

Onehunga Land Use & Framework Plan

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Executive Summary

Purpose

This framework plan establishes a high-level strategic direction for the long-term development of the Onehunga suburb. This plan will ensure development contributes towards cohesive and positive outcomes driven by our vision and key moves

This framework plan will develop a co-ordinated vision for the future of Onehunga, through analysis of current and future land use and transporations of the suburb

Further detailed rationale for each key move is documented in the four individual reports associated with this framework plan.

Vision

We envision Onehunga as the preeminent example of Smart Growth in Tamaki Makarau. **Mixed-use** developments and **dense** living will support a **compact urban form** that provides opportunities for living, shopping and working within the suburb.

Prioritising active and public transport will create a **comfortable, sustainable and resilient** suburb, ready to cope with urban growth and climate change challenges.

Figure 1: *Waiapu Town Centre*



Note. Picture by Eke Panuku (2024a)

Key Moves

1	• Active Transport: Low traffic neighbourhoods and active transport corridors to support shift to sustainable modes.
2	• Public Transport: Expanded transit priority and new Onehunga bus station. Immediate improvements to bus & rail services.
3	• Vehicular Transport: Conslidated vehicular access to ensure efficent arterials, and safe local roads.
4	• Blue & Green Networks: Expanded blue & green networks to provide amenities and adress flooding risk.

Figure 2: Manaaki by Ockham



Note. Picture by Ockham Residential (2021)

Strengths	Weaknesses
• Strong pre-existing town centre • Vast industrial employment base • Access to solid cross-town bus routes • Existing rail connection & corridor • Extensive development potential • Strong gridded street network	• Non-existent bus priority • Poor integration wil rail network • Poorly designed arterial network • Entrenched car-dependancy • Lack of active transport infrsatructure • Lack of green space • Very flood prone
Opportunities	Constraints
• Continue redevelopmentmnt of surface car-parking, building on the Waiapu Precinct model. • Creation of linear-parks along key overland-flow paths to manage stormwater. • Incoming Central & Local Government investment from Avondale-Southdown & East West Link • Active transport infrasutructure, integrating into wider regional cycleways	• Limited development potential in some areas due to application of special charecter areas. • Vast amount of land is privately owned. • Freight corridor limitations • Uncertainty associated with future transport infrastrucure. • Entrenched car-dependancy.

Background

Rationale

- Projected to receive investment from Central and Local Government in the form of vehicular and public transportation infrastructure. Enabling potential integration of land use with transportation in the form of TODs.
- Existing town centre and zoning provide a strong base for the creation of mixed-use developments, enabling a compact urban form.
- Existing industrial base provides employment opportunities.
- Strong pre-existing cross-town bus access.

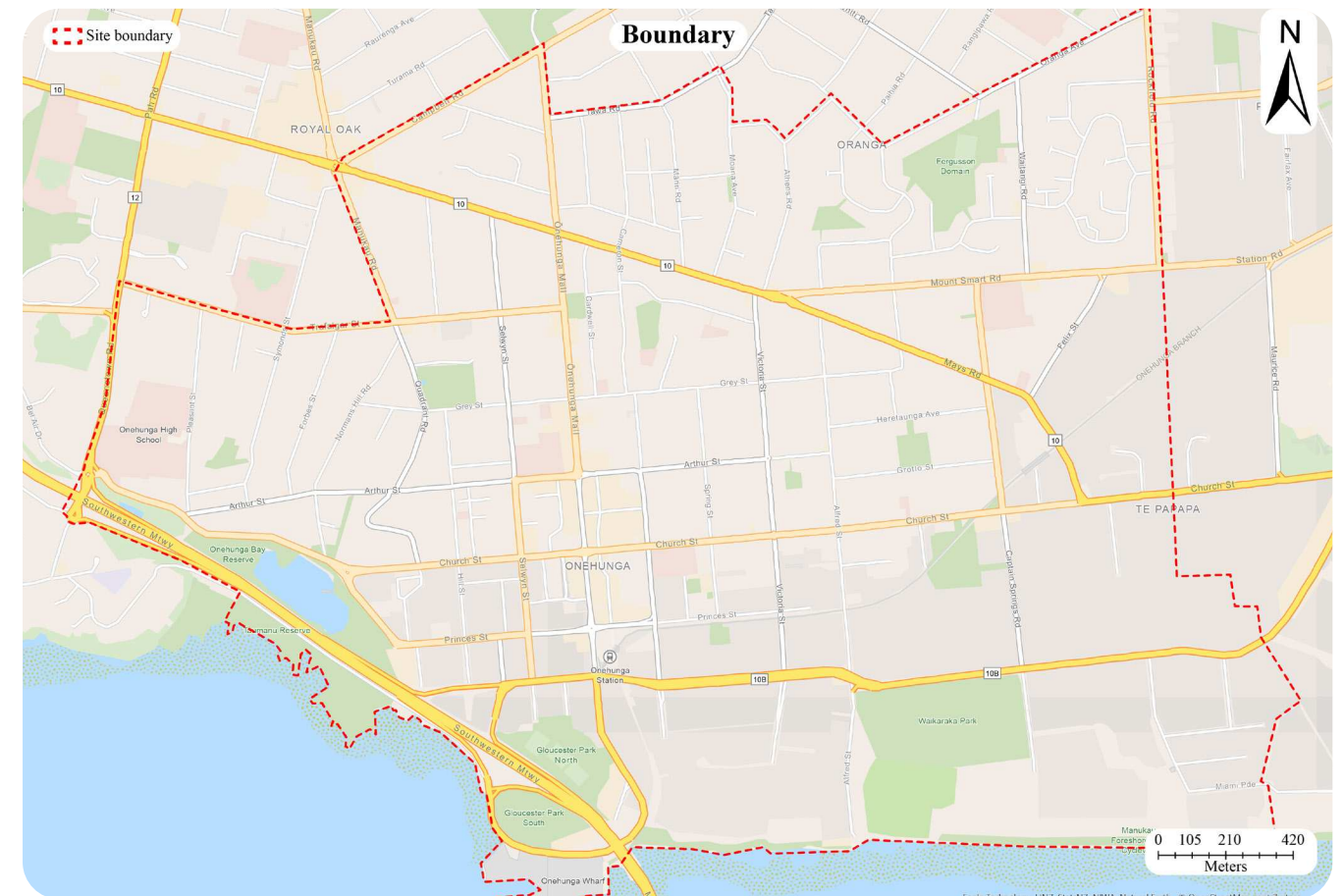
Public Space Assessment

- Onehunga Mall due its history as a pedestrian mall provides an opportunity for the creation of a people first and vibrant mixed use town centre.
- Neilson Street, a strategic freight corridor operates as an urban connector.
- Various main streets provide strong cross-town access.

