

## Introduction

Onehunga is identified in the citywide spatial framework as a principal centre (along with Newmarket and Sylvia Park). Principal centres, together with the city centre form the main hubs for future intensification and development in the isthmus. It is expected that these centres will be connected to the rest of the city and the region by high-quality public transport networks. To 2050, these higher order centres are expected to account for 56 percent of the employment in Auckland city, and the Onehunga principal centre itself is expected to grow by at least an additional 3400 dwellings and 5000 workers.



Figure 57: Photos clockwise from top left - Old post office (now used as a café), typical Onehunga streetscape and the old Mangere Bridge.

### Precinct plan assumptions for Onehunga as a principal centre

For Onehunga to fulfil a role as a principal centre, there are a number of factors necessary to support this aspiration. As the basis for development of a precinct plan, the following points form core assumptions of this plan.

Onehunga as a principal centre will:

- attract a large number of people – residents, employees, employers and visitors. This means by 2050:
  - a minimum of 12,000 employees, making 5000 additional employees
  - within a variety of living environments a minimum of 6000 dwellings will be provided, being at least 3400 more dwellings (a total population of 14,000 residents) within a one-kilometre radius of the main street
- be a focal point (hub or interchange) for public transport
- provide good quality local, social and community infrastructure and local entertainment and recreation activities.

To achieve this principal centre status Onehunga will:

- have a wide catchment of influence that extends beyond the boundary established for the precinct plan
- require district plan amendments to achieve the principal centre aspirations together with both public and private sector investment in the area.

Its infrastructure will:

- have a frequent rail service with connections to the city centre, airport and Avondale, which integrates with a bus interchange
- be supported by improved east-to-west local road connections designed to relieve current road network congestion and inefficiency, particularly within the Onehunga Mall area
- be supported by a reliable supply and network of electricity and other utilities (eg broadband) including the incremental undergrounding of existing above-ground services
- have a safe, functional and easy-to-use walking and cycling network.

Its environment will:

- have improved access to and quality of open space
- be supported by the use of the existing unused rail designation for a variety of purposes including open space, urban forest and development
- have high standards of design and construction quality, to ensure new developments contribute positively to the creation of a high-quality place
- retain important aspects of the historic landscape
- have better access to the Manukau Harbour and an enhanced Onehunga foreshore
- have a well-managed interface between residential and business environments and with open space.

Its supporting social infrastructure will:

- be supported by increased provision, quality and access to educational and community facilities, recreation and entertainment activities, particularly for young people, and support network services.

### Constraints

During the course of developing the precinct plan, several constraints to Onehunga achieving the principal centre growth anticipated have been identified:

- fragmentation of land holdings and the need for a mechanism to support land assembly
- redevelopment of sites, which is likely to require the ability to replace in the order of three times the gross floor of existing buildings on the site to be economically viable

- the possibility of a state highway link joining the southern motorway to State Highway 20 (SH20), through the Onehunga precinct area. As routes for such a link have not been confirmed it has not been considered in the precinct plan development. However, it is likely to present a constraint to Onehunga's development should this occur on the northern side of the harbour
- market drivers including the demand for development in the area
- protection of iconic elements, areas and landscapes.

### Observations

While consideration of social issues was not a core focus of the precinct plan it is observed that Onehunga is well served by community facilities and that the co-location of these facilities serves as a model for provision of future community facilities within centres. Additionally, however, social issues which may require attention in the future include the provision of activities that support use of the centre by young people and the need to plan for an increasingly ethnically diverse population.

### 2050 Aspirations

It is intended that by 2050 Onehunga will be a significant centre in Auckland providing a safe and attractive environment within which to live, work and play. Onehunga will be well connected to an enhanced foreshore and will be a well-used interchange for public transport – particularly rail. Onehunga's point-of-difference features including proximity to the Manukau Harbour and the airport will be leveraged to support investment and economic growth in the centre. It is anticipated that with a wide range of activities establishing themselves in the centre including education, office, hotel and conference centre facilities, with a strong retail focus in and around Onehunga Mall and a cluster of community facilities, Onehunga will become a dynamic, vibrant centre by 2050.

