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URBPLAN325 – Assignment 3 – Individual Report

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Introduction:

Purpose:

A framework plan sets a high-level, long-term vision guiding future development. Tūhoto 2055 has been developed by analysing current and future land use and transportation patterns. It will guide development in Onehunga Central for the next 30 years, ensuring that the massive changes planned, contribute to a cohesive and positive outcome. Tūhoto 2055 envisions Onehunga Central as a 15-minute city, where living, shopping and working are all available nearby, and access is prioritised through active and public transport. Moreover, increased provision of blue/green infrastructure will ensure the denser living Onehunga is projected for is comfortable, sustainable and resilient.

Executive Summary:

Four key moves were identified as critical to directing long-term development in the present.

1. A blue/green key move aimed at addressing high flooding risk and inadequate access to green infrastructure through redeveloping car parks into new green spaces, creating linear parks that integrate stormwater management and new retention ponds at strategic locations.
2. A east-west axis key move, aimed at consolidating vehicular traffic from the sparsely used gridded street network onto a dedicated arterial, improving safety for the broader precinct.
3. A north-south axis key move, aimed at consolidating bus services onto Onehunga Mall, improving the legibility and performance of the public transport network, and redirecting most north-south private traffic onto the designated arterial, Selwyn Street.
4. An active transport key move aimed at creating a low-traffic neighbourhood in the residential part of the precinct using modal filters, creating a new bi-directional cycleway on Onehunga Mall, connecting to regional cycleways, provision of new safe raised crossings, roundabouts and signalised intersections, improving overall safety and the pedestrian experience.

Context:

Rationale:

Tūhoto 2055 chose to focus on directing development in Onehunga Central. This was done as Onehunga Central contains the town centre along Onehunga Mall, which forms a community hub, where commercial and social activity is concentrated. Moreover, Onehunga Central holds the most significant redevelopment capacity due to its business town centre zone. Therefore, directing development in this key redevelopment area, which doubles as the major community gathering space, was considered essential. Onehunga Central contains residential uses in the north-east and along Onehunga Mall, commercial uses along Onehunga Mall, and industrial uses along Selwyn Street and Neilson Street. This mix of uses creates the potential for the creation of a 15-minute city, where living, working and shopping are supported within walking distance. Moreover, Onehunga Station, multiple bus stops, and in the future a station on the Avondale-Southdown Line further support the 15-minute city model by providing access to rapid transit.

