

## Introduction

The Church-Neilson business precinct is identified in the citywide spatial framework as an area of future business growth. Business precincts are important areas for production, distribution and commercial and service activities. They support employment and wealth generation. Importantly, business precincts need to support the existing network of centres in the city. As Neilson Street is a major traffic route through the precinct to the State Highway 20 interchange in Onehunga, the future use of the Church-Neilson business precinct and the transport networks required to service this business area is inextricably linked to the Onehunga principal centre.

To be successful, business precincts are required to be connected to the rest of the city and the region by high quality transport networks. To 2050, business precincts across the isthmus are expected to account for approximately 20 percent of employment in Auckland city. In 2008, the precinct employed 14,655 people. By 2050, the Church-Neilson business precinct is expected to grow by at least an additional 5,000 workers, to support employment in the range of 20,000 to 26,000 workers.



Figure 63: Photos clockwise from top left – Storage and distribution, a typical office warehouse and an electricity generation plant.

### Precinct plan assumptions for the Church-Neilson business precinct as an area of business and employment growth

For the Church-Neilson business precinct to fulfil a role as a significant production and distribution area while supporting business and employment growth, a number of factors are necessary to support this aspiration. As the basis for development of a precinct plan, the following points form core assumptions of this plan.

The Church-Neilson business precinct as a major business location will:

- employ a significant number of people. This means by 2050
  - a minimum of 20,000 employees, being at least 5,000 additional employees, and up to an additional 11,000 employees
  - within a variety of fit-for-purpose business premises
- be a focal point for manufacturing and regional distribution of goods by freight
- provide good quality business and community infrastructure including energy, broadband, water, employee services and recreation activities
- over time, manage the transition to higher value-added activities, such as clean production, including adoption of future technologies.

To achieve this status, the Church-Neilson business precinct will:

- continue to have a regional and national area of influence that extends beyond the precinct boundary
- require district plan amendments to achieve the business precinct plan aspirations together with both public and private sector investment in the area.

Its infrastructure will:

- have rail-based connections to Onehunga, Westfield, Tāmaki, the city centre and the airport, supported by frequent rail services which integrate with bus services
- be supported by improved east-to-west local road connections designed to relieve current road network congestion and inefficiency
- be supported by a reliable supply and network of electricity and other utilities (eg broadband, gas, water) including the incremental undergrounding of existing above-ground services
- have a safe, functional and easy-to-use walking and cycling network connecting key activity nodes.

Its environment will:

- have improved access to and quality of open space
- have high standards of design and construction quality to ensure new developments contribute positively to the creation of a high-quality, sustainable and efficient business precinct that enhances the public realm
- have an improved ecological linkage along the Manukau Harbour foreshore
- have improved access to and interpretation of the heritage values along the coastline
- retain important aspects of the historic landscape, in particular the ecology, archaeology and built heritage layers

- have better access to and an improved interface with the Manukau Harbour
- have a well-managed interface between residential and business environments.

Its supporting social infrastructure will:

- be supported by increased provision of and access to quality educational and community facilities, recreation and entertainment activities, particularly for young people entering the workforce and for existing business users.

### Constraints

During the course of developing the precinct plan, several constraints to the Church-Neilson business precinct area achieving the business precinct growth anticipated have been identified:

- fragmentation of land holdings (in some areas, such as near the proposed Te Papapa business node) and the need for a mechanism to support land assembly
- redevelopment of sites, which is likely to require significant investment, and is affected by the macro-economic environment, particularly the property market and global economic trends. Demand for industrial and commercial property is affected by a range of market drivers and conditions
- reclaimed areas along the foreshore subject to contamination, unconsolidated fill and/or land instability in portions of the precinct
- major regionally significant infrastructure, such as the high-voltage power line and gas main, traversing the precinct. These may require buffer areas against inappropriate development
- risks from spillage or accidental releases. Hazardous substances are stored and used within the area, and these can pose risks and the possibility of evacuation in the event of a serious incident
- the possibility of a state highway link joining State Highway 20 (SH20) to State Highway 1 (SH1) through the Church-Neilson business precinct. As the preferred route for this link has not been confirmed, it has not been fully considered in the precinct plan development. Initial evaluation indicates that it would present a serious constraint to development in the Church-Neilson business precinct and a huge cost to business should this occur on the northern side of the Manukau Harbour. This could also be a significant barrier for the city to access and enjoy the foreshore
- the future form and location of the Gloucester Park interchange which is yet to be resolved and may provide some relief to Neilson Street traffic with improved connections to SH20.
- a relatively low proportion of Auckland's network of open space and ecological areas within the precinct. However, it does include almost five

