MANUKAU BUILT FORM AND SPATIAL STRUCTURE PLAN HEALTH IMPACT ASSESSMENT

SCOPING WORKSHOP REPORT

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1. INTRODUCTION

1.1 BACKGROUND TO THE PROJECT

1.1.1 Manukau City Council

In late 2008, Health Impact Assessment (HIA) process was initiated focusing on the Manukau City Centre Built Form and Spatial Structure Plan (BFSSP) \(^2\). The BFSSP is centred around the city centre area of Manukau, which is defined as the 40 hectare area bordered by Ronwood Avenue to the north, Great South Road to the east, Wiri Station Road to the south, and Lambie Drive to the west.

Although the BFSSP is focused on a defined area within the Manukau City Centre, this plan is expected to have considerable influence of the shape of the development of adjacent areas outside the boundaries of the city centre, particularly to the west of the city centre.

1.1.2 The Built Form and Spatial Structure Plan

Spatial structure is a concept relating to the design of a spatial system as shaped by the buildings relative to the topography and natural environment. The spatial system is the primary organising element of a city and consists of the arrangement of streets, open spaces, and transport corridors in relation to the topography of the landscape. This arrangement can have implications for
accessibility, safety, environmental sustainability, cultural creativity, and economic prosperity. From an urban design perspective, Manukau City Centre currently has very little spatial structure, and is characterised by parking lots, big-box commercial and industrial developments, and large-scale intersections. This has the detrimental effect of reducing pedestrian accessibility, communal activity, and the general safety of the area. The Built Form and Spatial Structure Plan creates a new vision and design concept for the long-term development of the Manukau City centre and forms part of the City Centre Master Plan.

A Built Form and Spatial Structure Plan should be distinguished from a Structure Plan produced by local and regional councils. A Structure Plan is a legal planning document that sets up the framework for how an area is to be developed. The BFSSP is an analysis of an area to identify potentiality and to inform future developments. The BFSSP determines the key elements that influence the long term vision for the city centre. The aim of the Manukau City BFSSP is to reconnect the city centre to the rest of the city by reducing car dominance, enhancing accessibility, and providing public open spaces and parks.

The plan is divided into four volumes:

- Volume 1 outlines the BFSSP and includes a territorial and local analysis, urban strategies, and outlines the proposed precincts.¹

- Volume 2 examines the current position of Manukau City and includes a geomorphology, ecology, topography, land use pattern, and heritage analysis, as well as a scale comparison and proposed Public Domain strategies.²

- Volume 3 is an analysis produced by Spatial Syntax that examines current levels of pedestrian activity and accessibility within Manukau City Centre.³

- Volume 4 is a Public Domain Manual that will inform the spatial configuration of public open spaces and street typologies.⁴

1.1.3 Manukau the Health City

Manukau the Healthy City commissioned the HIA to assess the potential health impacts of the Built Form and Spatial Structure Plan. Manukau the Healthy City is part of the World Health Organizations’ (WHO) Healthy Cities initiative. The programme recognises that city and urban environments affect the health and wellbeing of its people, the responsibility for which often lie outside the formal health sector. Manukau the Healthy City aims to place health and wellbeing high on the political and social agenda of Manukau City by promoting inter-sectoral collaboration and focusing on healthy urban planning. Synergia Ltd is leading the HIA on behalf of Manukau the Healthy City.
1.1.4 Ministry of Health Learning by Doing Fund

The Ministry of Health’s Health Impact Assessment Support Unit (HIASU) is building HIA capacity, and build evidence base for HIAs within New Zealand. In order to achieve these objectives, an application-based ‘Learning by Doing’ HIA fund has been established. Proposal HIAs for this fund must demonstrate a contribution to health outcomes and reducing inequalities, and seek to embed HIAs into public policy development processes to support better and more informed decision making. The financial support for the Health Impact Assessment of the Manukau Spatial Structure Plan was provided by this HIASU ‘Learning by Doing’ fund.

1.1.5 Workshop and Participants

The document reports on the first phase of the HIA process, which was a scoping workshop held on 11 December 2008, to identify the parameters of the HIA. This will inform an appraisal workshop to be held in February 2009.