Figure 1: *A mural in Onehunga*

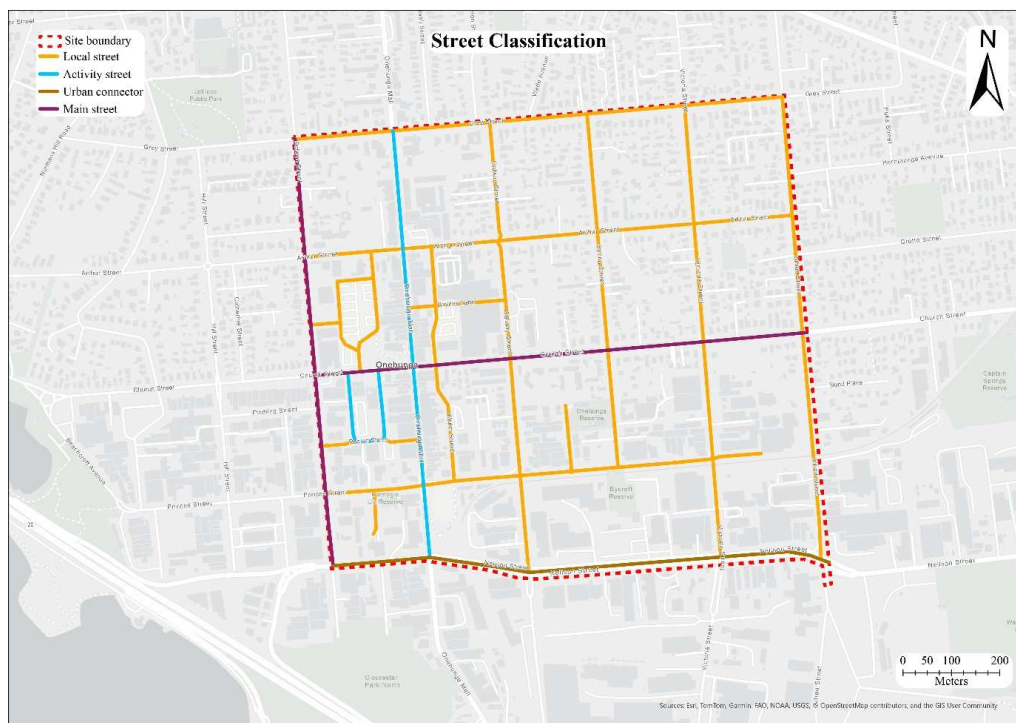


Note. (Onehunga Business Association, 2021)

Public space assessment:

The role of specific streets was understood by undertaking a public space assessment helping to paint a clear picture of Onehunga Central and can be seen in Figure 2.

Figure 2: *Street Classification*



Note. Authors own work

Analysis:

Observations:

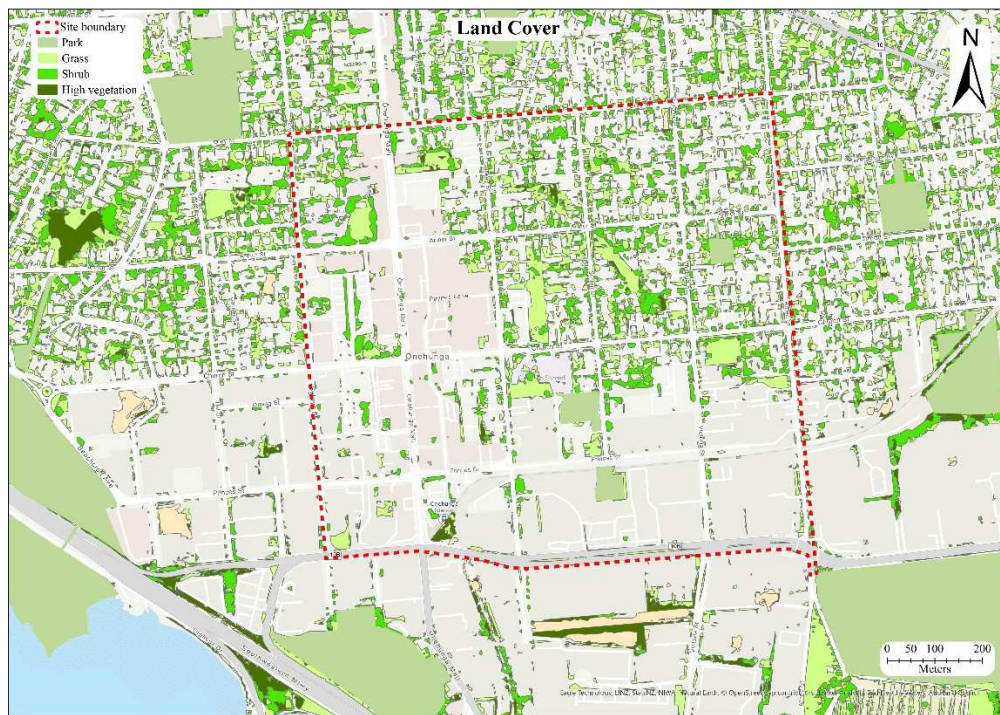
The roads in Onehunga Central are wide, as seen in Figure 3. Whilst they typically contain wide grass berms, the tree canopy cover can be significantly improved, addressing the risk associated with most of the tree canopy being privately owned (Maungakiekie-Tāmaki Local Board, 2021). Moreover, there is little park space within the precinct, relying on Glouster Park, Onehunga Bay Reserve and Waikaraka Park outside the precinct to access green infrastructure as seen in Figure 4. An abundance of parking leads to high impervious surfaces and increased flooding risk, as seen in Figure 5. The north-east of the site is steepest, directing runoff south along Onehunga Mall and east-west along Church and Neilson Street as seen in Figures 6 and 7.

