

Onehunga Land Use & Transport Framework Plan

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Executive Summary

Purpose:

- Creation of high-level, long-term strategic direction for the development of Onehunga. Ensuring that development contributes to a cohesive, positive outcome, integrating future land use with transportation.

Vision:

- We envision Onehunga as the preeminent example of sustainable living in Tamaki Makaurau. 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.



Key Moves

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



SWOC

STRENGTHS

- Strong 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

WEAKNESSES

- Non-existent bus priority
- Poor integration with rail network
- Poorly designed arterial network
- Entrenched car-dependency
- Lack of active transport infrastructure
- Lack of green space
- Very flood-prone

OPPORTUNITIES

- Continue redevelopment 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
- Integrating active transport infrastructure into the wider regional network.

CONSTRAINTS

- Limited development potential in some areas due to the application of special character areas.
- A vast amount of land is privately owned.
- Freight corridor limitations
- Uncertainty associated with future transport infrastructure.
- Entrenched car-dependency

Rationale & Observations

- The Onehunga area is projected to receive investment from Central and Local Government in the form of vehicular and public transportation infrastructure, enabling the potential integration of land use with transportation in the form of TODs.
- The existing town centre and zoning provide a strong base for the creation of compact urban forms and mixed use developments.
- The existing industrial base provides employment opportunities.
- There is strong coverage of bus routes providing cross-town access, however, there is zero transit priority.
- The street network encourages traffic to run through local residential streets.
- Cul-de-sacs in Te Papapa and Oranga constrain connectivity
- Lack of access to green space must be addressed to support intensified living.



Land Use

- 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 development in residential suburbs.
- The Onehunga-Penrose industrial precinct is one of the largest in Auckland and provides a vital employment base to the suburb.
- Residential suburbs were significantly upzoned by the AUP, whole precinct will be further upzoned to Mixed Housing Urban under PC78. Avondale-Southdown station will trigger NPS-UD upzoning in future.



