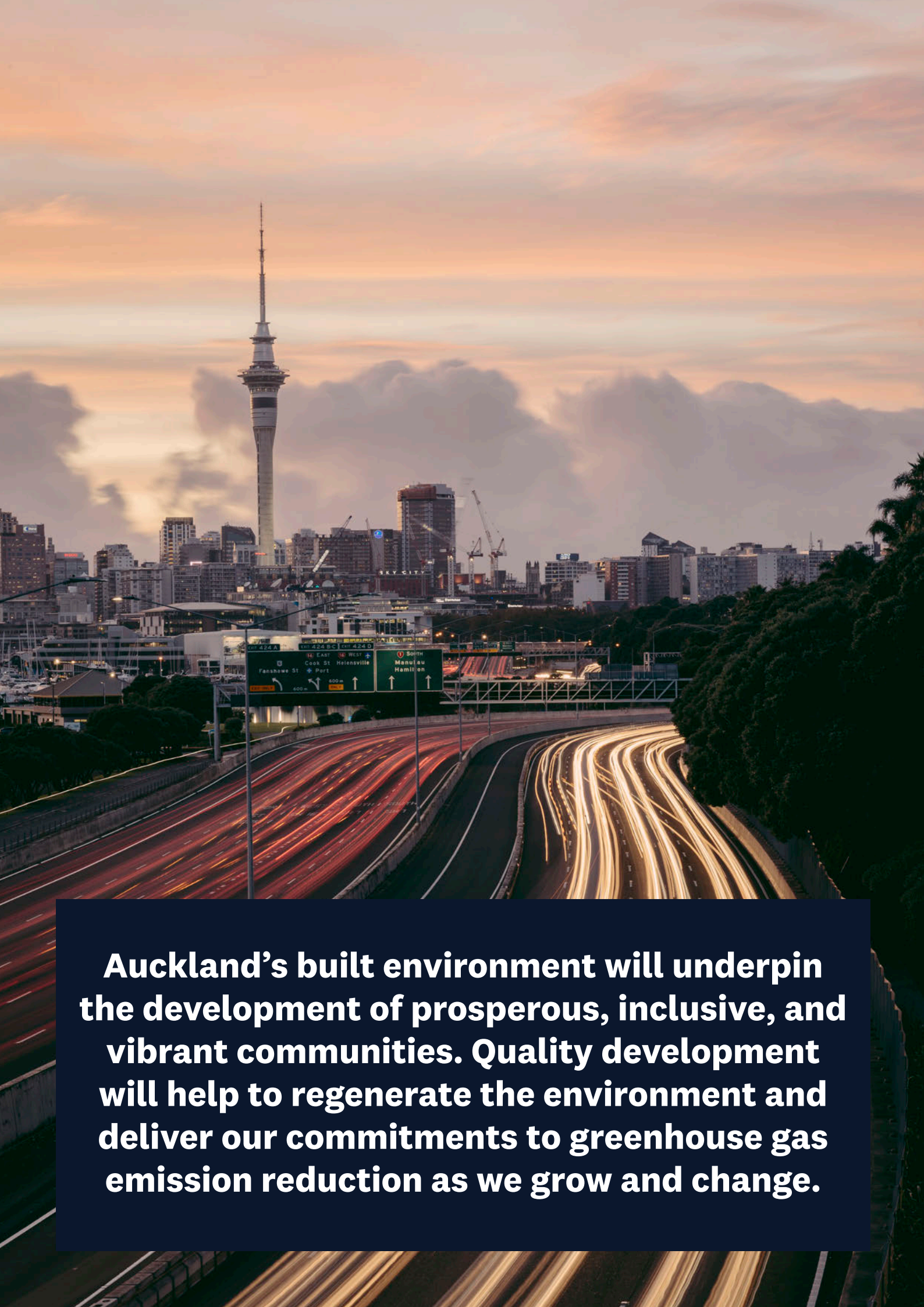
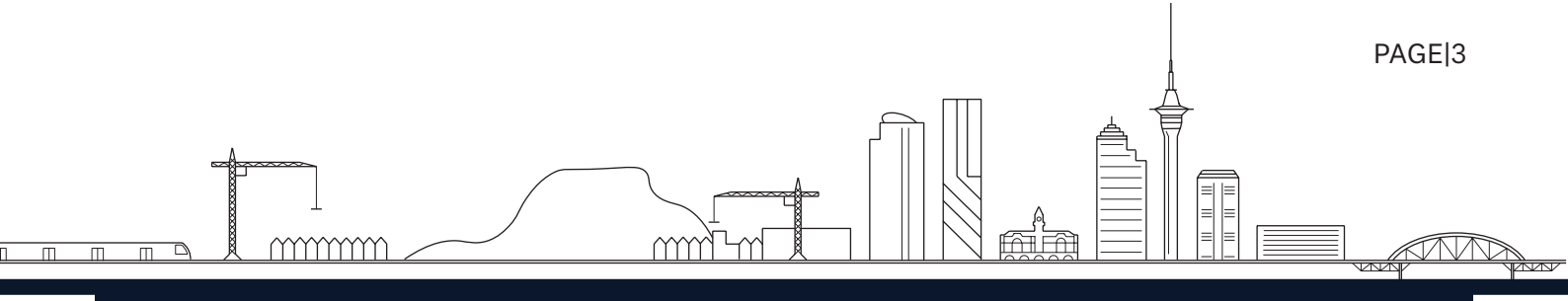
CONSULTATION DRAFT

Auckland Future Development Strategy 2023-2053

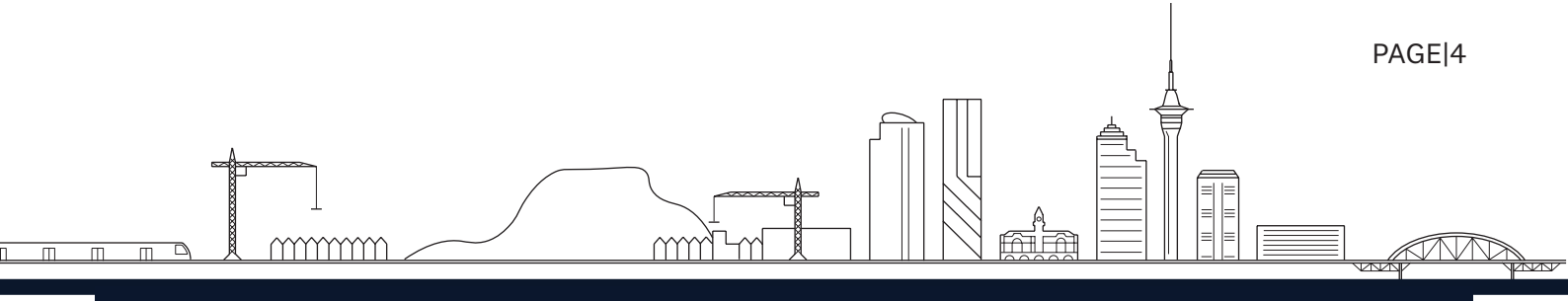
Auckland Council
Te Kaunihera o Tāmaki Makaurau



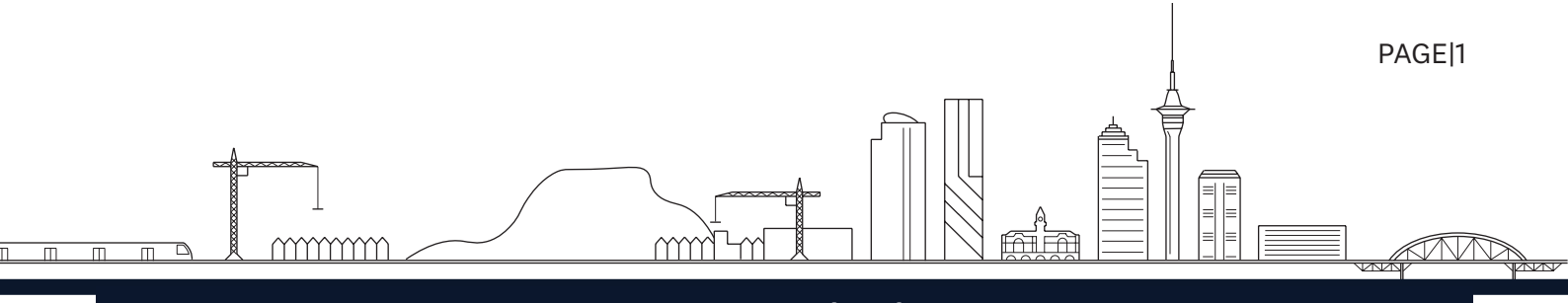
Auckland's built environment will underpin the development of prosperous, inclusive, and vibrant communities. Quality development will help to regenerate the environment and deliver our commitments to greenhouse gas emission reduction as we grow and change.



Contents



Contents



He Mihi

Tērā tō waka te hoea ake e koe i te moana o te Waitematā kia ū mai rā ki te ākau i Ōkahu.
Ki reira, ka mihi ake ai ki ngā maunga here kōrero,
ki ngā pari whakarongo tai,
ki ngā awa tuku kiri o ōna manawhenua, ōna mana ā-iwi taketake mai, tauiwi atu
E koro mā, e kui mā i te wāhi ngaro, ko Tāmaki Makaurau tā koutou i whakarere iho ai,
ki ngā reanga whakaheke, ki ngā uri whakatupu – ki tō iti, ki tō rahi.
Tāmaki – makau a te rau, murau a te tini, wenerau a te mano.
Kāhore tō rite i te ao.

Tō ahureinga titi rawa ki ngā pūmanawa o mātou kua Whakakāinga ki roto I a koe.
Kua noho mai koe hei toka herenga i ō mātou manako katoa.
Kua ūhia nei mātou e koe ki te korowai o tō atawhai,
ki te āhuru o tō awhi,
ki te kuku rawa o tō manawa.
He mea tūturu tonu whakairihia,
hei tāhuhu mō te rangi e tū iho nei,
hei whāriki mō te papa e takoto ake nei.
Kia kōpakina mātou e koe ki raro i te whakamarumaru o āu Manaakitanga.

E te marae whakatutū puehu o te mano whāioio,
e rokohanga nei i ngā muna, te huna tonu i ō whāruarua
i ngā hua e taea te hauhake i ō māra kai,
i ngā rawa e āhei te kekerihia i ō pūkoro.
Te mihia nei koe e mātou.

Tāmaki Makaurau, ko koe me tō kotahi i te ao nei, nōku te māringanui kia mōhio ki a koe,
kia miria e te kakara o te hau pūangi e kawe nei i ō rongo.
Ka whītiki nei au i taku hope ki ngā pepehā o onamata, ki ōku tūmanako mō āpōpō
me ōku whakaritenga kua tutuki mō te rā nei.

Tāmaki Makaurau, tukuna tō wairua kia rere.

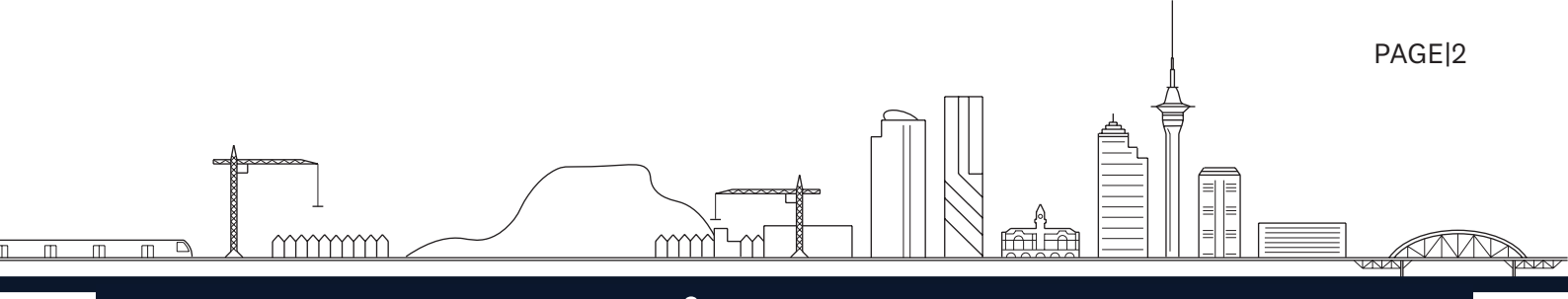
Let your canoe carry you across the waters of the Waitematā until you make landfall at Ōkahu.
There, to greet the mountains, repository of all that has been said of this place,
there to greet the cliffs that have heard the ebb and flow of the tides of time,
and the rivers that cleansed the forebears of all who came those born of this land and the newcomers among us all.
To all who have passed into realms unseen, Auckland is the legacy you leave to those who follow,
your descendants – the least, yet, greatest part of you all.
Auckland – beloved of hundreds, famed among the multitude, envy of thousands.
You are unique in the world.

Your beauty is infused in the hearts and minds of those of us who call you home.
You remain the rock upon which our dreams are built.
You have cloaked us in your care,
taken us into the safety of your embrace,
to the very soul of your existence.
It is only right that you are held in high esteem,
the solid ground on which all can stand.
You bestow your benevolence on us all.

The hive of industry you have become
motivates many to delve the undiscovered secrets of your realm,
the fruits that can still be harvested from your food stores
and the resources that lie fallow in your fields.
We thank you.

Auckland you stand alone in the world, it is my privilege to know you,
to be brushed by the gentle breeze that carries the fragrance of all that is you.
And so I gird myself with the promises of yesteryear, my hopes for tomorrow and my plans for today.

Auckland let your spirit soar



Executive summary

Tāmaki Makaurau is anticipated to grow and change significantly over the next 30 years. Our population is expected to grow by around 520,000 people to a total of 2,230,800. The make-up of that population will change too – our population will be older, households will be smaller, and we will be even more multi-cultural.

This is a time of uncertainty; climate change, weather events, environmental degradation, inequity, the COVID 19 pandemic, a changing legislative context and potentially major city-shaping transport infrastructure. These issues, and others, are forcing society to examine and challenge long-established ways about how we live and the impacts that this has on society and environmental well-being. How could we make better choices, not only now but also for the future?

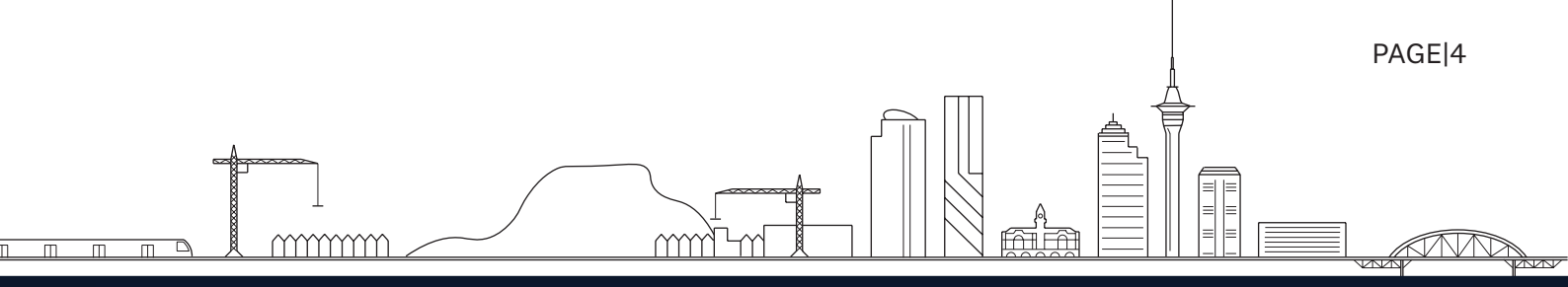
Achieving a resilient, equitable and liveable Tāmaki Makaurau is a huge challenge that will take time. This document focuses on the long-term future of Tāmaki Makaurau. It sets out how we must evolve, while building on strengths and holding on to the things dear to us. What makes us unique and how do we protect, cherish and enhance this? Te Tiriti o Waitangi creates the foundation for a relationship that enriches the future of Tāmaki Makaurau with the unique knowledge and wisdoms of te ao Māori – and where iwi actively participate in development as a means of supporting their rights and interests and enabling Māori wellbeing.

To enable this future, we must reduce urban sprawl, focus most growth in existing urban areas and make the best use of infrastructure. And we must do this in a way that supports jobs and homes being closer together. We must protect our environment and avoid further growth in areas exposed to significant risk of natural hazards.

The Future Development Strategy is our plan to manage growth across Tāmaki Makaurau for the next 30 years. It seeks to integrate long-term land use and infrastructure planning while meeting future environmental, population, housing and employment needs.

Cities around the world are intensifying while supporting greenhouse gas emission reduction, adapting to the impacts of climate change and protecting and restoring the natural environment. It can be done.

A bold plan is needed to address existing challenges and carry us into a positive future – this is the role of the Future Development Strategy.



Part 1| Context

1.1 What is the Future Development Strategy and why are we revising it?

Under the National Policy Statement on Urban Development (NPS-UD) 2020, the purpose of the Future Development Strategy is to promote integrated, long-term strategic planning to help the council set the high-level vision for accommodating urban growth over the long term and identify strategic priorities to inform other development-related decisions. It aims to:

- achieve well-functioning urban environments
- ensure there is sufficient development capacity
- integrate planning and infrastructure planning and funding.

Tāmaki Makaurau is anticipated to grow and change significantly over the next 30 years. The population is expected to continue to grow by around 520,800 people to a total of 2,230,800.

To make sure that we build on its strengths and hold on to the things dear to us during this change, we need to plan for how and where Tāmaki Makaurau will grow – this is the role of the Future Development Strategy.

Climate change, weather events, environmental degradation, inequity, the COVID pandemic, a changing legislative context and potentially major city-shaping transport infrastructure; this is a time of uncertainty. These issues, and others, are forcing society to examine and challenge long-established ways about how we live and the impacts that this has on society and environmental well-being. How could we make better choices?

It is important to respond to events as they happen. The council and central government have, and are, responding to financial challenges, COVID 19 and flooding events through immediate, on the ground action.

It is also important to look further ahead and understand where we want, and need, to go. Are individual responses to events leading us in the direction Tāmaki Makaurau should be going over the longer term? Is the strategic direction council has set – through for example Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, the Transport Emissions Reduction Pathway, the Auckland Water Strategy – being achieved and delivered?

Then there is also central government driven change through its legislative programme, particularly through the National Policy Statement on Urban Development 2020 and environmental and climate legislation. This change has significant implications on Tāmaki Makaurau.

This document aims to deal with this significant uncertainty and level of change in a land use sense. It replaces the existing Auckland Plan 2050 Development Strategy 2018 and the Future Urban Land Supply Strategy 2017.

Still, despite this uncertainty the revision of the Future Development Strategy is an opportunity to build an integrated strategic approach for resilient urban, future urban, rural and business environments, that protect and restore the natural environment and make best use of infrastructure and scarce funding.

It considers spatial priorities and how we might achieve the greatest benefit for the region as a whole, rather than considering outcomes in isolation or in separate geographic areas. It considers the trade-offs needed in these times of significant economic constraints.

This Future Development Strategy satisfies the statutory requirements under both the Local Government (Auckland Council) Act 2009 and the National Policy Statement on Urban Development 2020. However, it is also much more than a statutory requirement – it provides significant opportunity for Tāmaki Makaurau to forge its own future direction, based on its unique characteristics and aspirations.

1.2 How Tāmaki Makaurau has grown?

1.2.1 Land has sustained communities in Tāmaki Makaurau for centuries

Tāmaki Makaurau has a rich and dynamic history of hapū and iwi occupation and settlement of nearly 1000 years.

The rich natural resources, fertile volcanic soils, pristine waters, strategic vantage points, transport routes and portages providing access to the east and west coasts of the North Island, is reflected in its name; Tāmaki desired by many. Discovery of place, intermarriage, battles for strategic sites and seasonal migration contribute to cultural landscapes that tell the history and presence of the relationships and associations each hapū and iwi has with the land and waterways of Tāmaki Makaurau.

In September 1840, Ngāti Whātua chief Apihai Te Kawau gifted 3000 acres to establish Tāmaki Makaurau as the capital of New Zealand. Tāmaki Makaurau has grown much wider, from Te Hana to Pukekohe and the islands within the Waitematā and the coasts of the Manukau and Kaipara Harbours.

1.2.2 The 19th and 20th centuries

New people came to live in Tāmaki Makaurau, bringing new ideas, values, and practices.

Neo-colonial land development and management, with a desire to extract, contain and control the environment replaced Māori resource management approaches based on kinship, reciprocity and kaitiakitanga. These practices had, and continue to have, drastic effects on te taiao (the environment), the breakdown of ecosystems and the degradation of whenua (land) and wai (water), in direct contradiction to Māori knowledge and practices, and to the detriment of mauri (life force).

Initial settlement by both Māori and European tended to cluster around waterways and the waterfront for access to natural resources, water transport and trade. However, as the population grew, development spread further afield enabled by infrastructure projects such as water supply, rail and roads. While this development helped some Aucklanders prosper, it often came with ongoing costs to the region's natural environment.

By the early 1900s Tāmaki Makaurau had become New Zealand's largest city and suburban development had extended to the central isthmus and parts of the North Shore. Electric tramways serviced major routes such as New North, Dominion, Mt Eden and Manukau roads, leading to significant growth in the suburbs they served. Up until 1945, movement around the city was predominantly by trams, walking and cycling. This created a series of 'villages' each with their own distinct character.

After World War Two, the urban area in Tāmaki Makaurau started to expand, largely enabled by growing private car ownership and the opening of the Auckland Harbour Bridge in 1959. The resulting pattern of lower density suburbs, further enabled by the motorway system and widespread car ownership, is still the dominant feature of urban form in Tāmaki Makaurau to this day.

1.2.3 Today

The urban area of Tāmaki Makaurau is now home to over 90% of its residents. The urban area covers approximately 20% of the region's land mass with development focused along a narrow axis stretching from Ōrewa in the north to Drury in the south. The physical form influences the flow of goods and services, including to and from the port and airport, the two international gateways to Tāmaki Makaurau.

The urban area is surrounded by extensive rural areas which contribute significantly to the region's natural environment (beaches, harbours, maunga (mountains) and the surrounding ranges), character, economy, and provides much of the region's food supply. Rural Tāmaki Makaurau also has a network of rural towns and villages.

The Hauraki Gulf Islands are a distinctive feature of Tāmaki Makaurau, significantly contributing to local economies through tourism while providing unique and often ecologically significant landscapes. The island communities face different challenges to rural communities on the mainland, especially employment, housing and infrastructure.

As New Zealand's largest city, Tāmaki Makaurau continues to grow, but with a focus on intensification within the existing urban area and a shift towards more intensive forms of housing such as townhouses, units and apartments.

More dwellings are locating close to public transport and services, providing more opportunity for people to access their daily needs locally and be less dependent on private vehicles.

1.2.4 Spatial and growth planning in Tāmaki Makaurau

Spatial planning in Tāmaki Makaurau has evolved significantly over the last 20-30 years. This has been a process of on-going refinement, starting with the Auckland Regional Growth Strategy in 1999 through to the adoption of the Auckland Plan 2050 in 2018. This Future Development Strategy builds on the previous iterations and replaces the 2018 Development Strategy.

The key aspects to accommodating future growth in Tāmaki Makaurau are:

Quality compact growth applies a consistent approach and provides for most growth in the existing urban area through strengthening existing centres and neighbourhoods, particularly those with good access; less and slower growth in future urban areas (greenfield) and limited growth in rural areas.

The **quality** of design is integral to how Tāmaki Makaurau functions, which affects our overall wellbeing. Good design contributes to making a sustainable, attractive, equitable and desirable place for all Aucklanders.

The **existing urban area** in Tāmaki Makaurau consists of a variety of interconnected neighbourhoods, centres and business areas, which support where most Aucklanders live, work and spend their leisure time (as defined by the urban extent in 2016).

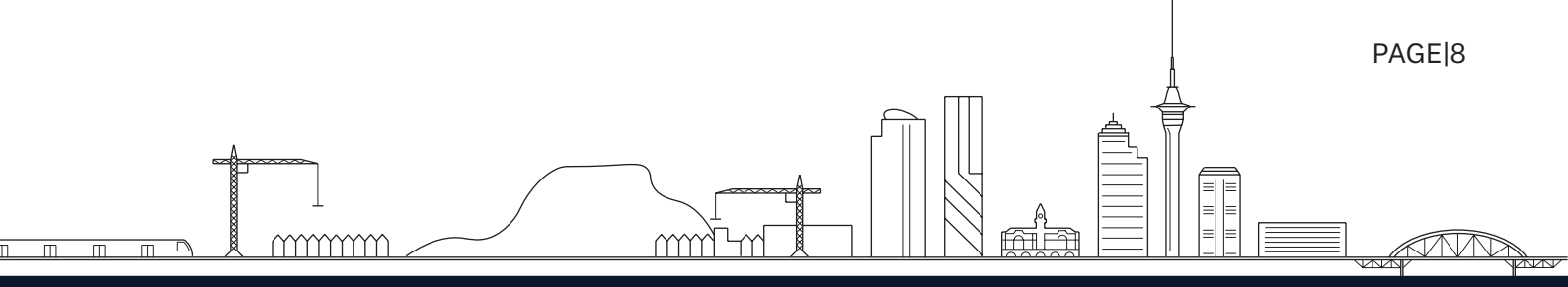
Future urban areas are new greenfield areas to be established on the fringe of the existing urban area, and in rural and coastal settlements.

The multi-nodal approach reinforces the urban form of Tāmaki Makaurau, defining the north, north-west and southern focal points for sub-regions. They provide a spatial structure where the city centre, Albany, Westgate and Manukau are critical to growth across the region.

Aligning growth with infrastructure provision to support development and change in existing and new communities, in the right place at the right time.

Identifying spatial priorities to focus investment in a limited number locations that will achieve the greatest benefits, across multiple outcomes. This means investing primarily in existing urban areas, with a strong focus on aligning land use and infrastructure.


CARVE
BARBERSHOP



Part 2| Our strategic spatial framework

In this time of uncertainty, we cannot predict all possible futures. What we can do is set a vision for the built environment that clarifies what we collectively aim to achieve in Tāmaki Makaurau.

To achieve the vision, and help guide its development, this Future Development Strategy is anchored around a guiding strategic spatial framework.

This framework seeks to ensure that the council clearly identifies and considers the overarching long-term challenges for Tāmaki Makaurau over the next 30 years and honours Te Tiriti o Waitangi during its development and implementation.

To respond to these long-term challenges, this Future Development Strategy sets out the council's desired future spatial outcomes, the principles it will apply in responding to future growth and change, and outlines a set of actions, both spatial and non-spatial, to guide future growth towards achieving our vision.

Future Development Strategy Strategic Spatial Framework

Our vision	Auckland's built environment will underpin the development of prosperous, inclusive, and vibrant communities. Quality development will help to regenerate the environment and deliver our commitments to greenhouse gas emission reduction as we grow and change.
Te Tiriti	Honouring Te Tiriti o Waitangi and enabling Te Tiriti outcomes
Hapū and iwi values and aspirations for urban development	Mauri, Rangatiratanga, Mana Motuhake, Mātauranga Māori, Kaitiakitanga, Manaakitanga
Over-arching challenges	1. Spatial planning in an uncertain and changing environment 2. Halting the ongoing degradation of the natural environment 3. Achieving equitable growth and change 4. Investing in infrastructure in a financially constrained environment
Spatial outcomes	• Tāmaki Makaurau is viewed as an interconnected living system • Development achieves high quality living environments • Disparities in our communities and investments are addressed • Development results in resilient built systems, natural environment and communities
Principles for a quality compact approach to growth and change	1. Support greenhouse gas emission reduction 2. Adapt to the impacts of climate change 3. Make efficient and equitable infrastructure investments 4. Protect and restore the natural environment 5. Enable sufficient capacity for growth in the right place at the right time
Inputs to our spatial response	Conceptual growth scenarios Constraints on development Development capacity
Our spatial response	Spatial scales Spatial environments Prioritising areas for development Approach to natural hazard constrained areas
Implementation	Actions to implement this Future Development Strategy

2.1 Te Tiriti o Waitangi

Māori have enduring rights and interests affirmed under Te Tiriti o Waitangi/the Treaty of Waitangi and as indigenous peoples under international law. Te Tiriti o Waitangi provides the foundation for a partnership approach between te Kaunihera o Tāmaki Makaurau Auckland Council and mana whenua. Te Tiriti creates the foundation for a dynamic and enduring relationship that enriches the future of Tāmaki Makaurau with the unique knowledge and wisdoms of te ao Māori. The council recognises mana whenua as kaitiaki, contributors to the economy, and leaders within Tāmaki Makaurau.

The council is committed to meeting its statutory responsibilities to Māori in Tāmaki Makaurau and recognises these are distinct from the Crown and fall within a local government Tāmaki Makaurau context. These responsibilities include giving effect to the overall intent and relevant provisions of individual iwi Treaty Settlements.

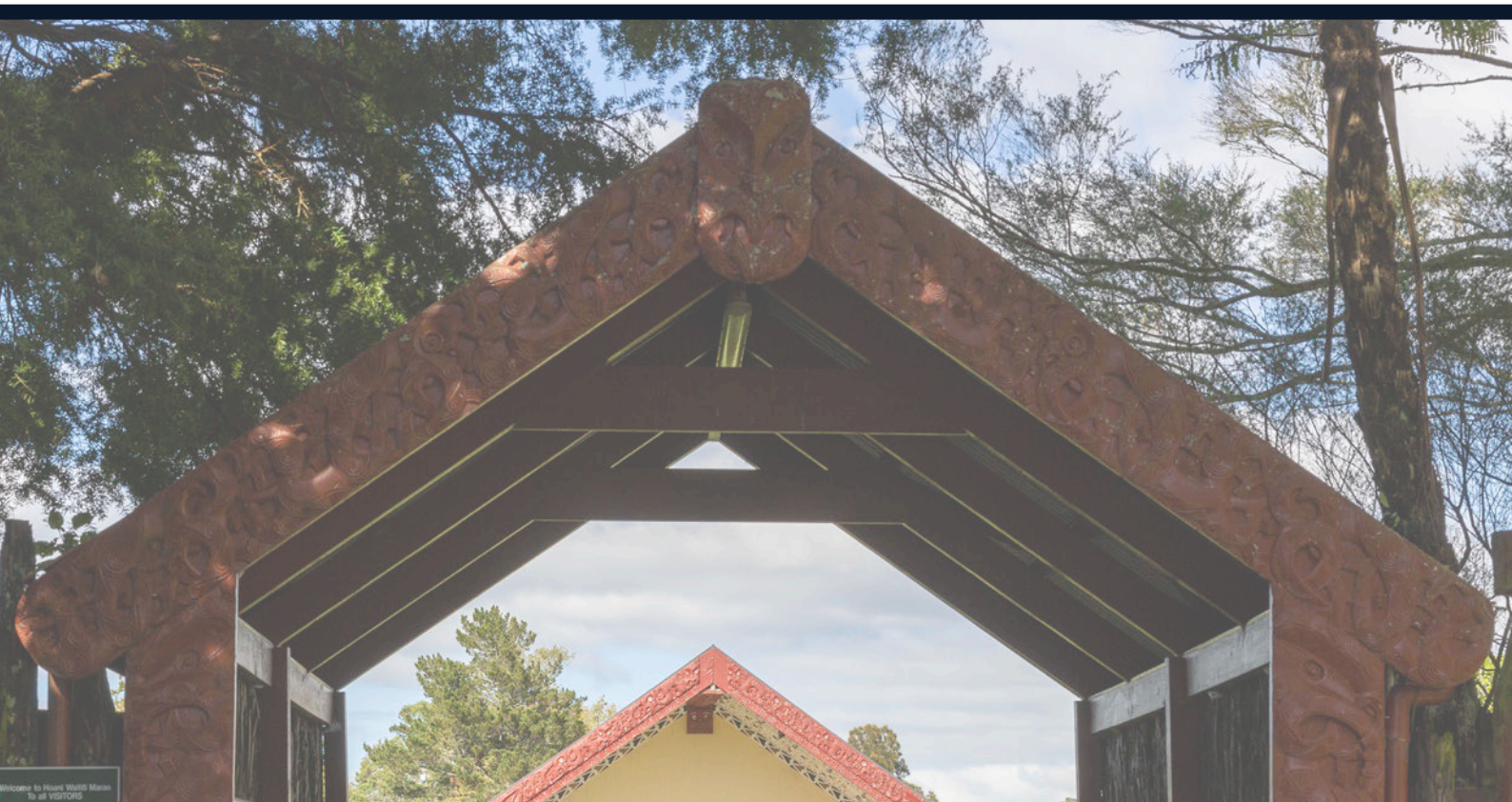
Through our ongoing relationships and engagement with mana whenua their voice, values, aspirations, and challenges have informed the strategic direction of the Future Development Strategy, shaped the spatial outcomes and influenced the principles for change and growth.

Auckland Council recognises 19 mana whenua organisations representing hapū and iwi in Tāmaki Makaurau.

.

Ngāti wai	Ngāti Rehua Ngāti Wai ki Aotea
Te Rūnanga o Ngāti Whātua	Ngāti Manuhiri
Te Uri o Hau	Ngāti Whātua o Kaipara
Te Kawerau ā Maki	Ngāti Whātua Ōrākei
Te Ākitai Waiohua	Ngāi Tai ki Tāmaki
Te Ahiwaru	Ngāti Tamaoho
Ngāti Paoa	Ngāti Te Ata Waiohua
Ngaati Whanaunga	Ngāti Maru
Te Patukirikiri	Ngāti Tamaterā
Waikato-Tainui	

Each mana whenua organisation asserts and maintains its rangatiratanga and mana motuhake. Mana whenua have a wide range of interests in the council's activities and participate individually and collectively across issues, spatially, and through time. Environment and iwi management plans detail their interests and values as they apply in resource management matters to guide resource management practitioners (including the council in its role as regulator). The mana whenua-council relationship is not the only relationship mana whenua must navigate and the council is mindful of the demands on time and resources engagement and partnership can require.



2.2 Hapū and iwi values and aspirations for urban development

The 19 mana whenua organisations representing hapū and iwi interests in Tāmaki Makaurau have consistently articulated their concerns, challenges, issues, needs and aspirations to the council. The following values and aspirations have been drawn through engagement on the Future Development Strategy and earlier feedback on other strategies and plans, in particular strategic input and advice on Te Tāruke-a-Tāwhiri: Auckland's Climate Action Plan and the Auckland Water Strategy.

2.2.1 Values

Values and relationships underpin te ao Māori. How they are defined, applied and practiced is shaped by the environments, aspirations, and histories of each hapū and iwi. The most common values are:

Mauri – often translated as life force or life principle, every animate and some inanimate objects have mauri. Mauri is strong in a well-functioning ecosystem and once gone cannot return. Mauri as a value ensures all decisions are made to ensure living systems are recognised, protected and supported to flourish.

Rangatiratanga – From Article 2 of the Māori language version of the Treaty, it conveys the idea of unqualified exercise of Māori chieftainship over their lands, villages and all their taonga. Rangatiratanga is associated with sovereignty, leadership, autonomy to make decisions, and self-determination. This includes leadership within the whānau and community, as well as leadership within business and politics[1].

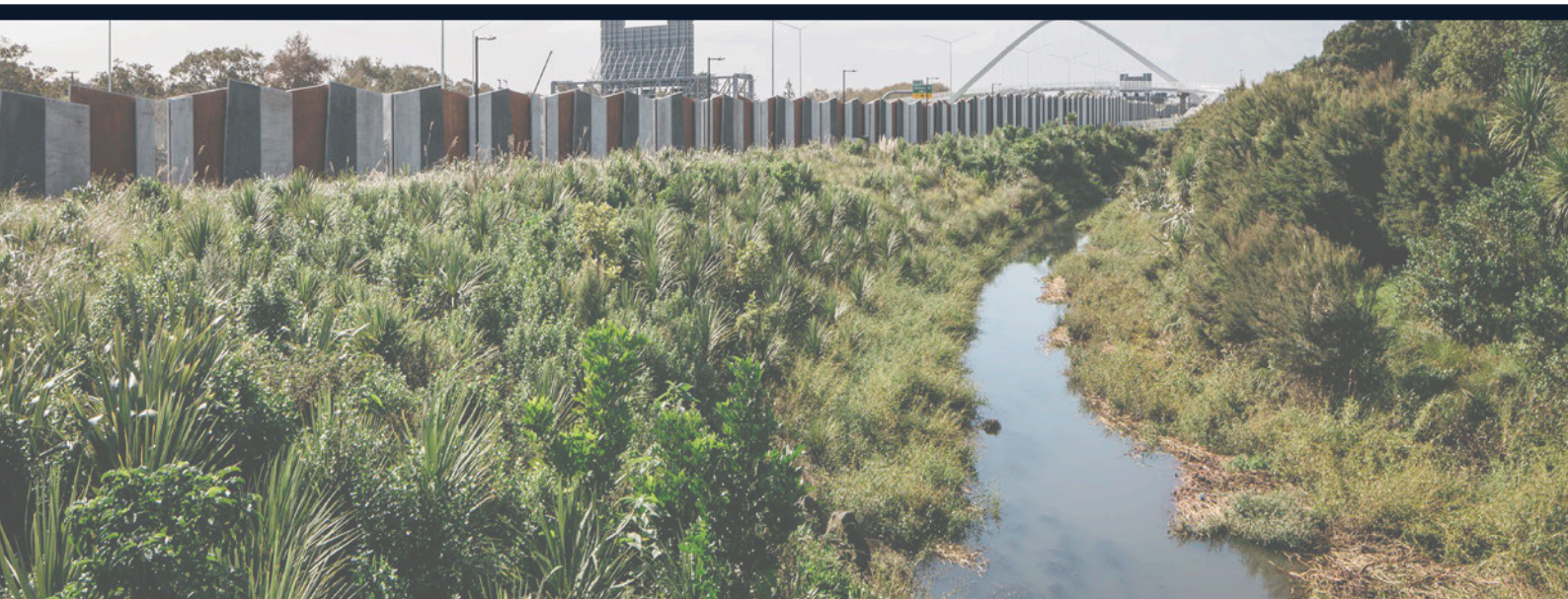
Mana Motuhake – To exercise authority over one's own affairs through self-reliance, self-determination, independence. Mana through self-determination and control over one's own destiny.

Mātauranga Māori – a holistic body of knowledge founded on the interactions within and between systems, shaped through almost 1000 years of observation and interaction with te taiao in Tāmaki Makaurau. The mātauranga of each hapū and iwi was shaped by their local environments.

Kaitiakitanga – the inherent obligation that each hapū and iwi as tangata whenua have for maintaining the wellbeing of the environment, including people, within their rohe. From a Māori world view, people are the younger kin to the environment and have a responsibility to maintain balance and equilibrium.

Manaakitanga – like kaitiakitanga, manaakitanga is the obligation of tangata whenua to manaaki manuhiri. At the heart of manaakitanga is reciprocity and generosity to all.

[1] https://www.imsb.maori.nz/maori-wellbeing-in-tamaki-makaurau/rangatiratanga/



2.2.2 Aspirations for urban development

The specialised knowledge and wisdoms that each hapū and iwi have brings opportunities for innovative solutions to many of today's challenges at all levels of decision-making. Mana whenua seek a greater reciprocal and mutually beneficial partnership with Auckland Council as guaranteed by Te Tiriti o Waitangi (the Treaty).

Adopting the wisdom of Māori knowledge developed from living in Tāmaki Makaurau for hundreds of years, enables an integrative approach to robust decision-making.Being supported and valued as specialists to undertake kaitiaki responsibilities applying Māori knowledge and practices can ensure development and growth is regenerative and supports outcomes for all.

Development has detrimentally impacted mauri but low impact design, quality compact urban environments and creating ecological corridors can support ecosystems and native biota to flourish. Development that restores and enhances the environment through riparian planting with appropriate native species will enable the environment to regenerate and sustain mauri.

The natural infrastructure – forests, bush, waterways and water bodies, must be valued at least the same as physical infrastructure so financial decisions are not made in isolation of wider implications and future costs.

Wetlands once a prominent feature of Tāmaki Makaurau have been drained, contaminated or destroyed. Their importance to the ecosystem, inherent to mātauranga Māori, is only now being recognised as critical to sustaining the environment. Where these cannot be restored, protecting existing and creating new wetlands must be part of the way forward.

Tāmaki Makaurau has been bereft of mana whenua histories and presence but development is an opportunity to honour Te Tiriti and to share tribal histories and stories with all Aucklanders and visitors through sensitive and appropriate design, art, and names.

The remnants of mana whenua occupation are under constant pressure of loss through development. Māori sites across the region require immediate assessment and protection to ensure they are not destroyed or obscured, like view shafts of maunga – features that are spiritual, cultural and navigational markers.

Breaches of Te Tiriti o Waitangi have created ongoing and profound inequities that continue to impact hapū and iwi today. Land loss and environmental degradation has impacted customary practices and access to cultural food sources interrupting the intergenerational transfer of knowledge and dislocating many Māori from their cultural heritage.

Restoring and enhancing waterways, waterbodies, mahinga kai sites, and the ngahere is fundamental to an equitable future for mana whenua.

Land loss has had a compounding impact on intergenerational socio-economic outcomes. The unaffordability of the housing market in Tāmaki Makaurau and planning rules that limit development of Māori land are barriers to mana whenua living or thriving here. The return of land through Treaty settlements often in areas constrained by planning rules create new inequities. Partnering with council and developers, simplifying housing processes, and supporting papakāinga on Māori land and around marae are suggested solutions to bring their people home.

Those mana whenua who are developers bring Māori values that put people and the environment first, creating practices and shaping the landscape in a way that benefits Tāmaki Makaurau and its future generations.

Development must provide broader outcomes for all Aucklanders. Food sovereignty is critical and development must enable spaces for whānau to grow their own food and provide safe places for tamariki to play and socialise particularly in higher density areas.

Incentivising developers, landowners and communities to create urban ngahere and grow the canopy across the city will potentially mitigate the impacts of climate change. This encourages all residents and communities, with the council, to protect green areas for flood retention and mitigation such as swampland, as part of mitigation for climate change.

2.3 Over-arching challenges

The Auckland Plan 2050 sets out three key challenges that must be addressed to achieve the Tāmaki Makaurau we want by 2050:

- Population growth and its implications
- Sharing prosperity with all Aucklanders
- Reducing environmental degradation

These three challenges provide the context for the Future Development Strategy. For strategic planning, the challenges for how Tāmaki Makaurau grows spatially over the next 30 years are:

2.3.1 Spatial planning in an uncertain and changing environment

The unexpected events of the past few years have impacted the rate of growth and development in Tāmaki Makaurau and have arguably resulted in greater appreciation of the need to, and value of, planning for the future.

The COVID-19 pandemic slowed short-term growth in Tāmaki Makaurau, particularly through border closures. New Zealand's borders are now open, and the population is once again increasing with significant long-term growth expected in Tāmaki Makaurau over the next 30 years. There are ongoing changes to the workforce, economy, interest rates, inflation, and project viability. There is also ongoing behaviour change such as increases in working from home and online retail and a greater awareness of the environmental impacts our lifestyles have.

