

Gasometer car park site

Balance current-day demands for short-stay car parking with the potential to create building space for activities that contribute to the future vibrancy of Takapuna.

Development on the Gasometer car park will focus on providing replacement car parking that is lost as a result of developing the Unlock Takapuna sites.

This is consistent with the car parking strategy for Takapuna outlined in this Framework, as the site's location is at the periphery of Takapuna centre.

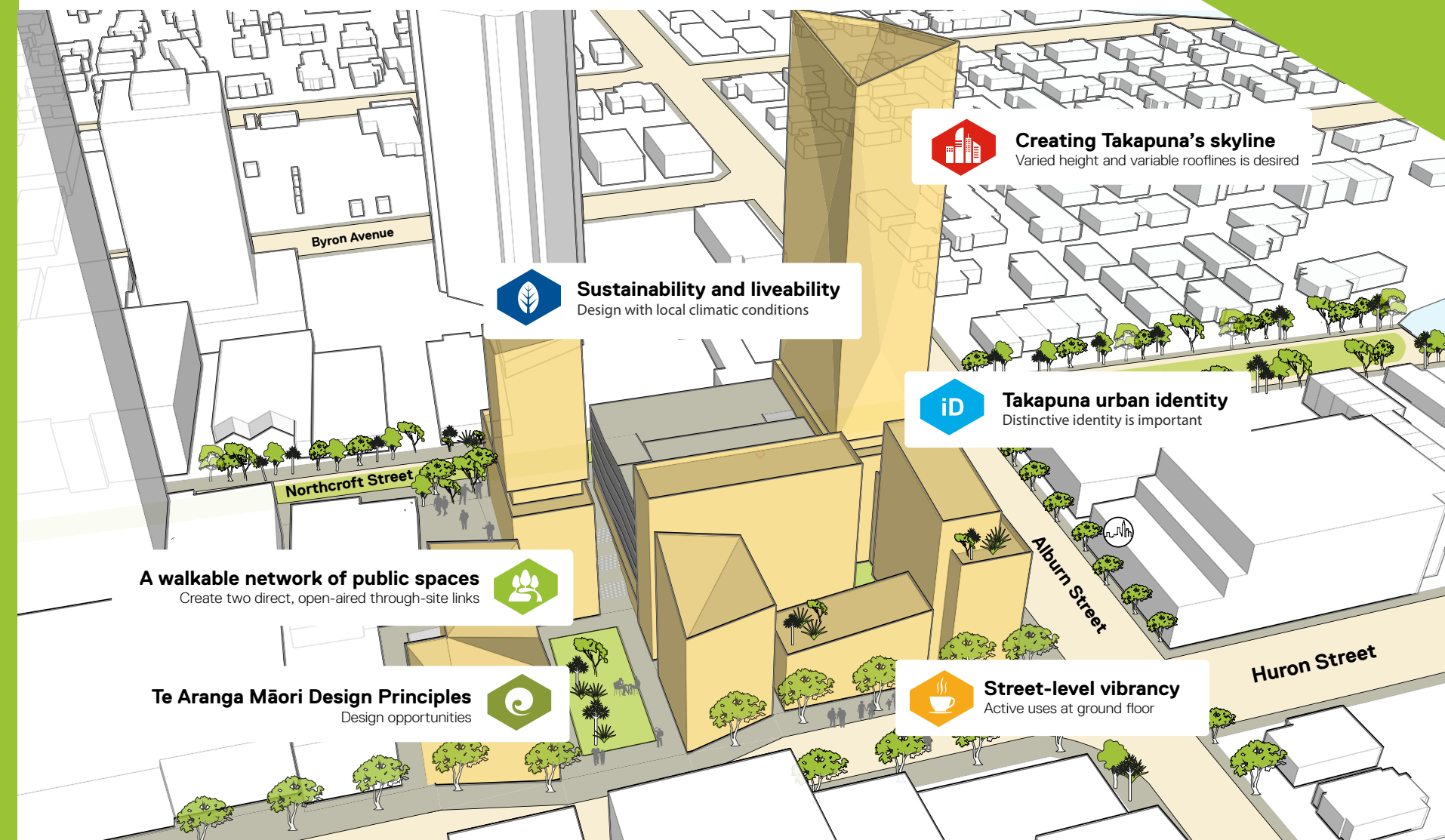
Improvements to the street environment will be necessary to enhance the quality of the connection between this site and the centre of Takapuna.