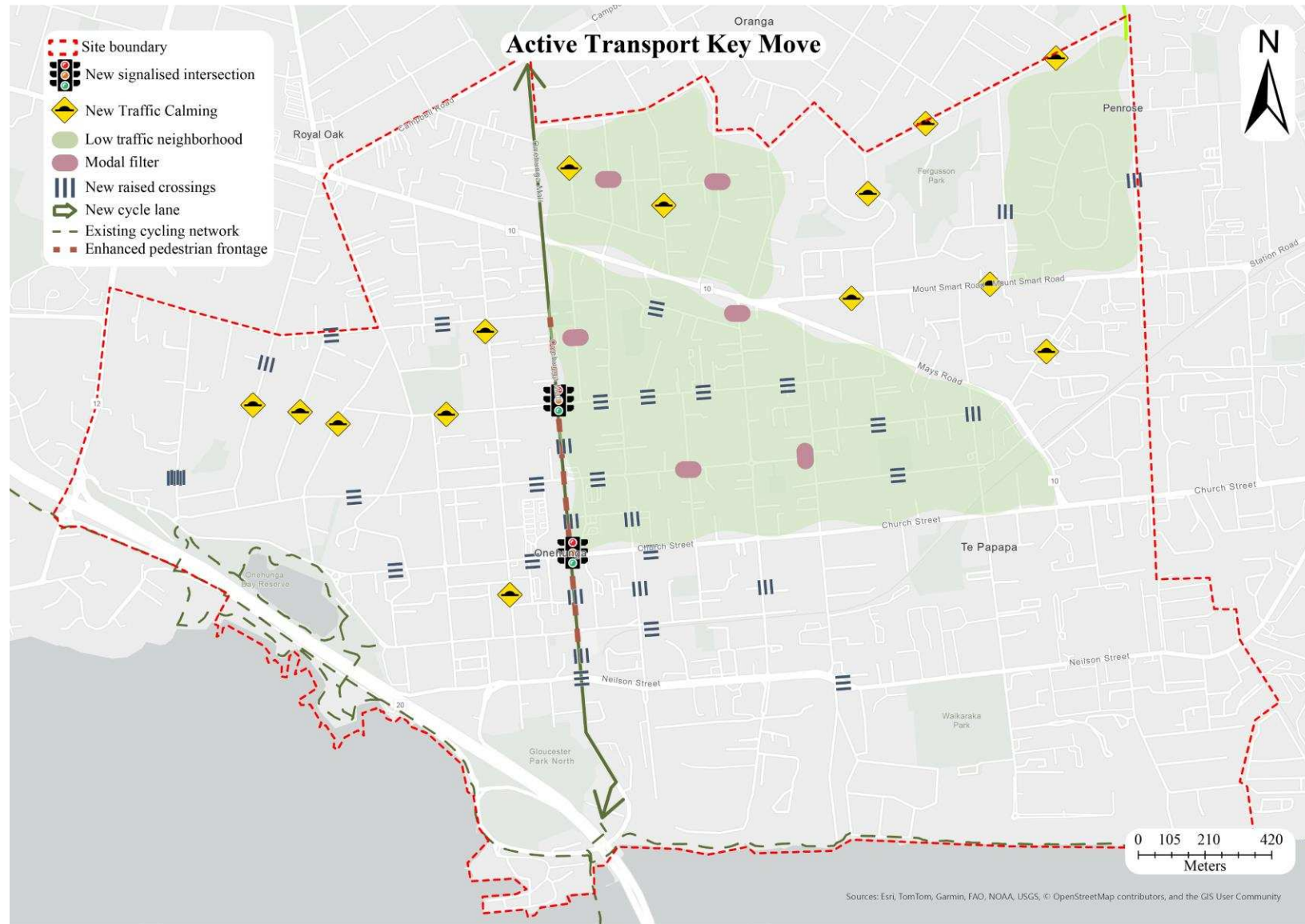
Transport

- Bus routes provide frequent service and good coverage to many destinations
- Poor modal integration between Bus & Rail, Confusing and inefficient bus service pattern through Onehunga Central.
- The Onehunga Line severely limited by track infrastructure. Improvement opportunities from Avondale-Southdown
- Vehicles do not utilise designated arterials, causing safety issues on local roads.
- On-street parking provides an opportunity for road space reallocation for more efficient uses



