



Auckland City CBD Metadata Analysis Report

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Auckland City CBD Metadata Analysis

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1.0 Background and Purpose

1.1 What is 'Metadata Analysis?'

Metadata analysis (also known as 'systematic review') is a research technique which builds on the logic of the literature review. It involves the re-examination of existing data, such as research reports, to draw new conclusions and make alternative interpretations relevant to a new set of research questions. It involves comparing and cross-checking the consistency of information derived from different studies at different times. It provides a powerful technique for summarising large bodies of research in an efficient and timely manner.

1.2 This CBD Metadata Analysis

In a presentation to an Auckland City Councillors' Workshop, Clinton Bird Urban Design (2002) described a city as:

A vibrant, walkable, safe, culturally diverse and expressive aggregation of buildings, high quality public spaces, and three dimensionally mixed land uses and activities, functioning 24 hours a day, 7 days a week, for 52 weeks of the year, with a strong sense of history and place.

The purpose of this metadata analysis project is to provide the CBD Project Team with a summary of:

1. How well Auckland's CBD approximates this vision;
2. How far it has to go; and
3. What needs to be done to realise such a vision.

This metadata analysis summarises the results from twenty research reports addressing various aspects of Auckland's CBD (a full list of these reports is presented in Appendix One), and provides:

- A summary of the relevant CBD research available to the Team;
- An integrated overview of the existing research (highlighting themes, trends, contradictions, and gaps);
- An analysis of the gaps in the existing research; and
- A foundation document to which future research can be integrated;

In short, this metadata report provides the CBD Project Team with:

1. A succinct summary of the existing CBD research;
2. A core document to which other research can be added; and
3. Directions for fruitful future research.

2.0 The CBD: Some Conceptual Issues and Trends

2.1 When is a CBD not a CBD?

The central district of any city is a centre of population and commerce, with a variety of comings, goings, meetings, and transactions. In other words, the central district is more than a central business district. This is an important distinction because, although business is a key activity, successful CBDs must be developed and managed as centres for housing, shopping, education, tourism, special events, heritage and cultural expressions, and government. In this regard, the rest of this report will refer to this central district as the 'Central Area' to reinforce this important distinction.

2.2 An International Revival of Central Areas

In the recent past, cities worldwide have begun focusing on redeveloping and revitalising their Central Areas. This has been motivated by:

- The changing economics of the city (with 'new economy' drivers, the impact of globalisation, and a geographically mobile population);
- The evolution of urban development (away from suburban sprawl to 'urban business renaissance'; the rediscovery of the city as a viable business market; identification of new niche markets within the central cities that have been previously neglected; the strategic location of the central city districts in regard to transport and business; and the recognition that vibrant urban centres play a key role in promoting the wider metropolitan area and region);
- The changing face of the city centre (with the recognition that business and retail activity is not enough to create a sustainable urban centre; the new demographics of the central city; and because cities are realising they cannot rely on large corporations as the sole source of jobs, revenue, and growth); and
- The question of sustainability (the recognition that many past government programmes have not achieved sustainable results).

2.3 What Makes for a Successful Central Area?

There is a considerable body of research addressing the question 'what makes for a successful Central Area?'. According to a research report prepared by Bearing Point¹ (formerly KPMG Consulting), this research is clear that the following five factors are involved:

1. *Central Area Design*: Design complexity is a key attraction of Central Areas, and this involves a mix of heritage structures, public art, and new office buildings. The physical appearance of mainstreet buildings is a critical component in the 'experience' of the Central Area. Successful Central Areas are leveraging their natural attractions and destinations (including heritage, waterfront, and parkscapes) to establish their own 'experience'. Worldwide,

¹ Bearing Point (2002) *Auckland City Council: Research Summary Notes: City CBD Development Needs*, Auckland.

traffic congestion is the most common concern for large cities, and a significant barrier to improved Central Area design.

2. *Central Area Activity*: The vitality of Central Areas is dependent on street culture, with the most successful Areas being those that have created a sense of 'a city that never closes' (where evenings and weekends are as busy as the daytime). This involves building 'evening economies' to complement the city's 'daytime' activity. Diversity is the key – in terms of the extent and variety of land use; the patterns of opening hours; the presence and availability of cultural meeting places, types of markets, and specialisations; and the availability of different unit sizes, property sizes, and costs. This also means that a mix of business activity is required.
3. *Central Area People*: Creating a vibrant Central Area depends on a high population density. Shifting economic priorities, and trends such as the rising importance of the 'creative class' and the need to compete in 'the age of talent' (where 'talent' becomes the key to production) means that attracting the right mix of residents to the Central Area will require providing a combination of amenity², lifestyle, and environmental quality. Regional advantage comes to places that can quickly mobilise the best people, resources, and capabilities. In the words of one research report, 'urban amenity delivers jobs' (Patrick Partners, 2002).
4. *Central Area Economies*: Central Areas can benefit because they have distinct competitive advantages over the rest of the city. These advantages include: a strategic location in the centre of major urban areas and transport nodes; untapped local markets with substantial purchasing power; growth opportunities for businesses that arise from integration with clusters; and a large diverse available pool of human capital.
5. *Central Area Image*: Successful Central Areas are those that have a strong, and distinct, image. This image captures the mix of factors available (uniquely) in the Central Area, and is linked to people's feelings and impressions of the place. Research shows that cities need to target their markets carefully, and highlights the importance of developing and marketing a distinct 'brand' for their Central Area.

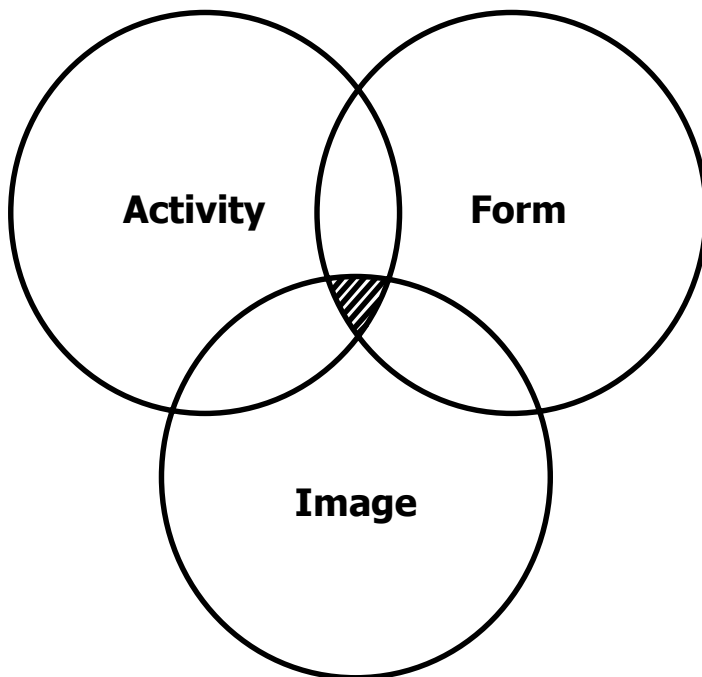
Similarly, in an article entitled 'Making a City: Urbanity, Vitality, and Urban Design' (*Journal of Urban Design*, Volume 1 [3], 1998) John Montgomery states:

The simple truth is that combinations of mixtures of activities, not separate uses, are the key to successful urban places... This mixture requires a wide diversity of ingredients, which in turn is dependent on there being sufficient levels of demand to sustain wide-ranging economic activity (1998;98)

Drawing on the work of Relph (1976), Canter (1977), and Punter (1991), Montgomery goes on to argue that creating an 'urban sense of place' depends on a mix of **activities, form, and image**.