### Key moves

The following key moves should be read in conjunction with the precinct plan maps. These key moves have been split between short-term priorities that could be achieved within the next zero to five years, medium-term priorities (next five to ten years) and longer-term aspirations which would take longer than 10 years to plan and achieve. Furthermore, those key moves which have a specific funding commitment under council's 10-year plan (2009 to 2019) have been identified with an asterisk (\*).

**Table 15: Key outcomes for the Onehunga principal centre precinct plan between now and 2050**

<b>Green the city and protect our heritage</b>
<p>Short term priorities</p> <ul style="list-style-type: none"> <li>• Restore the Onehunga foreshore into a high-quality open space and coastal amenity*</li> <li>• Provide high-quality pedestrian and cycle linkages between open spaces in the area and particularly between Onehunga Bay Reserve and an enhanced foreshore</li> <li>• Treat Church Street as a main gateway entrance, quality pedestrian environment and priority street tree avenue for people entering Onehunga from the Queenstown Road/Beachcroft Avenue area</li> <li>• Require regulatory protection of those historic landscape elements, areas and landscapes identified as iconic on the historic landscape map</li> <li>• Provide regulatory protection for those significant historic landscape elements, areas and landscapes on a case-by-case basis</li> <li>• Relocate the historic former Onehunga rail station from Alfred Street to the new rail station site where this is an integrated part of a long-term development</li> <li>• Require new development to provide a quality interface between Gloucester Park and adjoining mixed use and business areas overlooking the northern edge of this open space</li> <li>• Recognise important local views from streets and open spaces to Maungakiekie, Mangere Mountain and the Manukau Harbour where possible</li> <li>• Ensure high-quality design results for new development within the precinct that respects the established scale, form and characteristics of the built heritage of Onehunga townscape (including the Onehunga centre plan area) and residential heritage areas</li> <li>• Ensure proper regard is paid to the area identified as a 'Maori Site of Significance' on the historic landscape map</li> <li>• Require that redevelopment of existing industrial sites fronting Church Street (west of the centre) occurs in a manner which respects the historic residential landscape qualities on the northern side of Church Street.</li> </ul>
<p>Medium term priorities</p> <ul style="list-style-type: none"> <li>• Extend planting and habitat-supporting activities to reinforce and complete an ecological green link along the Manukau Harbour foreshore which connects through an enhanced Onehunga foreshore to the Hillsborough cliff margin to the west and Anns Creek to the east.</li> </ul>
<p>Long term aspirations</p> <ul style="list-style-type: none"> <li>• Establish Onehunga Mall, Church Street (west of Onehunga Mall) and Princes Street as priority street tree avenues</li> <li>• Extend the esplanade reserve on adjoining council-owned land along the eastern Manukau Harbour foreshore.</li> </ul>
<b>Develop lively centres</b>
<p>Short term priorities</p> <ul style="list-style-type: none"> <li>• Enhance and develop the existing community facilities cluster including the community centre, library, Pearce Street Hall and the Sir William Jordan Recreation Centre</li> <li>• Direct the expected emphasis of mixed use areas and clarify the type and expected mix of uses within the centre</li> <li>• Support the establishment and development of activities and facilities desirable to young people in the area, including movie and entertainment activities and businesses that provide part-time employment</li> <li>• Support a strong base for young people located in the community facilities cluster</li> <li>• Introduce provision for maximum height increases as identified in the base outcomes layer of the precinct plan maps taking into account any interface considerations.</li> </ul>

Medium term priorities

- redevelop the Sir William Jordan Recreation Centre in Onehunga\*
- provide for Princes Street as a high-quality built and street environment link between the Onehunga Mall, the rail station and an upgraded foreshore. This includes an upgrade of Princes Street, undergrounding of electrical services and a requirement for a retail/high-activity frontage to Princes Street
- ensure a new interchange at Gloucester Park is constructed that greatly reduces vehicle movements on Onehunga Harbour Road to allow for a more pedestrian friendly route between the town centre and the coast, supported by a change to include more mixed use (both commercial and residential emphasis) activities along this route
- recognise the opportunity to provide key landmark corner features at the intersection of Onehunga Mall with Arthur, Church and Princes streets. The treatment of each of these corners will be as follows
  - Arthur Street/Onehunga Mall – provide for redevelopment on all four corners of this intersection which strengthens this corner’s role as an important entry point to Onehunga while supporting the historic townscape qualities of Onehunga Mall to the south
  - Church Street/Onehunga Mall – support the retention and enhancement of the strong historic townscape qualities at this corner
  - Princes Street/Onehunga Mall – provide a strong entry feature to the future rail station and clear western pedestrian link between the Onehunga foreshore and rail station



