

Tamaki – Whenua
Taurikura

**Auckland Future
Development
Strategy 2023-2053**

Implementation Plan
October 2024



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1. Introduction

The National Policy Statement on Urban Development (NPS-UD) requires Auckland Council to develop an implementation plan and undertake monitoring of its Future Development Strategy (FDS). The FDS identifies high-level actions which enable the realisation of the spatial outcomes sought by the strategy.

The FDS and the FDS Implementation Plan are key planning tools for guiding the council's future investment and infrastructure/land use integration.

As well as identifying spatial outcomes sought by the council over the next 30 years, the FDS forms part of the Auckland Plan 2050 (AP2050) and supports the delivery of the AP2050 outcomes.

While the FDS is a 30-year strategy, the Implementation Plan looks at the delivery of FDS over the short, medium and long-term. The FDS elements that are included in the Implementation Plan are:

- FDS Actions (short term)
- FDS Spatial Priorities (short, medium and long term).

In summary, the FDS Implementation Plan provides a framework to guide further work that is needed to realise the spatial outcomes sought by the FDS. The Implementation Plan also informs the process to monitor implementation progress.

1.1 Who is this plan for?

The FDS Implementation Plan is primarily for Auckland Council staff and delivery partners, but it also provides guidance to Auckland's communities, businesses, landowners, and developers on where and when growth will happen across Auckland.

1.2 What will the plan require of Council?

Implementing the FDS requires the council to prioritise FDS Actions. This will enable allocation of resourcing at the appropriate time. It also allows the council to sequence the delivery of spatial priorities which helps to provide certainty as to when and where growth could occur over the next 30 years.

2. Tāmaki – Whenua Taurikura Auckland Future Development Strategy

Tāmaki Makaurau Auckland is anticipated to grow and change significantly over the next 30 years. Our population is expected to increase by around 520,800 people to a total of 2,230,800. The make-up of that population will change too - our population will be older, households will be smaller, and we will be even more multi-cultural.

It is important for Tāmaki Makaurau, and of national importance, that the region builds on its strengths, takes up its opportunities, and addresses its challenges. We need to accommodate our growing population, support well-functioning urban environments, and ensure a strategic and integrated approach to growth and urban development.

The FDS focuses on the long-term future of Tāmaki Makaurau. It is our plan to manage growth for the next 30 years by providing sufficient residential and business land capacity in terms of the quantum and location of growth. This approach is intended to support urban growth and create a competitive market for land. It also seeks to integrate long-term land use and infrastructure planning while meeting future climate, environmental, population, housing, and employment needs. The public and private sectors will need to work together to deliver quality compact urban growth and the best outcomes for Auckland.

In its spatial response, the FDS continues the quality compact approach to growth and the multi-nodal model, established in previous strategies, with further refinement of the approach and concept.

The quality compact approach to growth provides for most growth in the existing urban area through strengthening existing centres and neighbourhoods, particularly those with good access; some growth in future urban areas (greenfield) and limited growth in rural areas. The multi-nodal approach reinforces the urban form of Tāmaki Makaurau, defining the north, northwest and southern focal points for sub-regions. They provide a spatial structure where the city centre, Albany, Westgate and Manukau are critical to growth across the region.

A key aim of the FDS and this Implementation Plan is to give the public and private sectors as much certainty as possible for their own planning and outline the meaningful role it can play in the development of Tāmaki Makaurau.

Table 1 below outlines the Strategic Spatial Framework for the FDS.

Table 1: FDS Strategic Spatial Framework

Our vision	
Auckland’s built environment underpins the development of prosperous, inclusive, and vibrant communities. Quality development helps to regenerate the environment and deliver our commitments to greenhouse gas emission reduction as we grow and change.	
Te Tiriti	Honouring Te Tiriti o Waitangi and enabling Te Tiriti outcomes
Hapū and iwi values and aspirations for urban development	Mauri, Rangatiratanga, Mana Motuhake, Mātauranga Māori, Kaitiakitanga, Manaakitanga
Over-arching challenges	<ol style="list-style-type: none"> 1. Climate change and its impacts 2. Spatial planning in an uncertain and changing environment 3. Halting the ongoing degradation of the natural environment 4. Achieving equitable growth and change 5. Investing in infrastructure in a financially constrained environment
Spatial outcomes	<ul style="list-style-type: none"> • Tāmaki Makaurau is viewed as an interconnected living system • Development achieves high quality living environments • Disparities in our communities and investments are addressed • Development results in resilient built systems, natural environment, and communities
Principles for a quality compact approach to growth and change	<ol style="list-style-type: none"> 1. Reduce greenhouse gas emissions 2. Adapt to the impacts of climate change 3. Make efficient and equitable infrastructure investments 4. Protect and restore the natural environment 5. Enable sufficient capacity for growth in the right place at the right time
Inputs to our spatial response	<p>Conceptual growth scenarios</p> <p>Constraints on development</p> <p>Development capacity</p>
Our spatial response	<p>Spatial scales</p> <p>Spatial environments</p> <p>Prioritising areas for development</p> <p>Approach to natural hazard constrained areas</p>
Implementation	Actions to implement this Future Development Strategy

3. Implementing the FDS Actions

To achieve the FDS vision, outcomes and principles, the FDS identifies a series of actions (FDS Actions). The detail of these actions will be further scoped to feed into and align with other council work programmes such as the Long-term Plan, Infrastructure Strategy, current flood recovery work, and the review of the Auckland Unitary Plan (AUP).

The following sections summarises each action and its priority. Appendix A shows which FDS Principles each action is aligned with.

3.1 Prioritisation

The FDS Actions have been prioritised using the following six criteria which have been given equal weight:

Table 2: FDS Action prioritisation criteria

	Description
Urgency	How urgently this action needs to be completed.
Statutory need	The statutory imperative to implement actions.
Strategic intent	Importance of this action to achieving the intent of the FDS.
Risk	Reputational risk to Council or risk of Council not meeting statutory requirements.
Existing opportunities	Supporting existing initiatives that can accelerate, resource, or otherwise support implementation of the FDS.
Potential opportunities	Ability to identify potential future initiatives, particularly those where there is an opportunity to partner with key stakeholders and government agencies.
Ease of delivery	Potential to deliver quick wins for the strategy / council and stakeholders.