Figure 3: *A residential street in Onehunga*



Note. Authors own work

Figure 4: *Green spaces and land cover for Onehunga Central*



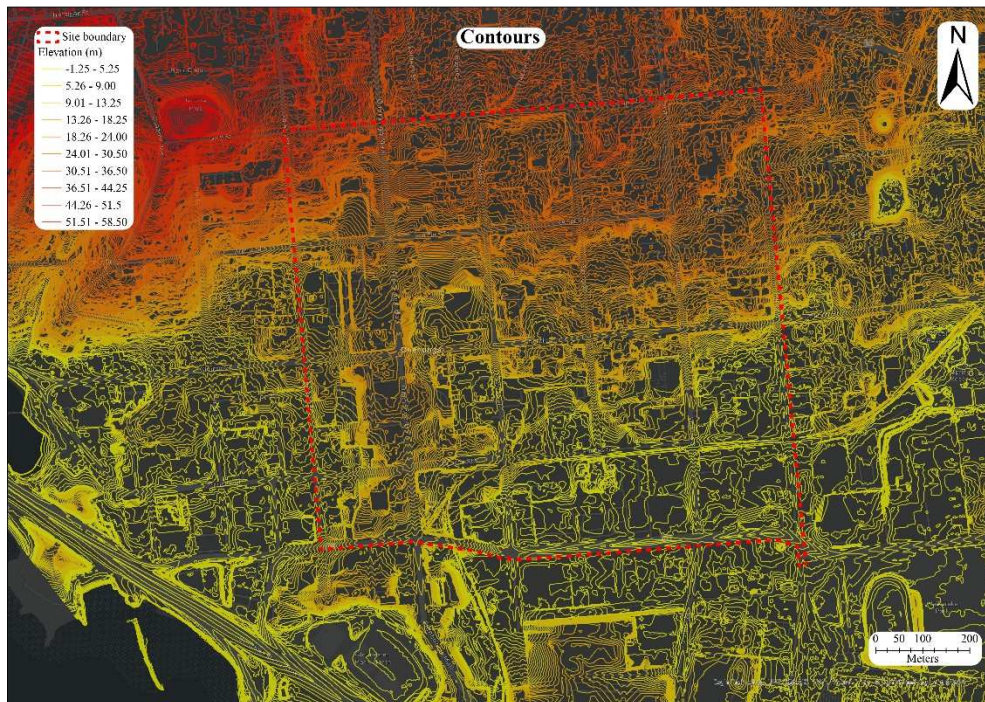
Note. (Auckland Council, 2024d) Adapted by the Author

Figure 5: *Impervious surfaces and parking in Onehunga Central*



Note. (Auckland Council, 2024c) Adapted by the Author

Figure 6: *Contours for Onehunga Central*



Note. (Auckland Council, 2024b) Adapted by the Author

Figure 7: *Floodplain and overland flow paths for Onehunga Central*



Note. (Auckland Council, 2024e, 2025) Adapted by the Author

Land Use

Onehunga Central predominantly consists of a business town centre, mixed use, light industry, residential terraced housing, and an apartment building zone under the Auckland Unitary Plan, as seen in Figure 8.

