

newmarket viaduct

LANDSCAPE & URBAN DESIGN FRAMEWORK

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contents

PAGE

| | | |
|------------|--------------------------------------|-----------|
| 1.0 | introduction | 1 |
| 1.1 | purpose | 1 |
| 1.2 | project delivery | 1 |
| 1.3 | scope | 1 |
| 2.0 | background | 2 |
| 2.1 | newmarket viaduct project route | 2 |
| 2.2 | rationale for the project | 2 |
| 2.3 | designation & approvals | 3 |
| 3.0 | planning context | 4 |
| 3.1 | central motorway improvements | 4 |
| 3.2 | relationship with other documents | 5 |
| 4.0 | newmarket viaduct project | 6 |
| 4.1 | project description | 6 |
| 4.2 | project objectives | 6 |
| 4.3 | transit alliance procurement model | 6 |
| 4.4 | project timeline | 8 |
| 4.5 | project summary - designated works | 9 |
| 5.0 | physical context | 10 |
| 5.1 | overview | 10 |
| 5.2 | topography/geology | 11 |
| 5.3 | heritage & histories | 12 |
| 5.4 | vegetation & biodiversity | 15 |
| 5.5 | significant views | 16 |
| 5.6 | linkages & circulation | 19 |
| 5.7 | land use zoning & urban structure | 20 |
| 5.8 | built form, architecture & precincts | 21 |
| 5.9 | urban character | 22 |
| 5.10 | development/planning opportunities | 23 |

| | | |
|------------|--|-----------|
| 6.0 | urban design initiatives | 24 |
| 7.0 | design initiatives | 25 |
| 7.1 | overview | 25 |
| 7.2 | sector areas | 26 |
| 7.3 | place, experience, movement | 26 |
| 7.4 | sector 1: gillies ave to clovernook road | 29 |
| 7.5 | sector 2: clovernook road to Broadway | 33 |
| 7.6 | sector 3: Broadway to mahuru street | 36 |
| 7.7 | sector 4: st marks road and on-ramp | 39 |
| 7.8 | sector 5: mt hobson road | 42 |
| 7.9 | sector 6: viaduct structure | 45 |
| 8.0 | urban design opportunities | 48 |
| 8.1 | overview | 48 |
| 8.2 | impetus for evaluation | 48 |
| 8.3 | previous urban design investigations | 48 |
| 8.4 | next steps | 49 |
| 9.0 | implementation | 55 |
| 9.1 | project capital works | 55 |
| 9.2 | masterplanning | 56 |
| | Attachment A: terms of reference | 58 |
| | Attachment B: alliance charter | 59 |

1.0 introduction



1.1 purpose

This Landscape & Urban Design Framework (the Framework) has been prepared to provide overall design direction for the Newmarket Viaduct Project (the Project). The Framework seeks to establish a balance between the State highway safety and operational objectives of Transit New Zealand (Transit) and the wider physical and environmental considerations relating to Newmarket as an urban area.

The requirement for a Landscape & Urban Design Framework for the Project is set out in the conditions of the designation that has been secured for the Project. The Framework is to be developed in collaboration with a Working Party consisting of representatives from Auckland City Council (Council) and local iwi. It shall be a document that understands the physical context of the Project and sets out the Project parameters/principles, design fundamentals and anticipated outcomes. It is intended that this Framework will ensure a coherent approach to design and decision making for the Project.

1.2 project delivery

The Newmarket Viaduct Project is currently at the developed design stage. Planning approvals for the Project have been secured.

The Project will be delivered under the Transit Alliance Model (refer Part 4.3 of this document). The current project phase is called the 'Interim Project Alliance Variation Agreement' stage (IPAVA). As a minimum, engineering specimen design is taking place, with more developed design occurring for more critical aspects of the Project, which require investigation through design. This Framework is being prepared in parallel with this design phase.

The next phase of the Project will be detailed design and construction. Construction of Newmarket Viaduct is expected to commence in 2008.

1.3 scope

The scope of this Framework is two-fold. In the first instance it covers the designated works. These are the works and improvements required to accomplish the objectives of the Project and replace the existing Newmarket Viaduct. Secondly, the Framework addresses the contextual considerations of the wider Project Area – Newmarket and its surrounds. It will assist with identifying opportunities for further development and enhancement in partnership with Council or other parties.

The Framework reflects Transit's understanding that the State highway network has a wider sphere of influence on the structure of urban areas than the immediate land it traverses. As a result, the scope of this Framework covers land outside of the Transit designation for this Project. Where initiatives have been identified for such areas, collaboration and cost-sharing with other parties on the design and delivery of these initiatives will be required.

2.0 background

2



2.1 newmarket viaduct project route

The Project route is approximately 2.1 kilometres long and extends along a key stretch of existing motorway. It includes Newmarket Viaduct which spans 700 metres across a valley between Mt Eden and the slopes of Mt Hobson. The viaduct rises more than 20 metres above Newmarket, an established urban area of inner-city Auckland.

The length of State Highway 1, which the Project traverses is the most heavily trafficked piece of road in New Zealand, with more than 200,000 vehicles per day. It is a critical link in the State highway network, as a result it is fundamental that a robust, safe and efficient link through this area is maintained.

Newmarket Viaduct was completed in 1965 to link the Southern Motorway with 'spaghetti junction' and the Auckland Harbour Bridge, relieving traffic from Great South Road and Newmarket village.

2.1.2 design ingenuity

Newmarket Viaduct was the first bridge constructed in New Zealand to adopt a prestressed continuous box-girder design. It has been subsequently hailed as an innovative example of bridge design. The original design of Newmarket Viaduct also exercised foresight by providing a 3-lane capacity bridge with space for stopping traffic. Victoria Park Viaduct which was constructed at the same time included only two lanes in each direction.

2.2 rationale for project

Investigation and studies into the performance of the existing Newmarket Viaduct has occurred since the 1990's. These investigations have covered aspects such as seismic performance, maintenance reporting, road geometry, stormwater management, traffic capacity & efficiency, safety and enhanced edge protection (amongst others).

Of particular note during these investigations was the need to provide improvements in the following areas:

- Crash barrier protection
- Debris containment
- Seismic performance
- Optimisation of the 4-lane southbound vehicle capacity through the CMI area.

Replacement of the existing viaduct was considered the most feasible option by Transit and their investigation team in order to address the above issues (based on construction risk, cost, lane closures, and effects on the integrity of the original structure).

2.3 designation & approvals

A Notice of Requirement to alter the designation to replace Newmarket Viaduct and carry out southbound lane improvements along the Project route was lodged with Auckland City Council at the end of 2005. A hearings process confirmed the approval of this Notice of Requirement, and land required to carry out the replacement of Newmarket Viaduct has been formally recognised by Auckland City Council through a designation (with conditions) that has been included in their district plan (Auckland City District Plan – Isthmus 1999).

2.3.1 designation conditions

The designation conditions require a number of detailed Project-specific plans to be prepared and approved by relevant authorities prior to the commencement of any construction on the Project.

Of relevance to the Framework particularly are the conditions set out in Part 8 of the Final Designation Conditions document that relate to the development of an Urban Design Plan which:

“shall depict the overall urban design concept and provide a framework for the design intent, layout and urban design measures...”

Condition 8.2(a).

Condition 8.2 of the designation sets out the requirements for an UDP. These requirements are that it shall be:

- Determined in consultation with Auckland City Council and iwi (by way of a joint working party);
- Consider further comments from the Auckland City Council Urban Design Panel; and
- Not preclude access to any future pedestrian linkage identified by Auckland City Council (including Gillies Ave/Clovernook Place).

This Framework seeks to satisfy the conditions set out in Part 8 of the Final Designation Conditions document, and to provide overall direction on the development, design and delivery of the Newmarket Viaduct Project.

2.3.2 the framework & the working party

An Urban Design Working Party has been established consisting of Auckland City Council Officers and iwi representatives in accordance with Designation Conditions. The purpose of this working party is to assist in the identification and peer review of urban design initiatives, opportunities and actions for this Project.

Collaboration with the Working Party will assist with ensuring a better integrated project outcome, where the safety and operational requirements of Transit is balanced with the wider intentions for an improved urban form beneath and adjacent to Newmarket Viaduct.

The Newmarket Viaduct Working Party met for the first time on 19 July 2007. A Terms of Reference has been developed and is attached to this Framework as Attachment A.

DESIGNATION CONDITIONS

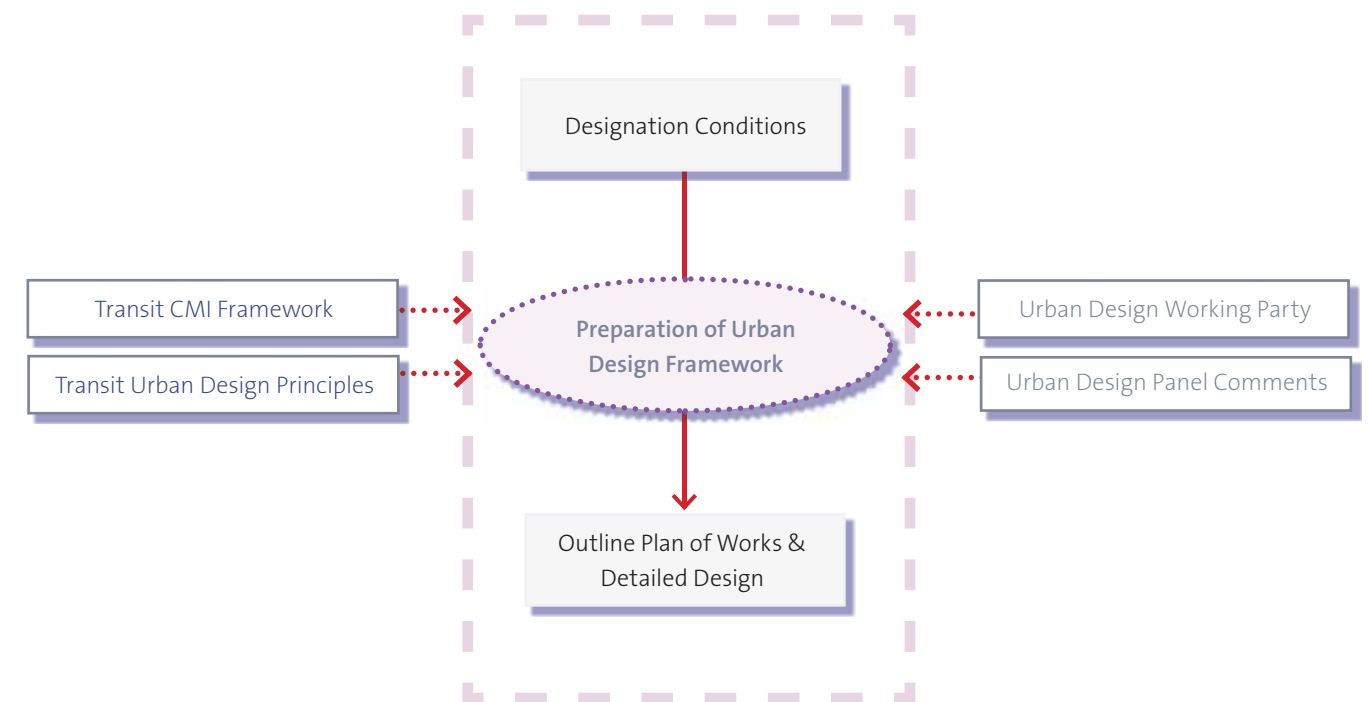


Figure 1: Urban Design Framework Inputs & Considerations

3.0 planning guidance

3.1 central motorway improvements



The Newmarket Viaduct Project is part of a suite of improvements to Auckland's central motorway network. The project will be key to extending the transport efficiency gains established by the CMI projects at the centre of Auckland City's motorway network.

As a signatory to the New Zealand Urban Design Protocol 2005, Transit has made a commitment to quality urban design outcomes. Transits Urban Design Policy (August 2007) seeks to:

- *Ensure state highways contribute to vibrant, attractive and safe urban and rural areas; and*
- *Achieve integration between state highways, local roads, public transport, cycling and walking networks and the land uses they serve.*

Transit Planning Policy – Urban Design Policy, August 2007

In 2001 Transit prepared the CMI Urban Design Framework. This urban design framework established the overall direction for built elements, natural elements, open space and development opportunities for the CMI projects.

The Newmarket Viaduct Project is located at the southern extent of the CMI projects and ascribes to the same Project vision and objectives as the CMI projects identified in the CMI urban design framework. This approach ensures consistency in the design and delivery outcomes between the Newmarket Viaduct project and the remainder of the CMI Projects.

The CMI vision recognises how motorway improvements in this part of the Auckland motorway network represent an opportunity to enrich the lives of Aucklanders over many years, and that such an opportunity may not arise again for many years. Subsequently urban design is fundamental to ensuring motorway improvements enhance their surrounding environments, reflect local identity and distinction, while achieving Transits goal of providing for a safe and efficient motorway system.

3.1.1 cmi vision

The Newmarket Viaduct Project ascribes to the CMI 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”.*

3.2.2 cmi objectives

The Central Motorway Improvements (including Newmarket Viaduct) seek to achieve the following 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*

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”.



Figure 2: Central Motorway Improvement Projects

3.2 relationship with other documents

This framework has been prepared cognisant of the following relevant frameworks, strategies and documents:

- New Zealand Urban Design Protocol, Ministry for the Environment 2005
- Transit New Zealand Urban Design Policy, Transit New Zealand 2007
- Transit New Zealand Policy Planning Manual, Transit New Zealand 2007
- Transit New Zealand Urban Design Implementation Guidelines/Principles, 2006
- Transit New Zealand Strategic Plan, Transit New Zealand 2004
- CMI Urban Design Framework, Transit New Zealand, 2001
- Auckland Regional Land Transport Strategy, Auckland Regional Council, 2005
- Auckland Regional Policy Statement, Auckland Regional Council 1999
- Proposed Plan Change 8 to the Auckland Regional Policy Statement, Auckland Regional Council 2005
- Auckland City Growth Management Strategy, 2003
- Auckland City District Plan – Isthmus, Auckland City Council 1999
- Newmarket's Future Framework, Auckland City Council, 2004
- Newmarket's Future Structure Plan/Proposed Plan Change 196 to the Auckland City District Plan – Isthmus 1999, Auckland City Council 2007
- Auckland City Walking & Cycling Strategy, Auckland City Council, 1998
- Auckland City Proposed Walking & Cycling Framework, Auckland City Council, 2007
- Draft Auckland City Urban Design Strategy, Auckland City Council, 2004
- Draft Auckland City Open Space Framework (Our Collective Taonga), Auckland City Council 2007
- Draft Auckland City Draft Urban Forest Plan, Auckland City Council
- Draft Auckland City Parks Plan, Auckland City Council

4.0 newmarket viaduct project

4.1 project description

The Newmarket Viaduct Project will replace an existing 6 lane motorway viaduct that links Auckland's southern motorway (SH1) with Auckland's CBD. The existing viaduct was completed in 1965 and consists of 6 traffic lanes spanning approximately 700 metres across Newmarket. The new viaduct will be of similar scale, comprise 7 traffic lanes (30 metres wide), and adopt a construction methodology that enables the continued passage of traffic along this stretch of motorway during the construction period.

The extent of the Project corridor runs from Gillies Ave interchange (in the north) to Market Road (in the south), approximately 2.1 kilometres in length.

The new motorway viaduct will provide 4 southbound lanes, and 3 northbound traffic lanes. The additional southbound lane is necessary in order to realise the capacity and efficiency benefits established by the Central Motorway Junction project (CMJ) and the Grafton Gully Project (GGP), which have provided 4-lane capacity for all southbound traffic. The Newmarket Viaduct Project will extend this southbound lane capacity through to Market Road.

4.2 newmarket viaduct project objectives

The Newmarket Viaduct Project Objectives are as follows:

- To reduce southbound congestion between Gillies Avenue to Greenlane interchange; and
- To provide safety improvements to the Newmarket Viaduct to address edge protection deficiencies, traffic load deficiencies and seismic vulnerabilities.

4.3 transit alliance procurement model

Transit will be using their Alliance procurement model to deliver the design and construction phases of Newmarket Viaduct. The Alliance procurement model is considered to be the most suitable method for high-risk and highly complex projects.

Figure 3 illustrates the project design and delivery phases for Transit projects. The Alliance procurement method is being introduced at the developed design phase, where it is considered advantageous to engage the design and construction team as early as possible. This enables the design and construct team to scrutinize and be involved in the resolution of critical issues from the early stages of design to ensure buildability and practicality.





Figure 3: Newmarket Viaduct Project Route - Gillies Avenue to Market Road

Figure 3 also shows that the Alliance procurement phase has been split into two 'sub-phases'. The IPAVA stage is the 'interim design' phase where design will be resolved to a level where the project can be cost estimated (known as the Target Out-Turn Cost stage). The later Project Alliance Variation Agreement phase (PAVA) is the detailed design stage of the Project where further refinement of the design will be carried out by the Alliance to encourage innovation and cost efficiencies.

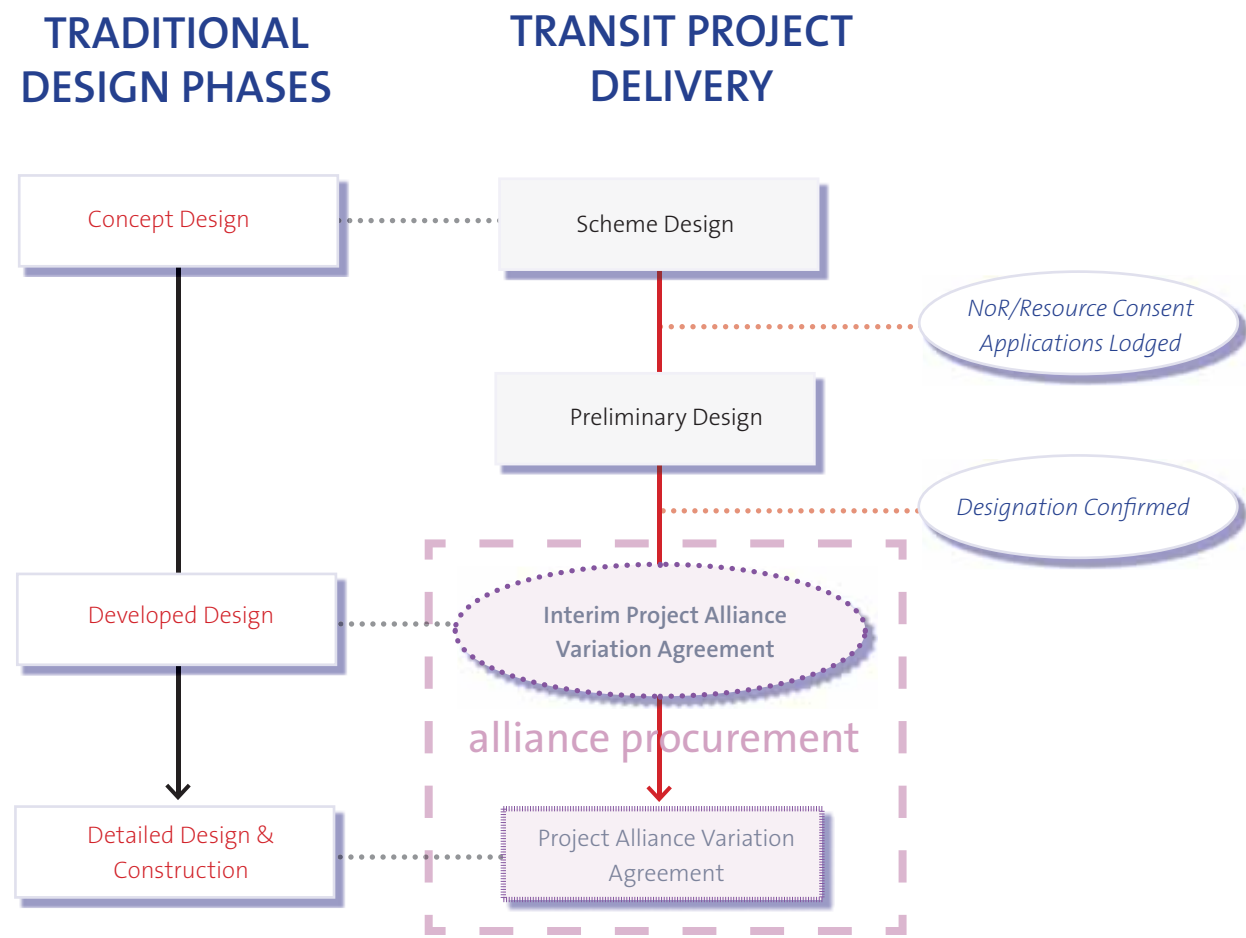


Figure 4: Transit Project Design & Delivery Phases

4.4 project timeline

The Project timeline below provides a summary of the events to date and the scheduled completion of Newmarket Viaduct.

