



Auckland
LIGHT RAIL
Bringing us closer

City Centre to Māngere Rapid Transit

The Urban Story

December 2023

Purpose

This document is The Urban Story for the City Centre to Māngere corridor ('the corridor'). It outlines the urban ambition for the corridor which is aligned with the strategic direction for Tāmaki Makaurau Auckland.

Although The Urban Story is not a component of the Corridor Business Case (CBC) it should be read in conjunction with the CBC. Some elements of The Urban Story may differ to those in the CBC as the story reflects the broader ambition for the corridor which will be delivered over a longer timeframe, well beyond the completion of the transport investment.

The Urban Story is a precursor to the Corridor Strategic Framework (CSF). When finalised, the CSF will provide the overarching direction for the project establishing how the transport and urban elements are to be integrated and delivered along the corridor. The CSF will include the articulation of a corridor wide and place-based vision and set the framework for the delivery of quality urban systems. The CSF will also include outline an implementation plan.

The CSF provides guidance and strategic direction for the corridor's urban systems through the Corridor Strategies. This will be contextualised in place through the Provisional Catchment Development Frameworks (PCDFs) and Implementation Plan.



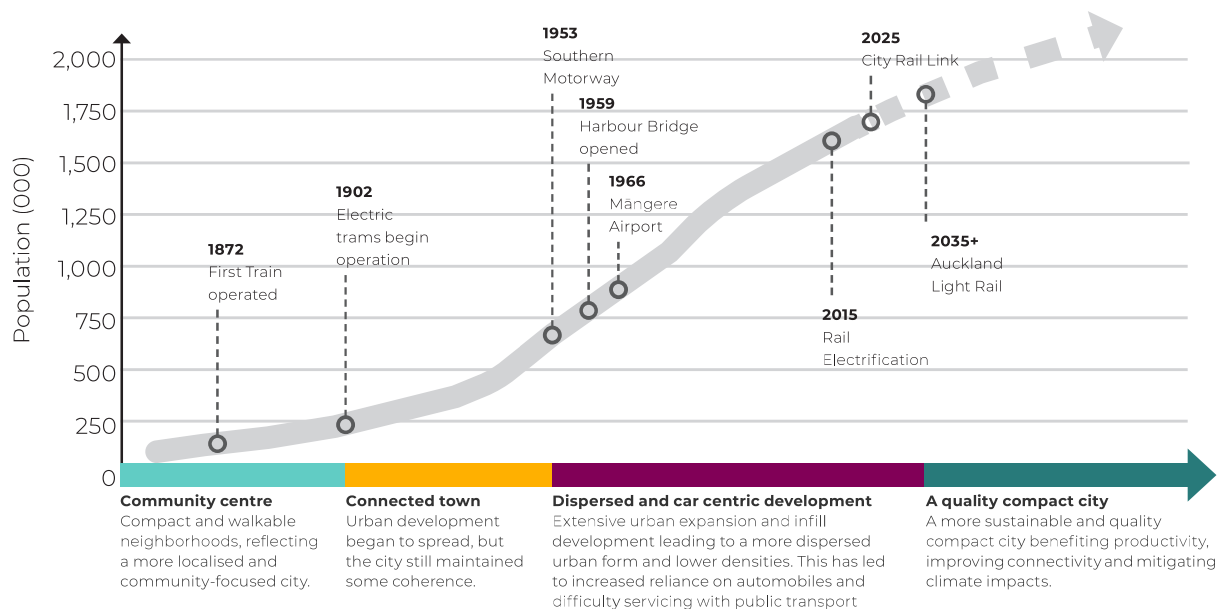


What is the city Auckland wants to be, can be, needs to be?

Auckland is at a critical crossroads. Future generations will inherit the city we have shaped through the decisions and choices we make today.

Over time, as cities grow and evolve, they must respond to ever changing circumstances such as local and national politics, global events, the economy, and population trends. Auckland has been shaped by decisions made, and events that occurred in the past.

Previous investment in key infrastructure across Auckland has had a profound impact on the city's form and the way it functions. Growth has been enabled through these significant investments however the dispersed nature of this growth has led to a number of negative consequences for residents, the economy and the environment.



With up to 700,000 more people living in Tāmaki Makaurau over the next 30 years, almost double the size of Christchurch, the current challenges facing Auckland will be further exacerbated:

- housing unaffordability hindering Auckland's ability to attract and retain skills,
- aging infrastructure failing to respond to growth and a changing climate, and
- congestion worsening with consequential impacts on productivity.

Making the best choices for Auckland now will send us on a path to being a modern, productive and inclusive city that is an attractive place to live, work and play for current and future communities. A quality compact approach to growth will play a critical role in achieving this.

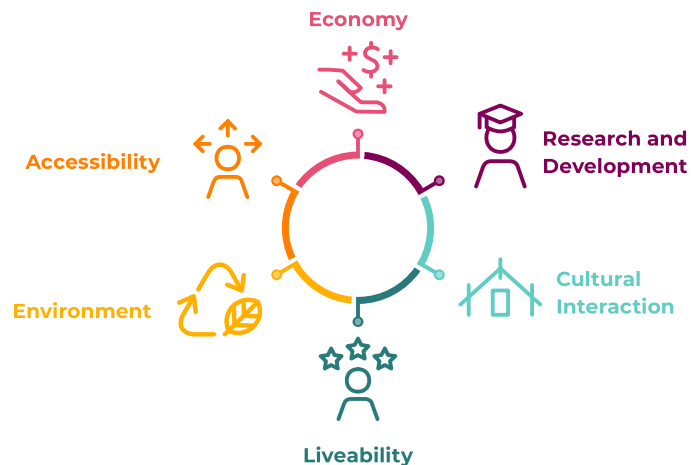
A quality compact Tāmaki Makaurau

Why a quality compact approach to growth?

A city that is globally competitive can attract more financial capital and business opportunities which can then be invested back into communities and new city infrastructure. A competitive city can also sustain economic productivity and overall quality of life for its residents. However, cities need to be attractive, well-functioning and thriving places to live, work and play, to attract investment.

Global events and external factors can affect a city's ability to remain resilient to ongoing change. Changing demographics require a different approach to the type of housing we build, increasing costs affects the ability for local and central government to fund new infrastructure, and a warming climate requires us to think differently about how we get around, where growth is located and how we use our land resources to sustain a growing population.

For a city to be a magnet to people, investment and business, six interconnected factors need to perform well - accessibility, economy, research and development, environment, liveability and cultural interaction.



A key enabler for these factors to perform well is a quality compact approach to growth. The attributes of this approach can bring urban sustainability in many mutually reinforcing ways, realising environmental, social and economic benefits and opportunities

Auckland has taken a quality compact approach to growth policy for more than 20 years. While there is evidence that this approach has started to change the shape and form of our city, it is largely resulting in a dispersed and uncoordinated outcome. Significant effort and investment in the integration of urban and transport investment is critical, to realise the desired outcomes of the quality compact approach to growth.

What is a quality compact approach to growth?

