

TIER ONE - CMI URBAN DESIGN OBJECTIVES

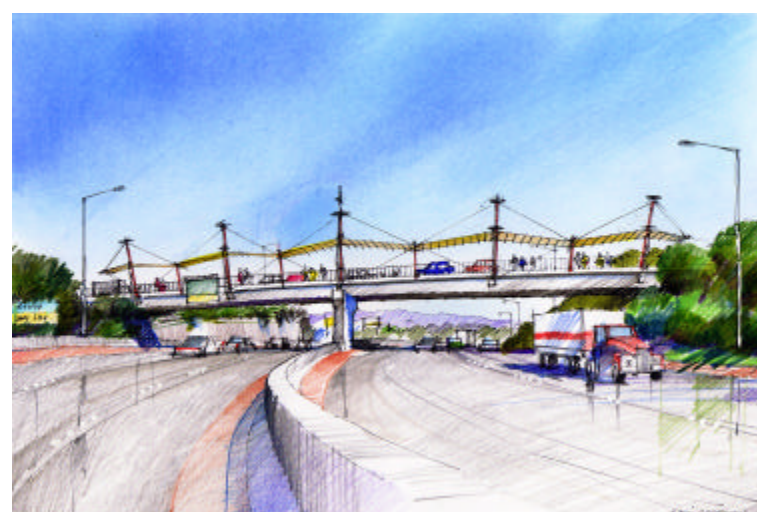


VISION



TO CREATE A MOTORWAY CORRIDOR THAT:

- makes a positive contribution to city-wide connectivity and the urban fabric of Auckland
- is visually stimulating and attractive
- expresses the localised 'sense of place'
- facilitates efficient land use and development without compromising core safety and efficiency requirements



U R B A N D E S I G N O B J E C T I V E S

KEY OBJECTIVES

- 1 improving connectivity of the local movement network
- 2 promoting Auckland's distinctive visual and spatial character
- 3 encouraging environmentally responsive design
- 4 facilitating efficient land use and development potential

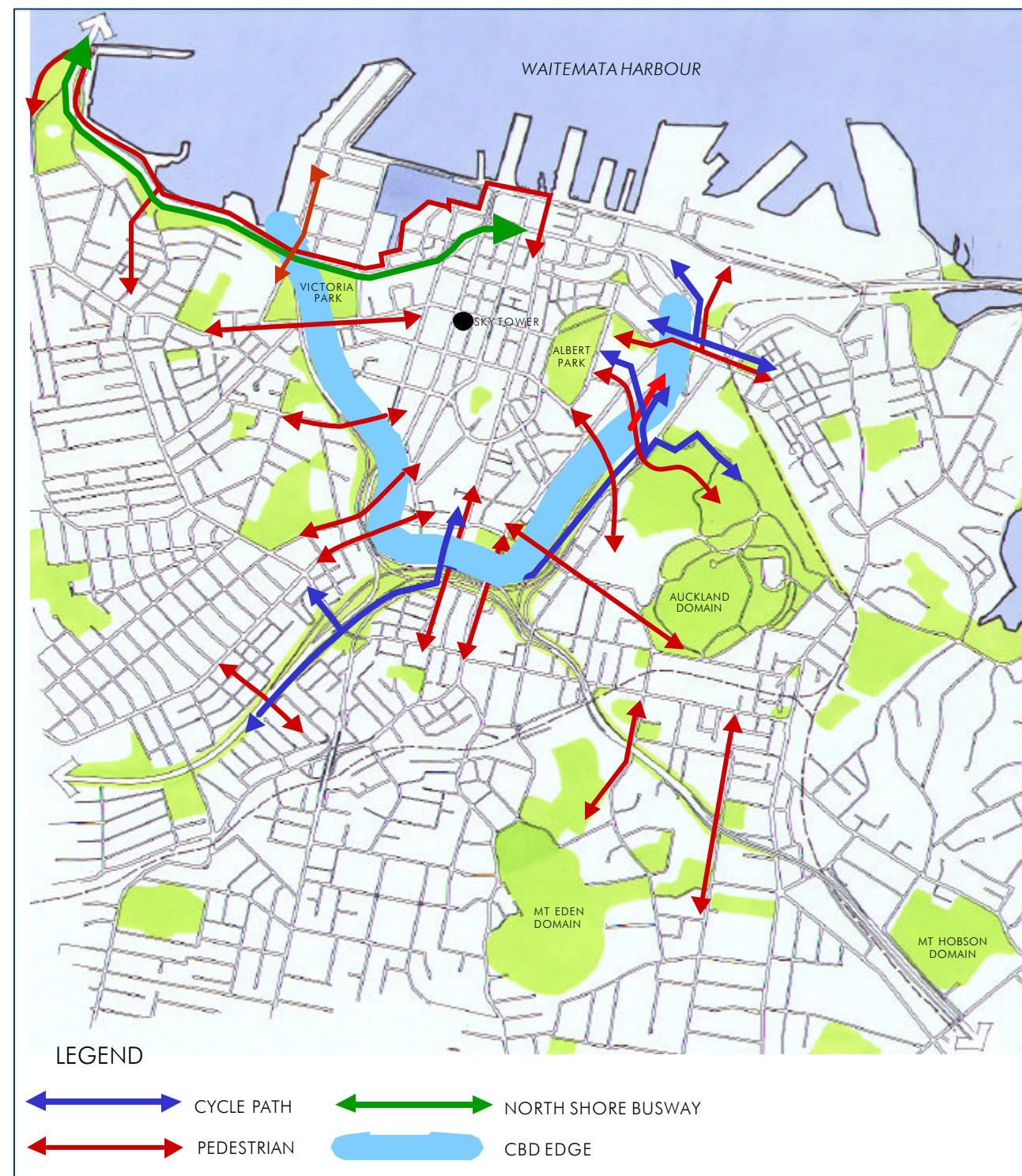
Each of these key objectives is discussed further within this document.