Observations

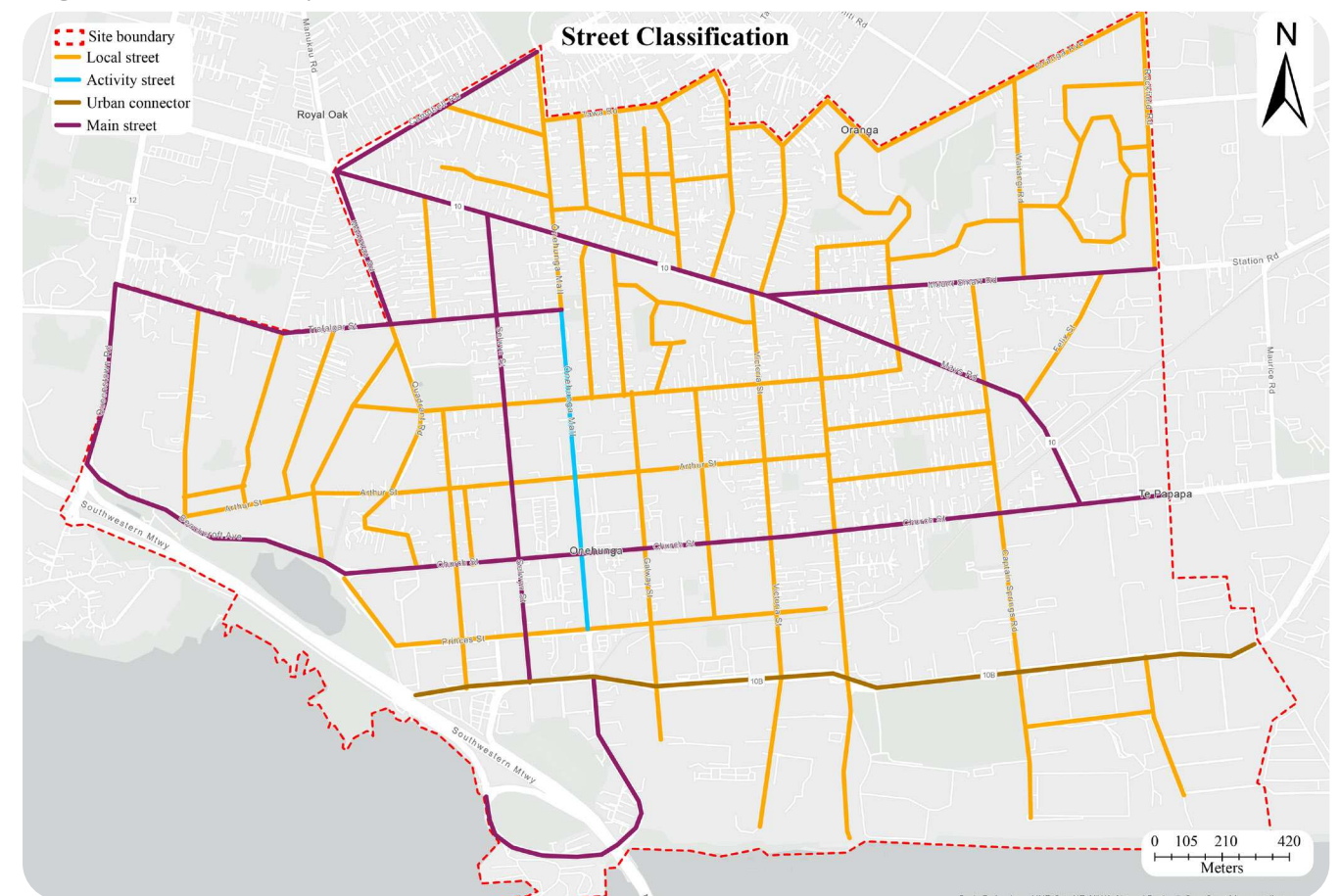
- Gridded network in Onehunga Central encourages traffic to through run through local residential streets.
- Cul-de-sacs in Te Papa and Oranga constrain connectivity
- Lack of access to green space must be addressed to support