New information focuses us on how we respond to climate related events. The increasing frequency and severity of these events challenge our ability to plan and respond over the short to long-term.

The current government is driving wide-spread reforms. Implementation of central government's legislative programme impacts on how the council plans for accommodating growth in the future. There is tension between providing certainty for infrastructure providers with flexibility for development aspirations.

Regardless of uncertainty, planning for this growth is important as we address existing housing shortfalls and build resilience.

2.3.2 Halting the ongoing degradation of the natural environment

In the past Tāmaki Makaurau expanded in a way that put pressure on our land, air and water, negatively impacting the mauri (life force) of the natural environment.

Where and how development occurs can significantly reduce the effect that we have on the natural environment, and in many cases can create habitat or connect and restore ecosystems. However, the current policy framework, development patterns and competing priorities means growth, development and providing infrastructure do not always happen in an environmentally sustainable or mauri enhancing manner.

Development contributes to the ongoing decline of freshwater, estuarine and marine water quality. Holistic water sensitive design principles are often poorly implemented. Watercourses and natural wetlands continue to be reclaimed or their riparian yards developed. Unprotected urban ngahere are declining on private land, particularly mature trees that would otherwise provide irreplaceable ecosystem services. Tāmaki Makaurau has great examples of development using holistic water sensitive design and reafforestation. However, this remains the exception and does not occur consistently at any large scale.

A degraded environment is less resilient and less able to cope with the impacts of climate change. As the climate changes, ecosystems will need to adapt. How and where we develop will influence the ability of ecosystems to do this.

2.3.3 Achieving equitable growth and change

The on-the-ground outcomes that communities experience differ significantly, reflected in distinct demographic and geographic patterns. This means there are differences in the ability of our communities to withstand, adapt, recover and thrive in the face of change. Those communities already struggling are more vulnerable to the impacts of change, disruption and hazards.

Historic growth patterns and hard and soft infrastructure investment, or lack thereof, have resulted in inequitable levels of accessibility and the distribution of goods, services, employment and resources.

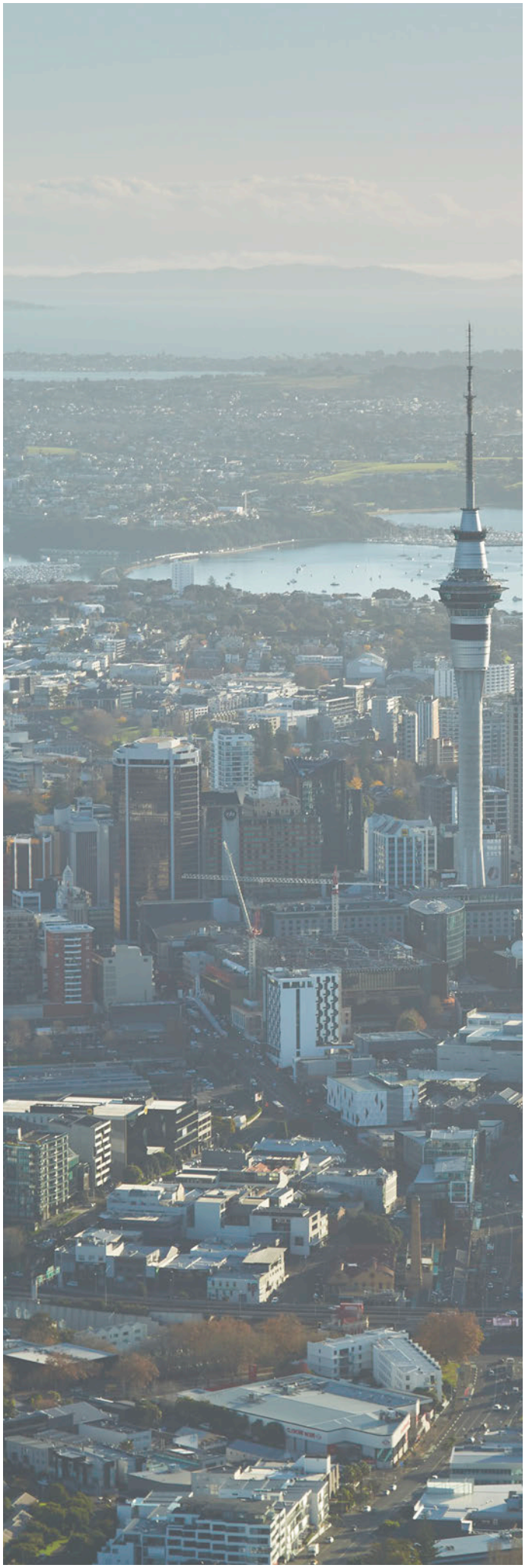
How and where we grow, change and invest must address these disparities.

2.3.4 Investing in infrastructure in a financially constrained environment

As the population of Tāmaki Makaurau continues to grow, there is demand for new infrastructure alongside the on-going need to look after existing infrastructure networks and services. The Auckland Unitary Plan and more recent land use planning changes have enabled a greater level of intensification across the existing urban area which will increase the requirement for upgraded and new infrastructure. There is significant uncertainty in forecasting the location and timing of required infrastructure to support growth that will occur over the next thirty years.

Infrastructure is costly, and the council's capacity to provide infrastructure is not unlimited. Funding and financing of bulk infrastructure is complex, and it is essential to ensure developers pay an appropriate share of the infrastructure investment that they contribute to the need for and will benefit from. The challenge is therefore one of understanding what is required, what is affordable, who will pay and how to get the best value from the investments council decides to make.

Reducing emissions, adapting to natural hazards and increasing accessibility, all drive the need to reconsider where and how to invest in infrastructure. This means that previously planned and prioritised infrastructure may no longer be appropriate or provide the best value for money. As priorities change, trade-offs need to be made (and re-made) to ensure Aucklanders are getting the best value for money from infrastructure investment.



2.4 Spatial outcomes

Reconciling the many tensions between growth and the challenges highlighted above requires a strategic approach to planning and the future. Bold actions are needed to address these challenges.

Four spatial outcomes set the scene for what we want to achieve from Future Development Strategy. These focus on the long-term future of Tāmaki Makaurau and what it needs to look like.

2.4.1 Tāmaki Makaurau is viewed as an interconnected living system

Tāmaki Makaurau is large, complex and made up of many interconnected living systems. Te mauri o te taiao is the life sustaining capacity of these systems that must be protected and enhanced. Our communities and the natural environment have a reciprocal relationship that influence and impact each another. All decisions and actions consider mauri, interrelationships and interactions holistically.

The linkages and interdependencies between our investment, our infrastructure, where people live, work and access the environment is provided for and recognised. What happens in one place impacts other places and uses in the network. These impacts are recognised, understood and support a regenerative and equitable future.

2.4.2 Development achieves quality living environments

The quality of design supports how Tāmaki Makaurau functions and positively affects our overall well-being. Tāmaki Makaurau has achieved net zero emissions. People feel part of strong, connected, sustainable communities where they can easily meet the full range of their needs for housing, employment, recreation, health and well-being.

Growth and change in Tāmaki Makaurau integrates the natural and built environment, the stories of mana whenua, mātauranga Māori and Māori design; respecting and enhancing the local context and creating home for diverse communities.

Good design is integrated at all scales of development. It includes the quality of the city structure, the design of public places and spaces for people and nature, as well as building and house design.

With intensification as the basis for accommodating growth, infrastructure provides a sustainable foundation for communities to thrive.

2.4.3 Disparities in our communities and investments are addressed

Tāmaki Makaurau grows and changes in an equitable way.

Communities and mana whenua can live locally, supported by equitable access and infrastructure provision. Growth and change respects existing communities and the local context, providing solutions that are the right fit for the unique communities and iwi/hapū of Tāmaki Makaurau.

Investments are prioritised in the parts of the region that need it most – to address disparities and serve communities of greatest need.

2.4.4 Development results in resilient built systems, natural environment and communities

Communities, infrastructure and ecosystems have the space and are in the right place to adapt, recover and thrive in the face of climate change impacts and an uncertain future.

Growth and change results in greater resilience across Tāmaki Makaurau through taking a long-term view, responding to local context and is backed up by strong policy and implementation tools.

Areas at higher risk from natural hazards are avoided and infrastructure investment is focused on resilient solutions, which are often smaller, distributed and nature-based.

2.5 Principles for growth and change

The spatial outcomes in the previous section are addressed by principles for growth and change set out in this section.

A well-functioning urban environment for Tāmaki Makaurau as a city and region is one which develops in a quality compact form and follows these five principles to guide its growth and development.

These are universal ways of accommodating growth, applicable Tāmaki Makaurau-wide, no matter what scale or spatial environment is considered.

These principles are:

- Principle 1: Support greenhouse gas emission reduction
- Principle 2: Adapt to the impacts of climate change
- Principle 3: Make efficient and equitable infrastructure investments
- Principle 4: Protect and restore the natural environment
- Principle 5: Enable sufficient capacity for growth in the right place and at the right time

Refer to the coming pages for more information on these principles and how they apply in Auckland.

Principle 1: Support greenhouse gas emission reduction

A compact urban form is a critical requirement for low carbon and climate resilient urban development as it largely determines the viability and practicality of different modes of transport. Both commuter and household vehicle trips generate significant greenhouse gas emissions. Compact urban growth (greater density, mixed-use) reduces car dependency and vehicle kilometres travelled (VKT) when the car is in use, and enables people to live more locally and choose sustainable methods of mobility like walking and cycling. A key way to support this is through having employment in close proximity to where people live, and having services and facilities within easy reach. A reliable and frequent public transport network supports the other needs to travel across the region.

Principle 1(a): Intensify the existing urban areas and limit further urban expansion

In general, urban expansion and greenfield development is likely to produce more emissions than existing urban development. This is largely due to more vehicle kilometres travelled, less availability of high-quality public transport, and poorer accessibility to a wide range of jobs, education and other services. There is also a link to the housing typologies being developed, with more dense cities having lower emissions impacts, consuming less operational and embodied emissions than standalone buildings.

At a regional scale, most growth will be focused in the existing urban area and this growth will be more intensive.

There will be less reliance on expansion into future urban areas and what growth there is will be phased over a longer timeframe.

Growth in rural areas will be minimal to retain the rural environment and rural productivity.

Principle 1(b): Strengthen accessible, walkable and mixed-use neighbourhoods

Over the next 30 years there will be more intensification across Auckland's existing urban area. This is not enough to achieve strong, thriving and resilient neighbourhoods. Auckland also needs neighbourhoods with centres at their hearts to enable people to live locally and access most of their daily needs by active modes and public transport.

All communities should have a mix of uses to support more equitable, sustainable living. Strong centres need to integrate non-residential activities that are compatible with residential uses – places of work, community services and facilities, shops which serve people's daily needs and open and green spaces for recreation and socialisation. They must be easy to access, by walking or cycling.

For both centres and neighbourhoods, connectivity and safe accessibility (by active modes and public transport) will be improved to provide more people with real options to reduce their transport emissions, reduce the cost of being mobile and provide a greater level of resilience.

This requires land use change and investment in infrastructure, services, public spaces and streets to create well-functioning environments.

Principle 1(c): Bring jobs and homes closer together

Locating jobs close to homes supports more resilient communities, reduces emissions and brings many other benefits. Yet there are inequities in employment opportunities in some parts of Tāmaki Makaurau.

Creating employment closer to where people live is a long-term endeavour, not a short-term fix.

Significant sub-regional employment opportunities will be supported to address existing inequities. Success will also require strengthening centres, including through mixed-use, where both residential and employment opportunities can be created and co-exist. By creating better access through active modes and public transport, neighbourhoods can be connected to these centres and the job opportunities they provide, particularly at the subregional scale.

There are similarly areas in Tāmaki Makaurau, other than centres, that are already hubs of employment (Wairau Park and Rosebank Road, for example). These areas will likely grow and adapt over time as they respond to market conditions and new opportunities, and the range of employment they offer may change accordingly. Nearby residential areas are often of relatively low density, and the employment hubs are not always easily accessible. In this case there is the opportunity to 'bring people closer to jobs'. The development potential will be increased in these residential areas, where appropriate, and accessibility (physically and/or through public transport services) to the employment hub improved.

Principle 2: Adapt to the impacts of climate change

As our climate changes, the frequency and severity of hazards will worsen. Hazards such as flooding, coastal inundation and sea-level rise, coastal erosion and instability, or other geohazards will impact communities, public health, private property, infrastructure, and ecosystems. Where and how we plan for growth and change and adapt to these hazards is increasingly important.

There are different approaches to adaptation to make communities more resilient to the effects of hazards. The FDS provides direction to support these adaptation approaches through how we grow and change.

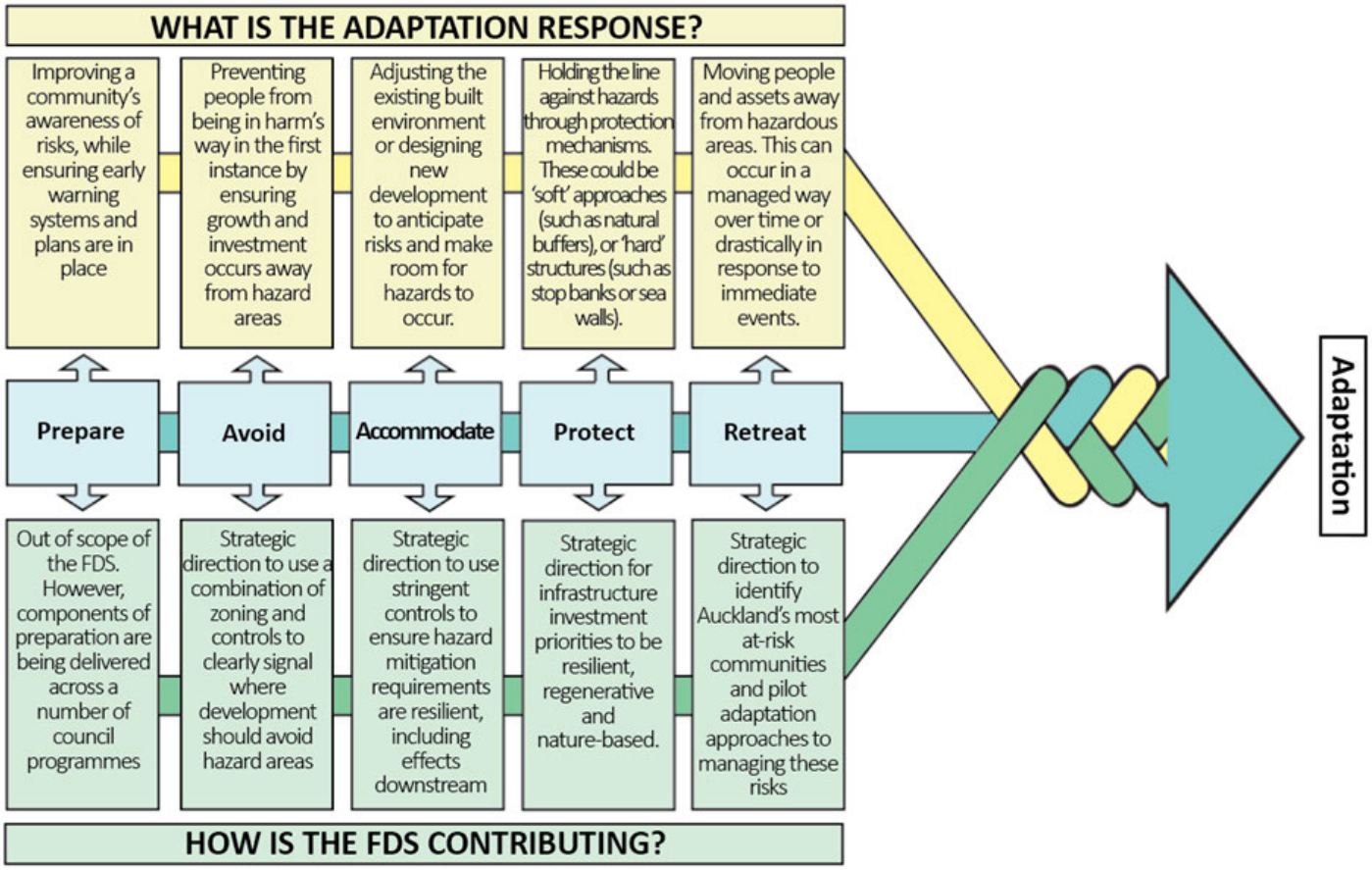


Figure 1 - How to Future Development Strategy supports adaptation approaches

Principle 2(a): Avoid further growth in areas exposed to hazards and promote resilient design solutions

The current approach to managing development in locations potentially exposed to natural hazards does not always result in resilient outcomes.

The council has a greater ability in future urban areas to require zoning patterns that avoid hazardous locations, but this has not always been achieved. While some hazards can be avoided through engineering solutions, this comes with a level of risk when interventions become overwhelmed during extreme events. These interventions are often also very expensive to deliver. The number, scale and ad hoc nature of development means that it can be difficult to achieve the required integrated catchment response.

Growth will not be enabled in known hazard areas where people, property or infrastructure would be exposed to significant risk. Where historic decisions mean development is already enabled in potentially vulnerable locations, clear direction will be developed on where avoidance or mitigation is appropriate. In future urban areas, growth in hazardous locations should be avoided.

Principle 2(b): Prioritise integrated, nature-based, regenerative and resilient infrastructure

Infrastructure networks across Tāmaki Makaurau need to cope with ongoing change, such as climate change and evolving technology. Older infrastructure is not always integrated, nature-based, regenerative or resilient.

Infrastructure will be viewed as a system, recognising connections and interdependencies. This allows us to understand how infrastructure can evolve, where its vulnerabilities lie, what can increase its resilience and how it impacts the resilience of our communities.

When investing in infrastructure, the council will prioritise investments (as is relevant) that:

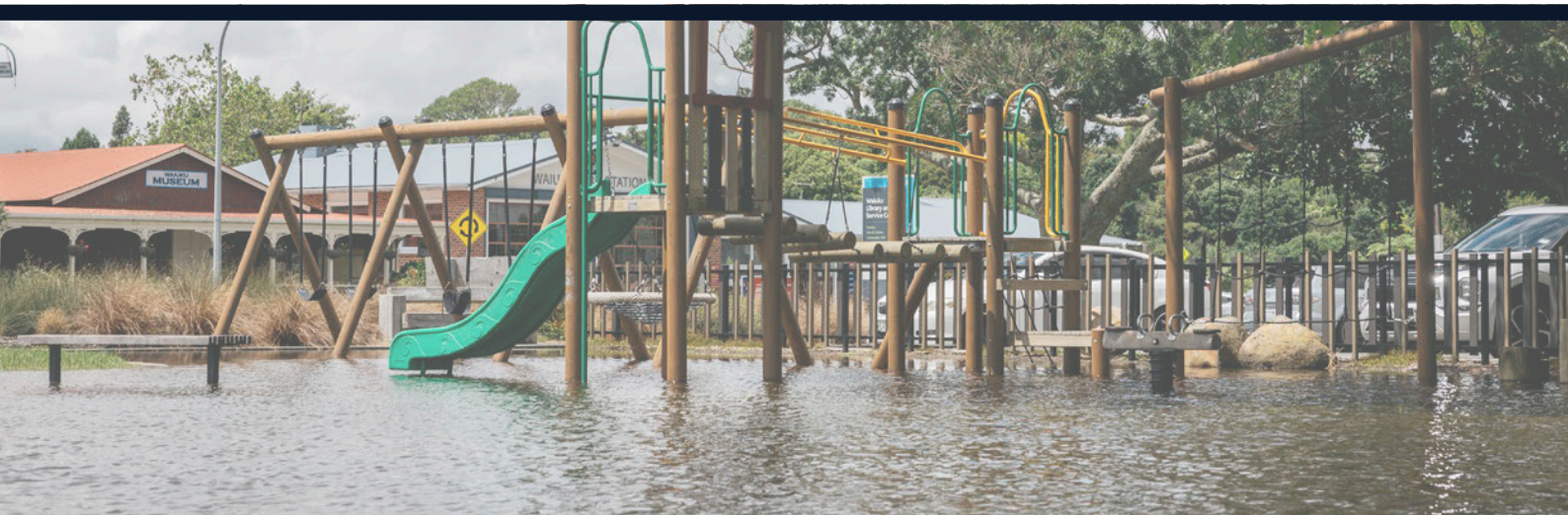
- are nature-based, regenerative and mauri enhancing
- enable local decentralised solutions
- are low or zero emissions and circular in resource use
- consider the total economic value in decision making, including appropriately valuing social, cultural and environmental outcomes and taking a whole-of-life-cycle approach
- allows Aucklanders to connect with te taiao (the environment) and understand the impact that infrastructure can have on the environment
- serves multiple functions, for example, green infrastructure that manages stormwater, but can also enhance Te Mauri o Te Wai - the life-sustaining capacity of water, create habitat and deliver localised amenity.

Principle 2(c): Support communities to develop appropriate adaptation responses in high-risk areas

Many communities in Tāmaki Makaurau are constrained by hazards to some degree, some of which may be high-risk. The council has started a process to identify these communities, consider the appropriate adaptation approach, and develop tools to help address adaptation.

Internal programmes such as Mahi Tahi Tatou: Resilient Auckland and central government initiatives such as the National Adaptation Plan 2022, should provide additional tools to help communities adapt. It is important to consider the ability for ecosystems in coastal areas to adapt and retreat, as well as the opportunities for reinstating ecosystems through naturalisation of areas communities may retreat from.

In preparation of these new tools, we will identify areas where initial adaptation efforts could be prioritised, and programmes piloted. These would consider the full range of adaptation approaches (see Figure 1 above).



Principle 3: Make efficient and equitable infrastructure investments

Infrastructure is expensive and takes significant time to plan and implement. Over the next 30 years, the council plans to invest over $180 billion of both capital (over $40 billion) and operational expenditure in infrastructure[2]. Infrastructure investment is a complex challenge and requires balancing many competing demands to ensure money is spent in a way that produces the most value for Tāmaki Makaurau.

The council, along with many other entities provides infrastructure to support growth in our region. The council is responsible for providing regional transport, three water services, parks and community facilities, waste, arts, culture and urban regeneration. Ports (both sea and air) state highways, telecommunications, electricity, gas and petroleum suppliers, health and education providers all provide infrastructure for Aucklanders.

Infrastructure ownership is spread among different agencies with different priorities which means it can be difficult to get coordinated management and delivery. The creation of the Water Services Entities as part of the Affordable Water Reform will create new challenges.

Principle 3(a): Take a regional view to infrastructure investment and costs

Infrastructure to support growth will always require significant investment, which is difficult when finances are constrained.

At a regional scale infrastructure servicing urban intensification varies in cost depending on its location. Development in existing urban areas typically costs less when compared with development in future urban areas. Adding additional growth at the fringes of our existing networks is the least cost-effective investment in infrastructure to support growth. The best return on investment is closer to the centre.[3]

We will prioritise growth and infrastructure investment closer to the city centre and sub-regional nodes within the existing urban area, to assist the council's financial management and value for money for Aucklanders, while also addressing disparities in infrastructure and service provision.

We will take a regional and whole of society view of the costs and benefits when making long-term decisions, and we will take those costs and benefits into consideration when land use planning decisions are made.

Principle 3(b): Make the best use of existing infrastructure

Much of the infrastructure that will support Tāmaki Makaurau over the longer term already exists. Limited financial resources mean the council must decide how best to invest to maintain infrastructure services while increasing the resilience of our current and future communities.

Development in the existing urban area supports the most efficient use of infrastructure for the least monetary cost over time. This allows for use of existing services, infrastructure and infrastructure corridors. When infrastructure in existing urban areas needs to be renewed, growth can be accommodated for a marginal cost.

In contrast, future urban areas cost more even though some initial land/construction costs are lower. This is because a larger amount of new infrastructure is required, including expansion of existing networks, and greater ongoing maintenance costs. Transport infrastructure in particular is more expensive.

Given this, most development will be focused in the existing urban area to make the best and most efficient use of infrastructure for the least monetary cost over time.

---

[2] https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/budget-plans/The-10-year-budget-2021-2031/10yearbudgetfull/10-year-budget-2021-2031-volume-2.pdf

[3] Trubka R, Newman P, Bilsborough, D, 2009. Assessing the costs of alternative development paths in Australian cities, Curtin University of Technology.

Principle 3(c): Make investment decisions that deliver on multiple outcomes

The council, together with central government, has enormous capacity to effect change through its substantial investment in infrastructure. Infrastructure is a significant lever for delivering outcomes for Tāmaki Makaurau. For instance, focusing infrastructure investment decisions in existing urban areas could influence health outcomes, accessibility, greenhouse gas emissions reductions, business and employment outcomes and development costs.

Coordinating infrastructure investment across agencies will maximise our collective investment, provide certainty and get the best outcomes.

To make the most of our investment we must prioritise infrastructure investment that delivers on multiple outcomes and this must be coordinated across agencies. Decision-making will be based on the infrastructure investment hierarchy as shown by Figure 2.

When the council considers whether or how to invest, we will identify all options rather than solely focusing on a built infrastructure-based solution. We will firstly consider and prioritise non-built solutions such as effective planning, demand management and improving our existing infrastructure. Where non-built options are possible, they enable infrastructure challenges to be addressed in a cost-effective and low-carbon way. Infrastructure investments using this hierarchy ultimately provides the most efficient use of our resources.

Figure 2 -Infrastructure investment hierarchy (adapted from Rautaki Hanganga o Aotearoa 2022 – 2052 New Zealand Infrastructure Strategy (2022)

Principle 4: Protect and restore the natural environment

The ecological health of the natural environment and community's access to it, are critical to the success of urban spaces in Tāmaki Makaurau. Partnering with mana whenua and drawing from mātauranga Māori with collaborative community action will enable greater outcomes.

Development and intensification can put pressure on the natural environment, particularly impacting the space and connectivity for water, soils, plants and animals to thrive. However, development also presents an opportunity to draw from mātauranga Māori and to protect and restore our ecological taonga as Tāmaki Makaurau grows and changes. This will require both the council and developers to prioritise outcomes that integrate the built and natural environment.

Principle 4(a): Protect ecosystems and integrate the natural and built environment

Existing ecosystems in Tāmaki Makaurau are susceptible to the impacts of growth, change and development. Development does not always respond to the existing context or consider the wider catchment or natural environment and ecosystem.

In future urban areas, this can result in degradation of forest, stream, wetland and coastal ecosystems, particularly through habitat loss, damage or fragmentation. In the existing urban area, unprotected indigenous habitat and urban ngahere (forests) in back gardens, parks and roadside berms is especially vulnerable to the impact of growth and development.

As Tāmaki Makaurau intensifies and private outdoor space diminishes, the quality, function, distribution and accessibility of public open space becomes increasingly important. Although the primary function of public open space is often recreation or social utility, it can also be used as detention basins to protect communities from hazards and to protect areas of biodiversity or natural and cultural heritage.

Development of the built environment must integrate with the natural environment to improve biodiversity, water quality, ecological health, natural hazard resilience, water supply security, as well as recreation and amenity values.

This can be achieved by protecting existing ecosystems, retaining vegetation and planting new green spaces within existing urban developments and tree planting along road corridors. Applying water sensitive design principles in development can also help.

A strong policy approach will be set to protect existing ecosystems and better manage the impacts of growth and development.

Principle 4(b): Restore and connect ecosystems

Many ecosystems in the existing urban area are fragmented and disconnected. This impacts on the healthy functioning of ecosystems, biodiversity, resilience and ability to adapt to a changing climate.

Future urban areas, which are often in pasture, provide opportunities to restore and connect ecosystems. These areas can improve ecological linkages between habitats, provide access to natural open space and help to achieve water sensitive outcomes.

Retaining and creating ecological corridors within all future urban development is essential. Structure planning must identify opportunities to leverage growth to restore and connect ecosystems at the regional and sub-regional scales.

Development in the existing urban area should be leveraged to retain or create green space and biodiversity on-site to help restore and connect ecosystems.

Public open spaces and road corridors provide significant capacity for reafforestation and the long-term restoration and connection of existing habitats. Strategic and coordinated investment is needed to achieve this.

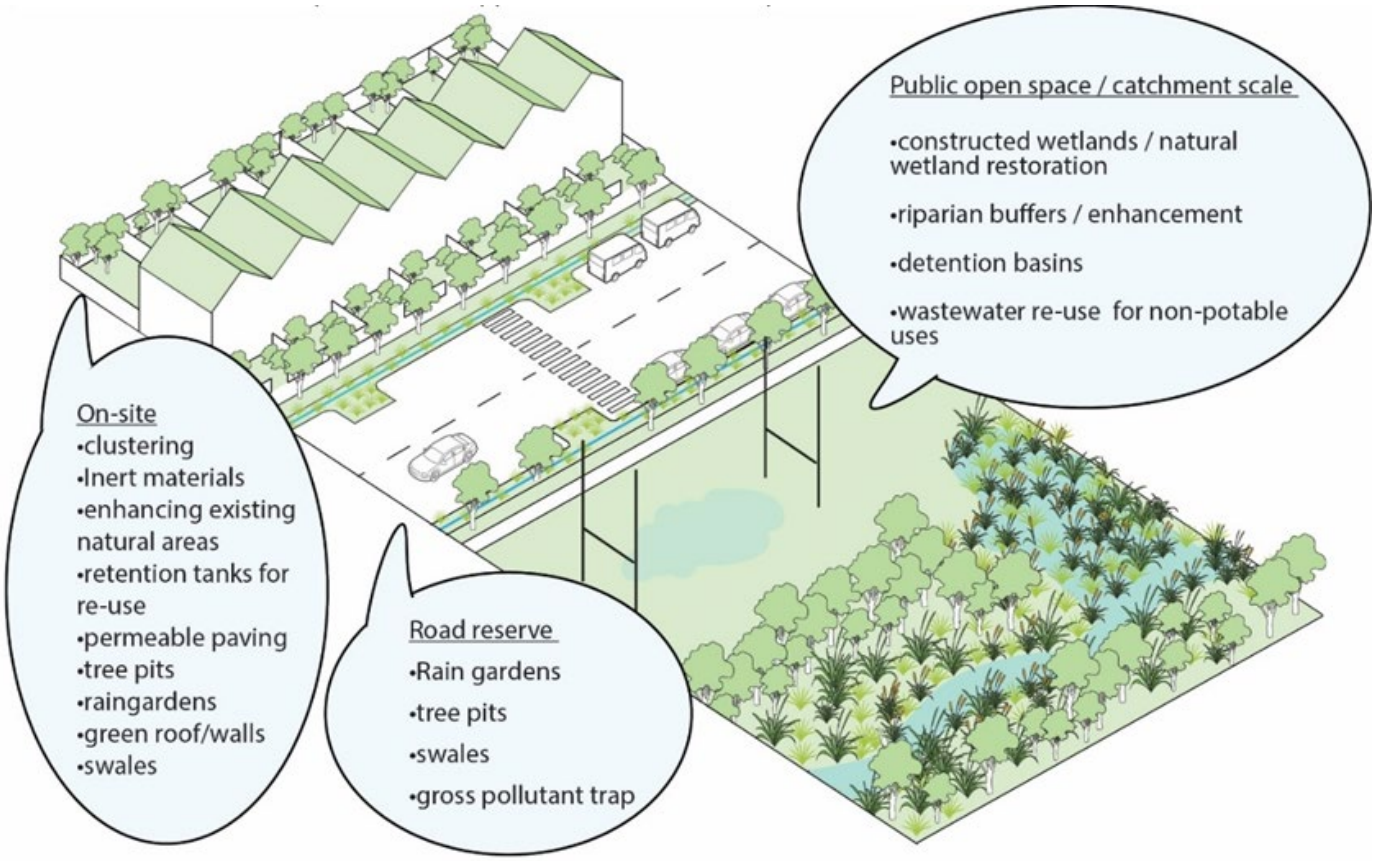
Enabling community uses of public land, such as gardens and urban farming provides another way to increase biodiversity and connect ecosystems. This contributes to climate mitigation (through localised food production), fostering a sense of community, minimising urban waste and contributing to circular economies.

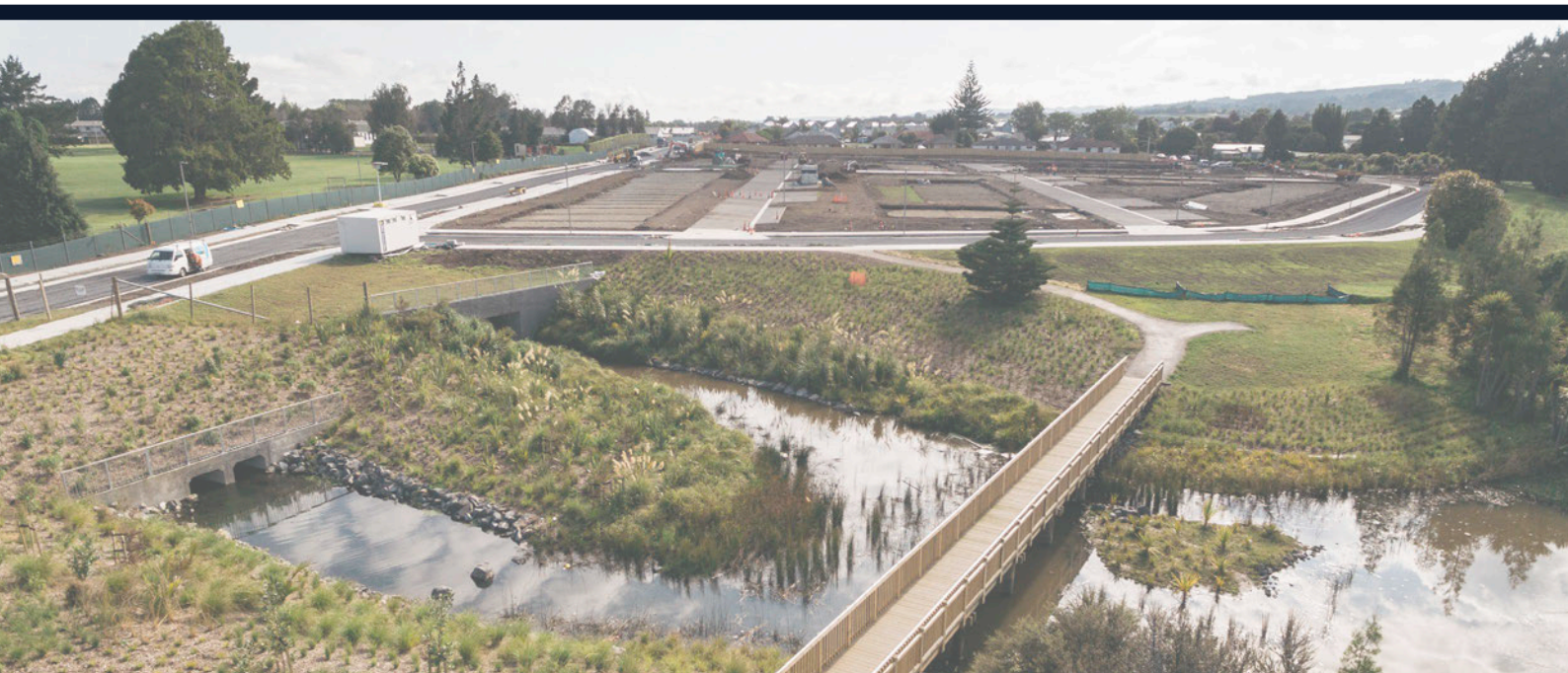
A strong policy approach will be set to restore and connect ecosystems and better manage the impacts of growth and development.

Water sensitive design

Water sensitive design principles seek to limit stormwater flow rates and contaminant generation at source, by minimising imperviousness or earthworks and using inert materials, and maintaining or restoring natural hydrological features. The approach uses structural interventions, such as green infrastructure, to provide / mimic ecosystem services that retain, detain, transpire, or infiltrate stormwater flows and filters contaminants. Holistic water sensitive design also integrates with water supply and wastewater outcomes to contribute to whole-of-urban water cycle management (such as water capture or grey water re-use).

The council has directed that a suite of regulatory and non-regulatory interventions from the Auckland Water Strategy be implemented to increase the use of water sensitive design principles in growth and development. Ongoing implementation of these actions will contribute to integrating a well-functioning urban environment with the natural environment.





Principle 5: Enable sufficient capacity for growth in the right place and at the right time

The National Policy Statement on Urban Development 2020 and the Medium Density Residential Standards have changed the strategic planning landscape. This principle considers where and how growth is prioritised to get the best outcomes. It also confirms that Tāmaki Makaurau has sufficient residential and business development capacity to meet needs over the long-term.

Principle 5(a): Direction for where and when growth is appropriate

Legislation requires the council to enable greater density over wide areas of urban Tāmaki Makaurau as well as being 'responsive' to unanticipated or out-of-sequence development. This makes it hard to have an informed estimation of where and when growth is likely to happen. It is harder for the council, infrastructure providers and communities to plan for growth proactively, particularly planning for the longer term. Unanticipated or out-of-sequence development create major funding challenges for the council. It can also mean that planned projects in existing communities are deferred or cancelled.

The council has limited tools to help direct growth. This makes it even more important to have a strong basis for decision making.

The council's prioritisation rationale to support growth and change will be based on a location's accessibility to jobs and services via public transport and active modes, and availability of facilities, amenities and services to meet day-to-day needs. This will be evaluated against the level of benefits realisation possible from infrastructure and service investment.

The approach emphasises the importance of most growth occurring within existing urban areas. In support of this, future urban areas will be sequenced, with this sequencing linked to triggers dependent on when all the required bulk infrastructure can be provided. Consideration of the trade-offs and costs that might occur when development occurs out-of-sequence, ahead of existing priorities, will be applied.

Principle 5(b): Prioritise areas for growth and investment

The council cannot fund all infrastructure needed to serve growth which is now enabled across much of Tāmaki Makaurau. The council must make choices about how it allocates limited funding across Tāmaki Makaurau. The council will proactively invest in alimited number of places at a time to achieve the greatest benefits, across multiple outcomes, and support development capacity in those areas to be realised. This means investing primarily in existing urban areas, with a strong focus on aligning land use and infrastructure. This is also a way to support projects which have city-shaping potential.

Alternatively, if the council spreads funding too widely and only invests in reactive planning, then it risks not making a measurable difference for communities in Tāmaki Makaurau.

Principle 5(c): Enable enough housing and business capacity to meet future needs

The Future Development Strategy provides the strategic direction for how, where and when growth is expected over the next 30 years. Sufficient development capacity must be provided over this period.

The Future Development Strategy identifies there is sufficient residential and business development capacity across Tāmaki Makaurau.

Areas for land-extensive business are particularly sensitive to location, which need large, flat sites that are well served by transport networks. In the past business land has come under pressure from housing. There are also sub-regional inequities in the distribution of business land. The council will ensure that these business sites are sufficiently protection to provide for long-term business land needs.

The approach will be that, where plan-enabled capacity is reduced or constrained, over time forgone capacity will be offset by creating additional capacity in good locations elsewhere, so that overall capacity is broadly maintained.

Part 3| Inputs to our spatial response

This section looks at potential ways to accommodate future growth in Tāmaki Makaurau, referred to as growth scenarios. It also considers constraints on growth and development capacity available. Information in this section guides our spatial response in Part 4.

3.1 Conceptual growth scenarios

The physical growth pattern in Tāmaki Makaurau has been influenced by many factors; the availability of land and how it can be serviced by infrastructure, expectations for affordable housing, transport choices, proximity and accessibility to employment, education and community facilities and retail/ leisure opportunities.

The future is uncertain. There will be many changes in the global and local political, environmental, social, economic and cultural landscapes that will influence how we grow and will impact on the success of Tāmaki Makaurau.

The Future Development Strategy looks at alternative ways the region may grow and change physically. Understanding these alternatives for the future shape of Tāmaki Makaurau helps us enable the best pathway.

This section sets out the alternative growth scenarios investigated and the learnings that inform the spatial response.

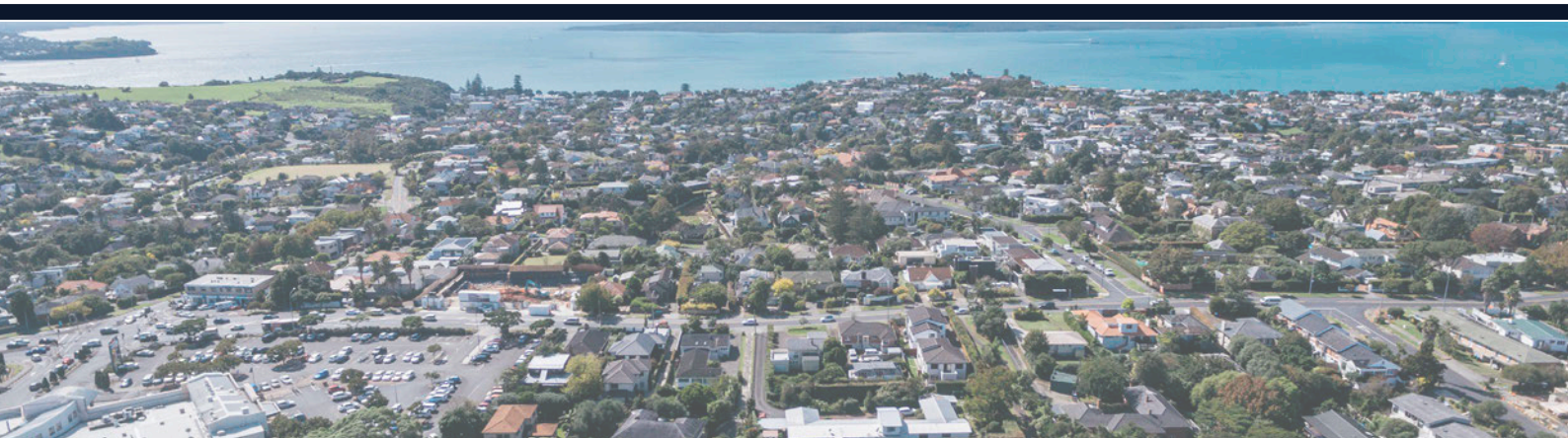
3.1.1 Alternative growth scenarios

Four scenarios were developed, each representing a different possible urban form. Some common assumptions applied to all the scenarios. These included:

- reflecting current legislative framework (including MDRS)
- growth occurs in a compact urban form (more intensive in corridors and along key transport routes)
- growth does not occur in protected and sensitive areas (no-go areas and at-risk areas)
- best practice land development (e.g., good urban design, erosion and sediment control, water sensitive design)
- higher intensity areas support higher uptake of active modes (improving accessibility)
- transport networks that reflect the timing of growth and when transport projects would need to be in place.

Differences in the levels of intensification and greenfield growth were investigated, together with variations in the location of growth and the transport network.

The four scenarios are illustrated in Figure 3.



