

8 Glossary of terms

This section provides a list of definitions for terminology and abbreviations used in the future planning framework.

Reference	Description
Active recreation park	Active recreation is the major function of these parks and includes land, buildings and structures directly related to recreation. It includes indoor and outdoor sports facilities; playing fields; boat ramps and jetties; bike trails; and courts and bowling greens managed by sports clubs. Active recreation parks provide for high intensity public use, and this is a key factor in their design and development.
Additional Manukau Harbour crossing	An additional crossing over the Manukau Harbour as part of SH20. Construction is under way for a new four-lane bridge near the existing bridge, creating eight traffic lanes in total. Bridge approaches will be widened and the Gloucester Park Road interchange upgraded.
Additional Waitematā Harbour crossing	A joint project between Auckland City Council, Auckland Regional Council, Auckland Regional Transport Authority, North Shore City Council and New Zealand Transport Agency regarding an additional transport link across the Waitematā Harbour for both private and passenger transport modes.
Advanced materials cluster	A location with a high concentration of employment and business activity within the advanced materials sector, eg the application of plastics, metals, wood, composites and conductive materials.
AkActive programme	A partnership between the council and recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland, council's recreation plan.
Archaeology	Remnants of cultural heritage encompassing Māori history and historical archaeology. Examples include Māori settlement, Māori land use, early European settlement, colonial villages.
Areas, landscapes or townscapes	Require the presence of heritage elements to the extent that their heritage attributes give the area, landscape or townscape its particular character.
Auckland city	Refers to the geographical area governed by Auckland Council.
Auckland-Manukau Eastern Transport Initiative (AMETI)	A passenger transport, walking and cycling infrastructure and improved roading project in the region's eastern suburbs. AMETI is a joint project between Manukau and Auckland City Councils and the Auckland Regional Transport Authority that provides opportunities for improved connections to growth areas, employment opportunities and town centres. See www.ameti.co.nz for more information.
Auckland Regional Council (ARC)	Regional authority responsible for protecting the Auckland region's air, soil and water resources from pollution and ensuring their sustainable use. It also manages the demands on the region's transport systems and supports public transport services.
Auckland Regional Transport Authority (ARTA)	A subsidiary organisation of the Auckland Regional Council responsible for achieving the Auckland region's transport goals. It plans and funds public transport, promotes alternative ways to get around the Auckland region and coordinates and integrates transport across the region.
Avondale to Southdown rail link	An ONTRACK project, the Avondale-Southdown line is a proposed railway line that stretches from Southdown/Penrose through Onehunga following the SH20 motorway to Avondale. This land is designated for the rail line.
Bulky goods retail outcome (Lunn Ave, Mt Wellington & Carr Road, Mt Roskill)	This outcome typically refers to bulky goods retail activities occurring from large floorplate buildings. Examples include building product providers or garden centres. The bulky goods retail outcome reflects areas considered suitable for ongoing retention of these activities and in some cases further clustering of these outcomes.
Business node	Typically includes an office or administrative outcome focused around rapid transit stops or proximity to town centres. For further information refer section 4.7.6.
Business corridor	A corridor providing additional opportunity for higher intensity business uses and concentrations of some trade-based activity supporting public transport. For further information refer section 4.9.2.
Business Development Area	Significant business areas that council has a particular interest in because of their scale and capacity to support future economic growth within the city.

Reference	Description
Catalyst site	A site that provides a significant opportunity to stimulate investment and economic transformation within a precinct. High-quality redevelopment of these sites will act as a catalyst for private investment in development elsewhere in the precinct.
CBD (central business district)	Also referred to as city centre, central area or international city centre.
Central connector	A new busway to provide quicker, more efficient travel between the city centre and Newmarket via key locations such as Auckland Hospital and the University of Auckland.
Centre	Centres are places of focused intensity which include a diverse mix of uses and perform a multitude of functions. They are places where people live, work, shop, socialise and use community services and facilities.