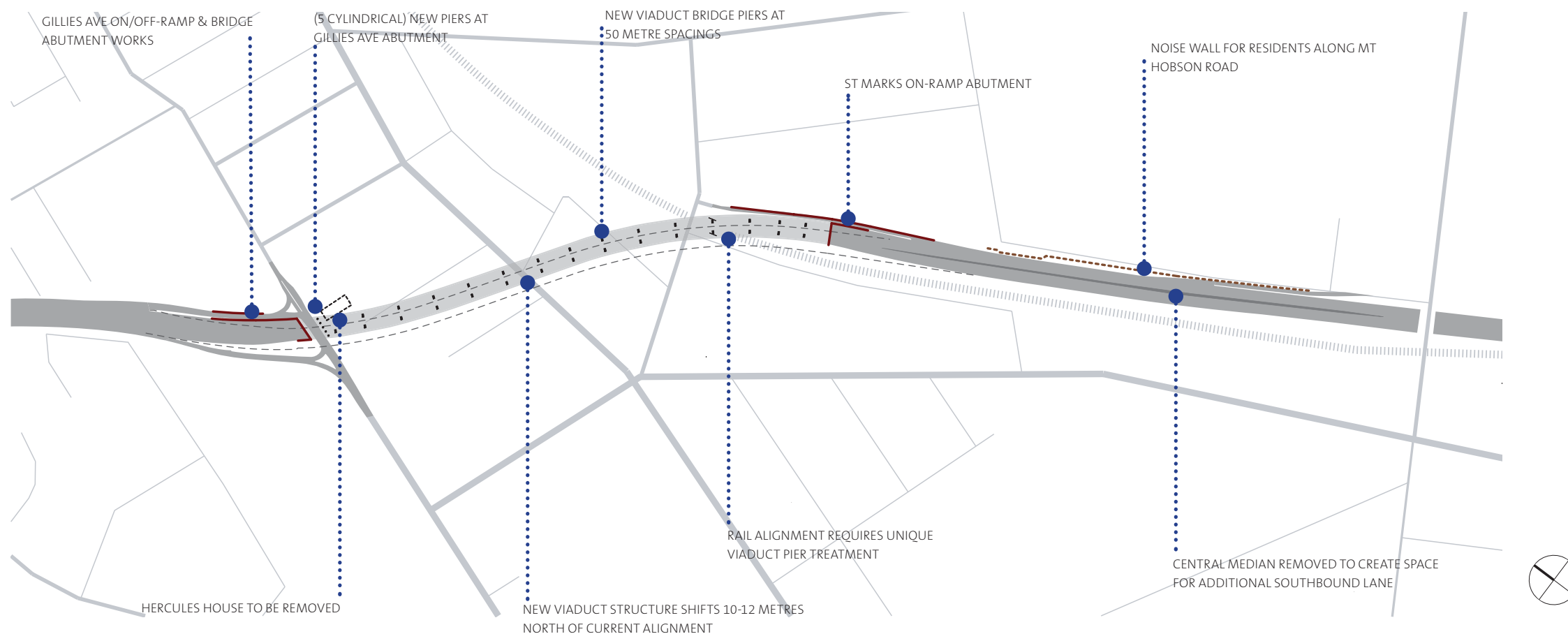
| | |
|----------------------|---|
| 2002 | Initial investigations. These looked at improvement options within the existing designation. |
| 2003 | LTMA 2003 enacted – introduced broader criteria for transport projects to be assessed against. |
| August 2005 | Transit decision to replace rather than modify existing Newmarket Viaduct. A new viaduct would provide a 100 year design life, versus a 40 year design life of a refurbished viaduct. This would require works outside of the existing designation. |
| 2005 | Scheme Design. |
| November 2005 | NOR and Planning Applications lodged. |
| July 2006 | Council Hearing. |
| April/May 2007 | Preliminary Design. |
| May 2007 | Appeals Resolved & Designation Confirmed. |
| July – December 2007 | IPAVA Design Phase. |
| January 2008 | PAVA (detailed design and construction) phase commences. |
| 2011/12 | Construction Complete. |

4.5 project summary - designated works

The following diagram illustrates the Preliminary Design of the Project, confirmed by Council Hearing. The Project features include:

- The replacement of the existing 6 lane motorway viaduct, rising 20 metres above Newmarket;
- The addition of an extra south-bound vehicle lane (increasing the capacity of the viaduct to 7 vehicle lanes in total);
- The realignment of Gillies Ave on and off-ramp;
- The realignment of St Marks on-ramp;
- Removal of Hercules House and other buildings;
- Investigation of land use opportunities and new open space beneath and adjacent to the viaduct;
- Relocation of central motorway barrier south of St Marks on-ramp; and
- The construction of noise walls along the motorway edge of southbound lanes (adjacent to Mt Hobson Road).

9



5.0 newmarket context

5.1 overview



This part of the Framework conveys the context of the Project area. It builds up the 'layers of the environment' to provide an understanding of the diverse elements and character that make up the Newmarket area. These contextual considerations will also be used to develop 'design drivers' or 'design cues' for the design of Project elements and broader urban design concepts for the southern part of Newmarket (refer Sections 7 & 8 of this Framework).

The following sections summarise the character and setting of Newmarket. It is considered that a thorough understanding of the overall Project context is necessary as a starting point for designing an infrastructure project that is responsive to its local environment and contributes to the overall urban quality of Newmarket. Figure 4 summarises this approach.

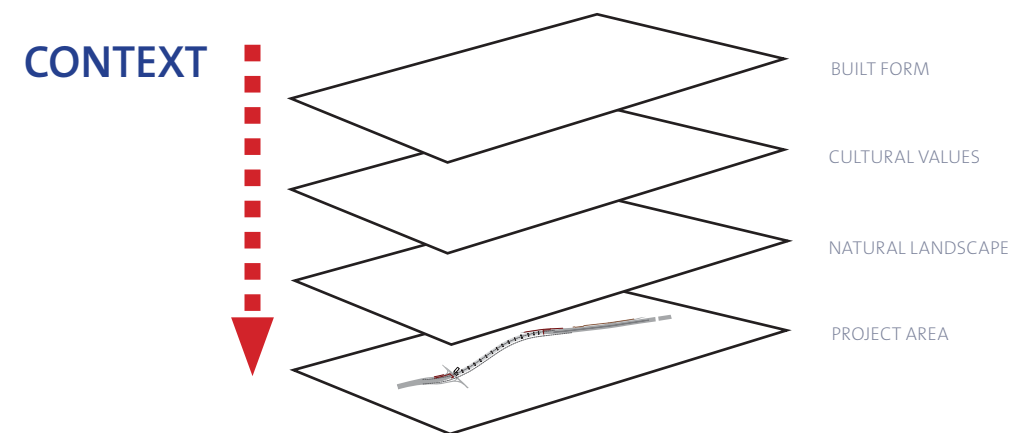


Figure 5: Contextual Considerations - An analysis of the elements that 'make a place'



SOLIDIFIED BASALT FLOW MORTIMER PASS



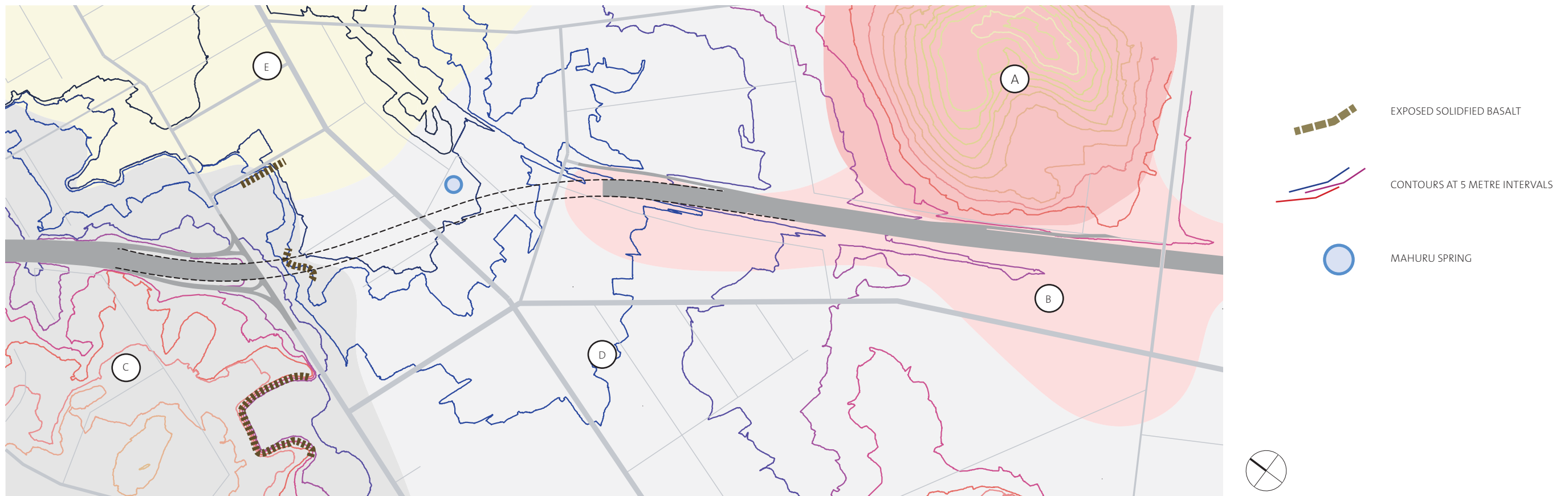
MODIFIED BASALT FLOW BENEATH NEWMARKET VIADUCT AT GILLIES AVENUE END

5.2 topography/geology

Newmarket Viaduct spans a gully between the slopes of Mt Eden and Mt Hobson, which form the highest elevated points within the surrounding area. The drawing below summarises the topographic and geologic characteristics of the area. Of note is the culmination of various volcanic lava flows converging across this area.

These volcanic lava flows have the following characteristics:

- A: Ohinerau/Mt Hobson volcanic cone – red/brown scoria
- B: Ohinerau/Mt Hobson scoria flow
- C: Maungawhau/Mt Eden flow – grey solidified basalt
- D: Maungakiekie/One Tree Hill and Titikopuke/Mt St John flow: tuff volcanic rock
- E: Predominantly floodplain and coastal alluvium/sedimentary plain





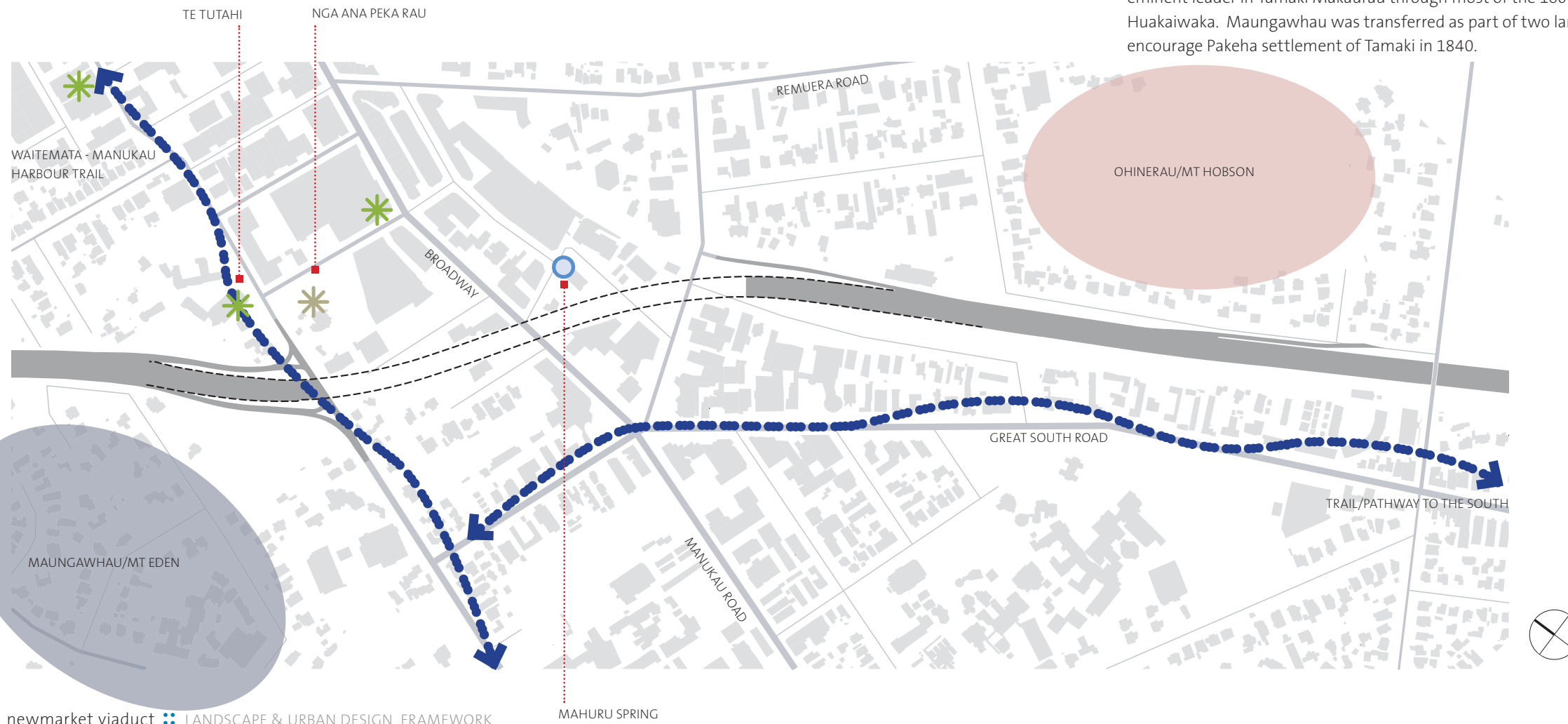
5.3 heritage & histories

5.3.1 ancient heritage

a. maunga/mountains

The Project is located between two ancestral mountains -Ohinerau (Mt Hobson) and Maungawhau (Mt Eden).

- Ohinerau/Mt Hobson was a major Pa of the Tamaki Isthmus. The mountain is named after Hinerau, an ancestress of both Ngati Whatua and Waiohua. Ohinerau was also an early name for Remuera, which is a miss-spelling of 'remuvera', which translates into: remu – the skirting of a cloak; and wera – scorched, recounting an event that occurred in the area that involved the burning of a highly valued cloak.
- Maungawhau - Mt Eden, Mountain of the Whau Tree. Was once the citadel of Te Huakaiwaka, who was a pre-eminent leader in Tamaki Makaurau through most of the 1600's. Six iwi of the Auckland region can trace decent to Te Huakaiwaka. Maungawhau was transferred as part of two large gifts of land by Apihai Te Kawau of Ngati Whatua to encourage Pakeha settlement of Tamaki in 1840.



b. tangata whenua

Tangata Whenua, people of the land is a term used to describe persons or people/family who have dedicated themselves for generations to an area of land through ritual and observances. There are various tribes that have tangata whenua status in Auckland, who are all descended from the same ancestor Te Huakaiwaka.

Affiliation to (an area of) land often involved ritual and customary observances. One of these observances involved the dedication of a new born child to the land of its ancestors. These rituals framed the recognition of conisance between maori and the land – its elements, creatures, plants and waters. Water was a significant component of these rituals, and consequently natural springs were dedicated and retained for such purposes.

c. wai/water & springs

An ancient freshwater spring is located in the vicinity of the Mahuru Street and Nuffield Street intersection. This Spring was dedicated for these ritual and customary practices and was managed specifically for these purposes. Little is known about this Spring today, and there is no above ground evidence/acknowledgement of its existence.

This spring has been referred to as 'Mahuru Spring', however the name Mahuru is likely to be a subsequent name for the feature, as Mahuru is the maori word for the season of spring, rather than that related to water.

For reference purposes, other springs dedicated to specific purposes are located within proximity to the Project. These springs have particular significance to the eternal spirit and relationship between land and people. These springs are:

- Te Puna a Rangi – A spring fed lake located near the junction of Manukau Road and Mt St John Ave. This spring is associated with drinking purposes.
- Te Rua Reoreo (False Whispers) – A spring associated with Newmarket Stream that flows into Te Waitaramoa/Hobson Bay. Ngati Whatua occupied a village in this area prior to the 1840's. The spring is associated with commercial activities.
- Te Wai O Mata – (location unknown). A spring associated with transport functions.

d. te tii tutahi

The area over which Newmarket Viaduct spans is also known Te Tii Tutahi – The Cordyline Australis of singular importance. This name relates to an ancient Cordyline Australis (Cabbage Tree) that was a ceremonial repository of umbilical chords from prominent children. This tree was also a landmark for early Auckland European settlers and became a popular meeting place. It was cut down in 1908, however a portion of the tree was rescued by Alfred Buckland and replanted in several areas within Newmarket and further out at Bucklands Beach. One of these Cabbage Tree plantings survived beside Morrow Street until recently.



VIEW OF MT HOBSON FROM MT EDEN, 1905
SOURCE: AUCKLAND CITY LIBRARIES



LOOKING SOUTH FROM JUNCTION OF GREAT SOUTH ROAD & BROADWAY, 1924
SOURCE: AUCKLAND CITY LIBRARIES

e. trails & pathways - antecedents for economic activity & highway development

Newmarket viaduct crosses and replaces an older trail and route of passage that has been used for various purposes to facilitate travel south of Auckland. The formalisation of this trail occurred last century when Great South Road was constructed by British soldiers over a two year period to transport troops and artillery for a military invasion of the Waikato. Approximately 12,000 soldiers were involved in the construction of the road. The progress of this road was physically marked with mile stones, although it is unclear whether any of these remain today.

The completion of Great South Road and conclusion of wars in the Waikato encouraged further Pakeha settlement south of Auckland. Agriculture and farming grew to become the dominant activities for these new areas. Great South Road became an integral commercial and social link between these areas and Auckland. The road facilitated the transport of goods, services and people. The constant flow of traffic and activity along this route saw the rise of new suburbs/centres along its length. Newmarket as a node was similarly established, located at the junction of key north to south and east to west connections. Its proximity to the CBD augmented its prominence as a key commercial trading post.



VIEW NORTH FROM MT EDEN ACROSS TO RANGITOTO, AUCKLAND GRAMMAR IN FOREGROUND, 1924
SOURCE: AUCKLAND CITY LIBRARIES



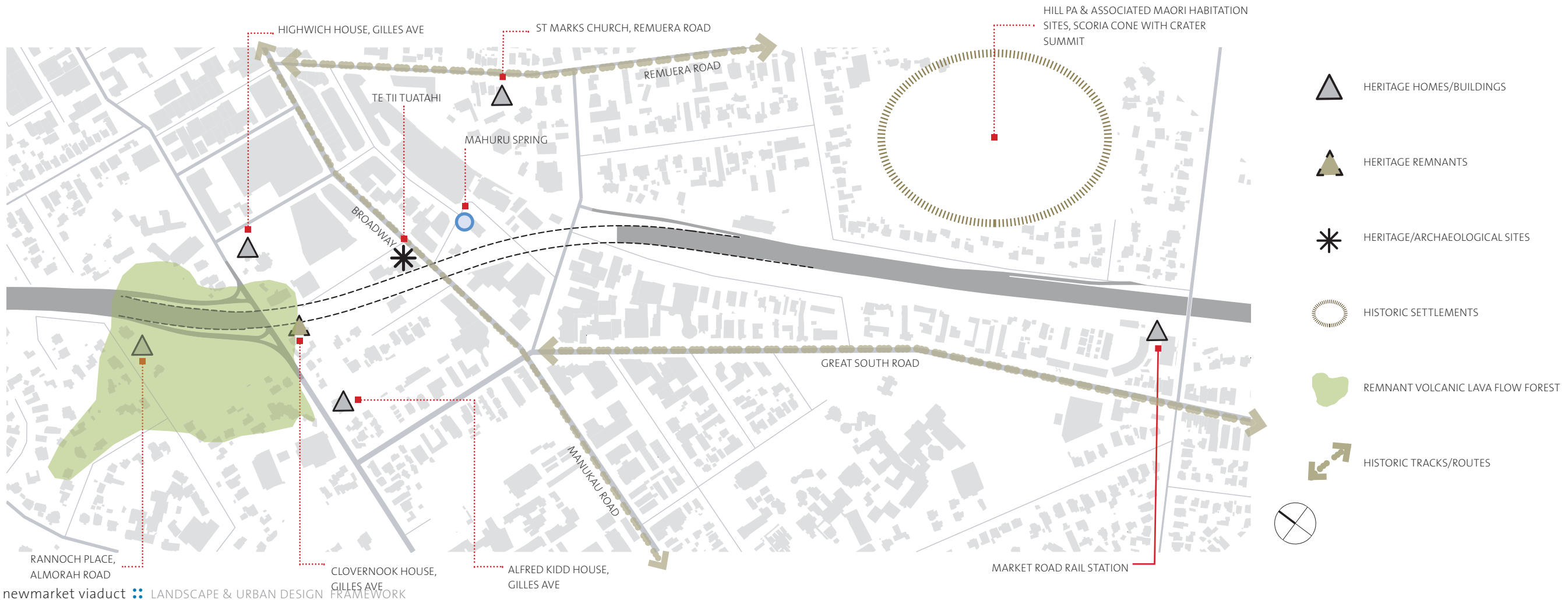
LOOKING WEST FROM BROADWAY ALONG MORTIMER PASS, 1928.
SOURCE: AUCKLAND CITY LIBRARIES

5.3.2 modern history

Early historic records of Newmarket document the area as the “Gateway to the South”. Newmarket evolved from a busy and popular transport hub focused around two key junctions with Broadway (then known as Epsom Road). These were the Remuera Road and Great South Road junctions.