The first workshop, facilitated by Adrian Field of Synergia Ltd, was held in November 2008, with participants representing the following organisations and/or interests:

- MCC Children & Families (Alison Searle)
- MCC Disabilities Policy Advisor (Martine Abel)
- MCC Manukau Parks (Digby White)
- MCC Manukau the Healthy City (Nichola Davies, Lynn Blaker)
- MCC Urban Design (Clay Johnsen, David Pentz, Jan McCredie)
- MCC Transport Planning (Kit McLean)
- MCC Manukau Arts (Leisa Sitene)
- Living Streets Aotearoa (Kelvin Aris)
- Otara Health Inc (Louise McCarthy)
- Ministry of Education (Ie Nua)
- Auckland Regional Public Health Service (Marilyn Burton, Ewan Ross)
- Pasifika Injury Prevention Aukilana (PIPA) (Tanu Toso)

1.2 HEALTH IMPACT ASSESSMENT: BACKGROUND AND PURPOSE

HIA is a formal process through which policy and planning are able to maximise their beneficial effects on health and wellbeing, and their potential harms are reduced or eliminated through innovative solutions.

The determinants of health and wellbeing are influenced by environments, policies and activities occurring both within and outside the health sector. HIA offers the opportunity to systematically explore potential health effects of a
policy, plan, programme or project, and to incorporate health and wellbeing considerations into policy and planning. HIA complements the use of economic and environmental impact assessment at national and local levels.

Using local and published evidence, an HIA process delivers a set of evidence-based recommendations to inform and influence decision-makers.

An important consideration in HIA is the distribution of health effects across populations and groups within populations, by identifying which populations bear disproportionate impacts on their health, and to what extent can health inequalities be reduced.

HIAs are gaining increasing recognition in New Zealand, and is a well-established approach internationally. The National Health Committee (NHC) has championed the use of HIAs since publishing their Guide to HIA in 2004, and in 2007 issued a follow-up report on new opportunities for HIA in New Zealand.  

HIA’s influence is prospective – it is systematically applied in the window between the initial formulation of policy and planning and their detailed finalisation. Applied in this way, HIA supports democratic engagement, equity, sustainable development, ethical use of evidence, openness, and transparency.

HIA fosters cross-sectoral approaches to policy development and aligns with the ‘whole of government’ philosophy.

HIA considers the broad scope of determinants of health, encompassing the social and economic environment, the physical environment, as well as individual characteristics and behaviours.

Alongside conventional HIA, whanau ora health impact assessment has emerged as an indigenous tool for undertaking HIA in areas or issues where there are significant Maori interests, and where Maori considerations can be placed at the forefront. Whanau ora health impact assessment builds on the use of HIA utilising the principles of the Maori Health Strategy – He Korowai Oranga. Whanau ora (or healthy families) are the aim of He Korowai Oranga, and the strategy provides a framework for the public sector to take responsibility for reducing inequalities and improving Maori health outcomes.

A whanau ora approach recognises and builds on the strengths and assets of whanau, encouraging whanau development. It places whanau at the centre of public policy.  

The process to undertake this HIA will use elements of a whanau ora HIA in engagement with Maori communities in the district.
2. OVERVIEW OF THE BUILT FORM AND SPATIAL STRUCTURE PLAN

2.1 INFORMING DEVELOPMENT FOR THE NEXT 50 YEARS

Manukau City is an area where there is the potential for substantial urban growth. As Auckland’s third largest sub-regional centre, Manukau City accounts for a fifth (20%) of Auckland’s employment and GDP. The city accommodates a third of the region’s growth, with a projected population of 400,000 by 2012. Lying in the centre of a number of key transport routes, the city centre has the potential to be a nexus in the development of greater Auckland. In addition to these factors, Manukau City Council (MCC) owns the majority of the land available for development, allowing for extensive positive urban growth within the area.

The Built Form and Spatial Structure plan analyses the city centre based on its territorial, local, and precinct contexts. It has been endorsed by MCC and will be used to inform development of the Manukau City Centre over the next 50 years by presenting a new vision for the city and surrounding areas. The aim of the plan is to invigorate and amplify the landscape’s urban, cultural, and social intensity, while establishing the Manukau City centre as a unique and integrated component of the greater metropolitan network.

