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Auckland Council
Freeport Authority 182382
Private Bag 92 300
Auckland 1142

Email: akhaveyoursay@aucklandcouncil.govt.nz

Auckland Council Central City Masterplan Refresh

1. Recommendations

1.1 Property Council New Zealand recommends the following:

- (a) Auckland Council and the Waitemata Local Board investigate a targeted rate to support identified projects in the City Centre Masterplan Refresh (CCMP) that are of greatest benefit to those residing and working in the CBD. Targeted rates should replace business differentials.
- (b) Transport options need to be reliable and frequent, in order for users to switch from their private vehicles to public transport. Auckland Transport work closely with Auckland Council and key stakeholders to improve the current and future public transport system.
- (c) Greater connecting Wynyard Quarter with Britomart and Aotea Centre. This would not only help assist commuters but also allow Wynyard Quarter to flourish and reach its potential of being a vibrant and safe waterfront location for all.
- (d) Auckland Transport propose significant changes to its network to provide more public transport options to individuals desired destinations both within and outside of the CBD.
- (e) More engagement with CBD users to identify appropriate and future pedestrian friendly areas within the CBD.
- (f) More work and consultation is required to investigate the practicalities of private vehicle use 'zones' and alternative transport routes to better support the proposal.
- (g) Auckland Council work closely with developers in ensuring a range of housing typologies and commercial buildings near key emerging transport nodes are planned and developed.

2. Introduction

- 2.1 Property Council's purpose is to; "Together, shape cities where communities thrive". We believe in the creation and retention of well-designed, functional and sustainable built environments which contribute to New Zealand's overall prosperity. We support legislation

AUCKLAND BRANCH

Foyer Level
51 Shortland Street
PO Box 1033
Auckland 1140

P +64 9 373 3086
F +64 9 379 0781
E enquiries@propertynz.co.nz
propertynz.co.nz

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that provides a framework to enhance economic growth, development, liveability and growing communities.

- 2.2 Property Council's Auckland Branch has 352 businesses as members. The property industry contributed \$22.8 billion in 2016 to the Auckland economy, with a direct impact of \$10.5 billion (13 per cent of the GDP) and indirect flow-on effects of \$12.3 billion. It employs 53,050 directly which equates to eight per cent of the total employment in Auckland. For every \$1.00 spent by the Property Industry it has a flow-on effect of \$1.70 to the Greater Auckland region.
- 2.3 In preparing our submission we sought and received feedback from a selection of our Auckland-based members.

3. Auckland Central City Masterplan Refresh (CCMP)

- 3.1 We support many of the aspirational changes proposed and look forward to engaging with Auckland Council on its proposals. In particular, we support initiatives that improve people's access and choices of transport modes into and around the city centre. Taking an integrated planning approach to Auckland's central city long-term master-planning is key to achieving the aspirational transformation proposed.

4. Funding the CCMP

- 4.1 We note that project delivery will depend on funding, which in most cases is not yet confirmed. The CCMP states that the delivery of projects will require applications in the next funding round to be weighed against priorities elsewhere in Auckland. There are a significant amount of priorities across Auckland that need funding and financing from general rates. It is likely that projects within the CCMP may not receive funding due to other demands in Auckland.
- 4.2 Auckland Council and the Waitemata Local Board need to investigate alternative funding mechanisms which could be used to deliver some of the proposed projects within the CCMP. For example, Rodney Local Board introduced a Rodney Transport Targeted Rate in mid-2018 to accelerate transport investment in the Rodney Local Board area.
- 4.3 Auckland Council is slowly reducing the rating differential. We have long supported targeted rates over rating differentials, as targeted rates are ring fenced for projects. We recommend Auckland Council and the Waitemata Local Board in conjunction with the Auckland City Centre Advisory Board investigate a targeted rate to support project/s in the CCMP that are of greatest benefit to those residing and working in the CBD. Under our recommendation, targeted rates should replace business differentials.

5. Accessible city centre - public transport

- 5.1 The CCMP states that; "residential and job growth is driving increasing travel demand to and within the city centre that cannot be accommodated by private vehicles or the existing public transport network". This is of concern, given that public transport options within the CBD are currently limited.