Site layout for new development should seek to provide a through-site link for block permeability advantages. A new north-facing public space is desirable.

Under the Unitary Plan, the site has an unlimited height control. Development quantum is instead directed by a Floor Area Ratio (FAR) of 5:1.

A bonus FAR of 1:1 is also available.

Looking south at the Gasometer car park site: Illustrating design principles and possible outcome for the site



Gasometer car park site design principles



1. Contribute to a walkable network of public spaces

1.1 Create a through-site link

Seek to achieve a through-site link between Huron and Northcroft streets towards the eastern end of the site.

1.2 Public space

Design for an attractive, sunny public space that is activated on all edges using quality materials.

1.3 Pedestrian egress from car parking to be located to bring people into key spaces

Pedestrian entries/exits to any public car park building to be conveniently located and used to activate the public spaces and streets.

1.4 Legible building entries

Ensure building entrances (including to upper floor activities) are visible, accessible, provide weather protection and are located to contribute to activation of public space/streets.

This approach to creating a walkable network of public spaces organises the site into a possible layout shown below.



2. Create street-level vibrancy

2.1 Active uses at ground floor

Active uses at ground floor to be achieved along all street edges.

2.2 Quality street edges

Minimise the amount of street frontage occupied by any above-ground car parking building.

A maximum of two vehicle entries into the site to access car parking and servicing.

The location of any car park building should avoid the north and west street edges of the site as these are the optimal edges for sunlight and activity.



3. Foster Takapuna's urban identity

3.1 Distinctive identity is important

We seek architectural variety that reflects the Takapuna context and conditions.

3.2 Fine grain is desirable

The development should be read as a series of buildings, as opposed to a single block.

3.3 Create urban edges

Build to the street edge, however building line variation can occur where it results in visual interest, building richness and is appropriate for the intended activity.



4. Positively contribute to Takapuna's skyline

4.1 Varied height and variable rooflines is desired

Buildings to be designed to provide varied height and rooflines. A completely constant frontage height should be avoided.

4.2 Consider local and distant views for building design

Local and distant views (of the site) to be considered in the design of tall buildings.

4.3 Elegant architecture

An elegant form for any tall building is considered important.

4.4 Design to minimise dominance over public spaces

Tall buildings to be designed to ensure Takapuna's appreciation of sunlight and the appearance of the sky at street-level are not compromised. Protection of public realm from wind effects generated by tall buildings is critical.



5. Ensure sustainability and liveability

5.1 Lifecycle considerations

Any car park building to be designed for future adaptive reuse or to enable efficient replacement by a building with a different use, if car parks are surplus to future requirements.

5.2 Design with local climatic conditions

Buildings to be sited and designed for passive solar gain and natural ventilation.

Dual aspect dwellings are desirable for ventilation benefits. With single aspect dwellings, avoid south-facing apartments.

5.3 Green Star

Achieve 6 Homestar rating (or other appropriate rating) for new dwellings.

5.4 Create a variety of dwelling sizes

A range of dwelling sizes to be accommodated in order to achieve a variety of price points.