City centre	The city centre refers to the international city centre and is also known as Auckland's central business district (CBD). The city centre location is defined by the motorway system containing high intensity residential, business, commercial and port activity. The boundaries are the Waitematā Harbour, Freemans Bay, Parnell and Newton. The Auckland City District Plan (Central Area section) is the regulatory framework for this area. In the Future Planning Framework, the city centre also includes Westhaven.
City centre fringe	Mixed use residential and business area with high-density employment opportunities adjoining the city centre.
City centre landscape connection	The 'landscape connection' feature is specific to the city centre area plan. Natural heritage values are sparse and highly modified in the city centre so it is appropriate to determine opportunities to identify, interpret and enhance these values. Landscape connections represent opportunities to recognise, interpret and where appropriate enhance connections between natural heritage elements such as ridgelines or street trees. In some cases these links might be symbolic while other links offer scope for more tangible connections such as establishing appropriate native plants.
City centre rail link	Also referred to as the CBD rail loop and inner city rail loop. Currently being investigated, this project would link the Britomart Transport Centre to the western line in Mt Eden via a tunnel running underneath Albert Street, Vincent Street and Pitt Street and the central motorway junction. Three station locations are proposed at Symonds Street/Khyber Pass Road; Karangahape Road/Pitt Street; and on Albert Street between Victoria and Wellesley streets.
City centre to airport rail link	A rail option to integrate the airport into the suburban rail network with a loop connecting Onehunga, the airport and Manukau city centre. This may include the construction of a rail line from Avondale to Onehunga. Also known as the CBD to airport rail link.
City centre to airport route improvements	Project to improve the accessibility and reliability of travel between the city centre and airport. This includes clearways, ie no parking, the limiting of access to/from selected side roads and improved signage.
City centre Waterfront Master Plan	A plan created with guidance from the Auckland Regional Council to provide a framework that sits above the detailed planning for specific areas of the future development of the city centre waterfront. The vision for the waterfront is of a world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history.
Community parks	Facilitating community interaction is the major function of these parks which include facilities and activities related to informal recreation and leisure. Community parks provide for the broadest range of activities from informal petanque settings to community centres. Some parks specifically provide for community facilities. Public use and protection of natural features occurs in tandem.
Contributing	Of local significance.
Council	The council refers to Auckland City Council.
Creative industry cluster	Location with high concentrations of employment and business activity in creative sectors such as publishing, design, media and advertising.
Cultural heritage	Places, items, sites or areas of value that are a result of human modification of the environment. Examples include archaeology, Māori sites of significance, built heritage.
Cycleways	Cycleways are those specifically identified routes that are demarcated by signage/the painted bicycle symbol along roads, paths and through parks. Cycleways are often shared paths, ie shared with pedestrians, so are wider than a regular footpath. There is often no distinction between cycleways and walkways.
Dominion Road corridor improvements	A project to widen Dominion Road over 12 years to enable bus services and pedestrian and cycle access to be improved, and the streetscape enhanced. The project includes improved bus stopping facilities, quality pavements, tree planting and new street lighting and furniture.

Reference	Description
Ease and safety (regarding access to parks and open spaces)	Ease refers to entrances being clearly visible and the purpose of the space being easily understood. Safety refers to Crime Prevention Through Environmental Design (CPTED) principles including the presence of informal surveillance, minimisation of entrapment spots, sufficient lighting etc.
Ecological corridor or green link (ecological) corridor	Ecological corridors are strips of forest, scrub or scrubland habitat that connect larger areas of natural ecosystems together, provide ecosystem services such as reducing the impact of water and air pollution, protect important landscapes and ecological features, add natural character and values to parts of the city which may be highly built-up, and provide a link for fauna to move around the landscape. Waterways and coastlines make ideal ecological corridors as they often retain parts of their former vegetation cover and form natural pathways across the landscape.