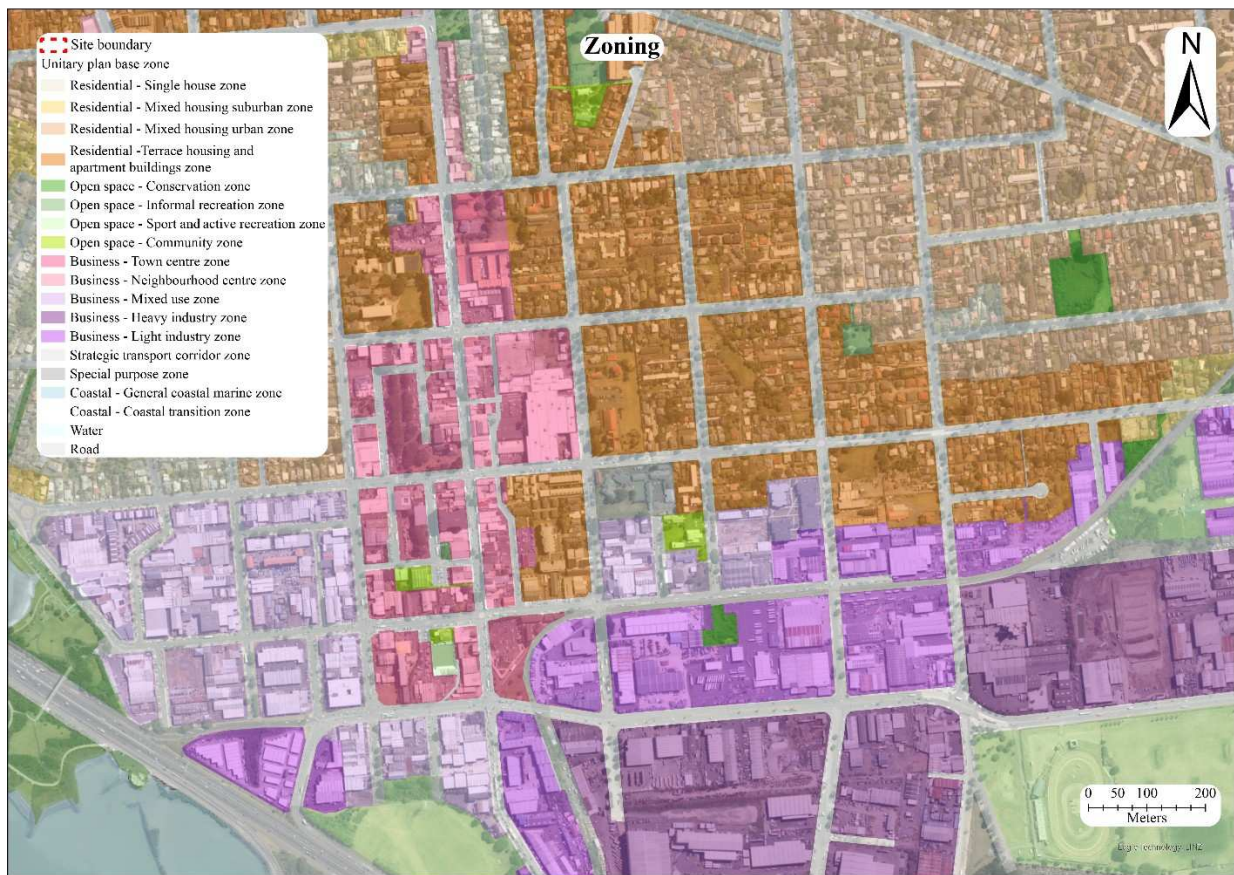
Onehunga Mall supports mixed-use developments, with commercial/retail often found along the ground floor, and residential on upper floors, as seen with the recent The Onehunga Mall Club development, which can be seen in Figure 9. The Onehunga Mall club is an example of potential future redevelopments, providing 102 apartments on six levels and retail on the ground floor, utilising the potential of the business town centre zone (Kalmar, n.d.). Developments like this are likely for Onehunga, as illustrated by the Auckland Growth Scenario, seen in Figure 10.