Scenario A

- Concentrated growth around centres and corridors with planned rapid transit network (RTN) and frequent transit network (FTN) and moderate suburban infill and redevelopment.
- Future urban areas with major constraints are not prioritised.
- Warkworth and Pukekohe are important rural growth centres and growth in rural towns and villages limited to existing extent (existing capacity).
- Employment growth reinforces past employment growth trends and supports agglomeration benefits of city centre and nodes.

Scenario B

- More concentrated growth within existing urban area aligned with RTN, and focused in sub-regional centres with limited suburban infill.
- Some growth in future urban area at slower rate than currently anticipated, areas with major constraints are not prioritised.
- Pukekohe and Warkworth are important rural nodes but reduced focus (particularly Pukekohe due to soils) and limited growth in rural towns and villages.
- Employment growth reinforces past employment growth trends and supports agglomeration benefits of city centre and nodes.

Scenario C

- Future urban areas (existing and new) are key areas for growth.
- Less concentration in centres and corridors served by RTN, and extensive suburban infill including high amenity areas.
- Warkworth and Pukekohe are important rural growth centres with significant growth at Warkworth, and rural areas considered market attractive for infill/ redevelopment and expansion.
- Employment growth reinforces past employment growth trends and supports agglomeration benefits of city centre and nodes.

Scenario D

- More concentrated growth within dense sub-regional and metro centres and within walkable catchments to RTN, limited suburban infill
- Limited growth in future urban areas other than for employment land
- Warkworth and Pukekohe important rural growth centres avoiding areas with constraints (including soils), and no growth in rural towns and villages
- Employment growth matches residential growth through mixed uses

Figure 3 - Alternative growth scenarios

3.1.2 Evaluation

Evaluation of the four scenarios involved a multi-criteria analysis relying on modelling outputs as well as quantitative and qualitative information.

The evaluation process enabled alternative land use scenarios to be tested. Key growth principles were then identified to inform the development of the spatial response for the Future Development Strategy.

3.1.3 Key themes

Evaluating these scenarios resulted in a number of themes. These are:

Most of the future spatial form already exists and growth has limited influence

- Tāmaki Makaurau has an established built form. The scale and pattern of this development means that additional growth will have limited influence over travel patterns and behaviour over the next 10 years.
- Reducing vehicle emissions needs to focus on current travel patterns and behaviours, rather than rely on changing growth and development, although the latter can play a significant part in setting Tāmaki Makaurau up for reduced emissions over the longer term.

Determining the location of land uses will only take us so far

- Setting the most appropriate land use pattern is a necessary part of the transformation to achieving better long-term outcomes. This needs to be supported by strong policy (e.g. performance standards in the AUP) and implementation frameworks to achieve on the ground results.
- Urban development can impact on the natural, built and cultural environments. Combined with strong complementary policy and implementation frameworks it can also provide opportunities to resolve issues and enable positive outcomes.

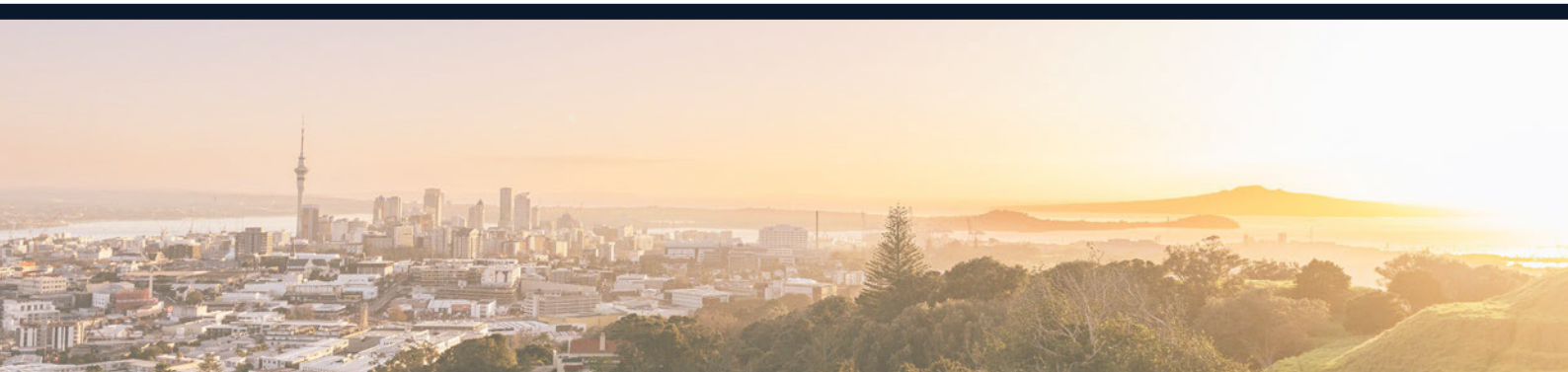
Land use and infrastructure integration, particularly transport, is fundamental to spatial outcomes

- Scenarios that focused growth within the existing urban area and specifically within the walkable catchments of the planned RTN/FTN performed better against transport criteria specifically but also environmental, social, cultural and economic criteria.
- Compact urban forms perform better in terms of least monetary cost of infrastructure over time, as they result in more efficient use of existing services and new infrastructure. More expansive urban forms require the greatest amount of new infrastructure with the most significant costs.

Locating homes and jobs in close proximity is important

- Generally, the more intensive scenarios, with a mix of uses around transport nodes, performed better in relation to reducing the need to travel (to employment, education services etc) and therefore reducing carbon emissions and the cost of travelling.
- Future urban areas provide opportunities to balance employment and housing.

These scenario findings, combined with other qualitative and quantitative research and analysis were considered in developing the way forward for physical growth and change in Tāmaki Makaurau over the next 30 years. They also informed the five principles for growth and change.



3.2 Constraints on development

The NPS-UD requires the Future Development Strategy to spatially identify 'constraints on development'.

Tāmaki Makaurau has a number of natural hazard, environmental and cultural areas that present constraints to future development. Policy safeguards that seek to limit development within or near these constrained areas and/or to avoid or mitigate adverse effects on them already exist, e.g. through National Policy Statements, National Environment Standards and/or Auckland Unitary Plan policies and overlays. These constraints have also been a key consideration in the evaluation of the alternative growth scenarios (outlined in section 3.1) and have influenced the spatial response in the sections below.

Figures 4-8 below map the extent of different constraints, grouped as natural hazards, natural environment, cultural heritage, land use capability and natural hazards. The darker shaded areas on each map represent more constrained areas while the lighter shaded areas represent less constrained areas in the region. See Appendices 1-2 for further information about the types of constraints, how they are categorised and for full versions of each map.

It is noted that a constraint, such as a natural hazard constraint for example, does not automatically indicate a high level of exposure to risk. In many cases the level of risk to life or property associated with the hazard constraint is relatively low and could be adequately managed through design and engineering solutions. The approach to managing natural hazard constrained areas is set out in section 4.6.6.

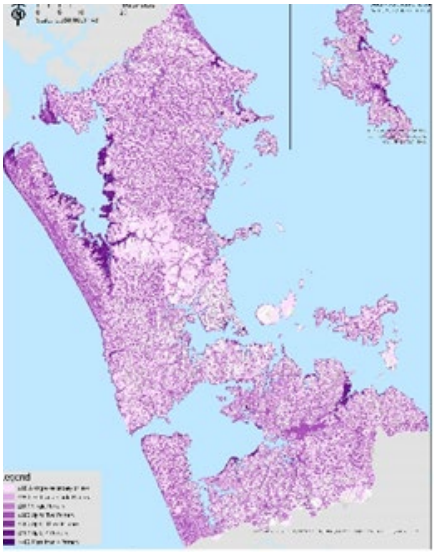


Figure 4: Natural hazard constraints

Figure 5: Land Use Capability (LUC) Class 1, 2 and 3

Figure 6: Natural environment constraints

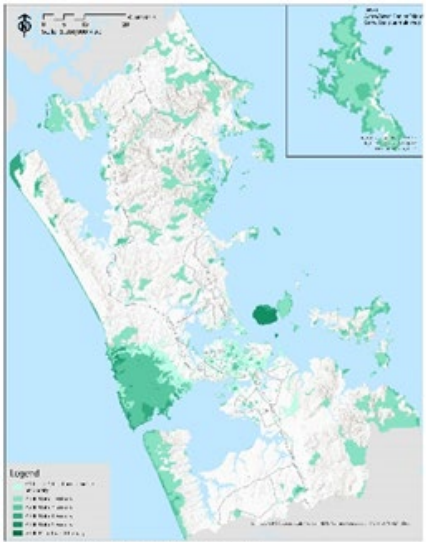


Figure 7: Natural heritage constraints

Figure 8: Cultural heritage constraints

3.3 Development Capacity

The Future Development Strategy meets the statutory requirement under the NPS-UD to ensure there is at least sufficient housing and business development capacity to meet demand over the next 30 years. The following gives a snapshot of how this is likely to happen over the next 30 years.

The population in Tāmaki Makaurau has grown by 40,000 since the 2018 Development Strategy was adopted[4]. Over the next 30 years, from 2023 to 2053, the population is expected to continue to grow, by around 30%, or 520,800 people to a total of 2,230,800[5].

Meeting this demand will require that at least sufficient development is enabled in locations, where development is commercially feasible, and necessary infrastructure is able to be provided.

Figure 27 in Appendix 4 highlights total plan enabled floorspace potential in residential only, business only and mixed-use areas under Plan Change 78 as notified[6].

Dwelling demand and supply

Based on this usually resident population projection, households[7] are forecast to grow by 34% or just under 200,000 additional resident households[8]. Tāmaki Makaurau will need at least the equivalent number of net additional private dwellings, to bring the total to around 773,000 dwellings from the current, allowing not just for the increase in the total number of Aucklanders, but also demographic and preference changes within the population that could increase the need for more dwellings. Many more dwellings in total than this will need to be built to allow for the replacement of existing dwellings, redevelopment of existing developed sites and general churn, and allow sufficient space for students, visitors, temporary workers, mixed family situations.

Plan enabled capacity[9] is not a constant. The currently estimated total plan-enabled dwelling capacity is 2,345,500[10] which is several times greater than the expected demand for dwellings (see Appendix 4 Development Capacity for further information). However, while much of this enabled capacity is or will be commercially feasible[11], not all of it needs to immediately (or ever) be infrastructure-ready[12]. It is important however that as much sufficient[13] feasible development capacity as possible, where it is likely to be taken up, is infrastructure-ready.

The feasibility of plan enabled development also changes over time, as preferences change, new amenities are created, and accessibility

[4]Over the period 30 June 2018 to 30 June 2022

[5]Using a medium growth projection. All projection figures are from customised projections prepared by Stats NZ according to assumptions agreed by Auckland Council.

[6]Map shows gross enabled floorspace under PC78, aggregated to 5ha hexagonal polygons intended to illustrate spatial patterning rather than specific sites. Polygons are coloured based on whether the floorspace across the hexagon is available for residential only (residential zones), business only (industrial) or both (either from mixed use or centre zones, or a mix of residential and business zoning falls in the polygon).

[7]Household is defined by Statistics NZ as "A household can be one person who lives alone, or two or more people who live together and share facilities (such as for cooking) in a private dwelling". Accordingly, each projected household would generate demand for at least one 'private dwelling' ("A private dwelling accommodates a person or a group of people and is not generally available for public use. The main purpose of a private dwelling is as a place of habitation; it is usually built (or converted) to function as a self-contained housing unit)

[8]Market Economics, based on Medium AC March 2023 based population projection, difference of 198,100 Households between 2023 (575,100) and 2053 (773,200).

[9]Plan Enabled Capacity is defined by the National Policy Statement on Urban Development (Cl 3.4), but can be summarised as being what is a permitted, controlled, or restricted discretionary activity on business or residential land by the operative district plan (from short term), proposed District Plan (from medium term) and FDS (from long term).

[10]Based on the current Auckland Unitary Plan enabled dwelling capacity, that includes proposed PC78 enabled residential capacity (MDRS and NPS UD with all Qualifying Matters applied). This does not include the ALR Corridor, which will be subject to future variations. Capacity in this corridor is effectively zero for this calculation although the AUP does provide for significant opportunities. This is made up of 1,909,800 in residential zones and 435,700 in business zones, based on an 120m2 average dwelling floor area (where building envelope controls floorspace rather than use) and assumed residential/commercial use splits in mixed use areas like centre zones

[11]As existing take up under the less enabling/more spatially focussed Operative AUP provisions demonstrates, see also s32 reports from Council for PC78, evidence for from a number of parties to the same, CBA for MDRS, and draft HBA.

[12] That is infrastructure capacity will not ever be equal to this significant excess of plan enabled capacity – there is insufficient total demand to require it in any case, and the cost to do so would be ruinous. Infrastructure capacity will however need to be provided in particular places to meet reasonable take up expectations (including management of take up where infrastructure constraints are temporarily or permanently binding), and manage levels of service, including environmental performance limits.

[13] Sufficiency is defined by the NPSUD to be capacity that is plan enabled, infrastructure ready, feasible and expected to be realised, that meets the expected demand, plus a competitive margin.

though transport investment improves. Changes in interest rates, building costs, land availability, infrastructure costs, perceived risk, and expected sale prices impact individual development projects, and demand, differently from time to time. Holding current conditions constant, a sufficient proportion of this enabled potential is considered commercially feasible. Take-up has been high in almost all areas where intensification has been enabled by the AUP, including in relatively low land value locations. Ongoing take-up of these opportunities is reasonably expected wherever they are provided, but over time an ongoing shift is expected towards both newly upzoned and amenity improved areas that have higher land values (reflecting higher demand) and lower levels of existing built improvements (which are more easily redeveloped).

Plan enabled capacity also far exceeds existing, planned or likely infrastructure capacity in many locations. However, because take-up will vary, infrastructure provision can be focussed and prioritised to locations consistent with the outcomes of this strategy.

Therefore, this Future Development Strategy does not focus on identifying significant additional plan enabled development capacity. The focus is rather on the quality aspects of accommodating growth; where and how development take-up occurs. This means as much of the development capacity as possible should be available in locations close to employment, services and rapid transit networks. The council will follow the principle that, where plan-enabled capacity is reduced or constrained, over time forgone capacity will be offset by creating additional capacity in such locations, so that overall capacity is broadly maintained.

Business demand and supply

Estimated total employment is expected to increase by 30.6%[14] or 282,600 over the 2023 to 2053 period, from 922,300 to 1,057,300.

Broadly, the demand for employment is linked to population growth and change (i.e. potential workers), and economic trends that determine domestic and export demand. The supply of employment opportunities, nature and location of employment, and associated demand for particular types of business land, is driven by demand for the goods and services produced by businesses, from local, regional and national populations and other businesses, as well as international export markets.

Economic modelling[15] suggests the amount of employment growth in different sectors of the Auckland economy is likely to be broadly similar to that of today[16] albeit with some important differences.

Figure 9 below provides an overall view of how the major business sectors in Tāmaki Makaurau could change over the medium (i.e., 10 years) and longer-term (i.e. 30 years). All sectors, except for the primary sector (agriculture, fishing, extraction), have similar growth rates over these two periods. Auckland's primary sector is relatively small, and long term its growth has lagged the other sectors, not least because of the advance of urban activity across rural land and due to fact that Auckland is primarily an urban based economy.

The changes in other sectors reflect the underlying population growth as well as technology growth and demographic change. The Finance and Professional services sector is expected to see ongoing improvements in information technology (such as artificial intelligence) that will improve its labour productivity. In contrast, Education and Health services employment demand is expected to grow as the demand for health services and welfare grow due to an ageing population.

Broadly, this means that the size of Auckland's economy is expected to rise as GDP per capita continues to slowly rise in real terms, driven by the evolving needs of a growing population, improvements in labour productivity innovation and opportunity, and taking advantage of our strengths as NZs largest, youngest and most diverse city, over the longer term.

These changes can provide a high-level indication of different sectors' land demands over time.

---

[14] Market Economics, Medium projection, measured as Modified Employment Count (MEC), which accounts for sole trader and self-employment undercount issues in the official SNZ Employment Count (EC) statistics. EC equivalents are 809,000 for 2023, and 1,057,300 for 2053.

[15] Market Economics, March 2023, taking a largely 'business as usual' approach informed by sectoral trends over the last 20 years.

[16] Compare potential for different futures as outlined in the scenarios explored in Koi Tu, Reimagining Tāmaki Makaurau Auckland: Harnessing the region's potential, March 2022 report, all of which would require sufficient land and space for business activity as a necessary prerequisite, ahead of any 'governance, management and planning' required to enable the change to any of these potential alternatives.

https://aucklandunlimited.com/tamaki-makaurau-auckland-future-report

Opportunities for accommodating this growth in demand will be through a combination of intensification and mixed uses in centres and corridors for activities like retail, hospitality and office-based activities, co-development with residential activities for smaller scale population servicing activities (like retail, childcare, health services) and the provision for new centres and business areas in greenfield areas.

The Manufacturing Transport and Construction sector covers the main industrial uses that have specific locational requirements including protection from more sensitive activities. Their requirement for large land areas also makes them sensitive to changing land prices. Large format retail may also struggle to find suitable locations in intensified areas.

Initial results from the council's Business Capacity Assessment, which explores these factors in more detail but is still in draft form, indicate there is likely to be at least sufficient plan-enabled business capacity on an aggregate region-wide basis.

Shortfalls in some sub-regions, or for specific business sectors, particularly for land extensive sectors could occur in the short to medium-term.

Over the medium to long-term these are planned to be addressed by the provision of additional business-zoned land, including through the provision of centres in new development areas.

The protection of existing and planned business zoned land for business purposes is also an ongoing challenge, particularly for industries with specific locational requirements, that are displaced or precluded by activities that are deemed sensitive, and have a much wider range of locational options and relocate. A potential relocation (in part or all) of the Ports of Auckland adds to this uncertainty (see Appendix 9: Information on Major projects).

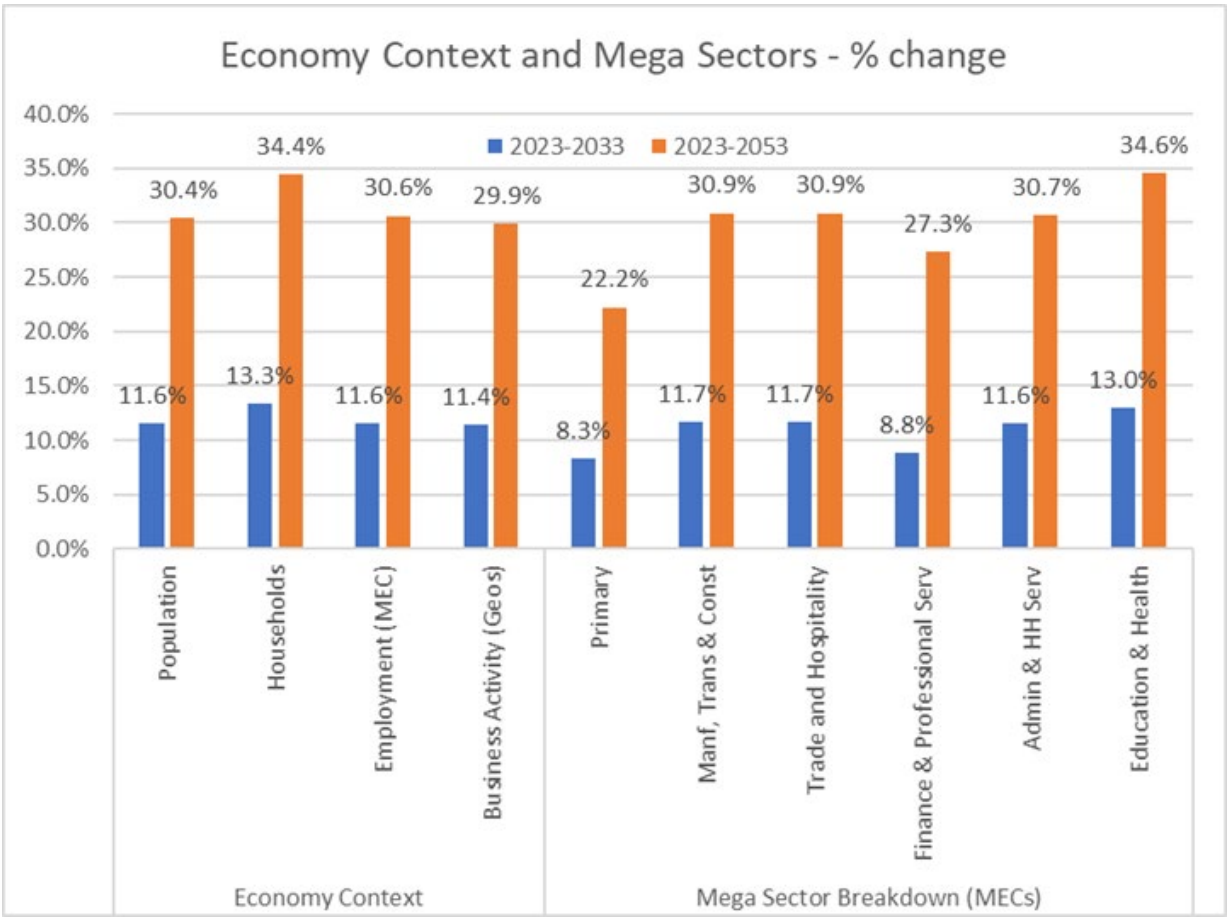


Figure 9 - Expected proportional growth in the economic context and proportional growth in different sectors

Part 4| Our spatial response

Our spatial response is underpinned by a continuation of the quality compact approach to accommodate growth, as set out in the five principles for growth and change. This updates the quality compact approach in the Auckland Plan 2050 to provide a greater degree of intensification in existing urban areas, along with less reliance on expansion into future urban areas. There is also a renewed focus on aspects of quality.

It is based on findings from the potential scenarios, including any limitations caused by constraints (see Part 3). It also considers housing and business capacity information and the annual monitoring of delivery of dwellings and business floor space across Tāmaki Makaurau.

This section examines what needs to happen at different spatial scales; regional, sub-regional and local. It then looks at the different ways the updated quality compact approach translates within the different spatial environments; existing urban, future urban, rural and business areas.

4.1 Spatial scales

Understanding the community interconnections across the whole region is an essential part of achieving quality compact growth in Tāmaki Makaurau. Communities at different scales, regional, sub-regional and local, have different but complementary roles and need to work together to support change.

4.1.1 Regional scale

At a regional scale, most growth will be focused in the existing urban area.

There will be less reliance on expansion into future urban areas and growth in these areas will be phased over a longer timeframe.

Growth in rural areas will be minimal to retain the rural environment and rural productivity.

4.1.2 Sub-regional scale

At a sub-regional scale, Tāmaki Makaurau will continue to move towards a multi-nodal model (Figure 10).

For many years the city centre was the Tāmaki Makaurau-wide focus. The multi-nodal model, introduced in the 2018 Development Strategy, grows the roles of Albany, Westgate and Manukau in importance to support sub-regional activity. The aim is that these nodes will generate an increasing number of employment opportunities, bringing housing and jobs together. This not only creates more sustainable sub-regions and vibrancy but also reduces the need to travel. As these nodes develop, each with their own character, they will, over time, lead to greater sustainability for local centres and communities.

The city centre will continue to be the focus of business, tourism, educational, cultural and civic activities. It will also continue to be an important residential centre.

Lastly, the model anchors Warkworth and Pukekohe as rural nodes in the north and south respectively. See Appendix 5 for further information on the nodes.

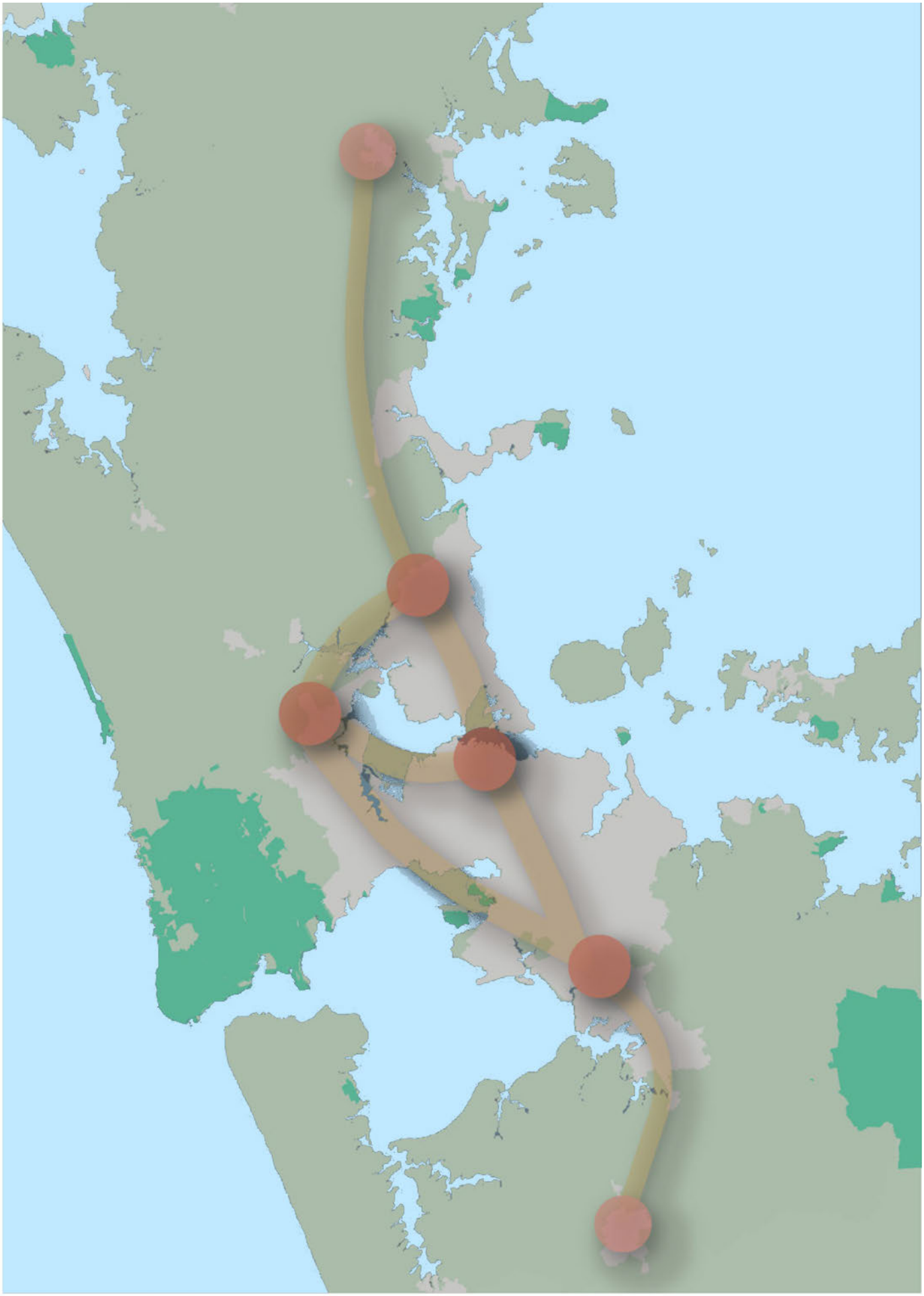


Figure 10 - Multi-nodal model

4.1.3 Local scale

At a local scale, neighbourhoods will become more mixed use.

Strong centres need to integrate non-residential activities that are compatible with residential uses – places of work, community services and facilities, and shops that serve people's daily needs. They need to be easy to access, by walking or cycling. This requires land use change and investment in infrastructure, public spaces and streets to create better environments for both people and nature.

Centres in Tāmaki Makaurau are generally supported by a surrounding, typically residential, area that is within an easy walking distance - usually thought of as 10 minutes - though walking is not always easy. Some centres provide both business and residential development opportunities that can maximise investment in infrastructure. Those centres with easy access to public transport also provide access to other critical services such as schools and hospitals.

There will be growth outside centres too. This might be in the form of subdivision, the development of previously undeveloped urban land or the redevelopment of existing buildings at higher densities.

The following diagram (Figure 11) shows guidelines for local growth to enable strong communities and local outcomes.

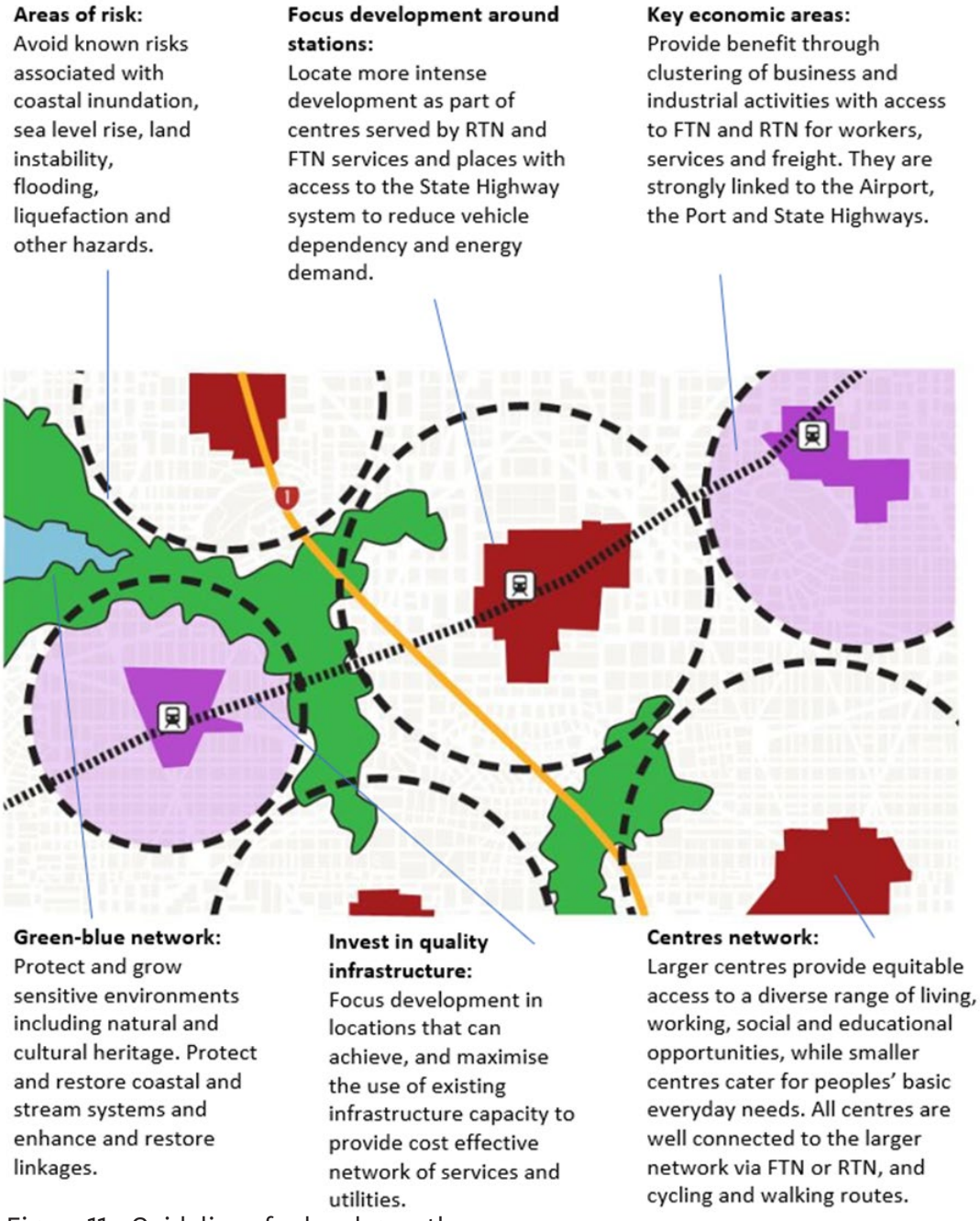


Figure 11 - Guidelines for local growth

4.2 Spatial environments

Tāmaki Makaurau is made up of four main spatial environments: the existing urban, future urban, rural and business areas. While these spatial environments each have distinct characteristics and contribute differently to the region, they are interconnected and exist as part of the larger regional system.

This section considers each of these spatial environments and discusses key considerations and the way forward.

4.2.1 Existing urban areas

Background

Since the late 1990's Tāmaki Makaurau has promoted a quality compact approach to growth. For each of the last five years, over 80% of growth has happened within existing urban areas, mostly though intensification.

The pattern of the city's growth has also been changing.

Development intensity is increasing. Single house developments on large sites are making way for more intense developments. Apartments, townhouses and other multi-units made up 69% of dwellings consented in the 2021/2022 financial year.

This pattern of growth is also aligning with the emerging rapid transit network. In the 2021/2022 financial year, 26% of dwellings were consented within 1500m catchments of train stations and the Northern Busway stations.

Growth is visible across most of the city with both small developments, frequently multi-units on single sites and significant revitalisation projects as part of the Kainga Ora's Auckland Housing Programme (e.g., Tāmaki, Mt Roskill and Māngere). Often major projects are based on partnerships with the council, central government, mana whenua, Eke Panuku and infrastructure providers.

Enabling growth was mainly focused in areas which have significant capacity for housing, access to a high number of jobs, within a centre and on the strategic public transport network. It has also incorporated opportunities for enhancing the environment and heritage as part of wider development projects where possible. This approach allowed the council to focus efforts and investment in areas where it would get the maximum benefit.

The 2018 Development Strategy also highlighted the role of nodes (the city centre, Albany, Westgate and Manukau) as places expected to undergo a significant amount of housing and business growth over the next 30 years.

Looking ahead over the next 30 years, most growth will be accommodated within existing urban areas (see Figure 12 – Existing urban area).

Key considerations

As New Zealand's largest city the scale and complexity of issues to address its growth requires integrated solutions that bridge multiple partners, stakeholders and disciplines.

1. Insufficient integration of well-being and environmental outcomes with housing development

In recent years, increasing numbers of dwellings have been consented. This has helped address the housing shortfall in Tāmaki Makaurau. However, the number of dwellings consented is only part of the equation. Wider sustainability and community well-being outcomes are as important for long-term success but these have not had the same level of attention as increasing the number of dwellings.

The unique setting of Tāmaki Makaurau provides the opportunity to design with the local context using the natural environment, mātauranga Māori, existing built form and the infrastructure framework to improve urban outcomes. The greatest opportunities come through partnerships and collaboration with other agencies and mana whenua. For example, as part of large scale projects such as those by Kāinga Ora (the Auckland Housing Programme) or Eke Panuku (town centre redevelopment) and council (Te Auaunga /Oakley Creek).

2.Neighbourhoods need to be more sustainable

Many older neighbourhoods, based largely on walking and public transport, and a greater degree of density and mix of uses, provide a useful model for future sustainable development patterns. Newer neighbourhoods often need better linkages for people to move around - especially for walking or cycling and a broader range of services to meet day-to-day needs locally. This not only reduces the need to travel but also makes such communities more resilient. Creating these more sustainable neighbourhoods requires investment at both a regional network and local level.

3. Investment must be focused to get maximum benefit

A changing legislative environment, particularly the application of Medium Density Residential Standards, has enabled greater density over much of Tāmaki Makaurau. This means that growth is enabled throughout most of the urban area and all neighbourhoods will accommodate this growth to some extent.

Some existing urban areas are likely to be significantly redeveloped in the next 30 years through private and public sector initiatives. Both will likely require substantial infrastructure and service investment.

There are major projects being planned, such as Auckland Light Rail, the Waitematā Harbour Connections and North-west rapid transit, that potentially offer significant long-term benefits for Tāmaki Makaurau. These also, however, add further uncertainty in terms of region-wide development patterns.

This means the council has much less certainty in forecasting where growth will be taken up, and where and when additional infrastructure will be needed.

Because of affordability constraints the council's approach to date has been to prioritise resources in areas where significant growth was anticipated. For example, funding is strategically aligned with central government's Auckland Housing Programme.

4.Areas of risk must be accounted for

As well as understanding where it is advantageous to intensify, the council also needs to understand areas where there are risks and where development may not be appropriate. There are some areas within the existing urban area which may be exposed to hazard risks – such as geohazards, flooding, coastal erosion and inundation – to the extent that future risk must be avoided and higher density development potentially curtailed. Such areas should be subject to adaptive planning processes.

Way forward

Addressing the key considerations above points to the need to determinedly focus where and when the council makes investment in infrastructure, both at a regional and local level, and to avoid future exposure to risk to the extent necessary.

Supporting actions

The following supporting actions do not form part of the spatial response within the Future Development Strategy but are required to support the existing urban spatial response.

- Identify and further enable and incentivise dense, mixed-use development close to optimal centres and rapid transit, and other areas that could be suitable for mixed use.
- Investigate opportunities in business areas to strengthen nodes, achieve greater intensification and diversification and increase housing capacity in nearby areas.
- Invest in public transport and active mode infrastructure and services to better serve and connect residential areas, centres and business areas.

See Part 5 and appendix 12 for more information.

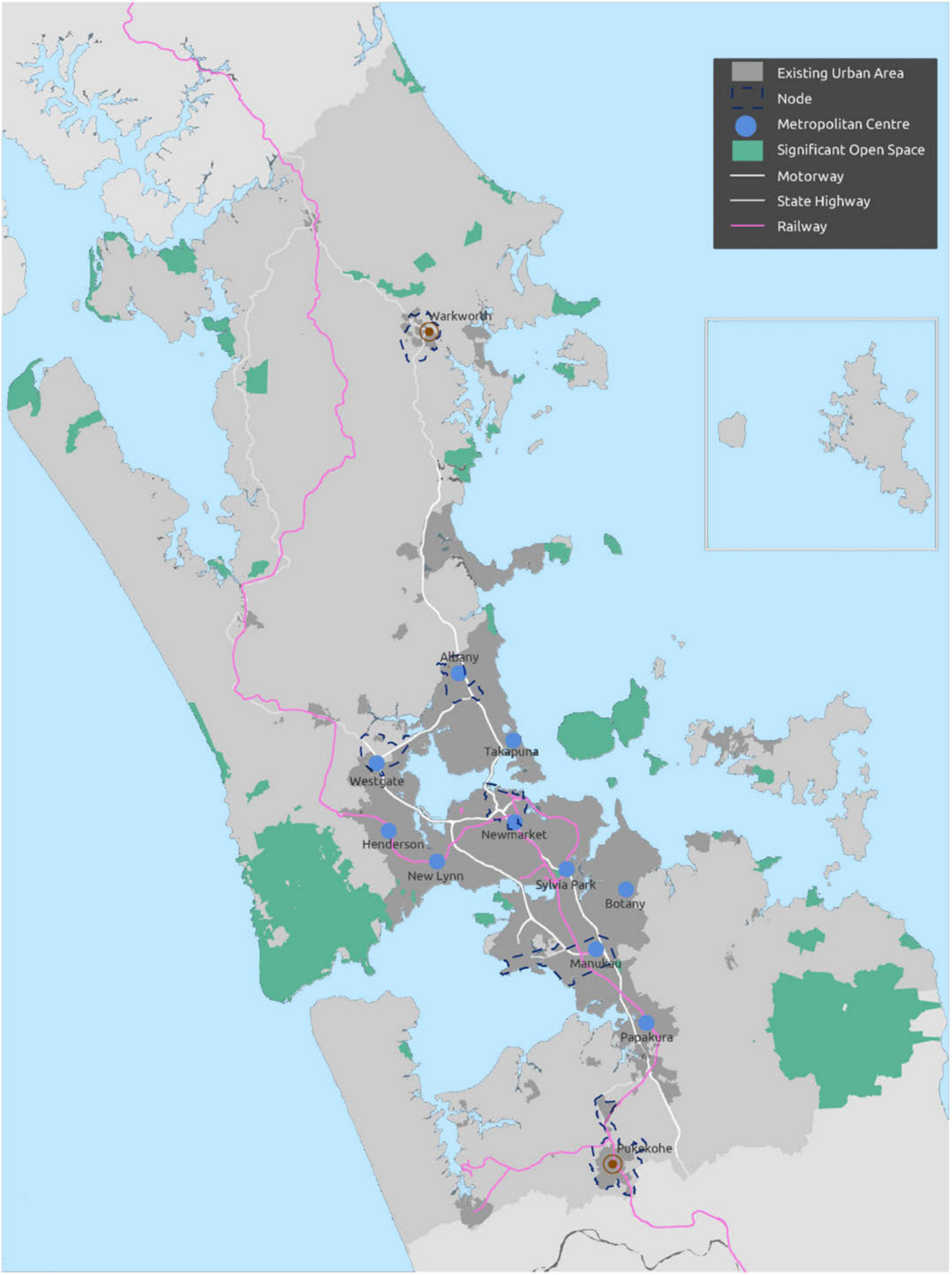


Figure 12: Existing urban area

4.2.2 Future urban areas

Background

While most growth is anticipated to be through intensification in existing urban areas, future urban areas will provide for limited urban expansion. This enables new communities to be established on the fringes of the existing urban area and in rural and coastal settlements.

In 2016, around 15,000ha of land was identified for growth in rural areas, referred to as future urban areas. It was estimated that this land could accommodate approximately 137,000 homes and 67,000 jobs. These future urban areas were seen as a valuable resource that needed to be planned and used efficiently to get the best long-term, sustainable outcomes.

The Future Urban Land Supply Strategy 2017 (FULSS) outlined a coordinated approach to timing and sequencing development in these future urban areas over 30 years. This was based on live zoned areas being sequenced first. Infrastructure or environmental constraints were also key considerations for sequencing.

Key considerations

Approximately 33% of identified future urban land has now been live zoned and is being developed (as at end of March 2023).

1. Private plan changes severely undermine coordination

Future urban areas have come under increasing development pressure. Rather than the sequenced approach provided for through the FULSS, live zoning has come through private plan changes ahead of time. Up until the end of March 2023 10 private plan changes were fully operative in the future urban area. A number of other private plan changes are being processed with more expected. In effect, private plan changes are driving the strategy. This has removed any degree of certainty in sequencing and timing of growth and has forced the council group to become more reactive to ever changing priorities – both in the timing of development and the number and spread of areas being live zoned.

2. Funding and financing pressures have increased

Development in an increasing number of future urban areas has put more pressure on the council group's ability to provide funding and financing to service development especially when there are already severe affordability constraints. There is consequently a potential opportunity cost for planned and sequenced infrastructure and service provision. This is particularly the case when priorities need to shift to unplanned and out-of-sequence development. Shifting priorities also impacts negatively on infrastructure providers' ability to deliver large scale, complex bulk infrastructure projects that require long lead times.

3. Vehicle kilometres travelled need to reduce

Transport emissions account for 40% of emissions in Tāmaki Makaurau. Most transport emissions – 86% – come from road transport. Both the council and central government have set transport emissions reduction targets for 2030 and 2035 respectively. Key to achieving these targets is to reduce the amount of vehicle kilometres travelled (VKT). Though public transport infrastructure is being planned for most future urban areas, the timing of when this infrastructure and associated services will be operational is unlikely to contribute to the 2030 and 2035 emission targets.

