4 Planning for better urban environments for Auckland city

4.1 Making successful urban environments

The key challenges identified in chapter 1 require well-planned and successful urban environments as part of the solution. Auckland city needs a quality urban environment to maintain our quality of life and to attract and retain the skilled workforce we need to support a growing economy.

Up to this point the future planning framework has looked at the city as a whole and discussed the broad scale issues and opportunities relating to the Auckland isthmus. This chapter considers how we can make more successful urban environments at a more local scale. It introduces the range of on-the-ground outcomes (land uses and building types) that are seen as being most appropriate for the Auckland isthmus, including provision for a range of living, mixed use and business environments and the role of centres and corridors.

First, though, this chapter describes a proposed approach for managing change in the historic landscape as this will be a consideration across all outcome types.

It also covers how area and precinct plans address sustainability and urban design considerations which represent important differences between the various outcomes. Chapters 5 and 6 then apply these outcomes to specific locations based on a thorough analysis of each part of the city, its existing condition and its perceived potential.

4.1.1 The historic landscape - understanding the contribution of historic heritage to our sense of place

Auckland city's historic landscape is strongly expressed through its natural heritage features of land and water in combination with our evolving urban environment. These elements frame our individual and collective perceptions of the city, inform the present-day landscape and provide us with 'sense of place' and meaning. Auckland city, as First City of the Pacific, has been a centre for continued habitat and development from initial Māori settlement of the isthmus through to the present. Identifying the different characteristics of local areas and the stories of their change and development can influence the future growth and development of the city while respecting the culture and sense of place of the area. A local sense of place is enhanced by protected heritage elements, areas (including areas of residential heritage) and landscapes, as well as past and present-day community facilities. Auckland city's history of small local boroughs and their individual development has influenced the neighbourhood character of these settlements and their suburban areas.Transportation, including rail and tram routes, not only determined the pattern of domestic settlement but also Auckland city's commercial growth. The connection of the Port of Auckland to the south by rail led to the establishment of areas of almost exclusively industrial activity around Penrose, Mt Wellington, Onehunga and Otāhuhu. Smaller inner city areas of historical industrial activity have, over time, been displaced by residential environments.

The Auckland isthmus has become fully urbanised in a series of clear growth eras. The eras are: tangata whenua settlement; early pioneering and Victorian Edwardian development which resulted in walking suburbs; the Inter-war development era; the Post-war, car-based, urban expansion era; and recent growth era. Each of these broad phases has contributed distinctive urban form, characteristics and qualities to the historic landscape and they are manifested in an area's sense of place.

The eras of Auckland city settlement shown in the following map are:

Tangata whenua settlement

Physical remnants of traditional tangata whenua settlements remain, primarily in the form of pa sites. Remnants of settlement can mainly be seen in the terracing of the volcanic cones and modifications to the landscape through vegetation clearance and plantings for seasonal harvesting.

European pioneering era: 1829 to 1870

This era is primarily represented in the inner suburbs of Auckland city in the remnant areas of the early fencible settlements (Onehunga and Otāhuhu). Lot sizes vary from 200m2 for the earliest cottages to approximately 400m2 for typical villas.

Victorian Edwardian era: 1871 to 1914

The early 'walking suburbs' of Auckland city were predominantly developed before the First World War and include some of the earliest examples of social housing. Lot sizes in these early suburban areas vary from small lots of approximately 200m2 for the earliest cottages through to approximately 600m2 lots associated with typical transitional villas.

Inter-war era: 1915 to 1945

This era captures development constructed between the First and Second World Wars. Dwellings constructed during this era were generally sited on larger lots ranging in size from 700m2 to 1200m2 and developed along the tram routes. Dwellings tended to be large single-storey houses set well back from the street, exhibiting styles such as 'Californian bungalows', 'English cottage revival', 'Georgian revival' and more exotic styles such as 'Spanish mission' and 'Art Deco'.

Post-war era: 1946 to 1970s

Development undertaken during this era included much of Auckland city's state housing stock, and development patterns were greatly influenced by the private motor vehicle. Rapid expansion of the city occurred during this growth era.

Recent growth era: 1970s to 2010

The development patterns of the recent growth era are car dominated with large arterial roads between residential suburbs. Development is representative of an array of styles and fabrics set on medium- to small-sized suburban lots. Housing types comprise both adjoining and stand-alone houses and can also incorporate high-rise development. Fenced properties and planned street plantings are a common characteristic of this era.