Each Action is anticipated to *start* over the next three years and the following table defines the categories of prioritisation. Although, we have not defined an end date for each action, it is important that each action has started ahead of the 3-year review of the FDS. The investigation and progress made on each action will help inform future iterations of FDS:

Table 3: FDS Priority description

Prioritisation categories
Already underway through various Council work programmes.
In early stages of development or imminently starting over the next 12 months.
Anticipated to start within the next 2 years .
Anticipated to start within the next 3 years .
Ongoing work through various Council work programmes.

Table 4 summarises each action and its indicative priority. Actions will generally be led by Auckland Council, but in collaboration across the council group, including Council-controlled Organisations, and relevant central government departments. Section 5 outlines the council's recognition of the importance of strong coordination and collaboration across the council group and with central government.

Since the FDS was adopted in November 2023, some initial scoping of each FDS Action has taken place. The initial scoping resulted in some actions being combined and merged due to an overlap in scope or the dependency an action has on another. Full scoping of the FDS Actions is envisaged to be developed in line with the Action priority.

Table 4: Summary of FDS Actions including indicative priority

	Actions	Initial Scope	Priority
Māori Outcomes			
1	Initiate joint priorities between the council and iwi to focus on opportunities linked to the enablement of economic development of Māori land and Treaty settlement land.	Where requested by iwi, identify and initiate joint iwi and Auckland Council priorities that support Māori economic aspirations and development goals.	Ongoing
2	Investigate strengthening AUP provisions to further enable Māori economic, social, and cultural development.	Investigate where there are opportunities to strengthen AUP provisions to better support Māori economic, social and cultural development. This includes the council's ongoing work to support papakāinga and marae development. Investigations may also identify opportunities to strengthen other existing plans and strategies, outside the AUP.	Starting within the next 2 years
3	Expedite mapping hapū and iwi cultural landscapes and investigate opportunities to strengthen protection in the AUP	Contribute to implementing several council objectives relating to Māori cultural value by mapping hapū and iwi landscapes. This is likely to be trialled using a pilot location and will include investigation of opportunities to strengthen protection of hapū and iwi landscapes in the AUP.	Starting within the next 3 years

	Actions	Initial Scope	Priority
Well-functioning urban environment			
4	Expand and tailor the NPS UD definition of well-functioning urban environment for Auckland in relevant Council documents.	Developing a comprehensive, holistic definition and conceptualisation of what a well-Functioning urban environment (WFUE) is for Auckland. This will bring together the mandatory WFUE elements under the NPS UD and non-mandatory elements. The definition and concept will subsequently be embedded in relevant Council plans and strategies.	Already underway
5	Amend the AUP Regional Policy Statement and Appendix 1 (Structure Plan Guidelines) to strengthen alignment between land use and infrastructure planning, as well as integrated catchment management, in planning decisions including structure plans and plan changes.	Appendix 1 (Structure Planning) of the AUP and relevant sections of the RPS will be reviewed to identify gaps and improvements. This is to ensure more coordinated planning occurs and includes consideration of: <ul style="list-style-type: none"> - financial costs, and funding and financing of new or upgraded infrastructure (e.g. funding and financing plans) - infrastructure efficiency and occupation prerequisites, - well-functioning urban environments for out-of-sequence proposals - assessments of trade-offs. 	Starting within the next 2 years
6	Support coordination of existing and future urban zoned areas through structure planning and plan changes.	Support coordination of existing and future urban zoned areas, especially in locations where future urban areas are located in close proximity to existing urban communities, by: <ul style="list-style-type: none"> - giving direction on achieving and contributing to a well-functioning urban environment. - providing advice to ensure integrated development at the sub-regional and local level. Whenuapai Structure Plan will be the first structure plan. 	Imminently starting
7	Investigate strengthening AUP provisions to safeguard identified business land in Auckland.	To address the issue of business land being lost to residential development, investigate whether there are opportunities to strengthen AUP provisions to safeguard existing and future business-zoned land. This work may identify additional changes to other council plans and strategies, outside the AUP.	Starting within the next 2 years

	Actions	Initial Scope	Priority
8	Identification of good locations for growth using the council's Quality Compact approach and the refined definition of well-functioning urban environments (see Action 4).	Identification of good locations for growth that are in high demand, close to centres, employment, rapid transit and with low hazard risk. Initial criteria to identify good locations will utilise additional elements of well-functioning urban environments from Action 4.	Already underway
9	Identify if and where additional development capacity needs to be enabled, in good locations for growth, that supports the delivery of a quality compact urban form and well-functioning urban environments for Auckland.	To ensure: - there is enough of the most appropriate development capacity enabled in good locations - that any capacity lost through the future urban plan changes and the natural hazard plan change is offset by adding capacity in good locations. - there is intensification and diversification of both residential and business uses	Imminently starting
10	Incentivise development in good locations that supports the delivery of a quality compact urban form and well-functioning urban environments for Auckland.	Incentivise development in good locations that are in high demand, close to centres, employment, rapid transit and with low hazard risk. Initial work to identify incentives will include: - potential development of an urban intervention toolbox - working with the public and private development sector to understand challenges and barriers to delivery - working with large scale infrastructure projects that have the potential to catalyse redevelopment of land	Starting within the next 2 years
11	Invest in public transport and active mode infrastructure and services to better serve and connect residential areas, centres and business areas.	Within the context of region-wide policy priorities, availability of funding for local share and within the NLTP, monitor strategic and funding documents such as the RLTP, AITP and Infrastructure Strategy. This is to ensure public transport and active mode investment is better connecting residential areas with centres and business areas. The outcomes of this monitoring will inform the development of the AITP and future iterations of the RLTP and Infrastructure Strategy.	Ongoing
Hazards and Climate Change			
12	Embed climate change mitigation and adaptation considerations into the AUP	Investigate options to embed climate change mitigation and adaptation approaches in the AUP, to help council achieve its climate change goals.	Imminently starting

