

## ONEHUNGA PRINCIPAL CENTRE PRECINCT PLAN

### INTRODUCTION

Onehunga is identified in the citywide spatial framework as a principal centre (along with Newmarket, and Sylvia Park). Principal centres, together with the CBD, form the main hubs for future intensification and development in the isthmus. It is expected these centres will be connected to the rest of the city and the region by high quality public transport networks. To 2050 these higher order centres are expected to account for 56% of employment in Auckland city and the Onehunga principal centre itself is expected to grow by at least an additional 3,400 dwellings and 5,000 workers.



### PRECINCT PLAN ASSUMPTIONS FOR ONEHUNGA AS A PRINCIPAL CENTRE

For Onehunga to fulfil a role as a principal centre there are a number of factors necessary to support this aspiration. As the basis for development of a precinct plan the following form core assumptions of this plan:

Onehunga as a principal centre will:

- attract a large number of people – residents, employees, employers and visitors. This means by 2050:
  - a minimum of 12,000 employees being 5,000 additional employees
  - within a variety of living environments a minimum of 6,000 dwellings will be provided being at least 3,400 more dwellings (a total population of 14,000 residents) within a 1 kilometre radius of the main street
- be a focal point (hub or interchange) for public transport
- provide good quality local social and community infrastructure; and local entertainment and recreation activities

To achieve this principal centre status Onehunga will:

- have a wide catchment of influence that extends beyond the boundary established for the precinct plan
- require district plan amendments to achieve the principal centre aspirations together with both public and private sector investment

#### *Infrastructure*

- have a frequent rail service with connections to the CBD, airport and Avondale, which integrates with a bus interchange
- be supported by improved east to west local road connections designed to relieve current road network congestion and inefficiency, particularly within the main street area
- be supported by a reliable supply and network of electricity and other utilities (e.g. broadband) including the incremental undergrounding of existing above ground services
- have a safe, functional and easy to use walking and cycling network

#### *Environment*

- have improved access to and quality of open space

- be supported by the use of the existing unused rail designation for a variety of purposes including a walkway, open space, urban forest as well as development
- have high standards of design and construction quality, to ensure new developments contribute positively to the creation of a high-quality place
- retain important aspects of the historic landscape
- have better access to the harbour and an enhanced Onehunga foreshore
- have a well managed interface between residential and business environments and with open space

*Supporting Social Infrastructure*

- be supported by increased provision, quality and access to educational and community facilities, recreation and entertainment activities - particularly for young people, and support network services

**CONSTRAINTS**

Through the course of developing the precinct plan several constraints to Onehunga achieving the principal centre growth anticipated have been identified. These are:

- the challenge presented by the fragmentation of land holdings and the need for a mechanism to support land assembly
- re-development of sites will likely require the ability to replace in the order of 3 times the gross floor of existing buildings on the site to be economically viable
- the possibility of a state highway link joining the southern motorway to state highway 20, through the Onehunga precinct area. As routes for such a link have not been confirmed it has not been considered in the precinct plan development. It would, however, likely present a constraint to Onehunga's development should this occur on the northern side of the harbour
- market drivers including the demand for development in the area
- protection of iconic elements, areas and landscapes

## **2050 ASPIRATIONS**

It is intended that by 2050 Onehunga will be a significant sized centre in Auckland which will provide a safe and attractive environment within which to live, work and play. Onehunga will be well connected to an enhanced foreshore and will be a well-used interchange for public transport – particularly rail. Onehunga’s point-of-difference features including proximity to the Manukau Harbour and the airport will be leveraged and support investment and economic growth in the centre. It is anticipated that with a wide range of activities establishing in the centre including education, office, hotel and conference centre facilities, with a strong retail focus in and around Onehunga Mall and a cluster of community facilities Onehunga will be a dynamic, vibrant, 24 hour centre by 2050.

## **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 0-5 years, medium-term priorities (next 5-10 years) and longer term aspirations which would take longer than 10 years to plan for and achieve. Further, those key moves which have a specific funding commitment under council’s 10 year plan (2009-2019) have been identified with an asterisk (\*).

## **GREEN THE CITY AND PROTECT OUR HERITAGE**

### **Short term priorities**

- Restore the Onehunga foreshore into a high quality open space and coastal amenity\*
- Provide high quality pedestrian / cycle linkages between open space in the area and particularly between Onehunga Bay Reserve and an enhanced foreshore
- Treat Church Street as a main gateway entrance, quality pedestrian environment and priority street tree avenue for people entering Onehunga from the Queenstown Road / Beachcroft Avenue area
- Require regulatory protection of those historic landscape elements that are identified as “iconic” on the historic landscape map
- Provide regulatory protection for significant elements, areas and landscapes on a case by case basis
- Consider the costs and benefits and public support for relocating the historic former Onehunga rail station from Alfred Street to the new rail station site
- Require new development provides a quality interface between Gloucester Park and adjoining mixed use and business areas overlooks the northern edge of this open space
- Recognise important local views from streets and open spaces to Maungakiekie, Mangere Mountain and the Manukau Harbour where possible
- Ensure high quality design results for new development within the precinct that respects the established scale, form and characteristics of the built heritage of Onehunga townscape and residential heritage areas
- Ensure proper regard is paid to the area identified as a Maori Site of Significance
- Require redevelopment of existing industrial sites fronting Church Street (west of the centre) occurs in a manner which respects the historic residential landscape qualities on the northern side of Church Street

