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URBPLAN325

Assignment Part 1

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Before colonisation, Onehunga lay on a crucial portage route providing access to the Waitemata and Manukau Harbours (New Zealand Transport Agency Waka Kotahi, 2016). Due to its proximity to a transport route, the area was used as a landing, and a Māori settlement was established (Murdoch, 2013).

Thomas Mitchell set up a sawmill in the area in 1830 before any significant European settlement, planning on exporting timber to Australia using the Manukau Harbour (New Zealand Transport Agency Waka Kotahi, 2016).

Figure 1:

Cornwallis Saw Mills



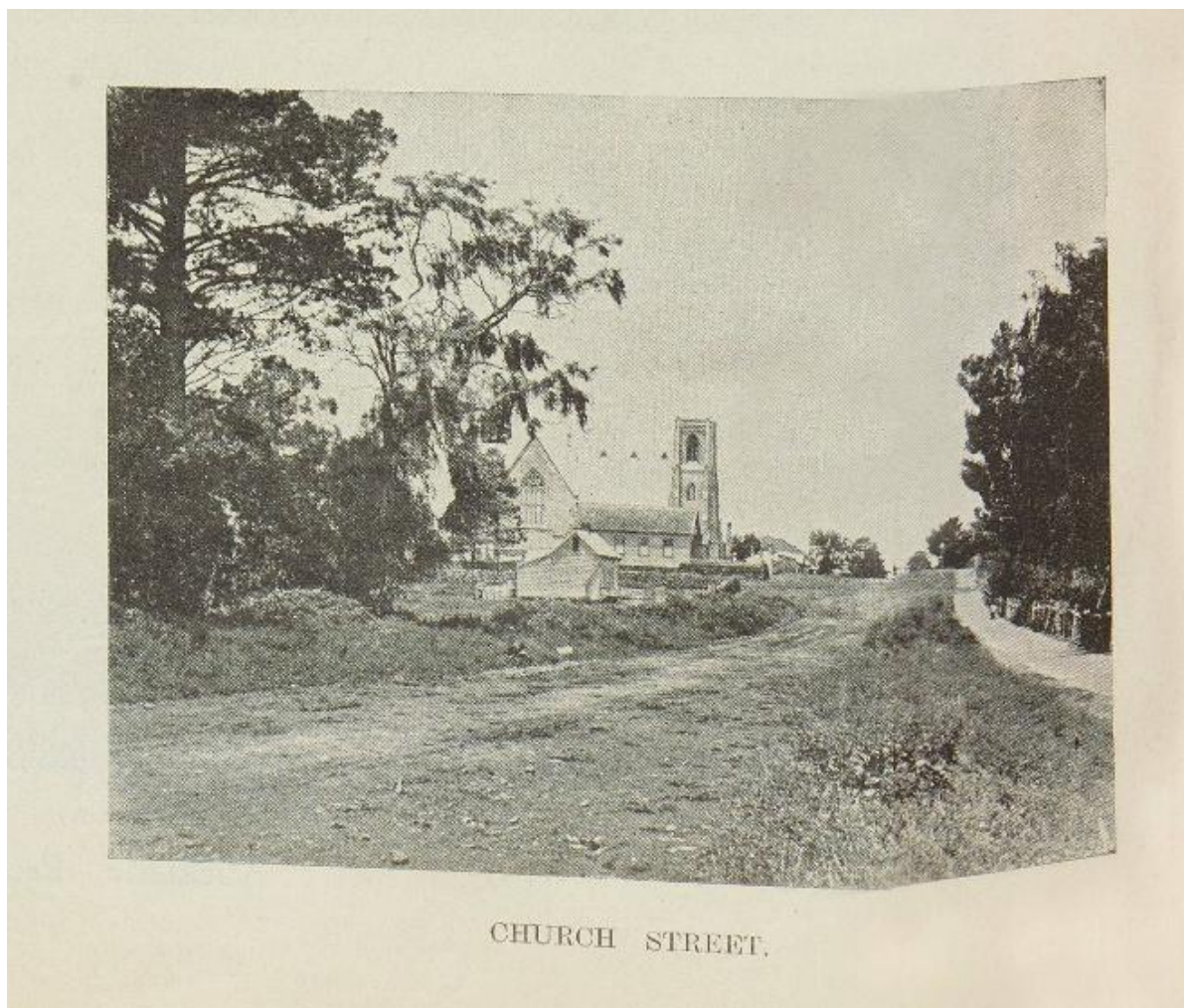
Note. (Joseph, 1871)