4.1.2 Managing change in the historic landscape

Further development in Auckland city must be guided by a methodology developed to identify and enable purposeful management of these historic values.

To become First City of the Pacific, Auckland city must recognise and convey the values of those elements, areas and landscapes that give it a point of difference from other Pacific rim cities and that support Aucklanders' sense of identity expressed through place. To do this, specific criteria have been developed which take into account characteristics of the landform and vegetation patterns of an area as well as historical and cultural associations, settlement patterns and built form.

Purposeful preservation and management of these values, combined with quality urban design guidelines and consistency, and balance in planning rules will achieve appropriate development. To help identify representative, reasonably intact and authentic areas of particular eras of settlement fieldwork will be undertaken. Each area will then be evaluated against the set of refined era characteristics to determine the cohesion of characteristics in each area and their current state of authenticity and intactness.

This evaluation process will be used to determine whether or not further management is required to successfully retain the associated characteristics and qualities.

The final step is to determine which management method, or combination of methods, will best achieve the outcomes desired for each area.

There are two categories of management methods regulatory and non-regulatory:

- Regulatory methods include legal instruments such as heritage orders and covenants as well as district plan rules. Techniques available through a district plan approach include
  - scheduling
  - zoning/overlays
  - design guidelines
  - incentives
- Non-regulatory methods include
  - public education and advocacy
  - financial incentives/disincentives
  - non-statutory guidelines which can be included in the district plan or outside it as a stand-alone document.