Ecological sites of significance	These sites represent the best remaining areas of native ecosystems or habitat for native animals on the isthmus. Typically, these sites are characterised by a relatively high diversity of species, communities and ecosystems, and/or are relatively free of modification from weeds and pests. Ecological sites on the isthmus encompass a range of ecosystems that are now very rare due to past clearance and modification, including wetlands, lava flow forest, coastal edge forest and gully forest.
Economic corridor	A corridor representing regional movements and flows of economic activity. It is located on strategic regional routes and connects key business areas that provide opportunity for business growth, intensification and development. High vehicle and freight movements along these corridors make quality road access important.
Element	A specific site or item in the historic landscape representing a heritage discipline: ecology, geology, trees, archaeology, built form, Māori sites of significance.
Ellerslie-Panmure corridor improvements	Provide improvements to the corridor that will recognise its function as a high-frequency bus route.
Employment	Provides for a wide range of business activities including from small- to large-scale production, light industry, bulk storage and distribution, and showroom/service trade activities. For further information refer section 4.7.3.
Employment areas	Key areas across the city where employment uses exist and will be encouraged, including business development areas, business nodes, centres and some corridors. A range of employment uses such as commercial, retail, industrial or office activities are appropriate in these areas.
Enhance or recognise historic waterways and coastline	These linkages refer to opportunities to recognise and interpret the historic waterways in the city centre, such as the Waihorotiu Stream and the historic coastline prior to reclamation. Referencing these historic connections may occur through symbolic interpretation while there may also be potential for day-lighting a watercourse. The city centre is the only area where this feature has been evaluated but it could be applied to other locations in the isthmus.
Environmental/heritage parks	The major function of these parks is the contribution they make to Auckland's natural environment. They include areas of ecological, archaeological and geological sensitivity, and all volcanic features, eg cones, lava flows, coastal edge reserves and land with heritage features. They also include land with hazard mitigation and buffer functions, eg stormwater, buffer zones, roadside amenity strips. Recreation or community use can be developed where appropriate but protection of the natural features will take precedence.
European pioneering era: 1829 to 1870	Primarily in the inner suburbs of Auckland in the remnant areas of the early fencible settlements (Onehunga and Otāhuhu). Lot sizes vary from 200m ² for the earliest cottages to approximately 400m ² for typical villas. For further information, refer to section 4.1.1.
Existing and future mixed use and/or apartment living	Areas expected to cater for a significant amount of growth by 2050. These areas are found in and around centres and along corridors and are supported by key transport routes and services.
Fencible settlement	A settlement area (four 'villages': Onehunga, Panmure, Otāhuhu and Howick) for pensioned soldiers from the Royal New Zealand Fencible Corps who enlisted from England and Ireland and who came to New Zealand at Governor Grey's request during the years 1847 to 1852.
FTEs/ha	The number of full-time equivalent persons employed per hectare of (generally business) land.
Future rail link to North Shore	Refer to Additional Waitematā Harbour Crossing.

Reference	Description
Future rapid transit	A high-frequency service running in its own right of way, unaffected by congestion, eg the northern bus way or rail network. A rapid transit system is desirable for the future of Auckland's transport network.
Geological landforms	Landforms which have been formed as a result of geological processes, which contribute to Auckland's unique identity and sense of place. Examples within the Auckland area include volcanic cones, basins, craters, lava flows, tuff deposits.
Green link connection	Vegetated corridors or connections that link areas of natural habitat. They represent links that are aspired to, ie they do not currently exist. These areas could be useful habitat for indigenous biodiversity, provide a range of ecosystem services, eg shade, filtering air and waterborne pollutants, and link larger patches of remaining habitat which can provide opportunities for wildlife to move between these areas.
High-rise apartment	A single building (nine or more storeys) containing a number of units, often with a body corporate to manage the building and facilities, and typically with shared pedestrian and vehicular access. For further information, refer section 4.3.6.
Historic landscape interface	Where redevelopment occurs on sites adjacent to or adjoining this interface, the built form will respect the historic landscape values of the area including the scale, setback, height, external appearance and landscape values.
Historic portage route	An historic route used by Māori to transfer waka between the Manukau and Waitematā Harbours.