A quality compact city has dense and proximate development patterns where urban areas are well connected to the public transport network and are easily accessible to local services and employment. The benefits of a quality compact city are the most impactful when its individual elements combine. Quality compact is described in The Auckland Plan 2050 as:

- Most development occurring in areas that are easily accessible by public transport, walking and cycling.
- Most development within reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space.
- Future development maximising efficient use of land.
- Delivery of necessary infrastructure coordinated to support growth in the right place at the right time.

Auckland's quality compact approach means that:

- Future development will be focused within Auckland's urban footprint, with most of that growth occurring in existing urban areas.
- Most growth will have occurred within this urban footprint by 2050, limiting both expansion into the rural hinterland and rural land fragmentation.

Identifying where and when growth is likely to occur contributes to investment certainty.

There are many mutually reinforcing benefits of the quality compact approach:



Greater productivity and economic growth

Increased economic productivity from greater proximity between businesses, workers and consumers.



Enhanced environmental outcomes

Adverse effects of urban activities are concentrated into fewer receiving environments and growth creates opportunities for environmental enhancement, particularly as part of infrastructure upgrades.



Improved transport outcomes

More people are brought closer to their place of work and greater population density supports faster, more frequent public transport services. Both reduce congestion on the road network and create a more efficient transport network.



Rural productivity and character can be maintained

Encouraging growth within urban areas helps to protect rural environments from encroachment, maintaining the productive capability of the land and its rural character.



Better use of existing infrastructure

Growing within existing urban areas makes more efficient use of existing assets.



Greater social and cultural vitality

Concentrating activity into urban centres and neighbourhoods provides a wider variety of activities to meet the full range of people's needs bringing diversity and vibrancy into the city which in turn enhances interaction and social cohesion.

The City Centre to Māngere corridor

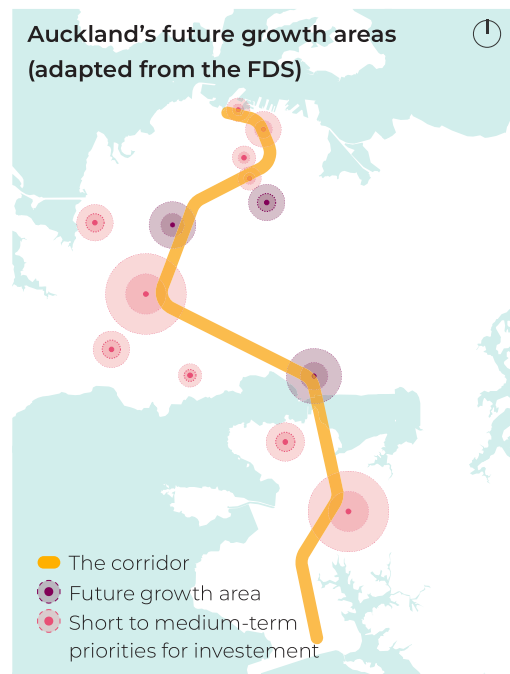
The corridor plays a central role in the life and prosperity of Tāmaki Makaurau Auckland. It is home to diverse communities, significant biodiversity and the country's largest employment and education centres.

Parts of the corridor have long been identified as key locations to accommodate some of Auckland's growth. The city centre, Mt Roskill, Onehunga and Māngere are strategic priorities for growth in the Auckland Plan 2050 Future Development Strategy. Collectively, these locations and the Airport are the anchors of the corridor.

While growth and some intensification is already happening in the corridor, it is suffering from a lack of supporting investment. This is due to the uncertainty on the approach to addressing connectivity between the airport and city centre which has been identified as a key gap in the strategic transport network. This uncertainty is limiting the delivery of a sustainable and economically productive, quality compact city.

Transport investment in this corridor has the potential to significantly influence the strategic network, addressing the gap, and allowing all other transport and non-transport investment to adapt and follow. This will put the corridor on a path to realising significant economic, social and environmental benefits that come with a quality compact city while also contributing to the strategic aspirations for Auckland.

By 2051 in the corridor with ALR there will be:



Determining station locations

The Investment Logic Map (ILM) sets an objective of “Unlocking significant urban development potential, supporting a compact urban form and enabling quality integrated communities.” This has driven the urban aspects of the project including the selection of station locations.

Station locations within the corridor were identified and refined through the Corridor Business Case optioneering process.

All steps of the process were guided by the ILM objectives, Te Rautaki Māori, and the requirements of the Resource Management Act, while also taking account of design issues and potential costs.

To determine station locations, Potential Station Locations (PSL) with a 200m diameter were identified along the route, using the following criteria and guiding principles linked to the ILM.

- 1. Increased residential and employment density:** locations which show the potential to deliver residential and employment densification should be favoured, especially where sites are unconstrained by existing property.
- 2. Increased housing and employment growth:** locations which show the potential to deliver significant housing and / or employment growth should be favoured.
- 3. Improved quality of life:** locations which have access to the following should be favoured:
 - education and social infrastructure
 - public open space
 - existing centres of at least ‘local centre’ status (from centres hierarchy in Auckland Unitary Plan).

Each PSL was investigated to explore the urban, transport and Māori values and opportunities that would influence the location of a station. The outcome of these investigations were then assessed against the Multi Criteria Analysis (MCA) criteria.

The final station locations are the best performing locations when balancing multiple disciplines, and ultimately informed the overall alignment.

This work has informed the development of the Urban Regeneration Areas, which articulate the urban systems, aspiration and key moves for areas of opportunity across the corridor.



40% of the ILM benefits are urban



3 out of 17 MCA criteria used to assess station locations were urban

Urban systems in the corridor

Understanding the corridor's urban systems, how they work together, and how investment can deliver greater benefits is crucial to the evolution of the corridor and the places within it. The CSF provides guidelines for the corridor's urban systems which establish:

-  **Economic ecosystems:** the evolving economic function, opportunities stemming from investment in connectivity and the rationale for how urban development investments can bring further benefits to businesses, workers and communities.
-  **Environmental sustainability:** the potential to deliver regenerative outcomes, protect and restore environmental quality and create resilient low carbon communities.
-  **People and communities:** the approach to maximise the benefits of and access to opportunities for all, and contribute to more liveable, equitable, socially cohesive and resilient communities.
-  **Local movement network:** the approach to improve multi-modal access to the rapid transit system, to maximise use and convenience, and support growth.
-  **Public realm and open space:** the approach to maximise new and existing public realm and open space in response to increased density, celebrate identity, support healthy communities and contribute to biodiversity.
-  **Urban infrastructure:** the potential to unlock significant urban development through the efficient use and delivery of regenerative and sustainable urban infrastructure.
-  **Built form:** the opportunity to deliver a compact built form that enhances the unique landscapes of Tāmaki Makaurau Auckland and creates high quality urban environments.

The integration and place-based realisation of these urban systems has been tested and refined through the identification and development of the Urban Regeneration Areas which articulate a vision and integrated key moves and outcomes for key locations across the corridor.

What are urban systems?

Urban systems are the spatial and non-spatial elements which come together to form our experiences of a city or a place. In order to drive change and achieve the potential benefits for Auckland it is important to understand each system and how they work together. The CSF takes an integrated approach to thinking about urban systems, bringing each element together to support the realisation of Auckland's ambitions across the corridor and in specific locations.