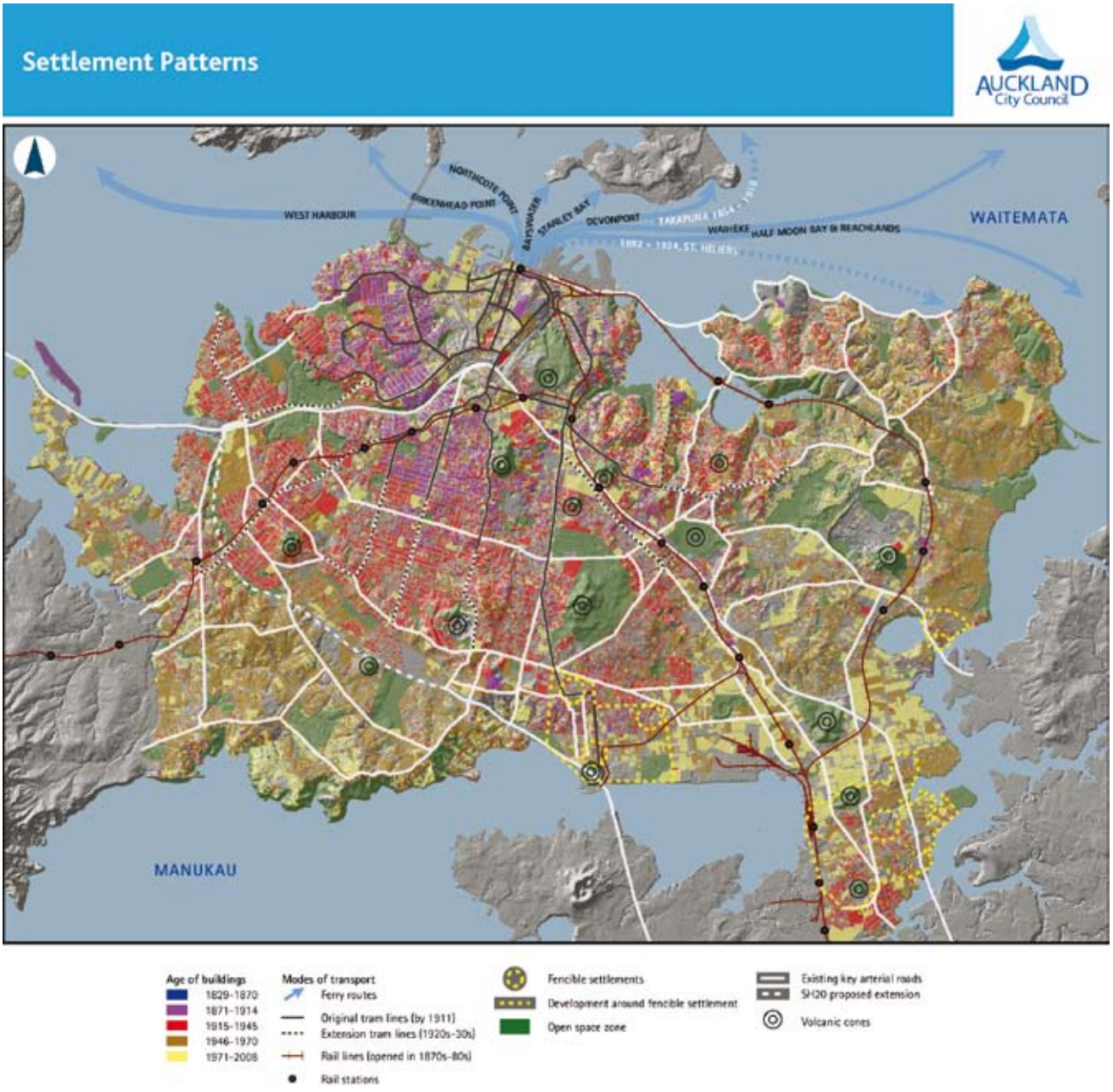

Figure 21: Settlement patterns (See 7.5 Appendix E for map legends (p.183))