4. Future urban areas must be used efficiently

Future urban areas will provide part of development capacity for Tāmaki Makaurau over at least 30 years. The intention, however, is not to expand further into rural land.

Region-wide there is sufficient capacity for housing and business in the short, medium and long-term. However, future urban capacity must be used well. Rather than ad-hoc planning based on ownership boundaries, comprehensive and integrated planning is needed. Efficient use of future urban areas means higher density living and employment areas coordinated with appropriate infrastructure and environmental protection and improvements.

5. Constraints need far greater recognition

Knowledge of and importantly, general awareness about constraints, principally natural hazards, the impacts of climate change and the increasing number and severity of weather events are increasing.

These constraints have recently been brought into sharp focus with the storms of January and February 2023. This has highlighted the dangers of flooding and land stability as well as challenges with the resilience of infrastructure. It also showed the risk exposure associated with such events.

This information reveals an increased vulnerability of some future urban areas and the need for comprehensive structure plans based on a catchment wide approach with broad community engagement, rather than planning based on ownership boundaries.

While the degree of constraints vary, all future urban areas are constrained for development with those constraints needing to be managed.

Way forward

Addressing the key considerations emphasises the need to reassess where, how and when future urban areas are developed.

Sequencing, timing and triggers for development

Future urban areas remain an option for development in Tāmaki Makaurau but must account for the ability to service this land across the region. The sequencing and timing of live zoning, and subsequent development, is adjusted to reflect the realities of infrastructure funding and provision and the significant capacity in the existing urban area.

This information in the Future Development Strategy replaces the 2017 Future Urban Land Supply Strategy.

Infrastructure triggers, linked to the development readiness of areas, are introduced. Triggers relate to when all the required bulk infrastructure can be provided to ensure that any development is well-coordinated and is able to provide a safe, sustainable environment on which communities can be based. As infrastructure programmes may change over time, triggers will be reviewed regularly to ensure they reflect latest information.

Figure 13 below shows the location of future urban areas. Information on sequencing, timing and triggers for future urban areas is set out in Appendix 6 and Appendix 8.

Focusing council's investment

Specific areas within the wider future urban area are identified as the focus for the council's investment in infrastructure, particularly in the next 10 years (see section 4.6.5 Prioritising areas for development). The council will stringently adhere to this focused approach.

This is a signal to infrastructure providers and the development sector. This approach is taken to ensure that infrastructure projects in areas prioritised for development are funded and able to be planned, designed, consented and constructed. Changing priorities and interim infrastructure solutions do not assist in making progress in an efficient way.

Removing hazardous areas from development

Many future urban areas are constrained by different types of hazards. The suitability of each area for urban development has been assessed against a range of criteria, including hazard constraints. The most hazard constrained parts of future urban areas will be re-zoned to an appropriate non-urban zoning. Areas with moderate exposure to hazards and other factors to consider such as VKT reduction and infrastructure delays will require further investigation to determine the appropriateness of these areas for urban development. See Section 3.6.6 Approach to natural hazard constrained areas and Appendix 7: Approach to reviewing future urban areas and Appendix 8: Future urban area assessment summary for further information.

Supporting actions

The following supporting actions do not form part of the spatial response within the Future Development Strategy but are required to support the future urban spatial response.

- Strengthen matters for assessing plan changes (including infrastructure triggers and potential trade-offs).
- Strengthen the catchment approach in structure planning provisions.

See Part 5 and appendix 12 for more information.

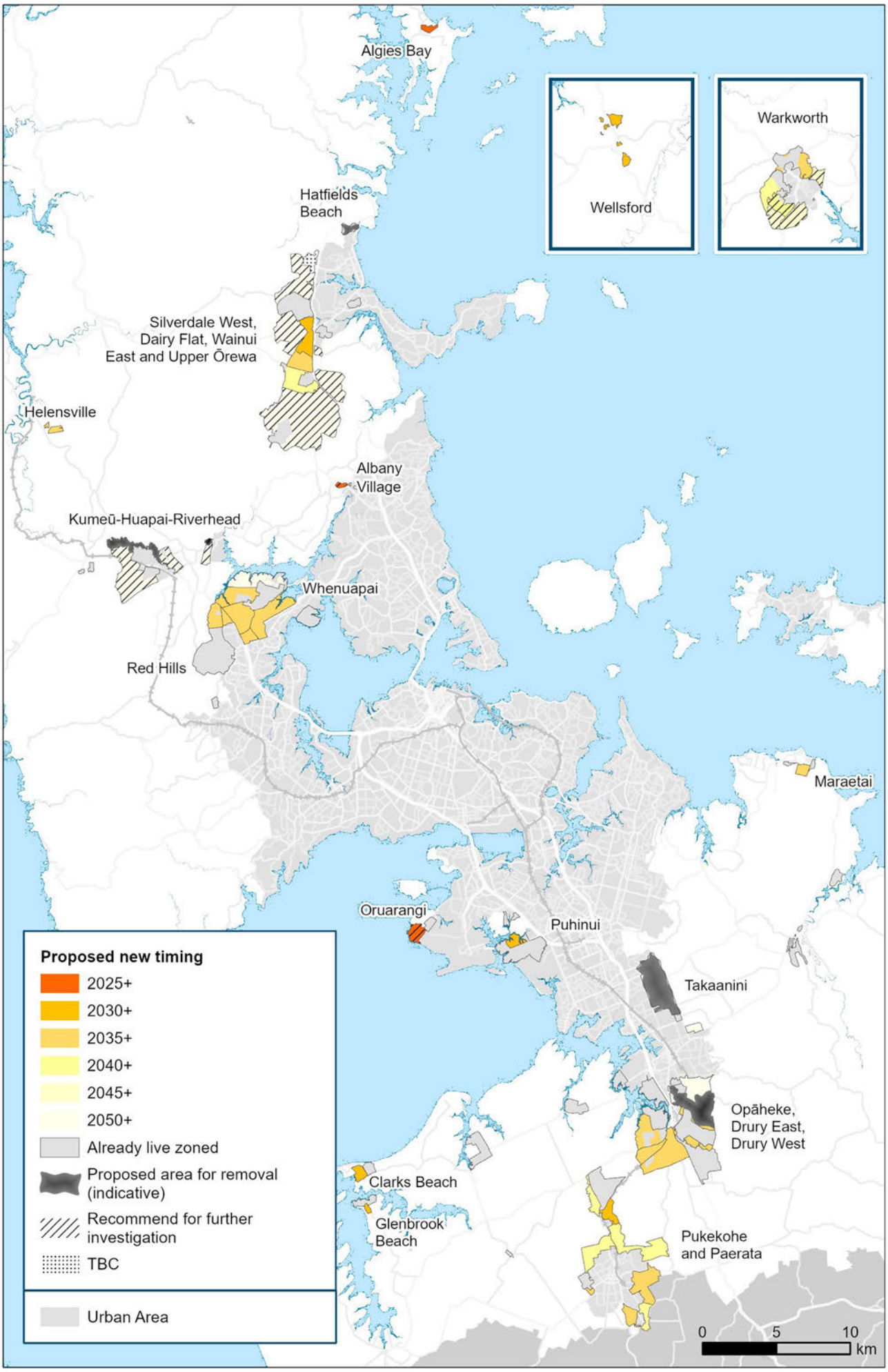


Figure 13 – Future urban areas

4.2.3 Rural areas

Background

Rural areas in Tāmaki Makaurau vary considerably and are a mix of cultivated, natural and built environments that contribute significantly to the identity and character Tāmaki Makaurau.

Rural Tāmaki Makaurau is home to nationally and internationally significant environments and natural resources and hosts a diverse range of economic activities.

These activities include agriculture, forestry, horticulture, tourism, quarrying and the services that support them.

Rural areas in Tāmaki Makaurau consist of many different environments. These include areas of rural production, industrial areas of different scale, various protected areas, countryside living areas and numerous towns and villages. See Figure 14 below.

The southern rural area has a unique combination of temperate climate and frost-free fertile land, which enables a wider range of vegetables to be grown for longer periods than other parts of the country. This makes a significant contribution to the food supply for Tāmaki Makaurau and New Zealand. See Figure 15 below.

The north and north-west and Gulf Islands have an increasing focus on rural tourism, vineyards and niche food production.

Rural towns and villages vary from small settlements to the rural nodes; Warkworth and Pukekohe. Catchments for rural communities are large and there are strong associations to Northland, Kaipara and the Waikato.

The types of infrastructure and community facilities needed to support rural Tāmaki Makaurau vary in terms of place and community and their projected growth. Understanding the nature of the network between these rural communities is key to identifying what investments may be needed in the future.

Key considerations

Changes in the broader Tāmaki Makaurau and national context create a number of challenges as well as opportunities for rural Tāmaki Makaurau.

Population growth, increased demand for rural living, stressed natural systems, and changing land values create pressures and tensions between different rural activities.

1. Reducing environmental degradation and restoring ecosystems

The good health of the natural environment is a fundamental condition to the well-being and resilience of rural areas. The rural natural environment also plays a key role in water quality and biodiversity for much of Tāmaki Makaurau.

The good health of the rural natural environment is also key to a thriving rural economy and people's quality of life.

2. Rural growth has many and varied impacts

The commercial production of locally grown food, as well as tourism, recreation and productive activities are made possible by the proximity of urban Tāmaki Makaurau.

Yet growth has contributed to high levels of subdivision across rural areas and fragmentation of productive land. This often comes with domestication and commercialization of rural landscapes and changes in rural use. These changes can and do lead to reverse sensitivity where sensitive land uses are introduced into productive environments.

3. Resilience of rural communities

While climate change affects all communities, it can disproportionately affect rural communities in terms of both scale and intensity. Many rural communities rely on vulnerable infrastructure for their day-to-day needs. If this infrastructure fails it can cause significant disruption and impacts the long-term resilience and viability of these communities. Most rural communities are predominantly car dependent. Building greater resilience in rural communities and environments requires rural solutions to rural issues, and needs to be supported to help overcome challenges such as adapting and diversifying in the transition to net zero emissions.

4. Resilience and wellbeing of rural Māori communities

The vast majority of Māori land sits within the rural periphery of urban Auckland. This is primarily due to the historic marginalisation of iwi/hapū, customary or Māori title being actively extinguished by the Crown in areas of economic growth for the settler community, or the return of residual Crown lands that remained outside of developed areas through Treaty settlements. The historic pattern of Auckland's development left Māori behind. In order to avoid history repeating, the development of Māori Land and Treaty settlement commercial redress land needs to be enabled. The limited extent of this land highlights its importance in lifting mana whenua social, cultural and economic well-being significantly. See Appendix 11 for a map of Māori Land and Commercial redress land.

Way forward

Addressing the key considerations above points to the need to recognise and better protect the value of rural Tāmaki Makaurau and contribution both economically and in terms of Aotearoa New Zealand's food security. It also points to the need to address the health of the natural environment and the resilience of rural communities.

Managing rural residential growth will support rural, coastal, marine and natural environments to co-exist in a balanced way with economic and rural production activities (such as farming, forestry, fishing, tourism) that rely on them and help sustain the regional community.

To ensure that rural production can continue and develop, land fragmentation and reverse sensitivity must be minimised to safeguard land and soil resources particularly highly productive land.

This also needs to support the resources and production systems, including water supply, that underpin the rural economy.

Limiting rural residential growth

Rural residential growth will predominantly be focused in towns that provide services for the wider rural area, particularly the rural nodes of Warkworth and Pukekohe. Less growth is anticipated in the smaller towns and villages.

Some local rural areas of Māori land that can meet the overall objectives of the strategy will be actively supported.

Rural lifestyle growth will remain focused into those areas zoned as 'countryside living', away from the most environmentally sensitive and economically productive areas. Only a small amount of growth will be provided for in the wider rural area, outside of Warkworth and Pukekohe. This growth is likely to relate to environmental enhancement and existing vacant lots.

Increasing rural resilience

Planning for resilience has largely been driven by environmental issues. The health of the natural environment is vital to resilience. Rural areas face increasing challenges related to natural hazards. Coastal areas are becoming increasingly vulnerable to sea level rise while inland areas are facing more frequent flooding events.

Rural resilience must also consider economic and social dimensions. Rural resilience is the capacity of communities, businesses, and systems within the rural areas to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience. Adapting to climate change will be critical to the future resilience of rural areas and communities.

A key aspect to rural economy resilience is understanding the factors that influence rural productivity – the driver of the rural economy. Changes to current rural productivity methods are required to achieve resiliency. These changes include adapting to new technologies, improving efficiency and becoming more flexible responding to changing regulations and market needs.

Rural areas function as a complex network of rural communities of different sizes all relying on each other. Understanding the nature of this network is one of the key factors to address social resilience.

Supporting actions

The following supporting actions do not form part of the spatial response within the Future Development Strategy but are required to support the rural spatial response.

- Update information on rural settlements, environment and productivity to inform the future approach to rural areas.

See Part 5 and appendix 12 for more information.

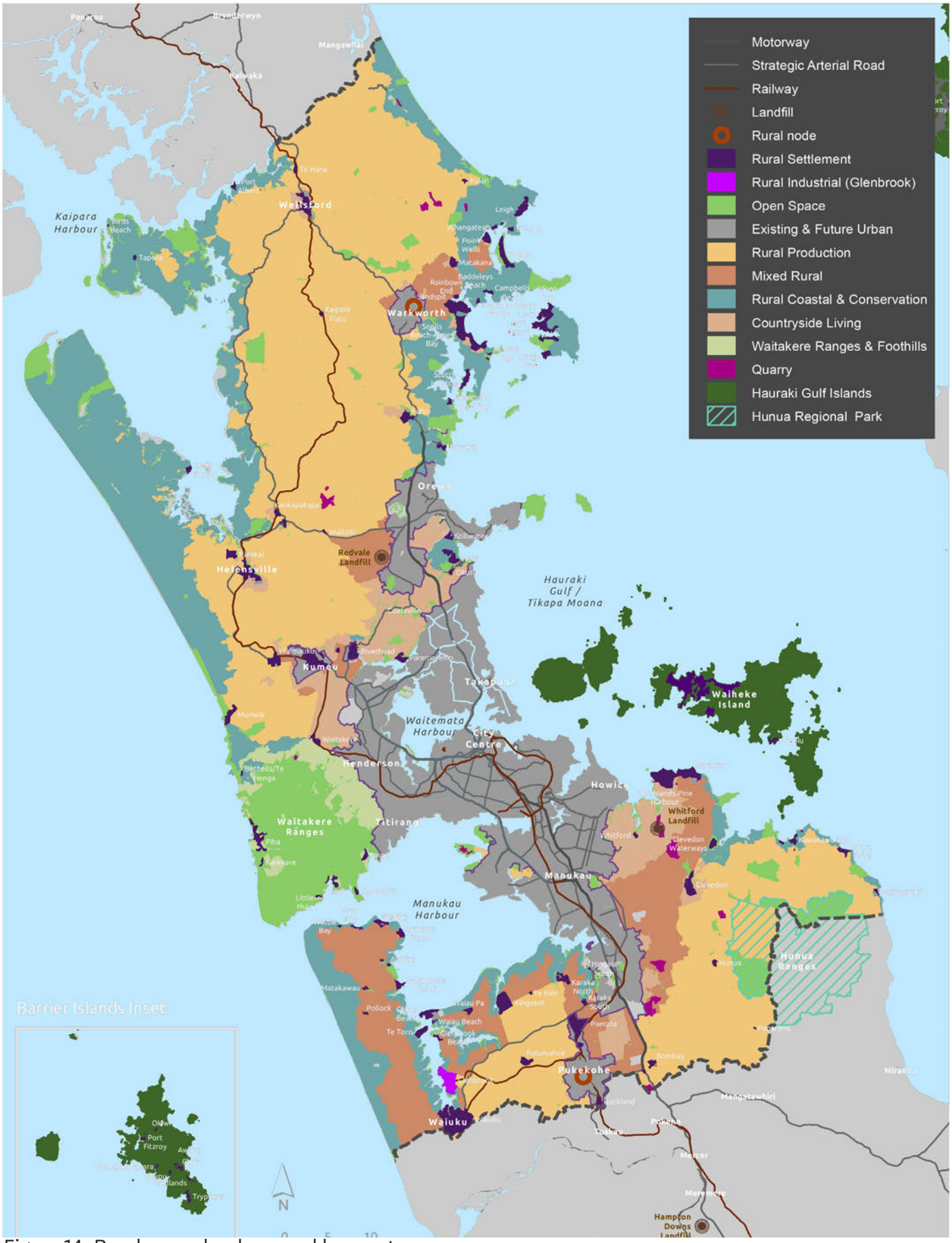


Figure 14: Rural map - land use and key routes

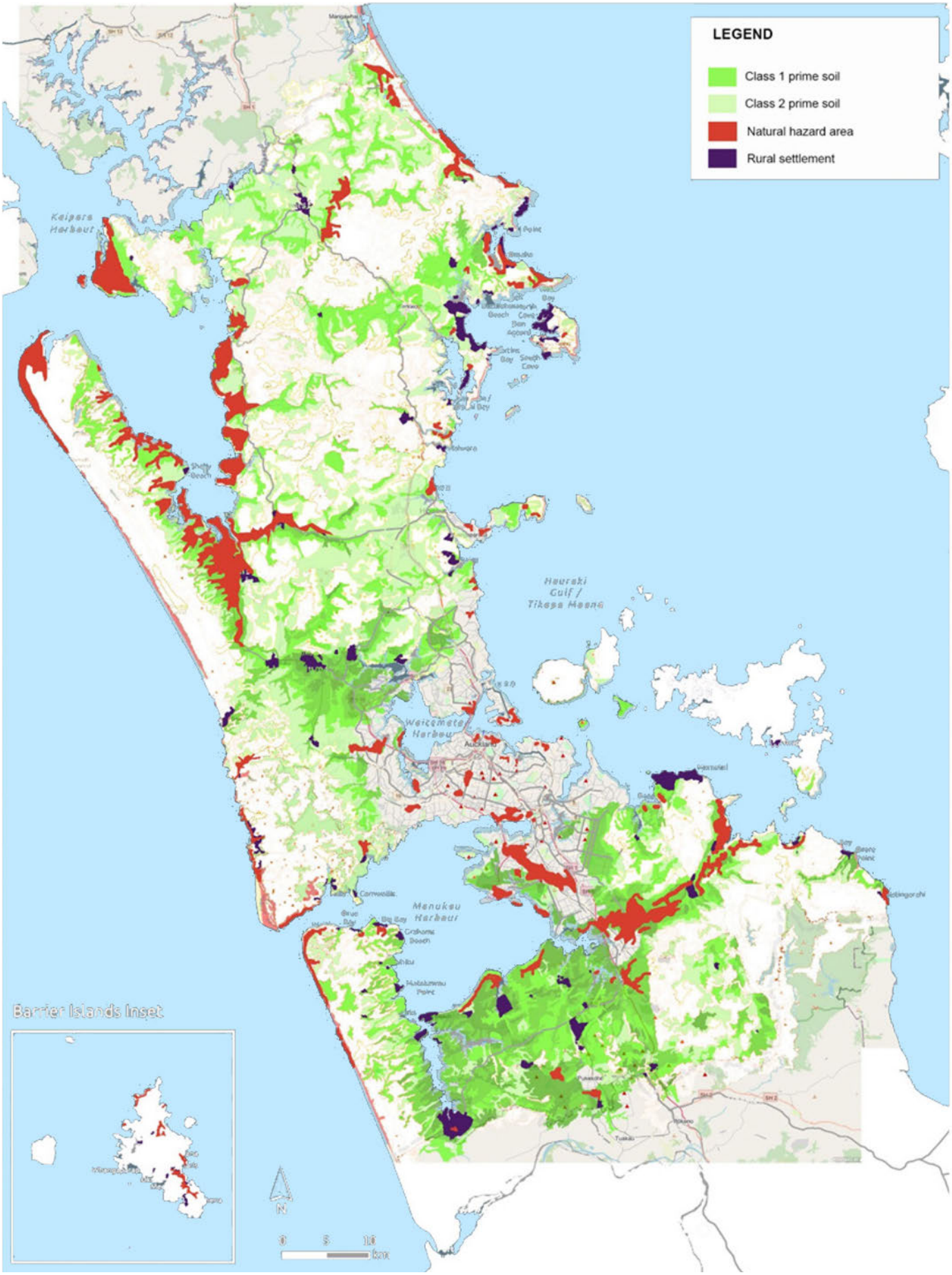


Figure 15: Rural map - highly productive soil and natural hazards

4.2.4 Business areas

As Tāmaki Makaurau grows, it must provide capacity for new business growth. Over the next 30 years around 282,600 new jobs may be needed (for further information on Business demand and supply see section 3.3).

The last few years have resulted in significant change as COVID 19 increased the rate of technology uptake. Remote working and flexible working hours have become the norm in many sectors, with the resultant change in where and when people work. Online working and trading have similarly become normal parts of business practice. In future robotics will have an impact on employment, both in terms of opportunities it brings but also the displacement of jobs.

Still, the city centre continues to play a critical role in the success of the economy with a concentration of financial and commercial jobs. Advanced industries are also concentrating in the city centre.

A wide range of business activities are also clustered in major centres, industrial areas, and around the Ports of Auckland and Auckland International Airport.

As is the case in the city centre, advanced industries are also concentrating in established industrial areas in the inner south. At the same time heavy and light industrial uses are moving out towards the periphery because existing industrial land is highly constrained for expansion. There is also pressure on industrial uses to move and make way for cleaner land uses. Higher intensity uses are taking their place.

The north-south State Highway 1 corridor continues to have a concentration of businesses using this corridor to access other parts of Tāmaki Makaurau and New Zealand.

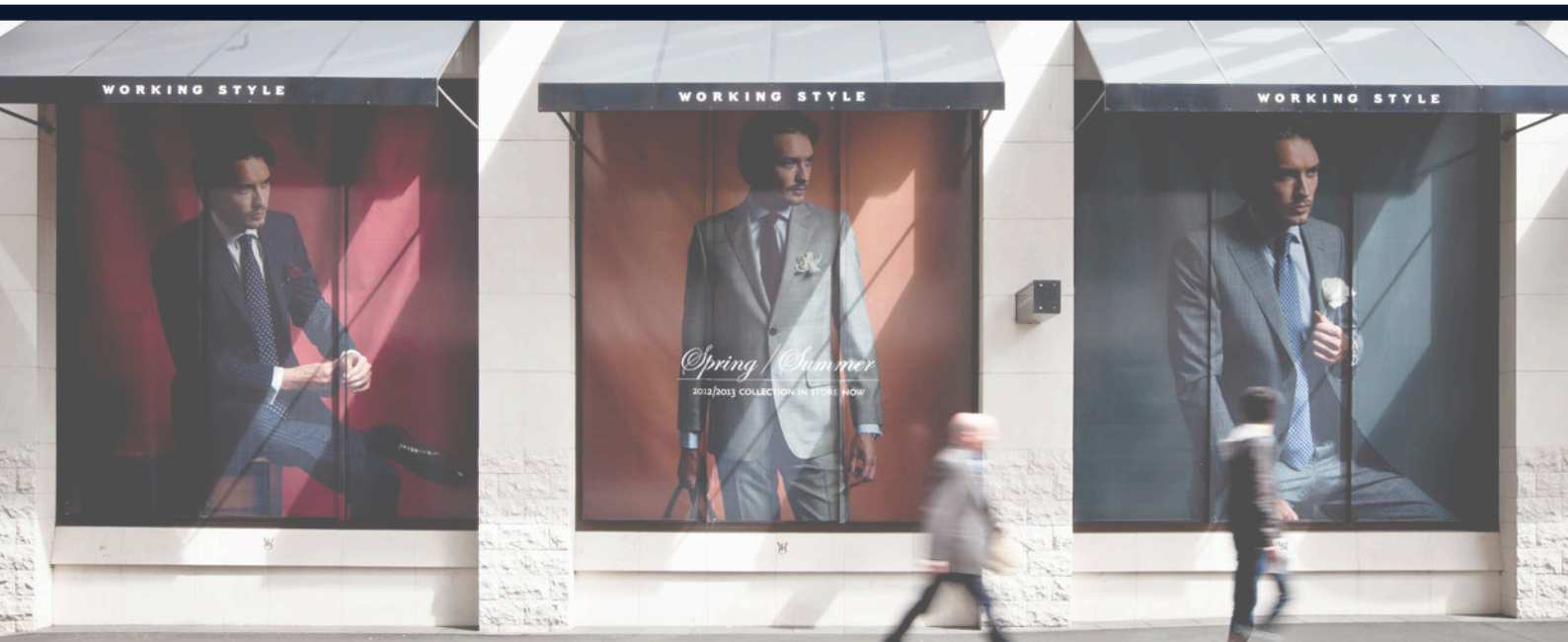
As the urban area extends new business areas are being established at Westgate/Whenuapai in the North-west and Drury in the south. Business land is being developed for both new town centres to serve establishing communities and industrial activities.

Continuing this outward trend some businesses have relocated from Tāmaki Makaurau to Waikato, taking advantage of the availability of industrial land still relatively close to Tāmaki Makaurau, Hamilton and Tauranga.

Change in the make-up of business areas in Tāmaki Makaurau will continue over the medium to long-term. Most growth is expected in sectors that prefer to locate in commercial areas. However, the exact nature of economic changes and related business land needs are uncertain.

The impact of disruptive technologies and increasing automation are likely to lead to a growing share of jobs in advanced industries and further reductions in manufacturing jobs. These changes have the potential to significantly affect the quantity, type and location of business land needed.

Given these uncertainties, the urban area needs flexibility to respond in a way that supports the future economic needs of Tāmaki Makaurau and ensures an ongoing supply of business land in appropriate locations.



Key considerations

The changing context for business and employment in Tāmaki Makaurau indicates that we need to consider how we make best use of our existing business land and adapt to new ways of working and technological changes.

1. Making the best use of existing business land

The quality compact approach to accommodating future business growth is to make the best use of existing business land, as well as create new business land in greenfield areas.

Making the best use of existing business land means repurposing and intensifying centres and business areas, especially those in accessible locations. Integration of land use and transport to encourage mixed use neighbourhoods will better position the move to a low-carbon economy.

Existing business land, particularly important industrial areas, needs to be safeguarded. Once lost to other uses, such as housing, it is difficult to replace. Business land for land extensive industries has specific requirements for large, flat sites with good accessibility. A number of such sites have been identified in future urban areas and need to be protected for that purpose.

2. Greater access to employment

Employment is currently concentrated in a small number of key economic places. Three broad areas (the city centre and fringe; Onehunga – Te Papapa to East Tāmaki; Manukau, Wiri and Auckland Airport) account for approximately 46% of jobs in Tāmaki Makaurau. Conversely, employment opportunities are under-represented in eastern and western parts of the urban area.

This imbalance, together with the 'pinch points' in congested transport and infrastructure networks, creates greater disparities in access to education and employment between different communities.

Increasing business growth and employment opportunities around Albany, Westgate and Manukau will help address several current transport and employment challenges.

As these areas grow, there will be more options for people to work or study closer to home, and for greater benefits from business clustering and agglomeration. A change in the location and spread of economic places, and the employment opportunities for communities that comes with, will also assist with the target of achieving net zero emissions by 2050.

3. Enabling housing near employment

Extending mixed-use areas to centres and transport corridors will create vibrant and thriving places where people can easily access services, employment, recreation and education by walking, cycling or public transport. The careful combination of different compatible land uses in these areas will contribute significantly to the reduction of greenhouse gas emissions and to the well-being of people.

Auckland also needs to retain the integrity of its light and heavy business areas, and not expose them to reverse sensitivity issues particularly from residential activities, including mixed-use. However, there may be areas close that are suitable for more residential intensity enabling people greater accessibility to work opportunities while reducing VKT.

Way forward

Addressing the key considerations above points to the need to safeguard options for the future, in a changing business environment. This will include ways employment land in future urban areas is addressed and strengthening the role of the urban nodes. The role public transport plays in improving accessibility to employment will also need to be addressed.

Safeguarding options for the future

Making the best use of existing business land as well as developing new business land in future urban areas provides for a range of different types of business land, economic growth opportunities and employment across Tāmaki Makaurau.

Safeguarding existing business land and managing the supply of different types of future business land ensures opportunity, flexibility and choice over the long-term.

Enabling Māori and Treaty settlement land

Development of Māori Land and Treaty settlement commercial redress land needs to be enabled. The limited extent of this land highlights its importance in lifting mana whenua social, cultural and economic well-being significantly. See Appendix 11 for a map of Māori Land and Commercial redress land.

Business land in future urban areas

Approximately 1400 hectares of business land is needed in greenfield areas. As part of high level planning Indicative centres were identified to serve all the main future urban areas. Indicative business land was also identified to serve the north, north-west and southern future urban areas, the focus was on identifying sites for land extensive business, particularly in Silverdale, Whenuapai and Drury-Ōpaheke.

The exact location and quantity required will be confirmed through changes to the Auckland Unitary Plan. Infrastructure servicing will be in line with priorities set through the Future Development Strategy and implemented through the Long-term Plan.

Structure planning for these areas will ensure that a range of business uses is provided for and that land extensive businesses, such as manufacturing, logistics and construction, are accommodated where appropriate.

Better access to employment

The city centre has been the traditional focus for much business activity in Tāmaki Makaurau. However, as the urban area has grown the role of the urban nodes (Albany, Westgate and Manukau) is becoming more important. These nodes all have major centres and significant business area within their catchments. Strengthening these nodes, in addition to the city centre, will enable stronger and more divers employment opportunities at a sub-regional scale. This will in turn lead to more opportunities in surrounding local centres.

Accessibility to these employment areas will need to improve. A number of transport projects currently at planning stage could assist with this. Some local projects are also incrementally building better public transport options. For example, the rail line and station at Manukau was followed by the development of the Bus Interchange and then the Puhinui station. These have improved wider access for local communities to employment areas.

Projects such as Auckland Light Rail and the Waitematā Harbour Connections have region wide potential to change and improve people's travel to work choices Other major projects such as the Airport to Botany Rapid Transit and Westgate to Albany/Constellation Linkage provide cross city connections that are needed to complete the rapid transit network.

Indicative areas of business land have been identified in future urban areas. This included areas where there had been past shortages, such as in the North-west at Whenuapai. Development of business land in future urban areas will help address local and sub-regional employment inequities and contribute to emissions reduction. However, development of this land requires infrastructure, particularly rapid transit, which will have to align with the ability to fund it.

Supporting actions

The following supporting actions do not form part of the Future Development Strategy but are required to support the business spatial response.

- Investigate opportunities in business areas to strengthen nodes, achieve greater intensification and diversification and increase housing capacity in nearby areas.
- Identify and further enable and incentivise dense, mixed-use development close to optimal centres and rapid transit, and other areas that could be suitable for mixed use.
- Invest in public transport and active mode infrastructure and services to better serve and connect residential areas, centres and business areas.
- Investigate strengthening provisions to further enable Māori economic, social and cultural development.

See Part 5 and appendix 12 for more information.

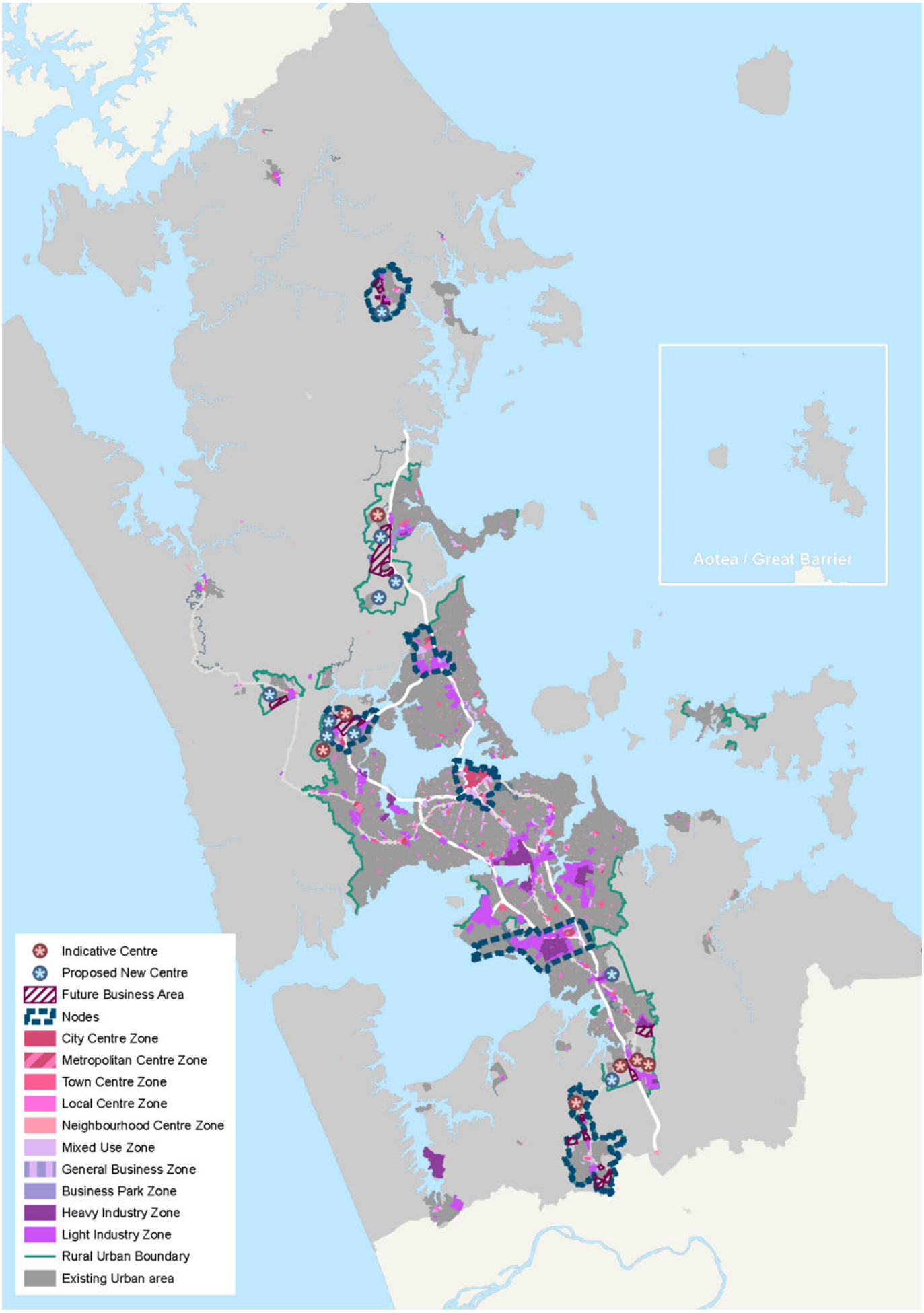


Figure 16: Business map

4.2.5 Prioritising areas for development

Background

The quality compact approach to accommodating growth has been pursued over successive strategic plans. Tāmaki Makaurau is at a point where most growth is through development - mainly intensification – in the existing urban area.

In past development strategies the council prioritised support for development in locations where significant growth was anticipated. Criteria for prioritisation addressed factors such as, alignment with Auckland Plan 2050 outcomes, capacity for significant growth in housing and jobs, availability of infrastructure, or the ability to provide infrastructure, accessibility and alignment with existing development projects- both market and public led.

Many of the priorities identified as part of the first Auckland Plan in 2012, have remained on-going priorities over the last 10 years. It demonstrates both the scale of development in these locations and the long-term nature of development and pointed to the value of committing to projects on a long-term basis, and the need for integrated planning to achieve intended outcomes.

Major infrastructure projects not only help accommodate growth but also shape the city. For instance, the development of the tram network established compact, connected neighbourhoods on the isthmus whereas the Auckland Harbour Bridge resulted in a more expansive pattern of development for the North Shore (see figure 17).

Several other major projects are currently being planned (see Appendix 9: Information on major projects). These projects will influence development and will likely determine what will be priorities in the future.

Development of Māori Land and Treaty settlement commercial redress land needs to be enabled. The limited extent of this land highlights its importance in lifting mana whenua social, cultural and economic well-being significantly. See Appendix 11 for a map of Māori Land and Commercial redress land.

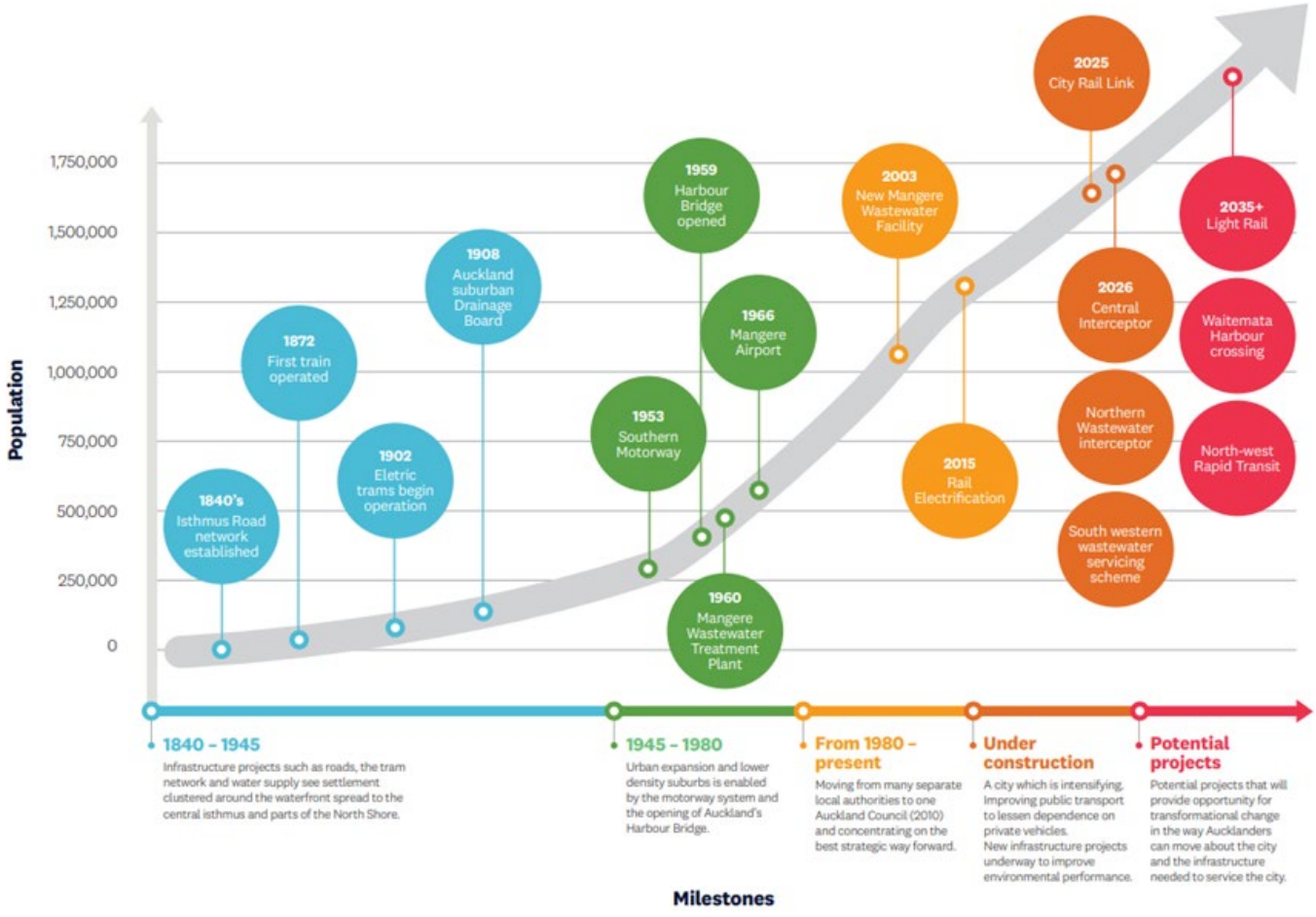


Figure 17: Major infrastructure projects past and future

Way forward

The matters raised in Parts 2 and 3, and the principles set out in Part 1, point to the following.

Prioritise locations that give the greatest benefits

In line with a quality compact approach to growth, investment needs to be prioritised in locations that will achieve the greatest benefits, across multiple outcomes. This means investing primarily in existing urban areas, with a strong focus on aligning land use and infrastructure.

Set region-wide priorities

Urban and future urban priorities need to be considered together as they are both part of the same spatial, interconnected network. This means prioritisation needs to be based on what provides the most benefit for the whole region, rather than considering outcomes in isolation or in separate geographic areas. This enables regional comparison and benefit evaluation of projects / investment.

Plan to support different types of spatial priorities

Three types of spatial priorities will receive investment:

- **Nodes**: The city centre, Albany, Westgate and Manukau play an important role in providing greater sub-regional sustainability. Their scale and importance mean that significant projects and investment are needed for one or more of the nodes on an on-going basis. As significant projects are completed in one node, another node becomes the priority in the next funding period.

- **Local areas and communities:** These priorities provide for projects that strengthen communities across the region through smaller scale interventions. These projects are often focused on town centre regeneration (for instance, projects led by Eke Panuku), environmental outcomes (for instance, naturalising waterways) or improving accessibility (for instance, an improvements to active mode infrastructure). These interventions may be of shorter duration or broken into stages. These priorities do not appear in mapping at the strategic scale.

- **Joint priorities between council and central government:** These priorities focus on the Auckland Housing Programme. This programme includes the development of significant areas where bulk infrastructure is needed to enable regeneration, housing, jobs and recreation areas. They are longer term priorities with project timeframes spanning across two to three decades.

Short to medium term priorities (years 1-10)

The approach to spatial priorities recognises that there is greater certainty in the short to medium-term (1-10 years) about some locations and the subsequent investment required. The funding, or partial funding, of these investments has generally been secured, which provides greater certainty about their likely progress.

Prioritising these locations is an opportunity to consolidate progress. This enables projects to move from the initial planning phases, to delivering the supporting infrastructure and services needed, through to the eventual sale of homes and/or serviced sites. This approach reinforces the efficiency of committing to and delivering set priorities rather than changing priorities on an on-going basis.

These locations include:

- The Auckland Housing Programme priorities of Mt Roskill, Māngere and Tamaki. In the case of Mt Roskill and Māngere, prioritisation of these locations provides a pipeline for revitalising these locations in line with their longer-term link to the Auckland Light Rail project.

- The city centre, with the focus on completing work for the areas surrounding the Maungawhau and Karanga-a-Hape Stations.

- Westgate, this node includes both live zoned land and a portion of future urban land. The focus is to advance funding and delivery of transport infrastructure for the wider North-west future urban area. This will make forecast employment opportunities in the Whenuapai future urban area more accessible.

- Drury- Ōpaheke area is too large to enable development as a single stage. The area centres on land that is live zoned, forming a contiguous area. This enables more efficient implementation of bulk infrastructure that is needed to service areas currently being developed. It also aligns with a walkable catchment that surrounds the Drury rail station. This prioritisation also provides for the local improvements needed to develop the existing Drury town centre.

