

**NO  
STANDING**

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**AT ALL  
TIMES**

**ENDS HERE**

# SUMMARY OF PROPOSALS

To assist in the appreciation of this document, the proposals incorporated throughout the text have been summarised below. In some cases there is only a single proposal in each field, while in other cases alternative proposals are given. Not all proposals are compatible with all other proposals, and the intention is to select the "best" group of mutually compatible proposals as the final plan.

The proposals have been kept in the order in which they occur in the document and are grouped under their various section headings.

## Section 2 – Activities

### Manufacturing Proposals: (pages 15, 16)

- (a) The boundaries between manufacturing and commercial zones to be revised, and permitted uses in these zones to be brought up to date.
- (b) A new "Port Manufacturing" zone to be created in the area between Fanshawe and Jellicoe Streets, for uses related to the port activity.

- (c) The manufacturing and distribution of newspapers to be changed from a predominant use to a conditional use in C.4 Zones.

### Shopping Proposals: (page 18)

- \* In order to avoid breaks in the retail frontage in the main shopping streets, ground floor activities in the Queen Street Valley and Karangahape Road to be limited to those having a retail character.

### Warehousing Proposals: (page 18)

- \* To avoid conflict with other activities, and to minimize traffic problems, large warehouses to be changed from predominant to conditional uses in the more central parts of the Central Area.
- \* The W.2 Zone, in which the City Markets are sited, to be changed to an appropriate manufacturing zone in which the markets would remain as a predominant use. This would allow a more diversified use of the area.

- \* Container depots and break-bulk areas to be excluded from Manufacturing, Warehousing and Port Transportation Zones in the Central Area, and to be made conditional uses in appropriate zones outside the Central Area.

Residential Proposals: (page 19)

- \* In order to encourage residential redevelopment in the Central Area, office development in the residential zones to be restricted, possibly by only allowing a certain percentage of any new building to be for office use.
- \* Parking requirements for residential development to be relaxed in certain areas.
- \* Land zoned R.7 in Greys Avenue, Queen Street and Vincent Street to be made into a comprehensive redevelopment area, or other ways be found for obtaining subsidies for the construction of apartment buildings by the Council or private developers in this part of the Central Area.
- \* The development of residential accommodation above commercial development to be permitted in certain C.4 Zones, such as Karangahape Road.

Education Proposals: (page 19)

- \* Consideration will be given to creating a special "Institution" zone for activities such as the University and Technical Institute.

\* Entertainment, Social and Cultural Activities Proposals: (page 19)

- \* Consideration to be given to excluding theatres, galleries, etc., from plot ratio requirements, to encourage developers to provide these activities.

The Council's Policy Concerning Future Port Development: (page 22)

- (1) The Princes-Queens-Captain Cook basins to be retained as a city amenity.
- (2) No further port development to take place to the west of Captain Cook Wharf unless this can be adequately serviced by road. It is not desired that rail access be perpetuated to the western wharves as pedestrian access to the waterfront would be impaired.
- (3) No further port development to take place to the east of existing port limits.
- (4) The passenger terminal and ferry and launch facilities to be retained close to Queen Street.
- (5) The Ferry Building to be retained.
- (6) The Ligher Basin to be retained to service the fish processing industry.
- (7) Westhaven to be retained as a boat harbour.
- (8) The area at present used by oil facilities on the Western Reclamation

to be retained for port associated activities, and not to be made available for general industrial use.

- (9) The land to the north of Quay Street to be zoned as a "Port Transportation" Zone.

- (10) In anticipation of Queens Wharf becoming redundant for future cargo handling, the Council offer to cooperate with the Harbour Board in developing the wharf as an amenity area open to the public.

Railway Land Proposals: (page 23)

- \* The Railway land, apart from some land fronting Beach Road and Britomart Place, to be zoned M.1.

**Section 3 – Development**

Development Controls: (page 34)

- (a) Bulk and location ordinances to be based on plot ratios.
- (b) Allowable plot ratios to vary over the Central Area, being highest in the main part of Queen Street and lower in peripheral areas, and areas having poor accessibility.
- (c) Allowable plot ratios to be lower in narrower streets.
- (d) The basic plot ratio to be considerably lower than the present effective plot ratio of 10 to 1.

- (e) Plot ratio bonuses to be permitted for "desirable" forms of development.

- (f) Plot ratio bonuses to be permitted for developments which create pedestrian linkages or amenity areas.

Places in the Sun: (page 34)

- \* Special controls on development in some areas to be introduced to ensure some places remain in the Central Area where it is possible to sit in the sun.

Taxation Advantages: (page 35)

- \* Consideration to be given to changing current taxation policies which can favour the rehabilitation of older buildings with high earthquake and fire risks, instead of the construction of new buildings.

Amalgamation of Sites: (page 35)

- \* The Council, at its discretion, to use its power under the Town & Country Planning Act to require amalgamation of sites where this will result in a more desirable form of development.

Use of Air Rights: (page 35)

- \* The Council to permit and encourage developers to acquire the air rights over adjoining developments, and allow these air rights to be used in lieu of setbacks or side yards to obtain daylight and outlook.
- \* If necessary, the Council to use its powers to assist in the acquisition of

air rights for the development of major projects.

#### Section 4 – Character

##### Open Spaces: (page 40)

- (a) Albert Park and Emily Place to be retained in their present form.
  - (b) Myers Park to be improved by reducing, where possible, the road space, updating the play furniture, linking through to the Civic Centre, and achieving better integration with adjoining development, in a comparable manner to St. Kevin's Arcade.
  - (c) Victoria Park to be retained in its present form, but the children's play area to be updated with the inclusion of play sculpture and some areas of seclusion and privacy.
- \* Land to be acquired in the vicinity of St. Matthews, in Hobson Street, to form a new open space in this part of the Central Area.