	Actions	Initial Scope	Priority
13	Investigate the use of economic instruments (such as financial contributions) under the RMA as a method to adapt to and mitigate the effects of climate change	To understand to: - potential benefits and costs in the use of economic instruments, especially with regard to promoting positive outcomes and mitigating adverse effects in terms of climate change and the natural environment. - opportunities, limitations and risks in the use of financial contributions	Ongoing
14	Identify areas where improved blue-green spaces can mitigate natural hazard risk. Use these as an input to blue-green network planning.	Contribute to the outcomes sought in the FDS around natural hazard mitigation and improving the liveability of Auckland through the provision of blue-green spaces. Use various data sources across council group. Engage with mana whenua to understand if and how they would like to input.	Starting within the next 2 years
15	Strengthen the AUP to improve ecological connectivity by protecting existing vegetation and incentivising new planting.	To help achieve the environmental and ecological outcomes sought to support resilient natural environments.	Starting within the next 2 years
16	Further investigate hazard types and exposure to risk and pilot programmes to develop appropriate adaptation responses.	To investigate the location of various hazard types and exposure to risk. Establish pilot programmes identify and develop appropriate adaptation responses.	Imminently starting
17	Initiate AUP plan changes to remove Hatfields Beach Future Urban Area, and remove parts of the future urban areas in Kumeū-Huapai-Riverhead, Takaanini, and Drury-Ōpaheke, including amending the Rural Urban Boundary in the AUP to align with amended future urban zones	Initiate AUP plan changes to: - remove Hatfields Beach Future Urban Area - remove parts of the future urban areas in Kumeū-Huapai-Riverhead, Takaanini, and Drury-Ōpaheke - amend the Rural Urban Boundary in the AUP to align with amended future urban zones	Imminently starting
Investment and Funding			
18	Use Future Development Strategy Spatial Priorities to inform 2024-2034 Long-term Plan growth investments, including investigation of short to medium-term infrastructure deficit priorities.	To reflect the interdependency between the FDS and Long-term Plan, ensure that the FDS direction on growth investment informs the long-term plan (including affordability considerations), as required by the NPS-UD, and that Long-term Plan decisions inform future iterations of the FDS. Continue to use the Future Development Strategy Spatial Priorities to inform future growth investments, including investigation of short to medium-term infrastructure deficit priorities.	Ongoing

	Actions	Initial Scope	Priority
19	Incorporate the infrastructure investment hierarchy (included in the FDS) in the council group asset management plans and the 2024 Infrastructure Strategy (part of the 2024 Long-term Plan).	To ensure integration and follow-through between the FDS, asset planning and the Infrastructure Strategy, as required by the NPS-UD. Continue to prioritise infrastructure investment based on the infrastructure hierarchy, through the incorporation of the hierarchy in council group asset management plans and the Long-term Plan.	Ongoing
20	Prioritise integrated, nature-based, regenerative and resilient infrastructure in the 2024 Infrastructure Strategy	To ensure carry through from FDS to the LTP (via the Infrastructure Strategy) to ensure alignment. Continue to work on prioritising integrated, nature-based, regenerative and resilient infrastructure in the 2027 Infrastructure Strategy.	Already underway
21	Investigate funding tools, including private sector funding, and options to ensure development in existing urban areas is appropriately supported by investment in infrastructure, services and local amenity. This can include collaborative infrastructure solutions by partnering with others.	To consider the current financial tools available and investigate how they could potentially be utilised to achieve better planning and environmental outcomes.	Already underway
22	Support local level investment and coordination, including initiatives that require community action rather than investment.	Support local boards to advocate for initiatives that add value to and benefit local communities and general growth in the existing urban area, particularly where the local board may not have decision-making responsibilities or funding.	Ongoing
Rural			
23	Update information on rural settlements, environments, productivity, and employment and develop a Rural Strategy (prioritising the southern rural area) to inform the future approach to rural areas.	Deliver a southern Rural Strategy that responds to issues and opportunities identified through stakeholder and public engagement with the southern rural communities, as well as research.	Already underway

4. Implementing the FDS Spatial Priorities

In addition to the policy-focused FDS Actions, the FDS also identifies a series of spatial priorities which will be actioned via the timing and sequencing of growth over the 30-year period of the FDS.

In line with the quality compact approach to growth, investment, whether by council or central government, needs to be prioritised in locations that will achieve the greatest benefits, across multiple outcomes. This means investing primarily in existing urban areas, but complemented by managed release of future urban areas, with a strong focus on aligning land use and infrastructure. It is anticipated that limited growth will occur in rural areas.

What are spatial priority areas?