Urban Regeneration Areas

The Urban Regeneration Areas (URA) have been identified based on the potential for significant place-based and varied urban opportunities, as well as the ability to deliver the future ambition for the corridor. The following areas have been identified as the URAs:

- New North Road
- Balmoral Mile
- Te Awa
- Onehunga
- Māngere

The vision and aspiration identified for each area has been developed with consideration of the future roles of centres, population and employment growth, emerging sectors and the impact of enhanced, convenient connectivity on communities.

This has been illustrated for each URA to represent the evolution over time of the corridor's urban systems, centres and identities within the broader strategic context.

The following diagram articulates an indicative timeframe as to when outcomes sought in URAs will be delivered.

Timeframe

Now

Planning and design for investment in ALR and early urban interventions. This requires a sustained level of effort across the whole timeframe.

2051

Realisation of the Urban Regeneration Areas.



New North Road

Extension of the city centre's commercial offer, complemented by high amenity and a strong mixed-use environment. Attractive to emerging industries, fostering innovation and creativity.



Up to 28,400
Additional
Residents



Up to 10,200
Additional
Homes



Up to 12,200
Additional
Jobs

Balmoral Mile

Distinct west and east commercial and retail hubs anchored by high quality amenity and intensification. Diversity of employment uses, businesses and small service industries leveraging connectivity of ALR to employment markets and clients.



Up to 19,900
Additional
Residents



Up to 6,400
Additional
Homes



Up to 2,900
Additional
Jobs

Onehunga

Enhanced industrial strength to the east complemented by expanding residential and amenity offers to the west. Growing emerging sectors including construction, retail and healthcare and the eco-industry.



Up to 10,700
Additional
Residents



Up to 5,600
Additional
Homes



Up to 2,500
Additional
Jobs

Te Awa

Flood resilient and diverse residential development supported by strengthened local amenities to the west. Employment opportunities to the east serving a significant future population base.



Up to 23,500
Additional
Residents



Up to 5,200
Additional
Homes



Up to 2,500
Additional
Jobs

Māngere

Enhanced retail core complemented by new community, residential and commercial activity. Thriving mixed-use centre supporting business accessibility to labour, skills and clients.



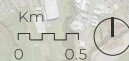
Up to 25,500
Additional
Residents



Up to 8,300
Additional
Homes



Up to 2,400
Additional
Jobs



To the Airport



Artist Illustration of the urban realm around an ALR station

New North Road

New North Road is the most significant urban development opportunity in the corridor.

Investment in quality connectivity here will catalyse nationally significant development opportunities in New North Road, driving demand for emerging industries, fostering innovation and creativity.

The urban change catalysed by ALR will stitch together and strengthen the existing distinct communities to create a new rich and diverse place with its own identity and character. New typologies of green space and public realm will celebrate the area's history, creating a new community heart and responding to the needs of higher density living.

Enhanced multi-modal connectivity drives the urban outcomes. Heavy rail and feeder buses, supplemented by quality walking and cycling amenity, supports the movement of people to, from, within and through the area.



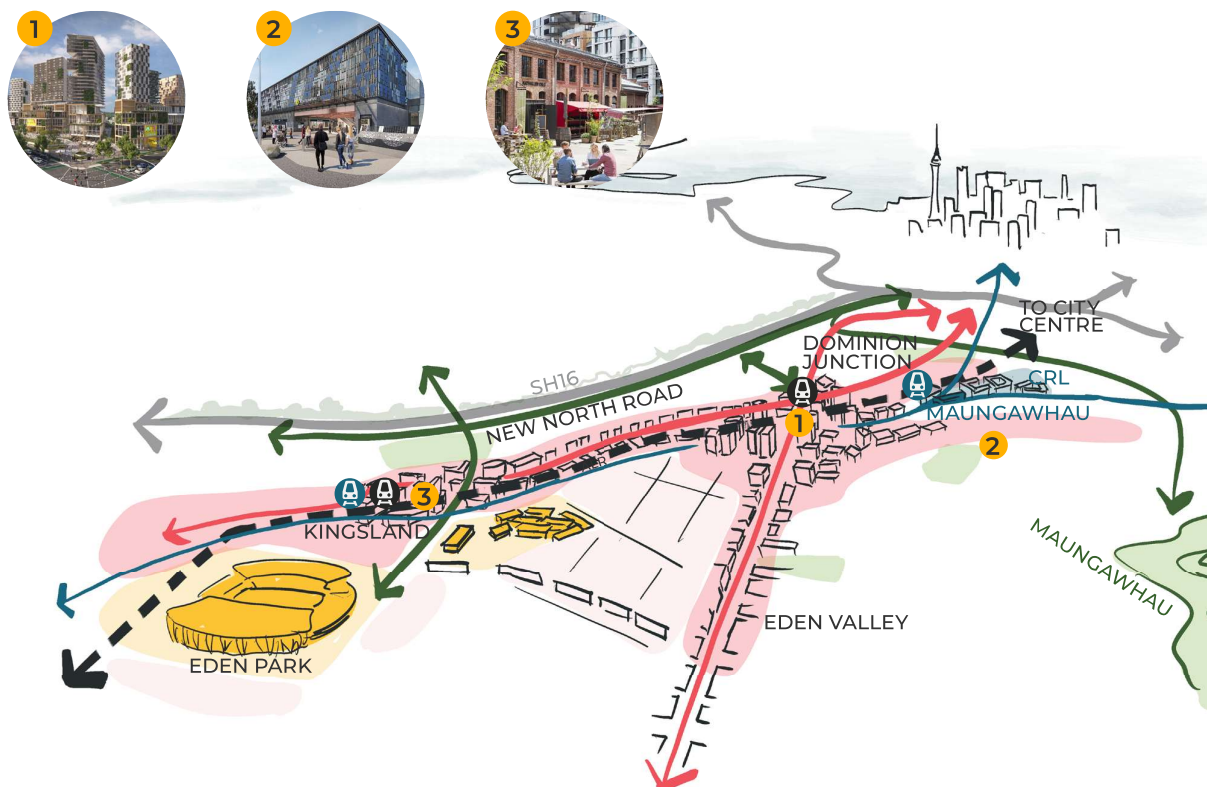
**Up to 28,400
additional residents**



**Up to 10,200
additional homes**



**Up to 12,200
additional jobs**





Artist Illustration of the urban realm around an ALR station

Balmoral Mile

Balmoral Mile is shaped by two distinct urban opportunities, drawn together by the station.

Significant urban regeneration to the west will drive residential, retail and commercial intensification. To the east the activation and diversity of uses along Dominion Road will grow along with increased living choices, attracting people and businesses from across Auckland.

This development brings together established communities and centres of activity. The unique cultural landscapes and geology which have shaped the evolution of the area over time will be celebrated and integrated into a fine-grained network of open space. Restoring and regenerating ecological and environment systems will enhance the mauri of the area and provide spaces for the community to thrive.

Multi-modal east-west connections will define Balmoral Mile as a new boulevard for Auckland. High amenity streets and public realm will radiate from the station, improving access and connectivity.



