

Setting the scene.

A thriving and authentic Māori identity and culture

Māori life and culture

Māori life and culture and mana whenua having a prominent, authentic and active presence in the city centre with:

- widespread use of te reo Māori
- the delivery of a range of Māori focused facilities and cultural tourism
- regular cultural festivals and events.

Māori enterprise

- Advancement of Māori enterprise, innovation and investment, including high value speciality businesses and transformative development schemes.
- Enabling Māori business and mana whenua organisations to be significant drivers of Auckland's economy.

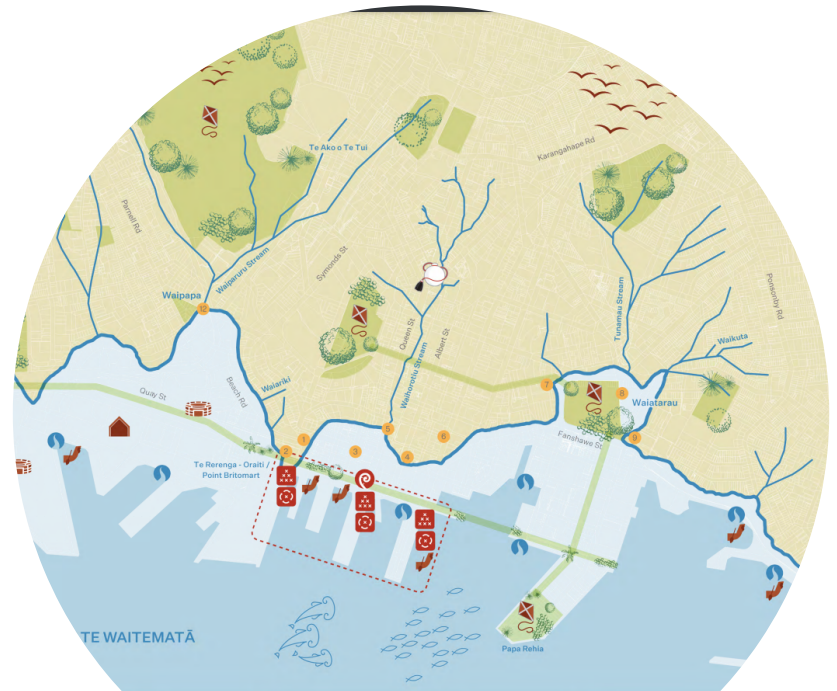
Environmental design outcomes

- The acknowledgment that mana whenua have a unique relationship with the natural environment as kaitiaki.
- Enhanced environmental design outcomes harnessing mātauranga Māori with a focus on the recognition of water as taonga.
- Environmental wellbeing to be led by a whakapapa approach.