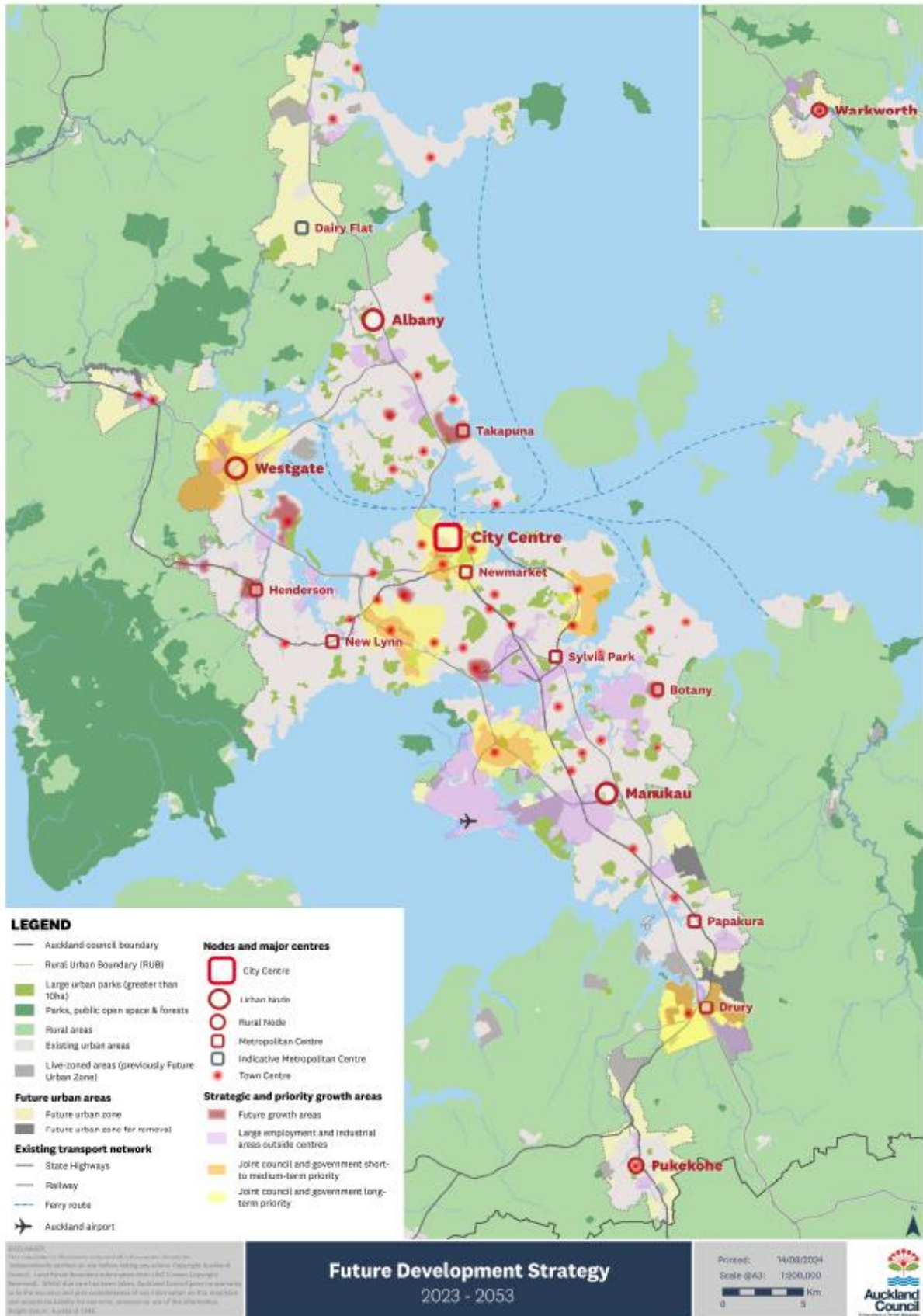
Spatial Priority Areas provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment. When determining whether an area is a priority, the following aspects are considered:

- opportunity for accelerated and/or significant development that makes best use of existing and planned infrastructure investment.
- complexity, in that a partnership approach is required to achieve successful development outcomes at the required pace and scale.
- key locations that have the potential to contribute to a well-functioning urban environment for Auckland.

Spatial priorities, whether existing urban, future urban or rural, need to be considered together as they are all part of the same spatial, interconnected network. Existing and planned business areas are also part of the interconnected network. This means prioritisation needs to be based on what provides the most benefit for the whole region, rather than considering outcomes in isolation of or in separate geographic areas.

Figure 1 below is a visual representation of where growth has been prioritised over the next 30 years to ensure Auckland's interconnected network is optimised. The backbone of the interconnected network are the sub-regional nodes (see next section) and their relationship to Auckland's hierarchy of centres.

Figure 1: Spatial representation of the 30-year FDS



The following sections outline the timing and sequencing for spatial priorities in the existing urban, future urban and rural areas as well as the approach to implementation for business areas.

4.1 Existing Urban Area

Three types of spatial priorities are identified across the existing urban area: Nodes, Joint priorities between the council and central government and future growth locations.

The timing and scale of the investment will vary over the next 30 years depending on the type of spatial priority. Areas are shown as short to medium-term, or long-term spatial priorities, depending on the timing and certainty of investment needs.

Nodes

The city centre, Albany, Westgate and Manukau play an important role in providing greater sub-regional sustainability. Their scale and importance mean that significant projects and investment are needed for one or more of the nodes on an on-going basis. As significant projects are completed in one node, another node is likely to become the priority in the next funding period.

Joint priorities between the council and central government

These priorities focus on the Auckland Housing Programme. This programme includes the development of significant areas where bulk infrastructure is needed to enable regeneration, housing, jobs and recreation areas. Project timeframes span across two to three decades.

Future growth locations

There are some specific locations that will be unlocked for development in the future through major projects, such as rapid transit investment. More work on the development impacts of major projects will be needed before more definitive prioritisation can occur.

Table 5 shows the indicative timing of spatial priorities in the existing urban area:

Table 5: Indicative timing of existing urban, spatial priorities

Area	Short to medium term (year 1-10)	Long term (year 11-30)
Node		
Albany	Yes	Yes
Manukau	Yes	Yes
Joint Council and Government Priorities*		
City Centre (Node)	Yes	Yes
Westgate (Node)	Yes	Yes
Mangere	Yes	No
Tamaki	Yes	No
Mt Roskill	Yes	No
Redhills	Yes	No
Drury	Yes	No
Future Growth Locations		
Smales - Takapuna	No	Yes
Glenfield	No	Yes
Dominion Junction	No	Yes
Morningside / St Lukes	No	Yes
Te Atatu Peninsula	No	Yes
Ranui and Swanson	No	Yes
Henderson	No	Yes
Onehunga	No	Yes
Botany	No	Yes

*Redhills and Drury are future urban Joint Council and Government Priorities. Detailed timing and sequencing for these areas – and their sub areas - is included in the Future Urban Area section below.

Other, emerging spatial priorities

Infrastructure deficit priorities

These are areas where either bulk or more localised network infrastructure constraints (transport, water supply or wastewater) limit development in areas that may be market attractive, accessible and free from significant natural hazards. The exact nature of the solutions to address infrastructure deficits is yet to be confirmed.