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The Royal New Zealand Fencible Society set up a settlement in Onehunga due to its military-strategic location as a portage and naval route. This was the first major European settlement in the area and helped to establish the urban form and grid of Onehunga. (New Zealand Transport Agency Waka Kotahi, 2016)

Figure 2:

Fencible Cottage along Church Street

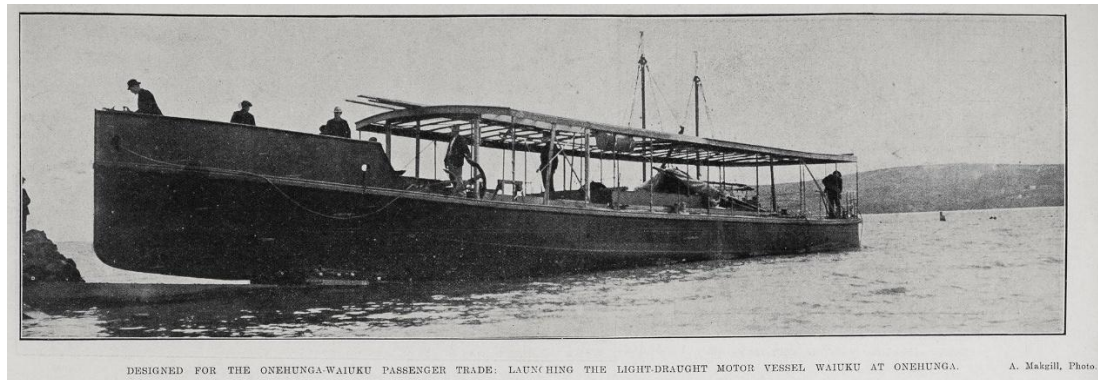


Note. (Bruce, 1902)

Onehunga had become a bustling suburb during the Waikato wars. Onehunga Wharf provided passenger services departing to the South of New Zealand (New Zealand Transport Agency Waka Kotahi, 2016), leading to considerable growth and establishing lodgings for the travellers (Lyttelton Times, 1855).

Figure 3:

Passenger ship departing Onehunga



Note. (Makgill, 1913)

Figure 4:

Royal Hotel in Onehunga



Note. (Auckland Libraries Heritage Collections 957-073-1, 1892)

The Onehunga Ironworks was erected in the 1880s to utilise Onehunga's marine shipping, railway, population base, and the volcanic iron-rich sands of the Manukau Harbour to smelt iron (Auckland Star, 1888). The Ironworks, alongside the flour mill, were one of the first of many significant industrial buildings in Onehunga and a sign of the rising industrial significance of Onehunga (Auckland Star, 1888; New Zealand Transport Agency Waka Kotahi, 2016). Onehunga's access to crucial marine transportation networks made it significant and allowed for establishing Māori and fencible settlements, the iron and timber industry, and hotels.

Figure 5:

Onehunga Iron Works



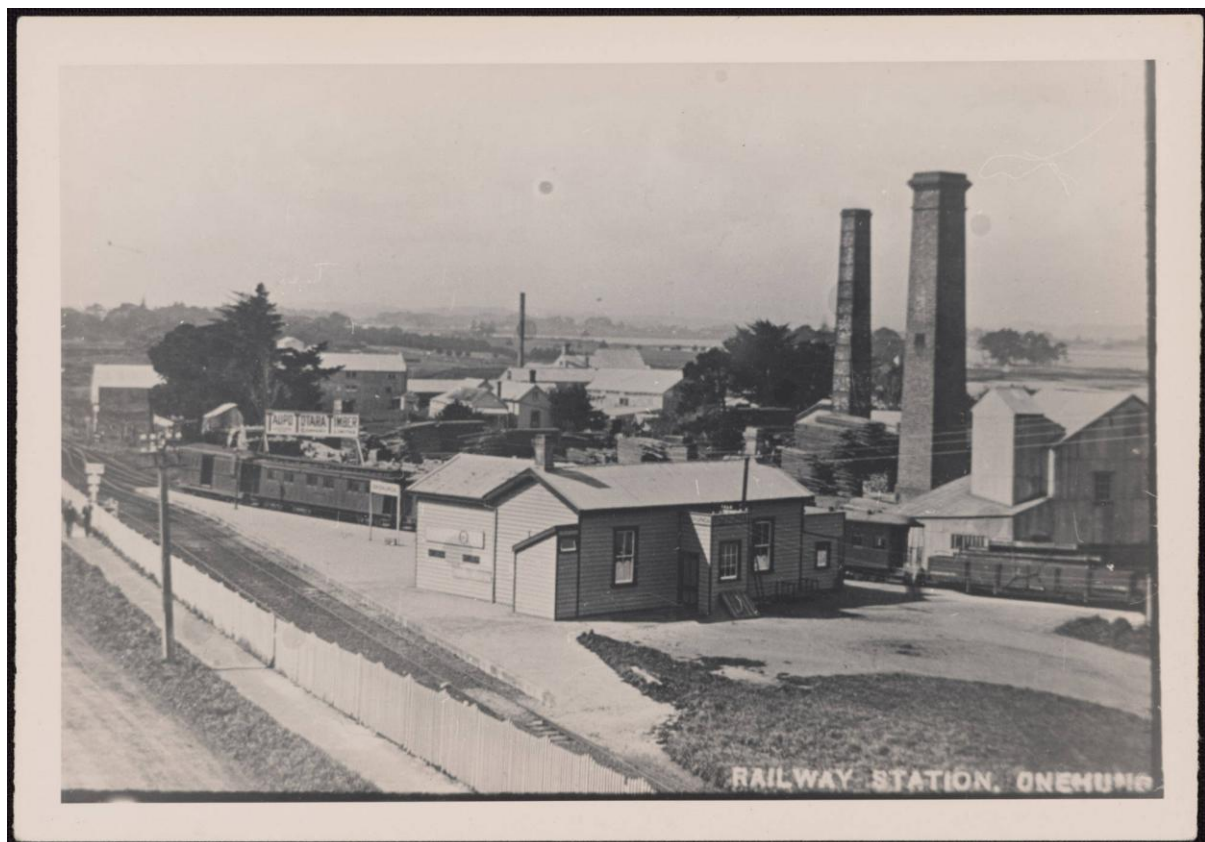
Note. (Pegler, 1889)