The development of the wider future urban areas is not prioritised in this strategy. This is in line with the need to develop efficiently.

This strategy also does not prioritise wider areas where land is live zoned through ad hoc and disconnected plan changes and therefore cannot be serviced by existing bulk infrastructure.

Further information on short to medium-term priority locations can be found in Appendix 10.

Long-term priorities (years 11-30)

In the longer, 10-30 year timeframe, there is less certainty about which locations will incur significant growth and what investment will be required as a result. As discussed earlier, there are potential major projects planned that have capacity to offer transformational change for Tāmaki Makaurau.

The specific locations that will be unlocked for development by these major projects depend on more detailed project planning and timing. For instance, whether the Waitemata Harbour Connections project unlocks development on the eastern or western side of the motorway, or both, is a perquisite for determining which locations may be prioritised for further investment in the future.

Longer-term prioritisation currently cannot be done with any degree of certainty. The priorities map (see Figure 18), however, shows some potential major development locations within the major project corridors as red dots. These locations may become future priorities for investment. As these are based on broad assumptions, more work on the development impacts of these major projects will be needed before any more definitive prioritisation can occur.

The spatial priorities for the Future Development Strategy are shown on Figure 18, below.

Supporting actions

The following supporting actions do not form part of the Future Development Strategy but are required to support the spatial response.

- Incorporate Future Development Strategy Spatial Priorities into 2024-2034 Long-term Plan growth investments.
- Initiate joint priorities between the council and iwi to focus on opportunities linked to the enablement of economic development of Māori land and Treaty settlement land.

See Part 5 and appendix 12 for more information.

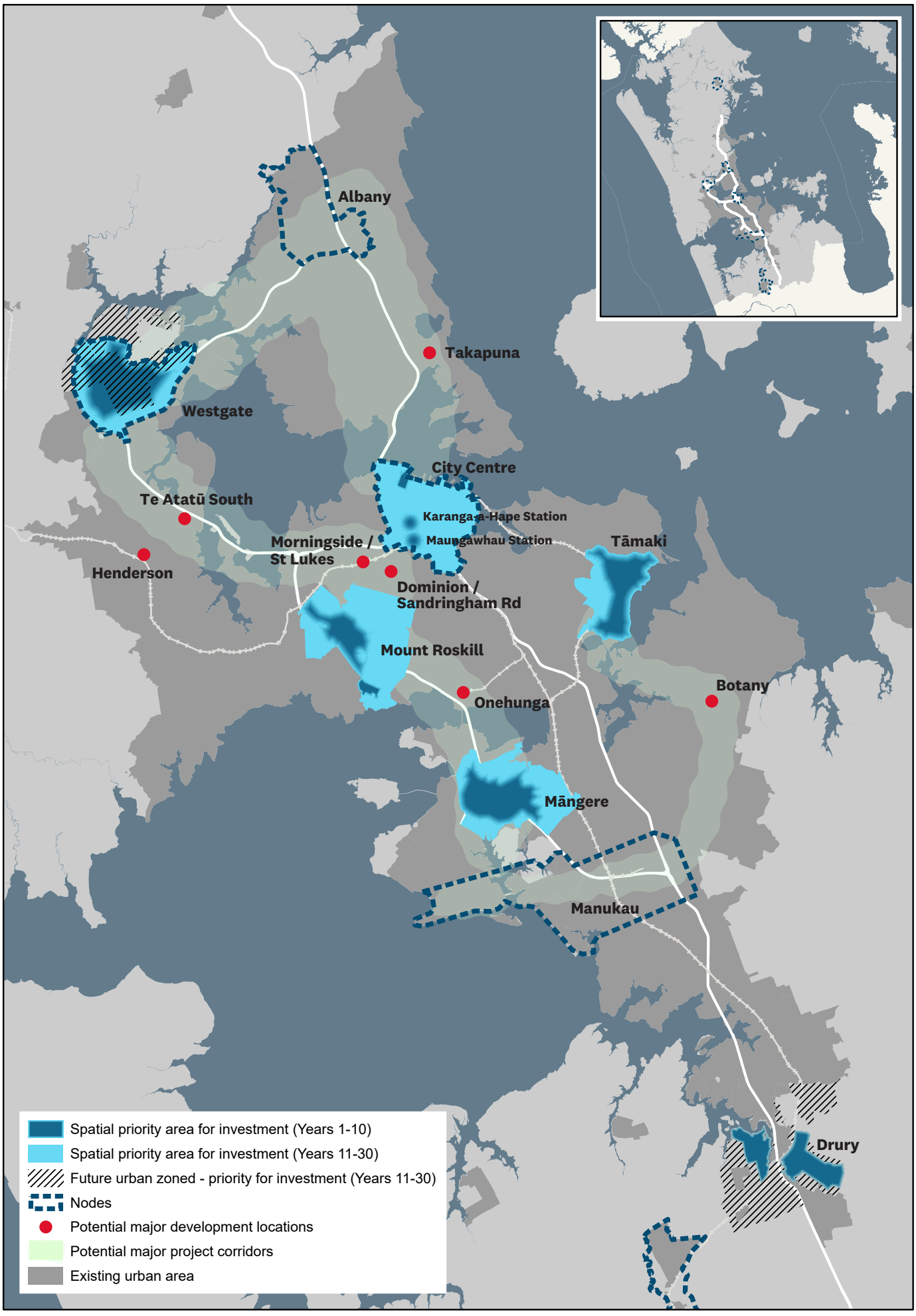


Figure 18: Spatial priority areas

4.2.6 Approach to natural hazard constrained areas

Background

There are many locations across Tāmaki Makaurau that are constrained, to various degrees, by different types of hazards (see maps in Appendix 1: Constraints on development). A natural hazard constraint does not however automatically indicate a high level of risk exposure to life or property. Still in some cases the level of risk exposure may be sufficiently high to warrant a limit on development in that area.

Constraints are included in assessing the suitability of areas for development in the region. The approach to constrained areas has two key aspects.

The first takes a region-wide approach and identifies locations most constrained by hazards, in the existing urban area where the council should focus initial investigations into appropriate adaptation responses.

The second relates to future urban areas and considers a range of criteria, including hazard constraints, to assess the suitability of locations for future development.

Key considerations

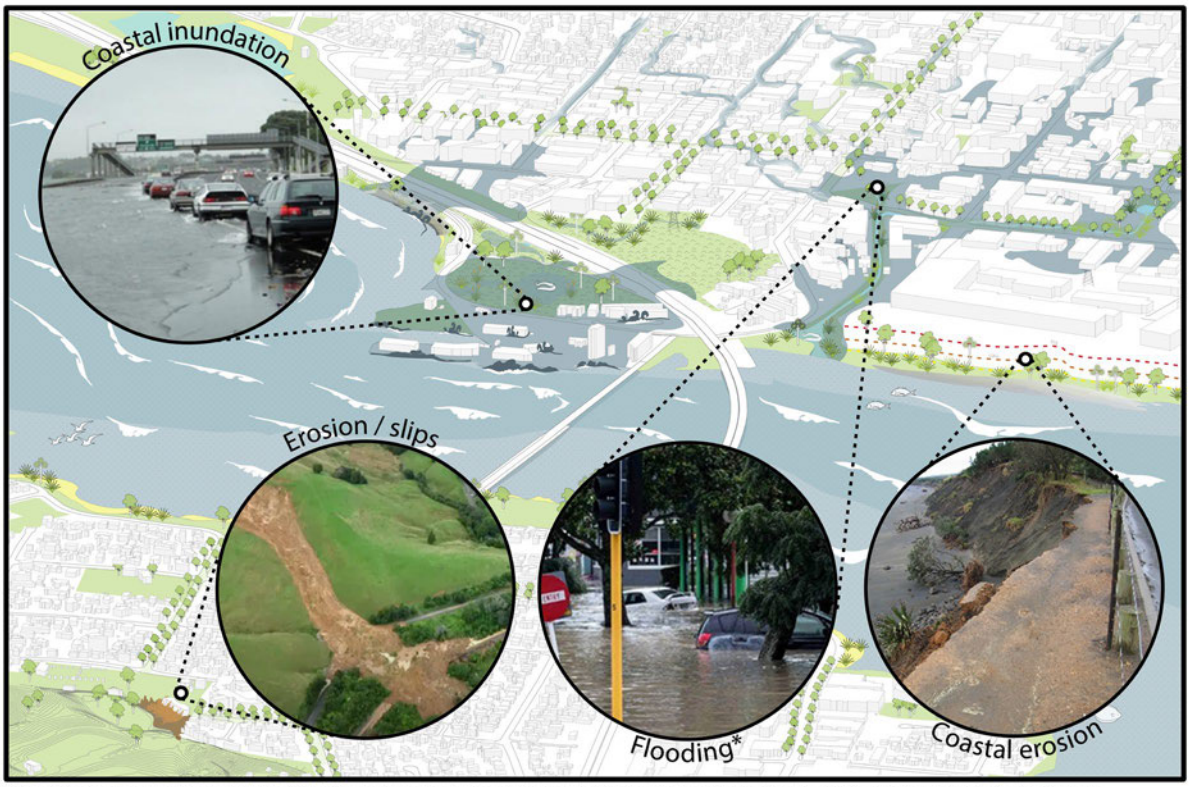
Though all risk exposure posed by hazards need to be assessed, the scale and the size of the region means potential hazard risks cannot practically be assessed everywhere, all at once.

The focus needs to be on a smaller number of constrained locations to focus on initially. In these locations, further investigation is needed to support communities to determine feasible adaptation responses over time (as discussed under Principle 2). The appropriate adaptation response options will depend on a combination of factors and will need to be worked through with mana whenua and the local community in each location.

The criteria used to identify areas to focus efforts on initially are the:

- extent of constrained area impacting residential and business zoning per location
- existing population density (i.e., how many people might be affected)
- the NZ deprivation index score, to ensure the focus is firstly on our most vulnerable communities (as communities with higher deprivation scores may have more difficulties adapting to, and recovering from, the impacts of hazards).

Future urban areas are yet to be developed and therefore do not have to same population density as existing urban areas. However, these areas equally need to be assessed to avoid potential future risk.



Flooding can occur as result of surface water, ground water, watercourse (fluvial), or overland flow path inundation

Way forward

Approach to hazard constraints in existing urban areas

Figure 19 highlights locations which are highly constrained by hazards in Tāmaki Makaurau and also have the highest population density and the highest levels of deprivation. These locations are shown in the darker red and orange, while beige shows those locations with the lowest combination of constrained areas, population density and levels of deprivation. This provides an overview and snapshot in time of where the council could initially focus adaptation efforts.

Further work is required to understand the individual hazard risks and extent in these locations to determine appropriate adaptation responses, and to align any initiatives with the council's short-term flood response to the extreme weather events in 2023.

Depending on the outcomes of adaptation planning, housing and business capacity may be affected. Should plan-enabled capacity be reduced or constrained, the approach set out on Principle 5 (c) will apply.

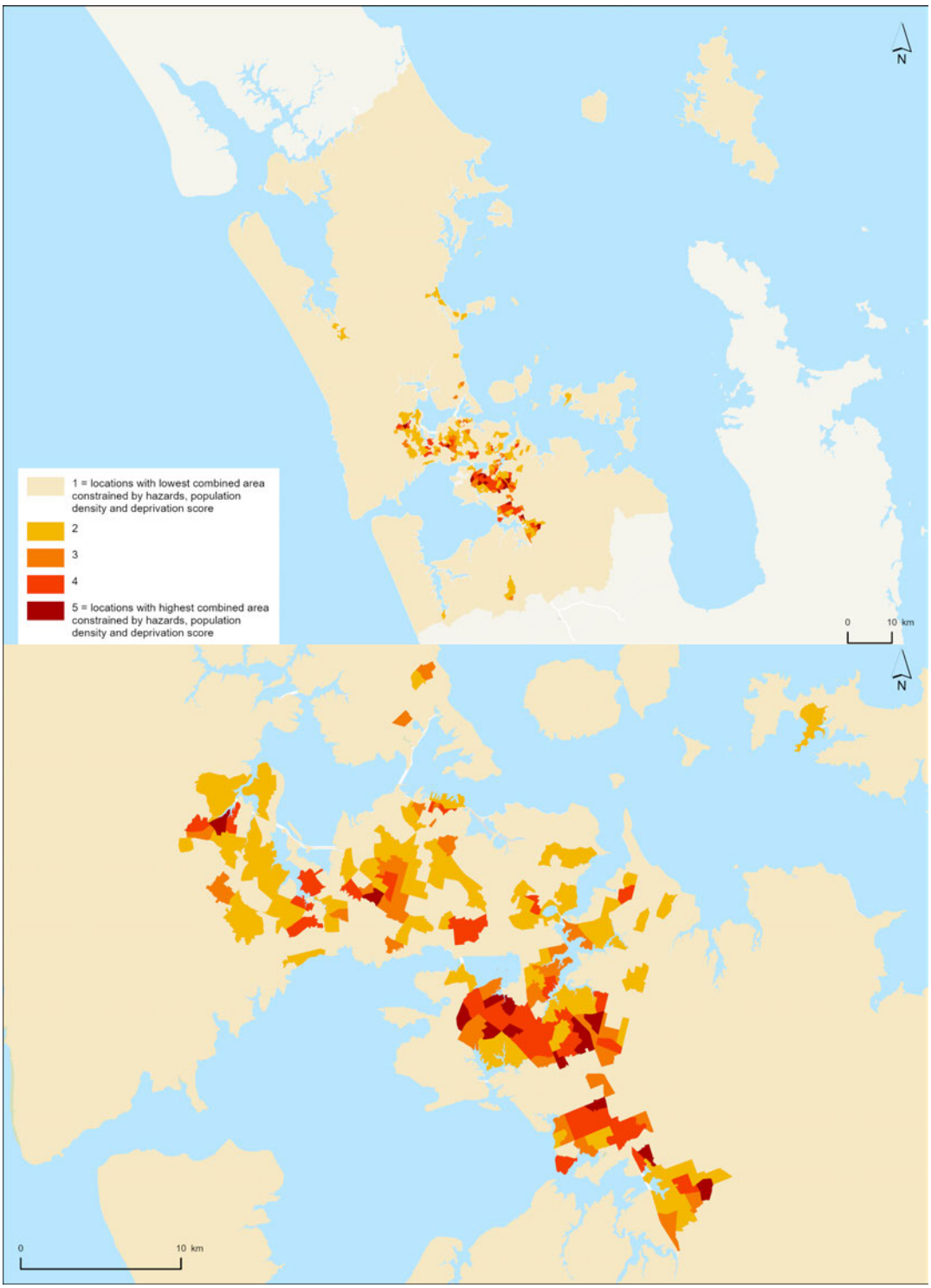


Figure 19: Map showing locations which are highly constrained by hazards with highest population density and deprivation

Approach to constraints in future urban areas

In future urban areas, the approach will be to remove the most constrained parts for future development. This results in the partial or entire removal of four areas, as listed below. For further information and maps see Appendix 7 and 8.

- Hatfields Beach stage 2
- Parts of Kumeū-Huapai-Riverhead
- Takaanini
- Parts of Drury-Ōpaheke

The council will develop more detailed evidence to input into future plan changes to re-zone these areas to an appropriate non-urban zoning. The boundaries of the areas affected are currently indicative and will be further refined through plan change processes.

Whilst the exact extent of areas to be rezoned to a non-urban zone is yet to be finalised, this will affect overall housing capacity. At this stage it is estimated that there may be a loss of around 5,000 dwelling units. Where plan-enabled capacity is reduced, the approach set out in Principle 5(c) will apply.

Areas with moderate exposure to hazards, and that need to consider other factors such as infrastructure delays and/or VKT reduction, are proposed for further investigation. Further analysis is needed to better understand the appropriateness of these areas for future growth and what the most suitable management response could be. The areas identified for further investigation are listed below. For further information and maps see Appendix 7 and 8.

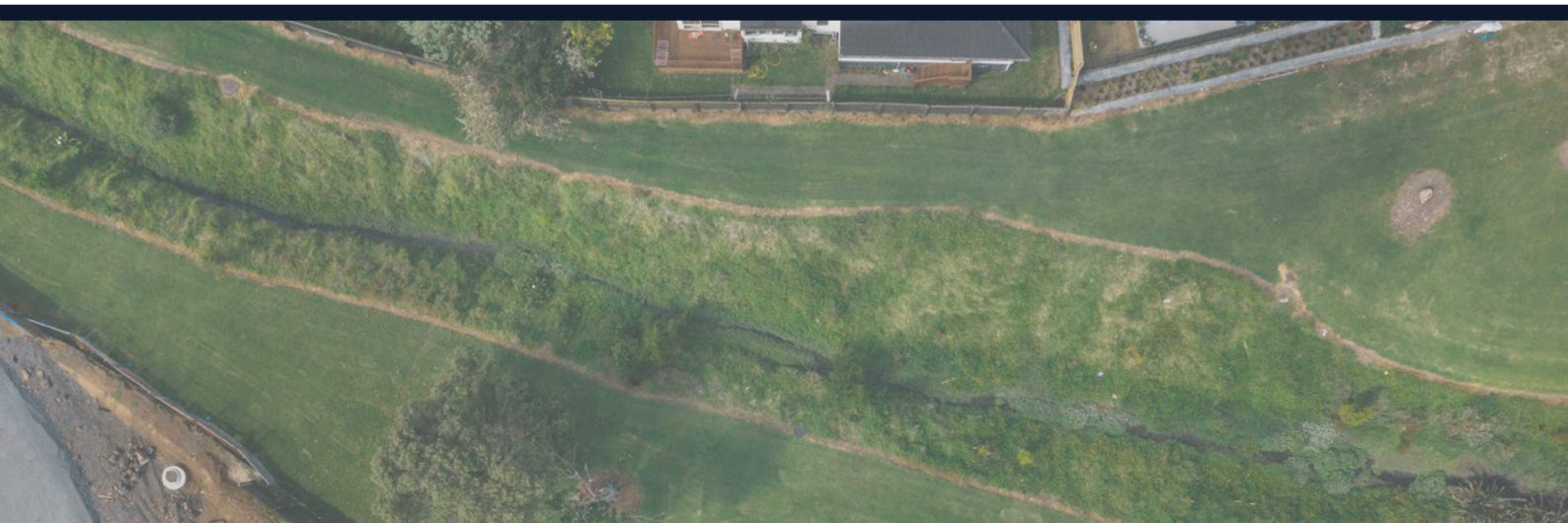
- Warkworth North-east and Warkworth South
- Dairy Flat
- Wainui East
- Upper Ōrewa
- Kumeū-Huapai (whole FUA)
- Riverhead
- Albany Village 2
- Oruarangi 2

Supporting actions

The following supporting actions do not form part of the Future Development Strategy but are required to support the spatial response. Further investigate hazard types and exposure to risk, starting with the initial locations identified in the Future Development Strategy, and pilot programmes to develop appropriate adaptation responses.

- Further investigate hazard types and exposure to risk, starting with the initial locations identified in the Future Development Strategy, and pilot programmes to develop appropriate adaptation responses.
- Strengthen natural hazard risk management plan provisions.
- Initiate a plan change to remove, or remove in part, future urban areas in Kumeū-Huapai (in part), Takaanini, Drury-Ōpaheke (Slippery Creek) and Hatfields Beach (as detailed in Appendix 7 and 8).
- Investigate the appropriateness of future urban areas at Warkworth North-east and Warkworth South, Dairy Flat, Wainui East, Upper Ōrewa, Kumeū-Huapai (whole FUA), Riverhead, Albany Village 2, Oruarangi 2 for future growth and what the most suitable management response could be (e.g. re-zoning) (as detailed in Appendix 7 and 8).

See Part 5 and appendix 12 for more information.




EXIT 24A
EXIT 24B
Wellsford
City Centre
3 km
3 km

Part 5| Implementation

As said in Part 3, setting the most appropriate land use pattern is part of achieving better long-term outcomes, but it needs to be supported by strong policy and implementation frameworks. To achieve the vision and goals of the Future Development Strategy, additional supporting actions are required as part of the 'response package'.

The detail or specifics of these actions are not yet known as they need to be further scoped and also aligned with other council work programmes such as Mahi Tahi Tatou, current flood recovery work, the Transport Emissions Reduction Pathway etc...

Still, for consultation purposes, the essence of these actions is included in this document. Key supporting actions that relate directly to the different spatial environments are highlighted in Part 4. The full list of actions can be seen in appendix 12.

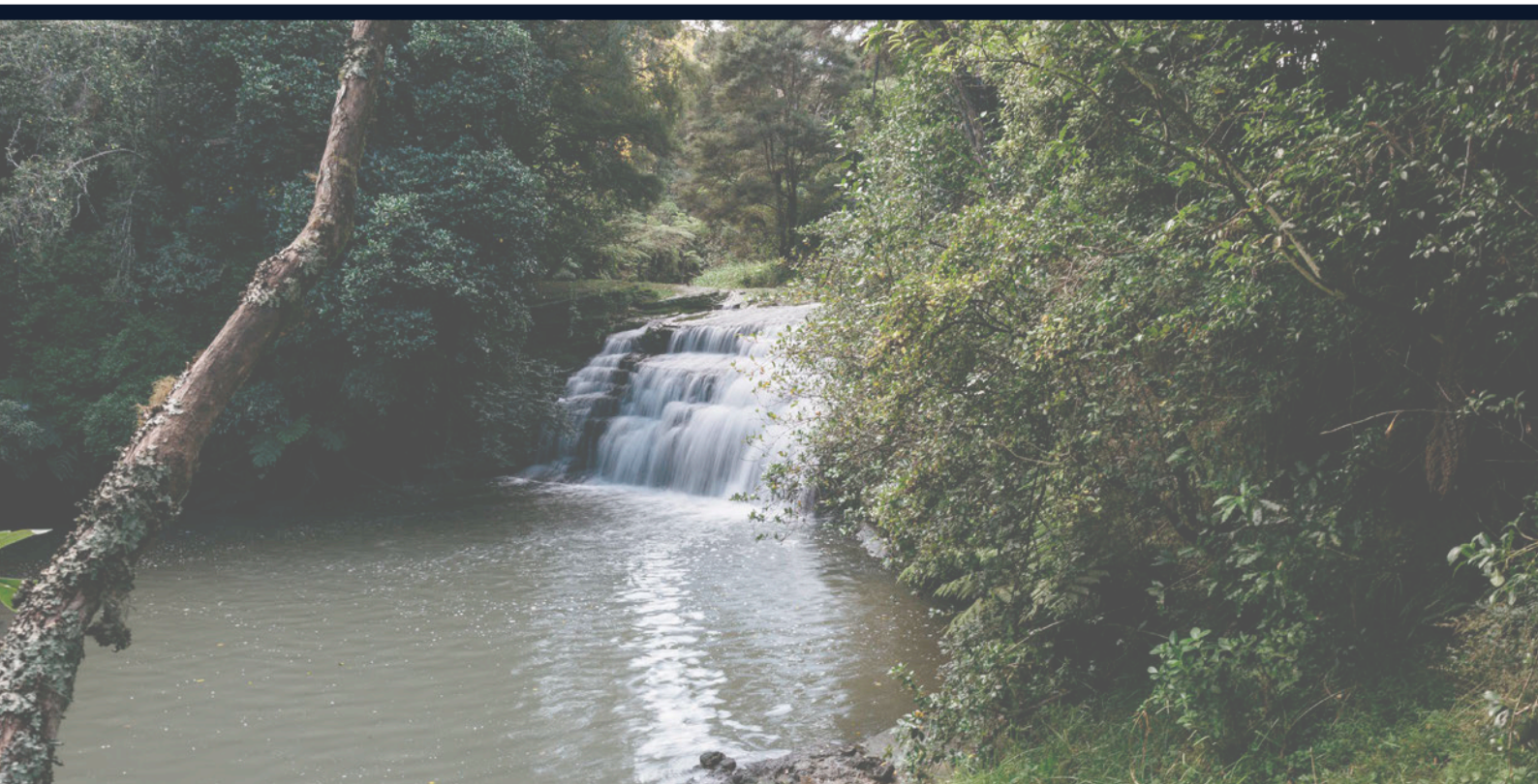
There are three broad categories of supporting actions:

- changes to the Auckland Unitary Plan (AUP)
- investment prioritisation
- advocacy, research and non-statutory approaches.

Following finalisation of the Future Development Strategy, a comprehensive implementation plan will be developed in accordance with the requirements of the NPS-UD. The implementation plan will provide more detail on the scope on these supporting actions, ascribe roles and responsibilities. It will also set out indicative timeframes for implementing actions, noting that associated resourcing is a matter for Annual Plan and Long-term Plan decision making.

The implementation plan will be reviewed annually and updated as required to respond to emerging challenges and change.

Appendices



Appendix 1: Constraints on development

This appendix contains five maps (figures 20-24), each showing the extent of the different groups of constraints to development[1]:

- natural hazards
- natural environment
- natural heritage
- highly productive land
- cultural heritage.

The different types of constraints have been grouped and categorised into three levels (primary/secondary/tertiary) as shown in Table 1 in Appendix 2: Types of constraints in Tāmaki Makaurau and level of constraints they present to development, taking into account some or all of the following factors:

- the current level of their environmental or cultural sensitivity/vulnerability to development
- the potential level of constraints posed by natural hazards
- the likely impact of regulations/policies that preclude development, e.g. through National Policy Statements, National Environment Standards and/or the Auckland Unitary Plan
- the ability to avoid or reduce negative impacts of development on the constrained area could be managed through design and engineering solutions.

Primary constraints represent a higher level / more challenging constraint to development. This could not be easily avoided or mitigated (e.g. coastal erosion or a Significant Ecological Area). Secondary constraints pose more moderate level/constraints to development. Tertiary constraints pose a low level of potential constraint and are more likely to be able to be avoided and/or mitigated.

All constraints have been jointly overlayed and their primary, secondary or tertiary category weighting accounted for, to identify particularly constrained areas of Tāmaki Makaurau where more than one constraint to development is present. The darker shaded areas on the maps overleaf show where there is more than one primary level constraint, in addition to other secondary and/or tertiary constraints. The lighter shaded areas represent less constrained areas in the region.

[1] The Future development strategies fact sheet (MfE, July 2020) advises that constraints may include hazards, for example, high-risk flood zones or areas with land instability. It may also include areas already protected for their environmental values, or important historic or cultural values.

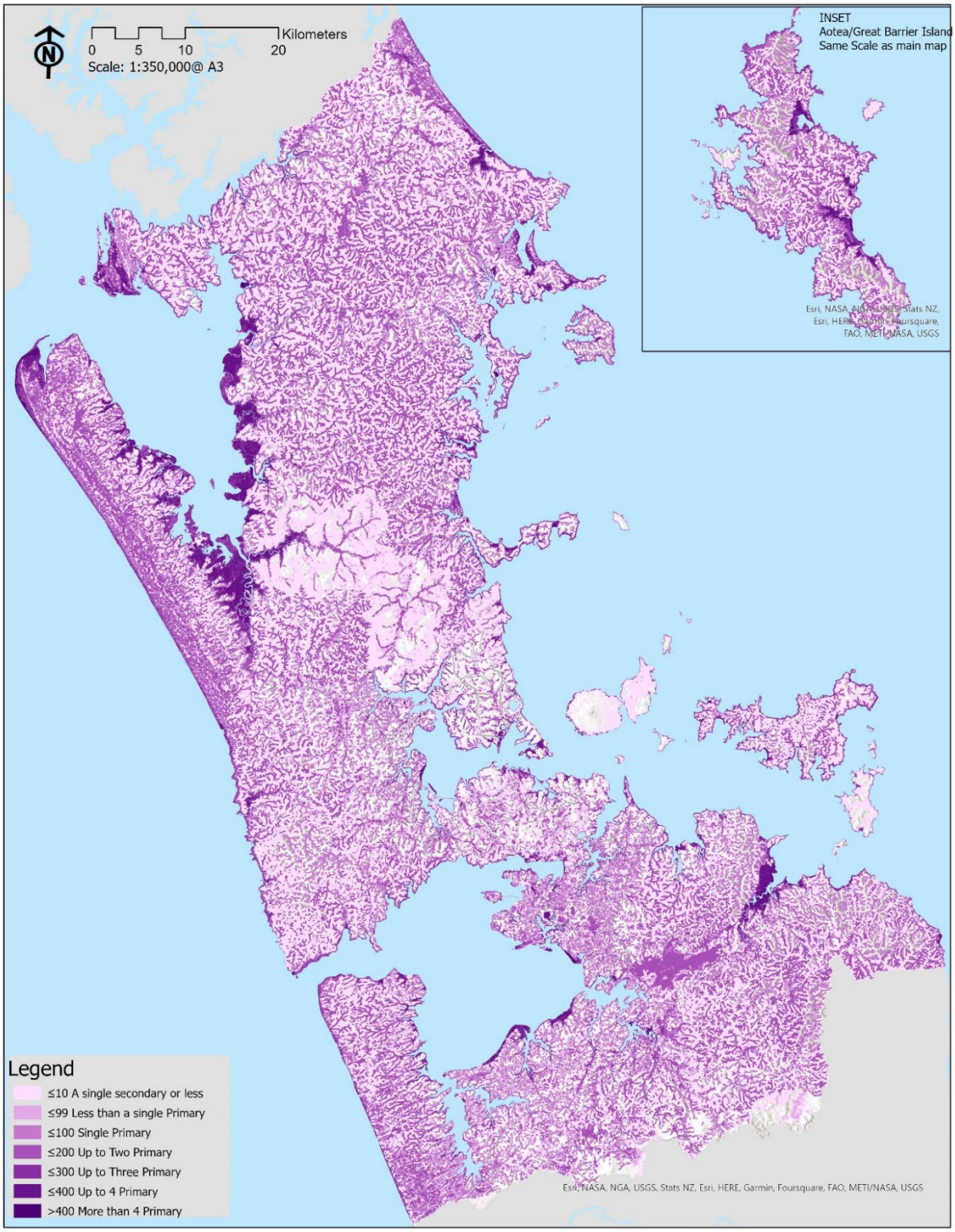


Figure 20 - Natural hazard constraints

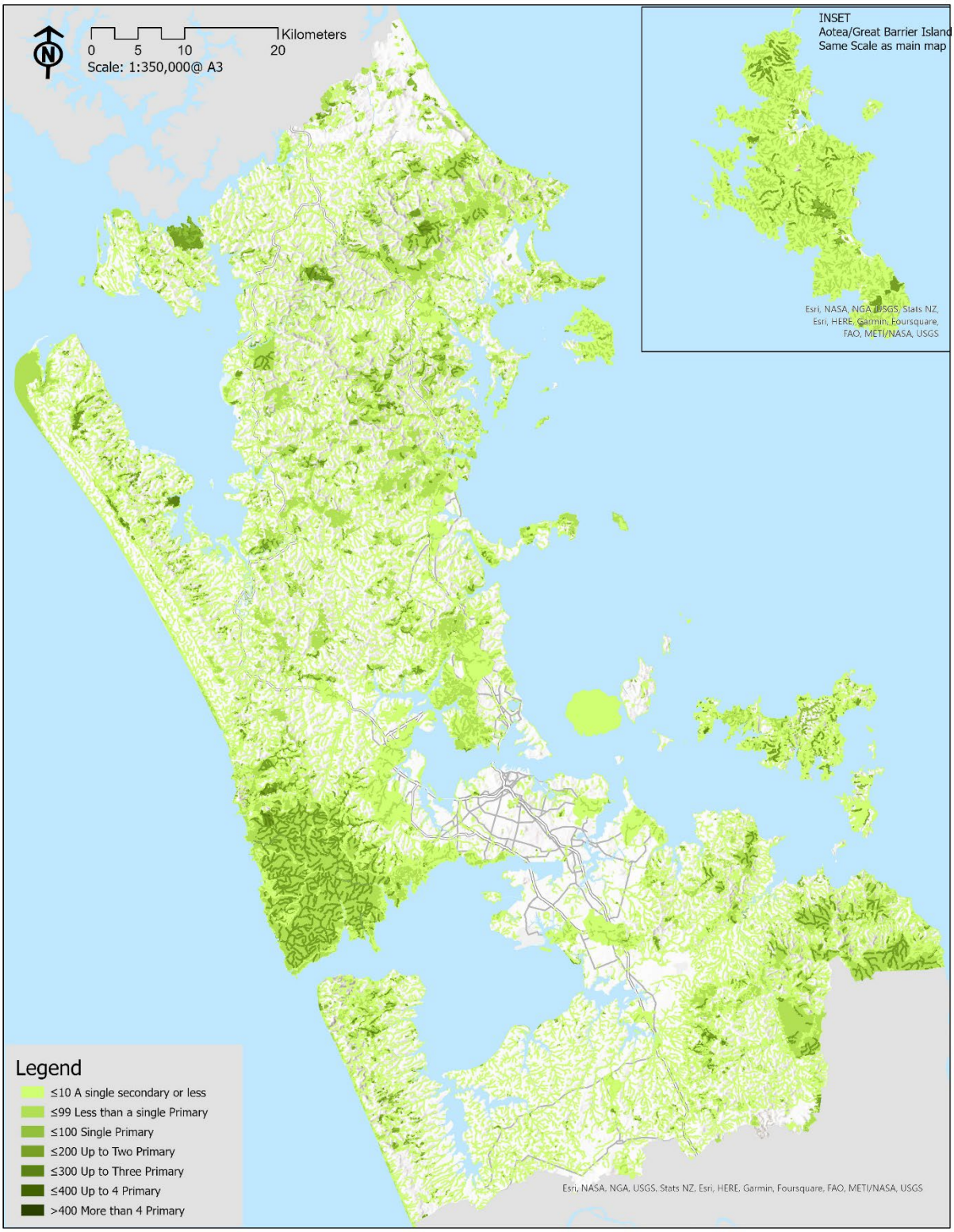
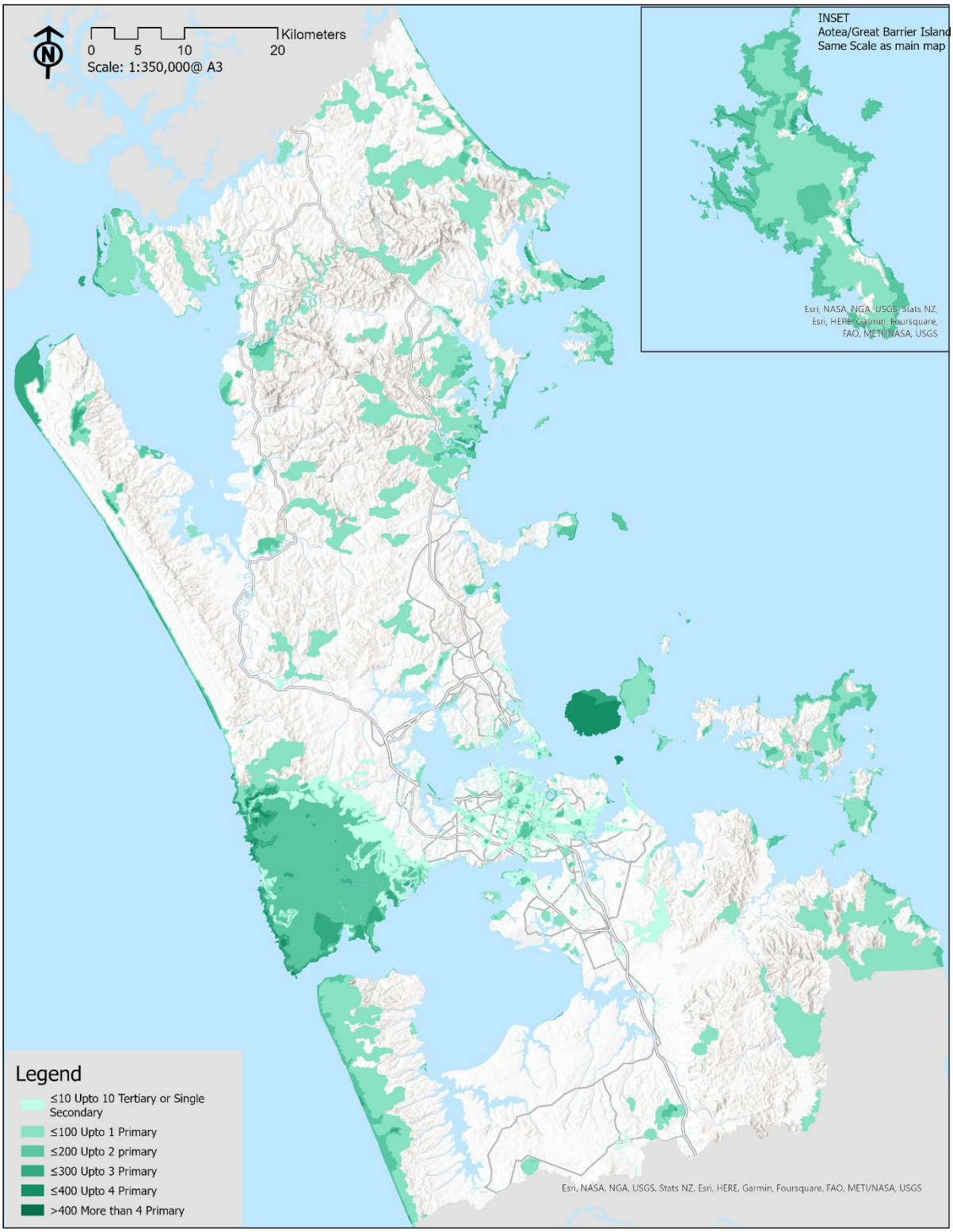


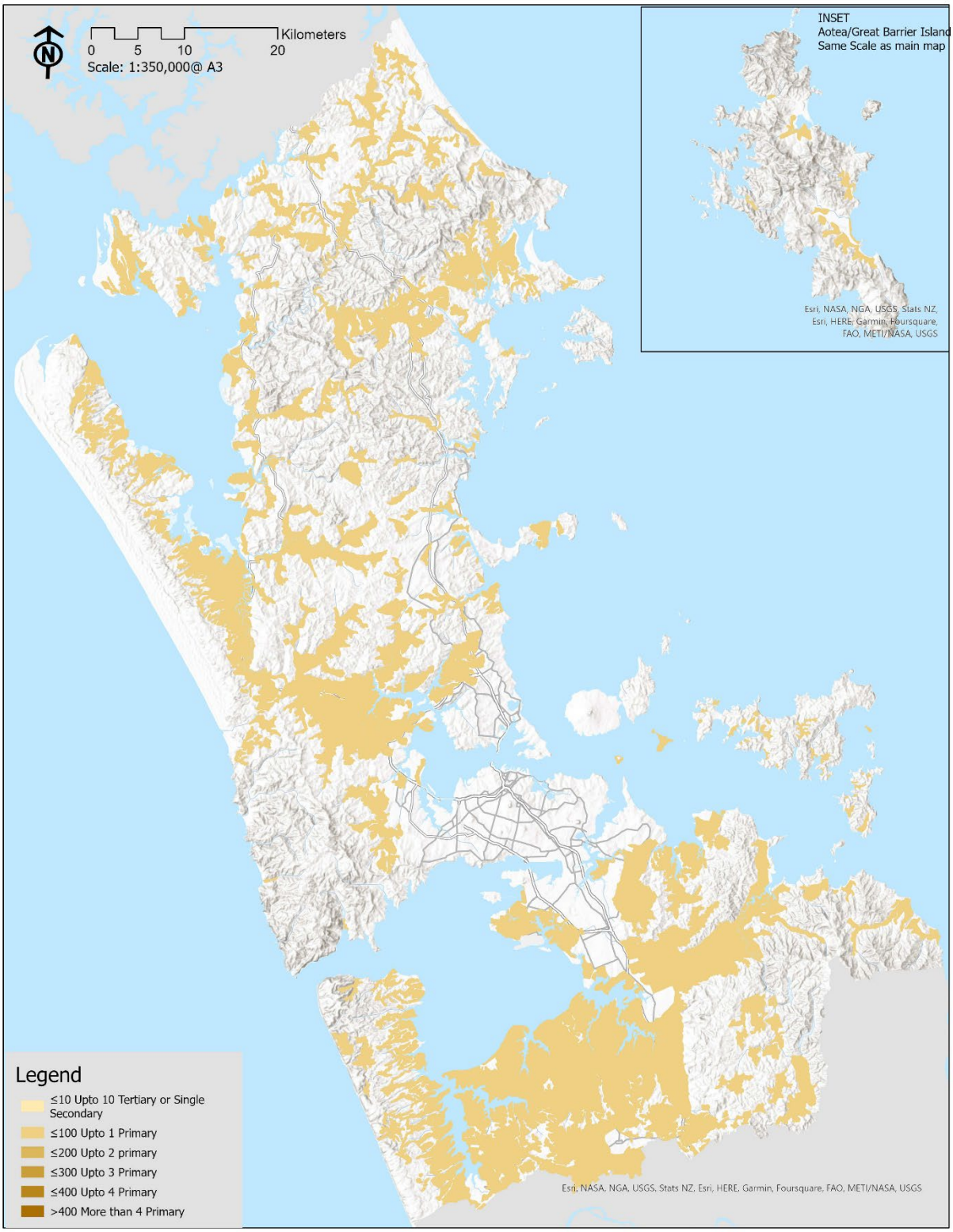
Figure 21 - Natural environment constraints



Draft Future Development Strategy
Natural Heritage Constraints, April 2023

Path: C:\FMETEMP\FDS Constraints Mapping\Map Projects\Processed Data for Portal\Processed Data for Portal.aprx

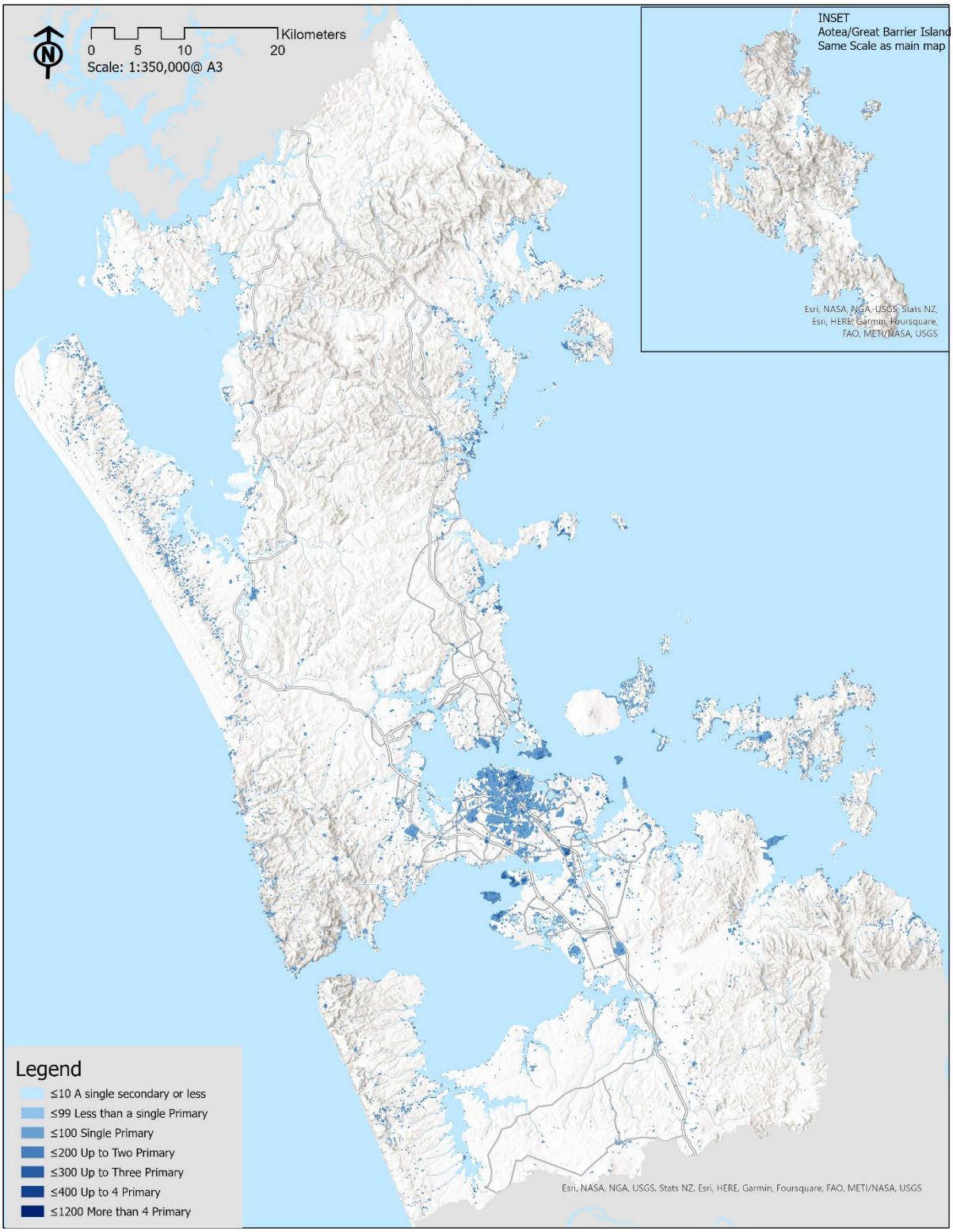
Figure 22 - Natural heritage constraints



Draft Future Development Strategy
LUC Class 1,2 & 3 Constraint, April 2023

Path: C:\FMETEMP\FDS Constraints Mapping\Map Projects\Processed Data for Portal\Processed Data for Portal.aprx

Figure 23 - LUC Class 1, 2, and 3 constraints



Draft Future Development Strategy
Cultural Heritage Constraints, April 2023

Path: C:\FMETEMP\FDS Constraints Mapping\Map Projects\Processed Data for Portal\Processed Data for Portal.aprx

Figure 24 - Cultural heritage constraints

Appendix 2: Types of constraints in Tāmaki Makaurau and level of constraint they present to development

Table 1 – Types of constraints in Tāmaki Makaurau and level of constraint they present to development

Constraint group	Level of constraint	Individual constraint name/description
Natural heritage		
Natural heritage	Primary	Outstanding natural features and outstanding natural landscape
		Outstanding natural character and high natural character
	Secondary	Waitakere Ranges Heritage area
		Notable trees
	Tertiary	Volcanic viewshafts and height sensitive areas overlay
		Ridgeline protection
Cultural and natural heritage		
Cultural heritage	Primary	Special character area Residential and Business (aligned with changes to qualifying matters)
		Historic heritage overlay
		Heritage NZ Covenants
	Secondary	N/A
	Tertiary	N/A
Mana whenua / Māori values	Primary	Sites of significance for mana whenua (Schedule 12 of the AUP)
	Secondary	N/A
	Tertiary	Cultural Heritage Index
Natural environment		
Freshwater and coastal water ecosystems	Primary	Natural inland wetlands – ecosystem current extent (Singers and Rogers) and wetland management areas
		Lakes (Natural Lakes Management Areas overlay and Urban Lakes Management Areas overlay)
	Secondary	Streams / Rivers (Natural stream management areas overlay; permanent and intermittent watercourses)
	Tertiary	Stormwater management area – Flow 1 and 2
Terrestrial ecosystems	Primary	Significant Ecological Areas (SEAs) -Terrestrial
		QEII covenants
	Secondary	Mapped Singers and Rogers Indigenous terrestrial ecosystems outside of SEAs
	Tertiary	N/A

Constraint group	Level of constraint	Individual constraint name/description
Natural hazards		
Coastal erosion	Primary	Areas Susceptible to Coastal Instability and Erosion (ASCIE) 2130 RCP 8.5 H+
	Secondary	N/A
	Tertiary	N/A
Coastal inundation	Primary	One per cent annual exceedance probability (1% AEP) plus 1m sea level rise (SLR) 1% AEP plus 2m SLR
	Secondary	N/A
	Tertiary	N/A
Flooding	Primary	1% AEP flood plains
	Secondary	Flood prone areas
	Tertiary	Flood sensitive areas
Land instability	Primary	N/A
	Secondary	N/A
	Tertiary	Landslide susceptibility 1997: High category
Liquefaction	Primary	N/A
	Secondary	N/A
	Tertiary	Liquefaction Vulnerability Areas (2021): Level A – Liquefaction Damage is Possible
Geohazards		
Settlement risk/Peat soils	Primary	N/A
	Secondary	N/A
	Tertiary	Peat soils
Contaminated land	Primary	N/A
	Secondary	N/A
	Tertiary	Closed landfills
Highly Productive Land		
Highly productive soils	Primary	Land Use Capability (LUC) class 1, 2 and 3 land (noting that the National Policy Statement for Highly Productive Land (NPS-HPL) states that until council has been through a process to identify and map highly productive land across the region, areas of LUC class 1, 2 and 3 should be considered as highly productive land)
	Secondary	N/A
	Tertiary	N/A

Appendix 3: Infrastructure to support development capacity

Auckland's infrastructure networks provide essential bulk services that enable the growth anticipated over the life of the Future Development Strategy. The following tables and maps show the likely bulk/significant development infrastructure and additional infrastructure required to support or service the development capacity. The following map shows the general location of the corridors and sites of required infrastructure over the first decade.