6. Incorporate Te Aranga Māori Design Principles

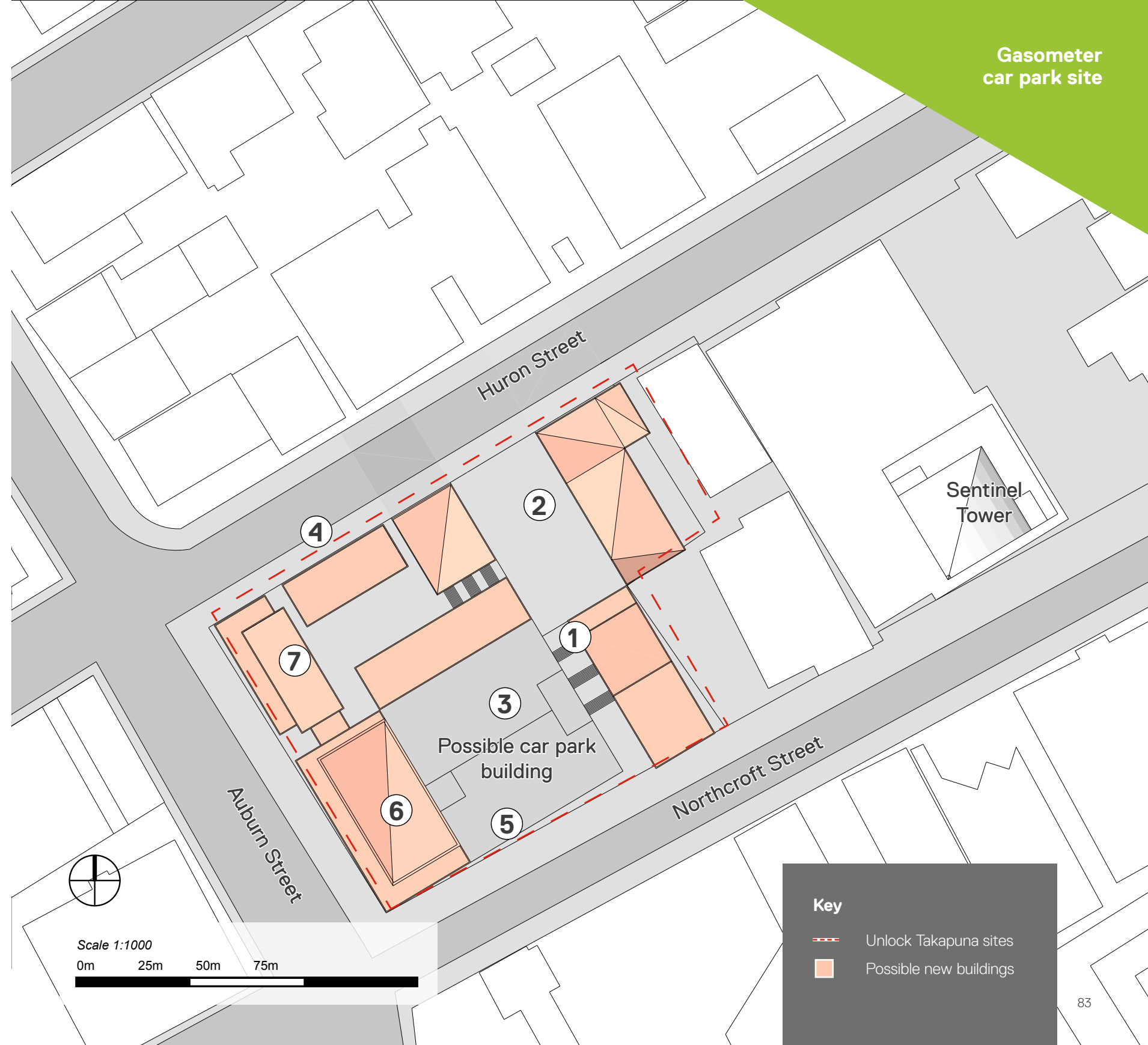
6.1 Collaboration opportunities

Māori cultural association with Takapuna to be understood, considered in the design process and expressed in the public realm design.

A possible plan for the Gasometer car park site

This plan shows how the design principles can be spatially applied to the Gasometer car park. It illustrates one way in which the design principles can inform site design.

1. A new laneway that creates an advantageous through-block link.
2. A new north-facing public space, edged by buildings and activity.
3. Above-ground multi-storey car park, located to minimise impacts on the street edge. More favourable aspect is retained for residential and/or commercial uses.
4. Create urban street edges with appropriate ground-floor conditions.
5. Vehicle entry to car park building is designed to minimise impact on the pedestrian street environment.
6. Tall buildings that create a positive impact on the skyline of Takapuna.
7. Fine-grain and varied height enabled across the site.



Potters Park
edged with new
development
(potential)



New public space/
square opening out
onto Hurstmere Road
(potential)



New east-west
laneway, connecting
Shore City with
Hurstmere Road
(potential)



An upgrade of
the existing
service lane
(potential)



Wāhanga tuaono: Whakatūtakinga

Section 6: Delivery

This section describes how we will deliver the Unlock Takapuna project. It provides a high-level introduction to our delivery approach, and outlines the broad delivery sequencing for sites and projects. It will be further refined through a detailed Implementation Plan.

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Unlocking Takapuna is based on the following:

1 Town centre improvements

Area of control and influence

Auckland Council owns a large proportion of land in Takapuna. The Unlock sites are examples of underutilised sites, currently used as surface car parking. There are additional sites that could be used in the future to deliver on the Takapuna-wide vision and goals set out in this document.

