



**November
2025**



Proposed Plan Change 120 Information Sheet #4

Walkable catchments

From 3 November to 19 December 2025, Auckland Council invites submissions on Proposed Plan Change 120: Housing Intensification and Resilience (PC120) - a change to the Auckland Unitary Plan (AUP) (our city's planning rulebook) that proposes to rezone areas of residential land for greater intensification, to enable greater building heights and densities in many parts of urban Auckland, and to strengthen management of natural hazard risks.

Submissions are now open until 5pm on Friday 19 December 2025.

This information sheet explains the council's approach to the size and method for identifying 'walkable catchments.' For information on intensification proposed inside of walkable catchments, please refer to information sheet #5 Intensification in Walkable Catchments.

Background to Proposed Plan Change 120

PC78 was Auckland's former intensification plan change as required by the National Policy Statement on Urban Development 2020 (NPS-UD). It incorporated the Medium Density Residential Standards (MDRS) which was legally required at the time. This generally allowed three dwellings of up to three storeys to be built on most residential sites without resource consent.

In August 2025, the government amended the Resource Management Act 1991 (RMA) which enabled PC78 to be withdrawn. Auckland Council withdrew PC78 (in part) and notified PC120 to improve Auckland's resilience to natural hazards and focus intensification around centres and transport nodes.

PC78 was withdrawn in part from 5pm on 9 October 2025, and included withdrawal of the MDRS in PC78.

PC120 addresses central government requirements to:

- contribute to the same level of housing capacity in the AUP as was to be enabled by PC78
- enable building heights and densities within and around town and local centres which reflect the level of commercial and community activity these centres offer
- enable building heights of at least 6-storeys within walkable catchments from the edge of the city centre zone, the edge of metropolitan centre zones and around existing and planned rapid transit stops (train and busway stations) and
- enable building heights of at least 10- and 15- storeys around certain train stations listed in the RMA.

These heights and densities must be enabled unless a ‘qualifying matter’ applies to a site (see Information Sheet #13) which makes that level of development inappropriate.

PC120 also strengthens provisions that manage natural hazard risks. Areas potentially affected by flooding, land instability, coastal erosion or coastal inundation now and in the future are targeted with stronger rules and other planning measures. This approach is to improve Auckland’s resilience to severe weather events and natural hazards, following the storms in early 2023 which resulted in widespread flooding, landslips, and coastal inundation across the region.

Identifying walkable catchments

The NPS-UD requires Auckland Council to identify walkable catchments from the edge of the city centre and metropolitan centres and around existing and planned rapid transit stops, and to enable building heights of at least six storeys within these areas.

For more information on intensification proposed inside of walkable catchments, please refer to information sheet #5 Intensification in Walkable Catchments.

The council proposes walkable catchments that reflect the distance an average person is likely to walk to the city centre, a metropolitan centre, or a rapid transit stop. PC120 proposes two walkable catchment distances:

- a 15-minute walk (around 1200 metres) from the edge of the City Centre zone.
- a 10-minute walk (around 800 metres) from the edge of the Metropolitan Centre zones and around existing and planned rapid transit stops.

A larger walkable catchment for the city centre is proposed because it has the greatest number of jobs and the greatest concentration of activities and amenities.

Walkable catchments are identified through a layer in the PC120 map viewer. For more information on using the viewer, please refer to information sheet #21 PC120 Map Viewer User Guide.

How were walkable catchments identified?

Walkable catchments reflect the actual routes and distances people walk rather than direct distances ‘as-the-crow-flies’. The unique road layout around each centre and rapid transit stop means that each walkable catchment has a distinctive and irregular shape.

Auckland Council established walkable catchments through a two-step process:

1. Computer-generated walkable catchments were created based on the public roading and pedestrian network. The model mapped the walkable distances from the entrance points to rapid transit stations and from the edges of the city centre and metropolitan centre zones.
2. Refinement of the walkable catchments using guidelines to improve accuracy and to avoid poor planning outcomes. Walkable catchments were adjusted to reflect the impact of topography and pedestrian crossing wait times on ‘walkable’ distances.