Another significant land use is Dress Smart, which provides over 100 retail outlets east of the Onehunga Mall Club (Dress Smart, n.d.-a). A proposed development would redevelop carparks at Paynes Lane to further expand the mall's footprint and offerings, in response to projected population growth in the suburb (Dress Smart, n.d.-b). The light industry and automotive uses along Neilson and Selwyn Street provide employment opportunities for the precinct, as seen in Figure 11.

As discussed previously, there is an insufficient provision of green spaces within the precinct. A redevelopment of the Waiapu Precinct by Eke Panuku promises to fix this by creating new green spaces and a public plaza, as seen in Figure 12.

In the future, the north-east of the precinct, currently occupied by single-family housing, is likely to be redeveloped into terrace housing and apartments such as the Manaaki by Ockham just outside the precinct, seen in Figure 13; an increase in green spaces and flood resilience, as well as access to safe public and active transport, will be essential to serving increased densities. The precinct has a few council-owned uses, including the Waiapu Precinct, Municipal Place carpark, Onehunga Library and Onehunga War Memorial Pool and Leisure Centre and Onehunga Station and Park and Ride.

Figure 8: *Auckland unitary plan base zone for Onewunga Central*



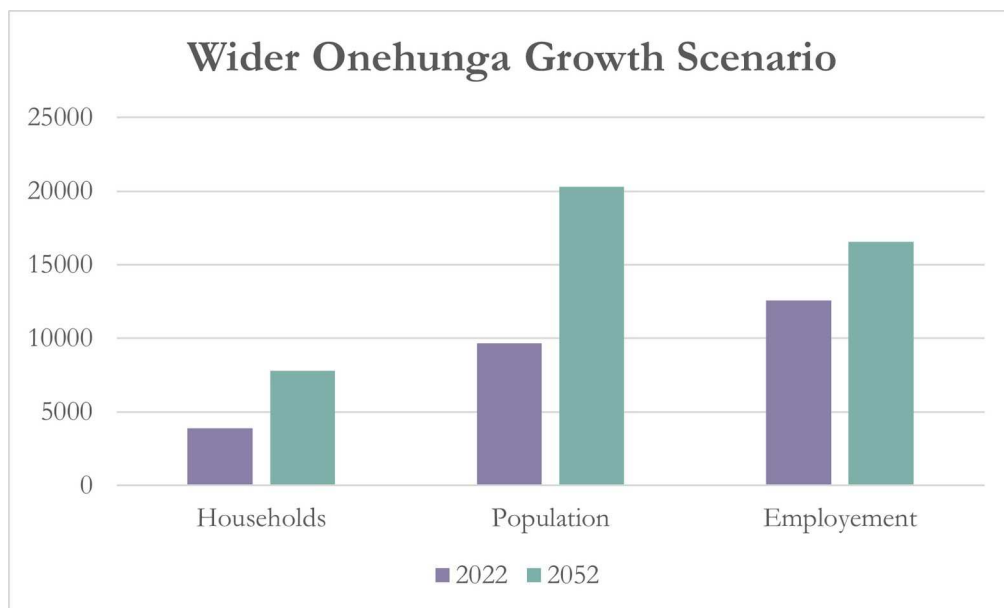
Note. (Auckland Council, 2022) Adapted by the Author

Figure 9: *The Onehunga Mall Club*



Note. Authors own work

Figure 10: *Auckland Growth Scenario for Onehunga*



Note. (Auckland Council, 2024a) Adapted by the Author

Figure 11: *Automotive uses along Neilson Street*



Note. Authors own work

Figure 12: *Waiapu Precinct redevelopment*



Note. (Eke Panuku, n.d.)

Figure 13: *Manaaki by Ockham*



Note. (Ockham, n.d.)