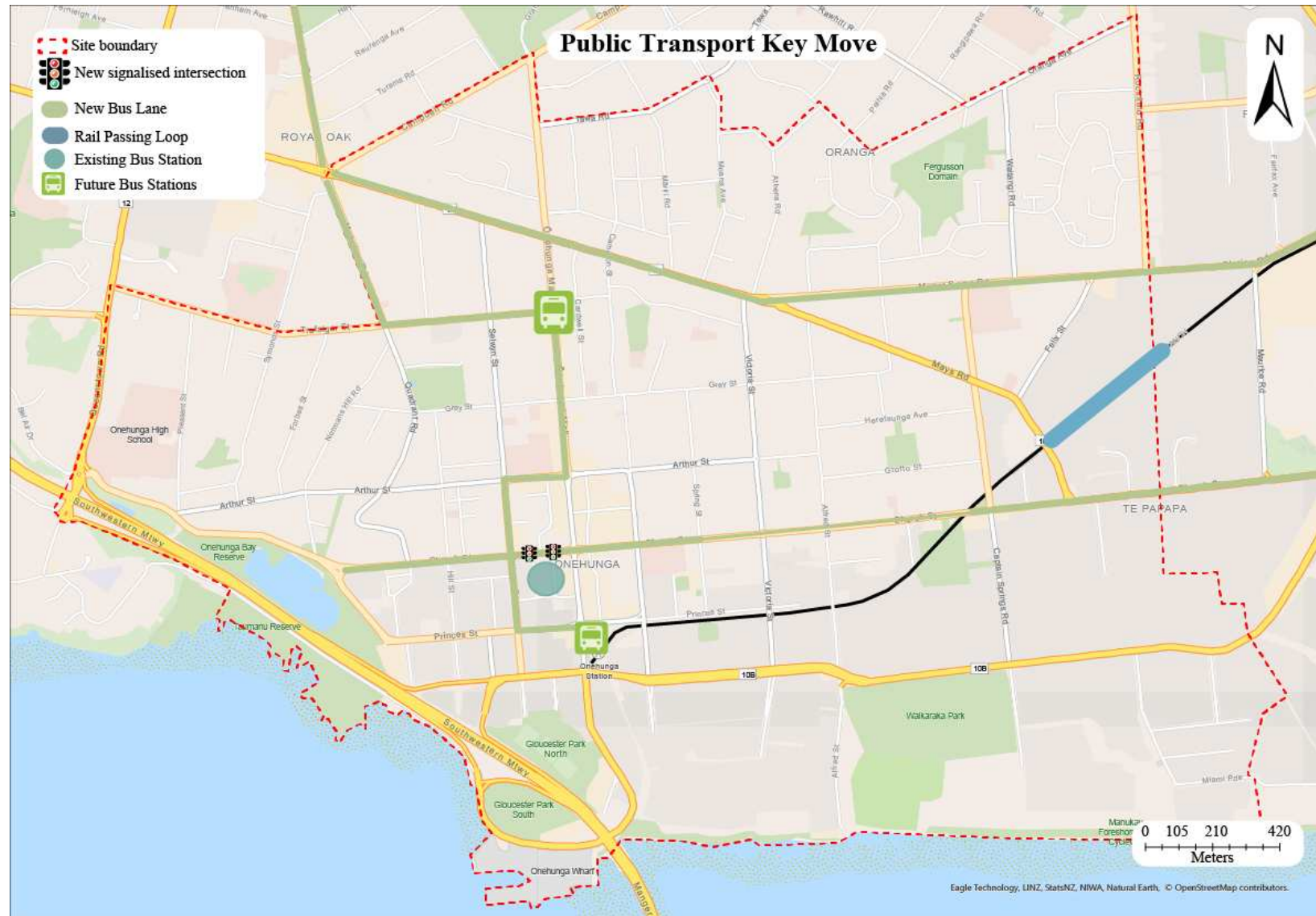
Active Transport

- 30~ new raised crossings, ensuring a safe pedestrian experience across the precinct.
- Three new low-traffic neighborhoods through the utilization of modal filters and traffic calming, discouraging through traffic, improving safety and quality of life.
- 14 new traffic calming interventions, at key intersections with a history of pedestrian crashes.
- Enhanced pedestrian frontage along Onehunga Mall, improving the already successful town centre.
- New cycleway along Onehunga Mall, connected to regional cycleways.
- Signalisation of key intersections along Onehunga Mall, addressing most significant point of conflict at dangerous roundabouts