Settlement Cascade

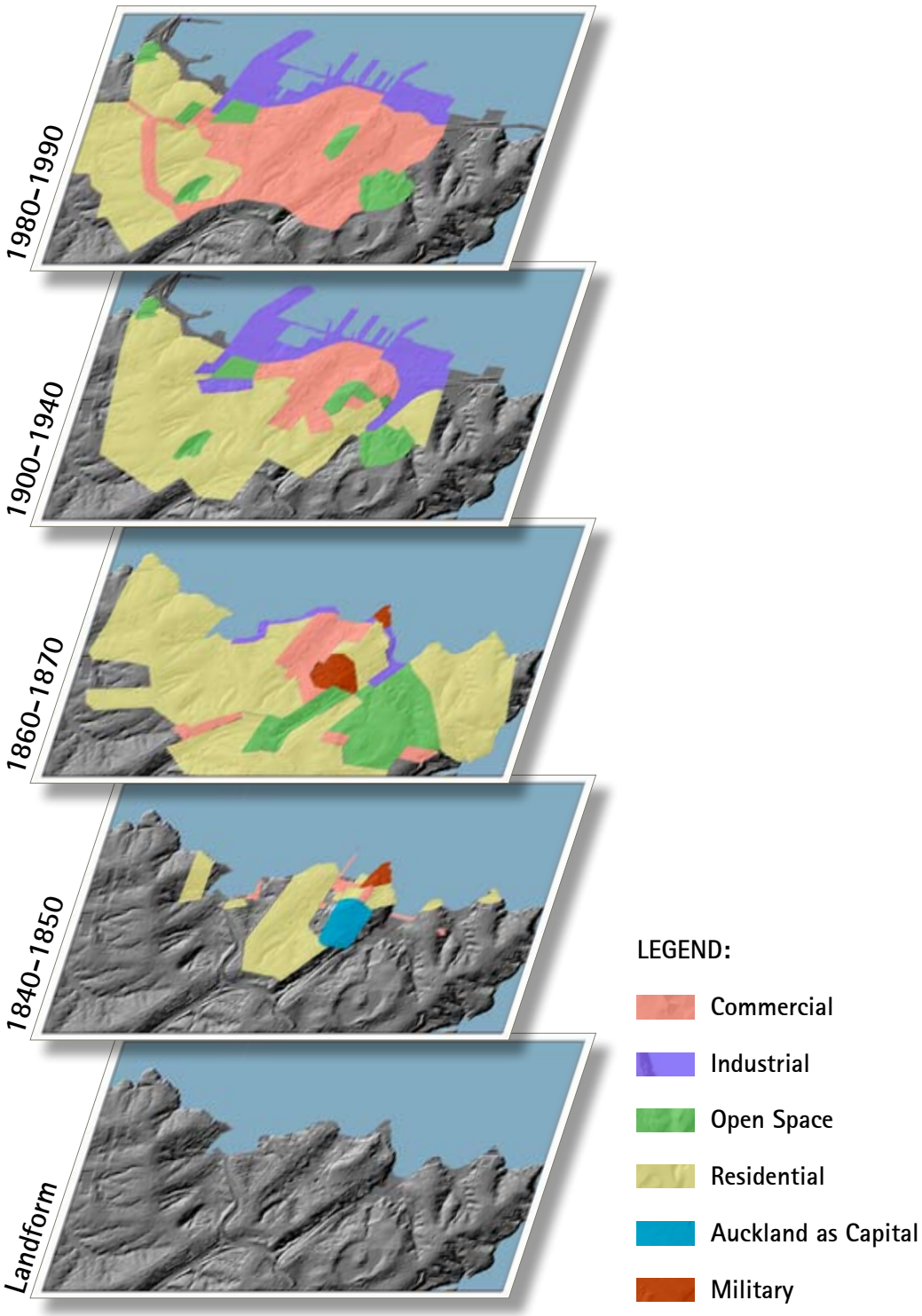

Figure 22: Settlement cascade

4.1.3 Implications for planning

As the isthmus continues to consolidate and intensify, the retention of representative examples of all eras of the city's evolution up to the present are important to enrich both the current sense of place and the temporal qualities of the historic urban landscape. Purposeful preservation and management of these values, combined with quality urban design guidelines and planning rules, will achieve appropriate development whilst ensuring our heritage is living within today's growth and development aspirations.

4.1.4 Sustainability

On a citywide scale, the major sustainability issues from a future planning perspective relate to key infrastructure such as transport, water supply, stormwater, wastewater and issues such as land-use patterns and green/ecological corridors. The most efficient and sustainable forms of transport (in descending order of potential efficiency) are cycling, walking, trains, buses and private vehicles. As described previously, more compact forms of development can facilitate greater potential for passenger transport and mean more people within a theoretical walking and cycling distance of town centres and amenities.

Buildings greater than one storey also provide for a reduced footprint in terms of impermeable area (when compared to the equivalent floor area in a single storey) and can reduce the need for 'hard' stormwater infrastructure. They are inherently more energy efficient in terms of space heating due to having less external facing surface area and are generally built from materials that have greater insulating and thermal storage properties. In terms of water supply and wastewater, it is more efficient to lay larger diameter pipes over smaller distances (as with higher building densities) than to lay smaller pipes over longer distances (as is the case with lower density development).

Intensification around town centres can relieve growth pressures in other areas and allow more opportunity for the establishment of ecological corridors (eg with riparian margins alongside streams and inlets).

While the outcomes outlined in this chapter reflect sustainability principles, such as those in the council's sustainability plan Keeping Auckland's Future Bright, sustainability issues will be analysed in greater depth through the district plan development process. This further analysis of sustainability at an area and citywide scale will inform other areas of implementation, such as the planning for future infrastructure and council's capital works expenditure.

4.1.5 Urban design characteristics

This section sets out the important characteristics of the physical form of development by articulating eight aspects. These define the overall layout of the place (in terms of its routes and building blocks), its scale (in terms of building height and massing), its appearance (as expressed in details and use of materials) and its landscape.

The area-based outcomes summarised in this chapter outline intended land use and built form types at a very generic level. A more detailed application of each type, which reflects consideration of the following urban design characteristics, is demonstrated in the precinct plans in chapter 6. For example, the future form of each town centre will depend on elements such as the urban grain, suitable density, height and massing of development to conform to the particular context of each centre.

Table 3: Urban design features

Feature	Explanation
Layout: urban structure The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.	The layout provides the basic plan on which all other aspects of the form and uses of a development depend.
Layout: urban grain The pattern of the arrangement of street blocks, sites and their buildings in a settlement.	The degree to which an area's pattern of blocks and site subdivisions is small and frequent (fine grain) or large and infrequent (coarse grain).
Landscape The nature and appearance of the environment, including the treatment and protection of natural and cultural elements and the way these components are integrated.	This includes all public and private spaces and their relation to buildings and streets. Its comprises both 'hard', eg paths and structures, and 'soft', eg planted areas or natural landscape elements, and how provision is made for the various needs of people in the external environment.
Density and mix The amount of development on a given piece of land and the range of uses. Density influences the intensity of development and in combination with the mix of uses can affect a place's vitality and viability.	The density of a development can be expressed in a number of ways. This could be in terms of site ratio (particularly for commercial developments), number of dwellings or the number of habitable rooms (for residential developments).
Scale: height Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines.	Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.
Scale: massing The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.	Massing is the three-dimensional expression of the amount of development on a given piece of land.
Appearance: details The craftsmanship, building techniques, decoration, styles and lighting of a building or structure.	This includes all building elements such as openings and bays, entrances and colonnades, balconies and roofscape and the rhythm of the facade.
Appearance: materials The texture, colour, pattern and durability of materials and how they are used.	The richness of a building lies in its use of materials which contribute to the attractiveness of its appearance and the character of an area.