Through community engagement, the goal of better connecting the centre of Takapuna with the beach was widely supported.

It was also identified that a further piece of council-owned land could come into play that would deliver a continuous, safe and legible connection between the town centre and beach. This land is identified as 12 Channel View Road. Panuku will use its influence to explore how this additional segment in a continuous link between the centre and the beach can be delivered.

Doing so will complete the intentions of the Unlock Takapuna project with respect to the Anzac Street car park site.

Takapuna is a Spatial Priority Area (SPA). This status recognises that there is a long-term programme of projects and initiatives earmarked that will enable growth. This includes infrastructure improvements such as stormwater, streetscape improvements and projects like Unlock Takapuna. Panuku will continue to inform as well as be aware of projects in the pipeline for Takapuna.

Panuku will seek opportunities to influence the design and delivery of complementary council projects where this is deemed strategically advantageous and unlocks additional benefits if delivered in unison.

2 Working with the community

Community engagement

Panuku will continue to engage with the community on the Anzac Street car park site. Feedback received during the initial stage of community engagement highlighted the desire for the community to have more input into the design and outcomes for this site.

Further collaborative community engagement will be undertaken through the implementation phase of Unlock Takapuna. This will include the opportunity for people to give feedback on the proposed design of the Anzac Street car park site.

Placemaking and what it involves

Placemaking, as part of a place-led approach to development, aims to create a bridge between the ambitions, hopes and needs of local communities and the creation of built environments which people value as special places.

Placemaking is the act of involving local communities in the planning and making of their physical surroundings and spaces.

There are two fundamental steps in any place-led process.

- Letting the place speak for itself – A process of discovery must be step one. Research, observation, attention to work that has gone before, and the physical environment (historic, environmental, built) all need to be taken into account at the start of any planning process.
- Letting people speak for the place – Local communities and all the various stakeholders in a place are experts in local knowledge and in what makes a locality liveable. Placemaking processes help to connect this knowledge to plans, programmes and activities on the ground – at the beginning of planning processes, regularly throughout development, and beyond its completion.

Through placemaking activations and undertakings, the people of Takapuna will play a direct role in influencing change.

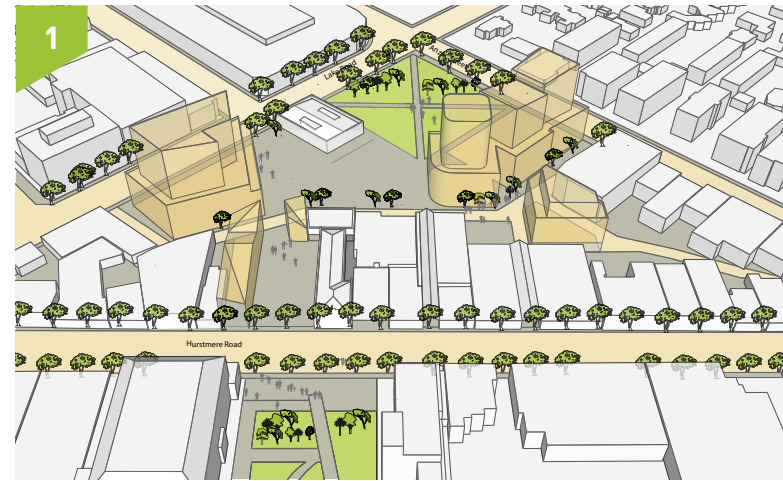
The role of placemaking is to support an iterative process that is responsive, inclusive, open and honest. Our placemaking process in Takapuna will focus on:

- Working with our key partners, including elected representatives and mana whenua, to guide our approach
- Asking the communities of Takapuna what they think, feel and need (acknowledging that much work has already been done in this area)
- Looking for opportunities to collaborate, support, test, stage and trial ideas, learning from these experiences as our plans progress.