² Research is also showing that there is a relationship between amenity and the well-being of people and communities: 'USA and Australian studies are showing a high correlation between high amenity areas, and improved physical and mental health and mortality rates. High amenity areas also promote and encourage walking' (Patrick Partners, 2002).

Fostering an Urban Sense of Plane (Source: Montgomery, 1998)



According to Montgomery (1998:97-103) :

- **Activity** is very much the product of two separate but related concepts: vitality and diversity. 'Vitality' refer to the numbers of people in and around the streets (pedestrian flows) across different times of the day and night, the uptake of facilities, the number of cultural events and celebrations over the year, the presence of an active street life, and generally the extent to which a place feels alive; 'Diversity' describes the 'complex variety' of the urban area, encompassing the mix of land uses, activities, and operating hours. Montgomery writes; 'it is important to recognize that successful urban places tend to have a more active (and certainly recognizable) public realm: a space system for the city in which meeting, movement, and exchange are possible' (1998:100).
- **Form** relates to the built environment and includes dimensions such as scale, intensity, permeability, the space-to-buildings ratio, the 'vertical grain', the presence of landmarks, and the extent of the public realm. In short, Montgomery describes successful city form as that which stimulates activity; promotes a positive image (and hence a strong sense of place); and provides the buildings, spaces, and networks required for its residents to 'pursue their projects successfully' (1998:102).
- **Image** is seen by Montgomery to be distinct from 'identify'. The latter is seen as 'an objective thing (what the place is actually like)' while 'image' is a combination of both identify and how a place is perceived. This image is created from the 'bottom up' by those that interact with an urban area as a result of direct experience. This image derives from, amongst other things, the activities and the built form of the particular urban area.

To Montgomery's three-part model, those working with Auckland City's CBD Project Team have added a fourth component, that of **people**. This addition is to ensure that elements such as 'social infrastructure' and 'social service provision' are not overlooked in creating 'good urban places'. It also ensures that the 'people' of a city are involved in planning their city, and includes elements such as 'people-centred' planning, and processes to ensure city planners understand how the different groups in the community construct a 'sense of place'.

2.4 Understanding the Competing Needs of those Using the Central Area

Montgomery's three categories of 'Activity', 'Form', and 'Image', and expanded into four categories with the CBD Projects Team's addition of 'People', provide a powerful way of conceptualising the creation of successful urban spaces (and, hence, assessing Auckland's own Central Area). Consequently, these four categories will be used throughout this report. However, there are a number of other ways to understand the critical dimensions of successful Central Areas. Three of these are:

Function: This perspective divides the components of a Central Area into the functions they serve. This involves thinking of the Central Area as a collection of discrete functions such as roads; built environment; natural environment; social infrastructure, etc.

Performance: This perspective focuses on how well the Central Area fulfils its various tasks. One such list of 'tasks' along which the performance of a Central Area can be assessed includes (Lynch, 1981):

- Access;
- Amenity (of the built and natural environments);
- Legibility (how well do residents perceive and understand the city's form and function);
- Safety;
- Scaleable (can cope with growth); and
- Vitality.

Users: The third perspective interprets Central Areas in terms of the needs of the various groups who use them. One example of such a typology identifies the following user groups:

- Commercial;
- Social;
- Retail;
- Residents;
- Students;
- Tourists (domestic and international); and
- Users of the road network.

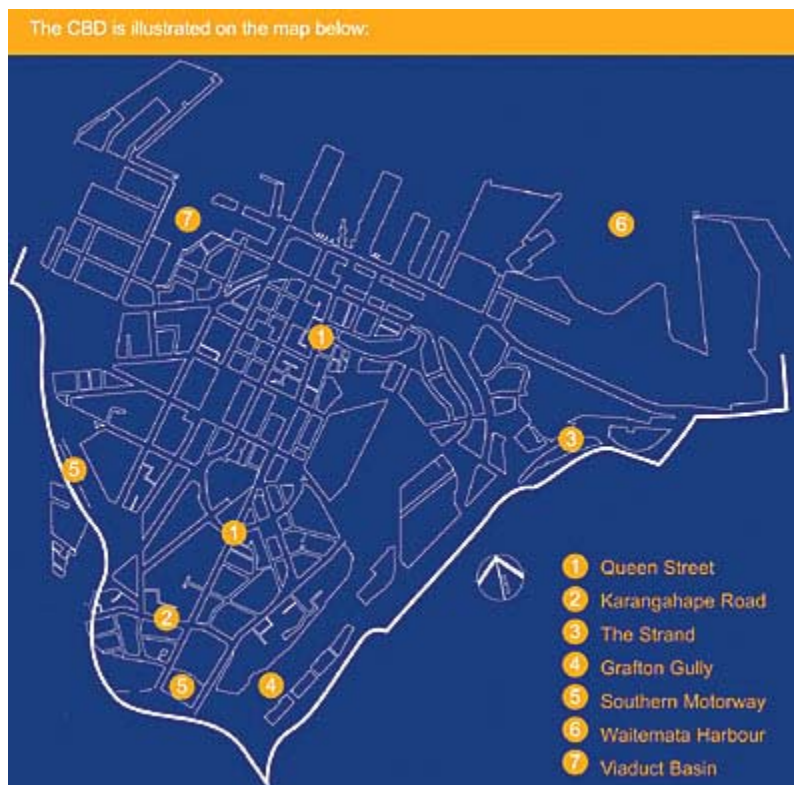
Clearly, these different ways of understanding Central Areas are not mutually exclusive (nor exhaustive). What they do provide, though, is a collection of different 'lenses' that can be used to interpret the different elements of a Central Area, and help see its opportunities, tensions, and problems in novel ways.

3.0 Auckland's Central Area Today: A Stock Take

3.1 Form

Auckland City's Central Area is defined by the area bounded by the Port, The Strand, Stanley Street and SH16 in the east; the motorway ring in the south; SH1 and Victoria Park and the Western Reclamation to the west; and the Waitemata Harbour to the north. This Central Area plays an important role in the overall character and identity of Auckland and Aucklanders.

The CBD fringe is those mixed use areas (incorporating residential and commercial premises) surrounding the CBD and is considered as Parnell and Grafton in the east, Ponsonby and Freemans Bay in the west and Newmarket and Newton to the south. It also includes parts of the inner city suburbs of St Mary's Bay, Grey Lynn, Arch Hill, Eden Terrace and Mt Eden north.