Local areas and community investment

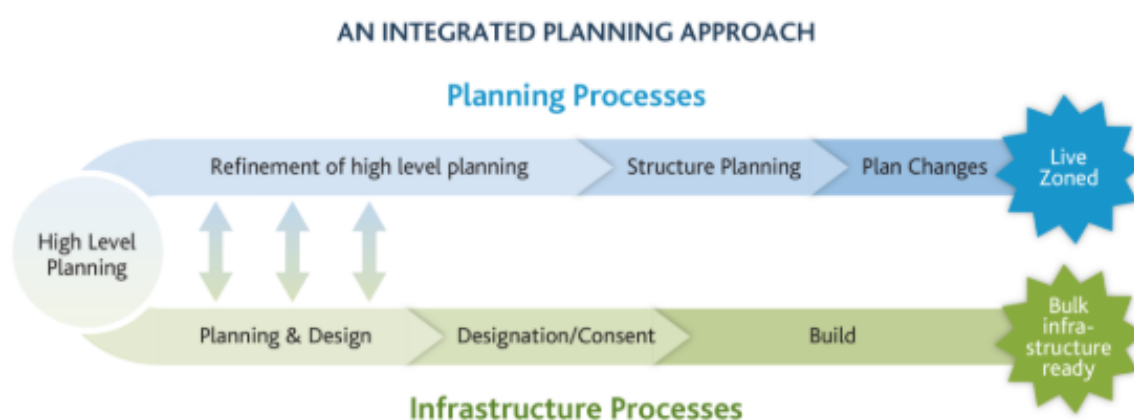
The focus of these types of areas is to support growth in the existing urban area, as it happens and outside a specific spatial priority area identified elsewhere in the FDS. These areas are not mapped. The types of projects envisaged are to strengthen communities through smaller scale interventions. These projects could focus on town centre regeneration, environmental outcomes or improving accessibility. Potential interventions and investments may be of shorter duration or broken into stages and may well be combined with local board funded projects and initiatives.

4.2 Future Urban Areas

While most growth is anticipated to be through intensification in existing urban areas, future urban areas will provide for some urban expansion. This enables new communities to be established on the fringes of the existing urban area and in rural and coastal settlements.

These future urban areas are seen as a valuable resource that need to be planned and used efficiently to get the best long-term, sustainable outcomes. Figure 2 sets out the integrated planning approach that should be used ahead of future urban land being live-zoned. The approach aligns the timing of planning processes with the timing of infrastructure investment and delivery.

Figure 2: An integrated planning approach for the release of future urban areas



Timing and sequencing

The timing and sequencing of future urban areas in the FDS reviews and updates the approach used in the Future Urban Land Supply Strategy 2017 (FULSS).

The focus of both the FULSS and the FDS is to align the release of future urban land for urban development with investment in bulk infrastructure to service the land.

In the FDS, *Infrastructure Prerequisites*¹ have been used to determine when it is appropriate for future urban land to be released for urban development. Infrastructure Prerequisites will be reviewed and updated on an annual basis. This will be done as part of the annual monitoring report for the FDS Implementation Plan.

Figure 3 below is a visual representation of the timing and sequencing across all future urban areas, including those in rural towns and settlements, future urban areas for removal (see FDS Action: 22) and areas that have been 'red-flagged'.

¹ Infrastructure Prerequisites relate to when the council - and in some cases Waka Kotahi and Kiwirail - can provide all the required bulk infrastructure to ensure that any development is well-coordinated and is able to provide a safe, sustainable environment on which communities can be based. The NPS-UD allows the use of infrastructure prerequisites.

Figure 3: Timing and sequencing of future urban areas

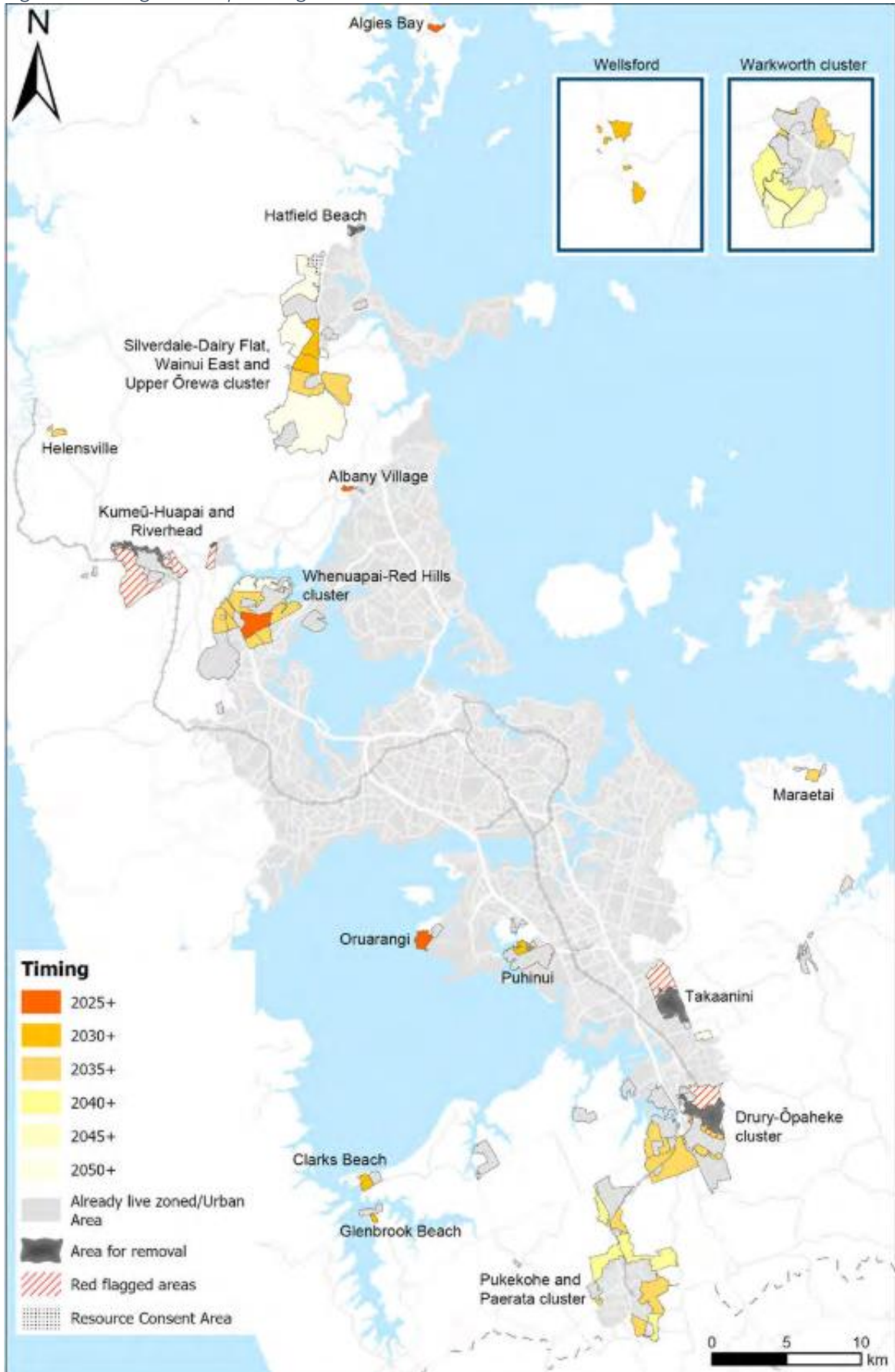


Table 6 shows the timing and sequencing of each future urban area, along with the Infrastructure Prerequisites which informed decision-making on the timing and sequencing.