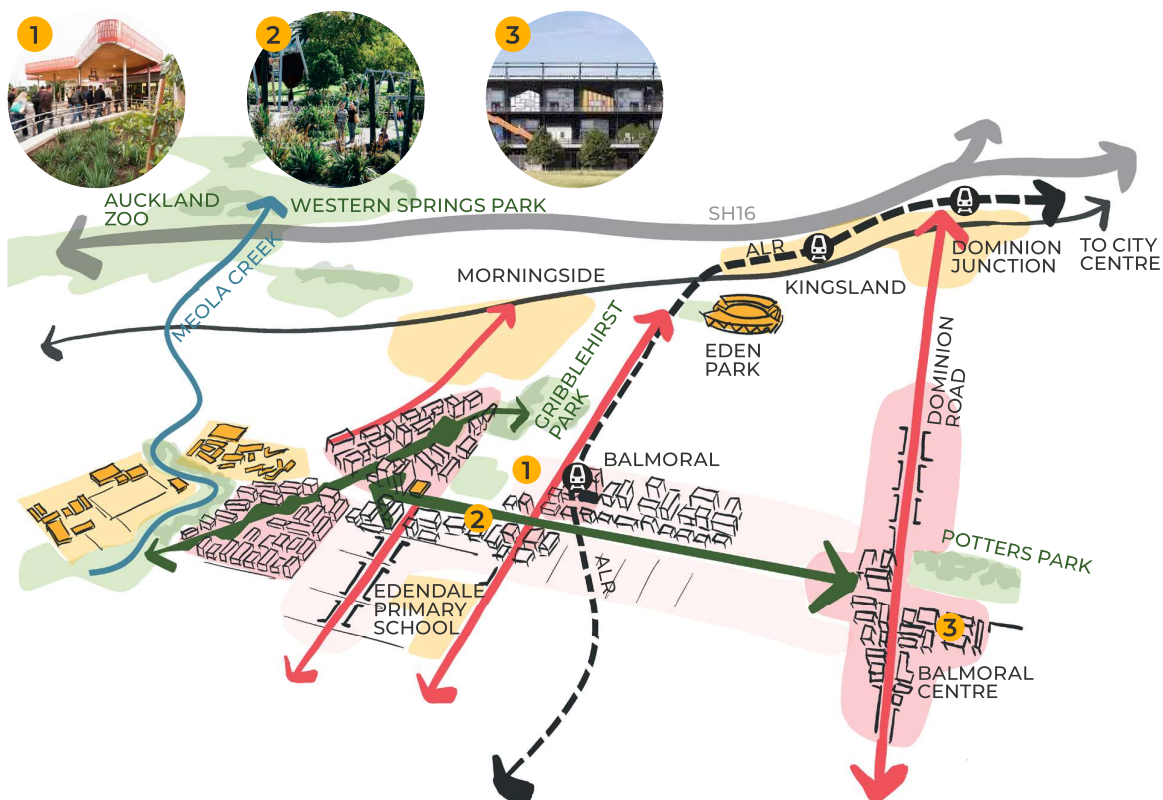
**Up to 19,900
additional residents**

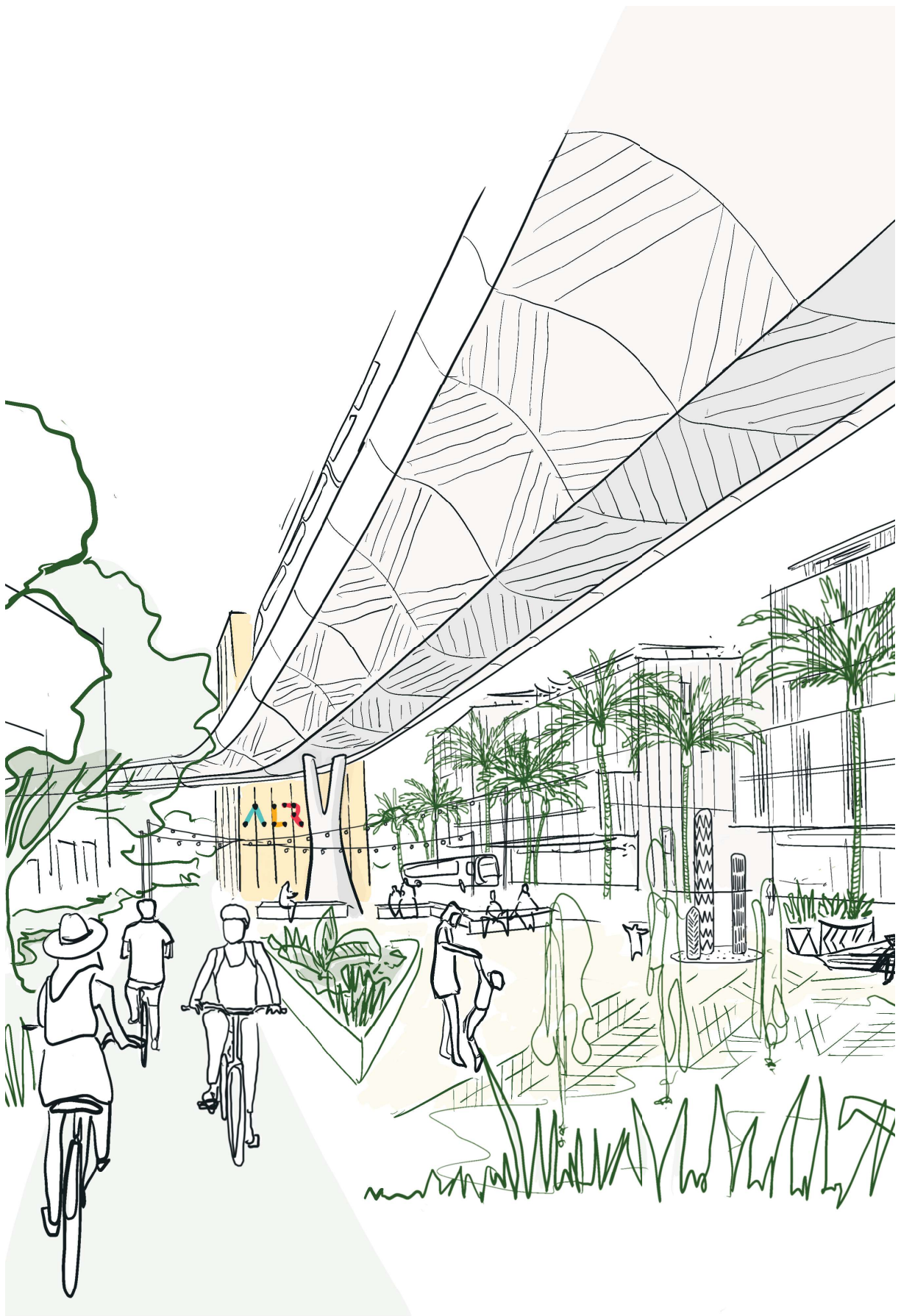


**Up to 6,400
additional homes**



**Up to 2,900
additional jobs**





Artist Illustration of the urban realm around an ALR station

Te Awa

Te Awa celebrates and enhances the environmental and cultural character of the area.