Historic landscape	An area whose physical qualities are characteristic of the patterns of urban form that manifested throughout the history of Auckland's development. For further information refer to section 2.3 and 4.1.1.
Iconic	Of Auckland regional/national significance.
Iconic building	A publicly esteemed and recognisable structure. A significant landmark.
Iconic landscape	Distinctive, unique or rare landforms, waterways or landmarks which have particular significance at local and broader scales. They have significance across a range of values which may include geological, ecological, scientific, historical, cultural, social and/or political.
ICT (Information Communication Technology) cluster	Location with high concentrations of employment and business activity in information and communication technology industries.
Improved pedestrian and/or cycle environments	Improving infrastructure for pedestrians and cyclists to provide high-quality, high-amenity walking and cycling environments to and between destinations. This could involve landscape and amenity improvements and include separate or shared facilities.
International city centre	The international city centre is also referred to as the city centre. It continues to expand and grow its function as the region's international centre, with the most intensive mix of uses and significant economic activity. The waterfront activities will continue to develop, enhancing international, national and regional connections through port, marine and fishing industries. The city centre expands its role as a financial and business centre with significant research and education sectors. It continues as a regional provider of health, specialty retail, cultural facilities and entertainment, with a growing residential population. As a regional transport hub, the city centre is served by rail, ferry and bus, with an extended city centre rail loop allowing more rail trips to support significant employment growth.
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 700m ² to 1200 m ² 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'. For further information, refer to section 4.1.1.
Isthmus	The mainland part of Auckland city. In relation to the district plan, the isthmus section of the district plan refers to the geographical area on the mainland that excludes the city centre.
Key bus network	Important bus routes for the continued functioning of the overall passenger transport system to support growth areas, eg the bus network from the city centre to Newmarket. The network also supports ARTA's quality transit network (QTN) – fast, frequent and reliable passenger transport services travelling on Auckland's key arterial roads. It is based initially on the QTN routes and also includes aspirational routes with current low bus levels, and other important routes.

Reference	Description
Key cycle route	These routes reflect the citywide cycle network at the precinct plan level of the future planning framework but does not indicate any priority for improvements along these routes.
Key gateway point	A key gateway marks a significant entry point to an area. Features that assist in marking this gateway should respond to the context and identity of the place and include consideration of an area's overall branding and/or sense of place. A key gateway point should act as a visual cue to people entering the area that they are arriving at an important place.
Key landmark corner	This reflects an important intersection within a precinct that has the ability to contribute significantly to the public realm either through reinforcing townscape qualities, providing for new development of high quality or by marking an important feature or transport interchange.
Key multimodal interchange	An interchange where a number of transport modes are in close proximity to each other, eg Britomart contains rail, bus and ferry modes in close proximity to each other.
Key road network	Roads considered vital to the continued functioning of the overall city road network, eg the motorways, Great South Road, Great North Road, including arterials and collector roads.
Key site	An area of land typically near a town centre, activity node or community focal point that offers the potential, through comprehensive master-planning, to significantly enhance the amenity of a neighbourhood and serve as a catalyst for regeneration of the area, socially, culturally, environmentally and economically.
Large format retail	A business model that involves having a wide array of goods on sale in a large footprint store. Traditionally these stores have offered a lot of car parking for customers.
Learning Quarter	The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and immediate environs. Auckland Council has developed a partnership with the universities to guide the social, economic, cultural and physical development of the quarter.
Live/work	Provides opportunities for start-up business activities to establish themselves as the predominant use, with secondary residential use within the same tenancy. For further information, refer section 4.6.3.
Local centre	A centre generally providing retail and small business services for the local community and supporting some residential and employment growth and social and community services. For further information, refer section 4.8.5.
Local connector network	Term used in Auckland Regional Transport Authority documents. Bus, ferry and train services that provide access to local centres and connect with the Rapid Transit Network and/or the Quality Transit Network. Priority measures will be provided at key congestion points to improve service reliability.