To ensure project success, requirements including efficiency, safety, cost, noise and visual impact control issues need to be balanced with the above urban design objectives.



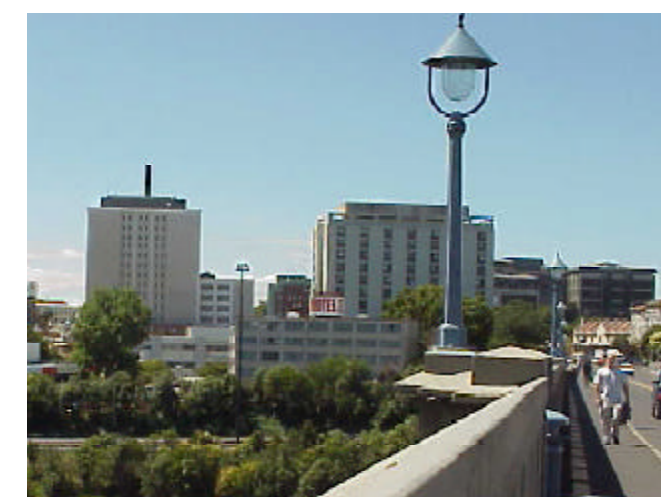
1. IMPROVE / MAXIMISE CONNECTIVITY OF THE LOCAL MOVEMENT NETWORK

Retain and enhance the city's local movement network, by allowing for the highest degree of vehicular, pedestrian and cycle connectivity.