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The Auckland-Onehunga Railway opened in 1873, the first operational railway in the North Island (Matthews & Matthews Architects Ltd & New Zealand Transport Agency Waka Kotahi, 2016; New Zealand Transport Agency Waka Kotahi, 2016), and was later extended down to the wharf in 1878 due to the importance of the wharf as the shortest export route to Australia.

Figure 6:

Onehunga Railway Station



Note. (Auckland Libraries Heritage Collections 957-165-1, 1910)

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While Ngāti Whatua had long used a natural causeway to cross the Manukau harbour between their Onehunga and Mangere settlements, the stone had been cleared in 1858 to make way for more intensive shipping (Patterson, n.d.). The first Mangere bridge opened in 1875, providing Southward access (Daily Southern Cross, 1875).

Figure 7:

Old Mangere Bridge



Note. (Auckland Libraries Heritage Collections 957-236-1, 1914)

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An electric tram service started operating between Auckland and Onehunga in 1903 (New Zealand Herald, 1903), adding to Onehunga's transportation network.

Figure 8:

Onehunga Tram



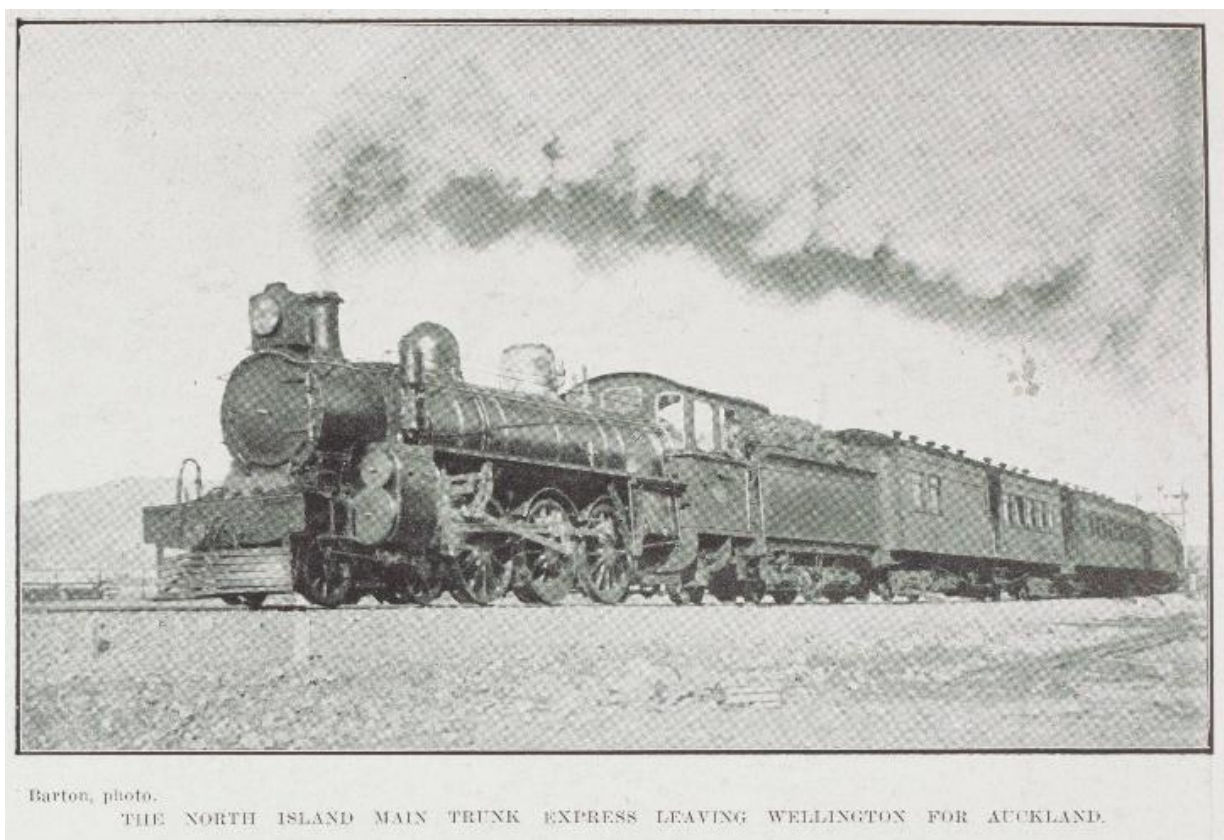
Note. (Auckland Libraries Heritage Collections 957-145-1, 1908)