### **Medium term priorities**

- Extend planting and habitat supporting activities to reinforce and complete an ecological green link along the Manukau Harbour foreshore which connects though an enhanced Onehunga foreshore to the Hillsborough cliff margin to the west Anns Creek to the east
- Provide for a continuous walkway / cycle way supported by a variety of open space functions including urban forest on the unused rail designation that ultimately connects Monte Cecilia Park with Waikaraka Park

**Long term aspirations**

- Establish Onehunga Mall, Church Street (west of Onehunga Mall) and Princes Street as priority street tree avenues
- Extend the esplanade reserve on adjoining Council owned land along the eastern Manukau Harbour foreshore

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## **BE ECONOMICALLY COMPETITIVE**

### **Short term priorities**

- Support the Onehunga Business Association in efforts to extend its brand exposure, improve the security of the centre and implement a strategy which differentiates Onehunga from other retail centres

### **Medium term priorities**

- Provide for the establishment of quality short stay accommodation facilities (e.g. hotels / serviced apartments) in recognition of Onehunga's accessibility to the airport
- Incentivise a tertiary education provider to establish a campus near to the new Onehunga rail station
- Develop a relocation strategy for business uses within the precinct area that are not compatible with residential use (particularly those currently in the west of Onehunga Mall) to the Penrose business area
- Support the establishment of offices either as stand alone buildings or as part of mixed used development within the precinct
- Support development of the following catalyst sites in a manner that meets the listed objectives:

#### Waiapu Lane block

- a contemporary upgraded supermarket
- high quality civic open space
- a significant reduction of at-grade car parking in favour of integrated multi-storey provision
- safe high activity pedestrian links between the block and Onehunga Mall; the community centre and library; and Arthur Street
- a high activity retail frontage to Arthur Street
- high quality mixed use and residential apartment living
- improved street frontages

#### Onehunga Rail station block

- high quality mixed use development compatible with the operation of a rail station
- a high activity retail frontage to both Princes Street and Onehunga Mall
- safe, direct pedestrian access to the rail station platform
- ensure development of the site provides the flexibility to accommodate long-term rail connections to Avondale and the airport and increased platform length for full service train access
- tertiary and office facilities
- safe, direct and convenient pedestrian connections from the rail station to surrounding activities including the mainstreet

### **Long term aspirations**

- Support development of the following catalyst sites in a manner that meets the listed objectives:

#### Onehunga Port / Wharf

- establishment of public access to the port along with the establishment of marine related and mixed use activities to co-exist with the port

#### Onehunga Mall/Princes/Selwyn/Neilson Block

- a high quality retail frontage to Onehunga Mall
- an extension of transport and land use activities which support a public transport interchange on the rail station site

## DEVELOP LIVELY CENTRES

### Short term priorities

- Enhance and develop the existing community facilities cluster including the community centre, library, Pearce Street Hall and the Sir William Jordan Recreation Centre
- Direct the expected emphasis of mixed use areas and clarify the type and expected mix of uses within the centre
- Support the establishment and development of activities and facilities that are desirable to young people in the area, including movie and entertainment activities and businesses that provide part time employment
- Support a strong base for young people located in the community facilities cluster
- Introduce provision for maximum height increases as identified in the base outcomes layer of the precinct plan maps taking into account any interface considerations

### Medium term priorities

- Redevelop the Sir William Jordan Recreation Centre in Onehunga\*
- Provide for Princes Street as a high quality built and street environment link between the Onehunga Mall the rail station and an upgraded foreshore. This includes an upgrade of Princes Street, undergrounding of electrical services and a requirement for a retail / high activity frontage to Princes Street
- Ensure a new interchange at Gloucester Park is constructed that greatly reduces vehicle movements on Onehunga Harbour Road to allow for a more pedestrian friendly route between the town centre and the coast supported by a change to include more mixed use (both commercial and residential emphasis) activities along this route
- Recognise the opportunity to provide key landmark corner features at the intersection of Onehunga Mall with Arthur, Church and Princes Street. The treatment of each of these corners being as follows:
  - Arthur / Onehunga Mall – provide for redevelopment on all four corners of this intersection which strengthens this corner's role as an important entry point to Onehunga while supporting the historic townscape qualities of Onehunga Mall to the south
  - Church / Onehunga Mall – support the retention and enhancement of the strong historic townscape qualities at this corner
  - Princes / Onehunga Mall – provide a strong entry feature to the future rail station and clear western pedestrian link between the Onehunga foreshore and rail station;