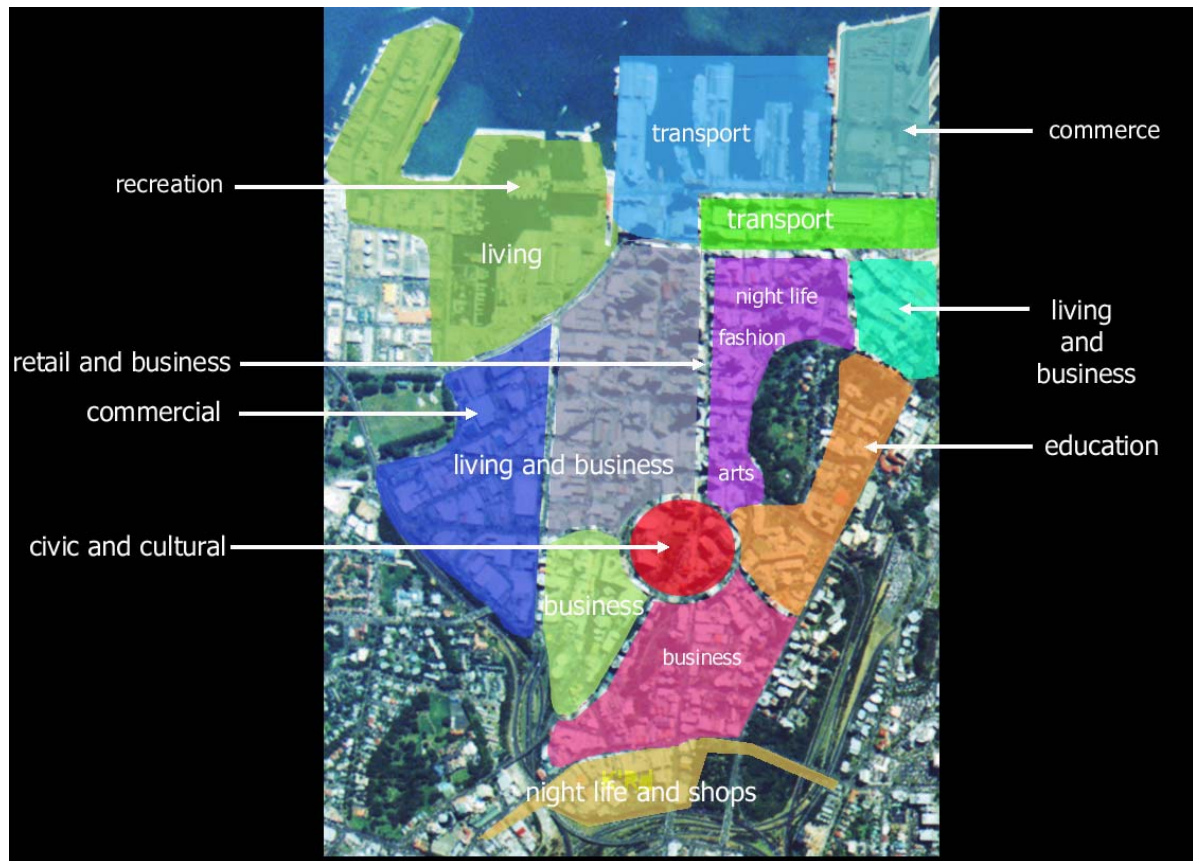


Within this boundary, the Central Area can be thought of as a collection of separate 'precincts', each with a distinct character and function. These precincts are:

1. Aotea Precinct (for cultural entertainment and civic activities);
2. Britomart (a transport hub);
3. Education (the University of Auckland and AUT campuses combine to create a distinct precinct);
4. Karangahape Road (a collection of diverse forms and activities, but with a distinct flavour);

5. 'Old City' (the area around High Street and Lorne Street, this is a centre for art, fashion, etc.);
6. Quay Park (a precinct in transition, combining a mix of residential, commercial, and entertainment facilities, and the site for the soon to be constructed Arena);
7. Queen Street Valley (intensive retail and commercial offices);
8. The Port (container and cargo handling);
9. Residential (enclaves established in parts of the Central Area, with new ones developing);
10. Viaduct Harbour (a vibrant 'people place');
11. Victoria Park Market (mix of retail, commercial, and residential); and
12. The Western Reclamation (diverse mix of activities, and being redeveloped).

The precincts provide the Central Area with the following distribution of land use:



3.2 Activity and People

This Central Area has changed considerably in the last decade, and few would dispute that it is a more interesting and vibrant place than it used to be. The 5th biennial *Behaviour and Attitudes and Perceptions of Residents, Workers, and Visitors in the Central City* study (carried out by the City Planning Directorate of Auckland City Council, March 2000) found that the proportion of people who agree that 'the city is an exciting and colourful place' has increased from 38% in 1989 to 61% by 1999. The report also noted that although the main reason for non-residents travelling to the Central Area remains work-related (and the main mode of travel continues to be the

private motor vehicle), there has been a dramatic increase in the number of non-resident workers remaining in the city after work – up 19% since the 1997 survey. Another significant change is the decrease in the number people who travel to the Central Area to shop, dropping by 22% between 1993 and 1999³.

The Central Area plays an important role in Auckland City's economy. Given this, it is significant that the Central Area is changing from a largely commercial centre to a mixed-use centre in which tourism, entertainment, and accommodation are becoming increasingly important. The number of people who live in the Central Area has increased significantly during the five years to December 2001. Indeed, this move to inner city apartment living is one of the most important recent changes in settlement patterns in Auckland. Recent developments, including retail, office, and residential developments; preparation for the Volvo ocean race and the 2003 America's Cup Regatta; the increase in the residential population; and the strengthening of entertainment and tourism in the Central Area, indicate that this trend is likely to continue for the next couple of years at least.

The sectors which experienced the most growth in employment in the Central Area between 1999 and 2000 were:

1. Retailing (up 41 per cent);
2. Accommodation, cafes, and restaurants (up 25 per cent);
3. Water transport (up 25 per cent);
4. Education (up 15 per cent); and
5. Sport and recreation (up 122 per cent).

3.3 Image

Auckland City has a great deal of research about the perceptions, and changing expectations, of the City's residents. For instance, the *Outstanding City Survey, 1999* (carried out by KPMG in May 1999) found most residents satisfied with the City's development and performance. On a scale of one to ten (where one is 'not outstanding at all' and ten is 'the outstanding city of the South Pacific'), residents gave Auckland a mean rating of 6.9. Residents scored Auckland well on:

- Being a community made up of different cultures;
- Its natural features, including beaches, volcanic cones, Gulf, and coastline; and
- Being a place where there are lots of opportunities for leisure activities, including arts, culture, entertainment, sports, places to walk, and places to eat.

Residents marked the City down on:

- Being a place where there is adequate and effective public transport;
- Being a place where it is affordable to live; and
- As a place where they feel personally safe from crime.

In terms of the Central Area in particular, the 5th biennial *Behaviour and Attitudes and Perceptions of Residents, Workers, and Visitors in the Central City* reported a

³ However shopping is still cited as a major weekend attraction for respondents.

marked increase in perceptions of safety in the Central Area between 1989 and 1999. In 1989 7% felt that it was safe to be alone in the city centre after dark but by 1999 this had increased to 44%⁴. Bad drivers, an unsafe pedestrian environment, and exposure to traffic are seen as the most unsafe aspects of the city during the day; at night safety is seen to be compromised by aggressive people, drunks, drug addicts, and the homeless. Generally street locations are considered to be safer than built locations such as public toilets and car parks.

The *Heart of Auckland City: Focus Group Report (2000)* found that street entertainment is seen as 'a must' by all groups, as is an improved public transport system into and around the Central Area. Parking was an issue with everyone in the research but, paradoxically, most would like to see cars banned from many central City areas. The roads in the Central Area considered to have a high level of amenity included Vulcan lane, Lorne street, and High street (Vulcan Lane and High Street are local roads with boutique retail shops that do not carry high levels of traffic compared to other retail streets).