Newmarket quickly became recognised for its strategic location, and the ‘town’ of Newmarket developed from here. Contained by the slopes of Mt Eden, the Domain and the main south railway line, the early township developed as a residential and manufacturing centre. The area around Carlton Gore Road and Khyber Pass Road were market gardens at the turn of the century. However through the years, the majority of land in Newmarket has become devoted to industry or commercial/business uses.

There are no scheduled archaeological or heritage sites located within the Project designation, however there are number of sites of local significance located within close proximity to the project route.





5.4 vegetation & biodiversity

5.4.1 vegetation

Planting located at the Gillies Ave end of the Project comprises a mix of mature exotic and native tree and shrub specimens. A remnant native volcanic forest is located on the western slopes of Gillies Ave providing a leafy and established planted character to this area. Other mostly exotic specimens are located east of this area, on the slopes between Gillies Ave and Newmarket. Puriri Trees also have a presence here, particularly along Clovernook Road. Vegetation at the southern end of the Project comprises a mix of trees, shrubs and ground covers alongside the motorway corridor.





5.4.2 biodiversity

Biodiversity is closely linked to the conditions created by the extent of lava flows from the volcanic cones in this area. The area west of Broadway is associated with a harsher (drier) sub-environment created by the basalt flows originating from Mt Eden. These conditions enabled iconic canopy trees such as Mangleo, Titoki and coastal fivefinger trees to flourish. Sub-canopy species in this area included now-rare ferns and low-growing plants such as Kirk's Tree Daisy, perching lilies and filmy ferns.



The environment east of Broadway was more typical of North Island coastal broadleaved forests, characterised by dense canopies of Pohutukawa, Puriri, Kohekohe, Pigeonwood, Kawakawa, Tawapou and Ti Kouka (cabbage tree) in open areas/cliff tops.

Forests in both areas provided habitat for Tui, Bellbird, Kokako, Hihi and Kereru. Lizards, including the Duvaucel's Gecko (the world's largest), small native bats, large flightless beetles, giant weta and carnivorous land snails were nocturnal species of the area.

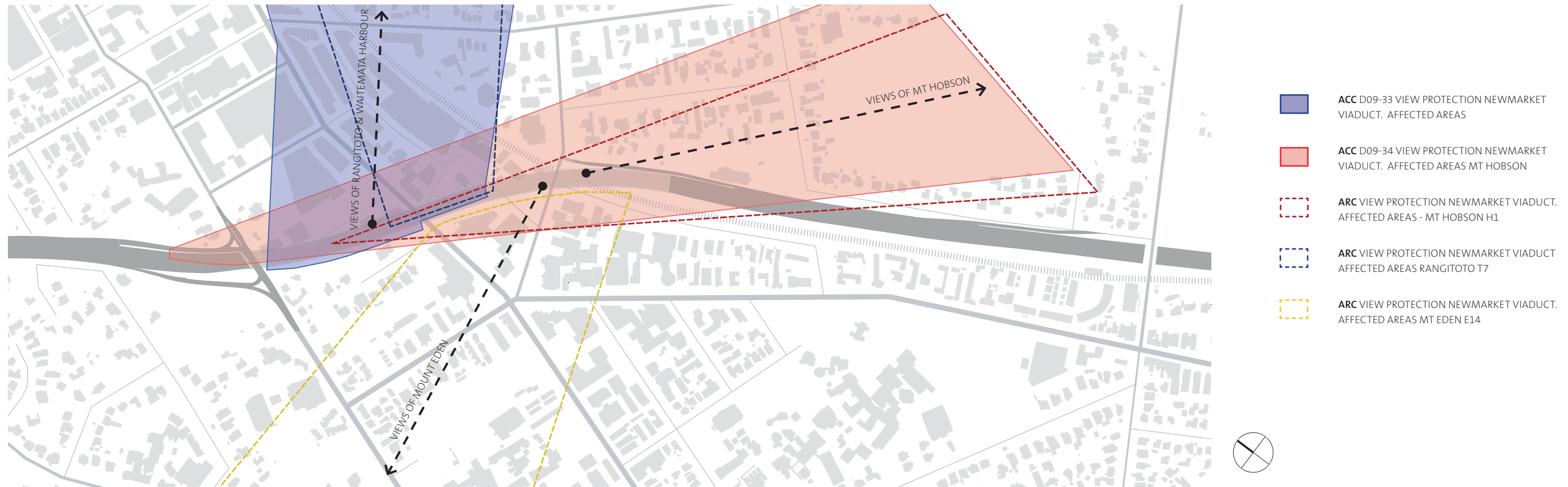
-  BUILDING FOOTPRINTS
-  PLANTED CLUSTERS: MIXED NATIVE & EXOTIC SPECIES
-  TREES AFFECTED BY THE PROJECT: REMOVAL OR RELOCATION
- 



5.5 significant views

5.5.1 protected views

Panoramic views of the Waitemata Harbour, Rangitoto, Mt Hobson and Mt Eden are visible from Newmarket Viaduct. These views are protected by Auckland Regional Council and Auckland City Council view protection shafts, which restrict the height of buildings and development that fall within these areas. The point of origin for all these viewshafts is the Viaduct itself, and these views as we know them today were created by the construction of the Viaduct. Hence, these 'points of origin' will shift when the Viaduct is re-constructed approximately 14 metres north of its existing position.



5.5.2 driving experience

The drive across Newmarket Viaduct is a unique experience. There is no other comparable driving experience in Auckland where drivers/passengers enjoy the same elevation, harbour and volcanic views.

Southbound travellers are departing the recently upgraded central motorway system, where new installations of barrier motif, multiple traffic lanes and retaining walls define the motorist's experience. At the Gillies Ave off-ramp, the lane system narrows and the motorist's range of vision opens to expansive views of Newmarket below, the Waitemata Harbour, Rangitoto and Mt Hobson (Photos A,B,C & D). The elevation of the motorist above these features provides a distinctive vantage point to obtain these views. It provides a memorable 'event' in the journey south of the CBD.

For northbound travellers, the experience of Newmarket Viaduct marks the arrival into central Auckland. The intensive commercial development of Newmarket provides an 'urban taste' of the city. Views of Mt Eden (Photo E) are a feature of journey.

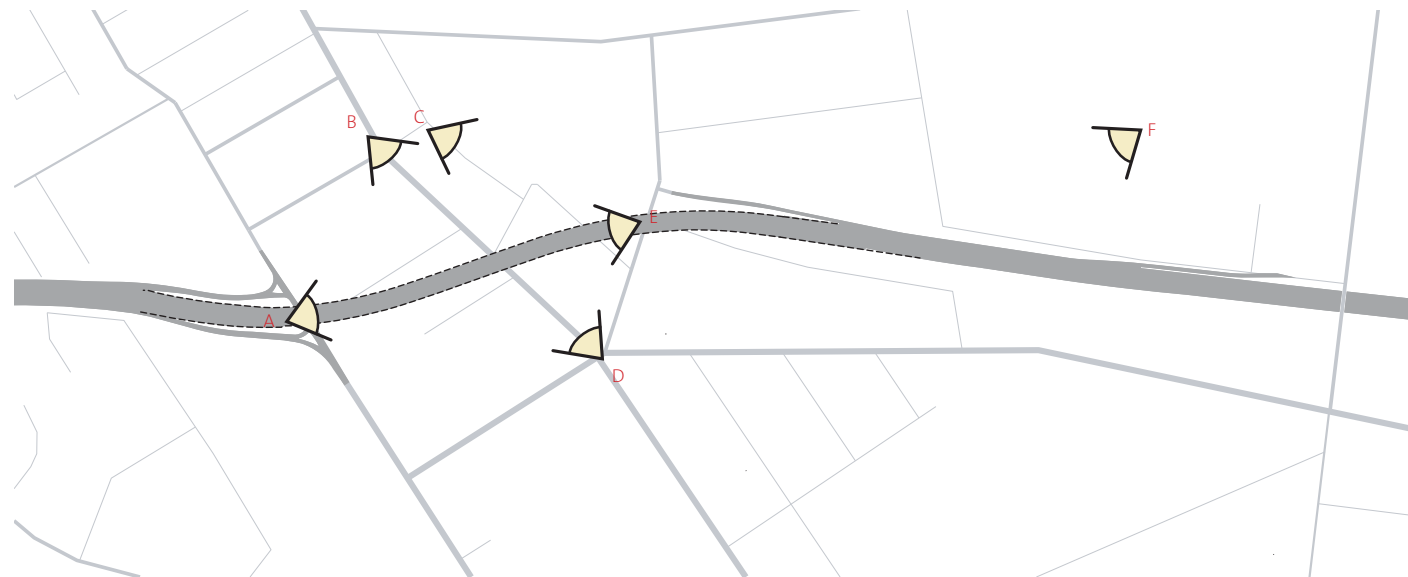
The expansive views enjoyed by both northbound and southbound travellers is currently provided by the visually permeable railing at the edge of the bridge deck.

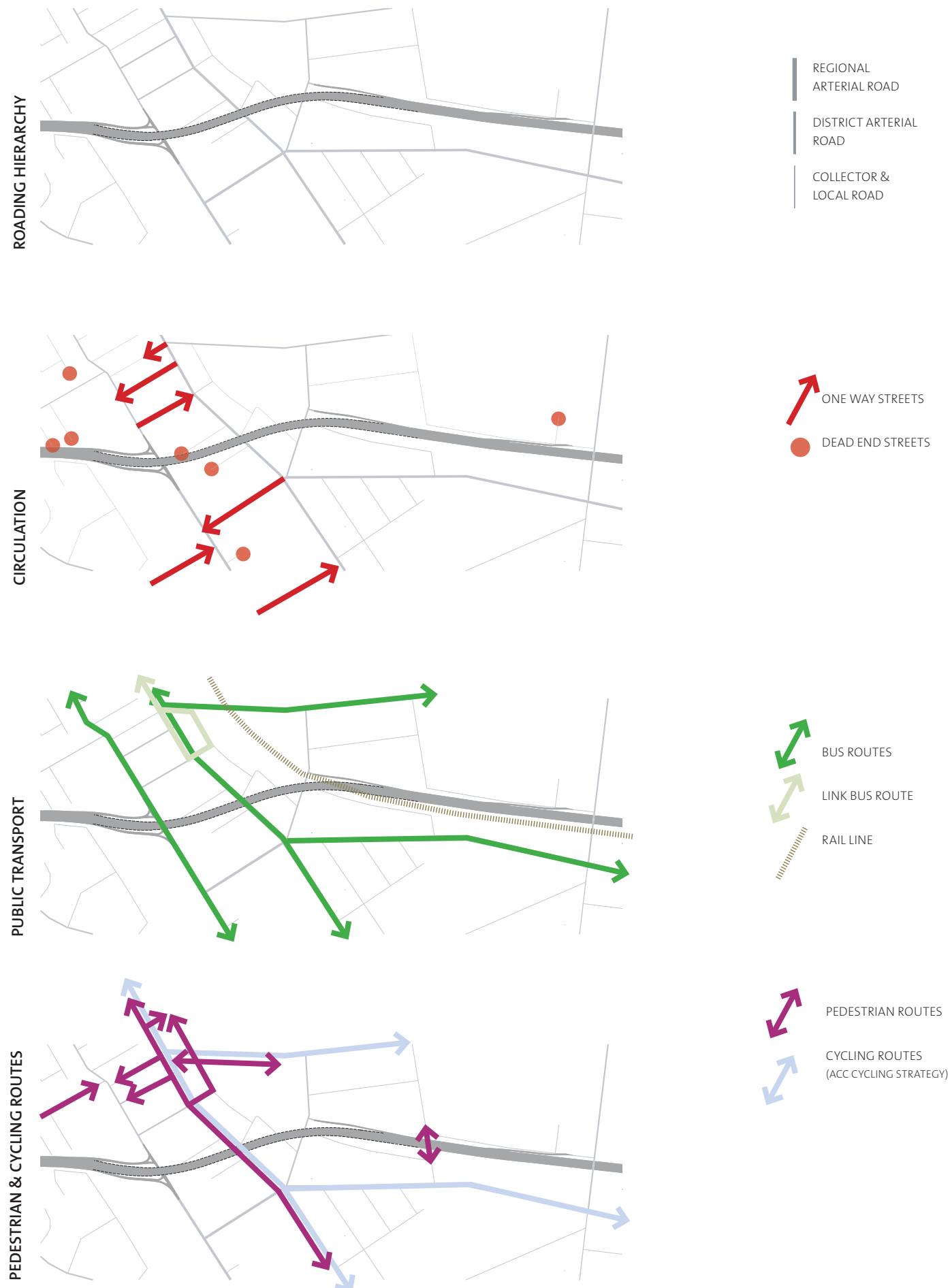


5.5.3 local vistas/static views

There are also local-level vistas within Newmarket. These should be recognised by the Project, and enhanced where possible. Future development should seek to utilise these vistas as features to inform the future structure of this part of Newmarket. These include:

- A View of Viaduct under-deck from Gillies Ave escarpment
- B View South along Broadway
- C Vista southwards along Nuffield Street, terminating at Mahuru Street
- D View North along Broadway into Newmarket
- E View of Viaduct under-deck from St Marks Road
- F View of Viaduct (including other cones and Waitemata Harbour) from summit of Mt Hobson





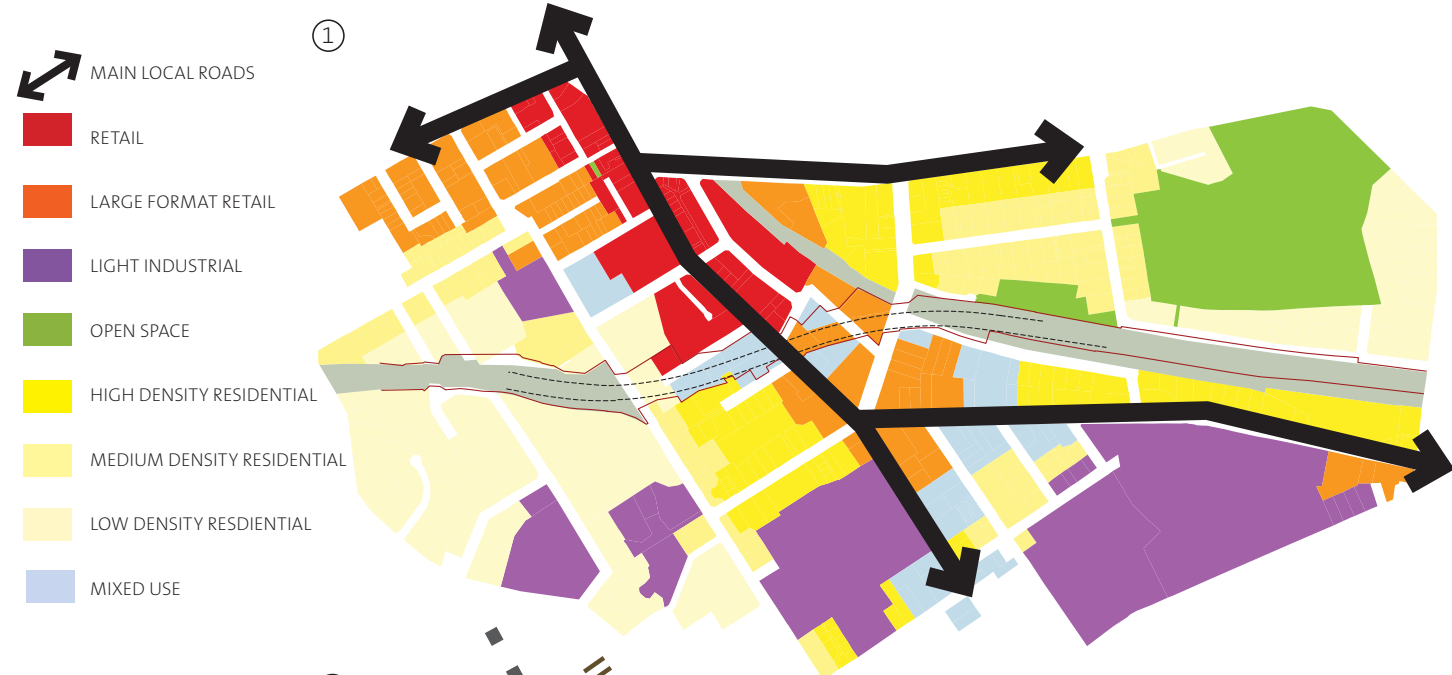
5.6 linkages & circulation

Development, access and circulation continue to be focused around Broadway, Great South Road and Remuera Road. It is along these roads where vehicle, pedestrian and public transport routes are located.

Pedestrian activity within Newmarket is concentrated in the area north of Mortimer Pass, where streets are shorter, and blocks are smaller. In the vicinity of the Project route, there are a number of one-way and 'dead end' streets. These streets experience less vehicular traffic and subsequently provide a more walkable street environment. However, this street network also places pressure on Broadway as the primary access route through Newmarket, which can lead to congestion and potential inter-modal conflicts.

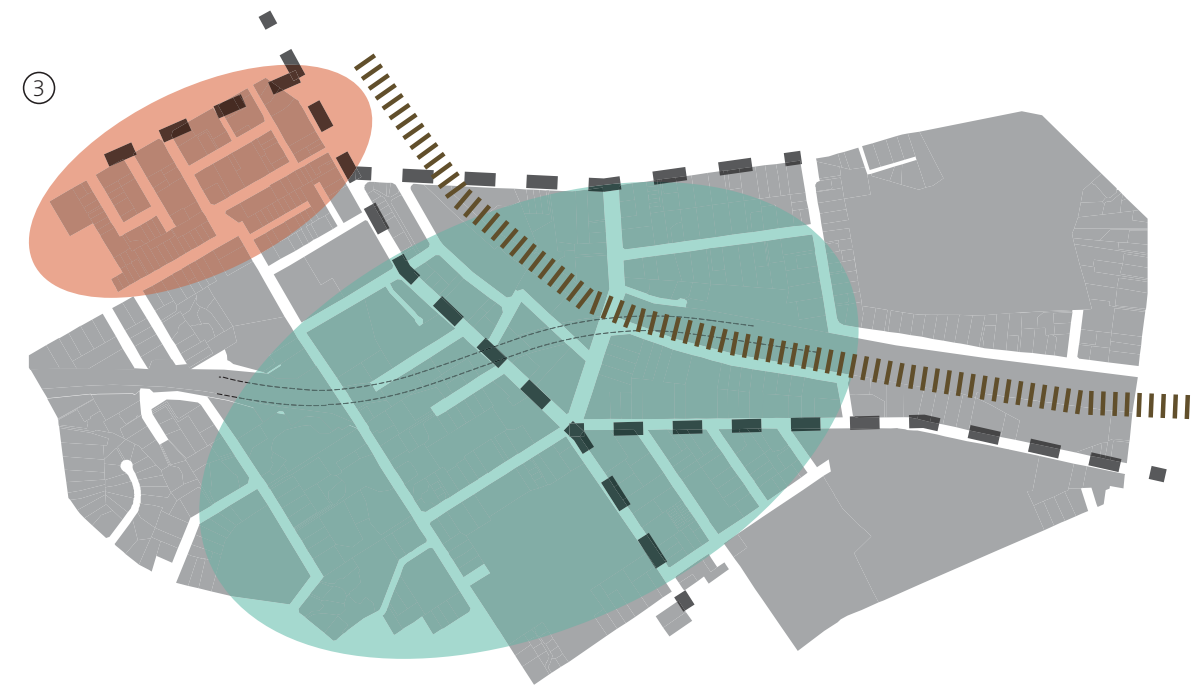
Auckland City Council have identified Broadway, Great South Road and Remuera Road as 'Regional Cycling Links'. At present, cycling provision through Newmarket is minimal. There is an opportunity to improve the profile and provision of cycling facilities in this area.