The BFSSP creates a three dimensional design concept for the city centre, including the built form and public domain design, which will present a new vision for the city and surrounding areas. The three dimension design process will define the:

- **Urban structure** – the future shape and “bone structure” of the area, which addresses the proposed street layout and hierarchy; block and lot patterns, open space network and layout; view corridors; significant elements and special sites; built form distribution.
- **Built form** – three dimensional building envelopes (defined by height, depth, length and use) illustrating commercial and/or residential footprints.
- **Environmental initiatives for buildings** i.e. water use/energy standards.
- **Public Domain** – spatial configuration of public open spaces and street typologies supporting public domain principles; Concept designs for the open space.
- **Design details** for the resolution of the street system i.e. lighting, street furniture paving, signage, and planting.

The BFSSP takes into account the history and the character of the area, which is described below.
2.2 HISTORICAL FEATURES OF THE LANDSCAPE

2.2.1 Heritage of the Volcanic peaks

The human history of Manukau starts somewhere between the 10th and 14th century, when a Tainui canoe entered the Tamaki estuary and gave the area the name, Manukau (‘manu kau’ = only birds). Early Maori settlers later developed extensive gardens and fortifications on and around volcanic cones, such as McLaughlin’s Mountain (Matukuturua). Starting around the 1920s, the volcanic peaks were extensively quarried for valuable stone.

2.2.2 Legacy of the Puhinui Stream

Puhinui Stream was an essential source of sustenance and water to early Maori settlers, and was regarded as a vital component of the landscape. The stream was navigable and provided access to fishing ground along the stream and in Manukau Harbour. The stream was also utilised by early Pakeha settlers as a source of irrigation. The meandering, branching stream was later subsumed by urban development, with extensive piping and diversion of natural waterways.

2.2.3 Influence of Great South Road and Wiri Station Road

Following the settlement of Otahuhu in the 1850s, the Great South Road was pushed southward and a tiny settlement called Woodside sprang up. Woodside was located almost where the Manukau City centre is today. From 1862, the Great South Road was significantly improved for military purposes, and a fortification was constructed at St John Redoubt and Woodside. The introduction of railway in 1875 effectively bypassed Woodside, and by the early 1900s the settlement had all but disappeared. In 1913 a railway request stop was opened at Wiri leading to the development of Wiri Station Road as a main East-West thoroughfare. Following the World Wars, the area was urbanised with the extension of the motorway as far as Wiri in 1955. In 1966 Manukau City Council bought land in the area to ensure their plans for the city centre were safe. Between 1971 and 1977 Hayman Park was developed, the MCC administration building was constructed, the Wiri Trust Hotel was opened, and Wiri Station Road was widened to ensure adequate access to the city centre. A further major development was the construction of Rainbow’s End in 1982 on the corner of Wiri Station Road and Great South Road.
2.3 WHERE THE CITY SITS IN THE LANDSCAPE

2.3.1 Within the Greater Auckland Isthmus

Lying twenty kilometres south of Auckland City, Manukau City is often considered a remote suburban node, isolated from the other regional centres and even from Manukau Harbour. Framed by suburban growth to the north and south, the development of Manukau city centre has been pushed along the east-west axis, particularly along Wiri Station Road.

![Map of Manukau City within the Greater Auckland Isthmus](image)

In between Papatoetoe and Manurewa, the floodplain of the Puhinui Stream has been too unstable for desirable residential development. The stream’s alluvial sediment means that this area has been mostly used for commercial and industrial development. The Manukau City Centre sits on a plateau above the Puhinui flood plain, with the higher ground giving it a good basis for further development.

2.3.2 North-South linkages

The major regional connections to Manukau City are through north-south linkages. The most significant of these is State Highway 1 (SH1) which forms the eastern border of the city centre. Great South Road and its corresponding rail network are important connections to consider, as these transport corridors
preceded SH1 and are responsible for forming the much of the structure of Manukau as we see it today.

2.3.3 East-West linkages

Manukau’s extensive east-west context is of particular significance to the development of the city centre. Currently the major east-west linkage is along Wiri Station Road. However, with the proposed SH20 linkage, the character of Wiri Station road and Manukau City centre is set to change.