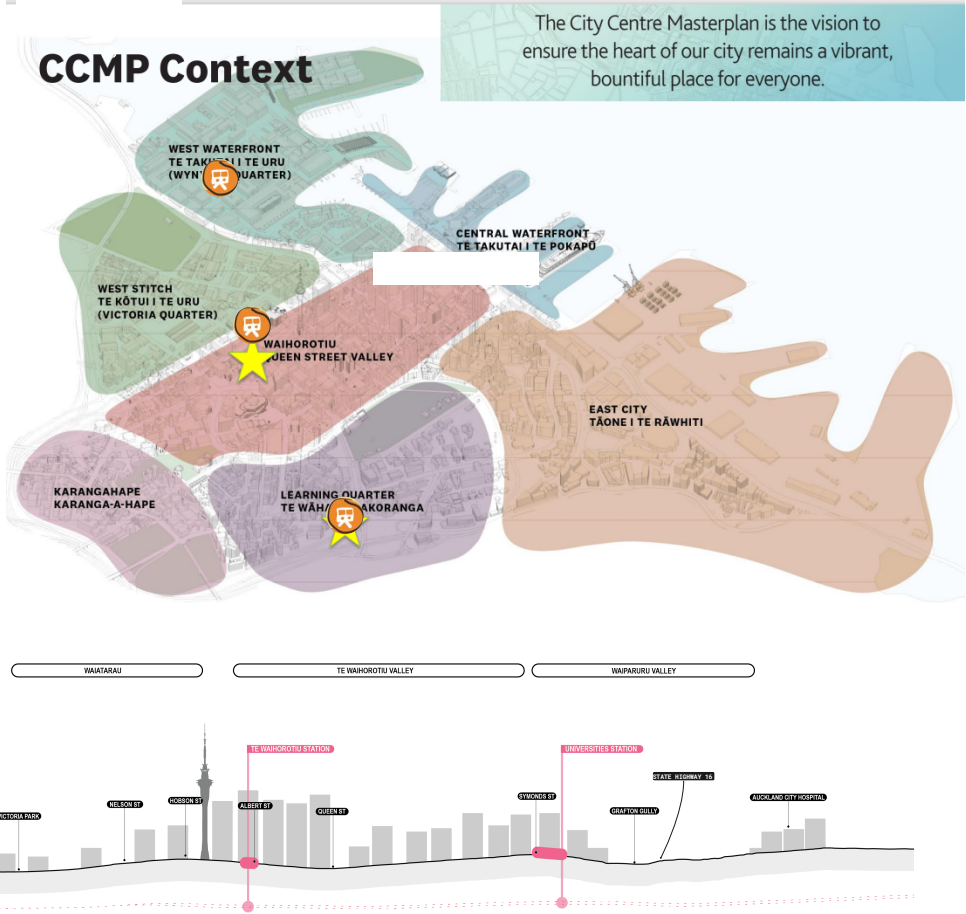
Māori design

- A Tāmaki Makaurau / Auckland design approach founded on Māori design and engagement delivering unique architectural and spatial design responses.
- Empowered Māori representation at all levels of decision-making.
- Through Māori design, mātauranga Māori, mana whenua can be placed at the centre of planning, design and development.

This offers a holistic approach that creates places and spaces that are welcoming to all, from tamariki and young whānau to kaumātua.

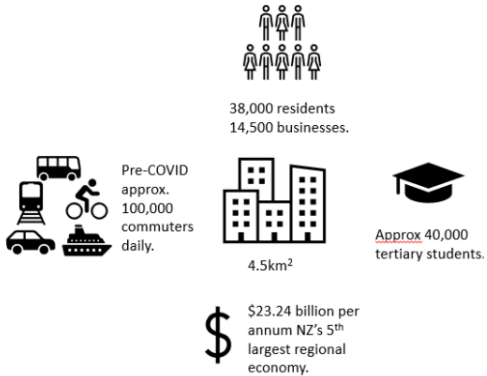


Setting the scene.



City shaping transport infrastructure.

Setting the scene.