Local street network	The local street network identifies the streets of a neighbourhood that are generally of lower use and are used to 'collect' traffic heading onto the main roads.
Long term council community plan	The long term council community plan (also known as the 10-year plan) provides information on the projects the council want to carry out over the next 10 years. It also includes detailed financial statements and budgets, as well as policy summaries that guide how the council will run its business.
Low-rise apartment	A single building (no higher than four storeys) containing a number of units often with a body corporate to manage the building and facilities. For further information, refer section 4.3.4.
Major festival location	A location where major festivals are held, eg Pasifika, Lantern Festival, Grey Lynn Festival.
Major retail destination	Large retail locations within the city that attract customers from around the region.
Major tourist destination	Activities or areas that act as regional attractors bringing people into the city from the rest of the region and beyond.
Manufacturing cluster	Location with high concentrations of employment and business activity in manufacturing and other supporting industries.
Marae	A built complex that includes a meeting house, dining hall, educational and associated facilities and residential accommodation associated with the marae.
Marine cluster	Location with high concentrations of employment and business activity in the boat building, marine and supporting industries.
Medium-rise apartment	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. For further information, refer section 4.3.5.

Reference	Description
Mixed use	An area in which there is generally a vertical and horizontal mix of uses within the same building. These uses might include retail, office or residential. For further information, refer section 4.6.
Mixed use – residential emphasis	Uses would predominantly be residential, although office and temporary accommodation facilities are also envisaged.
Mixed use – commercial emphasis	Uses would predominantly be commercial with residential use possible above ground level.
Mixed use – flexible	Single activity use of a building is possible where a mix of uses occurs throughout the broader mixed use area.
Mixed use (enterprise) corridor	A corridor linking and reinforcing centres and employment areas providing for residential and business growth, intensification and development. Medium intensity corridors will be sympathetic to the existing form and heritage of the corridor and surrounding area. High intensity corridors will accommodate activities on a larger scale and have regional significance. For further information, refer section 4.9.3.
Natural heritage	Places, items, sites or areas of value that are a result of the natural environment and processes, eg ecology, geology and trees.
Neighbourhood shops	Neighbourhood shops are a group of shops that fulfil an important role in serving the needs of local residents.
New pedestrian/cycle routes	These routes reflect a desire to construct a new pedestrian and/or cycle route where one does not currently exist.
Onehunga rail connection	Reopening the rail connection to Onehunga from the northern rail line.
ONTRACK	ONTRACK owns and manages New Zealand’s rail network on behalf of the government.
Open space interface	Redevelopment adjacent to or adjoining this interface will provide a well-designed and high-quality built form that promotes uses which overlook the open space while also minimising the impacts development may have, including shading or effects on ecological values within open space.
Open space safety improvements	May include, for example, opening up reserves to street edges, increasing surveillance, installing lighting, improving access.
Other potential ecological sites of significance	Areas which have been identified as being of ecological value but which have not been recently surveyed or evaluated against the updated sites of ecological significance (SES) criteria. These sites are to be surveyed and assessed against the updated significance criteria. If a potential site meets the threshold score it may be worthy of scheduling as an SES in a district plan.
Pa site	A purpose-built Māori settlement area.
Panmure to Botany rapid transit	A future rapid transit link to be investigated linking Panmure to Manukau city.
Papakāinga	A communally owned residential village.
Park and Ride	A location adjacent to a rail or bus terminal that provides for public transport users to leave their personal vehicles in a car park and transfer onto the public transport network for the rest of their trip.
Passenger transport	A network of buses, trains and ferries for use by the public running on set routes, usually at set times and charging set fares. Sometimes referred to as public transport.
Post-war era: 1946 to 1970s	Development undertaken during this era included much of Auckland’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. For further information, refer to section 4.1.1.
Potential location for waterfront transport	A location on the isthmus that may have opportunities for providing access to waterfront public transport in the future, dependent on feasibility studies.