Figure 3: Boundary map



Note. Map by Authors

Figure 4: Street classification

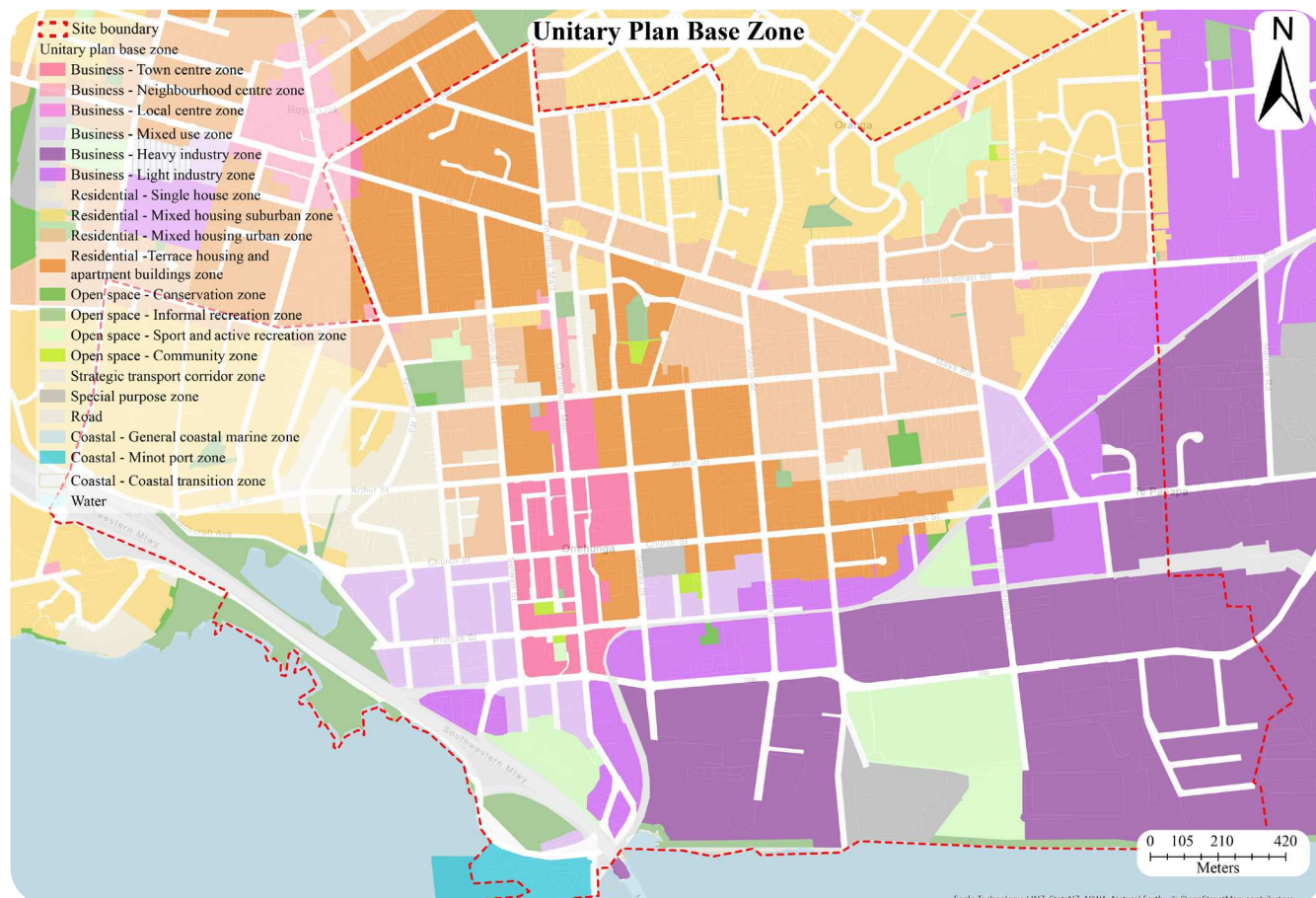


Note. Map by Authors

Land use assessment

- There is insufficient green space. The community largely relies on outside green spaces for amenities.
- Business Town Centre and Mixed-Use zone provide potential for further and more densified mixed-use developments.
- Neighbourhood Centre Zone allows for pockets of commercial developemnt in resdeintal suburbs.
- The Onehunga-Penrose industrial precinct is one of the largest in Auckland and provides a vital employment base to the suburb.
- Residential suburbs have been signifincatly upzoned by the AUP, and will be further upzoned by PC78 to Mixed Housing Ubran across the whole precinct. Avondale-Southdown station will likely create more development potential due to walkable catchment requirements of the NPS-UD.