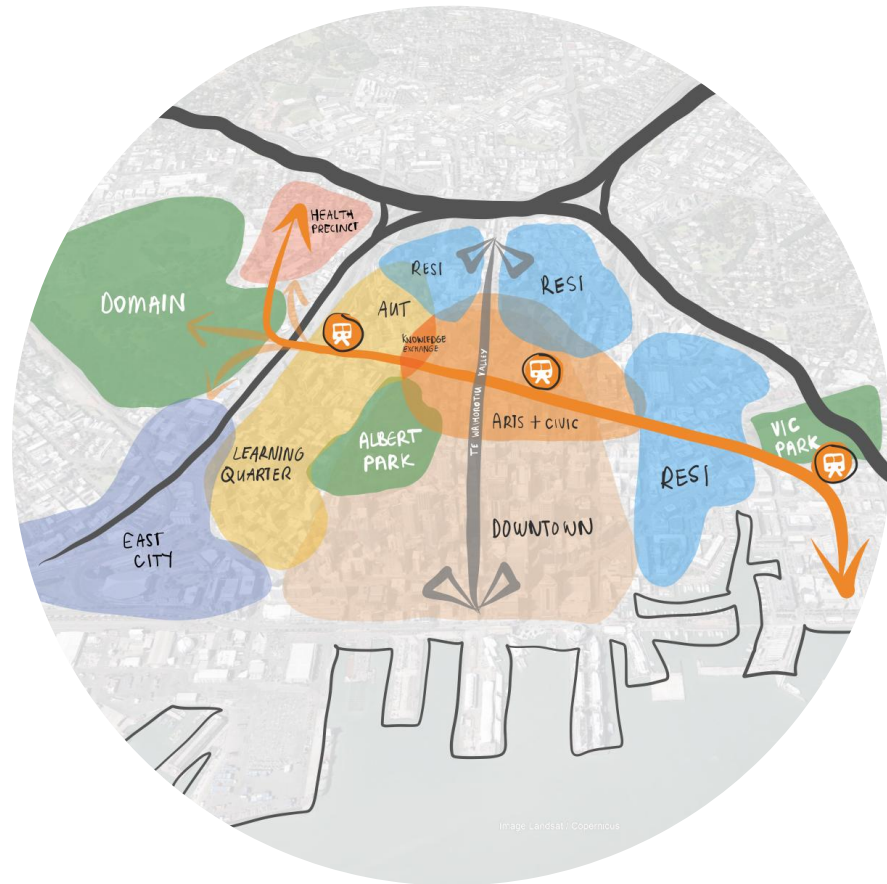


Te Mahere Matua o te Pokapū Tāone - The City Centre Masterplan

Te kōtui i te rāwhiti me te uru - The East and West Stitch.

Together these ALR Station Catchment Development interventions in the city's transport network and public realm work together reconnecting regenerative growth from Te Kōtui i te uru, Wai Horotiu, Tāone i te Rāwhiti, - The East and West Stitch.

A step change in realizing the visions of the city.



The story of the City Centre (CTC) Stations

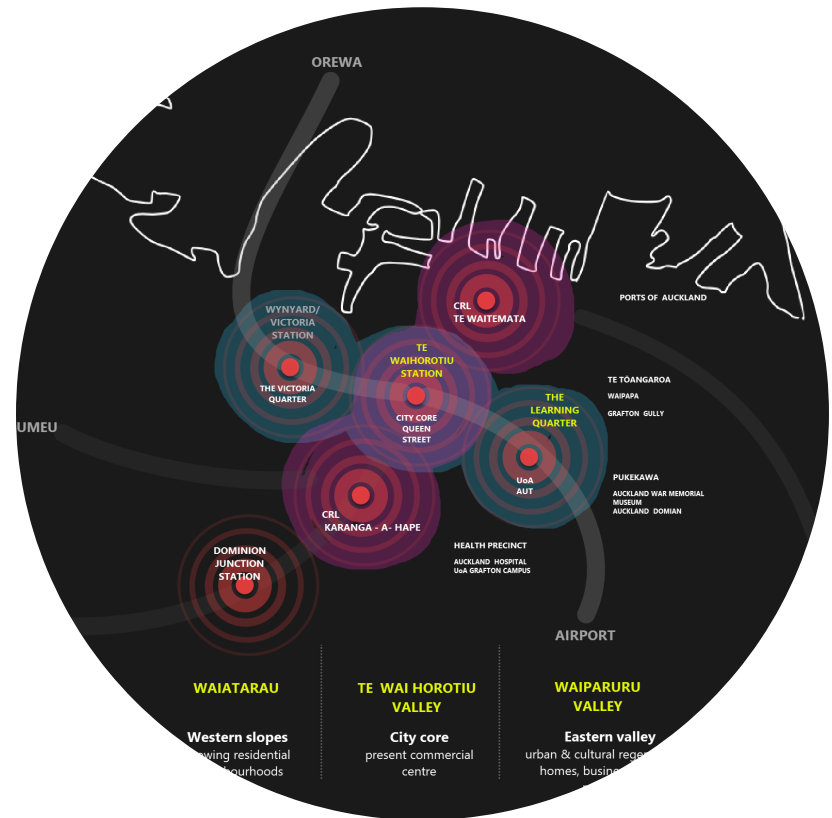
What do the city stations do , other than transport?

ALR stations are a key to unlocking transformational change for the city centre, and greater Auckland. The stations will help create a safer, healthier and more vibrant city, with a green neighbourhood of 100,000 residents - more than double the current population.

The ALR route is more than an economically important connection between Auckland and the airport. The transport infrastructure will not only move people, but the high-quality urban interventions will be destinations, creating and enabling change throughout the suburbs, unlocking potential for more compact, sustainable and people-focused development.

The stations relieve travel on congested roads and create equal access to work and play, education and health centres, family and friends. The stations will enable investment and growth in the city's economy through holistic change, sustainability targets, and liveability initiatives.