Principal centre	A centre with significant ability to accommodate future residential and diverse employment growth as well as a range of retail, business, residential, social and community services. For further information, refer section 4.8.3.
Priority pedestrian/cycle environment improvement	Indicates where there is existing pedestrian and/or cycle access and the environment and facilities provided for on this route need to be improved or enhanced (eg a streetscape upgrade, planting, street furniture) as a priority.
Production and distribution	Provides for a transition from typically larger manufacturing and heavy industrial sites to large-scale production and/or distribution activities that require large sites for their operations. For further information, refer section 4.7.2.

Reference	Description
Professional and financial services concentration	Location with high concentrations of employment and business activity in the professional and financial services sector such as banking, insurance and consultancy services.
Protection and enhancement of coastal and waterway environments	This may include enhancing pedestrian and ecological links, erosion mitigation or adaptation works, beach sand replenishment, planting of native species, habitat restoration/weed planting and weed control, stormwater infrastructure upgrades and improvements to water quality.
Protection and enhancement of natural environment	Enhancement of significant natural areas may include planting of native species, habitat restoration/weed control and stormwater infrastructure upgrades to improve amenity and water quality.
Public transport	Refer to definition of passenger transport above.
Quality Transit Network (QTN)	Term used in Auckland Regional Transport Authority documents. Fast, high-frequency and high-quality transit services operating between key centres and over major corridors, providing extensive transit priority. In conjunction with the rapid transit network it will facilitate high-speed, reliable access around the region through the integration of radial and cross-town services.
Rail electrification	An ONTRACK project, this will supply electricity to trains so that they can operate without having an engine of their own. The Auckland Regional Council plans to electrify the rail system by 2013.
Rapid Transit Network (RTN)	Term used in Auckland Regional Transport Authority documents. High-quality, fast, high-frequency service in its own right of way where it is unaffected by traffic congestion. The Rapid Transit Network will connect the major growth centres to the city centre. It will include the Northern Busway and the western, southern and isthmus rail corridors.
Recent growth era: 1970s to 2010	The development patterns of the recent growth era are car dominated with large arterial roads between residences. Development is representative of an array of styles and fabrics set on medium- to small-sized suburban lots. Housing comprises a mixture of adjoining and stand-alone houses and can incorporate high-rise development. Fenced property is a common attribute with planned street planting. For further information, refer to section 4.1.1.
Recreation corridor	Linear clusters of recreational opportunities that are of regional significance.
Regional cycle network	A network plan developed by the Auckland Regional Transport Authority in conjunction with the local councils for improved cycle infrastructure across the region. The plan identifies priority routes to improve connectivity between town centres, passenger transport stations, schools and universities.
Research hub	Location with high concentrations of employment and business activity in the research sector.
Retail/high activity frontage	Activities at ground level on this frontage are expected to generate significant pedestrian movements and present a largely transparent glazed edge to the street. Examples of uses could include retail stores, cafes and restaurants, travel agents and banks.
Rosebank 2050 business precinct plan	Provides a framework for the development of the Rosebank business area out to 2050. Rosebank 2050 follows a planning approach that considers how elements such as land use and transport planning affect business and employment growth in the area.
Scheduled building	Any building, object, place or heritage property or groups of heritage items scheduled in Appendix 1 to the district plan and identified on the planning maps.
Showrooms/service trade	Activities that include 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 but are generally located in business areas.
Significant	Of local/Auckland region significance.
Single dwelling small site/townhouse	Includes a detached single house on its own site and houses internally divided into two or more household units. May form part of a development with similar houses. For further information, refer section 4.3.3.
Single dwelling, traditional site	Detached house on its own site, still reflecting the traditional subdivision pattern of the area. For further information, refer section 4.3.2.
State Highway 20 Waterview connection	The Waterview connection project will connect SH20 at Maioro Street in Mt Roskill to the North-western Motorway SH16. The Waterview connection is the last link in the western ring route, which will create an alternative 48km motorway between Manukau and Albany by linking three state highways, the south-western (SH20), the north-western motorway (SH16) and the upper harbour drive (SH18).