Quality, accessible and diverse housing choice to the west will house a growing and youthful community. Climate and flood resilient planning will shape the location and scale of density throughout the area. Growing employment opportunities and improved accessibility around Hayr Road will attract workers, markets and clients from across the city.

The mauri of urban ngahere and waterways will be enhanced, creating a resilient and thriving environment and community. Connections between awa and maunga will be strengthened, celebrating the landscape and cultural context.

Walking, cycling and public transport interchanges are prioritised throughout Te Awa, connecting people to the places they want to go. Severance across the motorway will be improved, enhancing connections to communities and opportunities to the south.



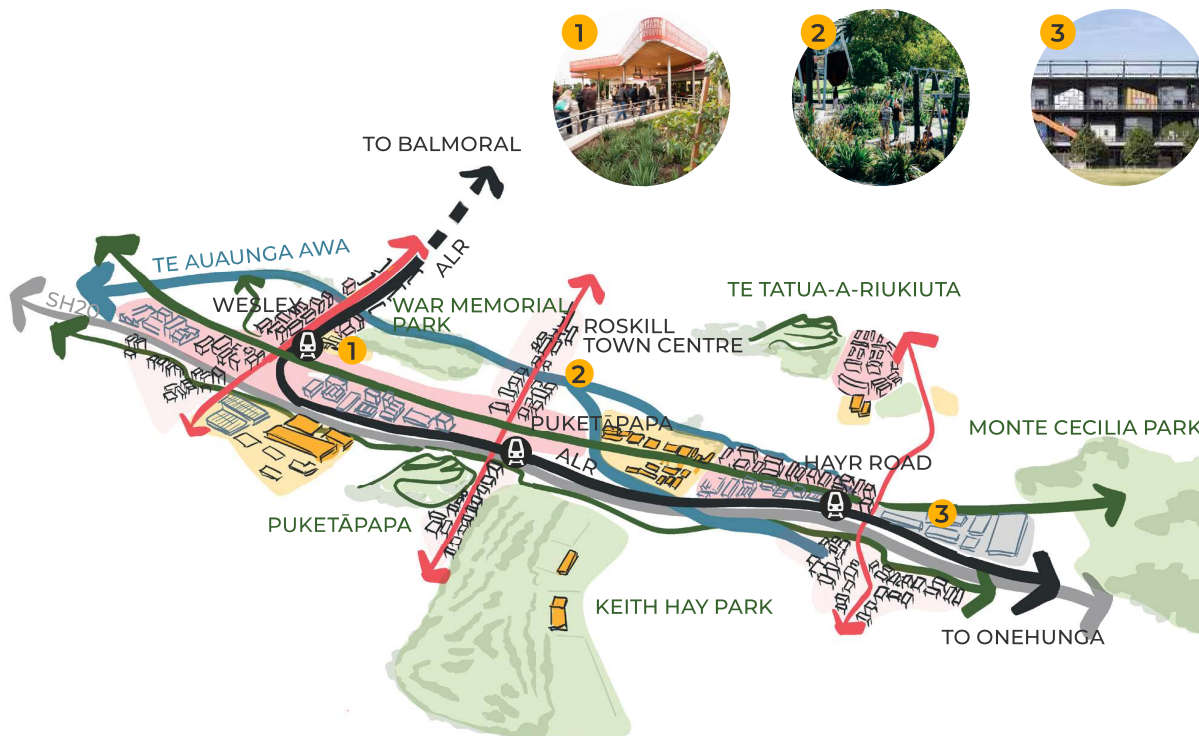
**Up to 23,500
additional residents**



**Up to 5,200
additional homes**



**Up to 2,500
additional jobs**





Artist Illustration of the urban realm around an ALR station

Onehunga

Reconnecting maunga and moana to the centre celebrates Onehunga's cultural and physical landscape.

Investment in ALR will accelerate regeneration, transforming Onehunga into a prosperous and inclusive centre. Emerging sectors and industries will be complemented by residential and amenity offers around the town centre. Increased activities will attract emerging industries and small businesses to the area, leveraging the connectivity provided by ALR.

Improving the quality of water entering the Manukau Harbour will be prioritised through whole of system restoration. Local movement connections will build on Onehunga's access to the wider city. Improving access to the waterfront will create new community spaces, growing physical and cultural connections to the Manukau Harbour.



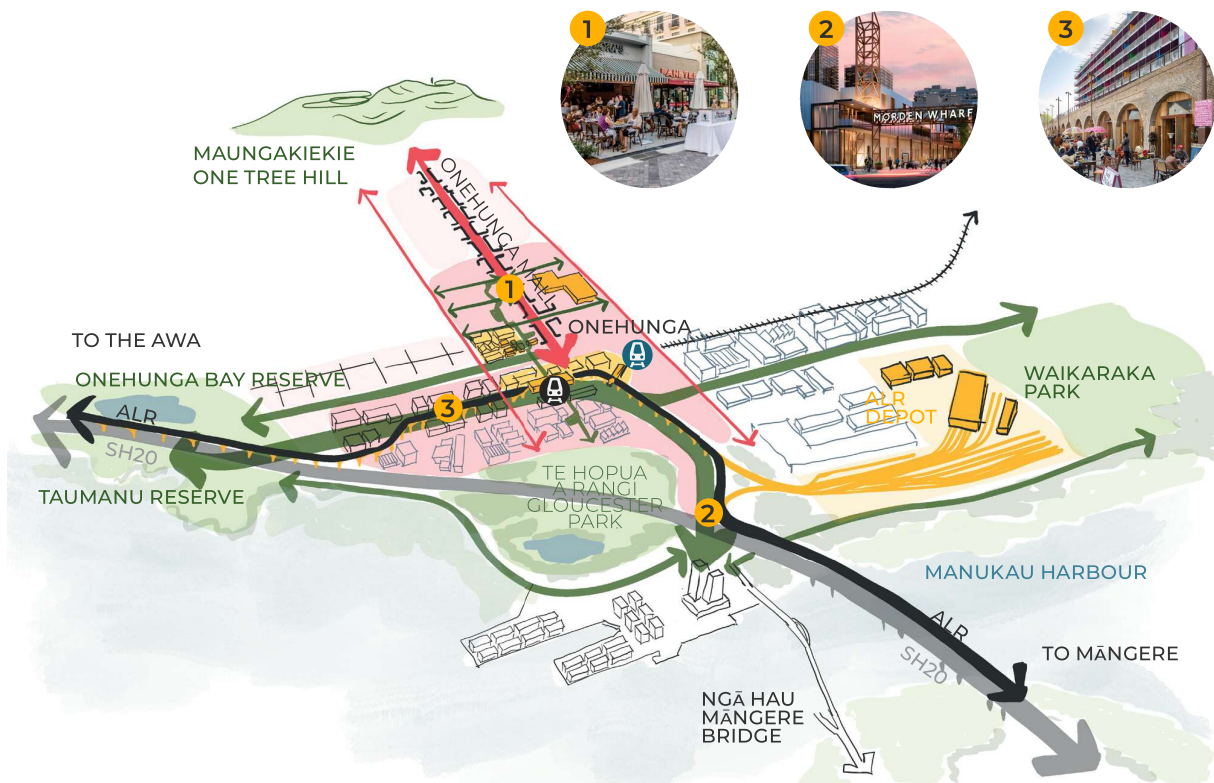
**Up to 10,700
additional residents**



**Up to 5,600
additional homes**



**Up to 2,500
additional jobs**





Artist Illustration of the urban realm around an ALR station

Māngere

Māngere's enhanced core and strong sense of identity will establish the centre as a destination in its own right.