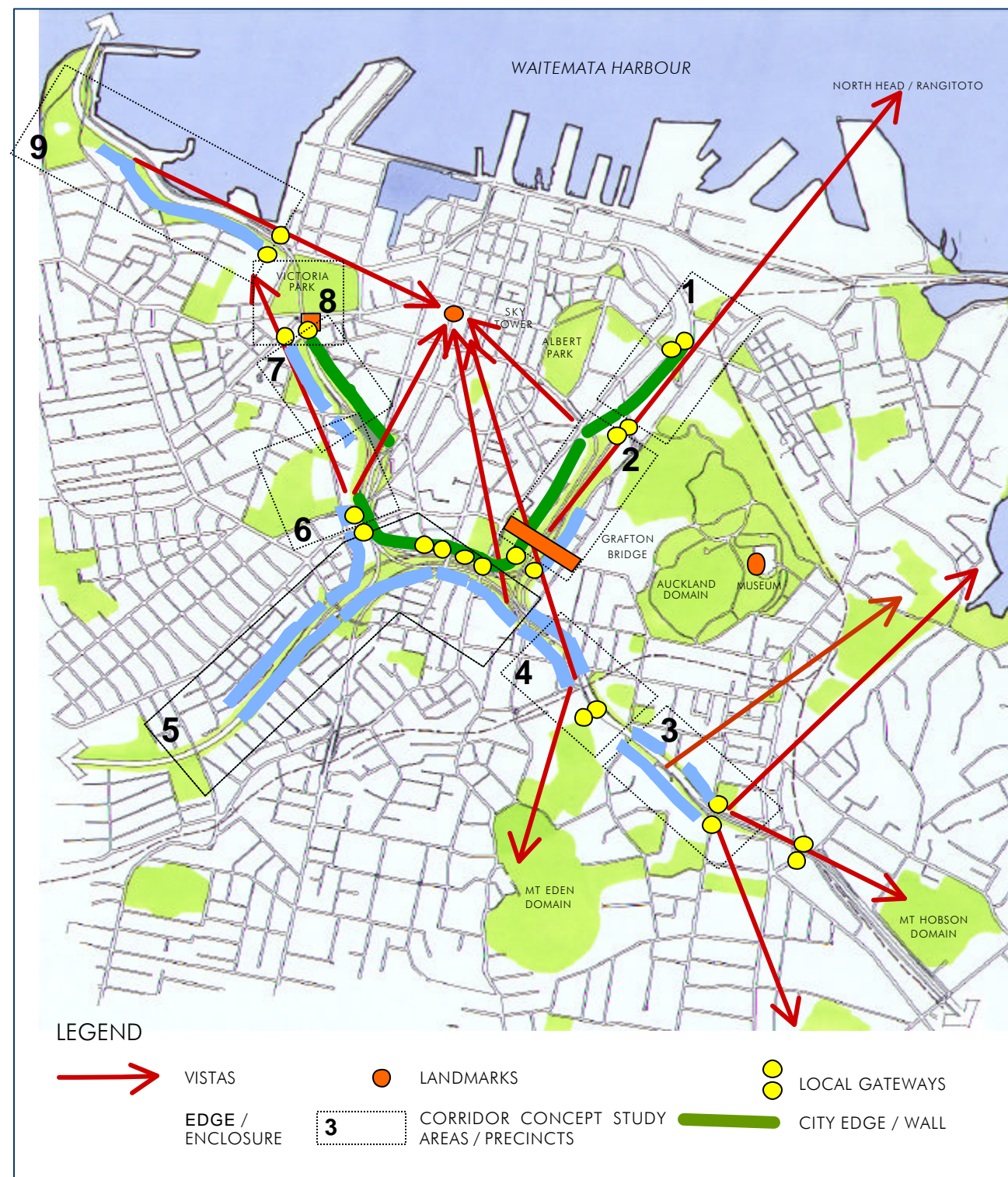
KEY INITIATIVES

- improve, where appropriate, vehicular linkages both to and from the motorway network, as well as over and underneath
- improve, where appropriate, pedestrian and cycle linkages both over and underneath the motorway network
- maximise integration with Auckland's public transport networks. This should include both bus and the proposed light rail network (LRT)



2. PROMOTE AUCKLAND'S DISTINCTIVE VISUAL AND SPATIAL CHARACTER

Design a motorway corridor that ensures a high degree of user legibility through the use of a variety of visual conditions. The motorway should at all times attempt to promote the distinctive local identity.