5.7 land use zoning & urban structure

- ① Newmarket as a suburb grew from the confluence of main local access routes. Land use and zoning today still appear to be driven by the main local transport routes that run through the Newmarket area – these being Khyber Pass, Broadway and Great South Road. Business and commercial land use zonings are typically applied to lots adjacent to these routes, extending about a block behind these roads.
- ② Two other transport routes have shaped the extent to which the commercial functions of Newmarket extend. The rail corridor is situated to the east of Newmarket, and forms the physical extent of commercial/retail development along this edge. Newmarket Viaduct lies across the southern extent of Newmarket. Lower density, larger footprint buildings (car showrooms and car parking) are concentrated in this area.
- ③ Commercial and retail activities dominate the identity of Newmarket. These retail activities are structured around Broadway (the mainstreet) which has a favourable north to south orientation. The main retail precinct is located in an area north of Mortimer Pass north, and is typified by the smaller blocks that are more pedestrian/shopper friendly and conducive to walking (shown in red). A number of large footprint buildings are located to the south of Mortimer Pass. These are accommodated in the larger block size and subdivision pattern in this area (shown in green). These sites have generous parking and manoeuvring space. Some of the buildings in this area have been designed to accommodate parking and drive up/thru capability.





5.8 built form, architecture & precincts

5.8.1 built form

The architecture and built form of Newmarket is characterised by commercial buildings. These buildings are generally 1-2 storeys high, rising to 5 storeys in certain locations. Commercial buildings were originally established at the Remuera and Broadway intersection, however the extent of commercial buildings in Newmarket today stretches from Parnell Road in the north to Clovernook Road in the south, and extends about a block back either side of Broadway.

Fine-grain retail stores are typically located at the centre of the Newmarket retail precinct - between Morrow Street and Kyhber Pass. Larger footprint 'big box' and shopping malls, typically associated with larger sites and generous car parking spaces occur on either side of this area.

5.8.2 architecture

Incremental building over time has resulted in a mix of architectural styles along the Broadway street frontage. Many of the smaller buildings of 1-2 storeys in height have retained their distinguished late nineteenth/early twentieth century character of narrow store widths and tall parapets. In certain locations, there exist good examples of period architecture, these include:

- The curved art deco building on the corner of Remuera Road and Broadway;
- The former AEPB building on the corner of Remuera Road and Nuffield Street which is a fine building in the international style;
- Post-modern developments such as 'two double five' and 253 Broadway, along with more contemporary recent development such as the 277 Broadway extension.

The evolving architectural styles evident along Broadway are an indication of the continual redevelopment and reinvention of buildings and premises to cater for changing retail/commercial demands.

5.8.3 precincts

The age, size and urban structure of Newmarket has enabled the establishment different sub-commercial characters. Broadway functions as the high-profile mainstreet - providing Newmarket with its cultural/lifestyle identity. Architecture and shop profile are important attributes for stores located in this area. A 'back lane' environment has established in the streets and lanes behind Broadway. This is where high-end retail/designer boutiques and creative industry studios have located, often in refurbished buildings (e.g Nuffield Street, Teed Street). A small food retail precinct with number of cafe's and restaurants clustered around the northern end of Nuffield Street has also emerged.



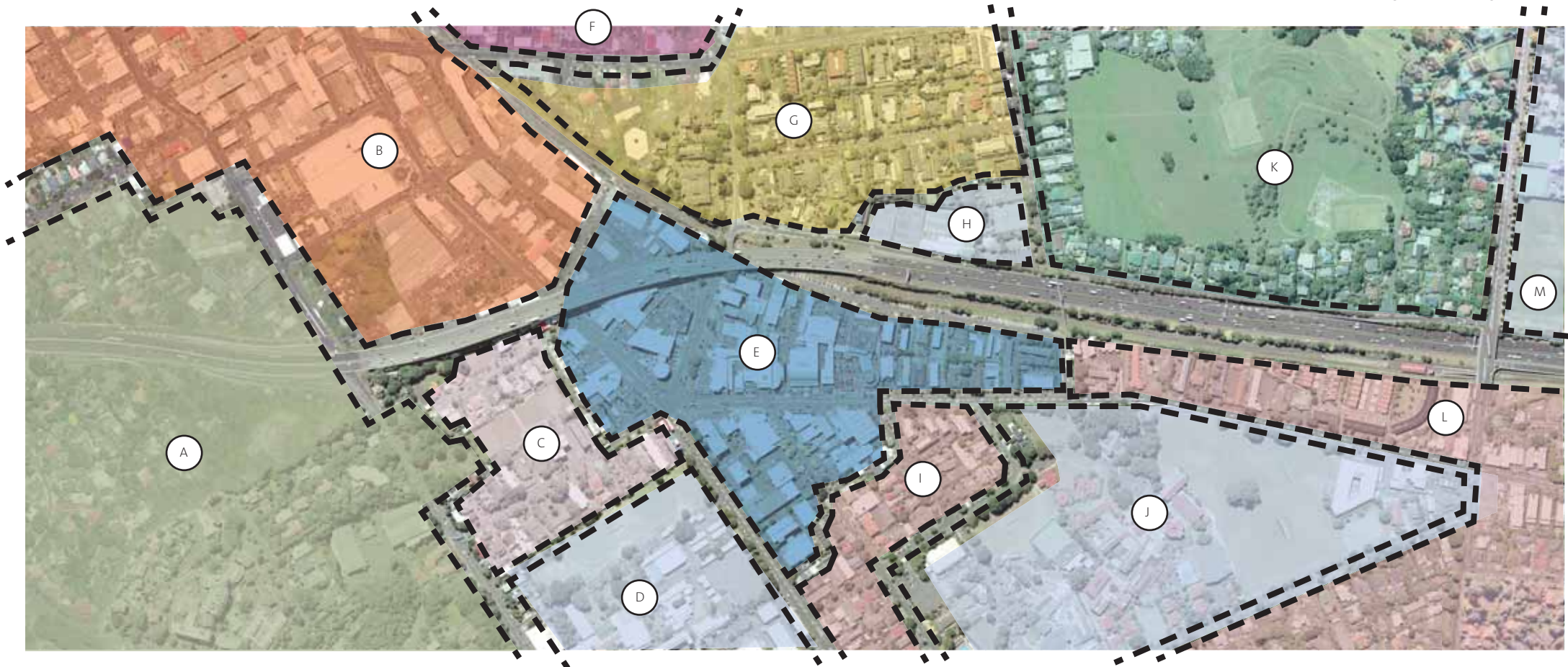
NEWMARKET COMMERCIAL AREA - RETAIL AND COMMERCIAL RENEWAL ALONG NUFFIELD STREET



OLDER RESIDENTIAL HOMES ALONG EDGERLEY AVENUE - SUBDIVIDED INTO MULTI-UNIT RESIDENTIAL LIVING

5.9 urban character

- A. **Leafy, Established Residential** - Detached dwellings of bungalow and villa style construction. The majority of these homes have generous floor areas on large sites with mature vegetation.
- B. **Newmarket Commercial Area** - Mixture of small and large format retail, situated in a high-pedestrian, high-vehicle traffic environment. Typically two storey development, up to 4-5 storeys high in some places.
- C. **Mixed Established Residential, Medium Density and Visitor Accommodation** - A number of older homes that have been subdivided into multi-unit residential interspersed with modern multi-unit and visitor accommodation development.
- D, H, J, M. **Education and Community Facilities** - Renowned school grounds and well-maintained sports facilities.
- E. **Light Industry, Service and Large Format (Car) Retail** - Large sites, large building footprints for typically low-rise development.
- F. **New High Density Residential** - Located behind railway line, new apartment development with views of Rangitoto. Provide some of the highest buildings in the Newmarket skyline.



- G. **Converted Established Residential/Medical/Community Premises** - A high number of medical and community related premises in this area, operating from converted bungalow-style residential buildings.
- I.,L. **Mixed Residential & Small Commercial** - Residential dwellings, and small local commercial premises.
- K. **Mt Hobson Residential** - Typically large residential homes, elevated with views located on the slopes of Mt Hobson.



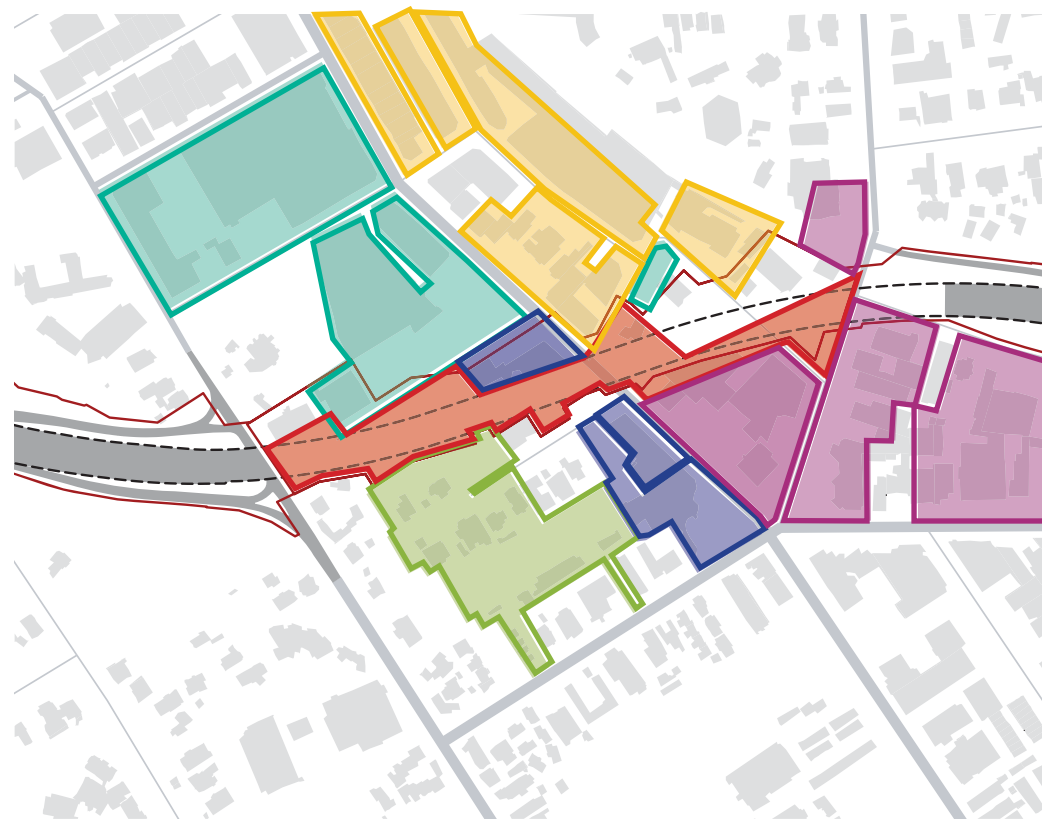
- BUILDING FOOTPRINTS
- DESIGNATION BOUNDARY
- RETAIL PRECINCT
- NEWMARKET GROWTH AREA (DEFINED BY ACC)
- BROADWAY STREETScape UPGRADE

5.10 development/planning opportunities

5.10.1 planning initiatives

Newmarket has been identified by Auckland City Council as an 'area of change', suitable for accommodating further future growth and development. It is listed in the Auckland City Growth Management Strategy as a 'priority one centre'. Investigation and reporting on how Newmarket can develop has already occurred. Plan Change 196 was notified in August 2007 and gives effect to this work and the identified planning outcomes anticipated for Newmarket. The plan change relates specifically to an area identified as the Newmarket Structure Plan Area, which is focused on the main retail and entertainment precinct, north of Newmarket Viaduct (the southern extent of the structure plan area is shown in the drawing 'planning initiatives' at the left of this page).

Auckland City Council commenced construction of the Broadway Streetscape Upgrade in August 2007. The objective of this project is to provide safer footpaths for pedestrians in keeping with the recent revamp of Nuffield Street. The upgrades will occur along Broadway between the Rail Street roundabout and Mortimer Pass. The works will take approximately 12 months to complete.



- BUILDING FOOTPRINTS
- DESIGNATION BOUNDARY
- WESTFIELD OWNERSHIP
- TRANSIT OWNERSHIP
- DILWORTH TRUST BOARD
- BC SHAW
- TRAM CO/TRAMLEASE
- OTHER PRIVATE OWNERSHIP

5.10.2 development opportunities

Latent development opportunity exists in the southern end of Newmarket, over which the Newmarket Viaduct traverses. Much of the land in this area is occupied by car parking and warehousing. Land values in Newmarket are generally among the highest in the Auckland City isthmus area. Auckland City Council have recognised this through amendments in their financial contributions policy, which seeks to address how to encourage further residential development in high land value areas.

Land ownership in the vicinity of Newmarket Viaduct is illustrated in the drawing to the left. It shows large tracts of land owned by a relatively small number of land owners. Westfield are major land owners in the area beneath and to the north of the Viaduct. Transit for the most part own the land directly under the Viaduct. As such there may exist opportunities to negotiate how this area could develop in the future. It is considered that this area could benefit from a comprehensive concept to guide development and provide certainty for landowners and the public, as opposed to an unrelated ad-hoc approach.

6.0 urban design principles

This section of the Framework draws together the analysis of the Project area and feedback obtained from the Urban Design Working Party to arrive at a set of urban design principles. These principles will assist with achieving the CMI vision and objectives and the Newmarket Viaduct Project objectives.



- **Context**

The unique natural landscape characteristics of the isthmus and evolving urban form of Newmarket shall be acknowledged and respected in the design of the Project. Design shall facilitate opportunities to view/maximise Auckland's volcanic landscape.

- **Identity & Character**

The Project will be responsive to the identity of Newmarket and the characteristics that inform its 'sense of place'.

- **Heritage**

Natural, cultural and ancient heritage should be recognised in the design, construction and delivery of the Project in a manner that inspires continued understanding and transfer of local and oral traditions.

- **Access, Connections & Circulation**

Design shall recognise that quality of connection and movement for all modes is important and shall facilitate opportunities for creating improved linkages across Newmarket.

- **Public & Open Space**

Opportunities for considered and well designed public and open spaces should be recognised, including the street network, the pedestrian environment as well as under and around the new viaduct.

- **Public Safety & Security**

Public safety and CPTED (Crime Prevention Through Environmental Design) principles shall be incorporated.

- **Development Opportunities**

Maintain, and where possible enhance the development potential for land directly beneath and adjacent to the Viaduct.

- **Collaboration**

A collaborative approach is fundamental in the design and delivery of the Project.

- **Environmental Sustainability**

Sustainable (low impact) design and environmentally responsive design initiatives and opportunities are to be recognised and incorporated into the Project.

- **Viaduct Structure**

The visual simplicity and slenderness of the existing viaduct should be replicated in the new viaduct structure.

The undercroft and local views beneath the viaduct are important. Design of the structure is to include the integration of service conduits and pipes.

7.0 design initiatives

7.1 overview



This section of the Framework introduces elements of the Project that will be designed and constructed as part of the capital works that require specific landscape and urban design input. The current project phase (IPAVA) requires design to be completed to a level sufficient to cost the Project.

The following sections of this part of the Framework provide detail and direction on what these elements will either look like, or the design cues that will inform their ultimate design and form.

The Project elements covered in this part of the Framework are as follows:

- Viaduct Details
- Retaining and Noise Walls
- Open Space & Landscape Works
- Restorative Streetscape Works
- Stormwater Management
- Planting & Vegetation
- Project Handover/Restorative Works

Design cues and intended outcomes for the design of these Project elements have been informed by the character and identity of the sector in which they are located. As such the above Project elements will be discussed 'sector by sector' along the route. This will also assist with illustrating where the works will be occurring.

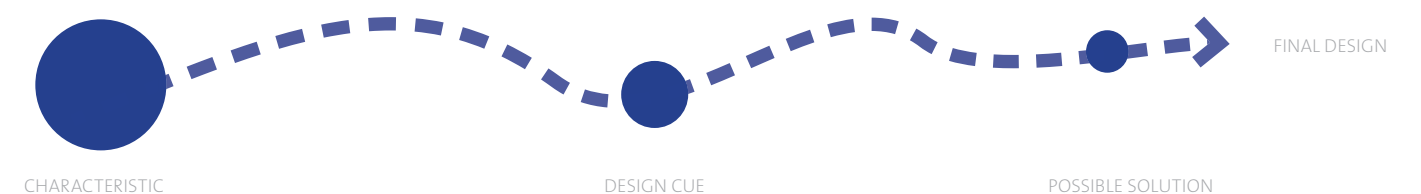


Figure 6: Design Consideration Process for Project Design Initiatives

7.2 sector areas

The sector areas of the Project route are:

- Sector 1: Gillies Ave to Clovernook Road
- Sector 2: Clovernook Road to Broadway
- Sector 3: Broadway to Mahuru Street
- Sector 4: St Marks Road and On-Ramp
- Sector 5: Mt Hobson Road
- Sector 6: Viaduct

7.3 place, experience, movement

The Project traverses a unique environment made up of natural, constructed and cultural elements. While this stretch of SH1 provides a route of passage through this environment, it also touches on some of the distinctive characteristics that give this environment its sense of identity.

Motorways are fluid elements in the built environment. They provide a means of movement, experience and arrival. This stretch of SH1 is the most travelled in the country. It connects Auckland's CBD with surrounding suburbs and provides a sense of arrival into Auckland's urban heart for northbound travelers. This experience is intensified by the elevation of motorway, which also provides expansive views of Auckland's volcanic landscape, urban development and city fringe residential living.

The history, physical characteristics and oral traditions associated with this environment provide a rich context from which design for the Project can be drawn. Design cues have been developed to interpret these environmental factors and direct meaningful design responses for the Project that reinforce and enhance the existing experience of place and movement in/through this location.



7.3.1 sector characteristics

The characteristics of the Project by sector are listed as follows. These characteristics have been identified to provide design cues for the subsequent stages of design to ensure that a meaningful design solution is developed that reflects its local context.

Mt Eden/Maungawhau: The presence, views, history and proximity of Mt Eden to the Project. Also the relationship between Mt Eden and Mt Hobson as the two 'bookends' of the Project.

Basalt Stone: Geology related to Mt Eden, which has historically been a local material used for fencing and landscaping.

Cultural Heritage: Oral traditions, Maori & European history associated with the wider Project area, and Auckland's volcanic landscape.

Views & Sightlines: Includes views from the viaduct, of the viaduct and significant views at the 'local level' within the Project area.

Vegetation: The volcanic landscape of the Project provides a unique flora system that should be protected and enhanced (such as the indigenous volcanic forest remnants at Gillies Ave). The different substrate of Mt Eden and Mt Hobson and the different environmental conditions they create should also be recognised.

Biodiversity: The native biodiversity of this area should be recognised, and where possible enhanced by planting schemes and/or other design initiatives. There exists the potential for open space areas to provide habitat for wildlife and contribute to a district-wide network of open space/habitat areas.

Sustainability: Ensuring design solutions, and design decisions are forward looking and consider the design life and maintenance requirements of Project elements. Environmentally responsible measures during the construction and asset management stages of the Project should also be adopted¹.

Mahuru Spring: An ancient spring that has since been covered is located around Mahuru Street. There exists an opportunity for this Project to identify and recognise its existence.

Mt Hobson/Ohinerau: The presence, views, history and proximity of Mt Hobson to the Project.

Scoria Rock: Geology related to Mt Hobson, which provides a unique identity for this area of the Project. Potential to make this more of an apparent feature.

Transport: Motorway, local road, rail, public transport, pedestrian and cycle modes all share the Newmarket area. The Project needs to consider and address all these modes and provide an integrated solution where possible.

Retail/Commerical Activity: Recognising the retail and commerical activities at the 'core' of Newmarket, and their proximity/relationship with the Project area.

¹ Sustainable design and building practices are fundamental to the Project. These requirements will be built into the tender and design briefs. In addition to sustainable design solutions, 'stretch-targets' will be used extend the detailed design & construct team in the following key result areas: Recycling & Waste Minimisation (particularly in relation to the existing viaduct structure); Construction Processes, and Carbon Footprint (includes energy efficiency and travel plans).





7.3.2 design cues

Design cues bring together the analysis of place and the urban design principles for the Framework. They are specific to each sector, drawing on the individual characteristics of each place (sector). These design cues will inform the ultimate design solution for Project elements along the route. Figure 4 below, summarises this.