kilometres of the Manukau Harbour coastline including both natural and reclaimed sections. The long industrial history has created a legacy of potentially contaminated sites, piped water courses and relatively severe heavy metal pollution levels in the nearby harbour-receiving environment

- some assets, such as Mt Smart Stadium, subject to prioritisation and decisions on a regional scale. There is a possibility of changes in regional planning and asset management
- protection of iconic elements, areas and landscapes.

### 2050 Aspirations

It is intended that the Church-Neilson business precinct will be consolidated as a business location, primarily focused on manufacturing and distribution of goods and services. It will provide significant levels of employment and allow for business growth and wealth generation. As industrial land in the region is in short supply, land within the Church-Neilson business precinct will be retained for business use.

The precinct will continue to host strategic infrastructure, such as the inland container port and high-voltage power lines that are crucial to commercial operations across the city. The business nodes at Penrose and Te Papapa rail stations will provide intensive business activity and employment opportunities on the periphery of the precinct. Future masterplans developed for these nodes will influence connections and land use outcomes within the Church-Neilson business precinct. The development of these nodes will support the production and distribution function of the wider precinct.

With the development of Mt Smart Stadium as a multi-use sports and recreation facility, the Manukau Harbour foreshore and Waikaraka Park for active recreation, the Church-Neilson business precinct will become an attractive destination for a range of recreational activities, as well as a location of choice for employees and businesses. The Church-Neilson business precinct will be able to attract and retain skilled and talented people to work within its enterprises and contribute to the local, regional and national economies.

### 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. 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 16: Key outcomes for the Church-Neilson business precinct plan area 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>• Upgrade the Manukau Harbour edge walkway to a quality open space, coastal amenity and ecological corridor</li> <li>• Provide high quality pedestrian and cycle linkages between open space in the area and particularly between Maungakiekie, Rarotonga (Mt Smart), Hillsborough, Waikaraka Park, an enhanced Onehunga foreshore and Mutukaroa (Hamlin’s Hill)</li> <li>• Treat the eastern end of Church Street as the main throughway for a quality entrance to the precinct and to the Onehunga principal centre, emphasising gateway sites and key corners with enhanced streetscape treatments while improving the pedestrian environment with street trees, median planting and improved footpaths</li> <li>• Require regulatory protection of those historic landscape elements, areas and landscapes that are 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>• Complete a study to better understand and identify sites of industrial and commercial heritage within the precinct</li> <li>• Instigate weed control and appropriate management of the ecological elements in the precinct, particularly Anns Creek and work toward restoration of the natural lava shrubland vegetation</li> <li>• Require a quality interface between residential and proximate business use, where this occurs</li> <li>• Protect important local public views from streets and open spaces to Maungakiekie, Mangere Mountain and the Manukau Harbour, where appropriate</li> <li>• Ensure new development is of high quality design that improves the amenity and streetscape of the precinct and remains in line with identified historic values</li> <li>• Require the implementation of the principles of Low Impact Urban Design and Development (LIUDD) for all new developments including streetscapes.</li> </ul>
<p>Medium term priorities</p> <ul style="list-style-type: none"> <li>• Extend existing coastal planting and habitat through native planting 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 and Mutukaroa (Hamlin’s Hill) to the east</li> <li>• Advocate for urban forest corridors along railways and rail designations</li> <li>• Create a heritage trail with signage along the Manukau Harbour foreshore</li> <li>• Work with appropriate agencies to identify improvements to public access to Mt Smart.</li> </ul>
<p>Long term aspirations</p> <ul style="list-style-type: none"> <li>• Extend the esplanade reserve to complete a link around the eastern Manukau Harbour foreshore.</li> </ul>
<b>Develop lively centres</b>
<p>Short term priorities</p> <ul style="list-style-type: none"> <li>• Build on and evolve the area’s manufacturing and industrial strengths</li> <li>• Improve the physical environment – through low impact urban design and development and streetscape enhancements including more seats, improved footpaths and pedestrian lighting, street trees, way-finding signage and less street clutter</li> <li>• Improve access to and quality of open space and community and recreation facilities</li> <li>• Develop the waterfront for a mixture of business purposes which provide a quality interface with the Manukau Harbour edge walkway</li> <li>• Provide a high quality interface or buffer controls between residential and business use to ensure that reverse sensitivity issues are avoided for industry, and residential amenity is preserved or enhanced.</li> <li>• Support the establishment and/or development of activities and facilities of value to young people, such as training provision, apprenticeship schemes and employment gateway programmes</li> <li>• Improve links to retail and service areas on the fringes of the precinct and ensure activities able to establish themselves in the Church-Neilson business precinct do not undermine the retail and lively centre aspirations for the nearby Onehunga, Ellerslie and Sylvia Park centres and the Penrose business node</li> <li>• Appropriately develop Mt Smart Stadium (as a multi-function recreation and sporting facility) and its immediate environment while managing any adverse impacts on the precinct.</li> </ul>