Regeneration of the town centre will catalyse new community, residential and commercial activity, creating a prosperous and diverse place. In doing so, it will celebrate the unique identity and character of the Māngere community.

The natural landscape will shape the open space and environmental network. Community amenities will support a thriving and growing population, with access to safe, accessible and climate resilient spaces.

Urban ngahere and greening interventions will create a people-focused green link, stitching the community together. The integrated public transport network will provide safe and accessible connections across the city to employment and education opportunities.



**Up to 25,500
additional residents**



**Up to 8,300
additional homes**

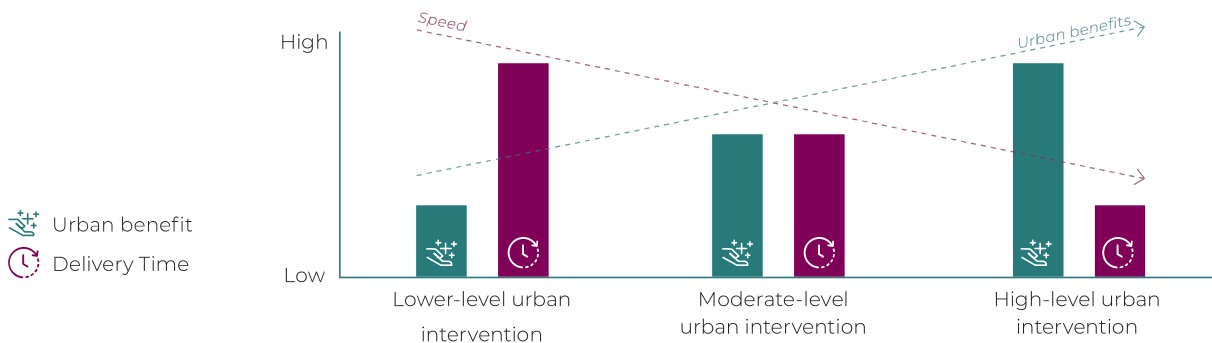


**Up to 2,400
additional jobs**



Implementing the corridor aspiration

75,000 additional homes and 122,000 additional jobs will be delivered in the corridor over time. The amount of urban benefit generated by the additional homes and jobs will be determined by the level and speed of urban intervention. High intervention delivered over a shorter period will lead to higher and faster delivery of urban benefits.



Lower-level urban intervention scenario

Lower levels of urban intervention over a longer timeframe will lead to some higher intensification.

A lower level of urban intervention over a longer timeframe (relative to moderate and high levels urban intervention) will lead to some higher intensification than what is being delivered today. It will contribute towards a quality compact urban form but won't maximise the opportunity that could be realised through the transport investment.

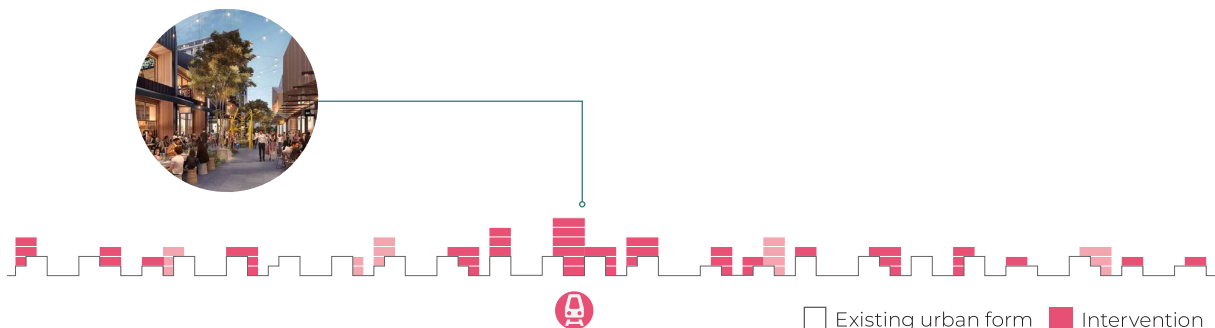
Over station development and development on residual land would be optimised, however utilisation of interventions outside of the transport corridor would be limited.

Interventions

- Placemaking around stations precincts.
- Minimum zoning and development requirements.
- De-risking development on ALR owned land.
- BAU approach to enabling infrastructure.

Impact

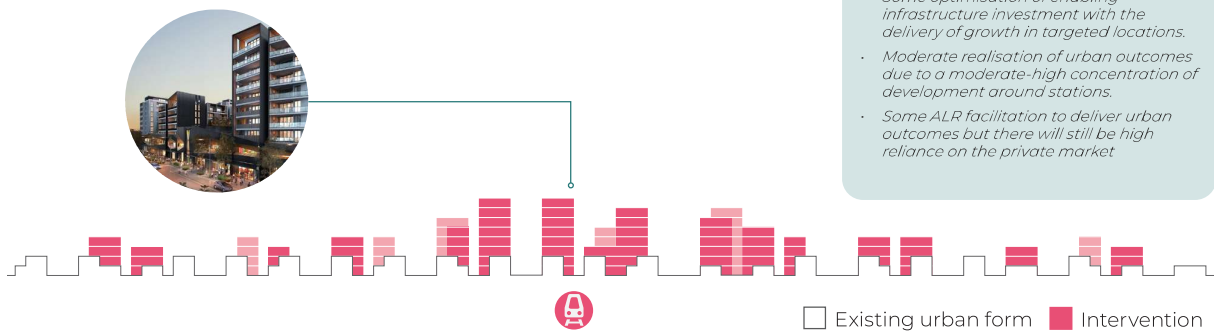
- Continues the journey to a quality compact urban form.
- Enabling infrastructure investment not optimized with the delivery of growth.
- Lower realisation of urban benefits due to a moderate concentration of targeted development around stations.
- High reliance on the private market to deliver urban outcomes.



Moderate-level urban intervention scenario

A moderate level of urban intervention over a medium timeframe (relative to lower and high urban intervention) will lead to higher intensification.

A moderate level of urban intervention over a medium timeframe builds on the lower-level interventions. This will lead to greater optimization of urban form and faster realisation of the quality compact approach. The range of interventions will include influencing the timing and sequencing of existing work programmes such as delivery of enabling infrastructure that is targeted to increase coordination of investment and growth.



Interventions

- Placemaking in station precincts.
- Additional zoning and development provisions for station precincts.
- De-risking development on ALR owned land and neighbouring sites to create contiguous development opportunities.
- Targeted investment in enabling infrastructure in some locations.
- Some facilitation of the market to deliver development outcomes on non-ALR owned land.