DESIGN INITIATIVES

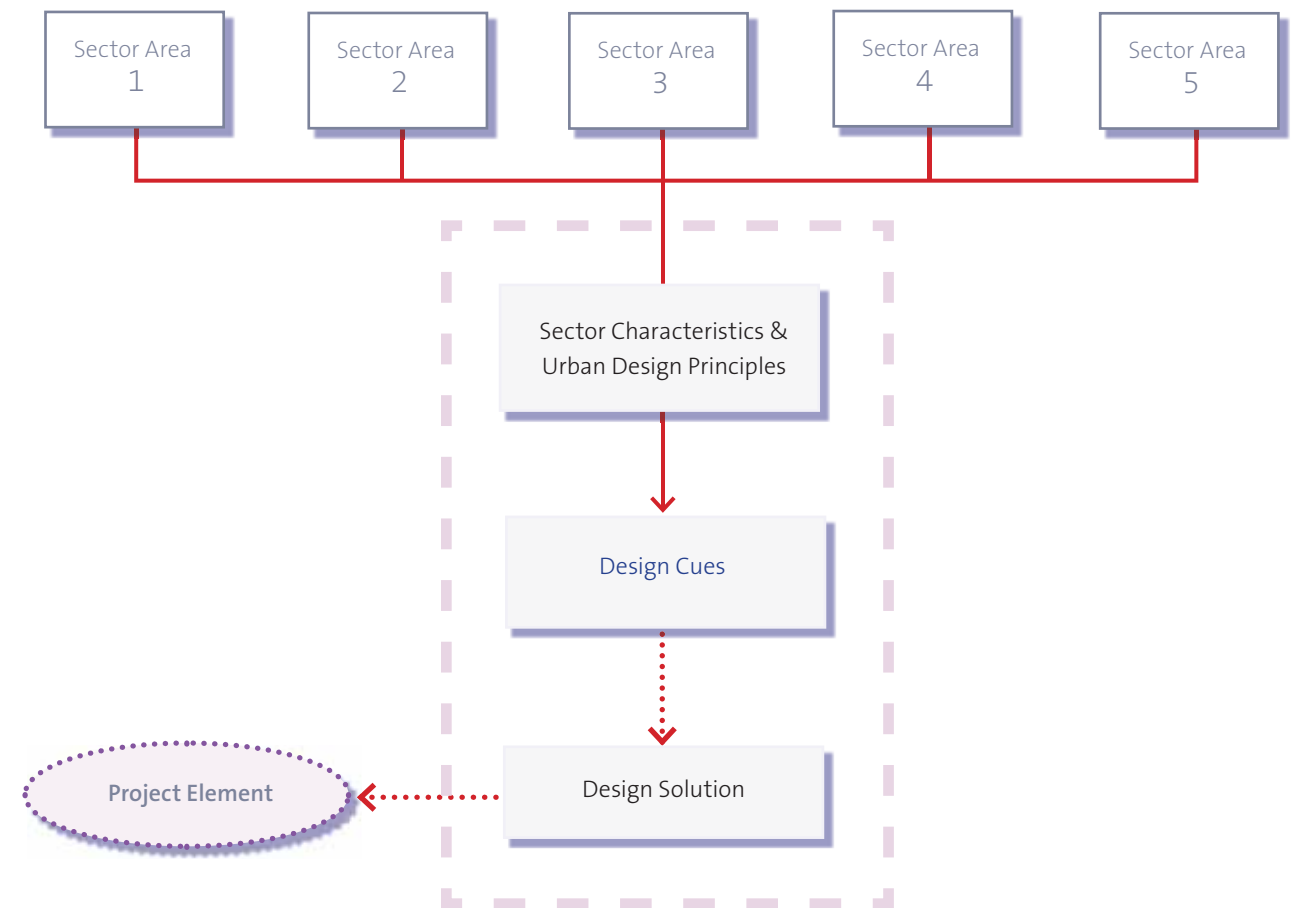


Figure 7: Inputs into Design Initiatives for the Project

7.4 sector 1: gillies ave to clovernook road

This sector is situated at the northern extent of the Project route, at the foot of Maungawhau/Mt Eden. This sector is located at the 'hinge' between established residential homes, commercial/retail activities in Newmarket and secondary schools.

Basalt flows from Mt Eden and volcanic forest remnants are found on escarpments in this area. These have been largely modified, and there remain only isolated visible pockets of these features.

Modifications in this sector as part of the capital works include:

gillies ave abutment

- The realignment of southbound off-ramps;
- Replanting of bridge abutments (northbound on-ramp, due to shift northwards of viaduct);
- Pier relocation due to viaduct replacement; and
- New retaining walls for bridge abutments.

pedestrian connection between gillies ave & clovernook road

- Creation of new pedestrian linkage.

7.4.1 summary of sector 1 characteristics

- Mt Eden/Maungawhau.
- Basalt stone.
- Indigenous remnant volcanic forest.
- Volcanic caves and native bat/pekapeka association.
- Cultural Heritage - Maungawhau as an ancient Maori citadel, national destination & ancient pathway.
- Views & Sightlines - along Gillies Ave and southwards along the under-deck of the viaduct.



7.4.2 sector 1 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|-------------------|---|---|
| Mt Eden/Basalt | <ul style="list-style-type: none"> Exhibit volcanic character at Gillies Ave interchange on retaining walls and abutments. Use geology as a feature, and stimulus for design response. | <ul style="list-style-type: none"> Use basalt stone or other volcanic material on mass block retaining walls. Create subtle changes in stone to replicate rock strata form. Vegetation & improvements relating to the Project should build on this as a starting point. |
| Cultural Heritage | <ul style="list-style-type: none"> Reference tukutuku or taniko patterns relating to Maungawhau. Use Maori oral traditions and narratives to inspire relevant design responses, give structures and features of the Project local meaning and prompt discussion and awareness of these. | <ul style="list-style-type: none"> Use locally specific tukutuku patterns as a meaningful decorative gesture on retaining walls. Creation of 'Ruarangi's ladder'. A volcanic terrace inspired pedestrian connection/open space between Gilles Ave & Clovernook Road. |
| Sustainability | <ul style="list-style-type: none"> Maintain and enhance existing levels of amenity and environmental quality. Design of features and structures need to consider maintenance & longevity issues. Use of integrated stormwater management techniques is preferable. | <ul style="list-style-type: none"> Prioritise conservation over modification. Relate land, vegetation and bridge through irrigation/ stormwater management options. |
| Vegetation | <ul style="list-style-type: none"> Replanting should reflect species naturally occurring in volcanic forest remnant in this area. | <ul style="list-style-type: none"> Compatible species will need to be able to tolerate a dry, shady, free draining environment. |

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|------------------|---|---|
| Vegetation | <ul style="list-style-type: none"> Plant/tree species along with their size, rate of growth, maintenance, requirement for shade/sunshine should be considered relative to their destined location and target audience. Consider opportunities for using iconic native species and conservation/replanting of threatened plant species. Enhancement works/design should understand/respond to the upper, access and base environments of this location (Gillies Ave to Clovernook Road) | <ul style="list-style-type: none"> Use 'canopy species' in areas that are primarily vehicle oriented (where large species are more desirable for visibility) and 'sub-canopy species' for pedestrian oriented areas. Avoid single species planting to promote biodiversity. Species & planting can define these 'sub-climates'. Species & planting outside of viaduct footprint can be different from that directly beneath the viaduct. |
| Views/Sightlines | <ul style="list-style-type: none"> Views and sense of spaciousness beneath viaduct along Gillies Ave. should be enhanced. Create and maintain sightlines between open space areas. Maximise opportunities for passive surveillance. Consider quality of pedestrian environment beneath viaduct by way of surface treatment and design. Incorporate CPTED principles into design responses. | <ul style="list-style-type: none"> Minimise thickness of bridge deck to allow greater clearance under viaduct. Create a continuous/direct link (physical and visual) from Clovernook to base of ruarangi's ladder. Extend footpath and paved areas out under the viaduct and consider the treatment of edges. |

characteristic

DESIGN CUE

- Use lighting to define entry/presence of any new pedestrian connections/refuge.
- Minimise size of bridge piers to maximise opportunity for views beneath viaduct.
- Location of piers in pedestrian areas should be considered inconjunction with pedestrian routes and desire lines to maximise safety and visibility.
- Pier form and appearance should be designed not to detract from quality of surrounds.

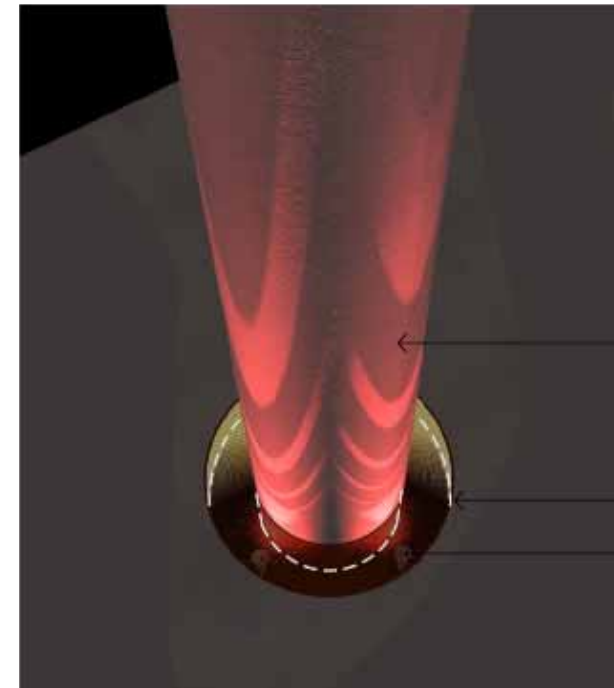
POSSIBLE DESIGN SOLUTION

- Integrate built elements (of the Project) into the design response for open space and streetscape improvements. Use features and or structures to define boundaries/edges.
- Use of texture and colour to reinforce or enhance quality and appearance of vegetation where possible.
- Consider graffiti proof options.

Biodiversity

- Understand native biodiversity in this area. Use conditions of natural habitat to inform planting, open space design and pedestrian routes/outlook.

- Recreate natural vegetative habitat for local fauna species such as lizard, bats and other. Note that this may require a further scoping study to determine feasibility/desirability of this in this location.



CONCRETE PIER

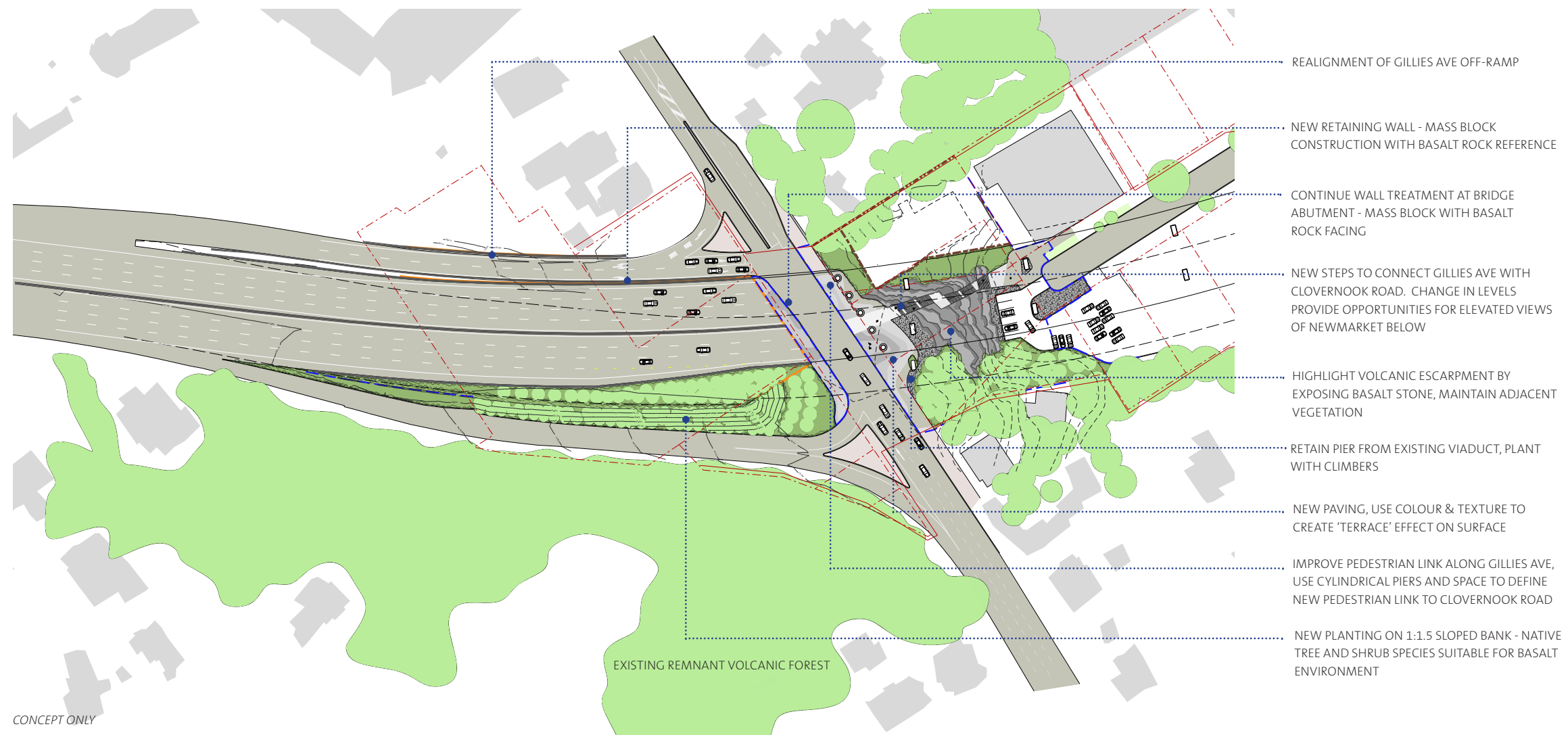
STEEL GRILL FLUSHED WITH GROUND LEVEL

CAVITY FOR LIGHTING



7.4.3 possible design solutions

An illustration of the possible design solutions for works within Sector 1.



7.5 sector 2: clovernook road to roadway

This sector is distinguished by a lack of building presence and pedestrian activity along the street. There is no coherent building style along Clovernook Road. Carparking and vacant sites characterise the spaces in this area. Clovernook Road together with the Farmers site physically define the southern extent of the retail precinct in Newmarket.

Rows of mature Puriri Trees line the grass verges on both sides of Clovernook Road. These provide good definition of the road space, and reduce the scale of the street and nearby viaduct piers. These Puriri trees also extend the established vegetative character of many residential streets on the slopes of Mt Eden with Newmarket.

In terms of the capital works, there are few modifications occurring in this sector. In summary they include:

- Location of new viaduct bridge piers; and
- Accommodation of space to land a new pedestrian connection from Gillies Ave to the end of Clovernook Road.



7.5.1 summary of sector 2 characteristics

- 'Avenue' of Puriri Trees.
- Visual link to base of Gillies Ave volcanic escarpment.
- Views beneath viaduct.
- Broadway, retail and residential interface.

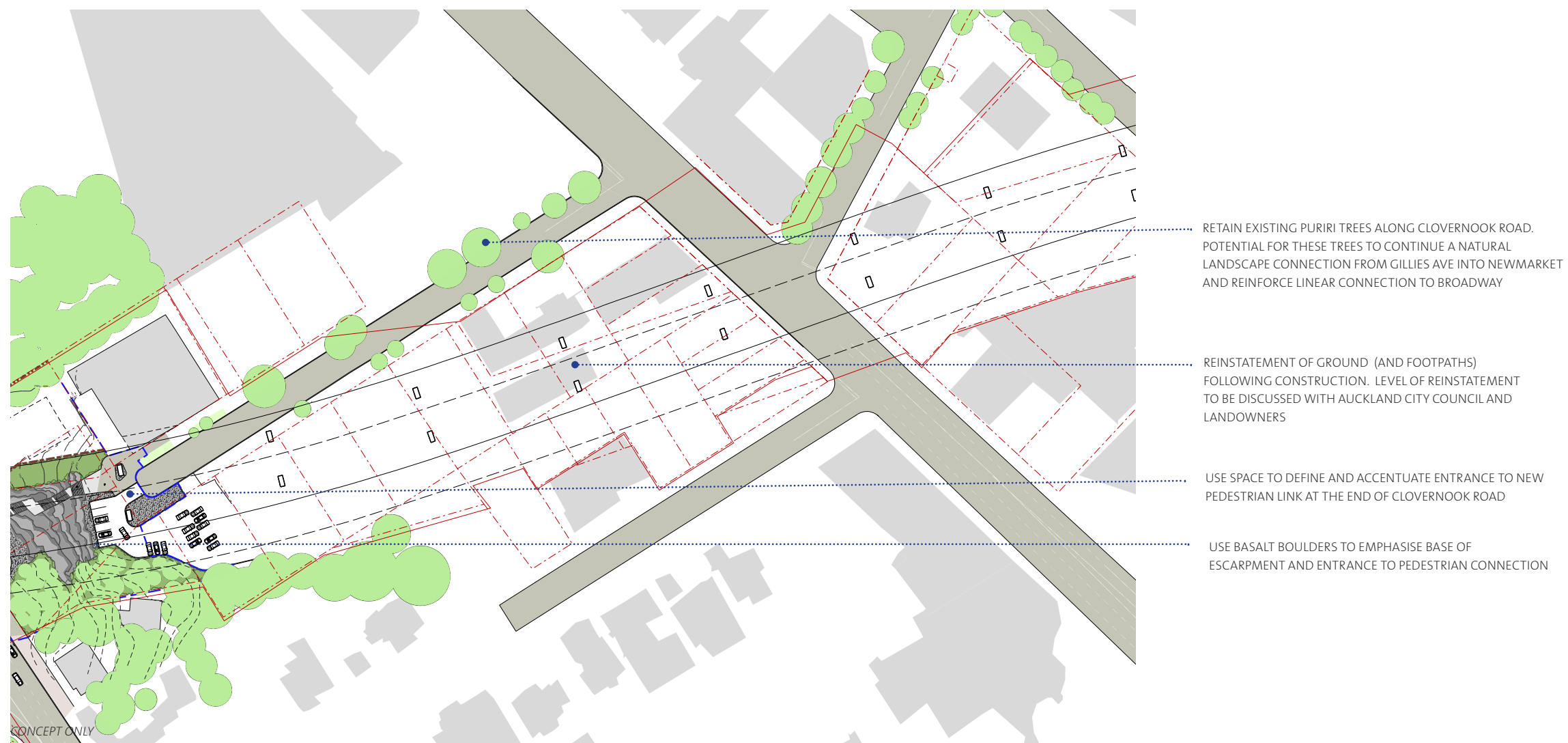
7.5.2 sector 2 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|--------------------|--|--|
| Views & Sightlines | <ul style="list-style-type: none"> • Ensure open space connections are able to be passively surveyed and visible. Entry points to open space should be well defined. • Use physical connections to reinforce sightlines and vice versa. • Use space to define this feature/entry to pedestrian connection. | <ul style="list-style-type: none"> • Reinforce Puriri Tree avenue effect along Clovernook Road to establish a strong physical link between escarpment area and Gillies Ave. • Highlight landform at the base of Ruarangi's ladder. |
| Vegetation | <ul style="list-style-type: none"> • Recognise the existing green corridor in Clovernook Road. | <ul style="list-style-type: none"> • Consider options for establishing a green link from Clovernook Road through to Mahuru St. |
| Sustainability | <ul style="list-style-type: none"> • Design and construction methods should allow for appropriate and prompt above ground reinstatement that takes into account Council streetscape improvement initiatives for Newmarket. • Consider and manage disturbance to foot traffic in Broadway. • Have regard to the ACC's "Liveable Arterials" project. • Ensure design and construction maintains opportunities for development beneath the viaduct. | <ul style="list-style-type: none"> • Investigate opportunities to tie in footpath reinstatement works with Council's Broadway Streetscape upgrade project. |



7.5.3 possible design solutions

An illustration of the possible design solutions for works within Sector 2.



7.6 sector 3: roadway to mahuru street

Sector 3 is characterised by low rise buildings, set back from the street. Warehousing and depot space are common uses. Few retail tenancies exist within this sector, with car parking being a dominant on and off-site activity. Wire-mesh fencing is a typical boundary treatment for properties fronting onto Mahuru Street. The southern rail line runs in a trench along the rear of this area.

Native and deciduous street trees converge at Mahuru Street. Deciduous tree species extend along Nuffield Street. At the Mahuru Street intersection, deciduous trees continue along one side of the street, and evergreen trees along the other.

An ancient spring is located in the vicinity of the Mahuru and Nuffield Street intersection. This spring was dedicated for ceremonial and customary practices. It is also thought that the spring would have been the water supply for the Ohinerau-Mt Hobson Pa.

Similar to Sector 2, there is little capital works occurring in Sector 3. Modifications proposed for this area include:

- Location of new viaduct bridge piers; and
- Recognise and not preclude the potential for new open space in the vicinity of Mahuru Spring.