Due to topographical constraints and land use patterns to the north and south, there is a large development belt linking the east and west coasts. The east-west link incorporates a growing corridor of new retail and business centres, with Howick in the east, through to the Auckland International Airport in the west. The intensification of the emerging growth corridor to the east frames the development of the city centre, while to the west the Puhinui landscape contains significant growth potential all the way through to the Manukau Harbour.

Within Manukau City, understanding Wiri Station Road is seen to be key to designing a city that accentuates, rather than hides the natural features of the landscape. To the east the land is elevated, and mainly consists of sandstone-mudstone foothills. The road then drops down to the flatlands where water systems have formed salt and clay deposits. The road extends out to the west, to the harbour edges with alluvial and flatlands surround volcanic features. Wiri Station Road makes the transition from east to west through the three geological conditions of the area: sandstone-mudstone, clay-alluvium, and basalt-lava. By following the topographical contours of the land, Wiri Station Road serves as one of the main connective aspects between the landscape and the city.

2.3.4 Relationship with the Puhinui Stream

Puhinui Stream is another important connective element that threads across the landscape from the east to west, associating with both Wiri Station Road and the proposed SH20 linkage. The Puhinui Stream could potentially be one of the most prominent natural features of Manukau City centre; however it is currently underdeveloped. The catchment area of the stream extends from Papatoetoe in the north through to Manurewa in the south, but, although the path of the stream hasn’t changed extensively over the years, the water flow has been extensively modified beyond any natural formation.
The Puhinui Stream connects a number of large open green spaces within the area; from the Auckland Botanical Gardens to the southeast, through to Hayman Park, and Puhinui Reserve on Manukau harbour to the west. The water course is also of cultural significance to Maori and is potentially a major ecological resource for the greater region. The Puhinui stream arises in the foothills to the east, through the flatlands, and flows west across the volcanic belt out into Manukau Harbour.

2.3.5 Significance of the Volcanic Belt

Lying to the west of the city centre is the volcanic belt which serves as one of the landscape features of Manukau City. The volcanic features, such as McLaughlin’s Mountain, have been heavily quarried but are quite often noticeable remnants in the landscape. Although these are of significant cultural and historical importance for the area, these features have been largely ignored and exploited. By reconnecting the city with the volcanic belt through linkages with Wiri Station Road and Puhinui Stream, these features may once again become part of the city.

2.4 RECOGNISING THE LEGACY OF DEVELOPMENT

Although Manukau City sits in a favourable position between the Auckland International Airport and the abundance of support for new growth, the urban effects of the eastern growth corridor have had little effect on the development of the city centre. Analysis of the city centre has revealed that there is very little spatial structure in this area at present; there are few formally designed streets, with those that exist serving a traffic rather than urban role. Most roads have large-scale intersections that are unapproachable on foot. The area is dominated by vast surface parking and big-box industrial and commercial
developments. When comparing the nearby residential and large-scale retail structures, there is little transition between precinct and adjacent areas. Inevitably, this affects accessibility for people and highlights the need for healthy urban planning initiatives within Manukau.

2.4.1 Car dominated

The Great South Road is especially indicative of the state of Manukau City. Along Great South Road, a number of urban centres are recognisable by a tighter road dimension, varied growth patterns, and other indications of cultural or social intensity. However when the road passes through Manukau City, the structure collapses; the space widens to accommodate surface parking and extensive retail facilities. The scale and nature of this area hinders all pedestrian movement and acts as a barrier to retail or social activity or urban life in general.

![This figure shows the extent of land dedicated to vehicles in Manukau City Centre](image)

Despite many apparent connections, Manukau City centre remains functionally isolated from existing centres. The land use patterns favour large-scale commercial developments, with limited ties between one block and another. Huge portions of the land are dedicated to large-scale vehicular corridors, major intersections, and surface car parking. This prevents the development of active streets, open spaces, and interactive street edge buildings. Manukau City centre is an area designed for vehicular, rather than pedestrian movement.