Table 6: Timing and Sequencing of future urban areas and associated infrastructure prerequisites

Future Urban Area	FDS Timing	Infrastructure Prerequisites
Warkworth		
Warkworth North	Live zoned	N/A
Warkworth North	Not before 2035+	Western Link North Matakana Road Upgrade Sandspit Link Sandspit Road Upgrade Northern Public Transport Interchange Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works Warkworth Wastewater Growth Servicing (Gravity pipe from the showgrounds to Lucy Moore Memorial Park Pump Station)
Warkworth West	Not before 2040+	State Highway 1 Southern Interchange Woodcocks Road upgrade Wider Western Link Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works Warkworth Wastewater Growth Servicing (Gravity pipe from the showgrounds to Lucy Moore Memorial Park Pump Station)
Warkworth South Central	Not before 2040+	State Highway 1 Southern Interchange Woodcocks Road upgrade Western Link south Southern Public Transport Interchange State Highway 1 South Upgrade Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works
Warkworth South East	Not before 2045+	State Highway 1 Southern Interchange Wider Western Link Southern Public Transport Interchange State Highway 1 South Upgrade Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works
Warkworth South West	Not before 2045+	State Highway 1 Southern Interchange Wider Western Link Southern Public Transport Interchange State Highway 1 South Upgrade Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works
Warkworth North East	Not before 2045+	Sandspit Road Upgrade Sandspit Link Warkworth Wastewater Growth Strategy (new pipeline, pump station, wastewater treatment plant and outfall pipe) and ancillary works
Silverdale		
Silverdale West (stage 1) *Business	Not before 2030+ * some business can take advantage of existing capacity, these are the projects required to support full build out.	Pine Valley Road upgrade State Highway 1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Silverdale West Centralised Wastewater Pump Station
Silverdale West (stage 2) *Business	Not before 2030+ * some business can take advantage of existing capacity, these are the projects required to support full build out.	Dairy Flat Highway upgrade State Highway 1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Silverdale West Centralised Wastewater Pump Station

Future Urban Area	FDS Timing	Infrastructure Prerequisites
Silverdale West (stage 3) *Business	Not before 2035+	Dairy Flat Highway upgrade Dairy Flat to Redvale Interchange Arterial State Highway 1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Weiti	Not before 2035+	Dairy Flat Highway Penlink Upgrades to East Coast Road Wilks Road interchange Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Wainui - Dairy Flat		
Wainui East SHA	Live zoned	N/A
Dairy Flat	Not before 2050+	Dairy Flat Highway upgrade State Highway 1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) Bawden Road upgrade East Coast Road Upgrade North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Upper Orewa	Not before 2050+	Wainui Road upgrade Milldale and Grand Drive connection North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade
Wainui East	Not before 2050+	Pine Valley Road upgrade Dairy Flat Highway upgrade State Highway 1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Orewa 3 Watermain
Whenuapai - Redhills		
Scott Point	Live zoned	N/A
Red Hills	Live zoned	N/A
Red Hills North	Not before 2035+	Fred Taylor Drive Upgrade Northwest Rapid Transit Whenuapai and Redhills Wastewater Scheme Brigham Creek Pump Station + Northern Redhills to Brigham Creek Wastewater Project North Harbour No.2 Watermain Project
Whenuapai	Live zoned	N/A
Whenuapai South	Not before 2035+	Trig Road upgrade State Highway 16 to State Highway 18 Connections Hobsonville Road Upgrade Northwest Rapid Transit Whenuapai Wastewater Package 2 Trig Road Water Reservoir, North Harbour No.2 Watermain Project
Whenuapai Business	Not before 2025+ * some business can take advantage of existing capacity, these are the projects required to support full build out.	Spedding Road/ Northside Drive connection over State Highway 16 State Highway 16 to State Highway 18 Connections Spedding Road Upgrade and Extension Mamari Road Upgrade and Extension Trig Road Upgrade North Western Bus Improvements (not rapid transit) Northwest Rapid Transit

		Whenuapai Wastewater Package 1 Whenuapai Wastewater Package 2 Trig Road Water Reservoir, North Harbour No.2 Watermain Project
Future Urban Area	FDS Timing	Infrastructure Prerequisites
Whenuapai West	Not before 2035+	Brigham Creek Road upgrade State Highway 16 to State Highway 18 Connections Spedding Road Upgrade and Extension Northwest Rapid Transit Whenuapai Wastewater Package 1 Whenuapai Wastewater Package 2
Whenuapai East	Not before 2035+	Brigham Creek Road upgrade State Highway 16 to State Highway 18 Connections Hobsonville Road Upgrade Upper Harbour (State Highway 18) Rapid Transit Whenuapai Wastewater Package 2 (Southern portion only) Trig Road Water Reservoir, North Harbour No.2 Watermain Project
Whenuapai North (stage 1)	Not before 2035+	State Highway 16 to State Highway 18 Connections Brigham Creek Road upgrade Northwest Rapid Transit Upper Harbour (State Highway 18) Rapid Transit Whenuapai Wastewater Package 1 Whenuapai Wastewater Package 2 Trig Road Water Reservoir, North Harbour No.2 Watermain Project
Whenuapai North (stage 2)	Not before 2050+	State Highway 16 to State Highway 18 Connections Brigham Creek Road upgrade Northwest Rapid Transit Upper Harbour (State Highway 18) Rapid Transit Whenuapai Wastewater Package 1 Whenuapai Wastewater Package 2 Trig Road Water Reservoir, North Harbour No.2 Watermain Project
Kumeu-Huapai		
Kumeu-Huapai	Live zoned	N/A
Kumeu-Huapai - area of removal	Remove due to Natural Hazards	N/A
Kumeu-Huapai & Riverhead	Not before 2050+	Brigham to Waimaukau State Highway 16 Upgrade State Highway 16 Main Road Upgrade Alternative State Highway Access Road upgrade Coatesville-Riverhead Highway upgrades Northwest Rapid Transit extension to Huapai Riverhead separation from the Kumeu-Huapai-Riverhead Wastewater Main
Hingaia		
Hingaia	Live zoned	N/A
Takaanini		
Takaanini (Walters Rd)	Live zoned	N/A
Takaanini - area for removal	Remove due to Natural Hazards	N/A
Cosgrave Rd (Takaanini)	Not before 2050+	Mill Road Takaanini Frequent Transit Network Upgrade
Takaanini	Not before 2050+	Mill Road Takaanini Frequent Transit Network Upgrade
Drury - Opaheke		
Bellfield Rd (Opaheke)	Live zoned	N/A