Figure 5: Unitary plan base zone

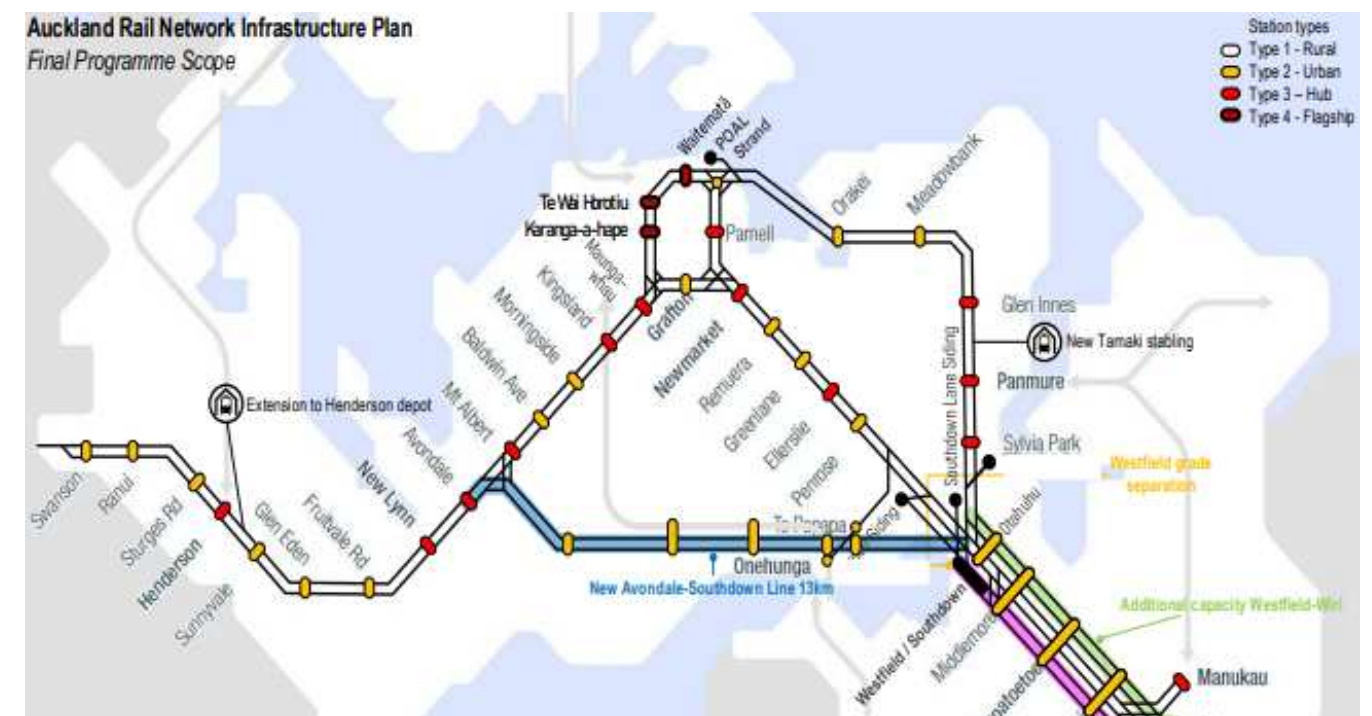


Note. Map by Authors

Transport assessment

- 30, 36, 38, 66, 67, 68 and 74 buses provide frequent service towards St Lukes, Sylvia Park, Newmarket, the CBD and airport precinct.
- Bus services are not well integrated, with a confusing an inefficient service pattern through Onehunga Central.
- The Onehunga Line does not provide sufficient levels of service due to track limitations.
- Vehicles do not utilise designated arterials, causing safety issues on local roads.
- On-street parking provides an opportunity for road space reallocation towards increased vehicular lanes and bus priority.

Figure 6: Proposed railway



Note. Map by KiwiRail (2024)

Key Moves:

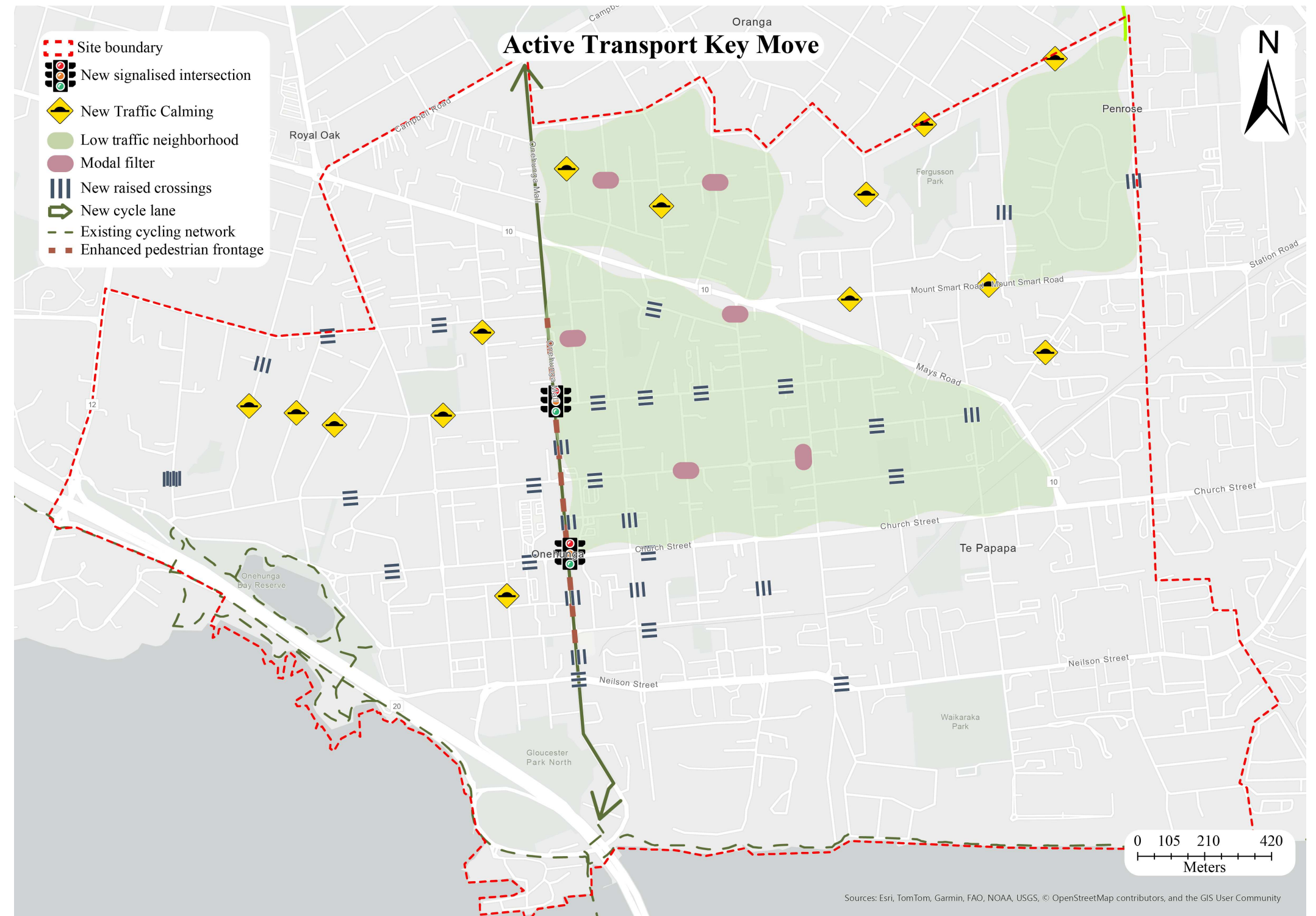
Active Transport

- Around 30 new raised crossings, ensuring a safe pedestrian experience across the entire precinct
- The creation of three low-traffic neighbourhoods through the utilisation of modal filters and traffic calming, discouraging through traffic, improving safety and quality of life
- 14 new traffic calming

interventions, aimed at key intersections with a history of pedestrian crashes

- Enhanced pedestrian frontage alongside Onehunga Mall, helping the already successful Onehunga Mall precinct
- The creation of a cycleway along Onehunga Mall, connecting to the SH20 regional cycleway, the Pike Point foreshore cycleway, and the Green Lane cycleway through (One Tree Hill)
- Signalisation of Key intersections along Onehunga Mall, addressing the most significant point of conflict by retrofitting dangerous and congested roundabouts.