### Medium term priorities

- Provide for Church Street as a high quality built and street environment link between the Onehunga principal centre and the Church-Neilson business precinct, including undergrounding of overhead (electricity, telecommunications, phone and fibre) services and a requirement for high activity trade showroom or service trade frontages. This will require new buildings to be designed to enhance the streetscape and public realm, with pedestrian entrances and active areas, such as foyers and administration offices, orientated to the street frontage.
- Ensure more pedestrian and cycle friendly routes between Maungakiekie, Rarotonga (Mt Smart), the Manukau Harbour edge walkway and Mutukaroa (Hamlins Hill)
- Recognise the opportunity to provide for landmark corner features or buildings in any new development at the intersections of Church Street and Captain Springs Road, and at Neilson Street and Great South Road, as these are key gateway points for the Church-Neilson business precinct
- Support safe and active pedestrian linkages between the main destinations within the precinct, being Penrose and Te Papapa rail stations, Rarotonga (Mt Smart), Waikaraka Park, the Manukau Harbour edge walkway and Hugo Johnston Drive
- Provide lunchtime amenities for employees, supported by increased ancillary services.

### Long term aspirations

- Support the function of Great South Road and Church Street and Neilson Street as economic corridors



Figure 64: Artist's impression of Church Street now and at 2050 (looking east from near Captain Springs Road)

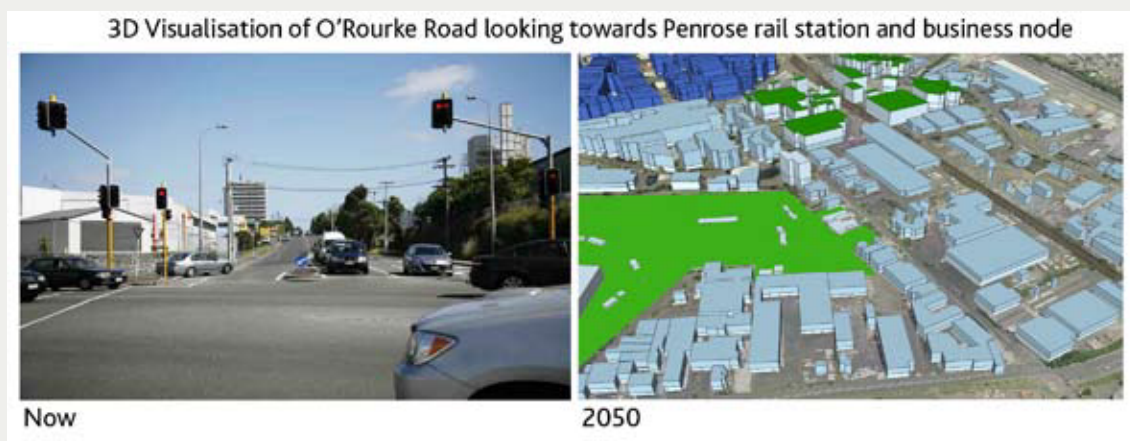


Figure 65: 3D Visualisation of O'Rourke Road looking towards Penrose rail station and business node

The artist's impression indicates the possible showroom/service trade outcome along Church Street and how this could relate to the street environment.