2.4.2 Lack of Walkability

The large-scale vehicular orientation of the area has led to distorted perceptions of distance within Manukau. The distance between Wiri and Manukau is approximately 20min walking distance, and from Hayman Park to SH1 is
approximately 10min. Despite these relatively small distances, a recent study by Spatial Syntax showed that Manukau City has almost no appreciable pedestrian activity. The perceptions of distance appear to be influenced by limited pedestrian comfort, rather than physical distance between locations. The actual distances within the city centre are certainly manageable; however the car dominated landscape and reduced walkability increase the apparent scale of Manukau’s City centre.

2.4.3 Lack of vibrancy

Manukau City is home to an intense mix of cultures and people, but, on the whole, this is not evident within the city centre. When compared to other vibrant town centres along Great South Road, Manukau City Centre’s social and cultural character is not as evident. Outside of the Westfield mall, the number of places for meetings or casual exchanges is restricted, which limits the quality of interactions and reduces the cultural vitality of the area.

2.4.4 Underutilisation of Puhinui Stream

The Puhinui Stream is a major landscape feature of Manukau City, but it has been largely ignored during the development of the area. The stream itself has been highly modified; with extensive piping, draining, and redirection of water flow. Despite representing a diverse habitat, the ecological value of the stream is currently very low due to low species diversity, and poor water quality. The Puhinui Stream could act as a corridor between a number of green open spaces around Manukau, however the stream has little relationship with the city centre. Instead it is positioned behind commercial and industrial developments where it is unnoticed, degraded, and undervalued.

This picture shows the extensive modification of the Puhinui Stream
2.5 CHANGE IN PARADIGM OF HOW CITY CENTRE SHOULD FUNCTION

With the emergence of the east-west growth corridor, there is a greater demand on Manukau City centre to perform as a city, rather than a business satellite area. The Built Form and Spatial Structure Plan presents a new framework to guide the development of Manukau City centre into a vibrant, attractive destination.

The overarching goal of the BFSSP is to revitalise the Manukau City Centre through improving economic prosperity. It proposes to achieve this through increasing employment and educational opportunities, delivering a regional public transport hub, consolidating public services, improving social infrastructure, and benefiting from regional travel-to-work efficiencies.

2.5.1 Cars to people

Pedestrian focussed alternatives to vehicular management must be implemented if Manukau is to be transformed from its current suburban operational centre to a vibrant and truly urban city centre. The pedestrianisation of Manukau City also requires a fundamental rethink of the current land use patterns. Currently the norm is for big-box commercial and industrial developments, with wide roads designed in curves to slow and control traffic. However well this design is suited to cars, it is impractical at the people scale.

For Manukau City to become a place where people want to come and live and work together, the BFSSP identifies a need for pedestrian scaled street networks; streets with reduced and navigable corners, active edges, well designed paving, good lighting, and consistently aligned buildings. Intensification of the built fabric is also an effective means of promoting active living. By constructing the city centre to be denser, more differentiated, and encouraging mixed land use, the intention is to encourage residents to meet their daily basic needs without resorting to vehicular transport.

The BFSSP also highlights the opportunity for extensive pedestrianisation of Wiri Station Road with the construction of the SH20 linkage. Currently the road handles a great deal of heavy traffic between population centres to the east and the airport to the west, a load which is expected to reduce with the development of the motorway linkage. This creates an opportunity to redevelop Wiri Station Road from its current status as a major throughput, to a people-friendly, main street, for a revitalised Manukau City centre.

2.5.2 Rail Link to Town Centre

The new pedestrian focus outlined in the BFSSP, is intended to coincide with the construction of the new rail link. This is a branch line from the main north-south rail line, and will extend towards the city centre, though exactly where the station will be located is still being reviewed. This new rail link is intended to increase connectivity with the other urban centres around Auckland and reduce the transport burden on the roads around Manukau City. To ensure adequate
usage, the rail station must be fully integrated into the design of the city centre. In particular, the station would ideally be in close proximity to the heart of the city centre, with extensive connections to other public transport hubs to promote pedestrian access.