Figure 58: Artist's Impression of Onehunga Mall now and in 2050 (looking south)

- support safe, clear and active pedestrian linkages between the three key main street destinations being Dress Smart, the rail station and a new Waiapu Lane supermarket
- support the extension of lively activity in the centre to provide a night-time economy supported by increased residential accommodation in the centre
- provide better integration of Onehunga Mall with the Dress Smart area to the east by improving the pedestrian environment
- reduce the dominance of car parking in Onehunga by identifying opportunities to manage the overall supply of parking in the core area of the centre (where parking demand and traffic volumes are high) in conjunction with the introduction of improved rail and public transport services. This includes regulatory measures such as establishing parking maximums for development.

Long term aspirations

- support the laneways in Onehunga by encouraging activities to front on to these lanes including adjacent to Bray's Rise, Paynes Lane, Waller Street, Gerald Beeson Lane and Upper Municipal Place.



Figure 59: Artist's Impression of Princes Street now and in 2050 (looking west to Onehunga Bay Reserve)

<b>House our growing population well</b>	1. Introduction
<p>Short term priorities</p> <ul style="list-style-type: none"> <li>• Introduce restrictions on residential infill in areas where low-rise apartments or mixed use is desired.</li> </ul>	2. Auckland city today
<p>Medium term priorities</p> <ul style="list-style-type: none"> <li>• Provide a variety of housing choice in Onehunga that includes family housing, apartments and terraced housing</li> <li>• Provide a mixed use area to the west of the main street which has an emphasis on upper-storey residential uses</li> <li>• Ensure residential units are well designed, sufficiently insulated against potential noise, of a minimum size and provided with sufficient daylight access</li> <li>• Manage the transition between business, mixed use and residential uses in a way that minimises noise and industrial impacts, eg by providing noise insulation and double glazing in new apartments.</li> </ul>	3. Citywide spatial framework
<p>Long term aspirations</p> <ul style="list-style-type: none"> <li>• Support low-rise and terraced apartment residential development in the Church Street/Spring Street area that utilises and relates well to new open space on the relinquished unused rail designation.</li> </ul>	4. Planning for better urban environments
<b>Be economically competitive</b>	5. Area plans
<p>Short term priorities</p> <ul style="list-style-type: none"> <li>• Support the Onehunga Business Association in efforts to extend its brand exposure</li> <li>• Improve the security of the centre</li> <li>• Implement a strategy which differentiates Onehunga from other retail centres.</li> </ul>	6.1 Onehunga principal centre
<p>Medium term priorities</p> <ul style="list-style-type: none"> <li>• Provide for the establishment of quality short-stay accommodation facilities (eg hotels, serviced apartments) in recognition of Onehunga's accessibility to the airport</li> <li>• Incentivise a tertiary education provider to establish a campus near the new Onehunga rail station</li> <li>• Develop a relocation strategy for business uses that are not compatible with residential use (particularly those currently to the west of Onehunga Mall), within the precinct area, to the Penrose business area</li> <li>• Support the establishment of offices either as stand-alone buildings or as part of mixed use development within the precinct</li> <li>• Support development of the following catalyst sites in a manner that meets the listed objectives</li> </ul> <p>Waiapu Lane block</p> <ul style="list-style-type: none"> <li>– a contemporary, upgraded supermarket</li> <li>– high-quality civic open space</li> <li>– a significant reduction of at-grade car parking in favour of integrated multi-storey provision</li> <li>– safe high-activity pedestrian links between the block and Onehunga Mall, the community centre and library, and Arthur Street</li> <li>– a high-activity retail frontage to Arthur Street</li> <li>– high-quality mixed use and residential apartment living</li> <li>– improved street frontages</li> </ul> <p>Onehunga Rail station block</p> <ul style="list-style-type: none"> <li>– high-quality mixed use development compatible with the operation of a rail station</li> <li>– a high-activity retail frontage to both Princes Street and Onehunga Mall</li> <li>– safe, direct pedestrian access to the rail station platform</li> <li>– flexibility to accommodate long-term rail connections to Avondale and the airport and increased platform length for full service train access must be ensured in development plans</li> <li>– tertiary and office facilities</li> <li>– safe, direct and convenient pedestrian connections from the rail station to surrounding activities including the main street.</li> </ul>	7. Appendices