Engaging further on building height and public space

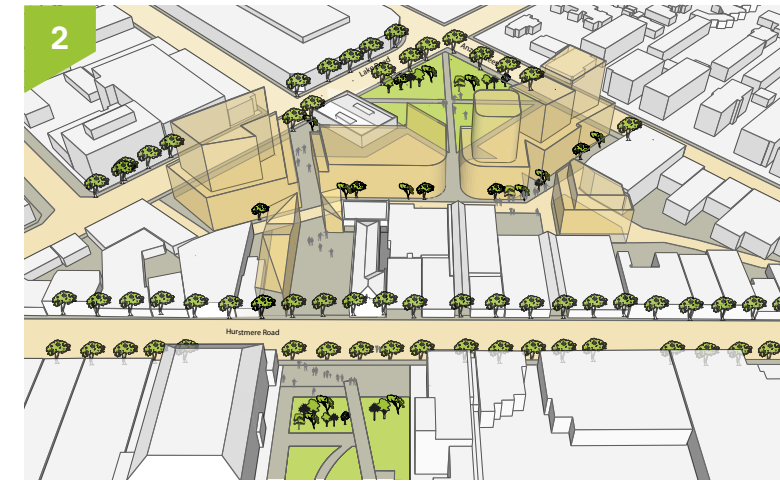
On the Anzac Street car park site, further refinement will occur regarding the arrangement of building heights and public space.

Specific options will be developed with the community's input. The diagrams reflect some early thoughts Panuku has put together following community engagement undertaken during the first half of 2017.



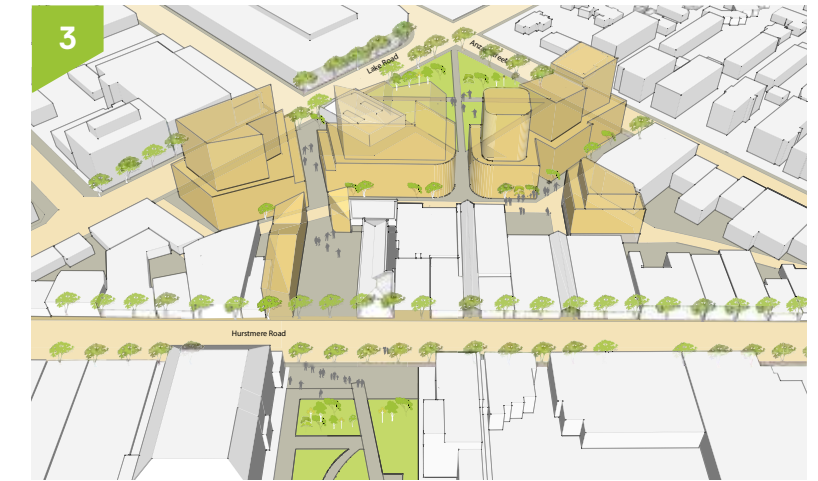
1: Central public space option

This space would be edged by development and activity from two new buildings either side of it.



2: A three-level central building

This option explores how a lower, three-storey building at the centre of the site might work. This option would enable varying heights across the development.



3: Unitary Plan potential

The Unitary Plan permits nine-storey developments across the Anzac Street car park site.

This would enable a wider range of activities and people to be accommodated on the site.

The Unitary Plan requires a setback on all buildings at level three. This ensures that spaces adjacent to buildings are 'of human scale' and that access to sunlight is maintained through setting the upper storeys of buildings back from the building edge.

3 Working in partnership

Mana whenua

Panuku will continue to work in partnership with mana whenua, in particular, on the use and application of Te Aranga Design Principles for public realm and other design and place elements.

Stakeholders

Working with the council family and private sector will be important. The Unlock Takapuna sites are key locations within the centre and have the ability to influence and inspire improvements elsewhere. Panuku will seek to establish positive relationships and community participation to ensure the ongoing attainment of the Takapuna vision and goals is possible.



4 Timing

Car parking on Gasometer

The Anzac Street car park site cannot be developed until a public short-stay car park is established on the Gasometer car park site to provide replacement options. In preparation for this, there is also a legal requirement to consult with contributors to the Takapuna Off-Street Car Park Reserve Fund and ratepayers of the special rate that was collected to purchase 40 Anzac Street (the Anzac Street car park site).

Special Consultative Procedure

As part of considering a change of use and/or subsequent sale for the Anzac Street car park, Auckland Council will complete a Special Consultative Procedure in accordance with the Local Government Act 2002 and Auckland Council's Significance and Engagement Policy.

Accordingly, all plans, concepts and descriptions for the change of use and/or subsequent sale of the Anzac Street car park shown or described in this Framework Plan are indicative of the sites' potential only and are provided solely as examples and for information purposes.

Any change of use, and the details of such, will only be able to be confirmed once the special consultative procedure has been completed and ratified by Auckland Council's Planning Committee.