##### Places of Historic Interest and Character: (page 42)

- \* Council to adopt a policy of moral and financial commitment to the preservation of places of historical and architectural significance, and of natural beauty.
- (a) A full inventory of all existing places of historic, architectural or scientific interest or natural beauty

in the Central Area to be made.

- (b) An area on the Princes Street-Symonds Street ridge to be made a "Conservation Area", where demolitions, tree removals, alterations would be minimized, and proposals for changes made open for public comment. The old merchants' houses in Princes Street, backing on to Albert Park, to be preserved in their original form.
- (c) Plaques to be used to identify:
  - (i) buildings of historic or architectural interest;
  - (ii) places where important events occurred, or where early buildings were sited;
  - (iii) fine specimens of trees.

##### Buildings and Streets: (page 45)

- \* Consideration to be given to the role of material and colour in buildings, with a view to providing guidelines to developers who wish to contribute to the character of the city.
- \* A policy of signposting to be developed to make the city more legible to the pedestrian, and to identify public amenities.

##### Commercial Signs: (page 47)

- \* Commercial signs to be controlled by the adoption of the policies based on those at present being used by the Council on a trial basis.

Streets and Street Furniture: (page 47)

Street furniture to be redesigned, with aims of making it

- (i) more comfortable or convenient to use;
- (ii) easily identifiable;
- (iii) applicable throughout the Central Area;
- (iv) compatible with other elements of Central Area character.

Trees: (page 49)

- \* A programme to plant more street trees in the Central Area to be commenced, particularly in the Nelson Street-Hobson Street area.
- \* In addition, part of the sealed footpath in streets having few pedestrians be given over to grass.

People and Character: (page 49)

- \* Encouragement to be given to ways of making more of the Polynesian nature of Auckland.

**Section 5 – Environment and Pedestrians**

It is proposed to develop an integrated pedestrian network, consisting of street pavements, pedestrian rights of way, elevated walkways, open spaces precincts and resting places, in conjunction with public transport systems. The following

proposals, some of which are alternatives, would form part of the network:

- (1) Intermittent widening of Queen Street footpaths.
- (2) Extended widening of Queen Street footpaths.
- (3) Closure of parts of Queen Street to traffic.
- (4) Closure of all of Queen Street to all traffic except essential services.
- (5) Introduction of high level pedestrian links across and along the Queen Street Valley.
- (6) Introduction of pedestrian movers in the Queen Street Valley.
- (7) Widening of High Street footpaths.
- (8) Closing Durham Street East to traffic.
- (9) Intermittent widening of Karangahape Road footpaths.
- (10) Creation of a Karangahape Road parking mall.
- (11) Creation of grade separated pedestrian crossings in the University area of Symonds Street.
- (12) The building of a footbridge over Wellesley Street at the end of Princes Street.
- (13) The forming of the Civic Centre and Quadrant Road.

- (14) The creation of a pedestrian precinct in Khartoum Place.
- (15) The creation of a pedestrian precinct next to St. Patricks Cathedral.
- (16) The creation of a pedestrian precinct next to St. Matthews Church.
- (17) The creation of an outlook area on the Nelson Street frontage of the City Workshops.
- (18) The forming of a better pedestrian environment in the downtown redevelopment area, with access to the harbour basins between the Princes, Queens and Captain Cook Wharves.
- (19) Alfred Street and the Government House grounds to remain open to the public to allow public access into the University area.
- (20) The link from Karangahape Road to Myers Park, through St. Kevin's Arcade, to be strengthened.
- (21) Wellesley Street and Victoria Street to be grade separated from Queen Street.
- (22) Upper Queen Street to be lowered at Karangahape Road, to relieve pedestrian conflicts.
- (23) Bowen Avenue to be lowered at Princes Street.

## Section 6 – Public transport

### Bus Systems: (page 84)

A number of alternative bus systems are proposed:

- (1) All routes looping into Queen Street.
- (2) Two major bus terminals, the existing Britomart terminal and a new Western terminal, considered with and without a moving footpath along Queen Street.
- (3) An underground terminal under Albert Street.
- (4) A system of loops, stopping short of Queen Street.
- (5) An underground terminal under a proposed Kitchener Street extension.
- (6) Retention of the existing routeing system.

### Shuttle Buses: (page 95)

The shuttle buses should be retained and the existing system augmented by a shuttle service to the Hobson and Symonds Streets ridges.

## Section 7 – Traffic

### Street Adjustments: (page 102)

- (1) Total or partial closing of Queen Street.

- (2) The extension of Kitchener Street to Quay Street.
- (3) The construction of an elevated Quay Street expressway.
- (4) A bypass of the Karangahape Road shopping area.
- (5) A linking of the two portions of Pakenham Street across the Lighter Basin.
- (6) The grade separation of traffic at a number of intersections.

Management Policy: (page 108)

Policies will be adopted as detailed in the proposals on:

- \* relative priorities for pedestrians and vehicles;
- \* priority for use of kerbside space;
- \* Servicing proposals:
  - (a) servicing of small shopping developments;
  - (b) servicing of large shopping developments;
  - (c) servicing of office development;
  - (d) servicing of manufacturing and warehousing;
  - (e) bulk deliveries by tankers;

- (f) location and control of trucking depots;
- (g) passenger handling.

**Section 8 – Parking**

- \* The location and amount of all parking, and the type of parking, whether short term or long term, public or private, to be regulated by the Council.
- \* In the outer areas, the existing parking ordinances will be generally retained.
- \* An additional 7,500 short term parking spaces will be provided in the inner area.
- \* Long term, or commuter, parking in the inner area will be limited to an average of 36 spaces per acre.
- \* The criteria given for the location of parking will be adopted.

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