Impact

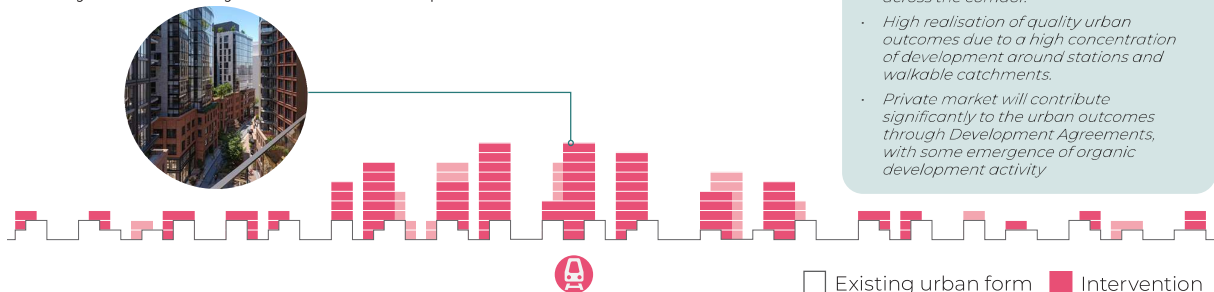
- Higher intensification along the corridor with an optimized urban form and faster realisation of a quality compact urban form.
- Some optimisation of enabling infrastructure investment with the delivery of growth in targeted locations.
- Moderate realisation of urban outcomes due to a moderate-high concentration of development around stations.
- Some ALR facilitation to deliver urban outcomes but there will still be high reliance on the private market

High-level urban intervention scenario

A higher level of urban intervention over a shorter timeframe leads to intensification at scale and a faster realization of urban benefits.

A higher level of urban intervention over a shorter timeframe has the greatest potential to deliver significant intensification. Development will occur in a coordinated and integrated way across walkable catchments. Delivery of enabling infrastructure will be highly coordinated and work programmes fully aligned to reflect investment as a priority in the corridor.

The change in urban form will be significant and evolve over time across the corridor showcasing a diverse range of activity and development across catchments. Highest density and mix of uses will be focused around stations, gradually shifting to medium to high density further away from the station precinct.



Interventions

- Placemaking in station precincts and walkable catchments.
- Targeted zoning and development provisions for station precincts, walkable catchments and the rest of Auckland.
- De-risking development on ALR owned land and neighbouring sites to create contiguous development opportunities.
- The corridor is prioritised for investment in enabling infrastructure and work programmes are updated.
- Active facilitation of the market, including some use of development agreements, to deliver outcomes on non-ALR owned land in station precincts and walkable catchments.

Impact

- Greatest potential to realise an optimised quality compact urban form
- Significant alignment of enabling infrastructure investment to growth across the corridor.
- High realisation of quality urban outcomes due to a high concentration of development around stations and walkable catchments.
- Private market will contribute significantly to the urban outcomes through Development Agreements, with some emergence of organic development activity

What does this look like along New North Road?

ALR has commenced the development of a place-specific programme of interventions along the corridor. This work forms the conceptual basis to establish the vision and shape the urban outcomes within walking distance of stations. This illustration of the New North Road Urban Regeneration Area articulates the potential approach to urban change including built form, movement, infrastructure and open space within a new world-class urban centre.

Outcomes

New North Road will be a new world class urban centre, capitalising on an unprecedented level of public transport investment.



Economic Ecosystems

New North Road is the most significant urban development opportunity in the corridor. Investment in ALR and the adjacent CRL station precinct, catalyses nationally significant investment opportunities in New North Road, driving demand for emerging industries, fostering innovation and creativity.



Environmental Sustainability

New typologies of green space celebrate and enhance the natural environment while supporting high density urban living. A multi-functional and multi-use green network provides places for the community while enhancing the environment through whole of system restoration and regeneration.



People and Communities

Investment in this area reshapes and unifies existing but disparate communities, creating a new centre and community heart. New social infrastructure underpins thriving residential and employment community, creating a strong local identity and character in an emerging area.



Public Realm and Open Space

New typologies of green space and public realm celebrate the area's history while creating a new social and cultural heart for the community. Community facilities and open space networks support increased urban density.



Local Movement Network

Investment into the activation of people-focussed streets and public spaces reshapes how people move through New North Road. High amenity connections to new public spaces act as multi-functional green corridors. The removal of the flyover and re-instatement of an at-grade intersection is supplemented by investment in walking and cycling infrastructure.



Urban Infrastructure

Formalised partnership arrangements involving mana whenua, asset owners and project partners ensure regular communication and leveraging opportunities for enabling infrastructure. Regenerative and innovative stormwater management interventions are integrated into the public realm.



Built Form

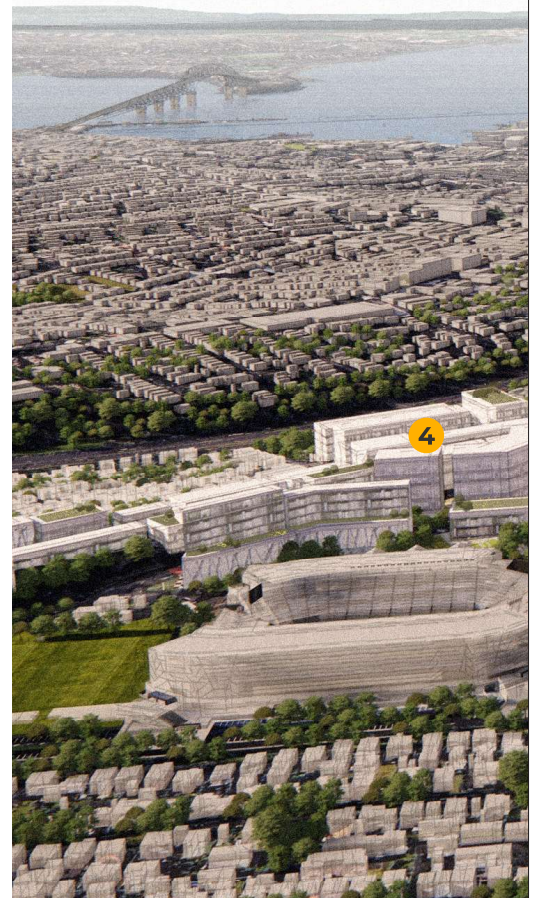
Growth and urban regeneration brings new built typologies and intensification to the New North Road Corridor. Highest density regeneration is centred around the Dominion Junction area and station, celebrating and reflecting the area's history, natural environment and geology, accounting for visual connections to and between Tūpuna Maunga.

1

New North Road

Regeneration along the New North Road corridor creates a higher density, more granular urban form. Development creates new ways of living, working and relaxing supported by new high quality public realm and new typologies of urban greening.

Streetscape
Washington, USA



2 Dominion Junction

Removal of the flyover and development of the ALR station catalyses regeneration of Dominion Junction. Intensification of residential and employment opportunities around Dominion Junction is supplemented by local amenities and community facilities.

*Illustration of Dominion Junction
Auckland, NEW ZEALAND*



3 Maungawhau

Maungawhau CRL station celebrates Mātāohu and the basalt and water which has shaped the area over time. Protection of views to Maungawhau results in lower density and building heights near the station and maunga.