Figure 7: Active transport key move



Note. Map by Authors

Public Transport

Bus Lanes

- Addition of bus lanes on major bus corridors. All bus lanes service frequent routes. Enabled by repurposing existing parking and flush medians for bus lanes

Onehunga Bus Station Short Term Improvements

- Improved reliability through signalization of Church Street and Lower/Upper Municipal Place intersections. Western Pearce Street exit onto Selwyn redesigned to enable bus only bi-directional traffic.

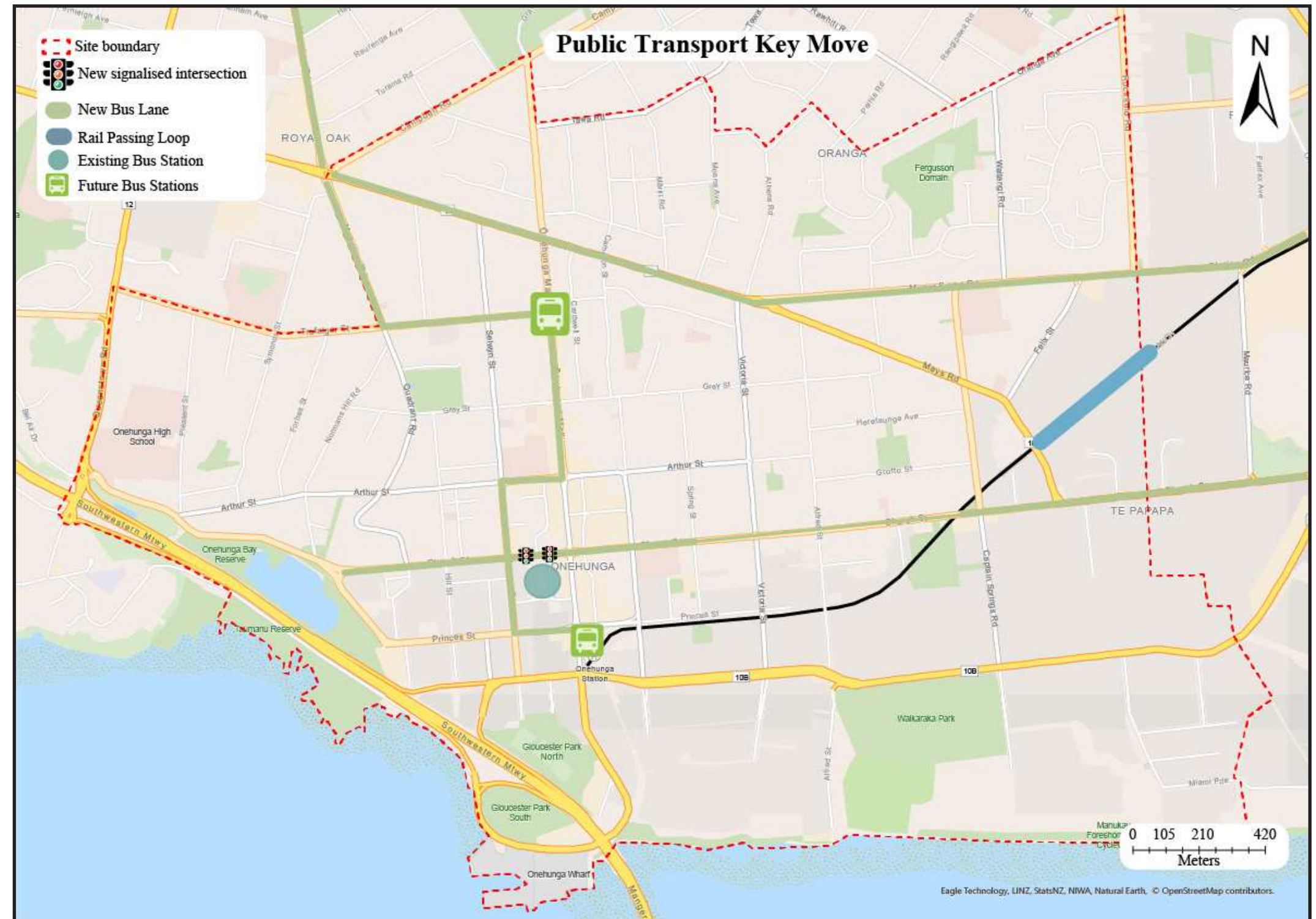
Proposed New Bus Station

- Station location dependent on progression of Avondale-Southdown line (ASL) project. Two options are proposed
- New bus station in the Onehunga Mall/Arthur St vicinity (if ASL completed)
- New bus station at Onehunga Railway station (if ASL cancelled)

Onehunga Line

- Enable 12–15-minute frequency on the Onehunga Line. Through the construction of a 450-metre passing loop east of Mays Road level crossing.
- Permanently operate Onehunga line as Onehunga-Penrose shuttle service