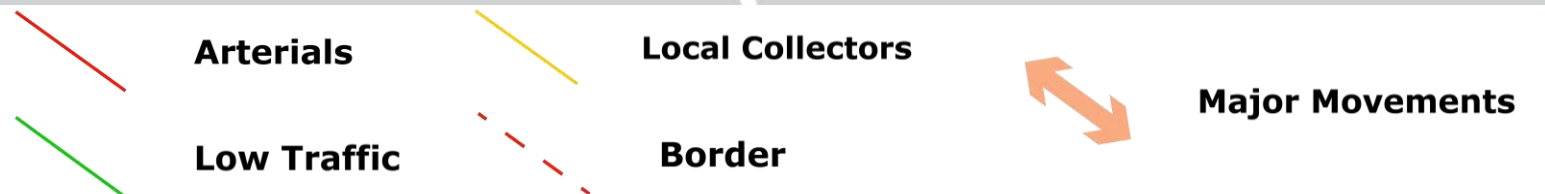
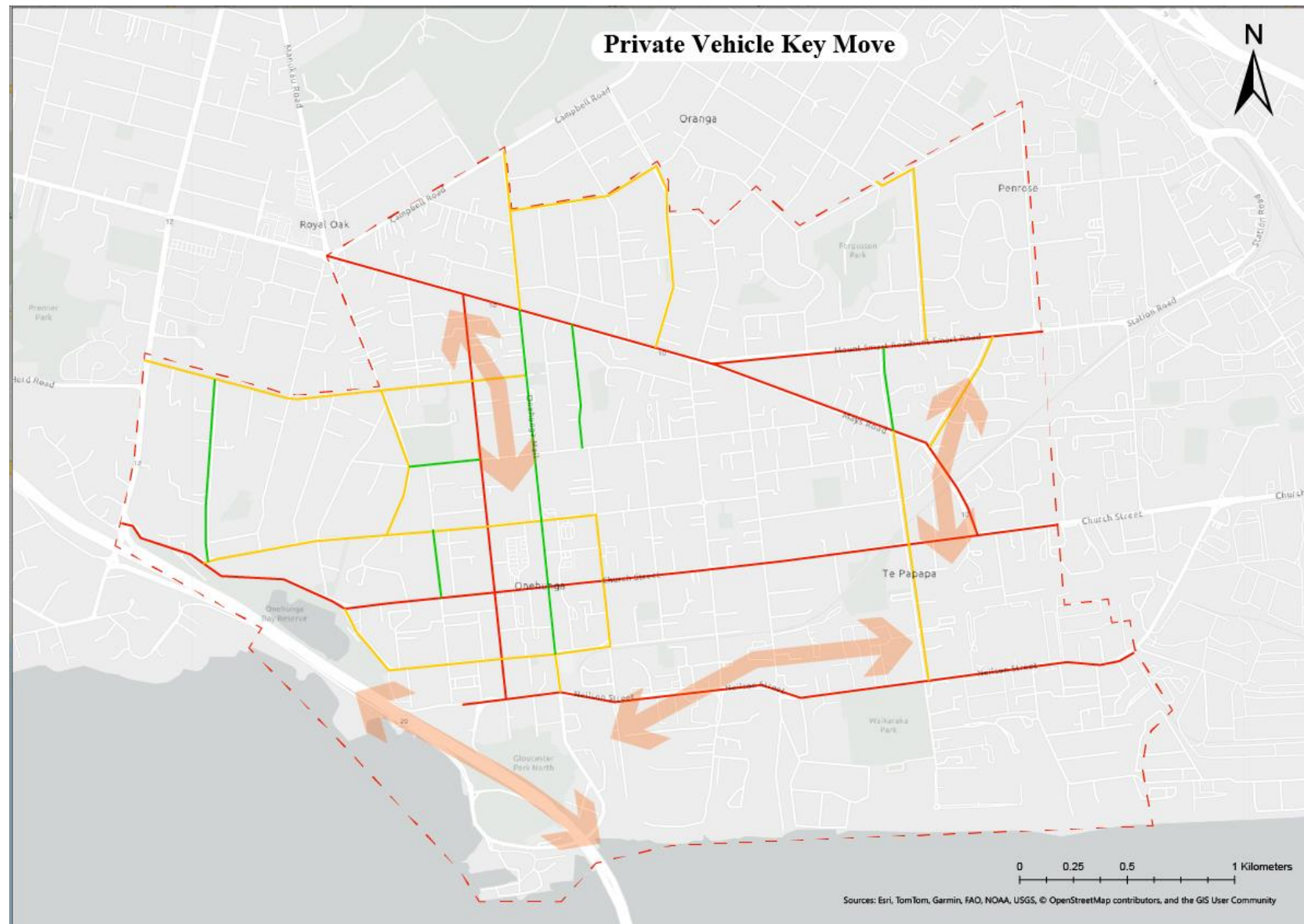
Public Transport

- New bus lanes along major routes
- Enable 15-12 minute frequency - new passing loop on Onehunga Branch
- Permanently operate Onehunga-Penrose shuttle
- New Onehunga bus station – location dependent on Avondale-Southdown project
- Signalisation and upgrade of Onehunga Bus station entrances
- Upgraded bus driver layover facilities