On the same scale of one to ten used by the residents (above), businesses gave Auckland a mean rating of 6.6. Businesses scored Auckland well on:

- Being a place where they have access to a suitable customer base for their business, be it local, national, or international;
- The effectiveness of its telecommunications infrastructure; and
- For being a location where there is a suitable workforce.

Businesses marked Auckland down on:

- Having an effective public transport system;
- For there being adequate parking for customers and staff; and
- For the level of rates, given the level of services.

⁴ However, there remains a considerable difference in perceptions of safety between male and female survey participants: 64% of females surveyed perceived the city as unsafe after dark, compared with 31% of males.

4.0 The Changing Nature of the Central Area

4.1 The Changing Nature of Office Space

International trends in office space are reflected in developments in Auckland's Central Area. These include trends towards a decrease in the amount of office space per person, and a trend towards smaller offices located in high amenity environments (reflected in places like the Viaduct Basin, which has become popular for IT companies). As well, there is a continuing strong demand for premium space in the Central Area, despite the fact that rental prices in this area can be higher than other locations in the City. This underscores that fact that the Central Area is still the location of choice for a large number of firms. In the words of the report *Newmarket – Its Role and Position in the Auckland Region: Final Report* (by Patrick Partners, June 2002) 'the status and role of the office component of the CBD does not appear to be under threat from the regional office market... rather the market has become more sophisticated in its location choice. Firms that consider the status of the CBD or proximity to other key CBD businesses as an important factor in choice will likely remain the CBD'.

4.2 The Rise of Inner City Residential Living

In recent times the concentrated apartment development in inner city Auckland and the creation of an inner city living option has significantly changed the face of the central City. Auckland's Central Area has changed from being a place of predominantly business and entertainment to an increasingly vibrant community made up of a mix of apartments, shops, and businesses all within close proximity of each other. The residential population of the Central Area was 8,300 at the 2001 Census, up from 1,400 in 1991. This rate of growth is one of the highest in the Auckland Region, and exceeded Statistics New Zealand's 'high' population projection scenario.

The 2001 Census also reveals that the age structure of the Central Area population is much younger than for Auckland City as a whole; has a different ethnic mix (with a much higher concentration of Asian ethnic groups and a lower concentration of Maori and Pacific Peoples); has more residents who were born overseas than in other parts of the City; and that residents of the Central Area better qualified (with a much smaller number of residents with no qualification). Most residents of the Central Area have been resident at their address for less than five years, and are generally employed full time or are students.

However, talking about the Central Area as though it were a homogenous area masks important distinctions within it. As with the Central Area in general, residential patterns in the area can be reduced to distinct 'precincts', involving quite different residents. The Census divides the Central Area into three Census Area Units (CAUs). From these, we can extrapolate the following differences:

Auckland Central West	Auckland Central East	Auckland Harbourside
<ul style="list-style-type: none"> • Older age groups are concentrated here. • Lowers concentration of residents in all CAUs with higher school qualifications. • More dwellings with rental tenure. • Residents employed as clerks and service and sales people. 	<ul style="list-style-type: none"> • Youth are concentrated here. • Asian ethnic peoples and overseas-born residents are concentrated here. • Never married people are concentrated here. • Lowest mean income of all CAUs. • One person households are concentrated here, and one family households under-represented. • Mostly one or two bedroom dwellings. • Lowest concentration of vehicles per dwelling. • The highest concentration of residents attending school or studying. • Residents employed as clerks and service and sales people. 	<ul style="list-style-type: none"> • Fastest growing, but smallest CAU. • More partnered residents, and fewer never married residents. • Highest mean income of all CAUs. • The lowest concentration of all CAUs with one person households. • Even spread of one, two, and three bedroom dwellings. • The highest proportion of dwelling ownership (33%) in the Central Area. • Highest rents in the Central Area. • More dwellings have more vehicles per dwelling. • Highest concentration of residents with full time employment. • Residents employed as legislators, administrators, and managers.

In comparison to dwellings across the rest of the City, those in the Central Area tend to be 'attached dwellings' or part of a 'three or more storey building'. To put this another way, only 16% of private dwellings in the Central Area are separate houses, compared with 60% for Auckland City and 72% for the Auckland Region. These dwellings also tend to be smaller, with 39% of the private occupied dwellings having one bedroom. Inner-city dwellings also differ from those across the city in that they are less likely to be owned by occupiers (in 2001 62% of the private occupied dwellings in the Central Area were not owned, compared with 41% in Auckland City).

Residents of inner city dwellings are far more likely to walk to work than other residents, and to not own a vehicle. In 2001 30% of dwellings had no vehicle, although this has declined from 42% in 1991. This reflects the main motivation of people who move into inner city apartments – to be close to their place of work.

The *Central Area Residential Survey* (by Anja Maurer and Auckland City Council, August 2000) reveals that between 1995 and 2000 there has been:

- An increase in single occupancy apartments;
- A large increase in residents between 15 and 25 years old;
- A decrease in sense of security and safety; and
- An increase in satisfaction with access to groceries and household supplies (due to the development of the Freemans Bay *New World* supermarket and the increase in small grocery stores in the Central Area during this time).

What apartment dwellers liked least about this mode of living was the noise from traffic; how busy the roads were ('too much traffic'); and the lack of parking. The lack of parks and open spaces was mentioned by 7% of the apartment dwellers in the study (compared to 1% of the non-apartment dwellers surveyed). Equally, 6% of apartment dwellers mentioned the lack of outdoor space / garden in their dwelling (compared to 1% of non-apartment dwellers). The most common leisure time activities for apartment dwellers were going out to a restaurant or café; going for a walk or run; going to a shopping mall; and going to a park or reserves. Nearly 40% of apartment dwellers surveyed said their attitudes towards open spaces had changed since they moved into an apartment. The most common way that attitudes had changed was 'that they don't take parks for granted any more'.

5.0 Challenges, 'Threats', and Opportunities

5.1 The Challenges

The research comprising this metadata set is clear that there are a number of key challenges involved in the development of Auckland's Central Area. Some of these may act as significant barriers to creating the kind of successful Central Area outlined in Section 2.3, and include:

5.1.1 Continuing Growth: Both Auckland City and the Auckland Region are growing rapidly compared with the rest of New Zealand. The Region grows by an average of over 20 000 people a year, and the Regional Growth Forum's *Growth Strategy 2050* is planning for a total population of around two million people by 2050. In this scenario Auckland City's population will grow by nearly 60%, from its 2001 total of 367 000 to 583 000, in less than fifty years. Given there are no Greenfield sites in the Auckland isthmus, all growth in the City will need to be by way of intensification. The Central Area is identified by the Regional Growth Forum (RGF) as one area where this kind of intensive development will occur. The rate of growth predicted by the RGF, and the resulting size of the population in the Central Area, presents significant challenges to creating the kind of Central Area identified in Section 2.3 of this report. Of particular concern are:

- The impact of this growth on the form and amenity of the Central Area; and
- The ability of the Central Area to accommodate this growth (currently, social infrastructure is unevenly distributed throughout the Central Area, and may be inadequate for a growing residential population).