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The North Island Main Trunk railway opened in 1908, significantly undermining Onehunga's importance, as transportation by rail became preferred; moreover, the increase in the size of ships led to the deprioritisation of Onehunga Wharf and a significant bust in Onehunga (Murdoch, 2013).

Figure 9:

North Island Main Trunk Express



Note. (New Zealand Graphic, 1912)

The wool industry had become significant in the area and persisted through the bust (Murdoch, 2013). The municipal abattoir was relocated to Southdown and discharged toxic effluent into the Manukau Harbour (Murdoch, 2013).

Figure 10:

The Onehunga Woolen Mills



Note. (Auckland Libraries Heritage Collections 957-003, 1954)

The opening of the Auckland International Airport in 1966, alongside the axing of public transportation services, led to significant private automobile traffic through Onehunga to utilise the Mangere Bridge (Murdoch, 2013). The stress on the bridge was so much that a Bailey Bridge was erected in 1980 for temporary support (New Zealand Transport Agency Waka Kotahi, n.d.). The traffic growth led to pedestrianising a portion of Onehunga Mall and creating an alternative ring road for vehicular traffic (Onehunga Business Association, n.d.).

Figure 11:

Auckland International Airport



Note. (National Publicity Studios, 1965)

Figure 12:

Onehunga Pedestrian Mall



Note. (Auckland Libraries Heritage Collections 957-312A, 1970)

State Highway 20 and the Manukau Harbour Crossing opened in 1984 and were expanded multiple times in 1987, 1989, 1992 and 2017, culminating in a highway that linked central Auckland and the northwestern suburbs to the Auckland International Airport (New Zealand Transport Agency Waka Kotahi, 2008).

Figure 13:

State Highway 20



Note. (New Zealand Transport Agency Waka Kotahi, 2008)

Dress Smart opened in the area in 1995 and has since expanded to become one of Auckland's most prominent shopping attractions (Dress Smart, n.d.-a).

Figure 14:

Dress Smart



Note. (Dress Smart, n.d.-b)

Onehunga has experienced significant reclamation. In the West, Glouster Park was a volcanic crater before being filled in to be used as a park and for State Highway 20. Land has been reclaimed in the south for industry. (Murdoch, 2013) Onehunga has grown significantly both residentially and industrially and is slated for more residential intensification. However, transport connections remain poor. Neilson Street, a highly strategic freight route, is often congested, and the East-West Link proposal aims to fix this (Board of Inquiry, 2017). However, public transport services remain hopeless; even with the reintroduction of passenger rail services to Onehunga Station in 2012 and the electrification of the network, frequencies remain low and will stay this way even past the opening of the city rail link due to the track restrictions. Onehunga's most fundamental land use and transportation challenge currently is to encourage a mode shift away from cars to active and public transport modes in a suburb with little active and public transport infrastructure and promote sustainable urban development to prepare for the impacts of population growth and climate change.

Figure 15:

Onehunga Mural



Note. (Vessey, n.d.)

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