The projects identified have been either committed and funded or signalled. The timing of these key projects helps to inform a broad understanding of when and where growth at scale is likely to occur. There is particular uncertainty around the timing and delivery of medium and long-term projects due to the constrained financial environment and current planning underway. Waka Kotahi (New Zealand Transport Agency) and Kiwi Rail projects are also subject to funding by Central Government.

Note: The projects listed in the following tables are based on currently published information (for example the 2021 RLTP), are not exhaustive and there are interdependencies which may change as further investigations are completed. There are two key transport documents being consulted on and finalised this year that will affect the number and timing of projects in the transport list. They are the Auckland Rapid Transit Plan (ARTP) and the Tāmaki Makaurau Integrated Transport Plan (TMTP).

Public transport & active mode network projects*

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
• Rosedale Road corridor • Northwestern Bus improvements • Lincoln Road Corridor Improvements Project (multi-modal) • City Rail Link • Carrington Road Upgrade • Connected Communities – Urban Active Links • Eastern Busway • Airport to Botany Stage 2 Bus Improvements • Papakura to Pukekohe Rail Electrification • Drury Railway Station (Drury Central) • Ngākōroa Railway Station (Drury West) • Paerātā Railway Station (Paerata) • Third Main Line • Rail Network Rebuild	• Northern Busway Enhancements • State Highway Improvements (north)# o Walking and Cycling path along SH1 (Albany to Grand Drive, Ōrewa) o Connection from the active mode corridor at Silverdale to Highgate Parkway (the Silverdale to Highgate Active Mode connection) o Wainui interchange active modes upgrade • North West Rapid Transit Network (City centre to Westgate) • Upper Harbour (SH18) Rapid Transit Network • Waitematā Harbour Connections • Downtown Bus Improvements	• North Shore Rapid Transit Network • North West Rapid Transit Network (extension to Huapai) • New Lynn to Ōnehunga

	• Auckland Light Rail (City Centre to Māngere) • New Lynn to Ōnehunga • Sylvia Park Bus Improvements • Airport to Botany Stage 2 Bus Improvements • Southwest Gateway 20Connect	

**These projects are delivered by Auckland Transport with support from Waka Kotahi and Kiwi Rail*

Road network projects *

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
• Penlink • Ara Tūhono project (Pūhoi to Warkworth) • The Papakura ki Pukekura - Papakura to Bombay project (Stage 1 Papakura to Drury)	• Ara Tūhono project (Warkworth to Wellsford) • State Highway Improvements (north)# o SH1 widening (between Lonely Track Bridge and Silverdale interchange) o Silverdale Interchange upgrade o Wilks Road interchange o Upgrade to Redvale interchange (upgrading the proposed Ō Mahurangi Penlink interchange) • Waitematā Harbour Connections • SH16 & SH18 Upgrades • Drury to Pukekohe Corridor • Mill Road#1 • The Papakura ki Pukekura - Papakura to Bombay project (Stage 2) • East – West Link	• Mill Road • State Highway Improvements (north)#

**These projects are largely delivered by Waka Kotahi with support from Auckland Transport.*

#Projects still subject to business case work and statutory processes.

#1 Full description of the Mill Road north area: Redoubt Road from Hollyford Drive to Mill Road; Murphys Road from Flatbush School Road to Redoubt Road; Mill Road from Redoubt Road to Hamlin Road; Cosgrave Road from Hamlin Road to Fernaig Street.

Wastewater projects*

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
• Warkworth Wastewater Growth Strategy • North East Sub-regional wastewater servicing • Wellsford Treatment Plant upgrade • Western Isthmus Programme • Central Interceptor • Southern Auckland Wastewater Service Scheme • Drury West transmission sewer • Paerata transmission wastewater pumpstation • Pukekohe Treatment Plant capacity • South-west wastewater upgrade	• Army Bay wastewater treatment plant upgrade • Hibiscus Coast wastewater network improvements • Rosedale Treatment Plant capacity • Northern Interceptor Phase 2 • Whenuapai and Redhills wastewater scheme • Helensville wastewater treatment plant upgrade • Māngere treatment plant capacity • Pukekohe treatment plant capacity • Southern Interceptor Augmentation Stage 2 • Beachlands Maraetai servicing	• Army Bay treatment plant capacity • Māngere Treatment Plant capacity

*These projects are delivered by Watercare

Water supply projects*

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
• Tamaki regeneration and Kainga Ora water network upgrades • Wellsford water treatment plant upgrade • Ōrewa 3 watermain • Brigham Creek pump station Whenuapai Redhill package 1 • Huia water treatment plant • Redoubt Road reservoir expansion • Hingaia watermain enhancement – Southern Auckland • Drury South resilience watermain • Waikato A water treatment plant	• Waitākere 2 watermain • Helensville water treatment plant upgrade • Trig Road reservoir • North Harbour 2 watermain project • Reservoir storage capacity • Waikato treatment plant capacity	• Warkworth water supply capacity • Waitematā Harbour Connections (watermain) • Ardmore water treatment plant upgrades

*These projects are delivered by Watercare

Stormwater projects*

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
• Awakeri Wetlands • Bottle Top Bay Asset Acquisition and Redevelopment • Te Whakaoranga o te Puhinui (Puhinui Stream regeneration): o Rata Vine Stream Naturalisation o Hayman Park Wetland Upgrade (Stage 1) o Stream Restoration DHB Land • Tararata Creek catchment flooding (Moyle Park Detention) • Te whakahou wai ua i Te Kūiti Te Atatū (Te Atatū Peninsula stormwater upgrade) • Redhills HIF stormwater management	• Flannagan Road / NIMT culvert upgrade • Hayman Park Wetland Upgrade (Stage 2)	• Takanini North Conveyance channels and stormwater mitigation devices

*these projects are largely delivered by Auckland Council

Additional Infrastructure (community facilities, solid waste) projects*

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
Waste • Food scraps services bins • Community Recycling Centres (CRCs) • Refuse Transfer Stations Community Facilities • Community Facilities Network Action Plan/ Community Services Provision projects	Waste • VISY Materials Recovery Facility (MRF) upgrade Community Facilities • Community Facilities Network Action Plan/ Community Services Provision projects	Waste • New food scraps processing facility • New Materials Recovery Facility (MRF) Community Facilities • Community Facilities Network Action Plan/ Community Services Provision projects

**Understanding where facilities are needed across a regional level is an important aspect to supporting development capacity.*

Key infrastructure growth projects to support development capacity (Years 1-10)

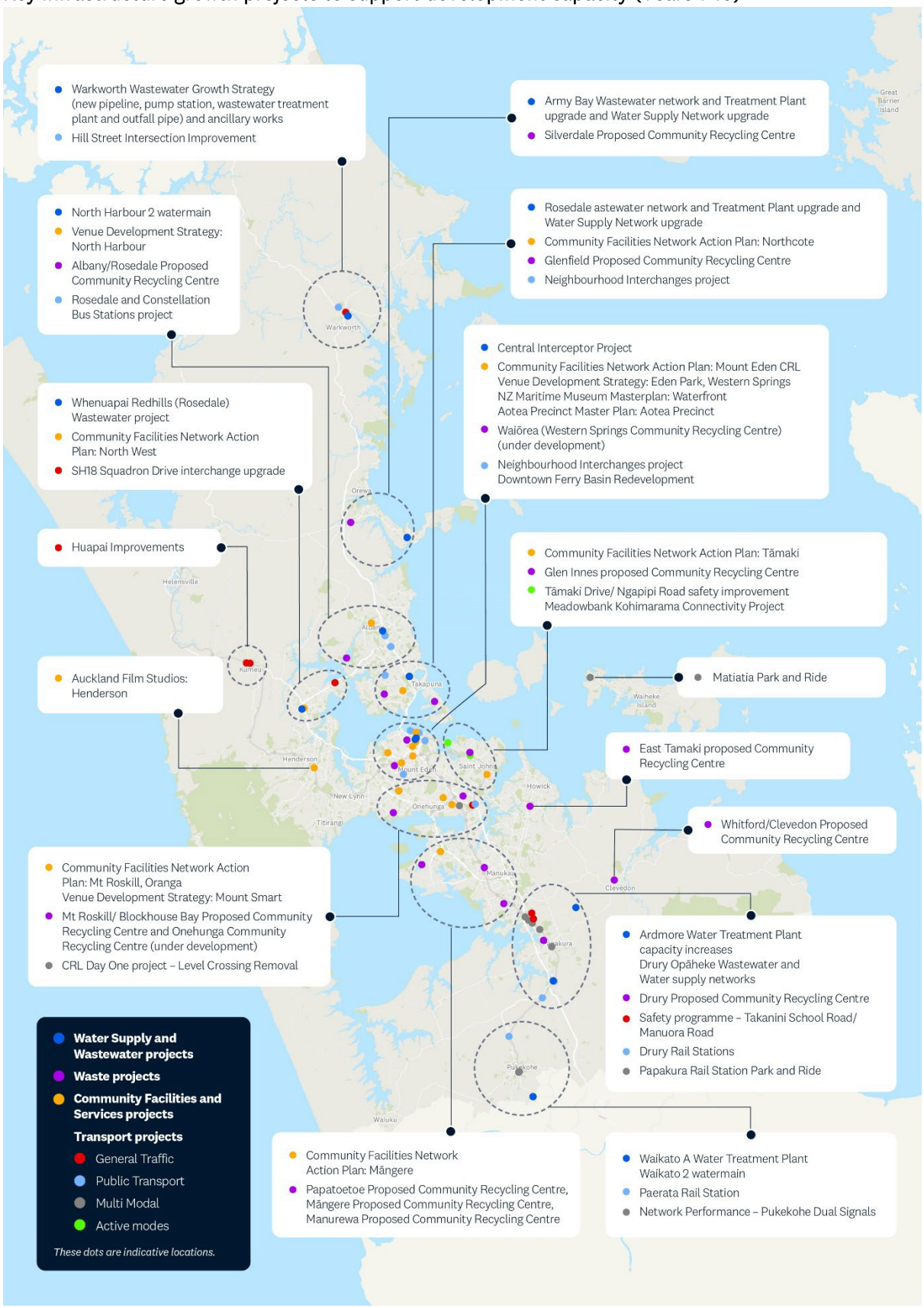


Figure 25 - Key infrastructure growth projects to support development capacity (Years 1-10)

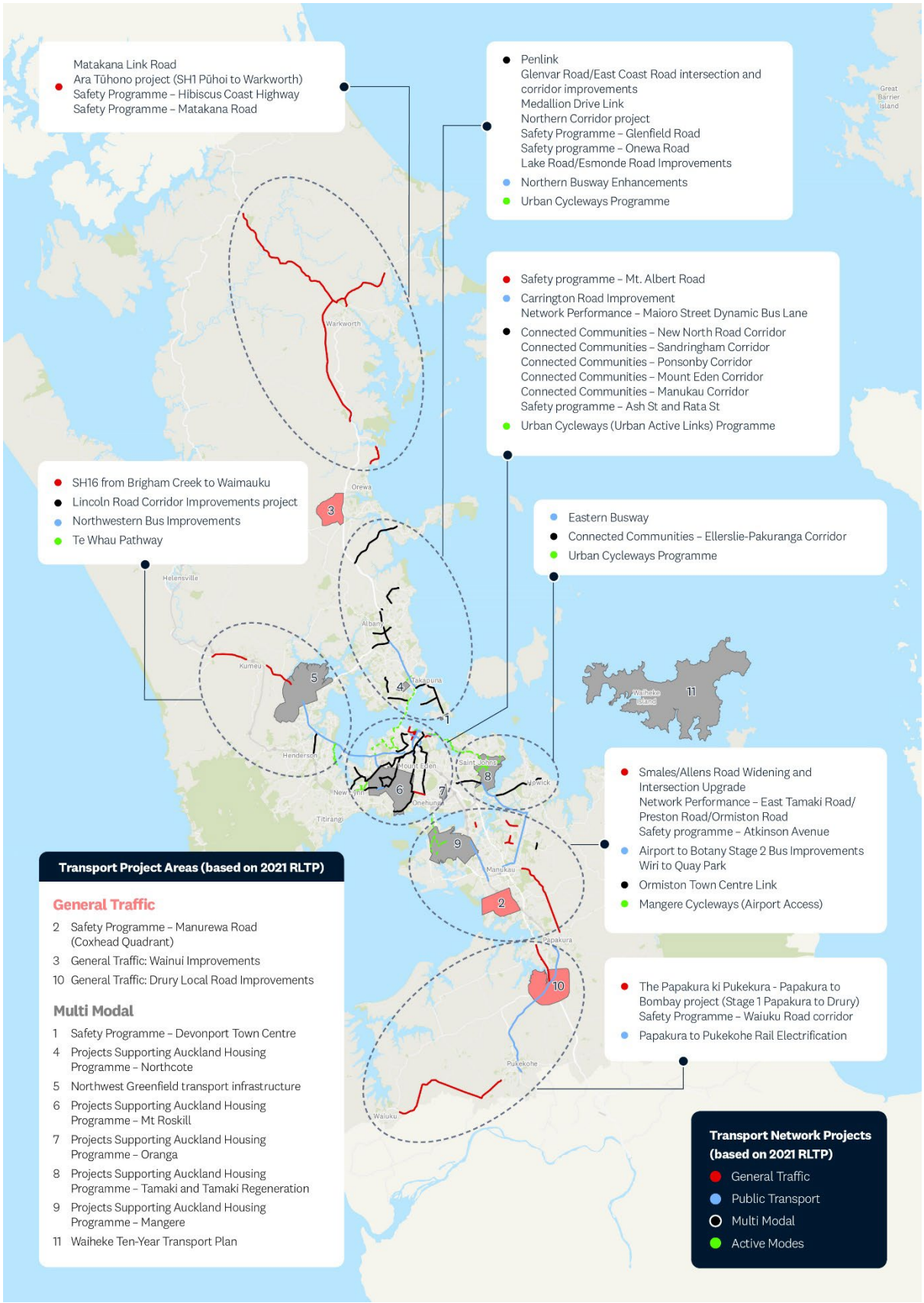


Figure 26 - Key transport projects (based on 2021 RLTP) to support development capacity (Years 1-10)

Appendix 4: Development capacity

To meet expected demand for housing over the next 30 years in Tāmaki Makaurau, around 773,000 dwellings are needed to provide sufficient development capacity. The total plan-enabled net housing capacity is 2,345,500. Table 2 shows the broad locations of residential development capacity in the existing urban area. Figure 27 shows the distribution of plan-enabled floorspace in the business zones, mixed use and centre zones, and residential zones.

Table 2 – Broad locations of development capacity in the existing urban area

	Dwellings Enabled in Residential Zones			Dwellings Enabled in Business Zones				
Location	Current Dwellings	Gross Capacity	Net capacity	Current Dwellings	Gross Capacity	Net capacity	TOTAL NET CAPACITY	TOTAL GROSS CAPACITY
Central City	500	1,300	800	26,100	107,000	80,900	81,700	108,300
Inner Suburbs	14,200	34,900	20,700	3,600	18,900	15,300	36,000	53,800
Isthmus Brownfield	133,700	633,300	499,600	8,100	119,200	111,100	610,700	752,500
Northern Brownfield	83,000	391,000	308,000	3,400	75,600	72,200	380,200	466,600
Western Brownfield	32,800	160,600	127,800	2,600	28,700	26,100	153,900	189,300
Southern Brownfield	68,100	392,300	324,200	1,700	57,400	55,700	379,900	449,700
Eastern Brownfield	56,800	284,700	227,900	700	28,800	28,100	256,000	313,500
Northern-western Greenfield	56,700	238,100	181,400	1,000	32,200	31,200	212,600	270,300
Southern Greenfield	7,700	75,000	67,300	100	3,600	3,500	70,800	78,600
Northern Towns	8,100	60,400	52,300	300	4,300	4,000	56,300	64,700
Southern Towns	13,200	96,000	82,800	300	7,700	7,400	90,200	103,700
Rural	5,100	22,100	17,000	-	200	200	17,200	22,300
Total	479,900	2,389,700	1,909,800	47,900	483,600	435,700	2,345,500	2,873,300

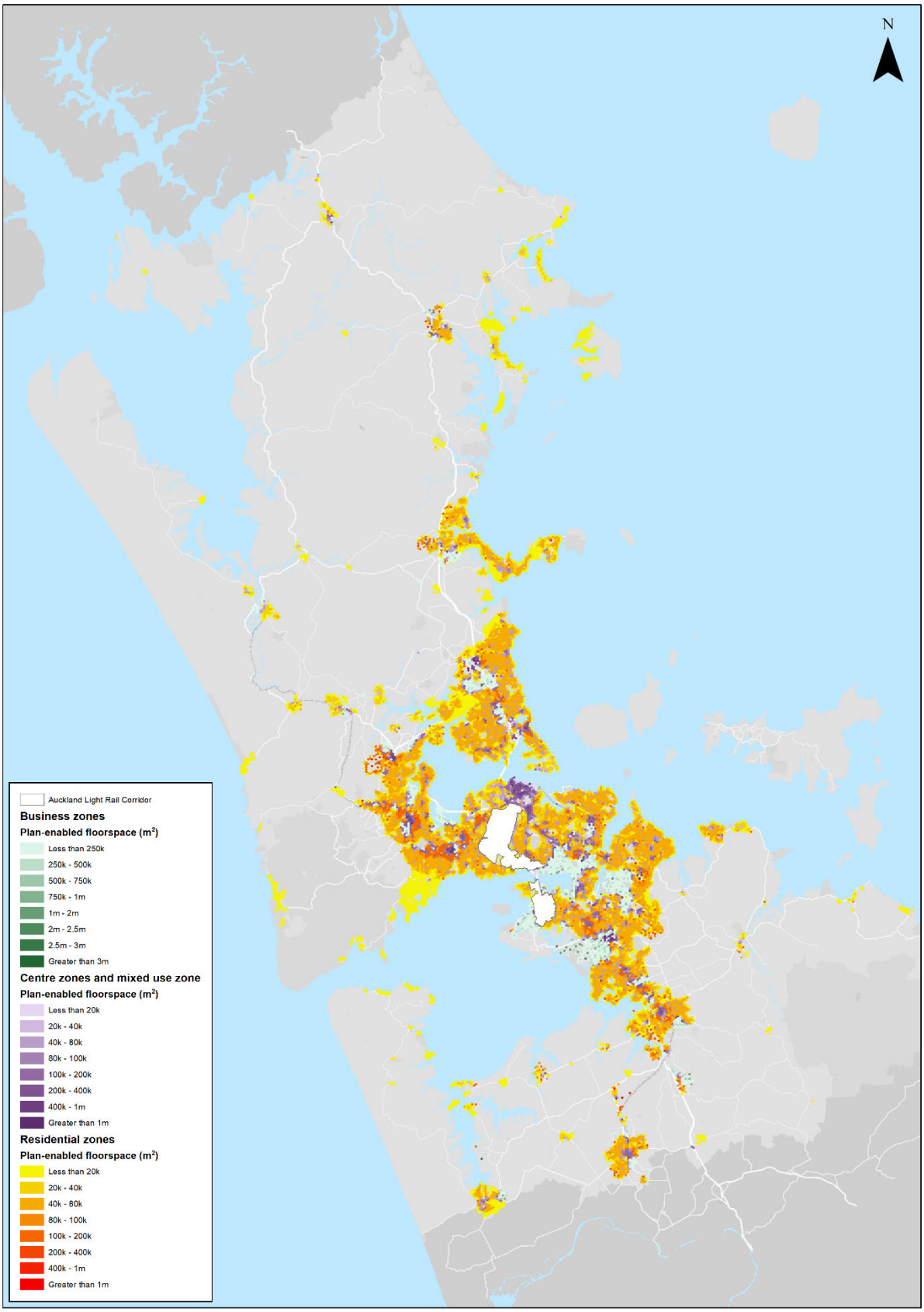


Figure 27 - Distribution of plan-enabled capacity

Appendix 5: Information on the nodes

Albany

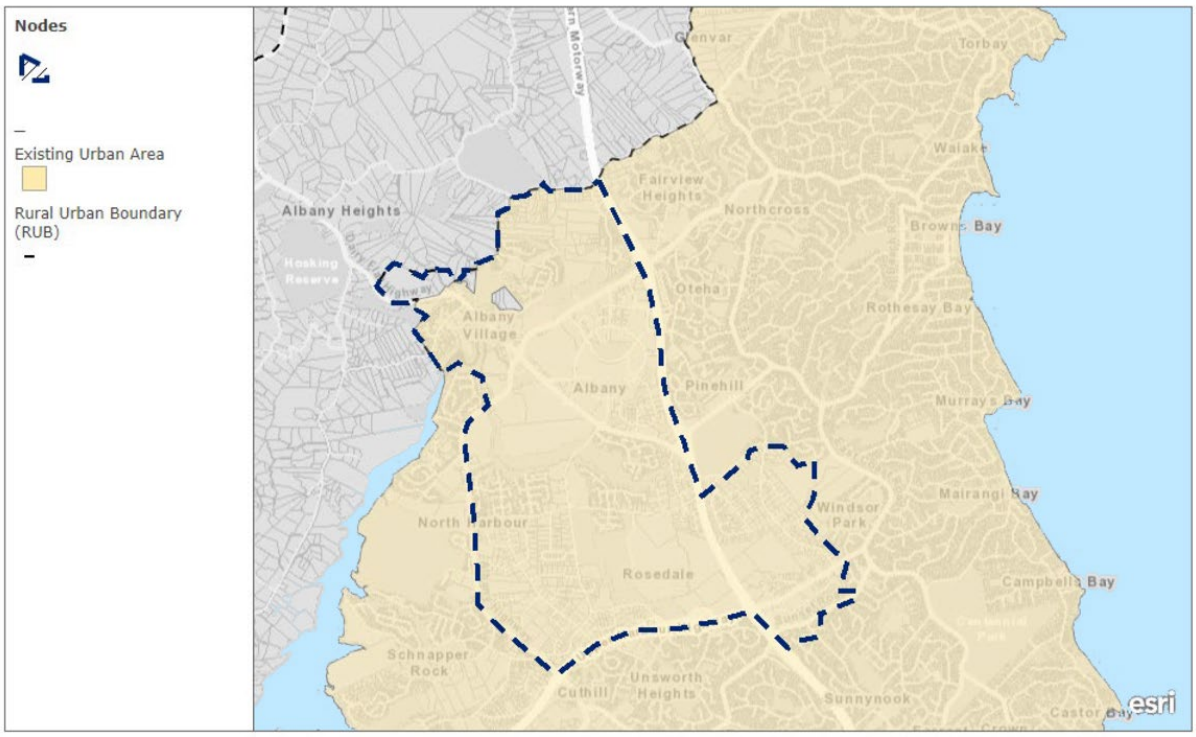


Figure 28 - Albany urban node

Albany has a significant strategic role as an urban node. It will continue to evolve and develop as the key node for the north of Tāmaki Makaurau. Albany has significant opportunities for additional business and residential growth.

The last five years have brought several major infrastructure projects that will have significant positive impact on growth within the node. Possible future major projects such as the Waitematā Harbour Connections will also accelerate further future growth in the area.

Opportunities:

- Residential intensification and mixed use
- Albany does not yet have many higher density mixed use residential developments typical of more established centres, such as Takapuna. However, recent developments such as Library Lane and the Rose Garden Apartments are proving successful and increasing its residential appeal.
- Improved connectivity with nearby employment areas in Rosedale and Apollo Drive
- Good location to centralise major facilities and services such as hospital, court, university, library
- Partner with mana whenua.

Westgate

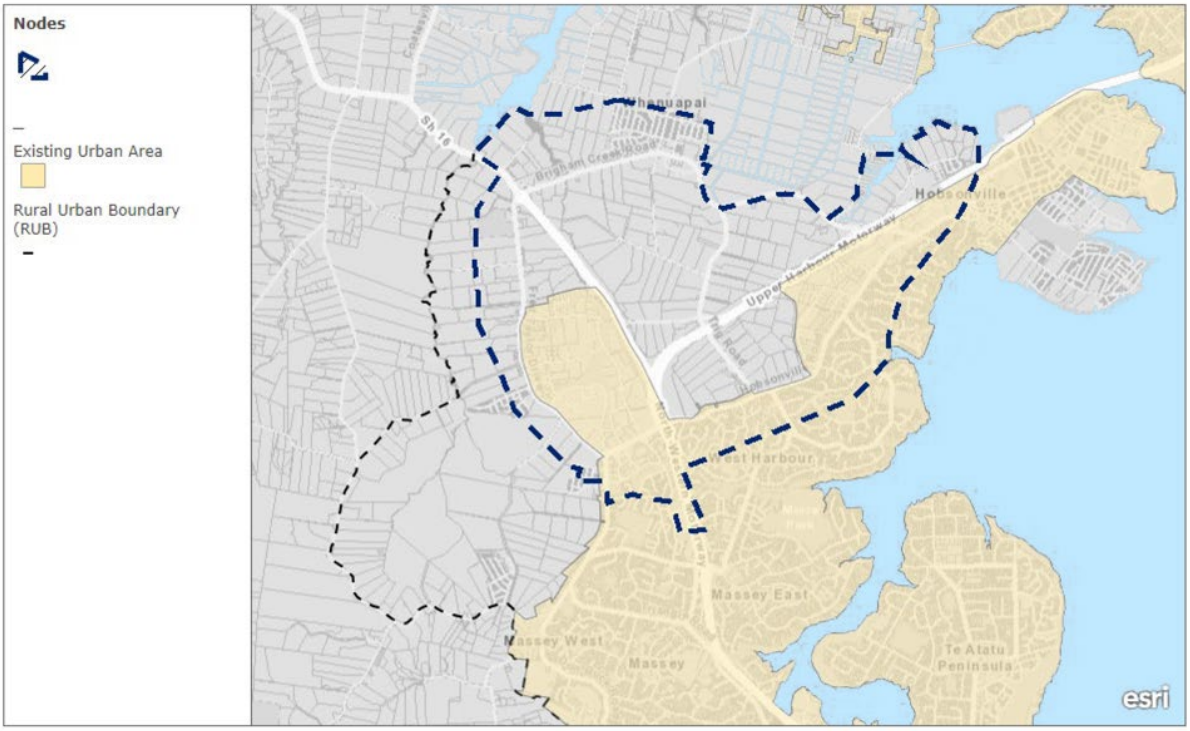


Figure 29 - Westgate urban node

Westgate is at an early stage of development compared with the other nodes. Westgate serves local established residential areas such as Henderson and Massey. It is a focal point for the significant growth area of the north-west, including the future urban areas around Red Hills, Whenuapai and Kumeū-Huapai.

Its development focuses on business and employment areas that are key to the sustainable development of the north-west. The area is well connected to the other parts of the city via the north-western motorway.

Westgate will require substantial future transport and other infrastructure investment to perform well and to service the existing surrounding growing residential areas.

Opportunities:

- Integrated development of the surrounding future urban areas
- Improved public transport
- Transformation of parts of the existing business and employment areas to mixed-use environments where practicable
- Integration and enhancement of the natural environment into the future urban areas of the node
- Partner with mana whenua.

City Centre

Figure 30 - City centre urban node

The city centre plays a critical role in the success of both Tāmaki Makaurau and New Zealand. One of its strengths is the concentration of population and economic activity. It is the main location for business, tourism, educational, cultural and civic activities in Tāmaki Makaurau. As the other nodes further develop and strengthen their role as sub-regional focal points, it is expected that the city centre will become an integral part of a network, supporting the multi-model growth approach.

The city centre has changed substantially over the past years, as a result of significant public and private investment in infrastructure and development projects.

The city centre node includes the city fringe.

Opportunities

- Improved accessibility/connectivity to wider areas – City Rail Link, Auckland Light Rail, Frequent Transit Network (FTN) and Rapid Transit Network (RTN)
- Redefining the new character of the city centre
- The city fringe, including Newmarket, Ponsonby, Parnell will also experience growth in their own way – they are already significant centres in their own right. Providing better connections between the city centre and the fringe would form a strong network of centres
- Partner with mana whenua.

Manukau

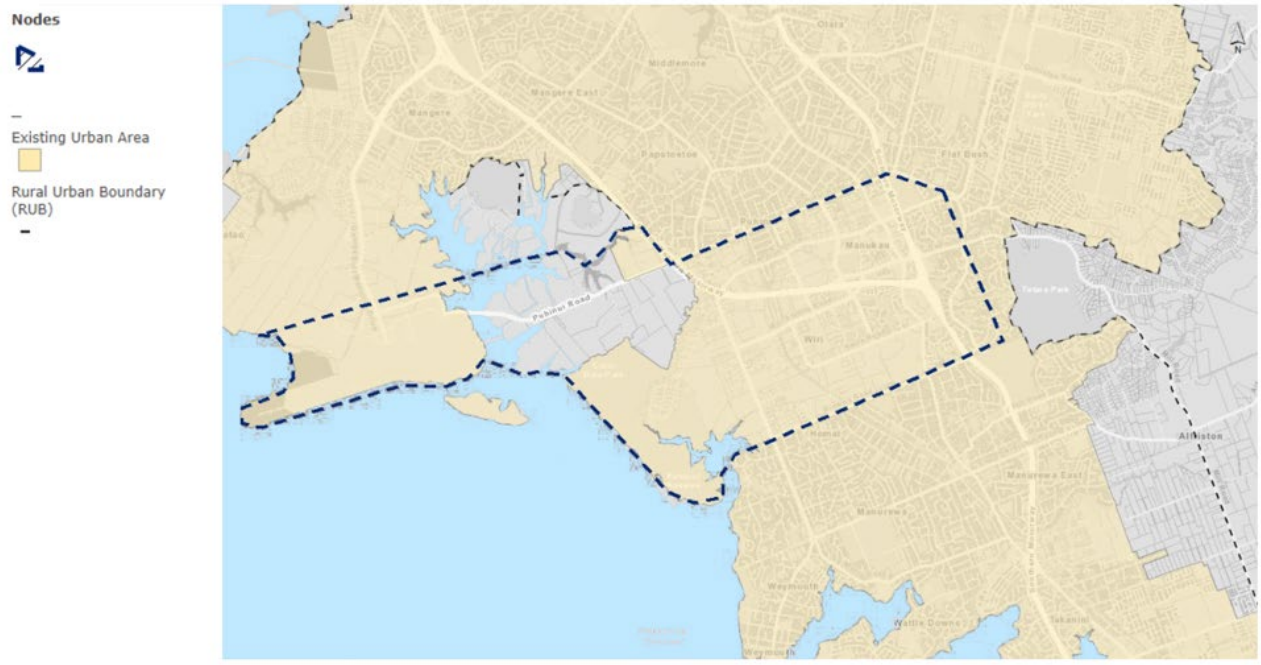


Figure 31 - Manukau urban node

Manukau is the largest and most established of the nodes outside of the city centre. Its civic, retail, education and cultural facilities provide for the wider population of the south. It includes key business and employment areas such as the Airport and Wiri. Manukau is in close proximity to major transport routes and interchanges.

Over the last five years major investments in the area have included rail electrification, the Puhinui train station upgrade, and the first stage of the Airport to Manukau Rapid Bus Transit. Significant residential growth is expected in Puhinui, Māngere, Middlemore, and Otara neighbourhoods.

Manukau has some challenges to address natural hazards, including a large floodplain, and some liquefaction potential associated with Puhinui Stream, to west of Manukau city centre,

<u>Opportunities:</u>

- Improved accessibility/connectivity to wider areas –Auckland Light Rail, Airport to Botany Rapid Transit
- Provide better local transport services to link with subregional and regional services
- Improvements to Manukau Central through projects such as Eke Panuku's Transform Manukau
- Reflect the multi-cultural community and culturally significant places
- Interpreting medium-high density housing in a local cultural context – e.g. multi-generation housing, housing for larger families
- Linking residential with environmental enhancements
- Enhancement of the natural environment through integrated catchment management, Puhinui Stream regeneration and increased tree coverage
- Partner with mana whenua.

Warkworth

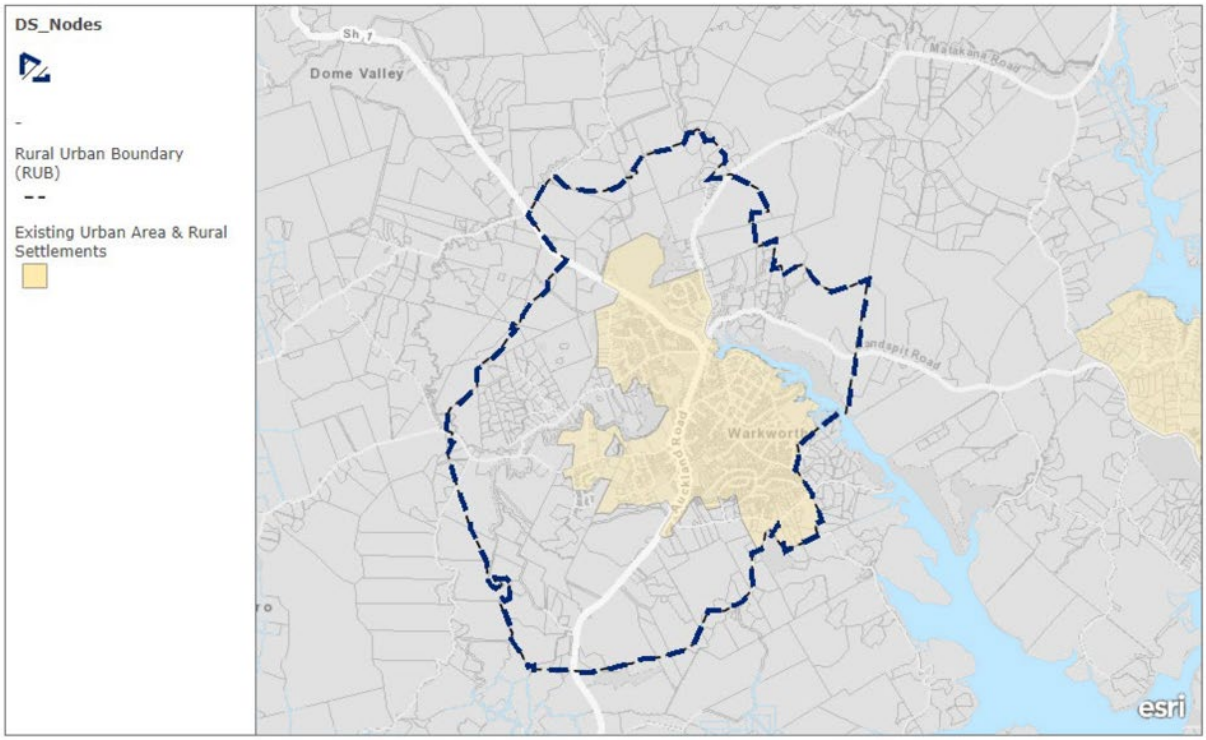


Figure 32 - Warkworth rural node

Warkworth is a growing rural node and is the largest rural town in the north. It serves a large rural catchment that extends beyond the regional boundary. Significant residential and employment growth is expected in Warkworth over the next 30 years with around 1100 hectares identified as future residential and business land.

Warkworth is easily accessible via State Highway 1 and serves as a gateway to the many villages and beaches along the Matakana and Kowhai Coasts.

Warkworth will benefit from a number of recent investments into major roading projects that serve the recent growth in the north.

Opportunities:

- Integrated growth of land use, transport, and other infrastructure
- Providing sufficient employment areas to help ensure people can live and work locally without the need for long commutes.
- Natural environment, including the extensive coastal areas, are an integral part of the Warkworth rural node identity that require enhancement and improvement of the health of watercourses
- Partner with mana whenua.