4.2 What land use and built form outcomes do we want?

The future planning framework has identified differing outcomes to describe likely future land uses along with associated building type and form. The positioning of these outcomes has arisen from an analysis of the suitability of a place to such outcomes, together with various locational criteria which assess factors such as the pattern of existing development, proximity to centres and suitable transport modes and land shortage issues.

This section also describes in more detail the different types of centres and corridors that the plan recognises. The outcomes types, described in the remainder of this chapter include:

Living environments

- single dwelling, traditional site outcome
- single dwelling, small site/townhouse outcome
- low-rise apartments/terraces outcome
- medium-rise apartments outcome
- high-rise apartments outcome
- transition business to residential.

Open space and natural environments

Transport environment

Mixed use environments

- mixed use outcome
  - mixed use residential emphasis
  - mixed use commercial emphasis
  - mixed use flexible
- live/work outcome.

Business environments

- production and distribution outcome
- employment outcome
  - showrooms/service trade
- bulky goods retail outcome
- transition residential to business outcome
- business node.

Centres

- international city centre and fringe area
- principal centre
- town centre
- local centre
- neighbourhood shops.

Corridors

- business corridor
- mixed use (enterprise) corridor.

An explanation of these environments and the associated outcomes follows. To guide the application of area planning outcomes, a range of location criteria has been developed to assist in explaining the reasons for each proposed outcome area in the living, business and mixed use environments.

For further information on the location criteria, refer to Appendix D.

4.3 Living environments

4.3.1 What do we mean by living environments?

Our future residential environments will include a range of different building types, from the single house set in its own garden to apartment living. Planning for the future means striking a balance between recognising those aspects of the environment that the community value, including the historic landscape (refer chapter 2) and providing high-quality, high-amenity housing for our growing population. Where change does occur the presumption is that it will be complementary to, or consistent with, the existing heritage values or sense of place.

Residential outcomes for the city – what we envisage for the future – take into account the future 'shape' of Auckland city: where our larger and smaller centres will be, as well as the existing sense of place. For example, a single dwelling, traditional site is more likely to be found in an existing low- or medium-density neighbourhood of detached dwellings with front and backyards and well-landscaped grounds where retaining this sense of place is seen as desirable. More concentrated outcomes, including apartments, are most suitable within centres and along corridors. Apartment buildings will also vary in scale depending on the role and function of the centre, eg high-rise is not appropriate for a local centre but can support and enliven the international city centre, city centre fringe or in certain cases a principal centre. It is not envisaged that any part of an area would contain only one building type, but that the particular building type will come to be predominant.

The residential outcomes described here are not intended to portray neighbourhoods that consist solely of a homogenous type. Rather, they describe the general future form and function of these areas and the building types that may, over time, come to predominate in these areas.

The following headings explain the residential living outcomes used in the future planning framework.

4.3.2 Single dwelling, traditional site outcome

This outcome includes a detached, single house on its own site, still reflecting the traditional subdivision pattern of the area with consideration of of the stylistic consistency and architectural values. Lower-density areas have off-street parking via single or double garages while higher-density areas may not have off-street parking.

Figure 23: Single dwelling, traditional site

4.3.3 Single dwelling small site/ townhouse outcome

This outcome includes detached single dwellings and townhouses and may include houses internally divided into two or more household units.

The single dwelling small site/townhouse outcome is predominantly one to two storeys, generally with separate access from the street and a small outdoor area. More intensive examples may only have minimal permeable surface and very high building coverage. Typically, off-street parking is provided and housing may form part of a development with similar houses.

Figure 24: Single dwelling small site/townhouse

4.3.4 Low-rise apartments/terraces outcome

This outcome includes housing types ranging from terraced housing to low-rise apartments.