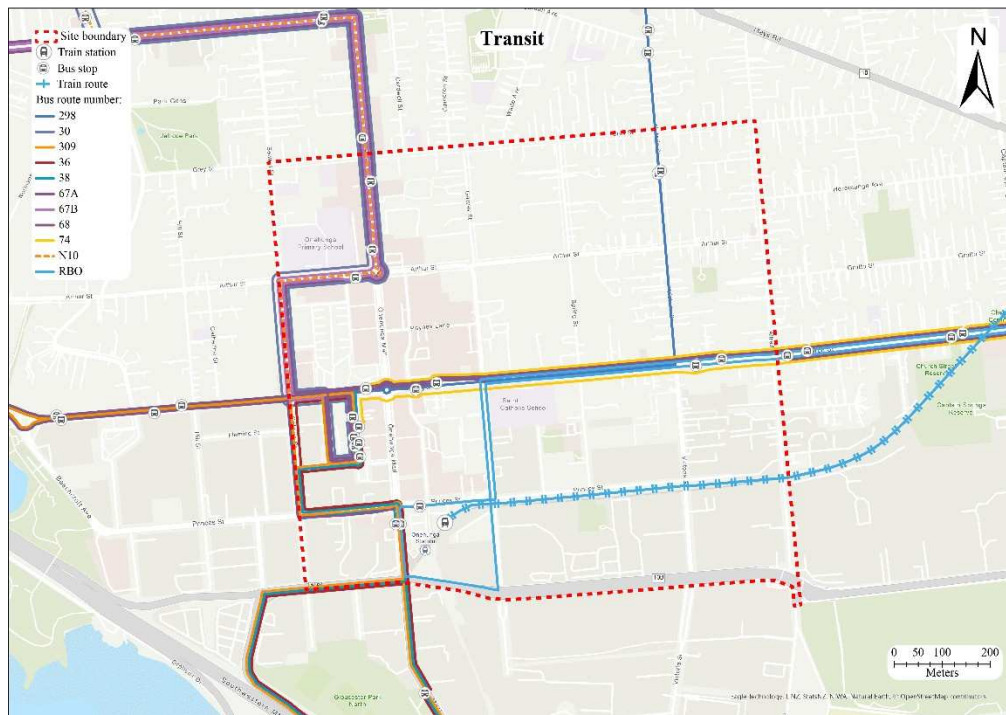
Transport

Onehunga is extremely car-dependent. Though there is access to various bus routes, as seen in Figure 14, there is zero transit priority, causing congestion for bus users and discouraging their use. Moreover, the Onehunga Line only has thirty-minute frequencies due to track limitations (Greater Auckland & Reid, 2021).

There is almost no active transport infrastructure. The precinct needs massive active and public transport infrastructure improvements to cope with projected population growth. This could be a new railway between Avondale-Southdown, with a new station providing rapid transit to the precinct (KiwiRail & Auckland Transport, 2024). However, Avondale-Southdown has many unknowns; the corridor for the railway would cut the precinct in half and severely limit mobility if level crossings were to be utilised.

The East-West Link proposal would create a highway along Onehunga foreshore, linking State Highway 1 and 20 (New Zealand Transport Agency, 2024) and potentially decongest Neilson Street by soaking up most industrial and system-wide traffic.

Figure 14: *Transit map for Onehunga*



Note. Authors own work

Blue/Green infrastructure provisions

As stated previously, there is minimal green infrastructure in the Onehunga Central precinct. Onehunga is flood-prone, and traditional stormwater infrastructure has frequently proven to be overwhelmed by the increasing intensity of extreme weather events (Welch, 2023). An immediate and essential need is to introduce nature-based stormwater management into the precinct. However, most of the precinct, aside from the Waiapu Precinct, the library, leisure centre, and roads, are privately owned, severely restricting the integration of water-sensitive design.