Figure 8: Public transport key move

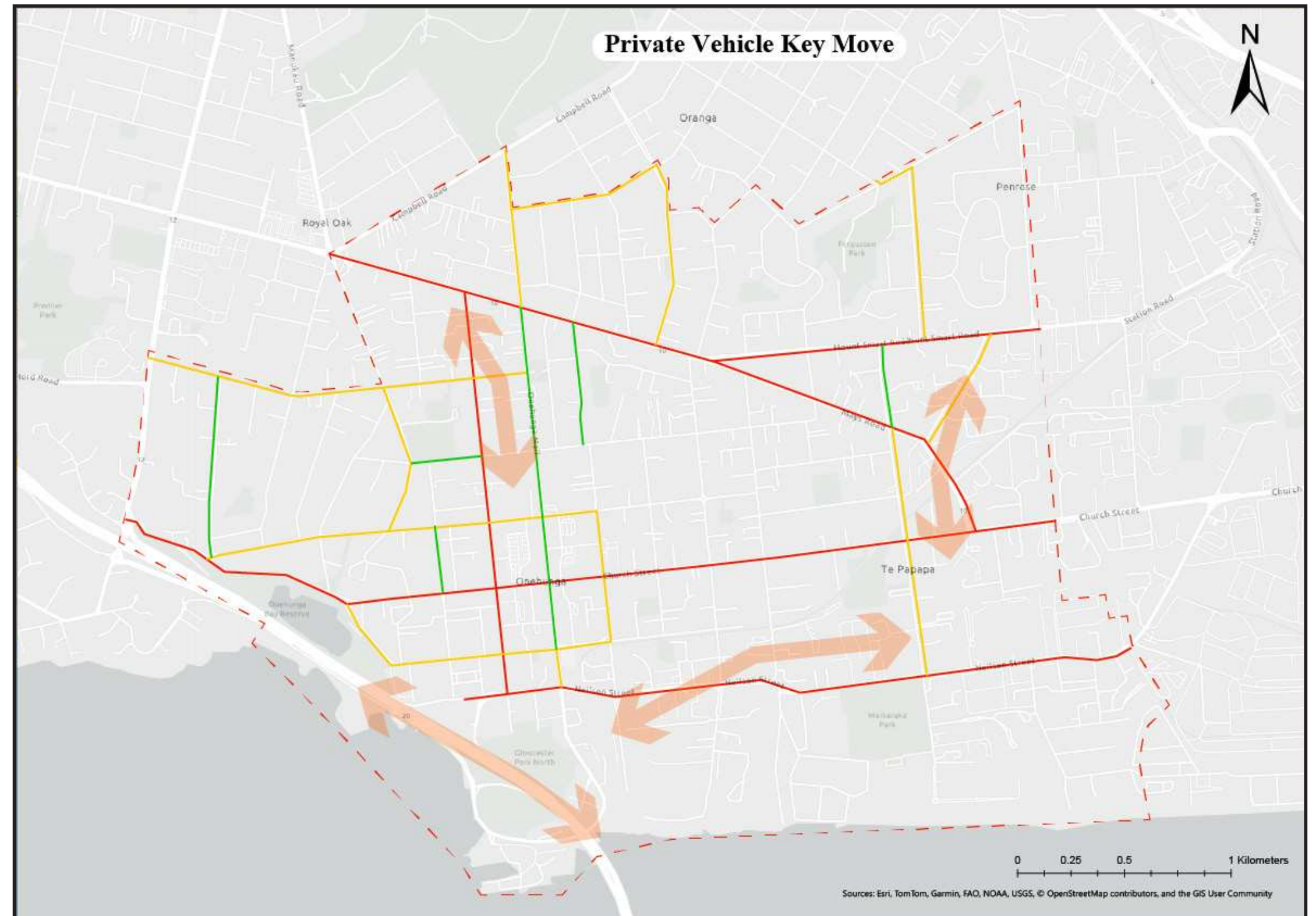


Note. Map by Authors

Vehicular Transport

- Consolidate through-traffic into large, legible movements across Onehunga by prioritising major corridors and minimising rat-running through residential streets.
- Redefine arterial roads throughout Onehunga to channel heavy traffic and freight onto designated routes, improving predictability and safety for all users.
- Create safe, low-traffic neighbourhood streets around schools, parks, and key retail areas by implementing traffic calming, and strategic access restrictions.
- Add T2 priority lanes on Neilson Street, Mays Road, and Mount Smart Road to encourage carpooling and improve public transport efficiency.
- Remove on-street parking along Selwyn Street, Church Street, and Mount Smart Road to free up space for transit lanes, cycling infrastructure, and improved pedestrian access.
- Discourage unnecessary vehicle movements through residential areas by simplifying arterial road networks and enhancing their capacity, reliability, and convenience for essential travel.

Figure 9: *Vehicular transport key move*



Note. Map by Authors

Blue & Green Networks

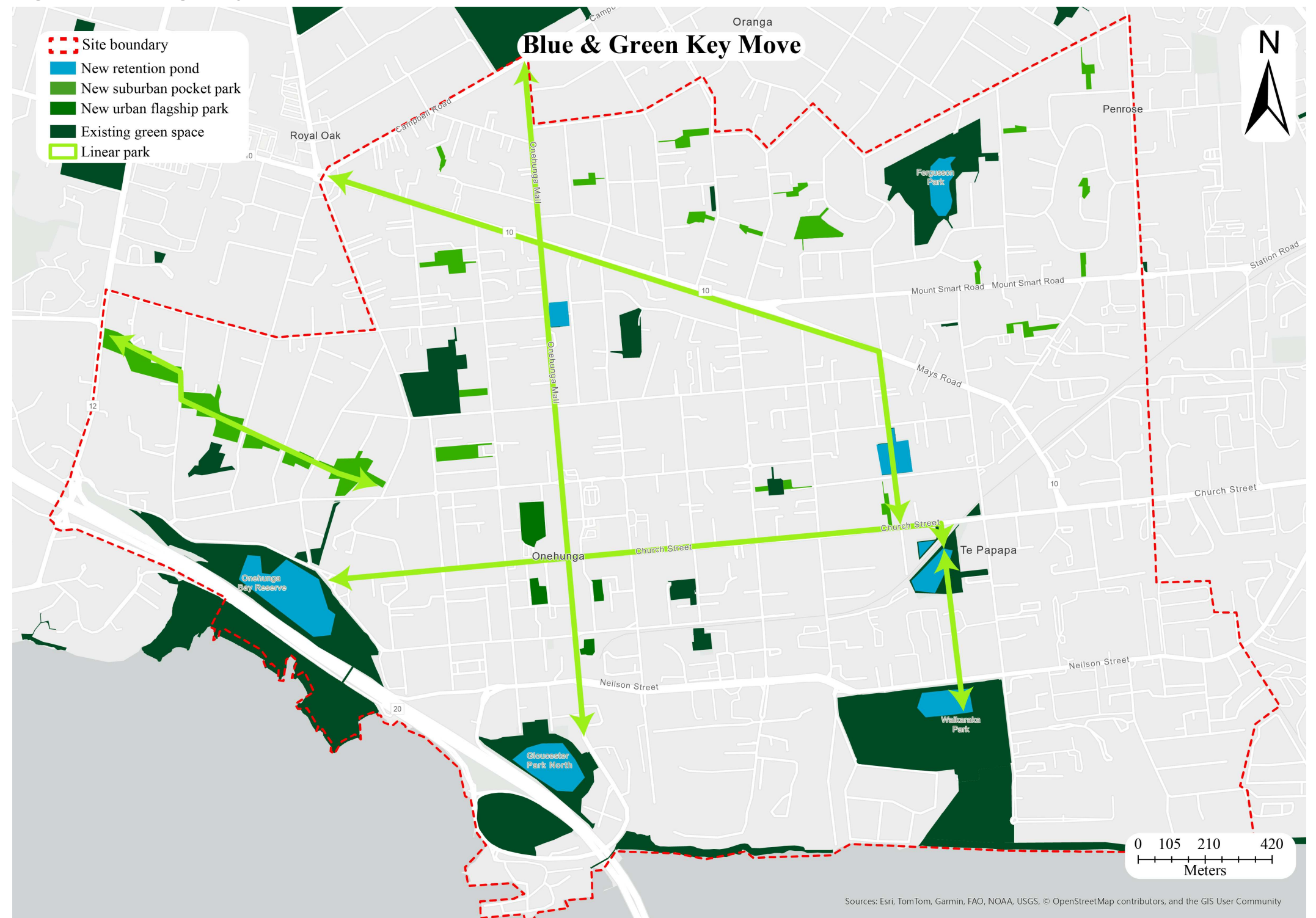
- Suburban pocket park programme aimed at increasing access to green space. Supporting increased residential densities whilst improving connectivity at cul-de-sacs in the form of green pathways.
- Creation and expansion of