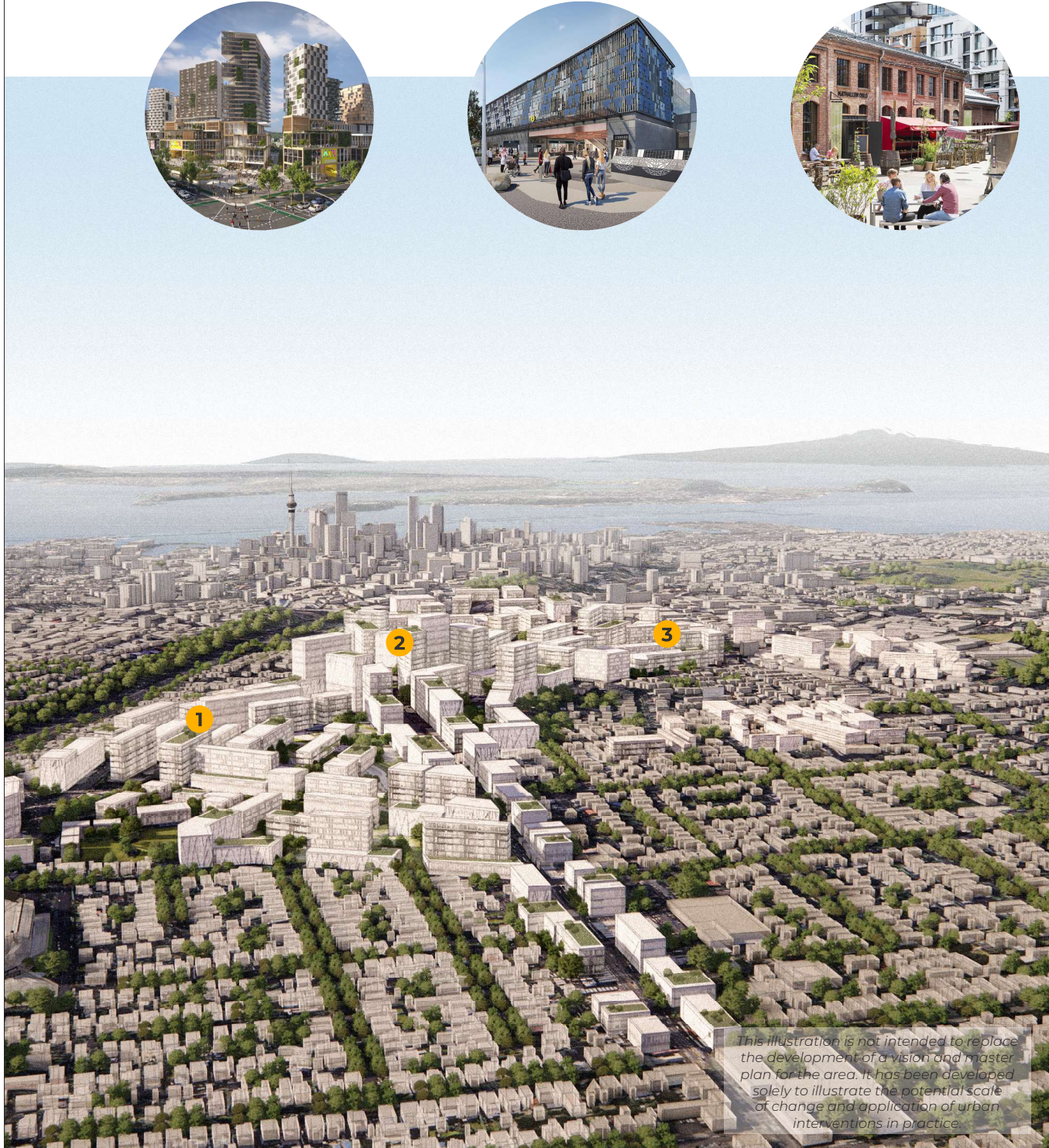
*CRL Maungawhau Station
Auckland, NEW ZEALAND*



4 Kingsland

The Kingsland Station reflects and celebrates the history and character of the area and connects to the existing heavy rail station. Together the stations provide access to Eden Park, a key local attractor and destination.

*Mathallen,
Oslo, NORWAY*



What does this look like along Onehunga?

ALR has commenced the development of a place-specific programme of interventions along the corridor. This work forms the conceptual basis to establish the vision and shape the urban outcomes within walking distance of stations. This illustration of the Onehunga Urban Regeneration Area articulates the potential approach to urban change including built form, movement, infrastructure and open space within a new world-class urban centre.

Outcomes

Onehunga will undergo urban regeneration with up to 5,000 additional homes and 2,500 additional jobs. It will provide a mix of activities to serve the needs of local people, with a regenerated town centre and thriving retail spine.



Economic Ecosystems

The identity and form of the regenerated town centre is supplemented by the intensified uses to the east. Emerging industries including construction, retail, health and the eco-industry are attracted and fostered.



Environmental Sustainability

Investment in integrated and regenerative blue-green infrastructure improves water quality, enhances biodiversity and restores the mauri of the Manukau Harbour and Mangere Inlet. Opportunities for growing the circular economy, leveraging existing investment and land uses, delivers local and wider environmental benefits.



People and Communities

The rich character of Onehunga is celebrated, showcasing its strong links to trade and prosperity. The cultural and landscape connections between maunga and moana are re-established, linking through a vibrant community core.



Public Realm and Open Space

People-focussed green streets connect an established public realm and open space network.



Local Movement Network

Strong east-west corridors connect Onehunga to opportunities across the city. Reinforcing and strengthening north-south connections improves amenity and re-establishes connections to the water and wharf, ensuring the Manukau Harbour is seen as a destination in its own right.



Urban Infrastructure

Infrastructure staging plans guide investment. Multi-use open-space will form a core component of the stormwater network, increasing community resilience.



Built Form

Regeneration catalysed by investment in ALR builds on the town centre's existing urban form and fine grained streets. Intensification responds to the areas heritage and evolving uses while accounting for visual connection to and between Tupuna Maunga.

1

Onehunga ALR Station

Onehunga ALR Station celebrates the surrounding cultural and landscape context through station and public realm design and activation. Urban ngahere and blue-green infrastructure create climate resilient places which people want to spend time in.

*Illustration of Onehunga Station
Auckland, NEW ZEALAND*



2 Onehunga Mall

Activated public realm celebrates Onehunga's history and cultural landscape. People are prioritised through the creation of safe streets and places to dwell, supporting increased footfall and economic vitality.

West Palm Beach
Florida, USA



3 Connection to the Waterfront

Walking and cycling connections between the centre and waterfront are strengthened, reconnecting communities with the historic foreshore. Blue-green streets provide high quality amenity and contribute to improved water quality and runoff, enhancing the mauri of Māngere Inlet.

Morden Wharf
London, UK



4 Under the Viaduct

Spaces under the viaduct are activated, creating places of social, environmental and economic value and acting as a catalyst for wider regeneration. New employment opportunities, public space, art, play and sports facilities create a vibrant and exciting place to be.

Depford Market Yard
London, UK



This illustration is not intended to replace the development of a vision and masterplan for the area. It has been developed solely to illustrate the potential scale of change and application of urban interventions in practice.