5.1.2 Transport: The current Central Area can be described as generally having a strong vehicular dominance with a relatively low level of pedestrian amenity. The *Regional Land Transport Strategy* notes that 'there is growing concern that the region's roading environment is becoming increasingly unpleasant, inconvenient, and unsafe for pedestrians, particularly on main roads'. As well as pedestrians, provision for cyclists into and through the Central Area is also currently limited. Of particular concern are:

- Despite this vehicular dominance, access to the Central Area is generally poor during peak periods (and public transport use into the Central Area remains much lower in Auckland than in Melbourne and Sydney); and
- As a result of the vehicular dominance, there are increasing concerns about the quality of the air and noise in the Central Area. Air quality guidelines are regularly exceeded at the ARC's Queen Street monitoring site, indicating that there are air pollution health risks with the potential to harm vulnerable groups such as those with heart disease, the increasing Central Area residential population, and pedestrians at street level. Equally, measurement made over the last few years indicate that noise levels adjacent to the City's motorways and main roads frequently exceed recommended guidelines. There has been a 'dramatic' increase in the number of complaints regarding noise made to Auckland City since 1993, relating to the noise of traffic (and particularly buses and trucks).

There is considerable research to show that transport is a key concern for residents in the Auckland Region – people want to be able to get into and around the City easily, and they want to be able to find conveniently located car parks. Yet current traffic volumes mean that residents perceive the City as already underperforming in many of these regards. In the *Outstanding City Survey, 1999* (carried out by KPMG, in May 1999), residents gave Auckland the lowest marks for ‘the ease with which people can get around using the roading system’ and businesses gave the City low marks for having ‘adequate parking for customers and staff’. Moreover, the current traffic volumes in the Central Area mean roadside amenity on main roads is generally poor (in terms of noise, air quality, and the kind of streetscape design needed to accommodate the large traffic volumes) and that pedestrians and cyclists are not well catered for. Population growth will likely see these transport problems becoming worse, and a number of major transport/traffic projects currently under development or review will only increase traffic significantly on key roads in the Central Area. In the metadata analysis carried out for Infrastructure Auckland in 1998⁵ (*‘Desirable Communities’: A Metadata Analysis*, by No Doubt Research, November 1998), residents cited transport as one of their most common concerns - related to a desire to: reduce congestion; lower the costs of commuting; increase travel convenience; and improve road safety.

5.1.3 Access: Despite the desire to reduce traffic volumes in the Central Area, and to develop alternative transport modes to the private motor vehicle (such as public transport, cycling, and walking), it remains the case that commercial vehicles require access to the Port⁶. An analysis of traffic movement in the Central Area makes it clear that the Port generates high levels of commercial vehicle movements (particularly along Quay street, Beach road, The Strand, and Symonds street – where it conflicts with the amenity and activity generated in the University ‘precinct’). Equally, a large proportion of the traffic noise-related complaints in the Central Area are due to commercial vehicles (which also contribute a disproportionate proportion of exhaust emissions and, hence, impacts on air quality in the Central Area). Beyond the Port, the design of Auckland’s roading network means many people need to travel through the Central Area on their way to other parts of the Region, and this applies to commercial vehicles as much as commuter traffic. All of which suggests there is a tension between the strategic role the Central Area plays as a transport nexus (and hub) and the desire to create the kind of Central Area design, activity, and image outlined in Section 2.3.

5.1.4 Urban Amenity and Affordability: Over the last few years the trend for higher density, apartment-style housing has gained momentum in Auckland City. However, as the population of the inner city increases, so does the demand for public amenities (convenience stores, refuse disposal, etc.) and open spaces. The amount of open space in the City is coming under pressure from developers looking to create more residential space and, as the population grows, the existing space is having to be

⁵ This metadata analysis summarised 65 separate research projects addressing various aspects of the question *what does a ‘desirable community’ entail for residents of the Auckland region?* These 65 research reports were selected from over 200 collected by the research team and, as a result, undoubtedly provided the most comprehensive view of residents’ perceptions of the constitution of ‘Desirable communities’ available from the existing research at the time.

⁶ The Port is a major player in the economy of the Central Area, the city, and the region. In 2000 the Port accounted for 27% of the country’s exports and 65% of its imports. Ports of Auckland estimate that one third of the jobs in the Auckland Region are provided by businesses that in some way relay on trade through the city’s port.

shared by an increasing number of residents (possibly affecting the quality of their enjoyment of that space). Also of particular concern are:

- That the growth of the residential population in the Central Area potentially presents serious challenges to those wanting to create a truly vibrant '24-7' City, perhaps seen most clearly in the increasing number of complaints from residents about noise. Various commentators have noted the need to create more live music venues in the Central Area, but the ability to do so may become further constrained as the number of residents in the area increases.
- How the inner city population is developing: We have seen (in Section 4.2) how the population of the Central Area is distinct from that of the broader City and Region, and questions are begged about how desirable Auckland City sees this. Without becoming more inclusive, the Central Area population is at risk of taking on its own distinct character that could be at odds with the desire to shape Auckland as a 'city of the Pacific'. The challenge is to keep aspects of the Central Area affordable to all Aucklanders (as both a residential choice and a destination to visit), while also promoting the kind of development which drives the creation of a world class Central Area. This issue of affordability is not a trivial concern, in the *Outstanding City Survey, 1999* (carried out by KPMG, in May 1999) residents scored Auckland on 'being a place where it is affordable to live' almost as badly as they did on it being 'a place where there is adequate and effective public transport'.
- That Auckland's Central Area is characterised by a range of pseudo public spaces, including arcades, atriums, and plazas. Outdoor plazas are often associated with many of the large office blocks, and public access to these spaces varies considerably. This raises concerns about the extent to which the 'public' space is privatised'.

5.1.5 The Image of the Central Area: Although Central Areas throughout the world are undergoing redevelopment and reassessment, the status of the historical Central Area as the 'heart' of the City is by no means reassured. The report *Newmarket – Its Role and Position in the Auckland Region* (by Patrick Partners, Terry Hills NSW, June 2002) notes that 'if Auckland CBD was considered to be underperforming and unattractive from a retail point of view, then the perception might be that the Auckland CBD as a whole is underperforming', leading to the expansion of areas within the City outside of the Central Area. Developments such as the expansion of Newmarket underscore this risk, and demonstrate that there are alternative locations within Auckland City which could usurp the Central Area's traditional role. The Patrick Partners report goes on to note that the loss of status of the Central Area 'is more likely to occur as a result of a drop in public domain performance...[which is] largely dependant upon street-front, or office lobby level activities'. Current challenges to the image of Auckland's Central Area include:

- The majority of live music venues in the City are on the fringe of the Central Area. This means there is no central 'buzz' or 'vibe'. Research shows that shoppers in the Central Area think the area lacks atmosphere and character (*Heart of Auckland City: Focus Group Report, 2000*).
- The City Centre is a magnet and collection point for youth from the greater Auckland area. However, there is no safe place for youth to congregate, and many feel there is little to do in the Central Area. Equally, services for young

people are scattered geographically and are located within an array of government, local body, and community service providers.