#### Long term aspirations

- support development of the following catalyst sites in a manner that meets the listed objectives

##### Onehunga Port/Wharf

- establishment of public access to the port along with the establishment of marine-related and mixed use activities to coexist with the port while ensuring operational safety requirements are met

##### Onehunga Mall/Princes/Selwyn/Neilson Block

- a high-quality retail frontage to Onehunga Mall
- an extension of transport and land-use activities which support a public transport interchange at the Onehunga rail station block.

### Connect communities

#### Short term priorities

- Upgrade Neilson Street in a manner which provides for the safe and efficient movement of vehicles through southern Onehunga to the SH20 motorway
- Work with the New Zealand Transport Agency (NZTA) to achieve an upgrade of the interchange to SH20 to provide connections from Neilson Street and Selwyn Street and to significantly reduce the volume of traffic using Onehunga Harbour Road. The option of both the interchange and Neilson Street approach being below ground must be considered as part of this upgrade
- Support the establishment of an interim rail station and regular train services to the Onehunga centre with associated temporary park and ride facilities
- Work with the NZTA regarding a state highway connection between SH20 and SH1 to ensure a positive outcome for the Onehunga community
- Advocate to ONTRACK (KiwiRail) to designate land to protect future rail routes to the airport and Avondale, including provision for double-tracking, undergrounding and the co-location of a bus and rail interchange
- Improve pedestrian safety, lighting and security between the existing Onehunga bus station/Community centre/library area and Onehunga rail station
- Provide infrastructure to support cycling, including cycle racks in the Onehunga town centre area and at transport nodes such as the rail station
- Complete an integrated transport and access study for Onehunga in conjunction with key stakeholder transport agencies to understand various transport issues and develop an integrated approach to support the future development of Onehunga
- Introduce parking maximums to avoid activities being required to provide more car parking than required
- Introduce parking requirements which differentiate between short-term parking (such as for visitors) and long-term parking (such as for employees).

#### Medium term priorities

- Implement the actions of the integrated transport and access study for Onehunga
- Construct a full service rail station and platform which provides for high-quality pedestrian connections to the south (preferably under a new Neilson Street bridge) and east in addition to those connections established for the interim station
- Advocate for provision of a rail connection using the existing rail designation between Onehunga and Tāmaki
- Convert some of the unused rail designation for the following purposes
  - Normans Hill Road to Selwyn Street – open space, urban forest and residential development in keeping with the historic landscape values of the area
  - Selwyn Street to Galway Street – open space, urban forest, possible extension of the Onehunga Primary School
  - Galway Street to Victoria Street – residential redevelopment (including access to support this) that integrates and overlooks areas of open space and urban forest
- Recognise the strong community links between Mangere Bridge and Onehunga by working with the NZTA, the authority responsible for the existing Mangere pedestrian bridge, to maintain and improve the dedicated pedestrian and cycle connections between these two communities while investigating opportunities for boat access to the upper reaches of the Manukau Harbour
- Improve pedestrian safety at the intersections of Onehunga Mall with Arthur Street, Church Street and Princes Street
- Provide an appropriate park-and-ride facility for passenger transport users
- Improve traffic safety at the intersections of Selwyn Street with Arthur Street and of Church Street with Neilson Street
- Complete the development of the citywide cycle network in the precinct including east-west routes along Beachcroft Avenue to Church Street and along SH20 and the Waikaraka cycle way and north-south route through Onehunga Mall and across the Mangere Bridge
- Provide a direct and safe public pedestrian connection between Upper Municipal Place and Princes Street
- Investigate passenger ferry facilities near the Onehunga wharf.

#### Long term aspirations

- Provide a co-located bus and rail interchange at the Onehunga rail station which provides for the integration of an Avondale rail line, airport rail line and bus routes to the city centre, cross-town (east and west) and local feeder services to Mangere Bridge, Royal Oak, Penrose and Hillsborough.