### Artist's Impression of Onehunga Mall looking South



Now

2030

- Support safe and active pedestrian linkages between the three key main street destinations being Dress Smart, the rail station and a new Waiapu Lane supermarket
- Support the extension of lively activity in the centre to provide a night-time economy supported by increased residential accommodation in the centre
- Provide better integration of Onehunga Mall with the Dress Smart area to the east by improving the pedestrian environment

- Reduce the dominance of car parking in Onehunga by identifying opportunities to manage the overall supply of parking in the core area of the centre (where parking demand and traffic volumes are high) in conjunction with the introduction of improved rail and public transport services. This includes regulatory measures such as establishing parking maximums for development

**Long term aspirations**

- Support the laneways in Onehunga by encouraging activities to front onto these lanes including adjacent to Bray’s Rise, Paynes Lane, Waller Street, Gerald Beeson Lane and Upper Municipal Place

**Artist’s Impression of Princes Street looking West to Onehunga Bay Reserve**



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**HOUSE OUR GROWING POPULATION WELL**

**Short term priorities**

- Introduce restrictions on residential infill in areas where low rise apartments or mixed use is desired

**Medium term priorities**

- Provide a variety of housing choice in Onehunga that includes family housing, apartments and terrace housing
- Provide a mixed use area to the west of the main street which has an emphasis on upper storey residential uses
- Ensure residential units are well-designed, sufficiently insulated against potential noise, of a minimum size and provided with sufficient daylight access
- Manage the transition between business, mixed use and residential uses in a way that minimises noise and industrial impacts. For example by providing noise insulation and double glazing in new apartments

**Long term aspirations**

- Support low rise / terraced apartment residential development in the Church / Spring street area that utilises and relates well to new open space on the relinquished unused rail designation

## CONNECT COMMUNITIES

### Short term priorities

- Support establishment of an interim rail station and regular train services to the Onehunga centre with associated temporary park and ride facilities
- Work with the New Zealand Transport Agency (NZTA) regarding a state highway connection between State Highway 20 and State Highway 1 to ensure a positive outcome for the Onehunga community
- Designate to protect future rail routes to the airport and Avondale including provision for double-tracking and undergrounding and the co-location interchange of a bus and rail;
- Improve pedestrian safety, lighting and security between the existing Onehunga bus station / Community Centre / Library area and Onehunga rail station
- Provide infrastructure to support cycling including cycle racks in the Onehunga town centre area and at transport nodes such as the rail station
- Complete an access study for Onehunga in conjunction with key stakeholder transport agencies to understand various transport issues and develop an integrated approach to support the future development of Onehunga
- Introduce parking maximums to avoid activities being required to provide more car parking than required
- Introduce parking requirements which differentiate between short term parking (such as for visitors) and long term parking (such as for employees)

### Medium term priorities

- Implement actions of the access study for Onehunga
- Upgrade the interchange to state highway 20 to provide connections from Neilson Street and Selwyn Street and to significantly reduce the volume of traffic using Onehunga Harbour Road
- Construct a full service rail station and platform which provides for high quality pedestrian connections to the south (preferably under a new Neilson Street bridge), and east in addition to those connections established for the interim station;
- Advocate for provision of a rail connection using the existing rail designation between Onehunga and Tamaki
- Convert some of the unused rail designation to a connected pedestrian walkway that ultimately links Waikaraka Park to Monte Cecilia Park through the precinct. Parts of the unused rail designation could be used for:
  - Normans Hill Road to Selwyn Street – open space, urban forest and residential development in keeping with the historic landscape values of the area
  - Selwyn Street to Galway Street – open space, urban forest, possible extension of the Onehunga Primary School
  - Galway Street to Victoria Street – residential redevelopment (including access to support this) that integrates and overlooks areas of open space and urban forest
- Recognise the strong community links between Mangere Bridge and Onehunga through maintenance and improvement of the dedicated pedestrian and cycle connections between these two communities
- Improve the pedestrian safety at the intersections of Onehunga Mall with Arthur Street, Church and Princes Street
- Improve the traffic safety of intersections at: the intersection of Selwyn Street with Arthur Street, Church Street and Neilson Street
- Complete the development of the citywide cycle network in the precinct including east-west routes along Beachcroft Avenue to Church Street and along State Highway 20 and the Waikaraka cycle way and north south route through Onehunga Mall and across the Mangere Bridge
- Provide a direct and safe public pedestrian connection between Upper Municipal Place and Princes Street
- Acquire a permanent park and ride site for rail passenger use preferably in the Neilson, Onehunga Mall, Princes, Selwyn Street block

### **Long term aspirations**

- Provide a co-located bus and rail interchange near to the Onehunga rail station which includes integration of an Avondale rail line, airport rail line and bus routes to the CBD, cross town (east and west) and local feeder services to Mangere Bridge, Royal Oak, Penrose and Hillsborough
- Construct a park and ride site for rail passenger use as a permanent facility

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