5.1.6 Getting the Residents Involved: A significant challenge for Auckland City Council is how to get residents involved in planning the development of the Central Area. Numerous reports demonstrate that few people read the Council's *Strategic Plans*, and how difficult it is to get representative input from residents in general. The *Research Report on Citizen Assessment of the City's Strategic Plan* (Service Auditing Group, September 1993) found that only 5% of respondents could recall the *Strategic Plan* without prompting⁷. Not surprisingly, most people surveyed did not feel well informed about the *Strategic Plan*. However, the majority of respondents did recognise the need for formal planning. This result is repeated in Infrastructure Auckland's metadata analysis, where growth throughout the Auckland Region was seen as having no clear direction. Significantly, a number of the research reports contained in that metadata analysis showed how residents in the Region perceived that growth threatened both amenity and lifestyle (the very things that make the region special in the first place). There is a clear need to provide some direction to growth, and to communicate that effectively.

The above points highlight that the future development of the Central Area will necessarily involve a number of difficult decisions. Resolving these will require the development of a mechanism where the needs of the various user groups of the Central Area (and those of the wider region) can be 'traded off'. It is important to note that resolving some of the competing demands of the different users will involve 'zero sum' solutions. For example:

Roads, Public Open Spaces, and 'Undesirable Conflicts Between Users'.

The majority of streets in the Central Area are categorised as 'Public Open Space 3' in the relevant *District Plans* (1997 and 1999), meaning these streets have important pedestrian and amenity function. The majority of those streets that are not defined as Public Open Space 3 are Regional and District Arterials. However, the existing road hierarchy does not directly correspond to whether a street is classified as Public Open Space 3. For example, Quay Street, Fanshawe Street, and Lower Hobson Street are classified as *both* Public Open Space 3 and as a 'strategic route'. An analysis of 'crash histories' for the streets in the Central Area (for the period 1993 to 1997) shows that several key streets have 'significant intersection and midblock crashes along the length of the route' which indicates 'undesirable conflict between vehicles and other road users'. The most obvious of these are Karangahape road, Queen street, and Symonds street 'where there is significant on-street parking and pedestrian activity'. This analysis suggests 'the road hierarchy needs to address the conflict between their activity, local access role, and through traffic function' (*Developments of Responses to Major Transport Projects Impacting Upon Auckland CBD [Road Hierarchy Working Paper]*, Ove Arup and Partners, Melbourne, September 2001)

⁷ The largest proportion of these (33%) became aware of the *Strategic Plan* through newspaper articles. The least effective media were discussions or public displays. A more direct and personal communication approach was preferred

5.2 The Opportunities

As well as facing a number of significant challenges, the research in the metadata set is clear that there are a number of opportunities for the development of Auckland City's Central Area. These include:

5.2.1 Continuing Growth: As well as providing a serious challenge to Auckland's Central Area, the growth of the City also brings considerable opportunity. With 367,700 people at the 2001 Census (9.8% of the national total), Auckland City is New Zealand's largest Territorial Local Authority (TLA). It has grown by 61,500 since 1996, giving it a rate of growth considerably ahead of New Zealand as a whole (6.4% compared to 3.3%). Not only is Auckland City New Zealand's largest city but it is also the retail and commercial centre of New Zealand, accounting for around one-third of New Zealand's economic activity. Growth in the Region, City, and Central Area provides the opportunities for all three to become more vibrant, more diverse, and wealthier places.

5.2.2 Natural Amenity: Auckland's Central Area has a number of 'natural competitive advantages', most obviously its climate, its waterfront, and the momentum provided by the (relatively) large city centre. In days gone by the city's waterfront was strictly functional – a key location for transport, cargo handling, commercial fishing, boat building, and industrial activities that had to be near the water – but in recent years the way Auckland sees its waterfront has changed considerably. Today residents want access to the water's edge as a site for recreation and entertainment, and Auckland's waterfront area provides a perfect opportunity to create a link between the city and its waterfront. Beyond the waterfront, the Auckland Region has a distinct flora that contributes to the amenity and character of the Central Area. The metadata analysis carried out by Infrastructure Auckland revealed that many residents in the Region were prepared to consider higher density urban development in order to preserve the amenity of the region's natural environment⁸.

5.2.3 Physical Form: The historical layout of the City provides the Central Area with a strong physical form. This includes the built form and activity on Queen Street (reinforcing the key north-south axis of the Central Area), and the more recent focus of built form and activity on the Quay street waterfront (reinforcing the key east-west axis of the Central Area). In addition, the waterfront to the north and the topography towards the east of the Central Area provide an excellent foundation on which to further develop the Area.

5.2.4 Existing Infrastructure: The Central Area has a number of significant transport entry points (for instance, road, water, rail, and pedestrian). There is currently little recognition given to the 'gateway' opportunities provided by these nodes. Equally, streets form an important part of the public realm. Opportunities exist to transform vehicular dominated streets, such as Nelson and Hobson Streets, into

⁸ Urban development emerged repeatedly as an issue needing addressing, particularly the question of in-fill housing. The research seems to suggest that people would be willing to accept higher density living as long as it was carefully designed. A key value here seems to be the provision of privacy (other common concerns include increased crime, poorer health, and drainage problems). Increased urban density is seen in a number of areas as preferable to continual urban sprawl. The issue does not seem to be urban intensity per se but the kind of urban spaces and communities being created.

more pedestrian friendly, safe, and higher amenity streetscapes (and for the City to promote the pedestrian scale and amenity of the open space network of its streets). Furthermore, Businesses consistently score Auckland well for the quality of its existing telecommunications network.

5.2.5 Opportunities for Business: The infrastructure of Auckland City, and the inherent competitive advantages of Central Areas in general (see Section 2.2), means there are many opportunities for business within the City's Central Area. As noted above, amenity and quality of life are now major factors in the choice of location for businesses. The combination of the advantages provided by its natural amenity and its existing infrastructure, Auckland's Central Area is able to offer a singularly attractive business location. Through working on improving the amenity of the built environment and roads, the Central Area will only become a more attractive location for business. In the words of Patrick Partners (June 2002): 'In considering all Auckland centres it is difficult to find an exception to the rule: Centres with good streets tend to generate a wider range of jobs. Diverse places with high levels of mixed use leads directly to higher use and occupier satisfaction and is fundamental to social, economic, and environmental value'.

5.2.6 Existing Open Spaces: Auckland City Council's own draft *CBD Existing Environment Summary Document* (September, 2002) is clear that the Central Area, in general, does not require significant areas of 'traditional open spaces'. Instead, existing traditional parks need to be improved (especially to create pedestrian edges), and new opportunities – such as being able to create 'pocket parks' (squares, cut-off streets, and left over parcels which support and integrate with the street network) – need to be explored.

5.2.7 An Increasingly Multicultural City: Auckland City is becoming increasingly multicultural, and in the process it is becoming more distinctly 'Auckland' and less like the rest of NZ. This potentially provides a 'flavour' to the City (and the Central Area) that is unique, and adds to the diversity that contributes to the development of a successful Central Area. Currently tourism to the Central Area is a major contributor to its economic performance. However for the Central Area to rely on tourism is a high-risk strategy and, in the words of Patrick Partners (June, 2002), the real opportunity is for the Central Area to 'become more relevant to local'. The increasing ethnic diversity provides an opportunity to do this through developments such as recent Asian festivals. The paradox noted by Patrick Partners is that the more orientated Auckland Central Area becomes to locals, the more attractive it will be to tourists.