7.6.1 summary of sector 3 characteristics

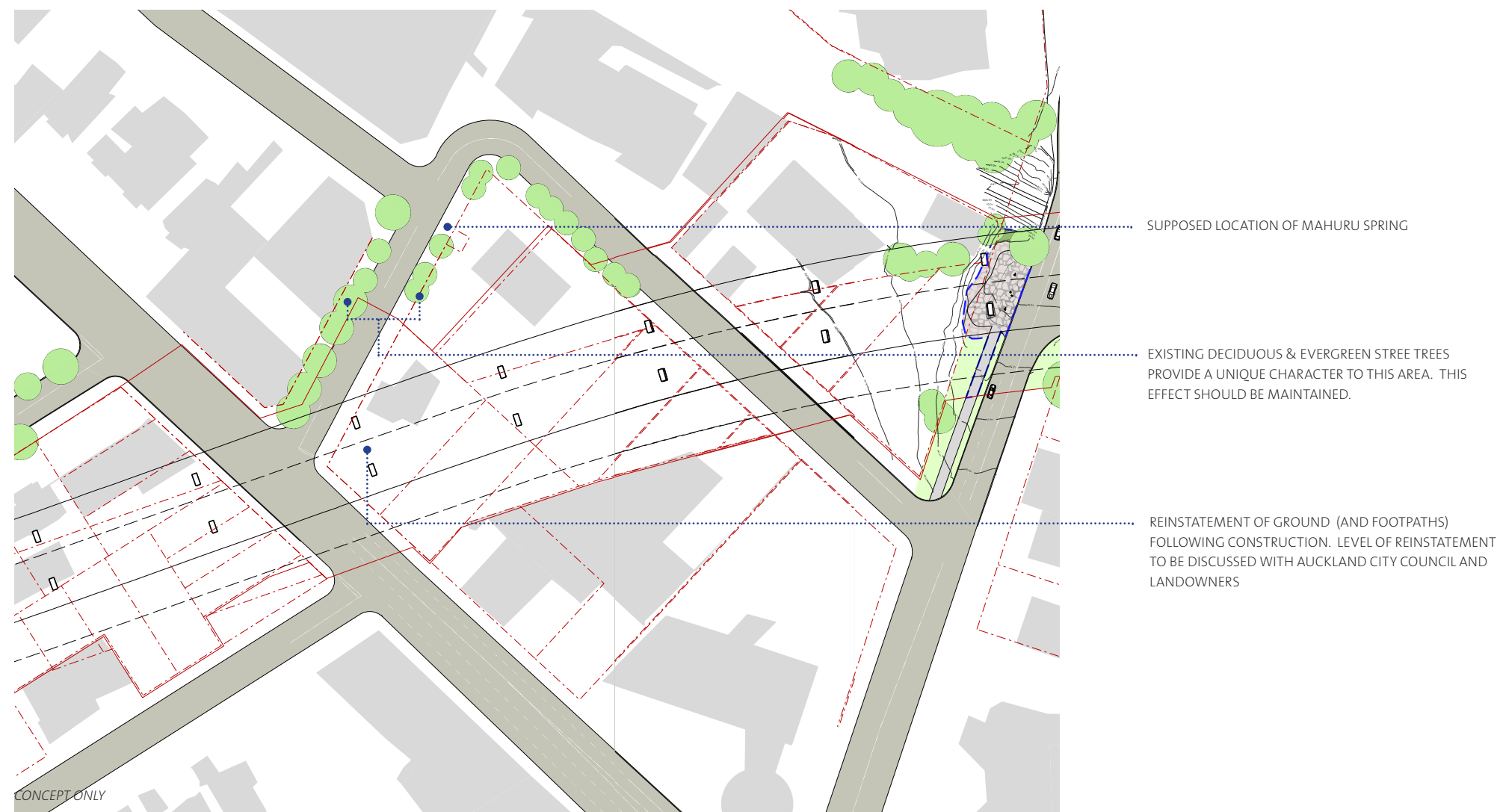
- Deciduous and evergreen street trees.
- Views of the viaduct, and beneath the viaduct.
- Mahuru Spring.
- Cultural Heritage - associations with Mahuru Spring and Te Tii Tutahi.
- Retail and light industry/warehousing interface.

7.6.2 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|----------------|--|---|
| Mahuru Spring | <ul style="list-style-type: none">• Strengthen the identity and presence of Mahuru Spring. Recognise the historic spring as an asset and revive this unique feature in any public space/open space initiative. | <ul style="list-style-type: none">• The existence of an historic spring could be reflected in a contemporary above ground manner. This can be by way of a water feature(s) defined by open/public space. Such a public space would provide a suitable visual termination to the Nuffield Street axis. |
| Vegetation | <ul style="list-style-type: none">• Use existing evergreen and deciduous street tree planting to inform landscape design responses in this sector. | <ul style="list-style-type: none">• Reinforce or complement this street tree planting arrangement along Mahuru Street and within any new open space area. |

7.6.3 possible design solutions

An illustration of the possible design solutions for works within Sector 3.



7.7 sector 4: st marks road and on-ramp

Sector 4 has a strong transport emphasis, with local roads, rail and motorway traffic converging within close proximity. As a result, land use and design of the public realm have a number of issues and constraints to overcome in order to effectively address the physical requirements of these different transport modes.

In addition to the transport emphasis in this sector, unique characteristics in this area include the presence of Mt Hobson, views towards Mt Hobson, and the views northwest of the viaduct 'underbelly'.

St Marks Road provides an effective connection between Newmarket and Remuera Road. There are a number of health and medical premises located to the east of St Marks Road. Currently, the connection linking this area with Newmarket has low pedestrian amenity. There exists potential to improve this.

In Sector 4, the capital works occurring include:

- Re-alignment of St Marks on-ramp;
- Location of new viaduct bridge piers;
- Location of unique 'over rail' viaduct bridge pier;
- New retaining walls opposite residents along Robert Hall Ave; and
- Extension of pedestrian footpath and creation of a new pedestrian plaza/outlook along St Marks Road opposite the entrance of Mauranui Ave.



7.7.1 summary of sector 4 characteristics

- Transport/utility function.
- Mt Hobson/Ohinerau.
- Scoria Rock.
- Views: towards Mt Hobson and westwards along the viaduct under-deck.
- Cultural Heritage - Ohinerau, a former major pa of the Tamaki isthmus (also known as Remuwera).

7.7.2 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|--------------------------|---|---|
| Views/Sightlines | <ul style="list-style-type: none"> • Understand effects of viaduct bridge pier location & orientation on the use and function of footpaths, public space and private land. • Retain slimline appearance of viaduct bridge piers within this sector. • New structures should not create impediments for views, reduce the ability for passive surveillance and create potential hiding or entrapment spots. | <ul style="list-style-type: none"> • Consider related project elements such as bridge piers, footpaths, land use and road reserve together to arrive at an integrated design solution. • Modifications required to accommodate the rail line should adopt this principle, while taking into account future light rail options/clearances. • Maintain a clear line of sight for pedestrians and vehiclists from the corner of Mahuru St and St Marks Road towards the rail bridge. • Use additional space/clearance in this area to ensure safety and visibility for pedestrians and vehicles. Incorporate lighting for night time safety. |
| Mt Hobson/ Vegetation | <ul style="list-style-type: none"> • Landscape and planting should reference Mt Hobson and cultural heritage associated with the area. Native plant species are preferred. | <ul style="list-style-type: none"> • Use plants that relate to the scoria substrate found near Mt Hobson. Possible species to use include te kouka (cabbage tree) which has cultural significance in the Newmarket area. |
| Cultural Heritage | <ul style="list-style-type: none"> • Relate retaining walls and structures at this abutment with the Gillies Ave end. • Reflect rail corridor heritage. | <ul style="list-style-type: none"> • Use the philosophy of 'sister mountains' to establish a relationship in design and treatment of structures in the Gillies Ave and St Marks Road areas. Design & treatments should share a complementary relationship while still reflecting the unique local conditions for each area. |



7.7.3 possible design solutions

An illustration of the possible design solutions for works within Sector 4.



7.8 sector 5: mt hobson road

Mt Hobson Road runs parallel with State Highway 1. Residential homes line one side of the road, and are built on the slopes of Mt Hobson. The majority of these houses are elevated above road level and have a south-west outlook. Houses along this road, comprise a mix of typologies and architectural styles. Early twentieth century established bungalows, multi-unit developments of 1960's/70's concrete block construction and more contemporary plaster/stucco homes of post-modern, neo-mediterranean style co-exist here.

Mature vegetation along both sides of the road provides a leafy, established character to Mt Hobson Road. The presence of State Highway 1 is both visible and audible from the street. Mt Hobson Road provides a one-way connection at its southern end with Market Road.

Along State Highway 1 in this sector, motorists are either leaving the city centre with peripheral views of Mt Hobson, or about to experience their first glimpse of the expansive city views across Newmarket.

In Sector 5, the capital works include:

- Removal and re-vegetation of trees and shrubs along the Mt Hobson/SH1 berm (edge of south bound motorway lanes);
- Installation of noise attenuation walls along the Mt Hobson/SH1 berm (edge of south bound motorway lanes); and
- Relocation of the central motorway barrier south of St Marks on-ramp.

7.8.1 summary of sector 5 characteristics

- Transport/utility function.
- Mt Hobson/Ohinerau.
- Scoria Rock.
- Views: Mt Hobson and the Viaduct.
- Cultural Heritage - Ohinerau, a former major pa of the Tamaki isthmus (also known as Remuwera).



7.8.2 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|----------------------|---|---|
| Views/Sightlines | <ul style="list-style-type: none"> Recognise the desire of residents to retain the green, landscaped appearance of their existing outlook. | <ul style="list-style-type: none"> Noise wall and planting concepts shall be developed in consultation with residents and ACC. |
| Vegetation/Mt Hobson | <ul style="list-style-type: none"> Landscape and planting treatment should reference Mt Hobson, native plant species and cultural heritage associated with the area. | <ul style="list-style-type: none"> Use plants that relate to the scoria substrate found near Mt Hobson. Possible species to use include te kouka (cabbage tree). |



7.8.3 possible design solutions

An illustration of the possible design solutions for works within Sector 5.



7.9 sector 6: viaduct structure

Sector 6 relates specifically to the viaduct structure itself, which spans across Sectors, 2, 3 and 4. The viaduct structure is the key design piece in the capital works. Subsequently characteristics and design cues have been identified to direct its design and relationship with the surrounding area, including beneath the viaduct.

The existing viaduct has variable pier spacings that range from between 30 and 48 metres (the widest span located across Broadway). The piers and slimness of the deck were achieved using an innovative (at the time) prestressed continuous box girder design. Bridge design has since evolved from this method of design/construction, and the construction method to build the new viaduct will be different. However, the form of the existing viaduct is considered to be an appropriate style that complements the wider landscape and cultural context of Auckland. Thus similar bridge design principles will be used to guide the design of the new viaduct.

7.9.1 design fundamentals

Fundamental design considerations for the viaduct have been made in earlier stages of the Project. In particular it was recommended that the structure be 'simple and slender', similar to the existing viaduct. This approach has been verbally confirmed by the Urban Design Working Party and the Urban Design Panel (27/9/07).

From here on, details of the pier shape, finishes, deck and servicing of the viaduct are still being investigated. Design cues in relation to the viaduct will provide further guidance on these matters.

7.9.2 summary of sector 6 characteristics

- Transport/utility function.
- Sightlines/Views - from the viaduct, and below the viaduct.
- Future development opportunities beneath the viaduct.

VIADUCT DESIGN FUNDAMENTALS



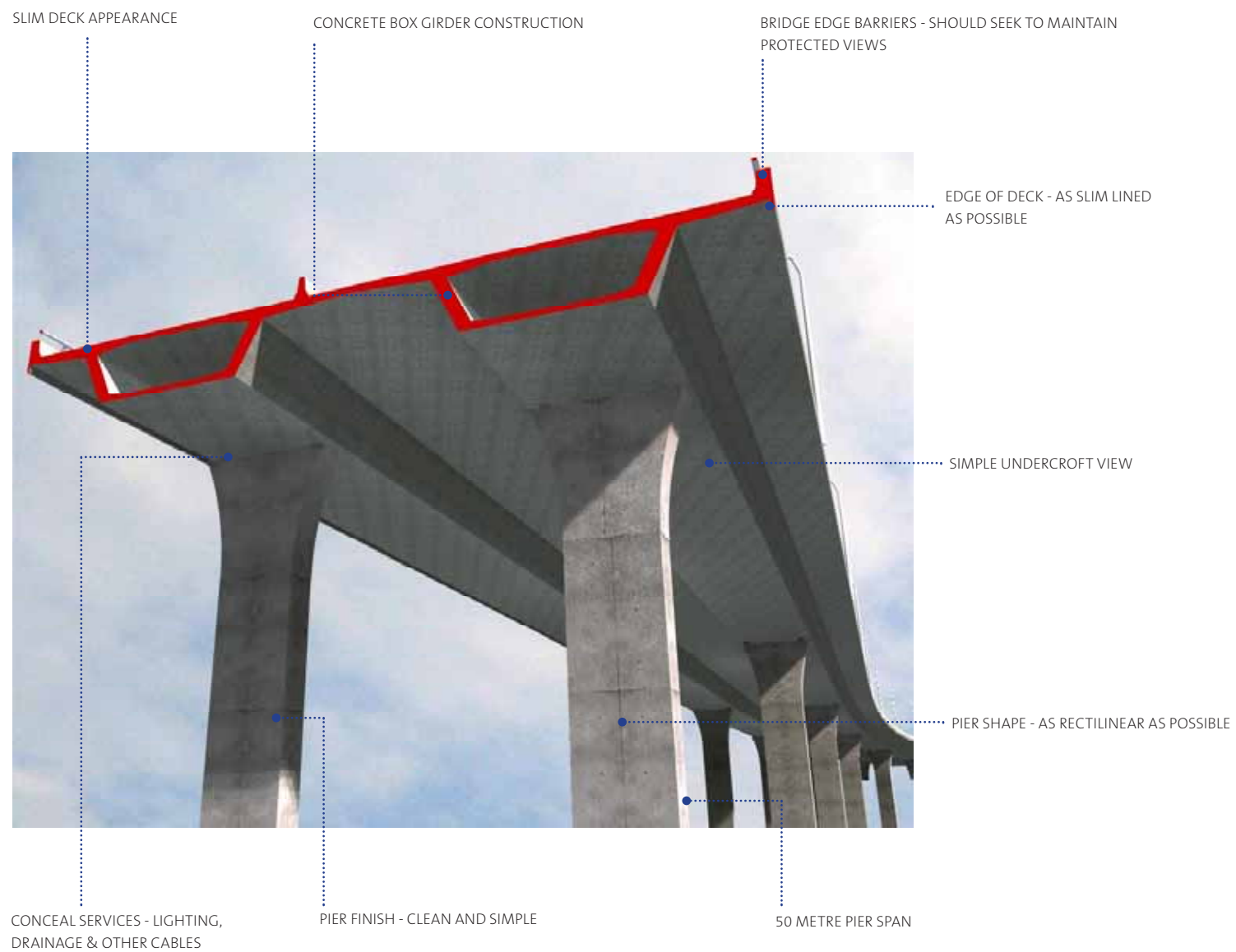
7.9.3 design cues

| characteristic | DESIGN CUE | POSSIBLE DESIGN SOLUTION |
|----------------------------|--|--|
| Views/Sightlines | <ul style="list-style-type: none"> • Shape, form and finish of piers to be compatible with the character & 'feel' of Newmarket. • Consider future maintenance requirements. • Form of the bridge deck needs to consider vistas from various view points (distant, close up and from below). • Integrate servicing requirements for the viaduct to conceal the visibility of these elements. • Design of detailed bridge features/ elements such as barriers, light poles should emphasise the simple, linear elegance of the viaduct. • Consider night time views of the viaduct and how this can emphasise the 'simple and elegant' form of the bridge. | <ul style="list-style-type: none"> • Integrate piers with development beneath the viaduct and consider alternative options for the treatment of piers at street level. • Coincide joints between sections of piers with maintenance requirements (graffitti guard application) . • The undercroft of the bridge should should also apply the 'simple, elegant and slim' fundamentals of the viaduct design. The undercroft should be kept uncluttered. • Drainage and servicing lines should be hidden within the structure, away from public view. • Vertical and horizontal elements of the viaduct should be emphasised, i.e align light poles with the location of piers. • Use innovative lighting design to illuminate the feature. This can include using light to make a feature of the underside, particularly, over the pedestrian area. |
| Transport | <ul style="list-style-type: none"> • Recognise the viaduct as a unique element and feature of the motorway and Newmarket environment, while ensuring a relationship between it and other CMI projects. | <ul style="list-style-type: none"> • Structures such as barriers and walls should reflect the local context of the Project, while ensuring a relationship with adjacent CMI projects. |
| Retail/Commerical Activity | <ul style="list-style-type: none"> • Consider integration of piers at street level with streetscape identity of Newmarket. | <ul style="list-style-type: none"> • Pier and lighting treatment through Newmarket should consider and seek to complement the Broadway Streetscape Upgrade. |



7.9.4 possible design solutions

An illustration of the possible design solutions for works within the Viaduct Sector.



8.0 urban design opportunities



8.1 overview

This part of the Framework identifies urban design opportunities for land in the nearby vicinity of the Project. The intention is to demonstrate a wider consideration and responsibility for the land beneath Newmarket Viaduct and the immediate surrounds to reveal the land use, public space and development potential of this area.

8.2 impetus for evaluation

While the capital works associated with the Project involve improvements to the motorway network and more specifically to Newmarket Viaduct itself, the Project also presents the chance to evaluate the relationship between the motorway network and its surrounds.

As illustrated in Part 5 of this Framework, Newmarket has extensive historical, cultural, landscape, urban and commercial elements that make up its identity. The area is a sub-regional centre, and subsequently has significant recognised growth and development potential.

The Framework recognises the research and work that has already been carried out for Newmarket by Auckland City Council as part of its Newmarket Structure Plan, Newmarket Futures Framework and Strategic Growth Management exercises. We note that the majority of the above work carried out by Auckland City Council has focused on the commercial areas north of Newmarket Viaduct (Newmarket Viaduct currently acts as an edge to the main retail precinct). Subsequently, these 'urban design opportunities' seek to identify further potential and outline the steps for developing a vision and concept for redevelopment in this southern part of Newmarket.

8.3 previous urban design investigations

In 2006, prior to the lodgement of Notices of Requirement for the Project, a preliminary urban design report was prepared by Architecture Brewer Davidson. The report recorded the urban design issues relating to the Project at the time, and presented a number of conceptual development scenarios for the land directly beneath the viaduct. These development scenarios were:

- Option 1: Full Infill;
- Option 2: Partial Infill;
- Option 3: Open space; and
- Option 4: Do minimum.

The Auckland City Urban Design Panel favoured Option 1, on the grounds that it provided the potential for a good urban design outcome. The Panel also noted that the southern part of Newmarket currently lacks public open space, and that the provision of such space(s) should be further investigated.

8.4 next steps

Transit is anticipating the detailed design and construction phase of the Project to commence in January 2008. The Urban Design Working Party has confirmed that further urban design investigation on how Southern Newmarket could be developed requires additional time, resourcing and funding outside the scope of completing the Newmarket Viaduct replacement. Auckland City Council has also indicated that as the regulatory authority for land use and development, it needs to play a more central role in this exercise.

While this Framework outlines the need and a desire to carry out an integrated urban design exercise, there exist uncertainties over how this can occur in the short term. In essence, this Framework puts forward the need to align Transit and Auckland City Council planning/urban design initiatives for mutual benefit. At present, the outlook of planning/urban design initiatives run by both parties is restricted to boundaries of responsibility between Transit and Auckland City Council. It is considered that this approach limits the effectiveness of any work done by either party.

It is suggested that improved collaboration and synchronization take place between Transit projects and Auckland City Council planning initiatives to ensure that:

- a. Contextual/boundary considerations are accurately scoped;
- b. Contextual area studies can be used by either party, avoiding re-work;
- c. Urban strategies and precinct plans have a comprehensive grounding that includes all relevant development and infrastructural considerations; and
- d. Growth planning, land use, development, infrastructure and redevelopment is derived from a single overriding vision or concept for the area, so that land use and development objectives are clear for all parties.

The scale, duration and profile of the Newmarket Viaduct Project has the potential to act as a catalyst for regeneration and redevelopment in the Southern Newmarket area. As such, it will be important for Council and other planning/development bodies to establish a clear direction/vision for the future of this area in order to avoid an ad hoc planning approach that results in piecemeal and unrelated development that contributes little to the overall identity and quality of the area.

The following parts of this section outline steps and considerations to guide a possible design process to develop a vision and masterplan for the Newmarket South area.