Future Urban Area	FDS Timing	Infrastructure Prerequisites
Opaheke – area for removal	Remove due to Natural Hazards	N/A
Opaheke	Not before 2050+	Mill Road Opaheke Road upgrade Southern Auckland Wastewater Service Scheme
Drury South	Live zoned	N/A
Bremner Rd (Drury West)	Live zoned	N/A
Opaheke-Drury	Live zoned	N/A
Drury East	Not before 2035+	Drury Arterials Drury Railway Station Papakura to Pukekohe Rail Electrification Hingaia Rising Main Southern Auckland Wastewater Service Scheme
Drury West Stage 1	Not before 2035+	State Highway 22 upgrade Drury Arterials Papakura to Pukekohe Rail Electrification Ngākōroa Railway Station and access Hingaia Rising Main Southern Auckland Wastewater Service Scheme Hingaia east-west resilience Watermain & Bulk Supply Point
Drury West Stage 2	Not before 2035+	Drury Arterials State Highway 22 upgrade Ngākōroa Railway Station and access Hingaia Rising Main Southern Auckland Wastewater Service Scheme
Drury West Stage 3	Not before 2035+	Drury Arterials State Highway 1 Drury South Interchange Drury West and South Drury Connection Great South Road Upgrade State Highway 22 Upgrade Ngākōroa Railway Station Hingaia Rising Main Southern Auckland Wastewater Service Scheme
Pukekohe - Paerata		
Belmont (Pukekohe)	Live zoned	N/A
Wesley (Paerata)	Live zoned	N/A
Paerata South	Not before 2035+	State Highway 22 - Paerata Station Connection Drury-Paerata Link Paerata Arterial Paerātā Railway Station Paerata Transmission Wastewater Pumpstation Wesley-Paerata Watermain
Pukekohe East	Not before 2035+	Pukekohe South East Arterial Mill Road Upgrade (Bombay Interchange and Harrisville Road) Papakura to Pukekohe Rail Electrification Pukekohe Trunk Sewer
Pukekohe Southwest	Not before 2035+	Pukekohe South West Upgrade Papakura to Pukekohe Rail Electrification
Paerata West	Not before 2040+	State Highway 22 - Paerata Station Connection Drury-Paerata Link Paerata Arterial State Highway 22 Safety Improvements Paerata Train Station Paerata Transmission Wastewater Pumpstation Wesley-Paerata Watermain

Future Urban Area	FDS Timing	Infrastructure Prerequisites
Pukekohe Northeast	Not before 2040+	Pukekohe North East Arterial Paerata Arterial Papakura to Pukekohe Rail Electrification Isabella Drive Pump Station New Bulk Supply Point at Pukekohe East Reservoir
Pukekohe Southeast	Not before 2040+	Pukekohe South East Arterial Papakura to Pukekohe Rail Electrification
Pukekohe Northwest	Not before 2040+	Pukekohe North West Arterial Isabella Drive Pump Station New Reservoir Adams Road South
Puhinui		
Puhinui (stage 2)	Not before 2030+	20Connect Project (State Highway 20B)

4.3 Rural

Growth in the rural area of Auckland will predominantly be focused in the Rural Nodes of Pukekohe and Warkworth.

Warkworth is the rural node for the north of Auckland. It is strategically located on State Highway 1, linking Auckland with Northland. It provides a range of services to the surrounding rural areas. Over the next 30 years, significant employment growth is anticipated alongside residential growth.

Pukekohe is the rural node at the southern extent of Auckland. It is strategically located on the North Island Main Trunk railway line and is connected to Auckland via State Highway 22. It serves a wide catchment and is centred on rural production with some of New Zealand's most elite soils and prime agricultural land.

Pukekohe has the potential to function semi independently from the main urban area of Auckland. This can reduce the need for travel out of Pukekohe to access services, facilities and employment. An increase in business land will help achieve this aim.

The timing and Infrastructure Prerequisites for growth in future urban areas in these nodes is shown in Table 6 above.

Although it is not anticipated that widespread growth will occur in the general rural area, some small future urban areas in a limited number of rural settlements will experience growth over the next 30 years. Table 7 below shows the indicative for timing and Infrastructure Prerequisites for these rural settlements.

Table 7: Timing and sequencing of future urban areas in rural towns and settlements

Rural and Coastal Settlements	Timing	Infrastructure pre-requisite
Wellsford	Not before 2030+	Wellsford Wastewater Treatment Plant upgrade Wellsford Water Treatment Plant upgrade
Algies Bay	Not before 2025+	Snells Beach Wastewater Treatment Plant
Albany Village Stage 2	Not before 2025+	N/A (serviced by existing capacity)
Hatfields Beach Stage 2	Remove due to Natural Hazards	N/A
Helensville State 1	Not before 2035+	Helensville Wastewater Treatment Plant upgrade Helensville Water Treatment Plant upgrade
Helensville Stage 2	Not before 2035+	Helensville Wastewater Treatment Plant upgrade Helensville Water Treatment Plant upgrade
Oruarangi Stage 2	Not before 2025+	N/A Serviced by existing capacity
Clarks Beach Stage 2	Not before 2030+	South-West Wastewater Upgrade
Glenbrook Beach Stage 2	Not before 2030+	South-West Wastewater Upgrade
Maraetai Stage 2	Not before 2035+	Beachlands Maraetai servicing

4.4 Business

The changing context for business and employment in Auckland indicates the need to consider how we make best use of existing business land, adapt to new ways of working and enable technological change.