We are seeking to undertake this consultation from mid-August to mid-September 2017.

Hurstmere Road link properties

These properties further establish links between the Anzac Street car park site and Hurstmere Road.

The timing of the Hurstmere Road streetscape upgrade could have an effect on when changes occur on these sites.

We are committed to ensuring the right level of public engagement over changes on the Anzac Street car park site.

Broad staging

The broad staging of future phases to deliver the Unlock Takapuna project is as follows.

Gasometer car park site

- Design and construct a car park building on the Gasometer car park site: 0-3 years
- Development of the balance of the Gasometer car park site: 0-5 years

Anzac Street car park site

- Engagement on site design and public space: 0-1 year
- Design: 1-3 years
- Development/construction: 2-5+ years

A car park building on Gasometer

The Gasometer car park is the preferred location for accommodating most of the short-stay car parking across the Unlock Takapuna sites. The Unlock Takapuna project will ensure there is no net loss in public car parking.

There is a requirement from Auckland Transport to ensure the ability to provide a further 350-500 additional public car park spaces in the future, if required. The council-owned Killarney Street car park has the potential to contribute to this future car parking need.

Spreading the provision of future car parking needs across two sites enables choice for those coming into Takapuna to park closer to their particular destination, be it the beach, Hurstmere Road, or elsewhere.

We have considered how a car parking building could be located on the Gasometer site to meet replacement and future supply numbers.

Auckland Transport and Panuku have a preference to accommodate public car parking in a standalone building. This has been supported through early community engagement.

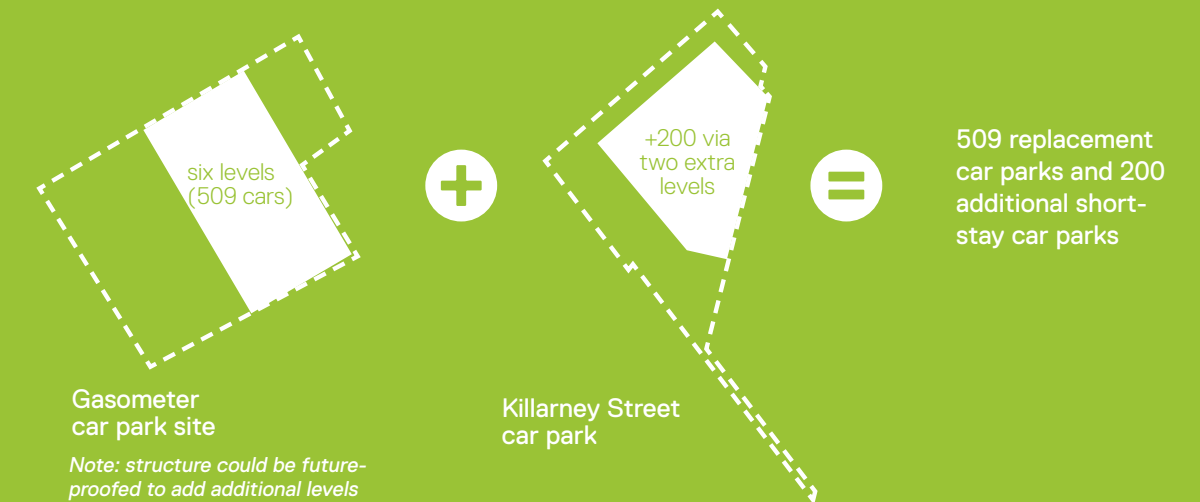


Option A

(shown conceptually in this Framework Plan)



Option B








5 Key performance indicators

Quality urban growth

-  Per cent of workers and residents using active transport modes
-  Per cent of residents working locally in central Takapuna
-  Number of workers and businesses in Takapuna
-  Number of new workforce potentially introduced through Panuku projects
-  Number of dwelling units and residents
-  Sqm Gross Floor Area (new retail space)
-  Sqm Gross Floor Area (new office space)
-  Per cent of commercial rent increase
-  Number of hospitality/food and beverage outlets

Community perceptions

-  Diversity of visitors (age, ethnicity, income, origin)
-  Per cent of people that perceive Takapuna as a great place
-  Per cent of visitors satisfied with the quality of public spaces
-  Per cent of visitors satisfied with the quality and variety of events in the centre
-  Per cent of people intending to stay in Takapuna longer than one hour



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