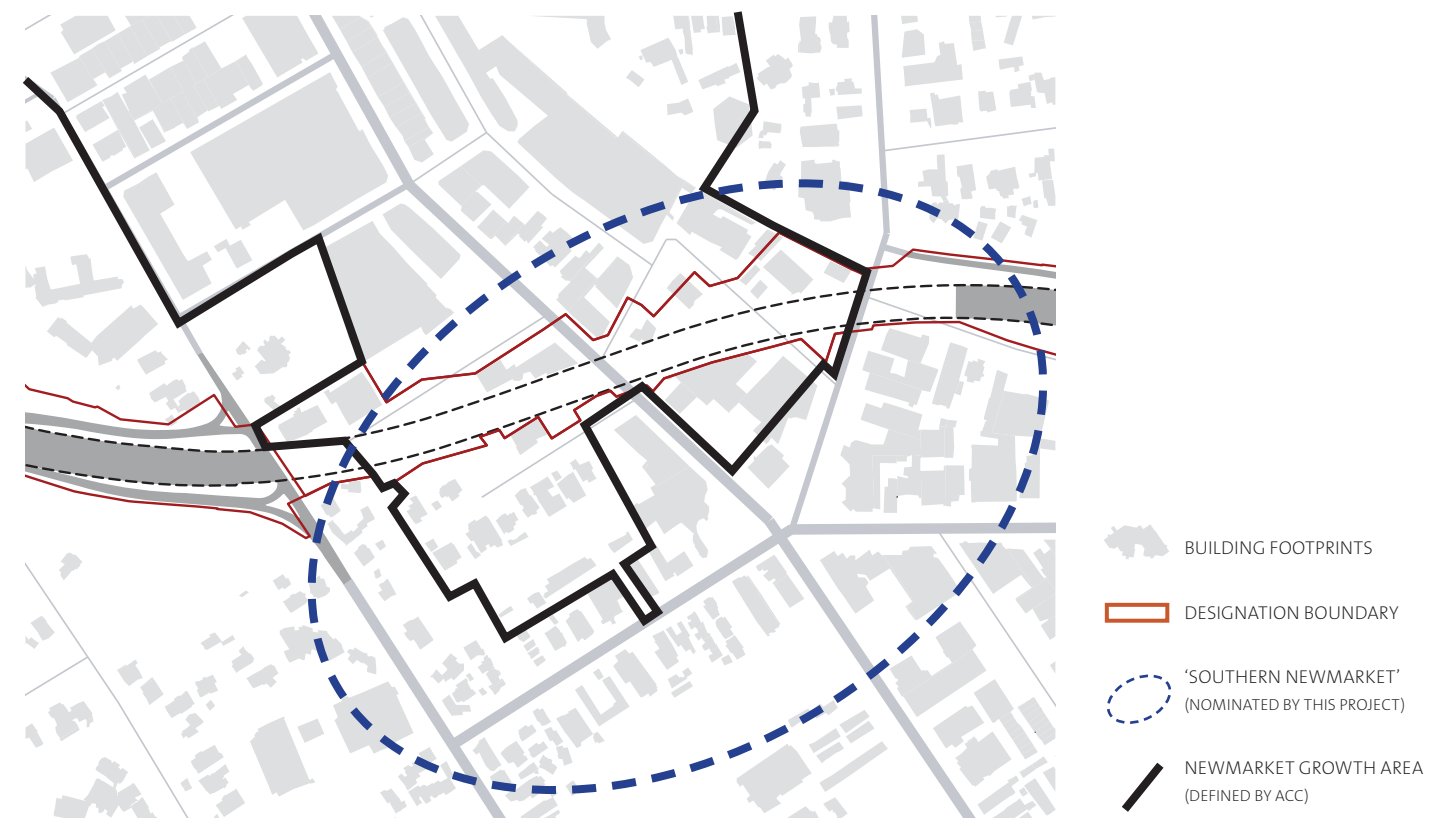


Figure 8: Nominated 'Southern Newmarket' area

8.4.1 issues & opportunities identification

Newmarket has an established character that is based mostly on retail, commercial, entertainment and lifestyle activities. Residential living also has an increasing presence in the area. However, the majority of these activities are based north of Newmarket Viaduct, with the area below and south of the Viaduct currently utilised for vehicle related retail and services.

Newmarket is recognised as a growth area by Auckland City Council. It has the potential to sustain further residential and supporting uses due to a number of factors such as:

- Good transport access (bus & rail);
- Stormwater infrastructure;
- Capacity to grow;
- Facilities and open space;
- Market interest; and
- An environment that is not threatened by growth.

(As indicated in the Auckland City: Growth Management Strategy, December 2003)

Growth planning has been undertaken for Newmarket, however the majority of outcomes relating to this work apply to the existing retail and entertainment area which stops short of Newmarket Viaduct. As a result, no comprehensive vision applies to this southern part of Newmarket that can be fulfilled or triggered by this Project.

In addition to the above factors which indicate Newmarket is suitable for accommodating further growth, there exist other urban design issues and opportunities for Southern Newmarket that need to be considered. Some of these are outlined in the following paragraphs.

a. viaduct operational objectives & maintenance requirements

Existing land uses beneath the viaduct reflect maintenance access and safety policies. Much of the space directly below the viaduct is occupied with carparking, operating under short term leases to facilitate access to the viaduct at reasonably short notice. All leases on Crown owned land have a six-month termination clause. While this enables reasonable maintenance access, it results in temporary/inexpensive buildings and structures (i.e sales offices for car yards).

During the preliminary design stage, Transit revised the maintenance envelope below the viaduct as part of its investigations (described in Part 8.3) on future development scenarios. At this stage the maintenance envelope (to the right) will apply to any development (buildings and structures) below the viaduct.

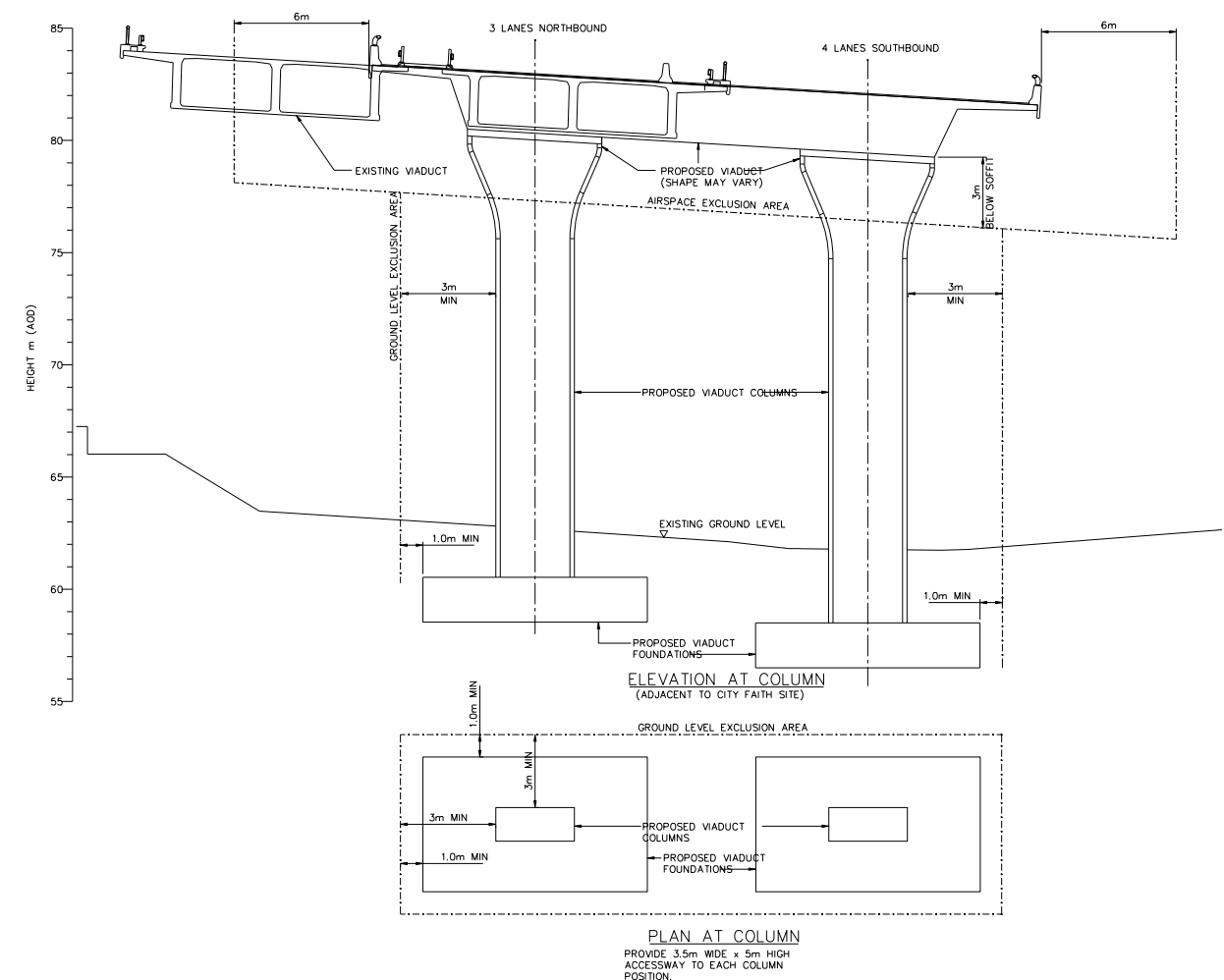
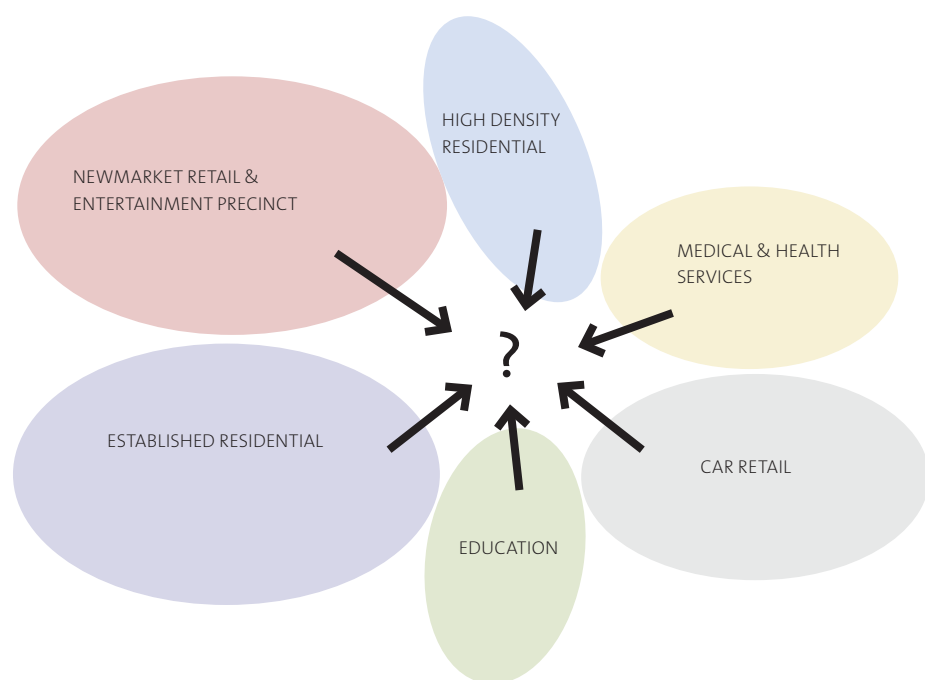
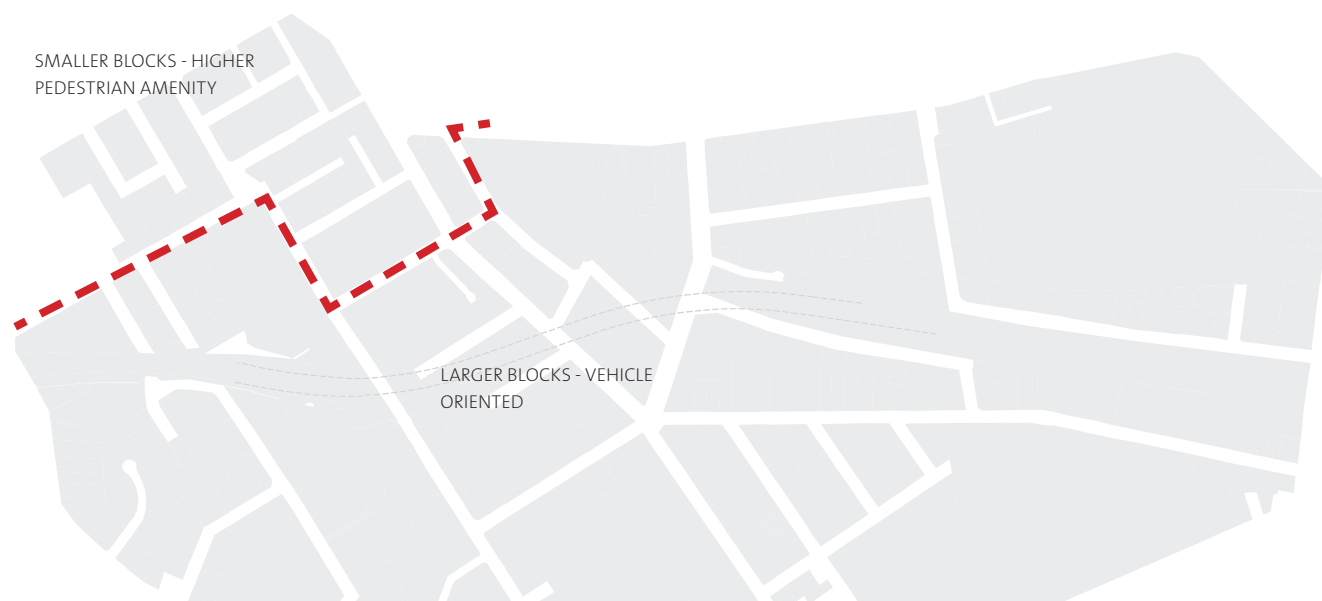


Figure 9: Newmarket Viaduct Maintenance Envelope



b. character & identity

Newmarket as a whole has a diverse range of activities. For the most part, these activities are located in distinct pockets with individual character/identity. The area of Newmarket where the Project lies (Southern Newmarket) currently lacks its own distinct character or identity. There do however exist a number of activities pushing at the boundaries of the Southern Newmarket area, namely car retail. Future work for this area will need to understand this dynamic context and be flexible in order to accommodate the establishment of a new identity for Southern Newmarket.



c. block structure & tenure

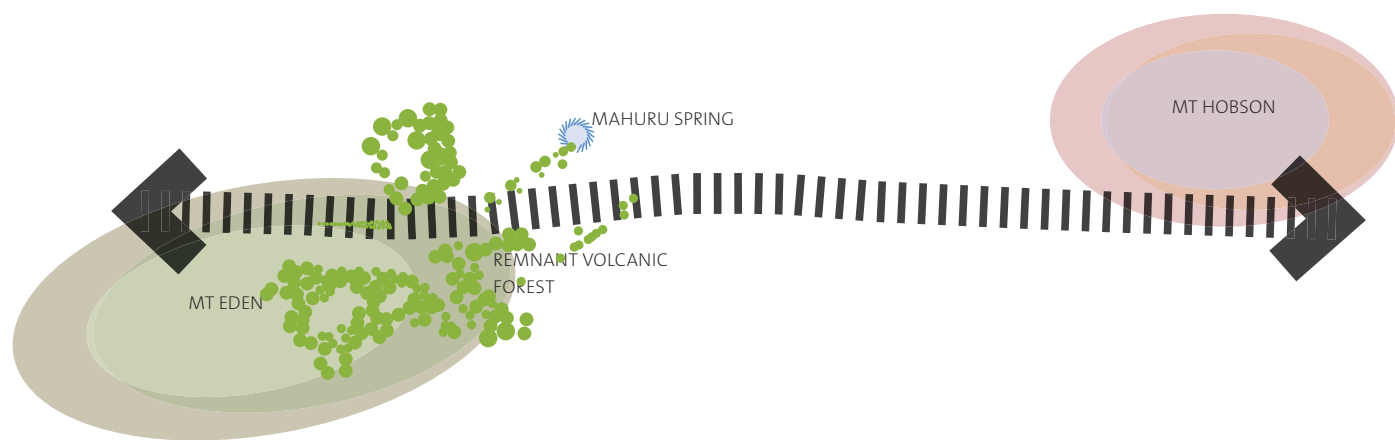
The main retail precinct of Newmarket is structured upon an arrangement of walkable-sized blocks (around 70 x 80 metres). These blocks have a subdivision pattern that has led to the development of (predominantly) fine-grain retail stores that provide a visually rich and vibrant street scene. A number of these smaller blocks located either side of Broadway are serviced by a network of narrow lanes that provide a more intimate shopping experience with reduced vehicle traffic and speed. A number of designer fashion boutiques and studio spaces occupied by creative industries have established themselves in this area.

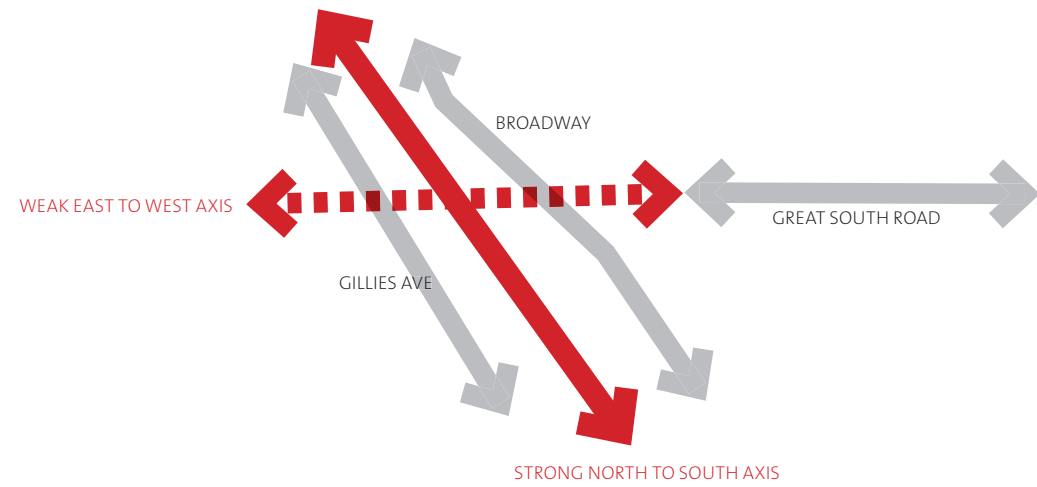
South of the main retail precinct, in the vicinity of Newmarket Viaduct exist larger street blocks (some as large as 270m x 400m). Subsequently this area is more vehicle oriented than the main retail precinct area, as the size of these blocks is conducive to car use. The subdivision pattern in this area comprises a mix of small and medium sized parcels of land. However tenure in this area is distinguished by a large number of parcels being held by a small number of landowners. This could be beneficial for the realisation of redevelopment in this area particularly if agreement can be achieved between these landowners.

d. natural identity & features

Inspiration from indigenous/local features can strengthen local identity. A context-less approach leads to 'anywhere places'. Mt Eden & Mt Hobson provide two 'book-ends' that define the eastern and western extent of Newmarket. Ancient volcanic forest remnants near Gillies Ave, and a natural spring at Mahuru Street are additional features that can stimulate an appropriate urban design response for the area.

Great South Road, which terminates at Broadway provides a fundamental connection into Newmarket from the south-east. It is noted that there currently exists a very weak east to west connection across Newmarket at the local level. This is an issue that may need to be investigated further to optimise pedestrian, cycle and vehicle circulation through Newmarket.





e. connections & movement

The urban structure of Newmarket is based strongly upon its mainstreet, Broadway. Broadway has developed a strong physical presence as a shopping mainstreet and vehicle thoroughfare. This favourable north to south aspect is further reinforced by Gillies Ave, another busy vehicle route which runs parallel to the west of Broadway.