Terrace housing

Includes attached or semi-detached dwellings with separate pedestrian access from the street and separate off-street parking although vehicle access may be shared with other houses. This housing type has separately owned courtyards and is generally no higher than four levels. Buildings are usually of a similar or coherent style.

Low-rise apartments

A single building (no higher than four storeys) containing a number of units, which are usually held in unit title or fee simple titles, often with a body corporate to manage the building and facilities. They have shared pedestrian and vehicular access, though some of the units on the ground floor may have individual street access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym.

Figure 25: Low-rise apartments/terraces

4.3.5 Medium-rise apartments outcome

A single building (between five and eight storeys) containing a number of units, which are usually held in unit title or fee simple titles (sometimes leasehold), with a body corporate to manage the building and facilities. They have shared pedestrian and vehicular access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym and rubbish facilities.

As a differentiation from low-rise apartments/ terraces, it is proposed that medium-rise apartments would need to fit the scale and characteristics of the surrounding development.

Figure 26: Medium-rise apartments

4.3.6 High-rise apartments outcome

A single building (higher than nine storeys) containing a number of units, which are usually held in unit title or fee simple titles (sometimes leasehold), with a body corporate to manage the building and facilities. They may have shared pedestrian and vehicular access. They have separate patio or balcony per unit, and may share communal facilities such as a swimming pool or gym and rubbish facilities. Like all apartments, minimum size and daylight access provisions would be required. The increase in density of residential living must be reflected in a comparable increase in design quality and amenity in both the public and private realm.

Figure 27: High-rise apartments

4.3.7 Transition business to residential outcome

These are typically business-zoned areas in which residential activities have already become an equal or dominant use, but which do not meet the prerequisites of a mixed use outcome. It is envisaged that these areas will eventually transition to either single dwelling/small site or low-rise apartments/ terraces outcomes in the future. However, the time frame within which the transition is likely to occur will vary depending on the catalysts for change within the particular area.

The objective of this outcome is to foreshadow future land use change which may not fully occur before 2050.

4.4 Open space and natural environments

The future planning framework identifies the natural heritage, community and recreation functions of open space, together with aspirations to improve both the accessibility to and quality of the open space network. In addition, sites of ecological significance have been specifically identified for protection, and interconnectivity between these sites facilitated, through the fostering of a network of urban forest/ ecological corridors. These corridors will serve to provide both visual amenity and biodiversity benefits. Mature street trees can also act as 'green' links, adding visual amenity and providing ecological networks. Natural environment enhancement is also proposed through the protection and enhancement of waterways which serve to support a terrestrial ecological function while also improving water quality to our harbours, and the visual environment proximate to streams.

4.5 Transport environment

A multi-modal transport network is a key aspect of the future planning framework. This network supports rail, bus, ferry, private vehicle, pedestrian, cycle and freight objectives. The arterial road network provides both efficient vehicle and freight movements and a legible public transport network that links key centres, employment areas and attractions. Cycling and walking provision is also a priority with both a citywide network together with the provision of more local level extensions to this network. Additionally, the interchanges between modes have been specified in the future planning framework.

4.6 Mixed use environments

4.6.1 What do we mean by 'mixed use'?

This environment generally provides a vertical mix of uses within the same building. These uses might include retail, office and residential. A mixed use environment includes a residential component although there is a presumption against residential at ground level.

At the precinct plan level of the future planning framework mixed use is split into three more specific outcomes with either a residential or commercial emphasis or to support flexibility in the type of mixed use.

4.6.2 Mixed use outcome

Mixed use environments are generally located within a centre, the city centre and fringe and within corridors. They complement the functioning of those centres and corridors by providing a rich and diverse mix of land uses, including retail, commercial, residential and office. Mixed use areas enable more people to live, work and enjoy their leisure time without travelling long distances. They support compact and efficient centres and contribute to more active and inviting streets and public places. They also offer a range of working and housing choices. A key benefit of a mixed use environment is to extend life on the street beyond business hours, contributing to a more active, vibrant and safer public realm.

Where mixed use outcomes are located in corridors, the corridor outcomes in section 4.9 also apply.

Mixed use – residential emphasis

Uses above first-floor level would predominantly be residential with short-stay accommodation and office activities also envisaged.

Figure 28: Mixed use residential emphasis outcome.

Mixed use – commercial emphasis

Uses would predominantly be commercial in nature at ground and upper floors with residential uses possible at first-floor level and above.