This visualisation indicates the scale of the business node at Penrose rail station and its relationship to the Church-Neilson business precinct, particularly the industrial uses bounded by O'Rourke Road and Church Street and the eastern entrance to the Mt Smart Stadium site, which (subject to regional decisions) may be developed as a multi-use recreation and sporting facility.

## House our growing population well

### Short term priorities

- Disallow any new residential development in the Church-Neilson business precinct's production and distribution, employment or business node outcome areas, except for essential on-site caretaker accommodation.

### Medium term priorities

- Provide a variety of housing choices in the surrounding residential areas that will attract families to live and work in the area
- Ensure, where existing residential units within the precinct are being upgraded, that they are well designed, sufficiently protected against potential noise, meet minimum size requirements and are provided with sufficient daylight access
- Masterplan the Te Papapa business node to provide a quality mixed use residential and business environment
- Manage the transition between business, mixed and residential uses in a way that minimises noise and industrial impacts
- Monitor locations and conditions of consents for activities with potential adverse impacts or risks to residential neighbours and sensitive uses (including existing uses) and work with consent holders and businesses to facilitate transition to cleaner production methods, and to reduce these risks.

### Long term aspirations

- Attract and retain skilled and talented people to live close to the Church-Neilson business precinct area who can contribute to and benefit from its vibrant economy.

## Be economically competitive

### Short term priorities

- Protect the limited supply of industrial land available in the Church-Neilson business precinct
- Implement appropriate planning controls to support long-term development, retain manufacturing and encourage the upgrading of buildings
- Support the Penrose Business Association in efforts to extend its membership, brand exposure, improve the security of the precinct and implement a strategy which supports the competitiveness of the Church-Neilson business precinct and the wider Penrose area as a business location of choice\*
- Assess competitiveness against competing business areas
- Invest in the image and branding of the precinct
- Partner with businesses to implement 'quick wins', eg. improvements to pavements or gateway signage; things that will quickly raise the image and functionality of the precinct
- Work with agencies and service providers to encourage investment in infrastructure, such as roads, broadband, power, public transport, other utilities and open space
- Improve the physical environment – through low impact urban design and development (LIUDD) and streetscape enhancements including more seats, improved footpaths and pedestrian lighting, street trees, way-finding signage and less street clutter
- Support development of the following area of the precinct, in a manner that meets the listed objectives

#### Metroport

- improve access onto Neilson Street
- plan and allow for an increase in freight movements and site activity over time.

#### Medium term priorities

- Support a transition to high value-added business activity, incorporating clean technologies, including change of use where appropriate
- Support development of the following area of the precinct in a manner that meets the listed objectives

##### Mt Smart stadium

- support the redevelopment of Mt Smart Stadium as a multi-use venue with a range of high quality recreational and sporting facilities
  - link Mt Smart Stadium to the temporary event station and Penrose rail station with high quality pedestrian connections
  - provide efficient access for charter buses together with frequent bus services
  - improve Mt Smart's visual presence on Maurice and O'Rorke Roads
  - maximise opportunities to provide public amenities on the green space fronting Church Street
- Recognising the complementary role of the business nodes at Penrose and Te Papapa to supporting businesses within the Church-Neilson business precinct, and the influence these will have on connections and land use outcomes within the precinct, and support the development of the following periphery areas of the precinct in a manner that meets the listed objectives