Figure 1 shows a generic example of a walkable catchment around a metropolitan centre. The figure includes an outer dashed circle which reflects an 800 metre measurement ‘as-the-crow-flies’ from the edge of the centre zone, relative to the proposed walkable catchment created through the above methodology.

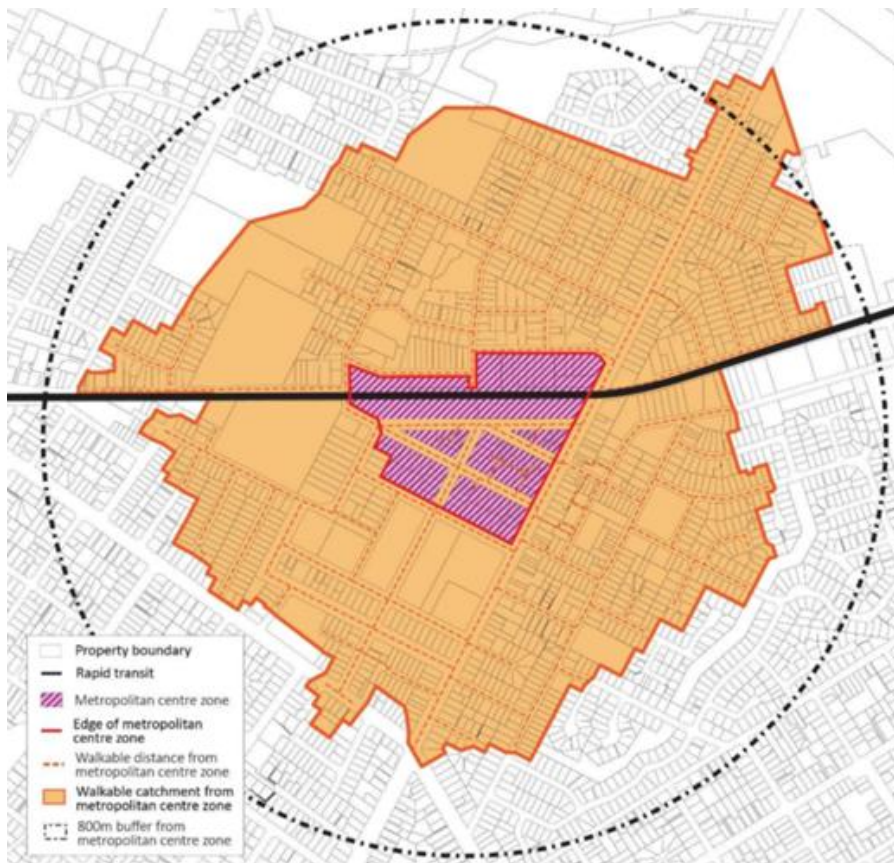


Figure 1. Walkable catchment around a metropolitan centre

(Source: Understanding and implementing intensification provisions of the National Policy Statement on Urban Development, Ministry for the Environment)

Identifying our existing and planned rapid transit stops

The government requires the council to consider both existing and planned rapid transit stops when identifying walkable catchments where intensification is required.

The rapid transit network includes station or stops on a dedicated busway or rail network where a bus or train arrives at least every 15 minutes during peak commuting times or where this frequency is planned in the future.

Ferry services are excluded as this mode of public transport does not meet the government's definition of rapid transit. The Onehunga Branch Line is also not rapid transit as it cannot reach a 15-minute service frequency.

Existing rapid transit stops

For PC120, the existing rapid transit stops include those that are constructed and operating on the rail network (excluding the Onehunga Branch Line), and along the Northern and Eastern Busways.