Figure 29: Mixed use commercial emphasis outcome

Mixed use – flexible

A mix of uses within an individual building is not mandatory, however, the wider mixed use area is envisaged to have a mix of uses. Ground floors facing public streets are envisaged to present an active edge.

4.6.3 Live/work outcome

This outcome differs from a mixed use outcome as residential occupation of these buildings is an option but not a requirement. Additionally, these activities do not require the high-amenity environment provided within a centre and can be located proximate to business areas or corridors. This outcome is intended to provide opportunities for start-up business activities to be established with optional residential use within the same tenancy by the business operator. Activities are typically of appropriate scale and appearance to complement surrounding residential buildings. However, buildings are normally of a functional form and may provide loading and service areas.

Figure 30: Live/work outcome

4.7 Business environments

4.7.1 What do we mean by business environment?

As Auckland city has developed, large parts of the city have been established as industrial and manufacturing areas and have consequently become important employment areas. Going forward, there is a need to protect this existing business land while allowing for increased employment opportunities and flexibility of business activities and to acknowledge change from traditional industry towards more clean production and distribution sectors. Ongoing provision of infrastructure to support growth of these areas, particularly in the form of transport (road and rail) and communications, will be critical to meeting the employment growth objectives. The following outcomes form components of this environment.

4.7.2 Production and distribution outcome

This outcome provides for a transition from typically larger manufacturing and heavy industrial sites to large-scale production and/or distribution activities which require large sites for their operations. These activities are anticipated to transition towards cleaner production when compared to current industrial uses.

Figure 31: Production and distribution outcome

4.7.3 Employment outcome

This outcome provides for a wide range of business activities and can be broken down further into a specific mix of activity types including from small- to large-scale production, light industry, bulk storage and distribution and showroom/service trade activities. The overriding aspiration of areas included in this outcome is to provide for increased employment density thereby making best use of the existing business land in the isthmus .

Figure 32: Employment outcome

Showroom/service trade

This outcome includes display of, and sale of goods, predominantly for trade customers. This does not include retailing activities. Examples could include kitchen and bathroom showrooms, plumbing and electrical merchandising. These uses benefit from being located in areas with good street profile, and accessibility, however, are generally located within business areas.

Figure 33: Showroom / service trade outcome

4.7.4 Bulky goods retail outcome (Lunn Ave/Carr Road)

This outcome typically refers to bulky goods retail activities occurring from large floorplate buildings. An example of this outcome includes building product providers or garden centres. The bulky goods retail outcome reflects areas considered suitable for ongoing retention of, and in some cases further clustering of, these activities. This outcome relates to a subset of large format retail as defined in glossary.

.Figure 34: Bulky goods retail outcome

4.7.5 Transition residential to business outcome

It is envisaged that these areas will eventually transition to a business outcome in the future. However, the time frame within which the transition is likely to occur will vary depending on the catalysts for change within the particular area. The objective of this outcome is to foreshadow future land use change which may not fully occur within the time frame of the relevant area plan. However, providing direction on this future change now is beneficial as it gives an indication to the community of long-term land use in the area.

4.7.6 Business node

A business node typically includes an office or administrative outcome focused around rapid transit stops or proximate to town centres. These nodes will not provide retail, social and community services to more than an ancillary level.

Figure 35: Business node outcome

4.8 Centres

4.8.1 What do we mean by 'centres'?

A key focus of the land use outcomes proposed in the future planning framework is the network and hierarchy of centres. Centres are places of focused intensity which include a diverse mix of uses and perform a multitude of functions. Centres are places where people live, work, shop, socialise and use community services and facilities. They allow for, and rely on, efficient co-location of services and infrastructure, public transport connections and a functional mix of uses. Centres also typically reflect early development patterns within the city and contain distinctive heritage qualities which contribute to sense of place. Centres are anticipated to provide the majority of consumer retail activities including typical main street offerings, malls and large format retail activities of appropriate design to integrate with other centre activities.

The core of a centre (a mixed use environment) is distinguished from the area peripheral to the centre and includes the typical main street retail strip while the centre periphery includes land generally within a 10 to12-minute walk of the centre core (for principal and town centres) and 5 to 10-minute walk for local centres. A range of outcomes is used to identify more specific land uses within this peripheral area.