2.5.3 Revitalisation of the Puhinui Stream

Currently the Puhinui stream is neglected and underutilized; however this is a key opportunity to form a connection from the city to the ecology and heritage of the landscape. The Puhinui stream has the potential to become the ‘backbone of the landscape’. By utilising distinct precinct planning, open space and street networks, there is potential to integrate Puhinui stream into Manukau’s public domain network. This Puhinui corridor would link together all major public open spaces and thread through the city centre, with linkages to all the major new proposed public facilities. The rejuvenated stream would form one of the main attractions to the city centre, making the open space perceptually and physically bigger and more visible.
2.6 KEY ASPECTS OF PRECINCT PLANNING

1. Civic Precinct
2. Campus Precinct
3. Justice Precinct
4. Davies Avenue Precinct
5. Ronwood Avenue Precinct
6. Great South Road Precinct
7. Lambie Drive Precinct
8. Plunket Avenue Precinct
9. Wiri Precinct
One of the key issues identified in the Built Form and Spatial Structure Plan is that, from an urban design perspective, Manukau City centre is underutilised with vast surface parking, big-box commercial and industrial developments, and large-scale intersections. The BFSSP envisions an alternative future for the city centre, with mixed use development and intensification of the built form around open public green spaces. The plan has identifies a series of precincts within the city centre which are particular focal points for urban development. Each precinct has a specific design intent, with the overall effect of relocating the city centre to the west, focusing the urban edges around Hayman Park.

2.6.1 Civic Precinct (Lot 59)

The proposed Civic Precinct will build upon the existing Manukau City Council building. The precinct features a consolidated Lot 59 with new public infrastructure, including a new library and gallery, combined with commercial and retail space.

2.6.2 Campus Precinct

Located in south Hayman Park, the proposed Campus Precinct will contain a mix of residential and commercial buildings, as well sporting facilities and active retail. The spatial form and design of this precinct must be considered in early planning stages, if it is to form an integrated component of the Manukau City centre.

2.6.3 Justice Precinct

Running along Wiri Station Road, opposite the civic precinct, the Justice Precinct will extend the current Courthouse into a clear street and public domain network. The Justice Precinct proposed in the BFSSP will complement the Civic Precinct to create a distinctive Wiri Station Road frontage and a new centre for Manukau City.

2.6.4 Davies Avenue

The Davies Avenue Precinct is intended to redefine the western edge of Hayman Park. It will feature new residential apartments overlooking the park, with clearly defined facades to create an attractive edging and connection to Hayman Park.

2.6.5 Ronwood Avenue

The block between Ronwood Avenue and Cavendish Drive has been proposed as a new mixed residential/commercial precinct that will border north Hayman Park. The residential buildings in this precinct have been designed with internal courtyards to create a secure and restful space for residents.

2.6.6 Great South Road Precinct

Currently in Manukau, the developed edges along Great South Road are considered poorly designed when compared to other urban centres along the
road. The BFSSP suggests a shift in scale on the eastern side, integrating a large hybrid retail structure amid active street activities. The western side is currently leased to Westfield Shopping mall and is outside the scope of this plan.

### 2.6.7 Lambie Drive

This area is currently underdeveloped, serving primarily a vehicular role. The proposed precinct conceives a large-scale retail layout to the north, and commercial precinct to the south which will border Hayman Park to the east and the rejuvenated Puhinui stream to the west.

### 2.6.8 Plunket Avenue

This precinct concerns the large area of land enclosed by the Puhinui Stream and the SH20 link. Currently this area is devoted to big-box industrial developments, and has a relatively low commercial value. With the rejuvenation of Puhinui Stream, the BFSSP proposes the redevelopment of this area into a business park. With substantial public access, and close proximity to the city centre, railway, and airport, this precinct could become a desirable commercial address.

### 2.6.9 Wiri precinct

This area has been proposed as a mixed residential and commercial precinct to the west of the current city centre. The quarry to the north would be transformed into a wetland with high-scale urban development and public facilities around its edges. To the south, the Wiri crater could become a new cultural focus for the area, with views across the volcanic belt and into Manukau Harbour.

### 3. Opportunities for HIA

Normally the optimal time to perform a HIA is after a plan has been drafted, but before it has been finalised. This allows a comprehensive assessment of the health impacts of the plan, but still allows significant room for suggestions and modifications. In contrast, the Built Form and Spatial Structure Plan has been approved by the council, and significant changes to the plan are unlikely. However, the long timeframe of the BFSSP, and the number of projects and planning documents likely to result from the plan, mean an HIA still has practical benefit.