Auckland's existing rapid transit stops (43):	
1. Akoranga Bus Station	23. Ōrākei Train Station
2. Albany Bus Station	24. Ōtāhuhu Train Station
3. Avondale Train Station	25. Panmure Train Station
4. Baldwin Ave Train Station	26. Papakura Train Station
5. Constellation Bus Station	27. Papatoetoe Train Station
6. Ellerslie Train Station	28. Penrose Train Station
7. Fruitvale Rd Train Station	29. Puhinui Train Station
8. Glen Eden Train Station	30. Pukekohe Train Station
9. Glen Innes Train Station	31. Rānui Train Station
10. Grafton Train Station	32. Remuera Train Station
11. Greenlane Train Station	33. Parnell Train Station
12. Henderson Train Station	34. Smales Farm Bus Station
13. Homai Train Station	35. Sturges Rd Train Station
14. Kingsland Train Station	36. Sunnynook Bus Station
15. Manukau Train Station	37. Sunnyvale Train Station
16. Manurewa Train Station	38. Swanson Train Station
17. Meadowbank Train Station	39. Sylvia Park Train Station
18. Middlemore Train Station	40. Takaanini Train Station
19. Morningside Train Station	41. Te Mahia Train Station
20. Mt Albert Train Station	42. Waitematā / City Centre Train Station

21. New Lynn Train Station	43. Williams Ave Bus Station
22. Newmarket Train Station	

Planned rapid transit stops

A walkable catchment for rapid transit stops and stations associated with planned projects have been included in PC120 where the projects are funded and where there is enough information to know where stops and stations will be. This is important as the walkable catchments are measured using a geospatial analysis from the pedestrian entrances to the stops or stations. Without certainty about the station location, the walkable catchments cannot be accurately mapped.

The point at which the council considers that there is enough certainty about the exact location of a planned station is when a ‘notice of requirement’ to designate the station is confirmed. For example:

- All City Rail Link stations are included. Their locations were confirmed through designations and stations are currently under construction.
- The Eastern Busway stations of Pakuranga, Te Taha Wai (previously named Edgewater), Pōhatu (previously named Burswood), and Koata (previously named Gossamer) are included. All these stations are designated and under construction. Botany bus station is excluded as it is not yet designated.
- The Northwest Busway and the Airport to Botany Busway stations are excluded as the funding of these projects is not certain within the next 10 years.
- Several new stations planned along the southern railway line between Papakura and Pukekohe are included: Drury, Ngākōroa, and Paerātā. Only areas with ‘live’ urban zoning are included in these stations’ walkable catchments. Ngākōroa Train Station has a walkable catchment of zero, as it is entirely surrounded by Future Urban zoned land. The full extent of these walkable catchments will be confirmed at a later stage when the land surrounding the stations is rezoned to an urban zone.

Auckland’s planned rapid transit stops (11):		
1. Drury Train Station	2026	New southern line station between Papakura and Pukekohe
2. Ngākōroa Train Station	2026	New southern line station between Papakura and Pukekohe
3. Paerātā Train Station	2026	New southern line station between Papakura and Pukekohe
4. Te Waihorotiu Train Station	2026	New City Rail Link station
5. Karanga-a-Hape Train Station	2026	New City Rail Link station
6. Maungawhau Train Station	2026	New City Rail Link station

7. Pakūranga Bus Station	2027	New Eastern Busway station
8. Te Taha Wai Bus Station	2027	New Eastern Busway station
9. Pōhatu Bus Station	2027	New Eastern Busway station
10. Koata Bus Station	2027	New Eastern Busway station
11. Rosedale Bus Station	2027	New Northern Busway station

Any planned future rapid transit stop will have a walkable catchment identified following certainty about the location of the stop and funding for its construction.

Further information

- For detailed information about the National Policy Statement on Urban Development 2020 (NPS-UD) [visit the Ministry for the Environment website.](#)
- For more information on the amendments to the RMA [visit the Ministry for the Environment website.](#)

Please note:

This information sheet is a summary document to assist with understanding Proposed Plan Change 120 – Housing Intensification and Resilience, which gives effect to Policies 3 and 4 of the National Policy Statement on Urban Development 2020 and addresses the requirements of Schedule 3C of the Resource Management Act 1991.

Proposed Plan Change 120 to the Auckland Unitary Plan was publicly notified by Auckland Council on 3 November 2025.

All information provided in this information sheet should be considered as being illustrative and indicative only. Users should take specific advice from qualified professional people before undertaking any action as a result of information obtained from this information sheet. The user waives and releases Auckland Council from any claims arising from use of the information provided in this information sheet.