##### Penrose business node

- recognise the role of the Penrose business node as a future high density employment location and point of access to the Church-Neilson business precinct
- undertake a master planning exercise for the Penrose business node, including the redevelopment of the Penrose rail station
- encourage investment around the rail station hub to support higher density employment uses
- provide for the development of office facilities, services to businesses and employee facilities (eg childcare)
- provide safe, direct and convenient pedestrian access to the rail station platform and surrounding streets
- ensure development of the rail station site provides the flexibility to accommodate future rail connections to Onehunga principal centre and ultimately the airport, as well as Westfield (Southdown) and the southern trunk line

##### Te Papapa business node

- undertake a master planning exercise for the Te Papapa business node
- support a transport orientated development around the rail station (within a walkable catchment) that provides for a mix of business and residential activities to the north of the rail line and predominantly business use to the south.

#### Long term aspirations

- Develop a relocation strategy for those heavily polluting business uses within the precinct area that are not compatible with a central isthmus location, or regulate and encourage them to adopt cleaner technologies and processes
- Support development of the following periphery area of the precinct in a manner that meets the listed objectives

##### Great South Road

- develop a corridor plan for Great South Road from Central Park through to Sylvia Park Road, ensuring that all economic and movement aspects of the corridor are studied and that the corridor supports the function of the Church-Neilson business precinct.

## Connect communities

### Short term priorities

- Upgrade Neilson Street in a manner that provides for the safe and efficient movement of vehicles through the Church-Neilson business precinct and Onehunga principal centre to SH20
- work with the New Zealand Transport Agency (NZTA) and key stakeholders to determine the future form and location of the Gloucester Park interchange in order to provide some relief to traffic flows and help achieve a positive outcome for the Church-Neilson business precinct
- Support appropriate parties where needed on the construction of an event rail station to serve Mt Smart Stadium
- Complete an integrated transport and access study for all travel modes to and from the precinct (road, rail, cycle, pedestrian and freight movement). This will help guide longer-term priorities
- Provide frequent and regular train services in conjunction with improved bus services to the Onehunga principal centre, Newmarket and the city centre
- Work with NZTA regarding a possible state highway connection between SH20 and SH1 to ensure a positive outcome for the Church-Neilson business precinct community (and the coastal environment)
  - advocate to ONTRACK (KiwiRail) that it designate land to
  - protect future rail routes to the airport and Avondale-Southdown, including provision for double tracking and undergrounding
  - double-track the Onehunga branch line
- Allow the co-location of bus/rail interchanges, where appropriate
- Upgrade Church Street and Captain Springs Road intersection to improve pedestrian safety in conjunction with the opening of the Onehunga branch line
- Improve pedestrian amenity, safety, lighting and security within the Church-Neilson business precinct
- Identify desired routes and improve pedestrian and cycle access between rail stations and main activity generators, eg Mt Smart Stadium and Waikaraka Park. Ensure adequate cycle racks are provided
- Identify improvements for public transport access to Mt Smart.

### Medium term priorities

- Provide appropriate cycle priority measures where intersection upgrades or resurfacing works occur
- Advocate to NZTA for the upgrade of access to SH1 to provide more direct connections
- Work with the appropriate parties for the enhancement of the Penrose rail station to encourage investment adjacent to the station, as well as support passenger transfers between the Onehunga branch railway line and the southern line, to enable full connectivity to Church-Neilson business precinct
- Complete a study to identify improvements to on-street parking and implement recommendations of this study
- Improve pedestrian safety and mid-block pedestrian amenities at key points along Neilson and Church streets and Great South Road
- Advocate for the provision of a rail connection using the existing rail designation between Onehunga principal centre, the Church-Neilson business precinct and Tāmaki
- Complete the dedicated pedestrian and cycle connections around the Manukau Harbour
- Improve pedestrian safety at key points along Neilson and Church streets and Great South Road
- Improve the traffic safety at intersections, particularly those highlighted on the overlay map accompanying this plan
- Improve integration of bus and rail services
- Implement bus priority measures on Church Street in line with this road being part of the quality transit network
- Improve safety at rail level crossing operations within the precinct that may include measures such as grade separation.

### Long term aspirations

- Complete the 'missing' rail links in the precinct, namely to the airport, the Avondale-Southdown line and Tāmaki connection.