Te aro tātou, tātou tāone. Access for everyone, everyone's city



Fitting into the fabric of the city

and becoming a step change in realising the vision.

How can new stations deliver city transformation?

Te whakahou i tō tātou pokapū tāone o Tamaki - regenerating Auckland's city centre

The stations provide an opportunity to reimagine precincts within the city, and how these stitch into the physical, functional and cultural fabric of te Pokapū Tāone Tamaki, the city centre. By considering stations not just as portals to a tunnel, but as integrated hubs for people, movement and place, the station precincts are able to create physical change to prioritise a people focused environment.

At Te Waihorotiu Station there is opportunity to invest in the city's pedestrian movement network, repairing and creating new links that open opportunity for new types of development, occupation and activation. It unifies the growing civic, cultural, residential and economic development of this precinct, giving order to overlapping and competing modes of the transport network. And gives space to innovatively reconfigure the critical but often overlooked servicing logistics that feed and keep the city operating.

The precinct can consolidate, simplify and make a safer transport hub implanted within this central arrival point right into the heart of the city centre, and of the region – Delivering people into a green, civic place of pride, wellbeing and care - restoring mauri, mana and ora.

At Universities Station the Learning Quarter will embed the campus into the life of the city centre. Staff and students bring vibrancy, diversity and energy to the city and although traffic and steep topography present physical barriers, it hasn't stopped this community quadrupling over recent decades. While the rail provides equal access from around the region to the learning Quarter and Tāone I te Rāwhiti East City, new connections, lifts and escalators, and civic terraces work hard to overcome topographical challenges, while improving vehicle circulation routes removes this conflict with people and place.

The station precinct is rooted within an evolving campus, and better connectivity will grow its contribution to knowledge exchange and vitality into the city. It will diminish old barriers to the east city and the Waiparuru valley which is fertile ground for urban development and cultural and environmental regeneration, mitigating motorway severance and creating connections to the Hospital, Domain, Waipapa and Te Tōangaroa.

ALR stations can support all eight of the City's big visions

1 Transformational move 1: Māori outcomes

This transformational move anticipates a range of interventions and systemic changes to bring mana whenua presence, Māori identity and life into the city centre and waterfront.

2 Transformational move 2: The east and west stitch

Land at both the east and west edges of the city centre is under-used and under-valued, and cut off by major roads. This move proposes to stitch the city centre together.

3 Transformational move 3: Waihorotiu / Queen Street Valley

This move proposes to make the area more accessible, more attractive and more prosperous, with better connections to the rest of the city centre.

4 Transformational move 4: The Learning Quarter

This move will integrate Auckland's city centre universities into city centre life.

5 Transformational move 5: Transit oriented development

This move will shape planning and development in the best connected areas of Auckland, maximising the benefits of investment in public transport.

6 Transformational move 6: The Green Link

We want to unite some of our most important and historic parks and open spaces through a network of tree-lined linear park spaces along the Victoria Street corridor.

7 Transformational move 7: City to the villages

Transformational move 7 improves connections between the city centre and the city fringe.

8 Transformational move 8: Harbour edge stitch

This move provides a consistent vision for the continued development of Auckland's city centre waterfront.

Wicked problems & Virtuous solutions

Wicked problems

The dense complexity of the city centre powers agglomeration benefits and economic productivity. It produces excitement, vibrancy and attraction.

Yet its underlying topography constrains development, heightens challenges in movement, and exacerbates the scale and mass of buildings - creating pockets and neighbourhoods that are unique, beautiful and unruly.

It must meet the demands of: servicing business, commerce and city living; providing for workers, students and visitors; events, recreation and entertainment; concurrent and overlapping development of private and public buildings and infrastructure; and, coordination of superimposed planning, ideas and values.