- 5.2 Public transport that connects key areas of the CBD is of paramount importance to all who choose to live, work, play and shop. Transport options need to be reliable and frequent, in order for users to switch from their private vehicles to public transport.
- 5.3 We are supportive of the proposed new public transport stations at Britomart, Aotea Quarter and Karangahape Road. We are also supportive of urban destinations centred on transport nodes at Britomart, Aotea Quay, Karangahape Road and Dominion Road Junction / Mt Eden Station. However, the missing link is connecting Wynyard Quarter with the rest of the CBD.
- 5.4 Wynyard Quarter is an expanding commercial and residential area of paramount importance to the CBD. It has limited car parking and public transport options, becoming isolated and hard to reach. We recommend greater connections between Britomart, Aotea Centre and Wynyard Quarter. This would not only help assist commuters but also allow Wynyard Quarter to flourish and reach its potential of being a vibrant and safe waterfront location for all.
- 5.5 We recommend Auckland Transport propose significant changes to its network to provide more public transport options within and outside of the CBD. Public transport access across Auckland needs to better connect individuals from their home to their work or desired destination. This would see a more integrated planning approach between Auckland Council, Auckland Transport and key stakeholders.

6. Accessible city centre - pedestrian friendly areas

- 6.1 In the past we have supported Auckland Transport's goal of reducing the needless fatalities and serious injuries on our roads. However, we recommended more work needs to be done to consider a range of options and undertake more consultation.
- 6.2 Lowering speed limits alone will not produce pedestrian friendly areas. Other factors such as the streetscape, available amenities, ease of access and safety all come into play. We recommend more engagement with CBD users, the retail sector and other key stakeholders is required to identify appropriate and future pedestrian friendly areas.
- 6.3 The proposed CCMP also mentions a new traffic circulation system whereby cars access city centre 'zones' from its edge and cannot pass through the city centre, giving increased priority to walking, cycling and public transport. In theory we are supportive, however, limiting private vehicle use in the city can only occur if public transport is available, reliable, efficient and cost effective.
- 6.4 Introducing zones without providing alternative and reliable options to driving is not feasible. We recommend more work and consultation is undertaken to investigate the practicalities of zones and alternative transport routes to better support the proposal. The additional research should aim to better understand how to manage traffic volumes, the needs of individuals who use the CBD, and investigate current and alternative car parking options.

7. Quality built form

- 7.1 We support the CCMP vision to continue development activity in the city centre that reinforces the city centre's unique cityscape, streetscape and heritage. We have the same goal

of promoting growth and securing quality outcomes that are of; “exceptional design quality, boast sustainable credentials and enhance public amenity.”

- 7.2 We support the CCMP vision for quality build form and wish to contribute towards this throughout Auckland’s CBD and beyond.

8. Prosperous city centre

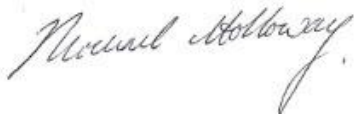
- 8.1 We support the CCMP vision for a prosperous city centre leveraging off Americas Cup 2021 to support new and existing leisure, retail and business destinations such as the Wynyard Quarter, Viaduct, Britomart and emerging Commercial Bay.

- 8.2 We support the investment and growth around new City Rail Link and Light Rail Transit stations. We recommend Auckland Council work closely with developers in ensuring a range of housing typologies and commercial buildings near key emerging transport nodes are planned and developed.

9. Conclusion

- 9.1 We support the overall intent of the CCMP.
- 9.2 Property Council members invest, own and develop property in Auckland’s central city. We wish to thank Auckland Council for the opportunity to submit on the Central City Masterplan Refresh as this gives our members a chance to have their say in how Auckland’s city centre develops today and into the future.
- 9.3 Any further queries do not hesitate to contact Katherine Wilson, Senior Advocacy Advisor, via email: katherine@propertynz.co.nz or cell: 027 8708 150.

Yours sincerely,



Michael Holloway

Auckland Branch Executive President
Property Council New Zealand