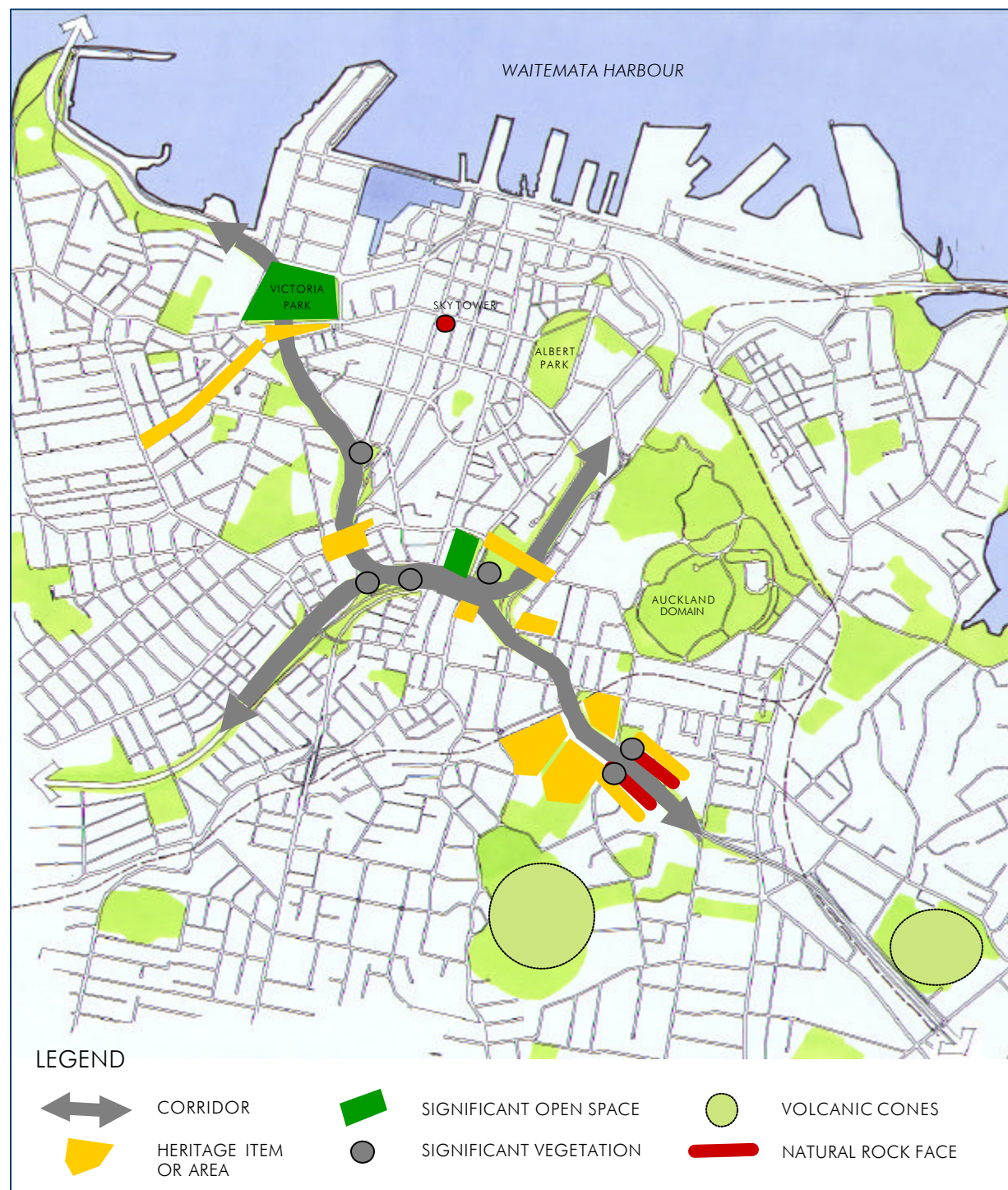
KEY INITIATIVES

- promote a high degree of user legibility through incorporation of a range of city-wide views, vistas and identification elements. These should include both natural and built features
- ensure visual integration between the local and motorway networks
- offer users a variety of visual conditions and spatial experiences, through the incorporation of a balance between diversity and coherence. This is necessary in order to ensure overall coherence of the motorway system
- highlight what differentiates Auckland from 'everywhere else', by taking cognisance of the numerous local references. These could include cultural, historical, Iwi, geographical, climatic, environmental and social influences or a combination thereof
- integrate ideas from within Auckland City's 'Sense of Place: Auckland in the Pacific'
- implement the different spatial characteristics in each of the nine precincts in order to achieve a sequence of spatial effects which respond to local context



3. ENCOURAGE ENVIRONMENTALLY RESPONSIVE DESIGN

Achieve outcomes that preserve, restore and promote our local natural and cultural environment.



KEY INITIATIVES

- recognise and respond to existing natural habitats
- landscaping should, in addition to visual and noise control objectives, aim to include a diverse range of indigenous vegetation. This however, should not entirely preclude the use of exotic species
- apply measures to address air quality issues in areas of particular concern
- apply water quality measures to stormwater run-off alignments, retention areas and treatment locations
- recognise and respond to local historical and cultural influences



4. FACILITATE EFFICIENT LAND USE AND DEVELOPMENT POTENTIAL

Assist Auckland's economic and development potential and maximise financial benefit for the CMI project.



KEY INITIATIVES

- investigate opportunities for 'other uses' on leftover motorway land. This should include (air rights) above and below, as well as adjacent to the motorway corridor
- identify linkages necessary to unlock existing sterilised land, both within and adjacent to the motorway designation. This should include both public and privately owned land
- aim to ensure that 'leftover' parcels of land are not sterilised
- integrate the design objectives of Auckland's Regional Growth Strategy - 2050