The intention of this HIA is to identify key health issues that need to be considered throughout the implementation of the BFSSP over the next 50 years. The HIA will analyse the assumptions and practical applications of the plan to identify health implications and any actions that may be required to ensure potential positive health outcomes are maximised and negative health outcomes reduced, and address potential health inequalities.
A key focus of this HIA will be exploring the impact of the BFSSP on the human scale. The BFSSP is attempting to direct growth in the Manukau city centre towards a people focused, mixed use area. It is important that the HIA assess the effectiveness of the proposals at improving the day to day lives of people in city centres, for example how the BFSSP plans to improve walkability and accessibility. The HIA can assure that the BFSSP will make a real change to the people friendliness of the city, rather than a merely tokenistic effort.

An assessment of the Built Form and Spatial Structure Plan could provide a foundation to critically assess and inform future development plans and establish new standards for the Manukau City Council. The principles outlined in the BFSSP are to be taken forward and translated into a planning manual that will guide the design and planning for the city centre. Currently, there are 28 projects arising from the Spatial Structure Plan, including development of the transport interchange, precinct areas, Puhinui Stream and council facilities in the city centre. The Manukau Built Form and Spatial Structure Plan could also have far reaching effects; the plan is already being considered as a potential template to be applied to other such structural form plans and development guidelines in the area.

Given the reach of the BFSSP into the future, the purpose of this HIA is to critique the plan and examine its robustness and effectiveness at meeting health outcomes.

4. POTENTIAL AREAS OF FOCUS

At the scoping workshop, open discussion sessions raised a range of specific issues that a HIA could focus on, including:

- Connectivity – where do people fit in the structural model?
- Manukau contains a large number of people with disabilities and mobility issues which need to be considered
- Shelter and resting places
- There is a mix of people within Manukau, including a large population of Pacific, Maori, and low decile residents.
- Social participation – town centres, space for public good
- Safety and security of the city – hostile environments
- Accessibility of services
- Airport and thoroughfares – off ramps & entry into the city
- Links to other strategies and locality planning
- Linkages between Telstra Clear, Rainbows End, and the city centre
- Walkability and active transport
- Parks and green spaces
From this open discussion, participants then took part in developing an ‘affinity diagram’. This is a process in which participants individually identify the issues they see as important using ‘post it’ notes; these are then placed onto a wall and the participants collectively group the responses together to identify key themes. The key advantage of this process is that it gives all participants a voice and input in a way that can often be difficult in relying solely on open discussion. The key themes to emerge from the affinity process are detailed in the diagram below:

5. SUMMARY OF DECISIONS

5.1 SCOPE OF HIA

The following issues from the workshop will be explored in further detail during the appraisal phase of the HIA.

- **Accessibility** - To identify opportunities for increasing accessibility for visitors and residents to be able reach service, amenities and facilities that support healthy living.

- **Active Transport and Mobility** - To identify opportunities for embedding active modes of transport within Manukau city centre, as well as enhancing access and mobility, particularly for disadvantaged groups and people with disabilities.
• **Safety** – To identify opportunities for ensuring optimal safety of residents and visitors within the city centre.

• **Liveability and vitality of area** - To identify opportunities to improve the social, cultural, and environmental character of Manukau City to create a healthy city.

The process will also explore potential health impacts for specific population groups, including older people, people with disabilities, children and young people, Maori, Pacific people, and those living in areas of high deprivation. Any key issues that these groups encounter can highlight fundamental issues which may have an impact on the community as a whole.

### 5.2 Next Steps

The next phase of the HIA process is the appraisal and reporting phase. This will be conducted between January and March 2009, and will involve:

- Appraisal workshops, with a broad representation of groups and individuals with an interest in developing healthy cities, including representation of the population interests identified above
- High-level modelling of potential impacts
- Stakeholder interviews
- Maori consultation, to highlight Maori and mana whenua perspectives on urban design and how to create a healthy Manukau City

The appraisal process will involve stakeholders in both identifying potential impacts, the steps needed to reduce or eliminate adverse impacts, and maximise positive impacts.

Prior to the appraisal process, a literature review on the relationship between urban design and healthy cities, particularly highlighting the four focus areas, together with a health profile of Manukau, will be distributed to stakeholders to inform discussions.
REFERENCES