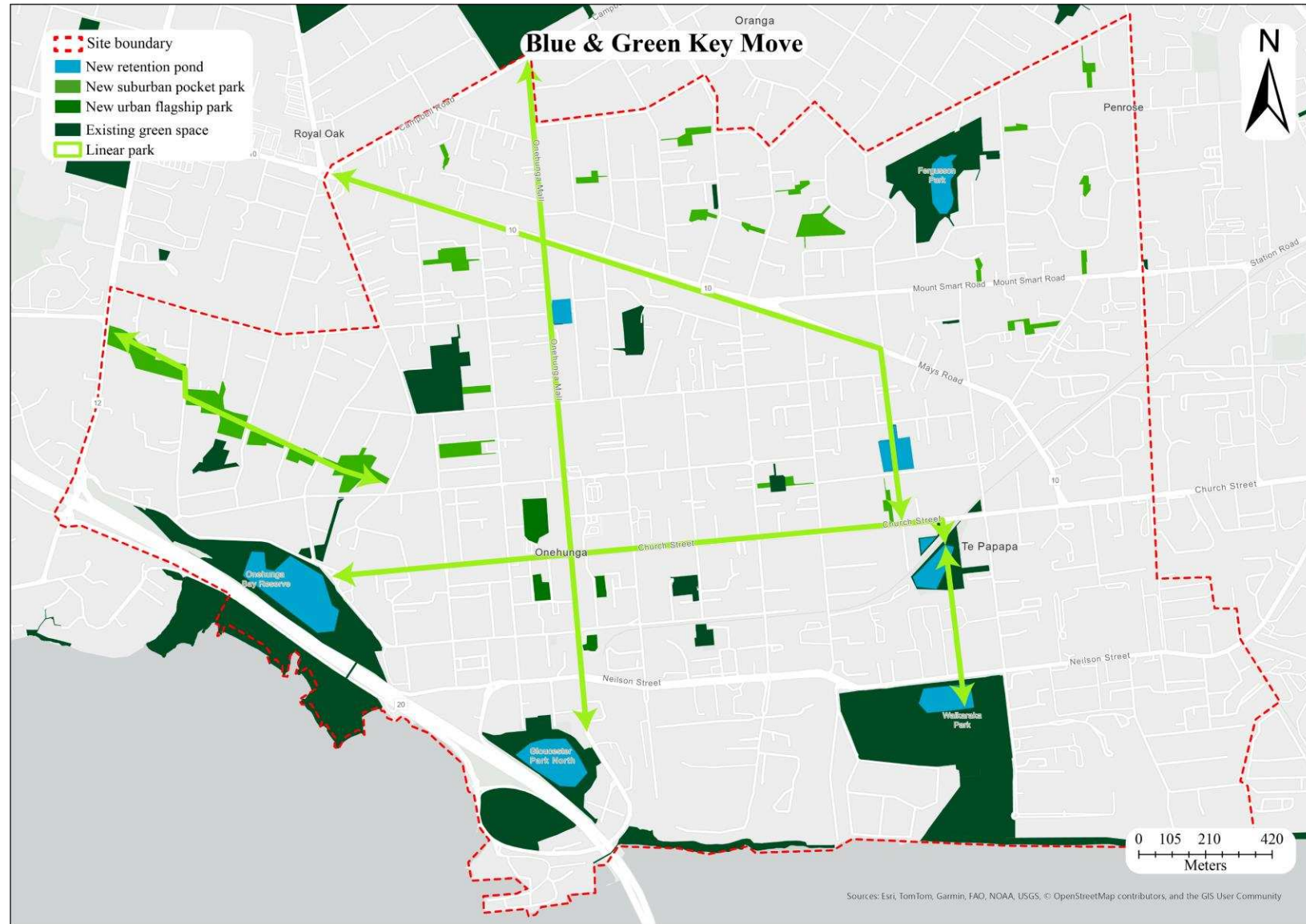
Vehicular Transport

- Consolidate through traffic into large, simple moves across Onehunga
- Redefine arterial roads in all of Onehunga to filter heavy traffic along these routes
- Create safe, low traffic streets around schools, parks, and shopping areas
- New T2 lanes to Neilson Street, Mays Road, Mount Smart Road
- Remove street parking from Selwyn St, Church Street, Mount Smart Road,
- Discourage unnecessary traffic on residential streets by making movement on arterials easier



Blue & Green Networks

- Suburban pocket parks to increase green space access, supporting increased residential densities whilst improving connectivity at cul-de-sacs.
- Creation of retention ponds at key green spaces to address flood resiliency, holding approximately 96,000 m³ of water or 10% of the 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.
- Creation of green pathways alongside the protected Avondale-Southdown route, similar to Te Ara Ki Uta Ki Tai.
- Approximately 120,000 SQM of new dedicated green spaces, affecting 50 dwellings as part of the designation process.



Integrated Framework Plan





Phased Implementation Strategy

- **Short-term**
 - Quick wins, finishing off existing projects such as the Waiapu Precinct Town Centre
 - Start the designation process
 - Implement short term Bus & Rail improvements
- **Medium-term**
 - Support increased residential density in suburbs through the creation of new parks following the designation process
 - Implement a parking management and arterial plan
 - Launch cycleways and low-traffic neighbourhoods
- **Long-term**
 - Construct new bus station location dependent on Avondale-Southdown
 - Initiate redesign of the bus network to integrate with the new train station
 - Upzoning surrounding Avondale-Southdown stations