita by 2051 (compared to 2001) - to one tonne per capita

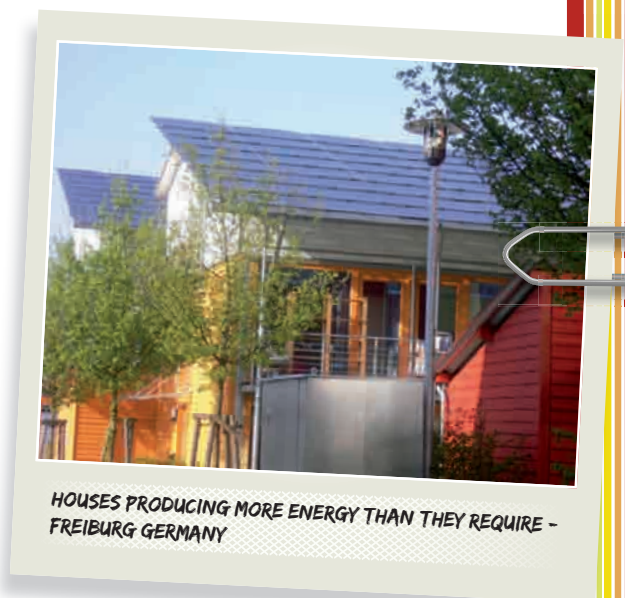


WHAT WILL BE THE NEW LYNN PERFECTOMETER?

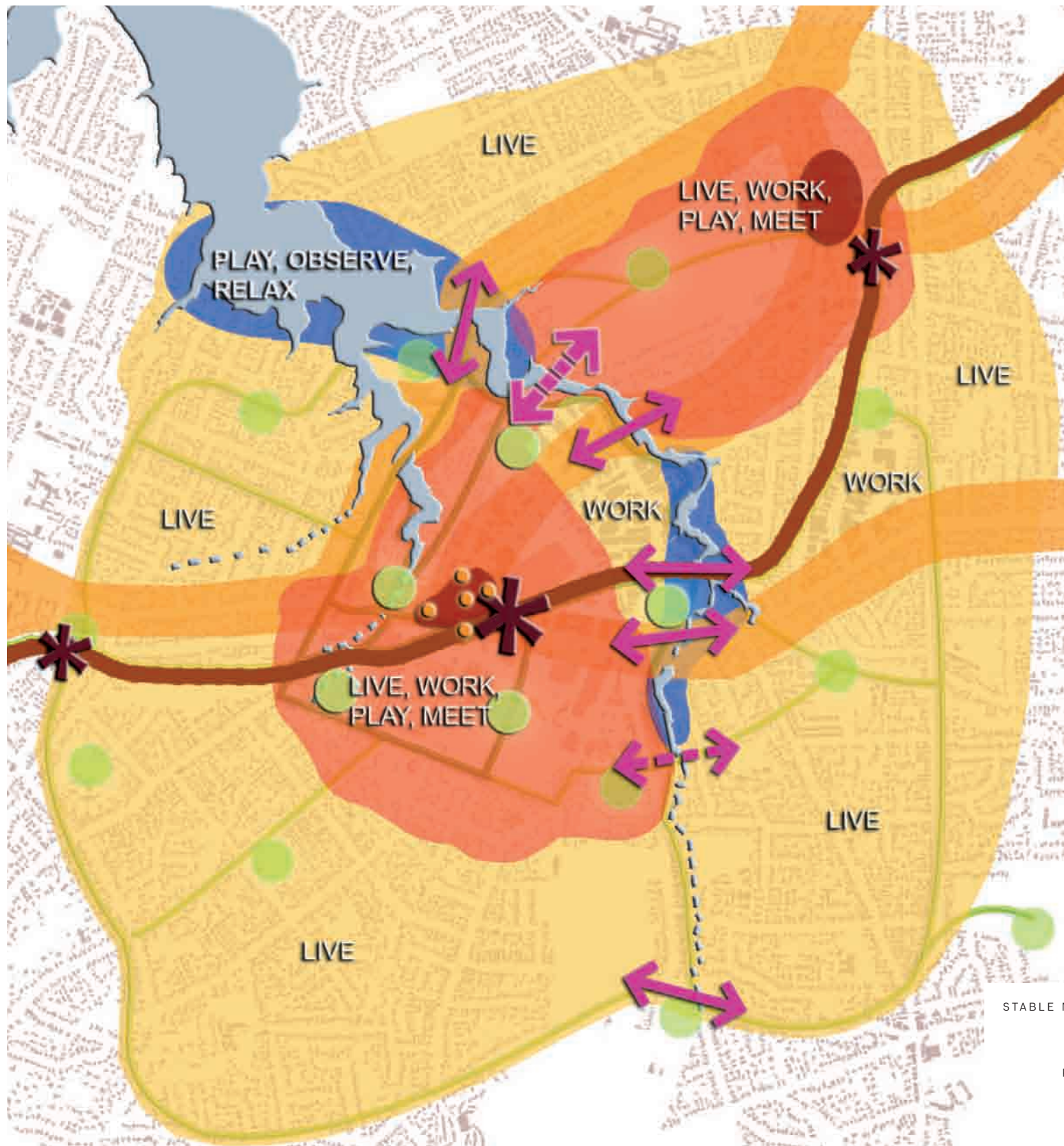


New Urban News, from Chris Leinberger of Arcadia Land Co.

REAL ESTATE PROPERTY VALUE / CASH FLOW



HOUSES PRODUCING MORE ENERGY THAN THEY REQUIRE - FREIBURG GERMANY



This drawing captures the strategic objectives and key moves that affect New Lynn's 'hard assets'.

STRATEGY DRAWING