retention ponds at key existing green spaces to address flood resilience. Approximately 96,000 m³ holding 10% of runoff volume from a 100 year storm.

- 8km of new Linear parks at key ridges to direct overland flow paths to retention ponds; simultaneously increasing access to green spaces outside the precinct in the form of green pathways.
- Redevelopment of key parking lots in Onehunga Central to create key flagship green spaces in Onehunga Central town centre.
- Creation of a green pathways alongside protected Avondale-Southdown route, similar to Te Ara Ki Uta Ki Tai. To be co-designed alongside community and KiwiRail. Integration with existing SH20 regional cycleway improving cross-town access.
- Approximately 120,000 SQM

of new dedicated green spaces, effecting 50 dwellings as part of designation process.

Figure 10: Blue & green key move

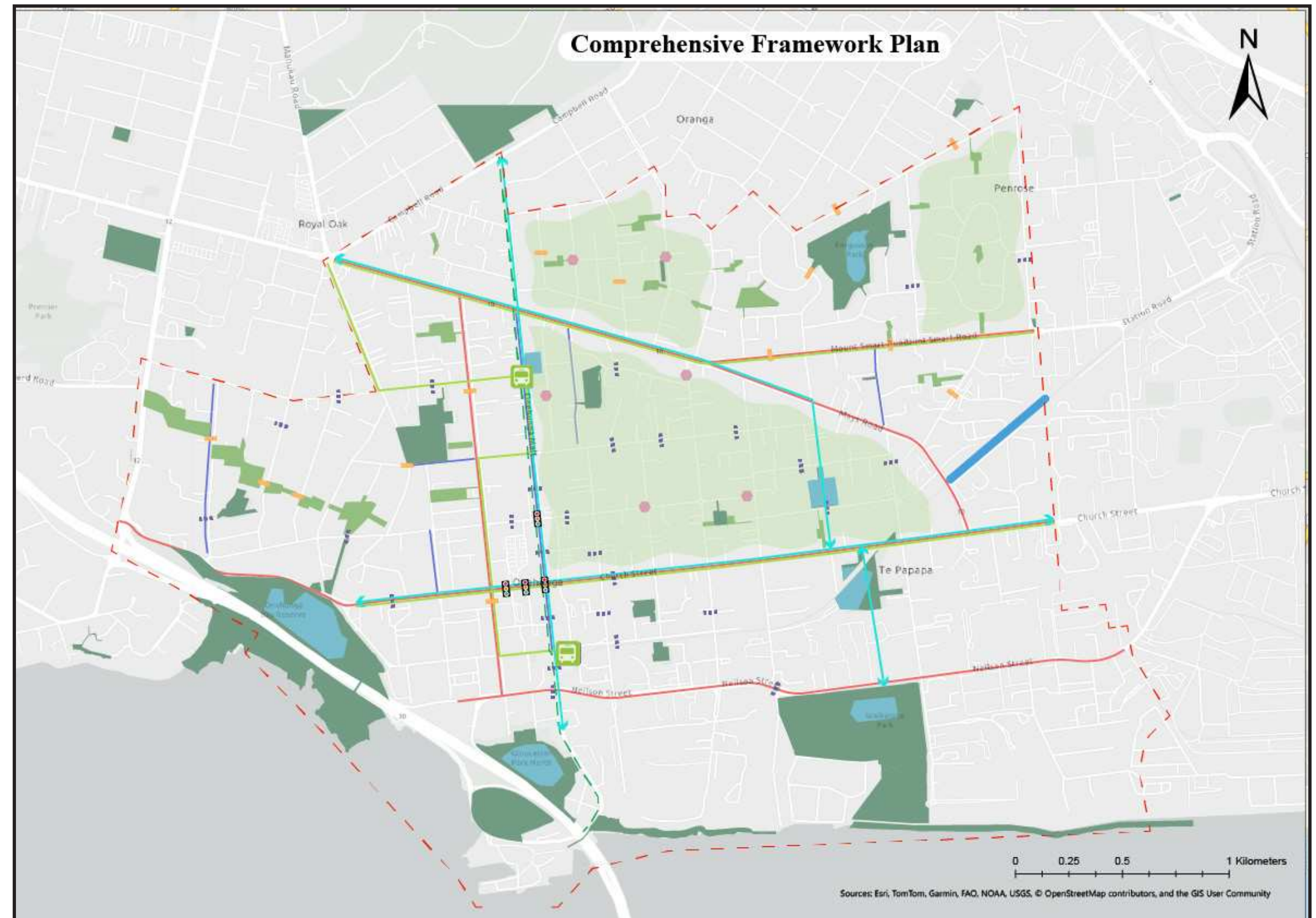


Note. Map by Authors

Integrated Framework Plan

- This is the comprehensive framework plan map – showing all key move interventions across the precinct.
- There are strong synergies between the private vehicle and public transport key moves. Both bus and T2 lanes require road space reallocation. Future expansion or addition of bus services on corridors with T2 lanes is much easier
- The reconfiguration of the Onehunga Bus Station is improved by the removal of car parks from the Green/Blue network key move.
- The creation of low traffic neighbourhoods from the Active Modes key move works in tandem with the Private Vehicles key move of focusing traffic onto major arterials
- The new green space created will further add to safe cycling routes throughout the precinct

Figure 11: *Integrated plan*



Note. Map by Authors

Phased Implementation Strategy

Short Term - 5 Years

- See through the completion of pre-existing projects such as the Waiapu Precinct Town Centre redevelopment by Eke Panuku and the expansion of Dress Smart.
- Increased re-development focused on Onehunga Mall corridor.
- Start designation process for increased provision of green space, focused on the redevelopment of existing carparks to minimise impact.