Pukekohe

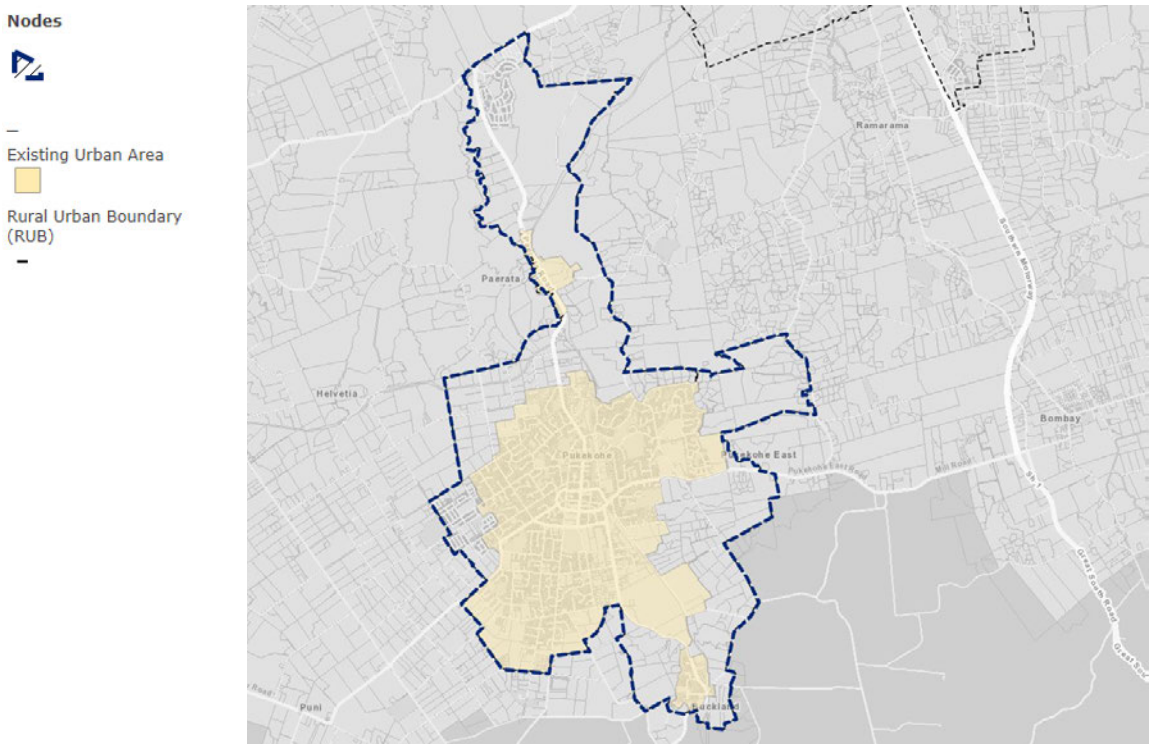


Figure 33 - Pukekohe rural node

Pukekohe is an established rural node located approximately 50 kilometres south of the city centre that serves a wide rural catchment. It is located on the rail line and is connected to State Highway 1 and the rest of region via State Highway 22. Significant growth is anticipated in this area over the next 30 years. Upgrades to water, wastewater, stormwater and transport will be required.

The past five years have brought important major investments to the area such as rail electrification, express rail to Hamilton to strengthen its connection to nearby Waikato rural towns and settlements (Waikato Growth Strategy).

<u>Opportunities:</u>

- Build on the 'Auckland's food basket' concept to reinforce local identity
- Enhance sub-regional tourism by horticulture and equestrian-related activities/events
- Address the challenge of Drury's growth
- Further upgrades to infrastructure in an integrated way in order to be able to continue servicing the surrounding rural areas and communities
- Partner with mana whenua.

Appendix 6: Future urban infrastructure triggers

The following table sets out the sequencing and key infrastructure triggers associated with the future urban areas.

The programme of sequencing the future urban areas spans over 30 years from 2023 – 2050+. Distributing the live zoning of future urban areas over this timeframe enables proactive planning in an orderly and cost-efficient way, ensuring the areas are supported by the required bulk infrastructure and able to deliver the quality urban outcomes anticipated in this FDS.

Note: The key infrastructure triggers listed in the following table is not an exhaustive list and may be subject to change as further strategic planning is developed (e.g. Auckland Rapid Transit Plan (ARTP) and the Tāmaki Makaurau Integrated Transport Plan (TMTP)). The infrastructure triggers will be reviewed regularly to ensure they reflect latest information.

Colour coding legend:
Wastewater projects
Water supply projects
Rapid Transit projects
Other Transport projects

Large FUA Areas	**Staging breakdown**	**Infrastructure Triggers** Key infrastructure projects to support development (not an exhaustive list)
Warkworth	Warkworth North *Live zoned*	SH1 Puhoi to Warkworth Warkworth Wastewater Growth Strategy
	Warkworth North	Western Link Road (northern section) Matakana Road Upgrade Northern Public Transport Interchange with Park-and-Ride Public transport (Frequent Services) Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works
	Warkworth West	SH1 Southern Interchange and arterial connection (Woodcocks Road upgrade) Wider Western Link Public Transport Services
	Warkworth South-central	Western Link Road (southern section) Public Transport (Frequent Services)
	Warkworth South-east	Southern Public Transport Interchange and services
	Warkworth South-west	SH1 Southern Interchange and arterial connection Southern Public Transport Interchange and services Wider Western Link Public Transport services
	Warkworth North-east	Upgrade and active mode facilities on Sandspit Road Sandspit Link Road Public Transport Services
Silverdale, Dairy Flat, Wainui East, Upper Orewa	Wainui East SHA *Live Zoned*	Crown Infrastructure Partners (CIP) works
	Silverdale West (stage 1)	PPC proposed mitigation North Shore Rapid Transit (extension to Milldale) Public Transport Services Interchange upgrades
	Silverdale West (stage 2)	Dairy Flat Highway upgrade North Shore Rapid Transit (extension to Milldale) SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) Army Bay Wastewater Treatment Plant Upgrade

	Silverdale West (stage 3)	Dairy Flat Highway to Penlink connection and upgrade North Shore Rapid Transit (extension to Milldale) Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) Army Bay Wastewater Treatment Plant Upgrade
	Dairy Flat	Key Arterials, Connecting Public Transport services North Shore Rapid Transit (extension to Milldale) Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) Army Bay Wastewater Treatment Plant Upgrade
	Upper Orewa	Milldale and Grand Drive connection Upgrade Wainui Road Key Arterials Connecting Public Transport services North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade
	Wainui East	Upgrade Pine Valley Road Dairy Flat Highway Arterial upgrades Key Arterials Connecting Public Transport services Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade
Scott Point Red Hills	Scott Point *Live Zoned* Red Hills *Live Zoned*	N/A - complete Redhills Arterials Don Buck Road and Fred Taylor Drive Upgrade North-western Bus Improvements/ North-west Rapid Transit Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
	Red Hills North	North-west Rapid Transit Fred Taylor Drive Upgrade Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
Whenuapai	Whenuapai *Live Zoned*	Brigham Creek Road upgrade
	Whenuapai South	Trig Road upgrade North-west Rapid Transit SH16 to SH18 Connections Hobsonville Road Upgrade Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
	Whenuapai Central	Spedding Road/ Northside Drive connection over SH16 SH16 to SH18 Connections North-west Rapid Transit Spedding Road Upgrade and Extension Mamari Road Upgrade and Extension Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Northern Redhills to Brigham Creek Wastewater Project

	Whenuapai West	Brigham Creek Road upgrade SH16 to SH18 Connections North-west Rapid Transit Spedding Road Upgrade and Extension Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
	Whenuapai East	Brigham Creek Road upgrade SH16 to SH18 Connections Upper Harbour (SH18) Rapid Transit Hobsonville Road Upgrade Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
	Whenuapai North (stage 1)	SH16 to SH18 Connections Brigham Creek Road upgrade SH16-18 Upgrades North-west Rapid Transit Upper Harbour (SH18) Rapid Transit Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Northern Redhills to Brigham Creek Wastewater Project Whenuapai and Redhills Wastewater Scheme
	Whenuapai North (stage 2)	North-west Rapid Transit SH16 to SH18 Connections SH16-18 Upgrades Upper Harbour (SH18) Rapid Transit Trig Road Water Reservoir, North Harbour No.2 Watermain Project Brigham Creek Pump Station Whenuapai Redhill Package 1 Whenuapai and Redhills Wastewater Scheme Northern Redhills to Brigham Creek Wastewater Project
Kumeū-Huapai, Riverhead	Kumeū-Huapai *Live Zoned*	N/A
	Kumeū-Huapai & Riverhead	North-west Rapid Transit extension to Huapai Brigham to Waimauku SH16 Upgrade SH16 Main Road Upgrade Alternative State-Highway Corridor (Kumeū-Huapai Town Centre bypass) Coatesville-Riverhead Highway upgrades
Hingaia	Hingaia *Live Zoned*	Hingaia Watermain Enhancement – Southern Auckland Southern Auckland Wastewater Service Scheme
Takaanini	Takaanini (Walters Rd) *Live Zoned*	N/A complete
	Cosgrave Rd (Takaanini)	Mill Road Frequent Transit Network
	Takaanini	Mill Road Frequent Transit Network
Ōpaheke	Bellfield Rd (Ōpaheke) *Live Zoned*	N/A complete
	Ōpaheke	Mill Road Frequent Transit Network Southern Auckland Wastewater Service Scheme
Drury	Drury South *Live Zoned*	Mill Road to SH1 connection Hingaia Watermain Enhancement – Southern Auckland Drury South Resilience Watermain
	Bremner Rd (Drury West) *Live Zoned*	Drury Central Rail Station Hingaia Watermain Enhancement – Southern Auckland

	Ōpaheke -Drury *Live Zoned*	Drury Central Rail Station Drury Arterials Drury South Resilience Watermain Flanagan Road / NIMT Culvert Upgrade
	Drury East	Drury Central Rail Station Drury Arterials Frequent Transit Network Papakura to Pukekohe Rail Electrification Drury South Resilience Watermain Hingaia Rising Main
	Drury West Stage 1	Drury West Rail Station SH22 upgrade Frequent Transit Network Papakura to Pukekohe Rail Electrification Drury South Resilience Watermain Hingaia Rising Main
	Drury West Stage 2	Drury West Rail Station Frequent Transit Network Drury Arterials Drury West Transmission Sewer Hingaia Rising Main
	Drury West Stage 3	Drury West Rail Station Frequent Transit Network Drury West Arterial and South Drury Connection Drury West Transmission Sewer Hingaia Rising Main
Pukekohe & Paerata	Belmont (Pukekohe) *Live Zoned* Wesley (Paerata) *Live Zoned*	N/A complete Paerata Train Station State Highway 22 Connection and Drury-Paerata Link Paerata Transmission Wastewater Pumpstation
	Paerata South	Paerata Train Station State Highway 22 Connection and Drury-Paerata Link Paerata Transmission Wastewater Pumpstation
	Pukekohe East	Pukekohe Arterials Mill Road Upgrade (Bombay Interchange and Harrisville Road) Papakura to Pukekohe Rail Electrification
	Pukekohe South-west	Pukekohe Arterial Papakura to Pukekohe Rail Electrification
	Paerata West	Paerata Arterial SH22 Safety Improvements SH22 revocation Paerata Transmission Wastewater Pumpstation
	Pukekohe North-east	Pukekohe Arterials Paerata Arterial Papakura to Pukekohe Rail Electrification Isabella Drive Pump Station
	Pukekohe South-east	Pukekohe South-east Arterial Papakura to Pukekohe Rail Electrification
	Pukekohe North-west	Pukekohe Arterials Isabella Drive Pump Station
Puhinui	Puhinui (stage 2)	20Connect Project (SH20B) South-west Gateway Programme (Airport to Botany Rapid Transit)

Appendix 7: Approach to reviewing future urban areas

The future development strategy reassessed all future urban areas (FUAs) that had not been live zoned (as at 2023). The purpose of this reassessment was to evaluate the appropriateness of areas for future growth.

Consideration was given to new strategic and policy direction, new and updated data, changes to enabled development capacity.

The FUAs were assessed against the following key criteria:
- exposure to natural hazards
- modelled contributions to increased CO_2 emissions/vehicle kilometres travelled (VKT)
- infrastructure timing and delays.

Other factors considered:
- high-level, indicative bulk infrastructure costs
- committed council infrastructure
- urban form and future business land provision
- potential to provide key locations for future managed retreat of a nearby vulnerable existing urban areas.
- presence of known sites of significance to mana whenua, Māori freehold land, commercial and cultural redress, and cultural and statutory acknowledgement areas
- loss of highly productive land
- impacts on the natural environment, including indigenous biodiversity and water quality.

Areas have been proposed for partial or entire removal where assessment against criteria showed significant impact and there was a high level of confidence in the data. The council will develop more detailed evidence to input into plan changes for these areas to be rezoned to an appropriate non-urban and non-future urban zone. The boundaries of the areas affected are currently indicative and will be further refined through a plan change process.
Areas have been proposed for further investigation where assessment against criteria showed moderate impact and there was less confidence in data. Further analysis is needed to better understand the appropriateness of these areas for future growth and what the most suitable management response could be. See Appendix 8 for further detail of the changes, including maps of areas.

Future urban areas with proposed timing changes

The timing of when many FUAs will be able to enable growth has changed due to updated information on deliverability of key infrastructure to support these areas. The updated timing is captured in the table in Appendix 8: Future urban area assessment summary. More information on reasons for timing delays and key infrastructure project triggers for each FUA can be found in Appendix 6: Future urban infrastructure triggers.

Future urban areas proposed for removal, either partially or entirely

Kumeū-Huapai-Riverhead (in part)

Kumeū-Huapai-Riverhead is **recommended to be partially removed** due to parts of the FUA not being suitable for development. The reasons for this partial removal are:

- Significant hazard constraints, including approximately 30% of FUA covered by a 1% annual exceedance probability (1% AEP) flood plain. Portions of the Kumeū-Huapai-Riverhead FUA proposed for removal are parcels entirely or mostly within this floodplain extent and have few appropriate land uses.
- Potential for higher VKT and CO_2 emissions than other FUAs due to Kumeū-Huapai-Riverhead FUA being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Ōpaheke-Drury

Ōpaheke-Drury is **recommended for partial removal** (of the area associated with the Slippery Creek flood plain and some land to east adjacent to the floodplain). The remaining parts of the FUA are to be renamed Ōpaheke (north of Slippery Creek) and Drury East (for land not live zoned). The reasons for this partial removal are:

- Significant hazard constraints, including approximately 38% of the FUA covered by the 1% AEP flood plain. Flood plains in the area are wide in extent and deep, posing significant risks to development. There are also isolated pockets of areas subject to high risk slope instability and possible liquefaction damage. The Drury fault line also runs along the eastern boundary of the FUA. Recent studies demonstrate that this fault may be active.
- A portion of the FUA to east of the Slippery Creek floodplain has been included to be removed. Although this area is not subject to the same level of natural hazard constraint, retaining it for development while removing areas of land within Slippery Creek to the north, south and west could result in poor urban form outcomes, result in reverse sensitivity effects, and a reduced ability to service the area with infrastructure.

Takaanini

The **whole of the Takaanini is recommended for removal** due to:

- Significant flood plain extent within the FUA, particularly a large area north of the Papakura Stream and the entire area south of the stream, with more than 50% of the FUA exposed to the 1% AEP flood plain. Development also poses risks of exacerbating downstream flooding effects within the existing urban area. Appropriate mitigation will be costly and require council-led integrated catchment management planning / intervention.
- The FUA has a significant proportion of alluvium / colluvium geological formations, typically overlain by peat / peaty loam in the south. This poses settlement risks (and potential dewatering) for development and infrastructure, resulting in ongoing hazard risks and / or likely incurring significant costs to appropriately mitigate. As a result of this geology a significant portion of the FUA is also in an area where liquefaction damage is possible.

Hatfields Beach 2

The **whole of the Hatfields Beach 2 is recommended for removal** due to:

- Significant hazard constraints, including approximately 30% of the FUA covered by the 1% AEP flood plain, which is wide in extent and will incur significant costs to appropriately mitigate. Approximately 30% of this FUA is also vulnerable to coastal inundation, which will be difficult and costly to appropriately mitigate. Due to the low-lying nature of areas

abutting the coast, mean high water springs is likely to extend into the site under a high emissions scenario (2m sea level rise), unless hard defences are implemented.
- A significant proportion of the FUA consists of alluvium / colluvium geology, where settlement risks may be present. Approximately 50% of the FUA has been identified as vulnerable to liquefaction damage. There is also a small area identified as being high risk of slope instability.

Future urban areas proposed for further investigation

Significant development capacity has been enabled within the existing urban area through the Auckland Unitary Plan, The National Policy Statement on Urban Development 2020 (NPS-UD) and the Medium Density Residential Standards (MDRS) as part of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

Substantial infrastructure investment is required to service Future Urban Areas as well as on-going costs to service the infrastructure (opex) or maintain and replace it over time. Further detailed analysis is required to understand indicative costs for each Future Urban Area. Cost escalations are also likely, particularly when infrastructure investment is 15 or more years away.

A constrained financial environment means council is unable to fund all infrastructure everywhere, and therefore there is a need to make the best use of existing infrastructure to support the growth expected in the existing urban area.
These factors form part of the reconsideration of the suitability of retaining these areas for future urban development, along with the following justification.

Warkworth

Warkworth North-East and Warkworth South are recommended for further investigation. Warkworth North-East is not planned to support development until 2045+. Warkworth South is broken down into three areas to provide more granular sequencing:
- South-central (2040+)
- South-east (2045+)
- South-west (2045+)

These areas are recommended for further investigation due to:

Infrastructure
- Transport infrastructure is not planned to support development before 2040+. There is no rapid transit network planned so this area would not contribute to VKT reduction. Distance from the existing urban area, lack of rapid transit and lower opportunities for mode shift mean strategic outcomes are unlikely to be achieved.

Urban form
- Further consideration is needed to understand the role of Warkworth as a rural node and impact any changes might have on its sub-regional function.
- Business land provision is crucial to how Warkworth will develop. Further assessment is needed to understand the impact any changes might have on business land capacity.

Emissions/VKT reduction
- Potential for higher vehicle kilometres travelled (VKT) and CO2 emissions than other FUAs due to Warkworth being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural hazards

- Warkworth North-East has moderate hazard constraints, including approximately 8% of the FUA within the 1% AEP floodplain, and a small section at the southern end of the FUA bordering the Mahurangi river that is at risk of coastal inundation. There is a moderate proportion of the FUA subject to high-risk slope instability.
- Warkworth South has moderate hazard constraints, including approximately 25% of the FUA within the 1% AEP flood plain, and small to moderate areas of the FUA containing some risks of settlement, liquefaction and slope instability.

Dairy Flat

Dairy Flat is recommended for further investigation. Dairy Flat is not planned to support development before 2050+.

This area is recommended for further investigation due to:

Infrastructure

- Transport infrastructure is not planned to support development before 2050+. Rapid transit, frequent transit routes, key arterials and provision of active modes are required to support development and achieve strategic outcomes.
- A Wastewater Treatment Plant upgrade is also required to support development in this area.

Urban form and business land retention

- Further consideration is needed to understand the relationship of Dairy Flat to the Silverdale West Industrial Area and the impact any changes might have on planned infrastructure such as rapid transit and potential new local centres.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Dairy Flat being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural hazards

- Moderate hazard constraints, including approximately 16% of the FUA exposed to the 1% AEP flood plain. A moderate proportion of the FUA contain some risks of settlement, and high risk of slope instability.

Wainui East

Wainui East is recommended for further investigation. Wainui East is not planned to be developed before 2050+.

This area is recommended for further investigation due to:

Infrastructure

- Transport infrastructure is not planned to support development before 2050+. Rapid transit, frequent transit routes, key arterials and upgrades and provision of active modes are required to support development and achieve strategic outcomes.
- A Wastewater Treatment Plant upgrade is also required to support development in this area.

Urban form and business land retention

- Further consideration is needed to understand the relationship of Wainui East to the Silverdale West Industrial Area and the impact any changes might have on planned infrastructure such as rapid transit.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Wainui East being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural hazards

- Moderate hazard constraints, including approximately 18% of the FUA exposed to the 1% AEP flood plain. A small section of this FUA is also at risk of coastal inundation and coastal erosion, located on the eastern side of the northern section of the site, associated with the Ōrewa river. There is a high proportion of the FUA subject to high-risk slope instability.

Upper Ōrewa

Upper Ōrewa is recommended for further investigation. Upper Ōrewa is not planned to be developed before 2050+.

This area is recommended for further investigation due to:

Infrastructure

- Transport infrastructure is not planned to support development before 2050+. Rapid transit, frequent transit routes, key arterials and upgrades and provision of active modes are required to support development and achieve strategic outcomes.
- A Wastewater Treatment Plant upgrade is also required to support development in this area.

Urban form and business land retention

- Further consideration is needed to understand the relationship of Upper Ōrewa to the rest of the future urban area and its nearby existing urban area and the impact any changes might have on planned infrastructure such as rapid transit.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Upper Ōrewa being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural hazards

- Moderate hazard constraints, including some of the FUA exposed to the 1% AEP flood plain along tributaries of the Ōrewa River in the northern half of the FUA and along the southern boundary of the site, where there is also a very small section at risk of coastal inundation and coastal erosion. In addition, the north-western portion of the FUA is subject to moderate-risk slope instability.

Kumeū-Huapai (whole FUA)

Kumeū-Huapai is recommended for further investigation. Kumeū-Huapai is not planned to be developed before 2050+.

This area is recommended for further investigation due to:

Infrastructure

- Transport infrastructure is not planned to support development before 2050+. Rapid transit, frequent transit routes, key arterials and upgrades and provision of active modes are required to support development and achieve strategic outcomes.

Natural hazards

- In addition to the 30% of the FUA covered by a 1% AEP flood plain, due to the FUA's location in the upper section of the Kaipara-Kumeū flood plain, an increase in impervious area associated with future development could also impact flooding downstream of the FUA from the existing Kumeū-Huapai township all the way through to Parakai. Some geohazards are also present (possible liquefaction damage and high risk of slope instability in the northern portion of the FUA) and softer soils with risks of settlement relating to the Puketoka geological formation. Further work is required to model the extent of flooding effects downstream if the wider Kumeū-Huapai FUA is developed.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Kumeū-Huapai being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Riverhead

Riverhead is recommended for further investigation. Riverhead is not planned to be developed before 2050+ .

This area is recommended for further investigation due to:

Infrastructure

- Transport infrastructure is not planned to support development before 2050+.
- There is no rapid transit network planned so this area would not contribute to VKT reduction. Safety upgrades are required to support development. Distance from the existing urban area, lack of rapid transit and lower opportunities for mode shift mean strategic outcomes are unlikely to be achieved.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Riverhead being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural Hazards

- Moderate hazard constraints. relating only to approximately 15% of the FUA being exposed to the 1% AEP flood plain, mostly along the northern boundary associated with a tributary of the Rangitopuni Stream but also other patches through the centre of the FUA.

Albany Village 2

Albany Village 2 is recommended for further investigation. Albany Village 2 is not planned to be developed before 2025+.

This area is recommended for further investigation due to:

Infrastructure

- There are no bulk transport infrastructure projects planned to support this area which will be car-dependent so further development will likely increase emissions.

Urban form

- Further consideration is needed to understand the relationship between Albany Village 2 and its proximity to the existing urban area and the Albany node.

Emissions/VKT reduction

- Potential for higher VKT and CO2 emissions than other FUAs due to Albany Village 2 being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

Natural Hazards

- Moderate hazard constraints. This includes minor exposure to flooding, with a few sections of 1% AEP flood plain located within the eastern half of this FUA and significant areas (the entire FUA) identified as having a high risk of slope instability.

Oruarangi 2

Oruarangi 2 is recommended for further investigation. Oruarangi 2 is not planned to be developed before 2025+.

This area is recommended for further investigation due to:

Infrastructure

- There are no bulk transport infrastructure projects planned to support this area which will be car-dependent so further development will likely increase emissions.

Urban form

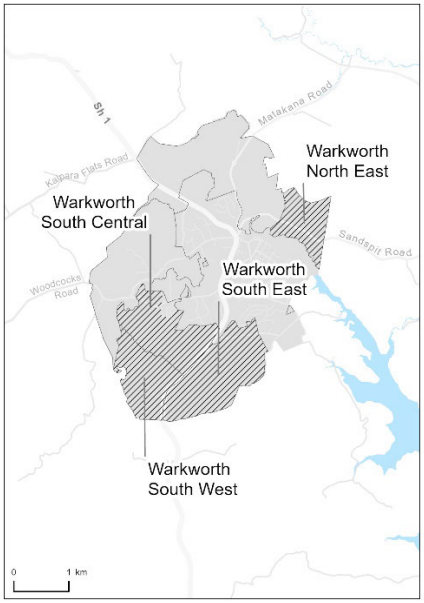
- Further consideration is needed to understand the relationship between Oruarangi 2 and the surrounding environment. While a Special Housing Area was approved for Oruarangi, the future of this area and how it responds to the aspirations of iwi is yet to be decided. Any development will need to respond to the high cultural values of the area; in terms of the land as well as the waterways and coastal area.

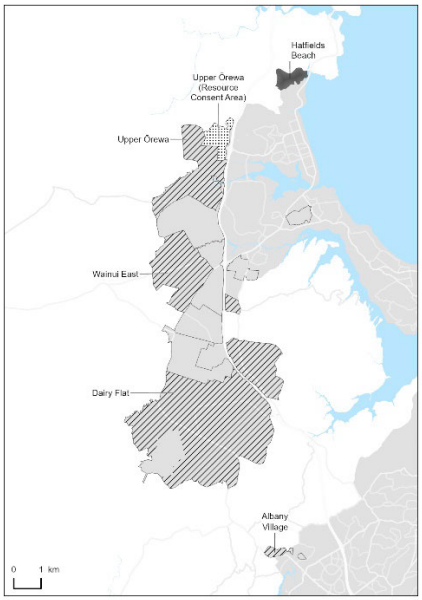
Emissions/VKT reduction

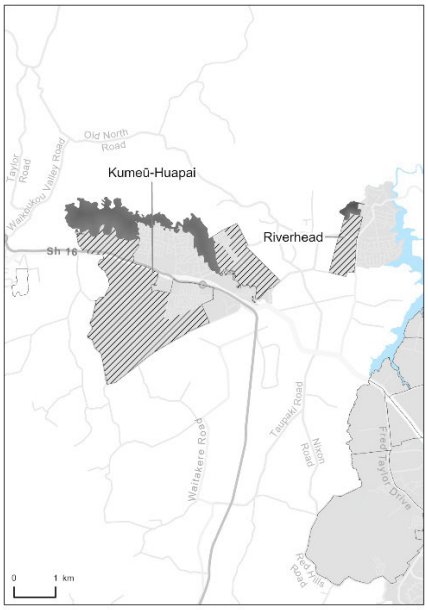
- Potential for higher VKT and CO2 emissions than other FUAs due to Oruarangi 2 FUA being relatively distant from high quality existing or planned public transport, a wide range of jobs, education and other services compared to other FUAs.

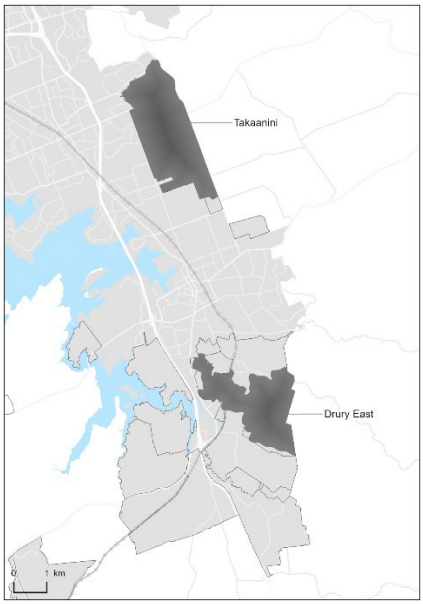
Natural Hazards

- Moderate hazard constraints, including approximately 30% of the FUA exposed to the 1% AEP flood plain. The western and southern boundaries of the FUA are also at risk of coastal inundation and coastal erosion. Approximately one quarter of the FUA is subject to high-risk slope instability (associated with Maungataketake quarry in the southern half of the FUA), as well as a small area along the south-eastern boundary where liquefaction damage is possible.









Future urban areas proposed for removal or requiring further investigation.

Top left: Figure 34 – Warkworth

Top right: Figure 35 – Hatfields Beach, Upper Ōrewa, Wainui East, Dairy Flat and Albany Village

Middle left: Figure 36 – Kumeū-Huapai and Riverhead

Middle right: Figure 37 – Oruarangi

Bottom left: Figure 38 – Takaanini and Drury East

Appendix 8: Future urban area assessment summary

The following table (Table 4) summarises the status of all future urban areas in terms of whether they have been live-zoned or partially live zoned since the FULSS 2017 or are still zoned as future urban (as at 31st December 2022). The final two columns show the proposed new timing and approach for each future urban area in this future development strategy, and this is shown on the maps (figures 34-41), after the table.

The proposed timeframe indicates when the infrastructure required to service the full build-out of the area is likely to be implemented.

Table 3 - Current status of future urban areas (at 31/12/22) and proposed new timing and approach in this future development strategy

Sub-region FUA cluster	**Future urban areas**	**Status in 2023**	**FULSS 2017 timing**	**FDS New timing**	**FDS approach**
North					
Warkworth	*Warkworth North*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Warkworth North	Partially live zoned	2018-2022	2035+	Timing delay
	Warkworth West	Partially live zoned	2018-2022	2040+	Timing delay
	Warkworth South-central	Future Urban zoned	2028-2032	2040+	Timing delay and recommend for further investigation
	Warkworth South-east	Future Urban zoned	2028-2032	2045+	Timing delay and recommend for further investigation
	Warkworth South-west	Future Urban zoned	2028-2032	2045+	Timing delay and recommend for further investigation
	Warkworth North-east	Future Urban zoned	2033-2037	2045+	Timing delay and recommend for further investigation
Silverdale West, Dairy Flat, Wainui East and Upper Ōrewa	*Wainui East SHA*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Silverdale West (Stage 1)	Future Urban zoned	2018-2022	2030+	Timing delay
	Silverdale West (Stage 2)	Future Urban zoned	2018-2022	2035+	Timing delay
	Silverdale West (Stage 3)	Future Urban zoned	2018-2022	2040+	Timing delay
	Dairy Flat	Future Urban zoned	2033-2037	2050+	Timing delay and recommend for further investigation
	Wainui East	Future Urban zoned	2033-2037	2050+	Timing delay and recommend for further investigation
	Upper Ōrewa	Future Urban zoned	2033-2037	2050+	Timing delay and recommend for further investigation
North-west					
Whenuapai	*Scott Point*	*Live zoned*	*2012-2017*	*N/A*	*No response*

	Whenuapai	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Whenuapai North (Stage 1)	Future Urban zoned	2028-2032	2035+	Timing delay
	Whenuapai North (Stage 2)	Future Urban zoned	2028-2032	2050+	Timing delay
	Whenuapai Central	Future Urban zoned	2028-2032	2035+	Timing delay
	Whenuapai East	Future Urban zoned	2018-2022	2035+	Timing delay
	Whenuapai West	Future Urban zoned	2028-2032	2035+	Timing delay
	Whenuapai South	Future Urban zoned	2018-2022	2035+	Timing delay
Red Hills	*Red Hills*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Red Hills North	Future Urban zoned	2028-2032	2035+	Timing delay
Kumeū-Huapai and Riverhead	*Kumeū Huapai*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Kumeū Huapai and Riverhead	Future Urban zoned	2028-2032	2050+	Recommend partial removal of Kumeū-Huapai and Riverhead FUA Timing delay for Kumeū-Huapai and Riverhead remainder Recommend further investigation for whole of Kumeū-Huapai and Riverhead
South					
Ōpaheke**, Drury East, Drury West**	*Hingaia*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Ōpaheke-Drury (Bellfield Rd)	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Drury South	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Drury West (Bremner Rd)	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Ōpaheke-Drury (Drury East, Gatland Road, Great South Road)	*Partially live zoned*	*2028-2032*	*N/A*	*No response*
	Ōpaheke*(previously named as Ōpaheke-Drury)*	Future Urban zoned	2028-2032	2050+	Timing delay Recommend removal of Slippery Creek portion of FUA
	Drury East *(previously named as Ōpaheke-Drury)*	Future Urban zoned	2028-2032	2035+	Timing delay Recommend removal of Slippery Creek portion of FUA
	Drury West (Stage 1)	Partially live zoned	2018-2022	2035+	Timing delay
	Drury West (Stage 2)	Future Urban zoned	2028-2032	2035+	Timing delay
	Drury West (Stage 3)	Partially live zoned	2028-2032	2035+	Timing delay

Pukekohe and Paerata	*Paerata (Wesley)*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Pukekohe (Belmont)	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Paerata South	Future Urban zoned	2018-2022	2030+	Timing delay
	Paerata West	Future Urban zoned	2018-2022	2040+	Timing delay
	Pukekohe North-east	Future Urban zoned	2023-2027	2040+	Timing delay
	Pukekohe North-west	Future Urban zoned	2023-2027	2040+	Timing delay
	Pukekohe East	Future Urban zoned	2023-2027	2035+	Timing delay
	Pukekohe South-east	Future Urban zoned	2023-2027	2040+	Timing delay
	Pukekohe South-west	Future Urban zoned	2023-2027	2035+	Timing delay
Puhinui	*Puhinui (Stage 1)*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Puhinui (Stage 2)	Future Urban zoned	2028-2032	2030+	Timing delay
Takaanini	*Takaanini (Walters Rd)*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Takaanini (Cosgrave Rd)	Future Urban zoned	2023-2027	2050+	Timing delay
	Takaanini	Future Urban zoned	2043-2047	N/A	Recommend removal of Takaanini FUA
Rural and Coastal Settlements					
North	*Hibiscus Coast (Silverdale)*	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Hibiscus Coast (Red Beach)	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Hatfields Beach 1	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Albany Village 1	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Waimauku	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Swanson	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Wellsford	Future Urban zoned	2023-2027	2030+	Timing delay
	Algies Bay	Future Urban zoned	2023-2027	2025+	No change
	Albany Village 2	Future Urban zoned	2023-2027	2025+	Recommend for further investigation
	Helensville 1	Future Urban zoned	2023-2027	2035+	Timing delay
	Helensville 2	Future Urban zoned	2028-2032	2035+	Timing delay
	Hatfields Beach 2	Future Urban zoned	2028-2032	N/A	Recommend removal of Hatfields Beach 2 FUA
South	*Maraetai 1*	*Live zoned*	*2012-2017*	*N/A*	*No response*

	Oruarangi 1	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Clevedon	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Clevedon Waterways	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Karaka North	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Kingseat	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Clarks Beach 1	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Glenbrook Beach 1	*Live zoned*	2012-2017	*N/A*	*No response*
	Patumahoe	*Live zoned*	*2012-2017*	*N/A*	*No response*
	Oruarangi 2	Future Urban zoned	2018-2022	2025+	Timing delay and recommend for further investigation
	Clarks Beach 2	Future Urban zoned	2023-2027	2030+	Timing delay
	Glenbrook Beach 2	Future Urban zoned	2023-2027	2030+	Timing delay
	Maraetai 2	Future Urban zoned	2028-2032	2035+	Timing delay

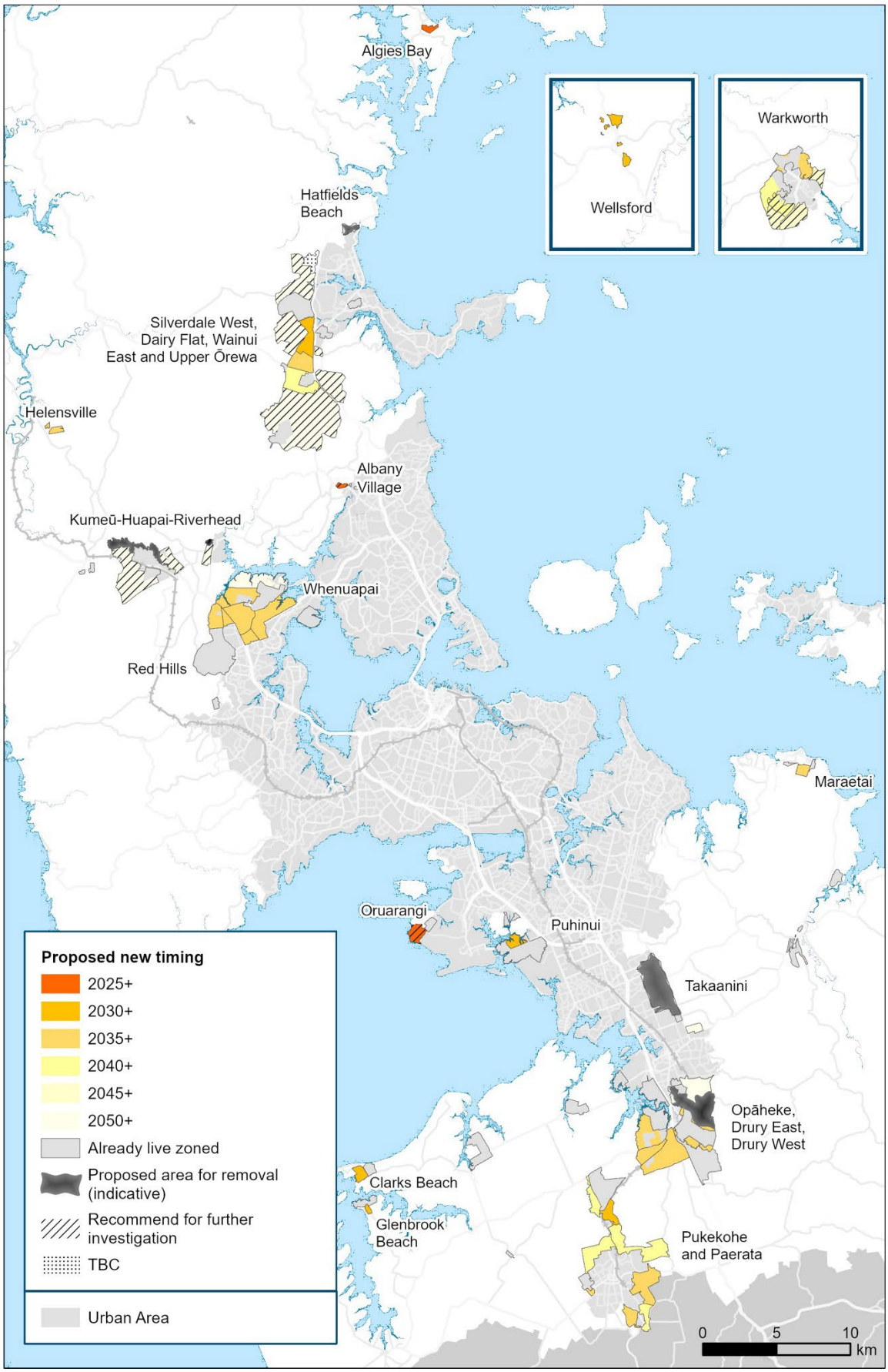


Figure 39 - Proposed new timing and approach for future urban areas

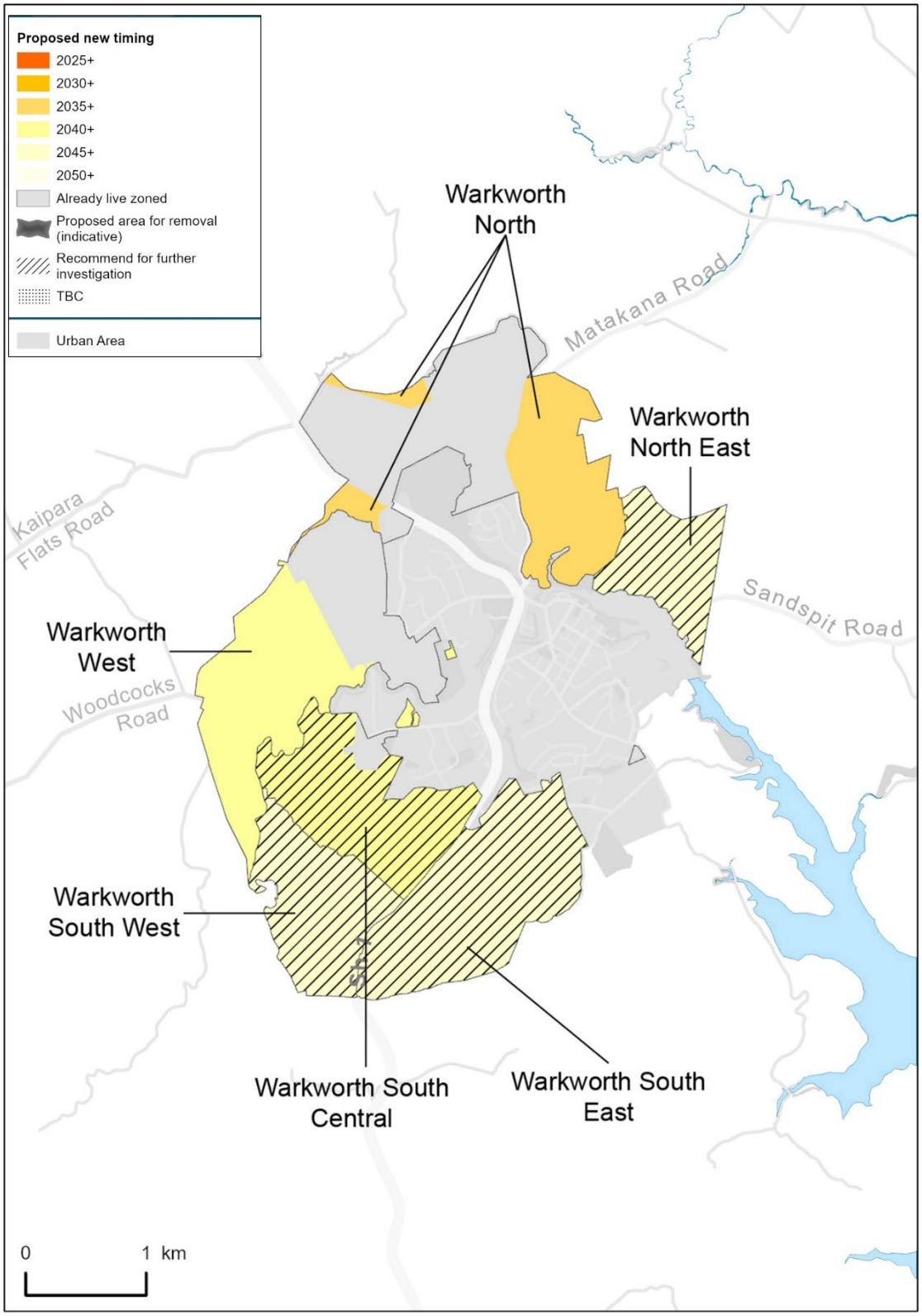


Figure 40 – Proposed timing and approach for Warkworth future urban area

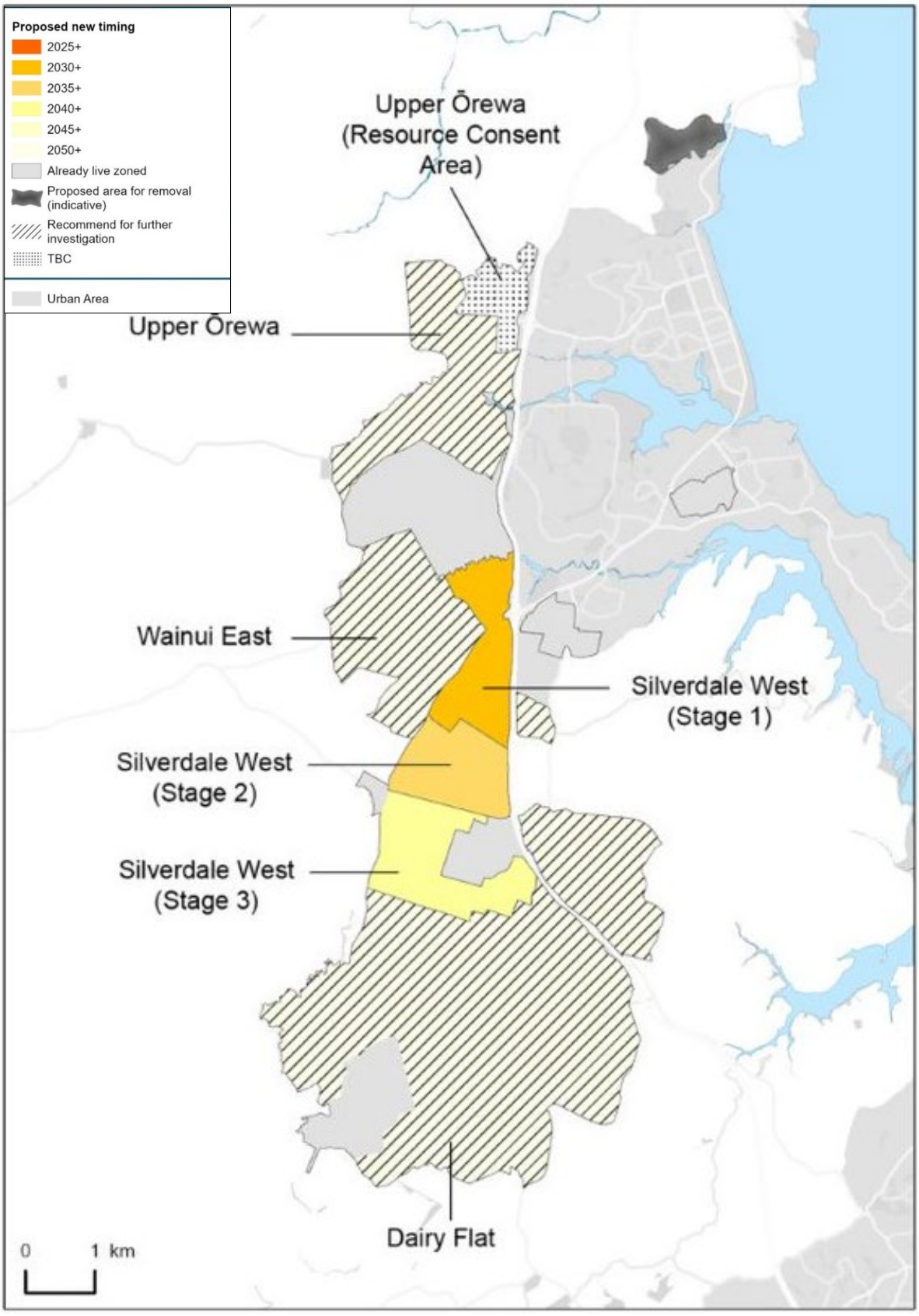


Figure 41 – Proposed timing and approach for Silverdale West, Dairy Flat, Wainui East and Upper Ōrewa future urban areas