SWOC:

Strengths:

- Strong development potential due to recent upzoning
- Excellent access to bus routes, and future improved access due to Avondale-Southdown
- Pre-existing town centre hub

Weaknesses:

- Much of the precinct is flood-prone, particularly on Onehunga Mall, where future redevelopments are likely to be located
- Poor access to greenery means few amenities for residents

Opportunities:

- Build on the Waiapu Precinct redevelopment to better integrate green infrastructure into the precinct.
- Build a linear park to provide better access to greenery throughout the precinct.
- Utilise the contour of the precinct to integrate stormwater management into the street network and direct runoff to stormwater retention ponds.

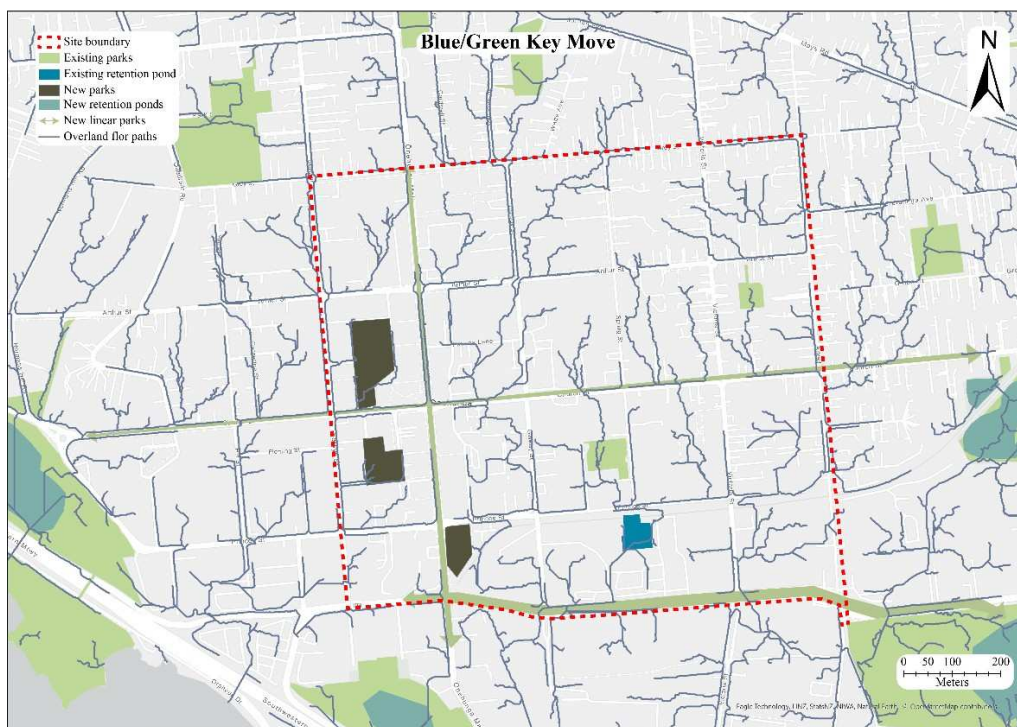
Constraints:

- Limited council-owned land constrains potential developments.
- Floodplains require innovative solutions to develop.

Blue/Green Key Move:

Deficiencies in blue/green networks to support intensification will be addressed by creating a linear park and providing precinct-wide access to green space while increasing connectivity to green spaces outside the precinct. Linear parks along key ridgelines enhance flood resilience by directing runoff towards designated retention ponds. Redeveloping Municipal Place carpark and Onehunga Station park & ride following the implementation of the north-south transit axis key move and the Avondale-Southdown station.

Figure 15: *Blue/green key move*



Note. Authors own work

Conclusion

In conclusion, the Onehunga Central precinct will grow significantly in the coming decades. Tūhoto 2055 sets out four key moves to establish high-level direction, directing long-term development of the suburb to support Onehunga as a healthy and vibrant suburb. Projected transit-oriented development and dense-mixed use developments along Onehunga Mall will be supported by ensuring sufficient blue/green, social, public, and active transport infrastructure is developed to support denser, more sustainable living in Onehunga.

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