Apart from future urban business areas (see Future Urban section), the FDS has not identified any business-specific spatial priorities.,

Outcomes sought in business areas will focus on making best use of existing business areas while also developing new business land in future urban areas. This safeguarding approach to business areas will manage the supply of different types of business to ensure there is a variety of opportunity, flexibility, and choice over the long term.

5. Partnerships needed to facilitate FDS Implementation

The implementation of the FDS is predominantly the council's responsibility. However, the council is reliant on strong coordination and collaboration, both internal and external to the council, not only to aid the implementation of the FDS but also to build awareness and ownership of the outcomes sought for Auckland over the next 30 years.

As part of the scoping for each FDS action, key stakeholders across the council group, Council-controlled Organisations and central government will be identified, and partnerships formed, to enable collaboration and joined up thinking to deliver the FDS Actions and the FDS spatial priority areas.

Some of the partnerships needed to deliver FDS spatial priority areas have already been established. These include partnerships between the council and infrastructure providers, with central government and mana whenua.

Other partnerships and relationships will also need to be established, such as between the council and Auckland's communities, businesses, landowners, and developers (where these do not already exist).

6. Reviewing Progress

6.1 Statutory requirements

The NPS-UD requires the FDS to be reviewed every three years and, if needed, updated. However, at minimum, the Council must prepare a new FDS every six years.

Implementation planning has shorter timeframes, reflecting the more tactical nature of the plan. The NPS-UD outlines the requirements for councils to update their implementation plans (or part of the implementation plan) every year to reflect changes arising from the monitoring and reporting on the previous year's activity.

6.2 Monitoring and reporting

The elements in this FDS Implementation Plan will be monitored and updates reported on an annual basis. A separate process will be used to monitor each element:

- FDS Actions will be monitored and reported by updating the priority and status of each action relative to the priority and timing in the FDS Implementation Plan
- Monitoring of spatial priorities will be through the existing annual Future Development Strategy monitoring report which monitors building consents across Auckland
- Infrastructure prerequisites (projects and timing) will be updated in collaboration with infrastructure providers.

7. Appendix A: FDS Actions by FDS Principle

	Actions	Reduce greenhouse gas emissions:	Adapt to the impact of climate change:	Make efficient and equitable infrastructure investments:	Protect and restore the natural environment:	Enable sufficient capacity for growth in the right place at the right time:
Māori Outcomes						
1	Initiate joint priorities between the council and iwi to focus on opportunities linked to the enablement of economic development of Māori land and Treaty settlement land.					
2	Investigate strengthening AUP provisions to further enable Māori economic, social, and cultural development.					
3	Expedite mapping hapū and iwi cultural landscapes and investigate opportunities to strengthen protection in the AUP					
Well-functioning						
4	Expand and tailor the NPS UD definition of well-functioning urban environment for Auckland in relevant Council documents.					
5	Amend the AUP Regional Policy Statement and Appendix 1 (Structure Plan Guidelines) to strengthen alignment between land use and infrastructure planning, as well as integrated catchment management, in planning decisions including structure plans and plan changes.					
6	Support coordination of existing and future urban zoned areas through structure planning and plan changes.					
7	Investigate strengthening AUP provisions to safeguard identified business land in Auckland					
8	Identification of good locations for growth using the council's Quality Compact approach and the refined definition of Well-functioning Urban Environments (see Action 4)					
9	Identify if and where additional development capacity needs to be enabled to support a quality compact urban form for Auckland, particularly in locations of high demand close to optimal centres, employment, rapid transit and with low hazard risk. This includes investigating intensification and diversification of business uses and offsetting lost capacity					
10	Incentivise development in good locations of high demand close to optimal centres, employment, rapid transit and with low hazard risk.					
11	Invest in public transport and active mode infrastructure and services to better serve and connect residential areas, centres and business areas.					
Hazards and climate change						
12	Embed climate change mitigation and adaptation considerations into the AUP					

	Actions	Reduce greenhouse gas emissions:	Adapt to the impact of climate change:	Make efficient and equitable infrastructure investments:	Protect and restore the natural environment:	Enable sufficient capacity for growth in the right place at the right time:
13	Investigate the use of economic instruments (such as financial contributions) under the RMA as a method to adapt to and mitigate the effects of climate change					
14	Identify areas where improved blue-green spaces can mitigate natural hazard risk. Use these as an input to blue-green network planning.					
15	Strengthen the AUP to improve ecological connectivity by protecting existing vegetation and incentivising new planting.					
16	Further investigate hazard types and exposure to risk and pilot programmes to develop appropriate adaptation responses.					
17	Initiate an AUP plan change to remove Hatfields Beach Future Urban Area, and remove parts of the future urban areas in Kumeū-Huapai-Riverhead, Takaanini, and Drury-Ōpaheke and amend the Rural Urban Boundary in the AUP to align with amended future urban zones					
Investment and Funding						
18	Use Future Development Strategy Spatial Priorities to inform 2024-2034 Long-term Plan growth investments, including investigation of short to medium-term infrastructure deficit priorities.					
19	Incorporate the infrastructure investment hierarchy in the council group asset management plans and the 2024 Infrastructure Strategy (part of the 2024 Long-term Plan).					
20	Prioritise integrated, nature-based, regenerative and resilient infrastructure in the 2024 Infrastructure Strategy					
21	Investigate funding tools, including private sector funding, and options to ensure development in existing urban areas is appropriately supported by investment in infrastructure, services and local amenity. This can include collaborative infrastructure solutions by partnering with others.					
22	Support local level investment and coordination, including initiatives that require community action rather than investment.					
Rural						
23	Update information on rural settlements, environments, productivity, and employment and develop a Rural Strategy (prioritising the southern rural area) to inform the future approach to rural areas.					