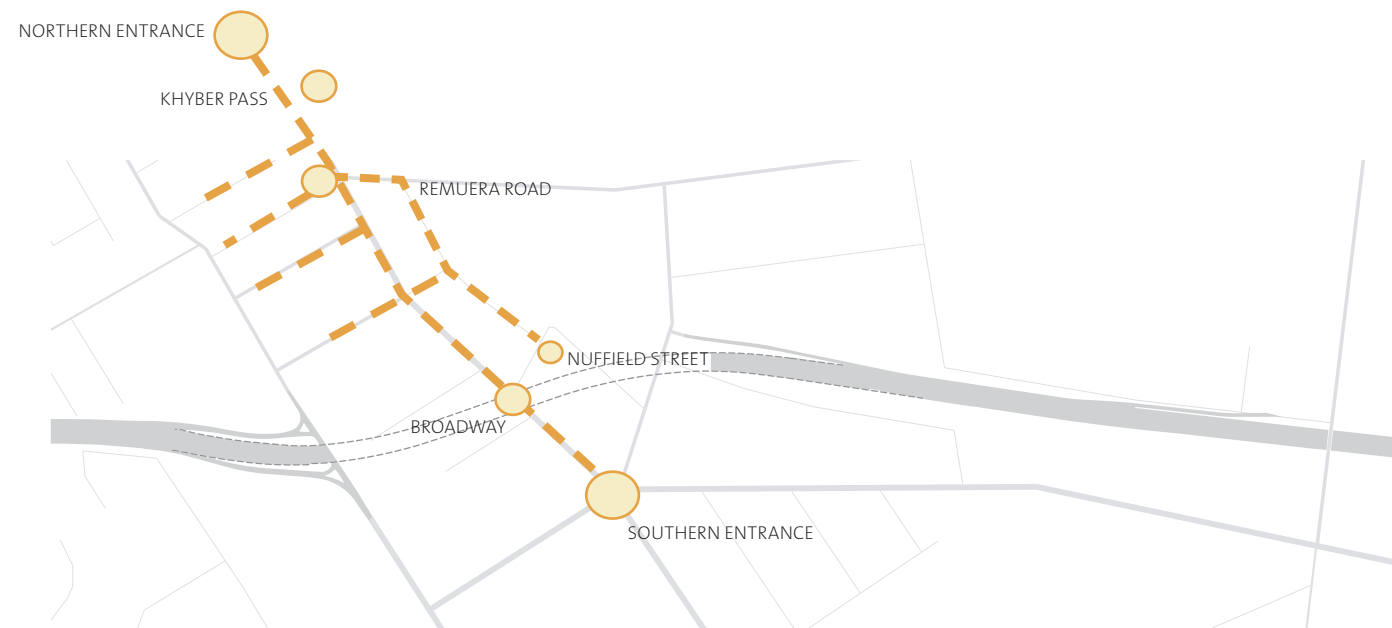
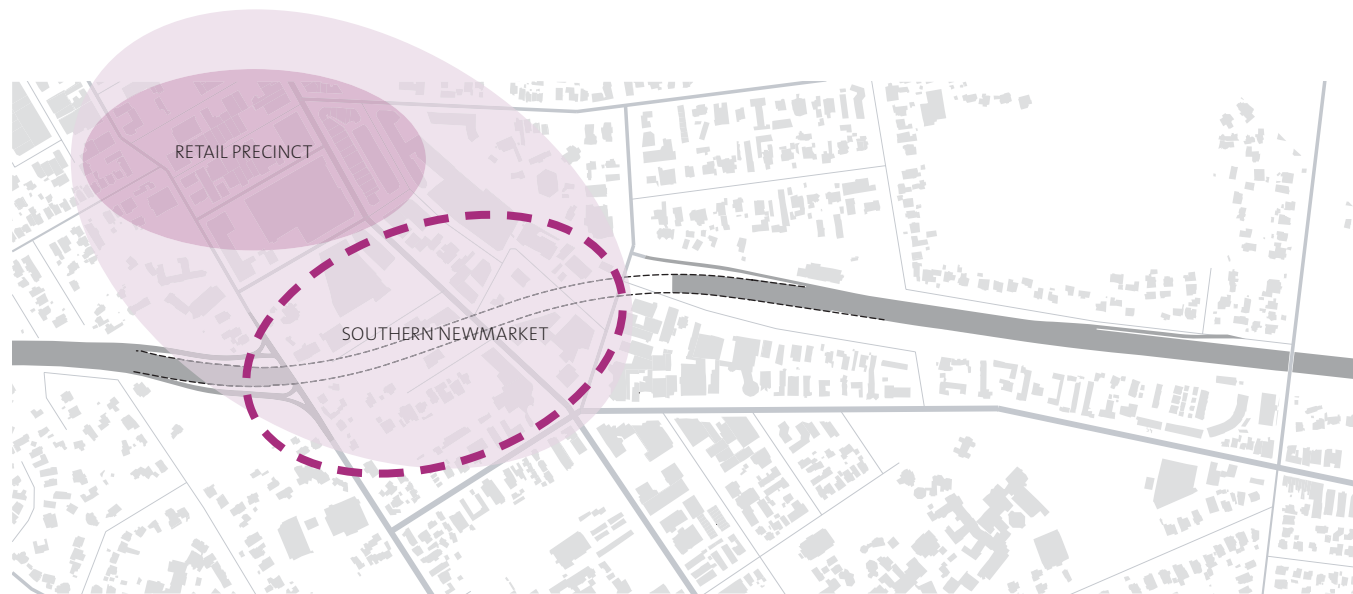
f. built form character

Built form in Southern Newmarket lacks the cohesion and collective identity of buildings in the main retail precinct of Newmarket. In terms of retail and activity there are few destination points in the Southern Newmarket area. The existing built form character of this area tends to be lower in height, has little architectural expression and is dominated by car-focused or car-related retail and services. The presence of buildings in this area is offset by large areas of car parking. As a result, the area lacks an urban feel that does little to complement the vibrancy in the main retail precinct or the established residential neighbourhoods in the adjacent Epsom and Mt Eden areas.

g. entrances, focal points & pedestrian routes

Broadway is the spine of activity within Newmarket. It attracts and provides for pedestrian and vehicle patronage and offers high visibility and profile for retail/commercial tenancies located along its street front. Adjoining Broadway are a network of smaller lanes. These typically provide a more intimate street environment and have been occupied by a number of boutique retail, designer studios and creative industry spaces.

The intersections of Parnell Road (in the north) and Great South Road (in the south) with Broadway provide logical entranceways into the Newmarket area. There is potential to provide better definition of these locations as an entrance to the area through buildings, landscaping or other landmarks.



8.4.2 tools & methods

There appear to be a number of broad level issues and opportunities for the Southern Newmarket area that should be considered in the long term planning and design of the area. The Project provides the impetus to review future aspirations for the area, and strategically look at Southern Newmarket's role in the future of Newmarket, the City and region. Involving design at the strategic policy level is considered good practice.

This Framework provides the starting point for this exploration. Newmarket Viaduct represents a significant infrastructural investment and feature of the area. It defines the skyline of Newmarket, provides a landmark and currently creates an edge to, or element of containment for the retail and lifestyle activities that characterise the area.

Transit's statutory responsibility is the safe and efficient operation of the State highway network. However, Transit also understands that the Project provides an opportune time to identify the potential of further development in the Southern Newmarket area.

a. design-led planning

Figure 5 illustrates a possible urban design approach to guide and promote change from this point onwards in the Southern Newmarket area. This is one way an integrated urban design and planning approach to Southern Newmarket could be implemented. The Strategic Landscape & Urban Design Framework (this document) identifies the need for a masterplan or other design-led planning initiative to stimulate and facilitate development in an under-developed area that demands design quality. It forms an early stage of the masterplanning process.

b. key outputs

Key stages and outputs to progress a design-led process from inception to implementation is outlined in Figure 5. They essentially start at the strategic level and work towards detailing the local precincts and spaces within the masterplan area. The process outlines the need to establish direction at various scales to ensure urban design considerations are 'weaved through' the planning and development process.

c. stakeholders

The success and quality of built environments require commitment and leadership, however collaboration at the right time with landowners and stakeholders will be important. The land immediately surrounding the Project is owned by a small number of landowners, which provides the potential for more efficient participation and communication.

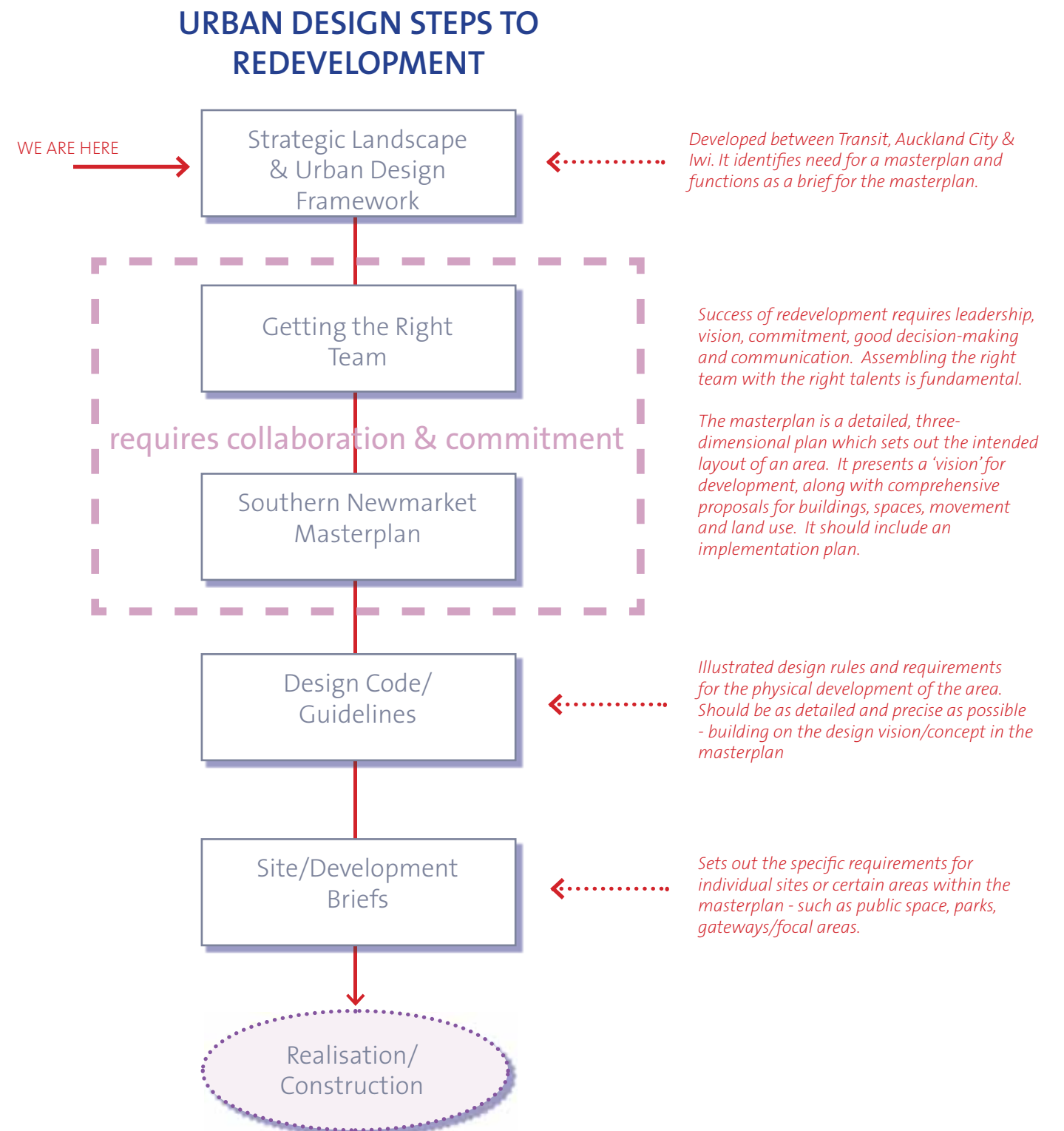


Figure 6: A possible urban design approach to guide redevelopment

d. relationship to planning system

At this stage, this document will function as a project-specific framework that outlines a need to investigate the development potential of Southern Newmarket from an urban design perspective.

It may be likely that when a masterplan is developed for Southern Newmarket it will share a closer relationship to the strategy and statutory planning documents developed by Auckland City Council. The development of a masterplan can also act as a process that brings together what may otherwise be competing aspirations for an area. A collaborative approach and commitment to the process will assist landowners and Council to communicate intentions for the area. The development of a masterplan also provides certainty for decision-makers, landowners and the community on the future of their area. A masterplan can inform any necessary policy/planning changes or investment programmes to facilitate desired outcomes.

e. masterplan delivery & implementation

A masterplan establishes and seeks to fulfill a vision for development. A long term commitment to bring about urban change is required, as development may be staged over a time span possibly as long as a generation and achieved through a series of staged objectives focusing on short term goals.

The urban design process involved in the preparation of masterplans is intrinsically inter-disciplinary. As such, a collaborative approach is emphasised in order to ensure coherence through the various technical and design related matters (transport, property, architecture, policy) required for the Project.

The masterplan should include an implementation strategy that addresses how development will happen, and whether there are critical or overlapping design phases during the implementation life of the masterplan. It should also include a process for review to ensure aspirations are met, or allow modifications if required. The Auckland City Urban Design Panel may be useful in a review role at various stages through the development and implementation stages of the masterplan.

Further mechanisms that can be used to assist the delivery of design quality in masterplans include:

- **Design Briefs**

These are useful for key sites, open space, or clustered sites within the masterplan area where specific or supplementary design and planning guidance may be necessary.
- **Design Guidelines**

Some areas of the masterplan may benefit from further policy and design direction where specific outcomes are envisaged. Design Guidelines can be used to provide additional guidance on achieving a 'look' or 'feel' for certain areas/precincts. This guidance can be strategic - such as the orientation and massing of buildings and the location of open space or more specific such as materials and colour palettes. Design Guidelines should not be overly prescriptive. They should allow flexibility and considered interpretation of the anticipated outcomes. Additional guidance may need to be provided

by Project designers to achieve this.

Design guidelines are an important mechanism for large-scale masterplans with a long term implementation strategy where clients/key personnel are likely to change over time. Design guidelines assist in ensuring high quality design consistency in projects.

- **Team of Architects & Designers**

The masterplan will address a number of built form elements - buildings, open space, public space, streetscape, planting and servicing. While the masterplan will provide overall cohesion to the development area, the implementation of the concept for buildings and public spaces can benefit from the engagement of a number of different designers (architects & landscape architects) who can each bring something unique to the area. Implementation of the masterplan should provide a framework for this to occur while still achieving the overall anticipated outcomes for the masterplan.

- **Design Competitions**

The design of key buildings and spaces may also benefit from the appointment of designers through competition. Competitions can engage the interests of designers who would not normally put themselves forward or be invited for such work, but who may bring additional flair and innovation to the project. Design competitions should however be used sparingly to help bring focus on key aspects of the masterplan.

- **Design Advisory Panel**

A design advisory panel can play a role in preparing and the review of design briefs/design guidelines, as well as judging design competitions.

8.4.3 priority identification

The masterplan, implementation strategy and other relevant documents should include an optimum phasing and timetable for development. Identifying the phasing and aspects of priority for the development can assist with testing the practicalities of implementation for the masterplan.

Aspects of the masterplan that can be delivered early should be identified. This includes projects on key sites or those that need to be aligned with other significant infrastructure works occurring through or adjacent to the masterplan area (such as road/rail realignments, bridge/crossings or public transport improvements). Early development within the masterplan area, no matter how small should be delivered to a high quality. This can help create investor and community confidence in the regeneration of the area, change perceptions of the area and set a benchmark for future development.

In addition, there may be key projects or interventions within the masterplan that can be delivered either early on or at strategic times during the life of the masterplan to stimulate interest and progress in the development of the area. These could involve buildings at certain key/visible locations or public spaces. The use of design competitions can also assist in raising the profile of these particular areas and the overall masterplan itself.

Priority identification should include all aspects involved in the masterplan - the development, personnel (how to involve and when), funding/investment and alignment with other major development or programmed events (major sporting, cultural or political). Priorities should be identified with a short, medium and long term action plan.

9.0 implementation



Implementation of the Urban Design Framework and its effectiveness will involve the consistent commitment of the Project Team, Transit, Local Authorities, iwi, landowners and interested third parties to quality urban design outcomes. It will also assist with initiating and progressing the urban design opportunities associated with this Project.

Implementation of this Urban Design Framework is two-fold. It will be used to establish the design direction for the Project capital works and set the scene for further investigation and design work to accurately identify and realise latent development opportunities in the Southern Newmarket area. Specific implementation action areas are subsequently classified under these two areas:

For the Project capital works, this Framework will provide:

- Guidance and direction on urban and landscape design for the Project (particularly at the detailed design stage); and
- A measure for urban and landscape design outcomes of the Project (during and post construction).

For future urban design work, this Framework will:

- Initiate future work involving the investigation, design and realisation of urban design opportunities in the Southern Newmarket area;
- Act as a reference document for Auckland City Council, when considering future growth and development at the southern end of Newmarket; and
- Be a tool for carrying out negotiations with landowners and developers adjacent to the Project area.

In order to fulfill the requirements of both these areas, the Framework will need to be finalised and formally adopted by Transit and recognised by Auckland City Council.

Actions to implement this Framework will reflect the (above) two areas this Framework has been developed to address. A strategy for implementation for both these areas (the Project itself, and further urban design work led by Auckland City Council) is described in the following sections:

9.1 project capital works

This Urban Design Framework has been prepared to fulfil a requirement of the designation conditions. As a result, it will be formally recognised by Auckland City Council and form a fundamental aspect of the design and construction documentation. It will hold significance during both the design and construction stages of the Project.

This Framework has been developed in parallel with the developed design stage of the Project. From here on, detailed design and the resolution of design details and construction costs will take place.

Detailed design will need to show it has been developed in accordance with the urban design principles and design guidance set out in

this document. The Framework will also have a ‘check and balance’ role in this process to ensure outcomes envisaged by this document are carried through to the design detail and construction methodology adopted for this Project.

9.2 masterplanning

This Framework identifies the need for further work to address the urban design issues and opportunities it has identified. Discussions during the Urban Design Working Party sessions have concluded that further work does need to be carried out to develop a comprehensive vision and concept for this part of Newmarket. Auckland City Council staff have indicated that any masterplanning exercise will need to be driven by themselves in collaboration with Transit and major landowners, however at this stage there exist issues involving timeframes, resourcing and funding. This means that any further masterplanning work will need to take place outside the scope of the capital works for this Project.

Part 8.4.2 of this Framework identifies a possible process for furthering an urban design-led masterplanning process. Implementation of these further steps will need to be determined in conjunction with Auckland City Council, who have indicated that it will be their responsibility to steer this process.

A realistic implementation strategy for developing and executing the masterplan is important. Preparation of the masterplan will involve various individuals, groups and public bodies. Issues such as long term land ownership/leasing, management, phasing and regulatory requirements will need to be addressed. As such, it is considered that a specific implementation strategy for the masterplan will need to evolve as part of the analysis and discussion in the masterplanning process itself. As a starting point, it should address matters such as:

- Timing;
- Funding sources;
- Partners;
- Delivery vehicles - personnel/agency;
- Marketing/communications;
- Management and maintenance strategy;
- Review/monitoring strategy; and
- Risk analysis.

The development of a masterplan provides certainty for landowners, decision makers, developers and the community on the future of Southern Newmarket. It can also be an effective promotional tool to visually communicate the future intentions for the area.

attachment a

TERMS OF REFERENCE

urban design working party terms of reference

1. The working party shall guide the development of a Landscape & Urban Design (L & UD) Framework which will enable urban design issues and opportunities to be part of an integrated design approach to the Newmarket Viaduct replacement project.
2. The working party shall recognise there is a distinction between those matters that are part of Transit's capital project and urban design opportunities for greater Newmarket and that whilst some opportunities identified in the L & UD Framework are not part of the Viaduct replacement project, the L & UD Framework shall integrate the Viaduct replacement project in a way that does not preclude their implementation by others.
3. The working party shall provide the forum to give effect to Condition 8.2 of the designation and is the catalyst for developing the L & UD Framework.
4. Compliance with unrelated conditions will be appropriately dealt with through a separate channel/ protocol developed with Auckland City Council.
5. The working party shall maintain an awareness of other major development and infrastructure projects being undertaken in Newmarket – along with statutory initiatives from ACC including the upcoming Plan Change for Newmarket – that may impact on urban design initiatives in the project area.

19 July 2007

Newmarket Viaduct Alliance Charter

Vision

To deliver an iconic project, including a keystone structure, for the future transport needs of Auckland.

We will do this by:

- Working safely with regard to the workforce, travelling motorists, and the local community;
- Proactive and meaningful stakeholder engagement;
- Undertaking the works in a sustainable manner with minimal impact;
- Providing a legacy project that is integrated with the surrounding area;
- Delivering an innovative, value enhancing design; and
- Undertaking our activities with pride, enthusiasm, and passion.

Our Principles

We will:

- √ Have an uncompromising attitude to safety
- √ Empower people to take ownership, participate and be accountable
 - √ Deliver quality in everything we do
- √ Maintain high standards of professionalism in our dealings with the public
 - √ Commit to reducing our environmental footprint
 - √ Be open and Honest
- √ Always give prompt and quality feedback and recognition
 - √ Respect people's ideas, knowledge and beliefs
 - √ Create a healthy work life balance
- √ Work as a team, have fun, and celebrate success
- √ Be committed to everyone's personal development and success
 - √ Encourage new ideas and pursue excellence
 - √ Make 'best for Project' decisions
 - √ Achieve the Vision!

Helen Borland
Project Manager
August 2007



attachment b

ALLIANCE CHARTER