Centres are where the greatest change will happen in the future. Growth is possible in centres because they already have businesses and shops, services and access to transport. They will be transformed even further as more people live in them who can support an increasingly diverse mix of uses. The centres will be larger either in footprint (how much land they take up) or in scale (the size of the buildings) or both. To ensure all centres within the isthmus operate as part of a coordinated network, a classification of centres has been developed to identify each centre's future role in the overall centre's network. The application of these classes to specific centres is partly a reflection of this existing state and partly a reflection of aspirations and the centres' potential role to be achieved within the time frame of future planning framework. The classification is a general guide to the overall role of a centre; however, no two centres are expected to function exactly the same. Indeed, some centres may possess or develop into specialised centres through a concentration of specific land use activities which in turn may affect their role within the region. The types of centres in this classification are identified below. It is envisaged that identified centres will be the subject of further planning, such as centres profiling to define more precisely the outcomes considered necessary for success.

4.8.2 International city centre and fringe area

The city centre will continue to be the international city centre in the Auckland region and expand this function through continuing development of the waterfront enhancing its connections with the region, country and international economies, expansion of currently provided professional services, health, education and speciality retailing. The city's focus on the city centre will also provide the catalyst for growth and development of the areas fringing the city centre.

4.8.3 Principal centre

These centres will provide a significant ability to accommodate future residential and diverse employment growth. They will be well served by a mix of rapid transit and road infrastructure and provide for a range of retail, social and community services to a sub-regional catchment.

Figure 36: Principal centre

4.8.4 Town centre

Town centres are characterised by a mixture of uses including a wide range of retail, business, residential, community and recreation activities, and support a high level of future residential and business growth. Often the mixture of these uses occurs in a traditional main street format with active ground floor uses and fringe uses that ultimately integrate with the surrounding neighbourhood. Town centres give the local area and community much of its distinctive identity and are a focus for local community events and transport connections.

Figure 37: Town centre

4.8.5 Local centre

Local centres generally provide retail and small business services for the local community and typically support some residential and employment growth, and some social and community services.

Figure 38: Local centre

4.8.6 Neighbourhood shops

Neighbourhood shops fulfil an important role in providing walkable access to the surrounding neighbourhood and serve daily needs of residents. These shops might comprise a group of shops with examples including a local dairy, takeaway, hairdresser etc.

Figure 39: Neighbourhood shops

4.9 Corridors

4.9.1 What do we mean by 'corridors'?

A corridor typically displays linear connectivity of business and/or residential development areas, typically of higher densities, supported by accessibility to key transport infrastructure, which in turn provides for accessibility to centres, retail, employment, key destinations, community and recreation facilities and public transport. The types of corridors referred to in the future planning framework fall within one of the two following categories.

4.9.2 Business corridor

These corridors provide additional opportunity for higher intensity business uses and concentrations of some trade-based activity. The growth of activities in these corridors will support public transport. Offices (where they are related to activities in the production and distribution areas), research and development activities, and trade-based retail may be possible in these corridors. Typically, retail and services located along these corridors should be ancillary to business activities.

4.9.3 Mixed use (enterprise) corridor

These corridors typically reinforce a string of centres and provide opportunity for residential and business growth, intensification and development because of the accessibility to public transport, community facilities, employment, retail and centres that proximity to the corridor provides. They comprise both a horizontal and longitudinal mix of uses.

Land use outcomes along these corridors are not continuous and will change along and across the corridor.

Retail uses and office developments should be within centres and should serve local and neighbourhood residential and business catchments. Retail uses and office development could also be located in mixed use outcomes within a corridor as an alternative location to a centre where these uses are unable to locate in the centre and are able to demonstrate that they will not have adverse effects on the functioning, efficient use and development of centres and corridors. This may include large format retail activities of an appropriate design to integrate with other centre and corridor activities.

Two scales of mixed use (enterprise) corridors are identified – medium and high intensity. The medium intensity corridors aim to be sympathetic to the existing form and heritage of the corridor and surrounding areas by anticipating a finer grain of activities with a smaller footprint and scale of development than high intensity corridors. High intensity corridors are anticipated to accommodate activities on a larger scale, are associated with both rail and road transport routes and are considered to have regional importance.

It is envisaged that identified corridors will be the subject of further planning, such as corridors profiling, to define more precisely the outcomes considered necessary for success.