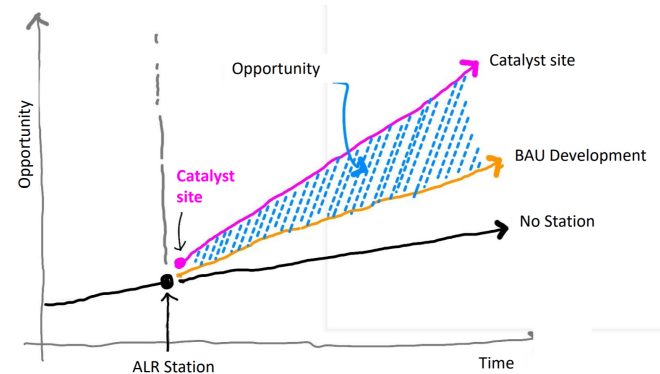
These contradict, constantly change, confuse and harmonise. These systems are the nervous system of the city and must be comprehensively planned for.

Virtuous solutions

The station precincts must integrate and positively contribute to the fabric of the city. They must comprehensively weave together the competing demands of the city – movement, business, community and services.

The opportunity of the city stations thus lay less with creating new wide-spanning infrastructure but with stitching together operational and functional requirements and economic and liveability goals.

It unlocks and amplifies the benefits of the city centre to the region.



Journeys begin as people gather, or span out.

The focus and nature of interventions

Three key focuses of intervention.

A. Reimagining and repurposing of road space, including:

- Reprioritisation of modal hierarchy and the physical reallocation of space.
- Supporting the City's bus network, service and delivery strategies, active mode networks, and access plans.
- Opening space for people-centred reprioritisation of the public realm.

B. Integrated Station Development (ISD) focussed on:

- Providing transitional space between buildings and public space with active and dynamic building frontages such as retail facilities and cafes,
- and connective public open space: seamless with adjoining public realm; both borrows and lends character in a cohesive manner; provide plenty of choices of access within a vibrant, open and safe environment.
- Makes provisions of space and facilities for community and collaborative governance and custodianship
- Consolidate complementary servicing and logistical activities.
- Commercial Over Station Development (OSD) opportunity is not precluded, however ground and terraced/ lower floors should provide for both active public/public interfaces, and also centralised and accessible locations for key city logistic operations (Making future focussed city aspirations viable through provision of consolidated urban logistics hubs.)

C. Comprehensive Intervention Planning.

Multi-layered interventions addressing the complex functional array of place, movement, land use and built form:

- Comprehensive planning must negotiate the tension between effective management of scope and holistic integrated outcomes. Given the intensity, and productivity of the city centre these cannot be ignored and a narrow focus on scope has negative consequences.
- Comprehensive plans mitigate scope creep by intentionally coordinating broad interests with clear allocation of responsibility. But require a committed responsibility for integration the station precinct design across multiple traditionally separated remits. Including working across various funding and governance processes.

Three key moves

- **The East to West stitch.** Supporting the evolving of the structure of the inner city with regenerative processes
- **Taming the grade** to increase accessibility and inclusivity.
- **Consolidated Urban Logistics** Hubs to make space for new access and space for liveability and wellbeing.

The creation of safe and vibrant public realm, residential communities and safe and efficient transport for people to move around the city equally depends on the intensive day to day servicing of business needs, maintaining infrastructure and moving goods. The stations provide ideal physical locations for the modern innovative technologies and processes for keeping the city running consolidation of the functional logistics allows better and more efficient, more sustainable ways to use the city streets. Making it a healthy place where people want to live work and socialise.

The Tāmaki Makaurau city centre is shaped by two ridgelines which has constrained movement and thus development. Redeveloping the station sites and providing new level access routes, terraces, stairs, ramps, escalators and lifts will provide vertical shortcuts removing barriers to development and access.

- The new Te Waihorotiu Plaza makes easy the 11m climb from Aotea Square and Mayoral Drive up to the Federal Street laneway.
- At the Universities Station just adding footpaths to the portion of Wellesley Street passing below Symonds Street saves a 10m walk up and back down from one side of the Symonds Street ridgeline to the other, and
- The station site shortcuts a 14m climb from Symonds Street to a new laneway that connects Elam to Wellesley Street, plus a 20m assisted vertical connection to the Grafton Gully cycleway.

This opens an east to west connection to Māori land and undeveloped Crown-owned land at the head of the Waiparuru Grafton Gully, and to the north, access to Waipapa, Te Tōangaroa, and the Port land beyond.

An even greater future aspiration considers how this site can be the launching point for connecting over the SH 16 motorway, joining the hospital, Grafton campus and Domain back to the city centre.