6.0 How Well is Auckland Doing?

At the beginning of this report (Section 1.2) we introduced Clinton Bird Urban Design's vision of a 'city' as:

A vibrant, walkable, safe, culturally diverse and expressive aggregation of buildings, high quality public spaces, and three dimensionally mixed land uses and activities, functioning 24 hours a day, 7 days a week, for 52 weeks of the year, with a strong sense of history and place.

In this Section we provide an assessment of how well Auckland's Central Area approximates this vision, how far it has to go, and what needs to be done to realise that vision.

6.1 The Clinton Bird Urban Design Vision

- **Vibrant:** Auckland's Central Area is clearly a more vibrant place than it was even five years ago. This is seen in both the dramatic increase in non-resident workers remaining in the city after work, and the rapid increase in the residential population. Both of these changes reflect the broader shift in the Central Area away from being a largely commercial centre to a mixed-use centre in which tourism, entertainment, and accommodation are becoming increasingly important. However, despite these changes, many shoppers still believe the Central Area lacks atmosphere and character (*Heart of Auckland City: Focus Group Report, 2000*). More importantly, the growth of the residential population potentially constrains the ability of the Central Area to become the kind of '24 hours a day, 7 days a week, 52 weeks of the year' place that Clinton Bird Urban Design think is so important. At the moment most of the live music venues are on the fringes of the Central Area, and it is hard to see how these can move to the heart of the Central Area without running foul of the noise sensitivities of the residential population.
- **Walkable:** One area where the Central Area fails to live up to the Clinton Bird Urban Design vision is in being a 'walkable' city. The strong vehicular dominance of the Central Area means it has low levels of pedestrian amenity. In the words of the *Regional Land Transport Strategy*, being a pedestrian in Auckland City is 'becomingly increasingly unpleasant, inconvenient, and unsafe'.
- **Safe:** The Central Area is generally seen as a safer place today than it was five or ten years ago. The biennial *Behaviour and Attitudes and Perceptions of Residents, Workers, and Visitors in the Central City* survey reports how those who feel it is 'safe to be alone in the city centre after dark' has increased from 7% of respondents to 44% in 1999. However, it is important to note that (i) this 44% figure still represents the minority of respondents, (ii) that this figure is an aggregate of all responses and over-represents the perceptions of safety of particular groups (such as women, and the elderly), and (iii) the *Central Area Residential Survey* (August 2000) suggests *residents* feel less safe today than they did in 1995. Beyond specific questions about how safe respondents felt about being 'in the city centre after dark', it is difficult to see how those aspects which respondents perceive make the City unsafe during the daytime (bad drivers, an unsafe pedestrian environment, and exposure to traffic) could have reduced in recent years.

- **Culturally Diverse:** The City is clearly a more culturally diverse place than it was five or ten years ago. We have seen how the demographic profile of Auckland City is now distinct from the profile of both the broader Auckland Region and New Zealand in general. The most significant driver of this distinction is immigration (with over 50% of the new migrants to New Zealand settling in Auckland). This is reflected in events such as the recent 'Asian Festival', as well as the everyday diversity evident in the Central Area. This increasing diversity needs to be balanced against concerns about (i) the nature of the Central Area's residential population, and (ii) the under-representation of Maori in the Central Area.
- **Expressive Aggregation Of Buildings:** We have seen how the built environment of the City provides the Central Area with a strong physical form. Moreover, many recent major buildings in the Central Area have clearly added to the Area's 'expressive aggregation of buildings'. However, this needs to be balanced against the trend for higher density apartment-style housing, which are housed in buildings that can only rarely be seen as adding to this 'aggregation'. Indeed, the trend towards uniform apartment developments, with much higher urban density than is traditional in New Zealand cities, does present a serious challenge to creating the kind of urban amenity characteristic of world-class Central Areas. As the recent media coverage has made clear, this applies equally to the build quality of these apartments as it does their physical form.
- **High Quality Public Spaces:** Generally speaking, both residents and users of the Central Area are satisfied with the open spaces available in the City. This is also reflected in Auckland City Council's own work, which concludes the Central Area (in general) does not require significant areas of 'traditional open spaces'. Instead, existing traditional parks need to be improved (especially to create pedestrian edges), and new opportunities – such as being able to create 'pocket parks' (squares, cut-off streets, and left over parcels which support and integrate with the street network) – need to be explored. Issues which may be of concern are (i) the way the increasing residential population in the Central Area wish to influence the activities which occur in the public spaces near their dwellings, and (ii) the role that 'pseudo public spaces' play in the Central Area (outdoor plazas, arcades, and atriums are often associated with many of the large office blocks, and public access to these spaces varies considerably, thus raising concerns about the extent to which the 'public' space is, or will become, privatised' in the Central Area).
- **Strong Sense of History and Place:** We have noted how in recent years Auckland City has essentially 'rediscovered' its waterfront and developed an area that, until recently, was strictly functional, into a site for tourism, recreation, and entertainment. It would be fair to say that residents and users of the Central Area do have a strong sense of place (most commonly described as a mix of the water, the volcanic cones, and the greenery) but it is often difficult to see this reflected in the built form of the Central Area. Indeed, in too many places the Central Area better reflects what James Kunstler⁹ called 'the geography of nowhere' than what a previous Auckland City Council hoped would be 'the first city of the Pacific'. Equally, Auckland

⁹ Kunstler, J. (1993) *The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscapes*, Touchstone Books (Simon and Schuster), New York.

City has generally not had a very good sense of its history (or of the City's place in history), but it is fair to say this, too, is changing.

6.2 How Far to Go, and What Needs to Be Done?

Much of what is good about Auckland's Central Area in 2002 is summed up by the introduction to the website www.gotoauckland.com, which reads:

Those who think they know Auckland, but haven't been here for a few years, are in for a big surprise. Auckland City has been enjoying a rebirth especially at the Viaduct Harbour - shaking off the old incarnation that was familiar and friendly but unchallenging, slipping into a new form that is beautifully cut and unmistakably stylish....Auckland is accelerating into the 21st century with enthusiasm that sets it apart from the rest of New Zealand. Compared to ten years ago the skyline is barely recognisable. The Viaduct Harbour on the waterfront that once was the domain of commercial fishermen and shipping companies now pulsates with bars, cafes and restaurants...

Clearly, many of the elements identified in the Clinton Bird Urban Design vision are already present in Auckland's Central Area. The challenge for Auckland City is how to continue 'shaking off the old incarnation' (where appropriate) and to keep moving towards this 'new form'. Doing this while also responding to the imperatives created by growth appears to be the key for the future of the Central Area. For instance, we know that Auckland City's Central Area will be shaped in the future by:

- An expansion of office space (only 2.6 million of the 11.6 million square metres of zoned space have been used to date);
- Increased numbers of people coming to the Central Area for education, entertainment, visitor, and cultural activities;
- An increase in the number of stores serving the residential market;
- An increase number of boutique stores in the Central Area;
- Rapid growth in people residing in the Central Area (up to 40 000 residents and 11 000 households in 2050); and
- The development of the indoor downtown arena.