Reference	Description
Sustainable urban drainage systems	Includes riparian planting and weed control, stormwater infrastructure upgrades to improve water quality and low impact design methods. Also referred to as 'low impact urban design and development (LIUDD)'
Tāmaki innovation precinct	A business area identified as providing a significant opportunity to catalyse change in the wider Tāmaki area. Future development will be focused on transforming businesses towards high value-added and higher density activities supportive of innovation and knowledge-based research and product development.
Tāmaki Transformation Programme	This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects underway in the Tāmaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), NZ Innovation Centre.
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.
Targeted services	Term used in Auckland Regional Transport Authority documents. Services that provide mobility for groups whose needs are not met by the regular passenger transport network. They include the Total Mobility service for people with disabilities, demand responsive services in areas of low demand, fare concession schemes and school bus services.
Terrace housing	Attached or semi-detached dwellings with separate pedestrian access from the street and separately owned courtyards. Buildings are usually of a similar style and generally no higher than four levels. For further information, refer section 4.3.4.
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. Town centres give the local area and community much of its distinctive identity and are a focus for local community events and transport connections. For further information, refer section 4.8.4.
Transition business to residential	Typically business-zoned areas in which residential activities have already become an equal or dominant use, but which do not meet the prerequisites for a mixed use outcome. These areas will eventually transition to either single dwelling/small site or low-rise apartments/terraces outcomes in the future. For further information, refer section 4.3.7.
Transition residential to business	These areas will eventually transition to a business outcome; however, this time frame will vary depending on the catalysts for change within the particular area. For further information, refer section 4.7.5.
Triple tracking of eastern rail line	An ONTRACK project looking at opportunities to expand the capacity of the eastern rail line to provide for more commuter and freight movements.
Urban forest corridor	Vegetated corridors or connections which link areas of natural habitat but are more highly modified than ecological or green link (ecological) corridors as they are generally present in more developed landscapes. In some cases green link connections may be simply a patchy canopy of trees with highly modified understorey, shrub and ground tiers that support other activities, eg informal or active recreation. Nevertheless, connections still provide some habitat for indigenous biodiversity and a range of ecosystem services, eg shade, filtering air and waterborne pollutants. They may also provide opportunities for wildlife to move between larger, isolated patches of habitat. In some cases the activity occurring within the urban forest corridor may limit the scale or diversity of vegetation occurring, eg along rail corridors.
Urban forest node	Patch of indigenous forest. Its purpose is to strengthen and create additional habitat and increase the general native 'character' and amenity of the landscape.
Urupa	Burial site.
Victorian Edwardian era: 1871 to 1914	Early 'walking suburbs' of Auckland. These areas 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 200m ² for the earliest cottages through to approximately 600m ² lots associated with typical transitional villas. For further information, refer to section 4.1.1

Reference	Description
Volcanic basin	Crater resulting from a volcanic explosion through water-saturated rocks leaving a circular depression often filled by water.
Volcanic cave	An accessible cavity in a lava flow created by molten lava draining through a crust of solidified lava.
Volcanic cone	The cone-shaped part of the volcano composed of ejected volcanic material visible above the surrounding terrain.
Volcanic cone footprint	The perceived outline of the base of a scoria cone.
Volcanic landscape	A landscape dominated by volcanic features such as cones, craters, basins, caves, scoria and lava flows, often mantled with volcanic ash.
Walkways	Walkways are pedestrian routes, including signposted pathways between streets, and walkways through parks that provide useful links between activities.
Wynyard Quarter	A city centre project focusing on the redevelopment of the Tank Farm and surrounding area into a mixed use precinct, including a marine events centre. The revitalisation of this area will contribute to the transformation of the waterfront into a world-class destination that supports commercially successful and innovative businesses.
Zero-tolerance graffiti programme	The council's graffiti initiatives include a free graffiti removal service, the volunteer graffiti programme and a graffiti awareness education programme to improve the look and feel of neighbourhoods and communities.