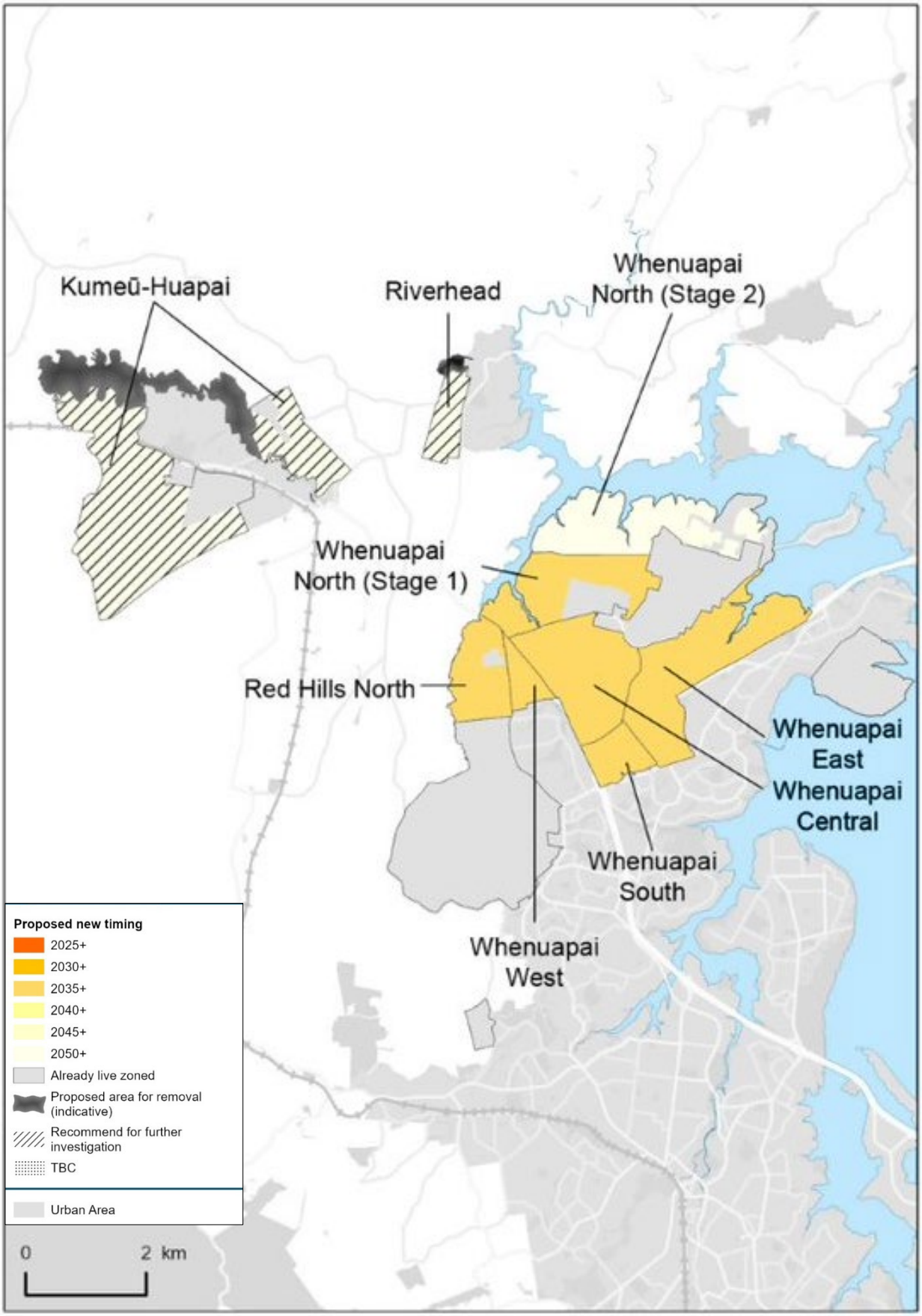


Figure 42 - Proposed timing and approach for Kumeū-Huapai, Riverhead, Whenuapai and Redhills future urban areas

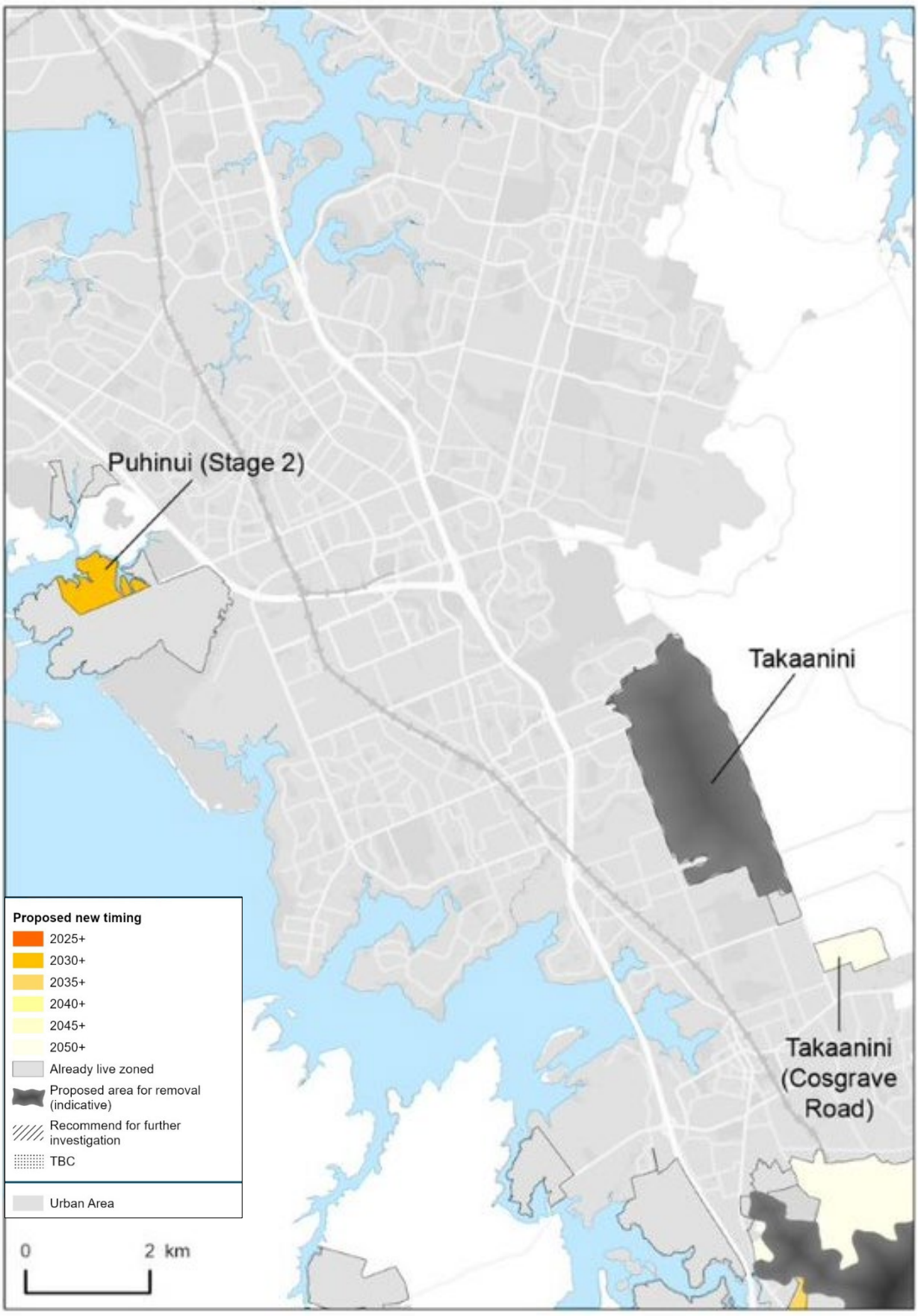


Figure 43 - Proposed timing and approach for Takaanini and Puhinui future urban areas

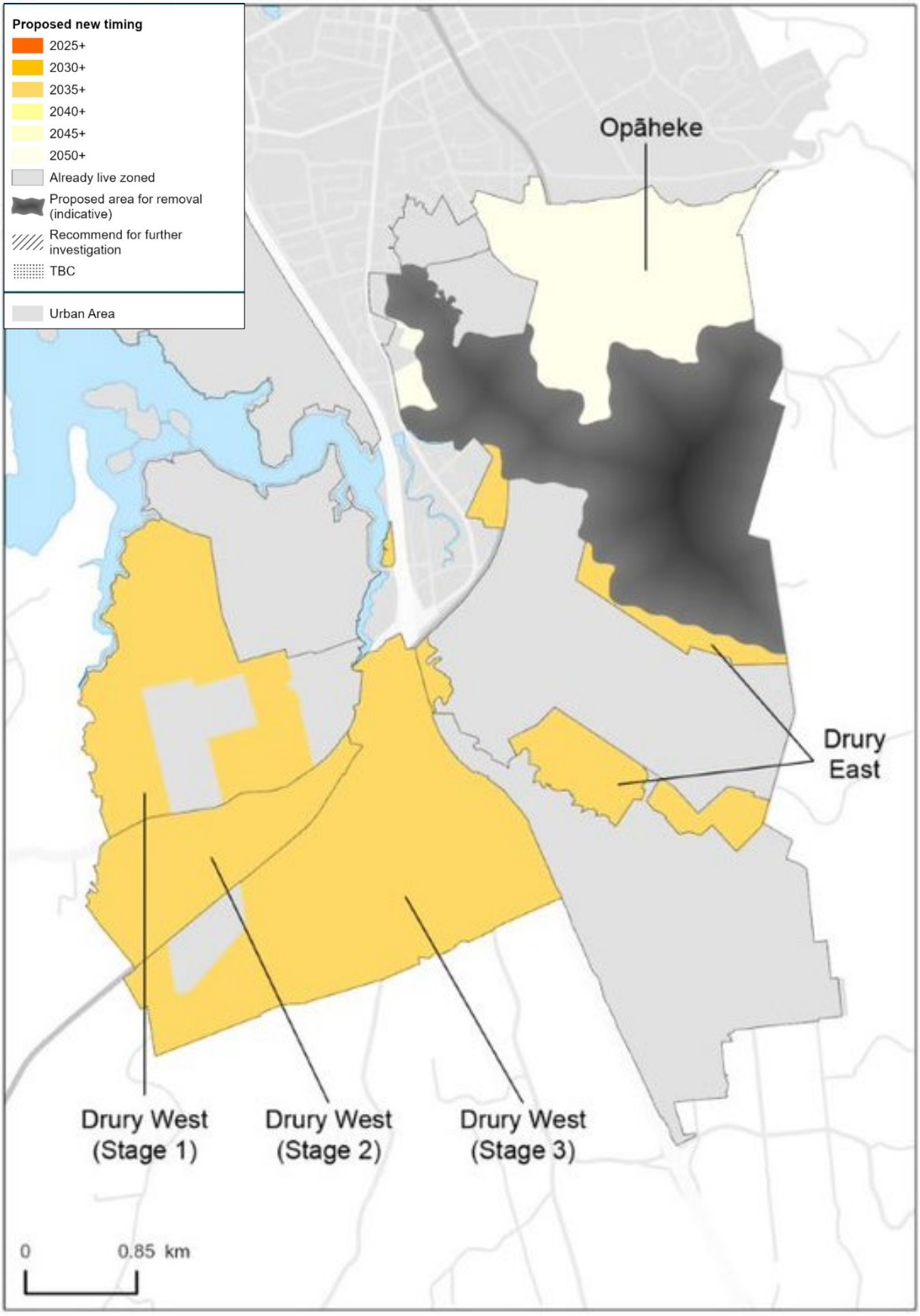


Figure 44 - Proposed timing and approach to Drury & Ōpaheke future urban areas

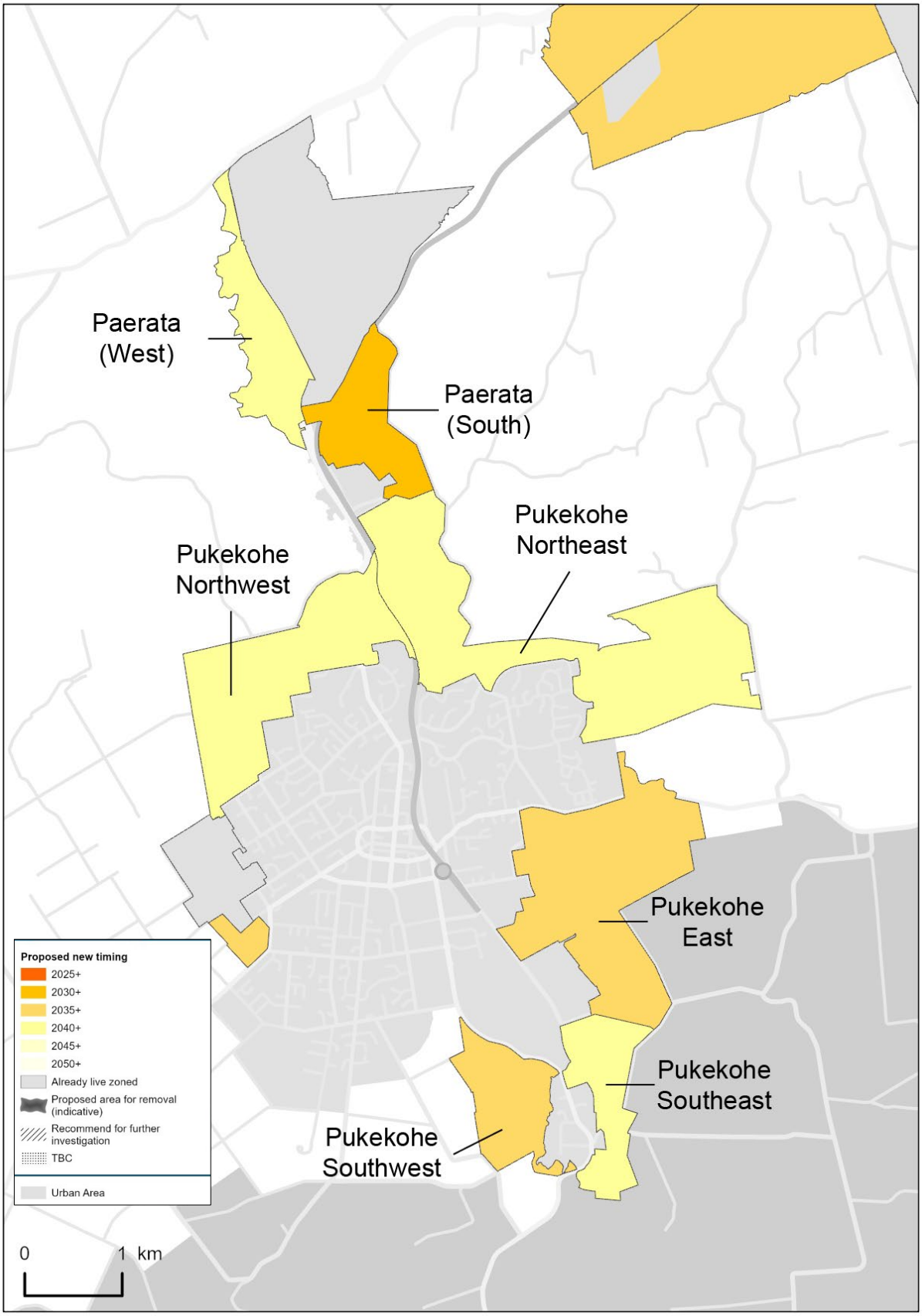
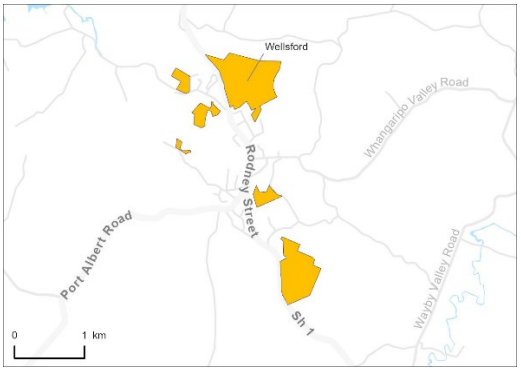
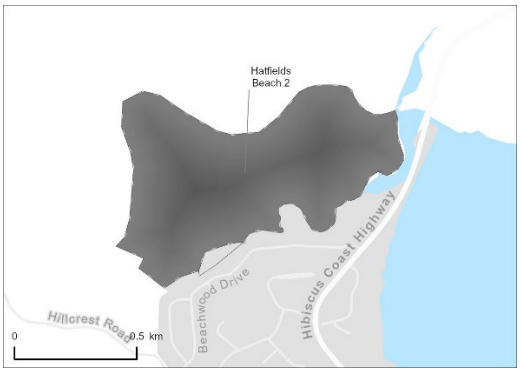


Figure 45 - Proposed timing and approach for Paerata and Pukekohe future urban areas

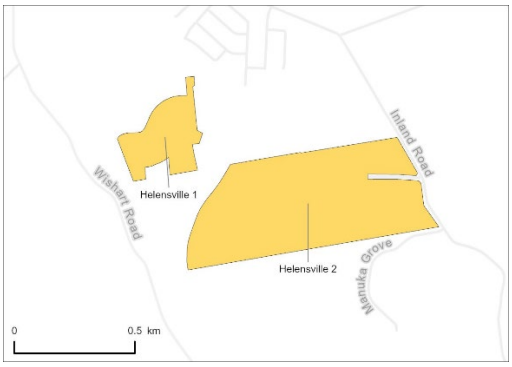


Wellsford

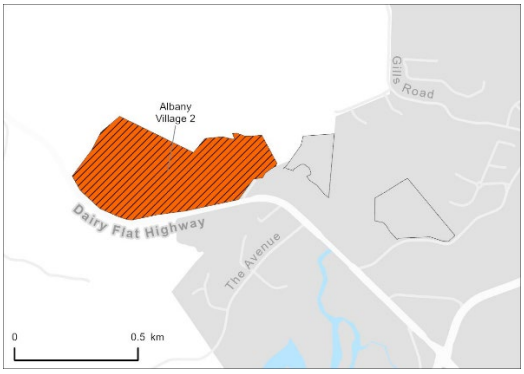
Algies Bay



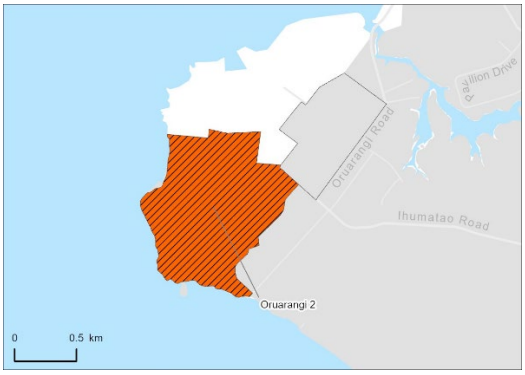
Hatfields Beach



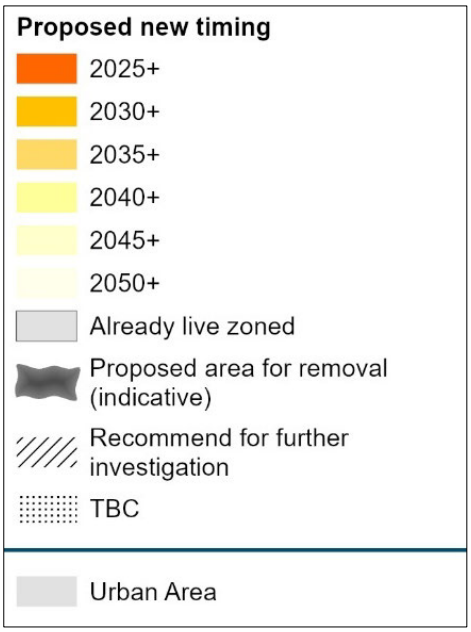
Helensville

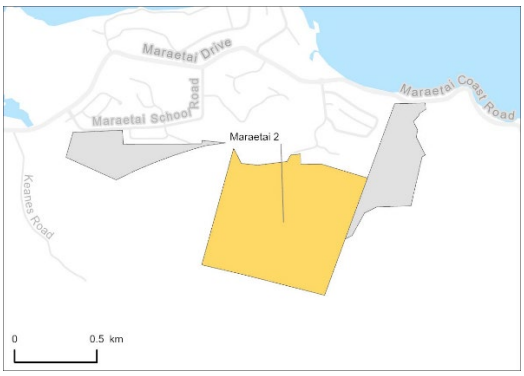


Albany Village

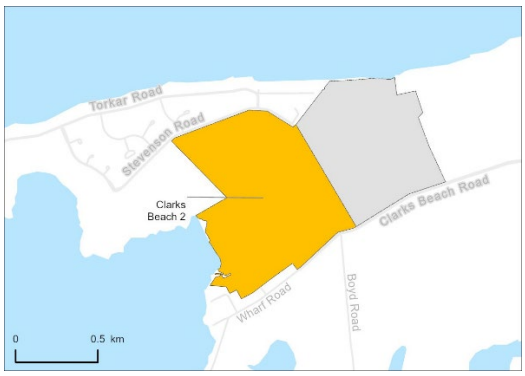


Oruarangi

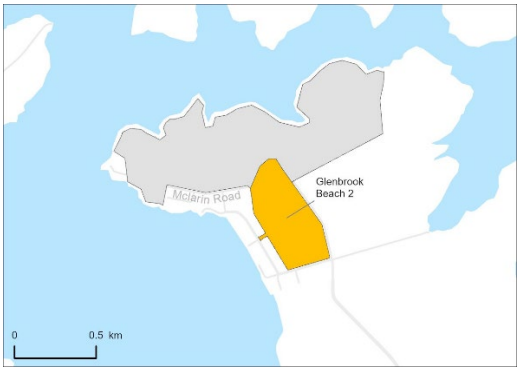




Maraetai



Clarks Beach



Glenbrook Beach

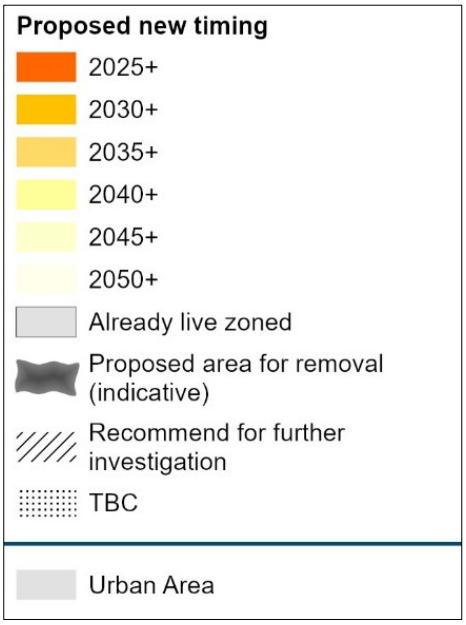


Figure 46 - Proposed timing and approach for rural settlements

Appendix 9: Information on Major Projects

This appendix sets out relevant major projects that have potential transformational, city shaping impacts and that are currently being planned. These projects could move from planning to reality over the next thirty years.

Auckland Light Rail (ALR)

The City Centre to Māngere light rail (ALR) is a planned rapid transit line that will provide a fast and efficient connection between the city centre and Auckland Airport and have up to 18 stations. The route alignment has not been confirmed at this time.

Currently further design, planning and consultation works are being carried out to enable approval and investment by central government. It is anticipated that the planning and consenting phase will take two to three years, and construction will then take six to eight years.

The urban outcomes sought are vibrant, dense, mixed-use areas around the stations that provide workplaces, amenities and services close to the route. High-quality residential intensification improved connectivity within the corridor is also desired. Current forecasts show that potentially 66,000 new dwellings and 97,000 new jobs would be created by 2051 if ALR was implemented.

Waitematā Harbour Connections

The Waitematā Harbour Connection project is investigating multi-modal solutions for future options to cross the Waitematā Harbour. The project looks at how people using all modes of transport could cross the harbour, what infrastructure would be needed to cater for this and how some or all of these modes may extend into the North Shore. The long-term solutions are anticipated to involve significant investment and require complex construction.

The project seeks to create well-functioning urban environments along the corridor(s) and on the North Shore by creating greater mode choice and accessibility, additional areas of employment and enabling high-quality residential development that is close to rapid transit stations. The opportunities for catalysing significant development in both Albany and Takapuna is being explored.

North-west Rapid Transit

The proposed North–west Rapid Transit project consists of a number of projects designed to enhance public transport connections. It includes a rapid transit corridor from Red Hills North to Kumeū-Huapai, a walking and cycling corridor adjacent to the Rapid Transit Corridor, a new interchange at SH16 Brigham Creek Road, and a bypass of Kumeū-Huapai (by an alternative State Highway).

The proposed network is expected to provide for a range of transport options to support planned residential and business growth in the north-west.

Airport to Botany Rapid Transit

The Airport to Botany Rapid Transit project will provide enhanced access to the southern and eastern areas of Tāmaki Makaurau by improving travel choices, with a reliable and fast journey time between Auckland Airport and Botany. Further, the project will improve accessibility in the south and east of Tāmaki Makaurau including to the major employment areas of Auckland Airport and Manukau.

The project presents the opportunity to support high quality residential growth along the route and high-quality residential development in close proximity to the employment areas and centres.

The project was identified as a 'next highest priority' after the completion of the Eastern Busway (Pakuranga to Botany) in the Auckland Rapid Transit Plan. This plan stated that it should be operational within the next 30 years.

A single stage business case was completed in 2021 that identified this corridor as having good potential for bus rapid transit. The timings of when this may happen is currently uncertain, however. As such, it has been identified as potential major project in this Future Development Strategy. Subsequent Future Development Strategies will provide more information of this project's likely impact on accommodating growth as more decisions are made.

Westgate and Albany /Constellation Connection Rapid Transit

The project is a potential rapid transit corridor from Westgate to Albany or Constellation Drive potentially via Hobsonville and would provide for direct public transport between the North Shore and West Auckland, which is currently poorly served by limited public transport.

The project presents the opportunity to support high quality public transport to West Auckland from the North Shore and potentially help to support and growth employment in the Westgate area and on the North Shore reducing the flow of commuters.

The route, alignment, stops and funding / construction is not known at this stage and is currently at a conceptual level.

Ports of Auckland

The Ports of Auckland currently occupies 77 hectares of land on the city centre waterfront.

Several studies have examined the future of the Ports of Auckland in its current location and the impacts of relocating some, or all, of the Port to elsewhere in the region or outside the Tāmaki Makaurau region.

The council's current letter of expectation to the Ports of Auckland signals that planning should start in anticipation of a future relocation. Eke Panuku has also started work to consider what such a move could mean for the city centre and the wider Tāmaki Makaurau region. The potential transport implications of a relocation of the Ports of Auckland are currently also being analysed as part of the development of the joint council/central government Auckland Integrated Transport Plan.

Therefore, the relocation of the Ports of Auckland, both in terms of the likely timing and its future location, is currently uncertain. Future decisions on the nature and timing of the relocation of the Ports of Auckland will impact on subsequent land use decisions. These

decisions could have a significant impact on the city centre, its sub-regional nodes and the future supply of industrial land.

The relocation of Ports of Auckland would also have significant infrastructure implications, especially for transport. It is too early in the current review processes to forecast these requirements with any certainty.

In terms of planning for this Future Development Strategy, the amount of uncertainty means that the Ports of Auckland relocation has been registered as a potential major transformation opportunity. Future Development Strategies will provide more detail on the potential regional land use and employment impacts as future decisions are made.

Appendix 10: Information on Spatial Priorities

This appendix sets out information on each of the six short to medium-term spatial priority areas (years 1-10).

Mt Roskill

Mt Roskill is located less than 10km from the city centre. With frequent buses along Sandringham, Mt Eden and Dominion Roads and a bus connection between Mt Albert Road and Mt Albert rail station, the area has good accessibility to services and employment opportunities within the Tāmaki Makaurau isthmus area.

Kāinga Ora is currently progressing developments in Roskill South. This is being complemented by pedestrian, cycling and open space improvements. Large-scale development including new homes, town centre upgrade and new cycleways is also anticipated for the remaining parts of Mt Roskill. Significant transport, stormwater and community infrastructure is required to support future growth in this area.

There is a large migrant and refugee community residing in the area. These communities have their own centres, speciality shops, and place of worship that are important to preserve as this area develops.

Auckland Light Rail could further improve accessibility of this area and act as a catalyst for increased development.

Māngere

Māngere is located close to Auckland Airport and Wiri, two major business and employment areas. It has the largest Pasifika population in Tāmaki Makaurau, a sizeable Māori population, as well as migrant and refugee ethnic groups.

Māngere has experienced significant residential growth through both public and private development. Central government has been undertaking smaller redevelopments in the northern part of Māngere. There is potential for larger scale redevelopment in the remaining parts of Māngere given Kāinga Ora's significant land ownership. A potential new light rail station in Māngere town centre would trigger widespread redevelopment and greatly improve overall accessibility.

Significant transport, stormwater and parks infrastructure is required to support this area. Some infrastructure upgrade projects are currently underway.

Tāmaki

Tāmaki is currently the focus of an urban transformation project led by the Tāmaki Redevelopment Company and Kāinga Ora. This is a large-scale regeneration project.

It includes delivering a mixture of state and private homes, undertaking town centre and street upgrades, and providing social infrastructure.

While there is some committed funding for infrastructure upgrades, significant investment in stormwater and transport infrastructure is still required to support future growth in this area.

The area has a range of attractive amenities such as beaches, parks and a recently constructed cycleways. The train station near the town centre, as well as several bus services, provide good

access to the wider area, including the city centre. There are large employment areas adjacent to and part of the area, particularly Tāmaki, Mt Wellington, and Panmure.

Drury

The Drury Spatial priority is an investment priority to support residential, centre and business development in this future urban area. It is a defined area of live zoned land approved through the Special Housing Areas and Private Plan Changes, enabling urban development ahead of the rest of the future urban zoned land. Housing development is already happening in parts of these live zoned areas. A range of infrastructure is required to support these newly establishing communities.

A major centre is under development east of State Highway 1, at the Drury motorway interchange near the existing Drury Village. The existing area of Drury (including the town centre) has an interface with the future urban area which is now live zoned. The integration and development of this area, and particularly the walkable catchment of the Proposed Drury East Rail station (scheduled for completion in 2025), needs to be considered in this planning.

The new Drury East station will support a multi-modal transport network and anchoring Drury as a strategic centre. Connections between development areas (both for residential and commercial development) are critical to ensure integrated development.

The other key priority area is the industrial business land on the south-eastern edge of Drury. A large area of new industrial business land is needed in Drury-Ōpaheke to meet future demand and provide job opportunities in close proximity to the new communities being built. Social infrastructure must also be provided to support the new communities, with the location and type of infrastructure important to support a growing new community.

City Centre

The city centre is Auckland's focus for business, tourism, educational, cultural and civic activities in Tāmaki Makaurau.

It is also a focus for Auckland's public transport system. There has been substantial public and private investment in infrastructure and development projects in the last decade. As part of the Central Rail Link (CRL) two new train stations (Maungawhau and Karanga-a-Hape) will create two new major transport hubs with increased residential development, services and amenities, planned.

In the future, on-going infrastructure investment will be required for ALR to connect the city centre to Māngere. Other projects include the Eastern Busway and the planned Waitematā Harbour crossing.

Wastewater and stormwater infrastructure in the city centre is largely sufficient, and the proposed central interceptor will significantly reduce wastewater overflows into central Tāmaki Makaurau waterways.

The city centre is also a node. See Appendix 5 for further information on nodes.

Westgate

Westgate has a large catchment with potential to accommodate residential and business and employment growth. While Westgate is well connected via the state highway it needs

investment in public transport as a priority. The north-western rapid transit corridor has potential to transform Westgate into a key transport interchange for the surrounding areas and support residential intensification in and around the centre. This will allow people to live closer to services and jobs.

Westgate is linked with the Whenuapai future urban area which is expected to provide a range of employment opportunities. The delivery of infrastructure for Whenuapai future urban area supports unlocking business land much needed in the north-west. to help address the shortage of employment land.

Prioritising funding for delivery of a range of infrastructure projects in the short to medium-term will ensure Westgate, including the Whenuapai area, is well-prepared to take up the benefit of rapid transit. Projects needed to unlock this area include several local road and State Highway upgrades, pump station upgrades, wastewater projects and a watermain project. In particular, the delivery of infrastructure for Whenuapai future urban area will support unlocking business land that is much needed in the north-west.

Westgate is also a node. See Appendix 5 for further information on nodes.

Appendix 11: Māori land and economic opportunity map

This map shows the general locations of Māori Freehold land and Treaty settlement commercial redress land across Tāmaki Makaurau.

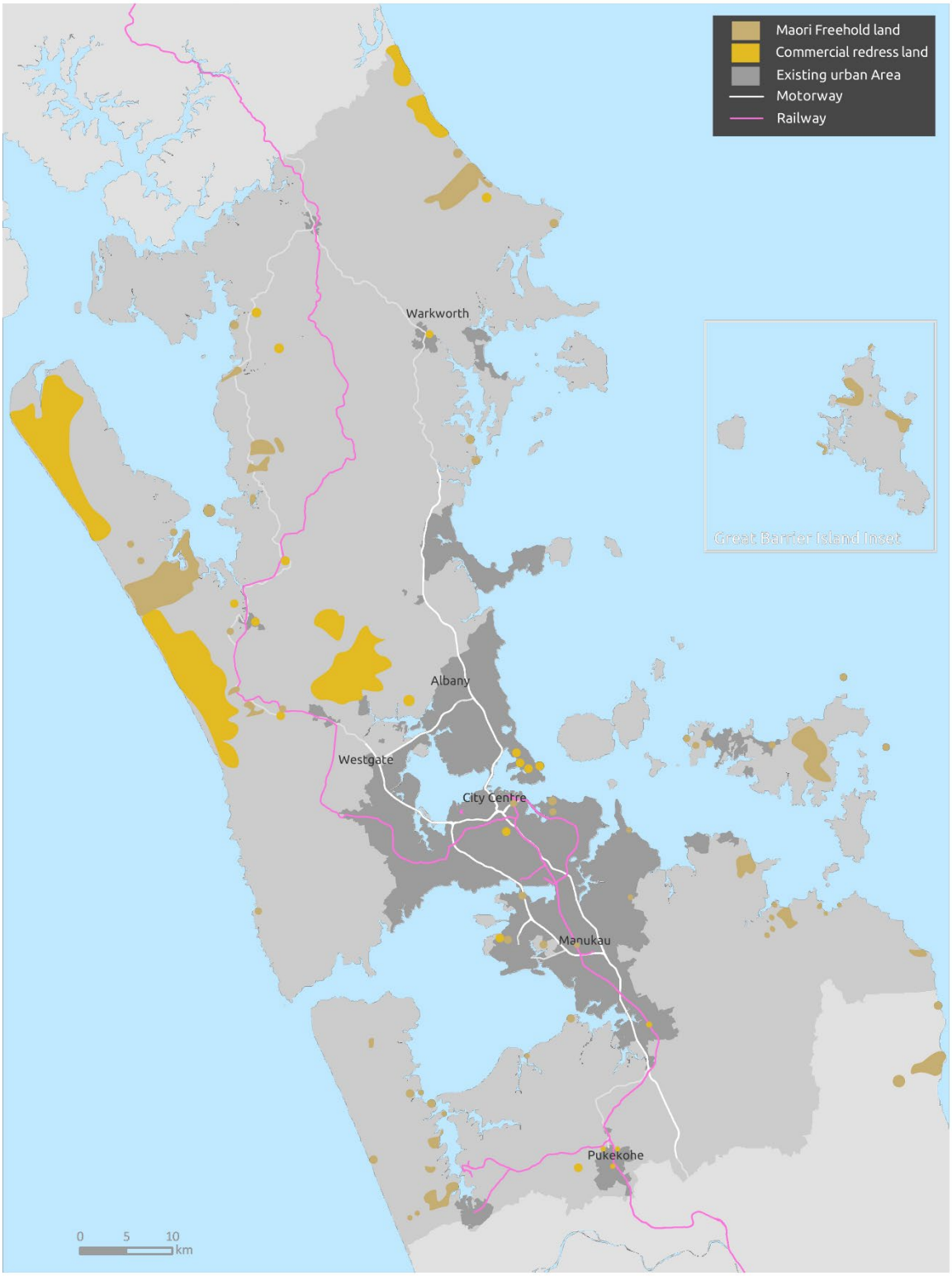


Figure 47 – Map of Māori Freehold Land and Commercial redress land

Appendix 12: Implementation actions

This appendix sets out the supporting actions required to achieve the vision and goals of the FDS. They are grouped under three broad categories: changes to the Auckland Unitary Plan, investment prioritisation and advocacy, research and non-statutory responses.

Following finalisation of the Future Development Strategy, a comprehensive implementation plan will be developed in accordance with the requirements of the NPS-UD. The implementation plan will provide more detail on the scope on these supporting actions, ascribe roles and responsibilities. It will also set out indicative timeframes for implementing actions, noting that associated resourcing is a matter for Annual Plan and Long-term Plan decision making.

Changes to the Auckland Unitary Plan (AUP)

Changes may be needed to one or more of the different parts to the AUP.

- Expand and tailor the NPS-UD definition of well-functioning urban environment for Auckland.
- Strengthen matters for assessing plan changes (including infrastructure triggers and potential trade-offs).
- Strengthen the catchment approach in structure planning provisions.
- Introduce emissions reduction plan provisions.
- Investigate the use of economic instruments such as financial contributions under the RMA as a method to mitigate the effects of climate change.
- Strengthen natural hazard risk management plan provisions.
- Strengthen protection of existing vegetation and encourage or require new planting and ecological connections.
- Expedite mapping hapū and iwi cultural landscapes and investigate opportunities to strengthen protection.
- Investigate strengthening provisions to further enable Māori economic, social and cultural development.
- Identify and further enable and incentivise dense, mixed-use development close to optimal centres and rapid transit, and other areas that could be suitable for mixed use.
- Initiate a plan change to remove, or remove in part, future urban areas in Kumeū-Huapai (in part), Takaanini, Drury-Ōpaheke (Slippery Creek) and Hatfields Beach (as detailed in Appendix 7).
- Investigate the appropriateness of future urban areas at Warkworth North-east and Warkworth South, Dairy Flat, Wainui East, Upper Ōrewa, Kumeū-Huapai (whole FUA), Riverhead, Albany Village 2, Oruarangi 2 for future growth and what the most suitable management response could be (e.g. re-zoning) (as detailed in Appendix 7).

Investment Prioritisation

- Incorporate Future Development Strategy Spatial Priorities into 2024-2034 Long-term Plan growth investments.
- Incorporate the infrastructure investment hierarchy in the council group asset management plans and the 2024 Infrastructure Strategy (part of the 2024 Long-term Plan).
- Initiate joint priorities between the council and iwi to focus on opportunities linked to the enablement of economic development of Māori land and Treaty settlement land.
- Prioritise integrated, nature-based, regenerative and resilient infrastructure in the 2024 Infrastructure Strategy.
- Invest in public transport and active mode infrastructure and services to better serve and connect residential areas, centres and business areas.

Advocacy, research and non-statutory approaches

- Further investigate hazard types and exposure to risk, starting with the initial locations identified in the Future Development Strategy, and pilot programmes to develop appropriate adaptation responses.
- Investigate opportunities in business areas to strengthen nodes, achieve greater intensification and diversification and increase housing capacity in nearby areas.
- Investigate ways to encourage multiple uses for open space, greater planting of roadside berms and use of vacant council sites for community gardens/urban farming and local composting.
- Update information on rural settlements, environment and productivity to inform future approach to rural areas.

Auckland future development strategy 2023-2053. Consultation draft

June 2023

ISBN 978-1-99-106052-5 (Print)
ISBN 978-1-99-106053-2 (PDF)

Draft strategy for consultation confirmed by the Auckland Council Planning, Environment and Parks Committee, 4 May 2023.