- Implement Bus & T2 lane strategy. Begin communication and consultation on the necessary changes and tradeoffs of roadspace reallocation
- Begin short term bus & rail improvements. Emphasis on quick implementation. Provide guaranteed immediate benefits while ASL project progresses.
- Engage in detailed design of Avondale-Southdown route alongside the Onehunga Business Association, aimed at minimising disruption to the town-centre.

Medium Term - 10 Years

- Support increased density in residential suburbs of Te Papapa and Oranga by ensuring sufficient transport and green network infrastructure
- Implement a parking management plan, aimed at reallocation of road space to increase traffic lanes in the form of clearways.
- Select future bus station location - ASL project viability should be clear
- Begin construction of new green space & corridors previously designated.
- Launch cycleways, integrating with the wider regional network.
- Implement low-traffic neighbourhoods.

Figure 12: Waiapu Precinct Laneway



Note. Picture by Eke Panuku (2024b)

Figure 13: Gloucester Park interchange



Note. Picture by New Zealand Transport Agency (n.d.)

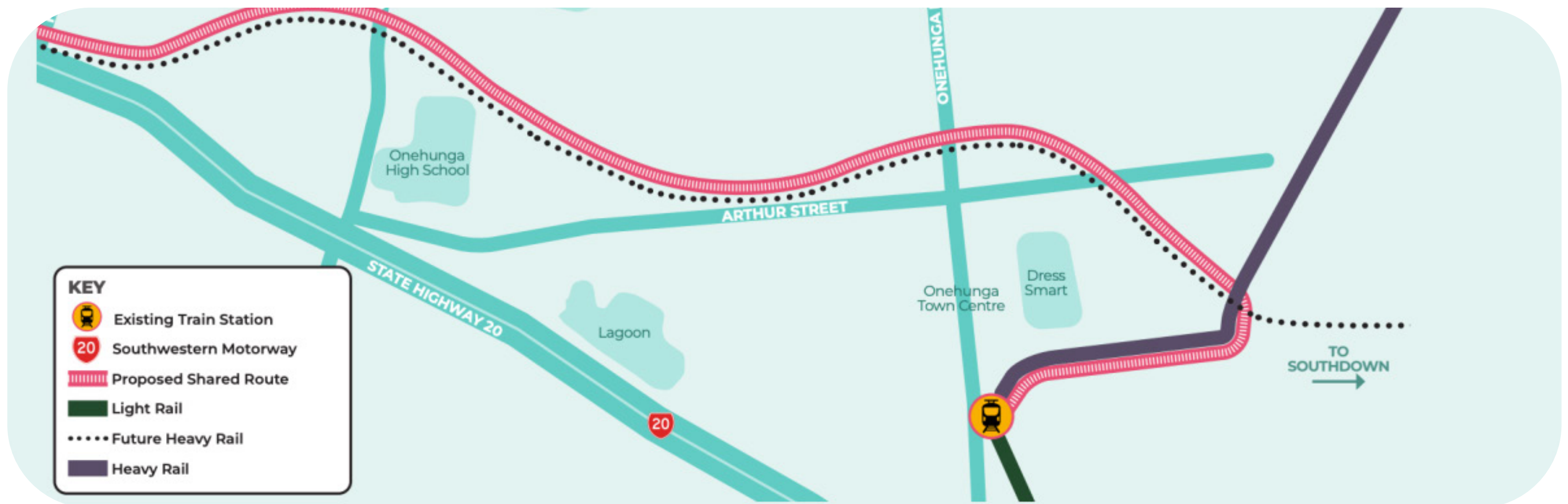
Long Term - 15-30 Years

- Avondale Southdown & East West Link likely completed.
- Construction of final bus station option.
- Upzoning and increased densities around Avondale-Southdown station .
- Ensure sufficient social infrastructure to support increased density.

Monitoring & Evaluation

- Track redevelopments through resource-consent data to assess uptake of intensification policies.
- Identify barriers to implementation and respond accordingly such as providing development contribution rebates if intensification uptake is low.
- Monitor traffic and transportation mode data to assess whether transportation services are sufficient.
- Monitor developing climate change impact modelling and ensure plans are not supporting maladaptation.
- Evaluate implementation every 10 years, aligned with plan review

Figure 14: *Avondale-Southdown route*



Note. Picture by Milne (2023)

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