Using the **activity, form, people, and image** model developed by the CBD Project Team, it is clear from the research comprising this metadata analysis that Auckland's Central Area needs more **activity**. Compared to the exemplars of 'good urban spaces' provided by Montgomery, Auckland's Central Area needs more street life, more of what Montgomery (1998:97-8) describes as the Area's 'life force or *élan vital*'. Fortunately, Montgomery also provides some clear ideas about how to achieve this: 'it is possible to generate more vitality, at least for particular slots of time, by programming events and activities to occur in the streets, buildings and spaces' (*ibid.*). However, creating the desired sense of vitality 'can only be achieved where there is a complex diversity of primary land uses and (largely economic) activity' (*ibid.*). In other words, 'locking-in' more activity in Auckland City's Central Area has important consequences for the **form** that the Area needs to take. But it is important not to lose sight of the fact that these changes to urban form are about enabling more people to engage with the Central Area. There is a need to make the Central Area easier for people to interact with outside of normal working hours. This means making the Area easier to access from across the City and Region (through better roads and parking or public transport); making the Area easier to walk around; and to create an environment where people feel safe being. In order to attract people to this

more active, and easier-to-interact-with, Central Area, Auckland needs to create a new **image** for the Area and to use this image to market its attractions. Clearly, doing this well will require considerable consultation with those who use the Central Area, as well as a thorough understanding of the perceptions and motivations of those resident in Auckland who choose not to. This is where the **people** aspect of the revised Montgomery model becomes critical – and we have seen in Section 5.1.6 some of the challenges facing the Auckland City Council in achieving truly representative ‘people-centred’ planning.

Where this metadata analysis can assist is by identifying the obvious gaps in the research reports comprising this metadata set. Understanding how people interact with Auckland’s Central Area and what Auckland residents want from it, will require further research into:

Activity
<ol style="list-style-type: none"> 1. How the Central Area currently reflects the multi-cultural nature of the City’s community in terms of physical environment, ethnic use patterns, and events. 2. The changing business types within office buildings in the Central Area. 3. The extent and value to the Central Area of private educational facilities (such as language institutes).

Form
<ol style="list-style-type: none"> 1. How the form of the Central Area encourages and constrains certain kinds of activity and interaction (for instance, what effect do the gaps in the continuity of retail frontage created by the corporate tower and bank entries to Queen Street have?) 2. The relationship between different types of business locations and urban amenity values (the link between the economic environment and the physical environment). 3. The pedestrian quality of Central Area streets¹⁰.

People
<ol style="list-style-type: none"> 1. Cultural mapping of the Central Area. 2. The crime and safety profile of the central city. 3. An assessment of where the Central Area stands in relation to attracting the ‘creative class’. 4. How elderly and people with disabilities interact with the Central Area. 5. Needs assessments with ethnic groups (as per Asian Communities Needs).

Image
<ol style="list-style-type: none"> 1. Research into people’s perceptions of the Central Area. 2. The link between events and the economic vitality of the Central Area and perceptions of the Central Area. 3. A greater understanding how the Central Area performs in relation to creating ‘the First City the Pacific’.

- No Doubt Research, Auckland
Monday, 9th December 2002

¹⁰ The proposed Parliamentary Commissioner for the Environment *Public Spaces – Public Life* study for Auckland, to be undertaken by Gehl Architects and Boffa Miskell, will be useful here.

7.0 References

The research reports in the metadata set used for this analysis are listed in Appendix One. In addition to these research reports, this metadata summary report drew on:

Canter, D. (1977) *The Psychology of Place*, Architectural Press, London.

Kay, J.H. (1997) *Asphalt Nation: How the Automobile Took Over America and How We Can Take it Back*, University of California Press, Berkeley.

Kunstler, J. (1993) *The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscapes*, Touchstone Books (Simon and Schuster), New York.

Lynch, K. (1981) *A Theory of Good City Form*, Massachusetts Institute of Technology Press, Cambridge, Massachusetts.

Montgomery, J. (1998) 'Making a City: Urbanity, Vitality, and Urban Design' (*Journal of Urban Design*, Volume 1 [3], 1998).

Punter, J. (1991) 'Participation in the Design of Urban Space', *Landscape Design* 200, 24-27.

Relph, E. (1976) *Place and Placelessness*, Pion Press, London.

Appendix One: The Reports Comprising this Metadata Analysis

- Number:** 01
Name: *Developments of Responses to Major Transport Projects Impacting Upon Auckland Central Area (Road Hierarchy Working Paper)*
Author: Arup (Ove Arup and Partners, Melbourne)
Date: September 2001
- Number:** 02
Name: *Newmarket – Its Role and Position in the Auckland Region: Final Report*
Author: Patrick Partners, Terry Hills NSW
Date: June 2002
- Number:** 03
Name: *Central Area Access Strategy: Preliminary Strategy Development Summary Report*
Author: Arup (Ove Arup and Partners, Melbourne)
Date: June 2002
- Number:** 04
Name: *Apartment Dwellers in Auckland City: Demand for Open Space*
Authors: Forsyte Research
Date: June 1998
- Number:** 05
Name: *Auckland City Young and Contemporary Music Sector Needs Analysis*
Authors: Emma Toy, Community Planning Group, Auckland City Council
Date: 2001
- Number:** 06
Name: *Outstanding City Survey, 1999*
Authors: KPMG
Date: May 1999
- Number:** 07
Name: 1. *Outstanding Auckland Residents' Survey*
2. *Outstanding City Auckland Business Survey*
Authors: Forsyte Research
Date: June 1997
- Number:** 08
Name: 1. *Research Report on Citizen Assessment of the City's Strategic Plan*
2. *Appendices to the Research Report on Citizen Assessment of the City's Strategic Plan*
Authors: Service Auditing Group
Radford Group
Date: September 1993

Number: 09
Name: *Central Area Residential Survey*
Authors: Anja Maurer and Auckland City Council
Date: August 2000

Number: 10
Name: *Employment Profile for the Auckland City Area*
Authors: No Doubt Research Limited
Date: September 2002

Number: 011
Name: *Auckland City Council: Research Summary Notes: City Central Area Development Needs*
Authors: Bearing Point (Formerly KPMG Consulting)
Date: 2002

Number: 012
Name: *Auckland Central Area Apartments*
Authors: Colliers Jardine (Research)
Date: August 1996

Number: 013
Name: *Auckland Waterfront Project: Consultation Document*
Authors: ?
Date: July 2002

Number: 014
Name: *Auckland Central Area: Resident Population*
Authors: Strategic Development Group, Auckland City Council
Date: October 2002

Number: 15
Name: *Central Area Strategic Direction: Urban Design (Presentation to Councillor's Workshop)*
Authors: Clinton Bird Urban Design
Date: 11th September 2002

Number: 16
Name: *Behaviour and Attitudes and Perceptions of Residents, Workers, and Visitors in the Central City*
Authors: Central Area Planning, City Planning, Auckland City Council
Date: March 2000

Number: 17
Name: *Youth Forum Notes*
Authors: Auckland City Council
Date: October 2000

Number: 18
Name: *Central Area Existing Environment Summary Document (Draft)*
Authors: Auckland City Council
Date: September 2002

Number: 19
Name: *Auckland Regional Growth Strategy: 2050 ('A Vision for Managing Growth in the Auckland Region')*
Authors: Regional Growth Forum (Auckland Regional Council)
Date: November 1999

Number: 20
Name: *Inventory of Social Infrastructure: Auckland Central Area*
Authors:

1. Community Planning, Auckland City Council
2. Maps and Designs, Business Services, Planning Directorate, Auckland City Council

Date: November 2002