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PROPOSED IMPLEMENTATION

8.1 DEVELOPMENT STRATEGY

8.1.1 KEY INFLUENCES

Transform Onehunga's development strategy will most likely be influenced by the following issues.

- Landholdings: We will need a strategy for acquiring properties to create scale of opportunity, as well as facilitating land swaps, because not all council family landholdings are next to each other. While there is a town centre concentration, other sites need to be considered independently.
- Connectivity: Barriers created by regional infrastructure have impacted on quality connections to the town centre, surrounding neighbourhoods and the harbour. Other agencies' infrastructure planning and investment (NZTA, AT, Transpower) will affect development timing and sequencing.
- Community voice: Onehunga's strong community has galvanised over infrastructure plans. People want a coordinated approach to investment, particularly across the Mangere Inlet.
- Demographic change: Projected socio-economic changes will likely increase future housing demand for retirement living and aged care and put more pressure on community facilities and schools. The workforce will probably align better with the adjoining industrial activities (services sector) and mean more local work opportunities.

8.1.2 PROPOSED DELIVERY STRATEGY

Panuku's proposed delivery strategy builds on existing strengths and preserves future options.

- Building on existing strengths means an immediate focus on the town centre, where Auckland Council owns land and community facilities. Panuku can mobilise as the lead agency in this area, and we are in a good position to get the community engaged. One of our key roles will be to strategically buy sites for development to help site amalgamation and scale of development. Other acquisition sites could help improve connections to community facilities and open space.
- Preserving future options means being actively involved in processes and projects that will play out over the medium to long term, particularly the East West Link Resource Consent process to be heard by an independent Board of Inquiry. We want to ensure that future conditions, including mitigation, are negotiated and translated into agreements that respond to community needs and aspirations and will benefit future development in Onehunga.
- Playing an active role in the strategic acquisition of sites for development is also a key strategy for Onehunga.

In this section we provide more detailed information on key precincts in our development strategy, along with the strategic moves to which they relate. The five precincts are:

- Town Centre Core
- Town Centre West
- Foreshore East
- Onehunga Wharf
- Oranga and HNZ Precincts.

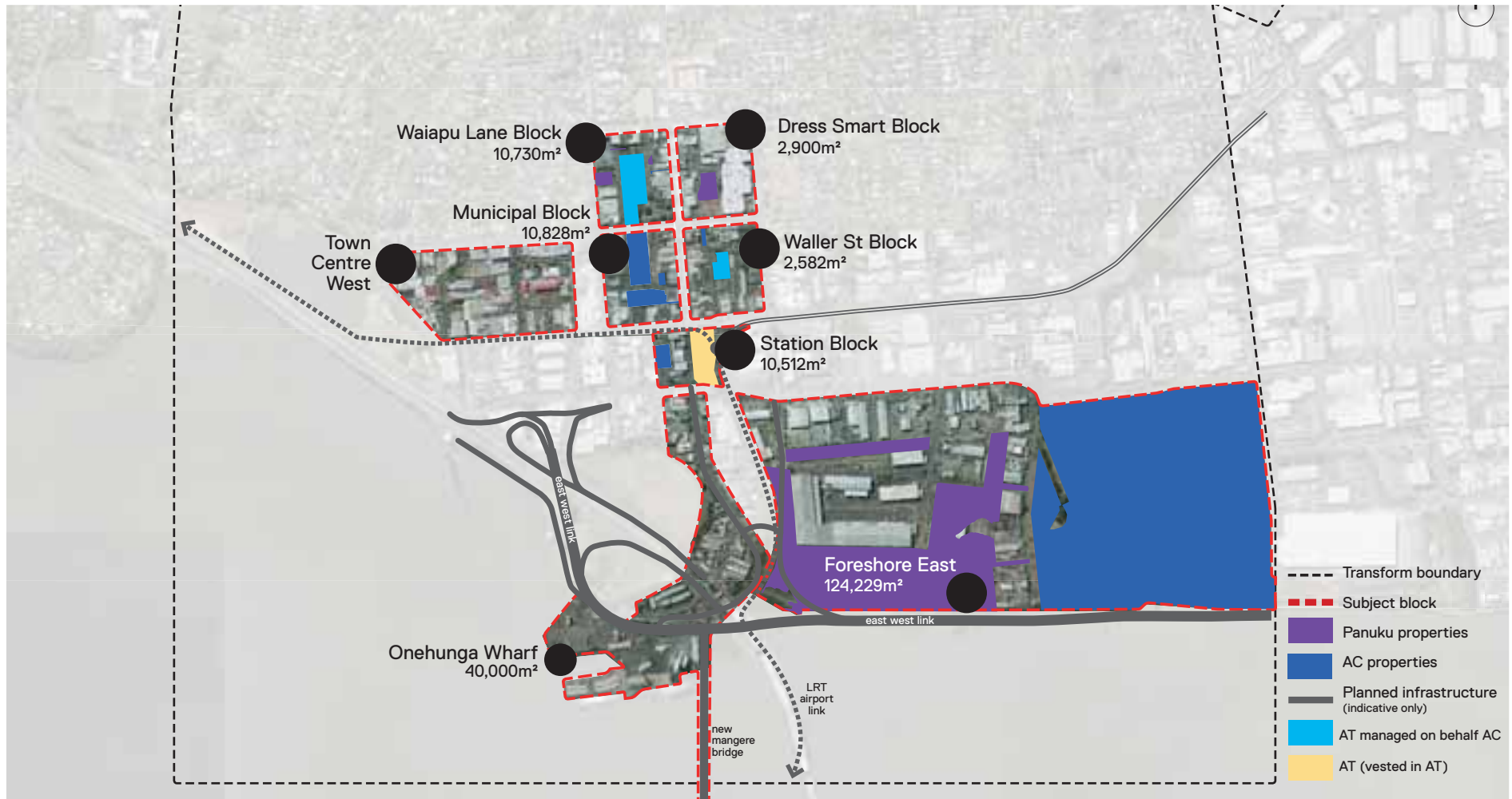


Figure 12: Development precincts

8.2 TOWN CENTRE CORE

Onehunga Town Centre features retail (mostly along Onehunga Mall or in the Dress Smart Centre), commercial and light industrial businesses. It has a train station and good access to local buses, including an airport bus, and reasonable access to SH20.

Panuku recommends focusing its activity on the town centre for the short to medium term to help achieve the Strategic Move of Building on Existing Strengths (Retain).

Most Auckland Council-owned town centre sites are suitable for mixed-use development, including commercial, residential, community amenities and car parking. For simplicity, we have divided the Town Centre Core into the five blocks tabled opposite.

Table 8: Onehunga Town Centre

Site location	Number of sites	Potential uses	Estimated residential development potential (dwellings)	Commercial and retail development potential (sqm)	Land area (sqm)	Estimated timing (ready for development)
Dress Smart Block	2	Mixed use	65	2200	2900	1 - 2 years
Waiapu Lane Block	4	Mixed use/ civic space	230	7900	10,700	2 - 5 years
Municipal Block	5	Mixed use/ community facilities	115	3900	10,828	2 - 5 years
Waller Street Block	2	Mixed use	60	1900	2582	7+ years
Station Block	1	Transit-oriented development	180	Refer footnote ¹⁰	10,512	7+ years
Total council land holdings	14				37,552	`
Potential new dwellings			650			

¹⁰ In calculations of possible gross floor area, the Station Block of the Town Centre Core has been excluded due to the wider infrastructure unknowns, including the Rapid Transport Network and East West Link.

The total council landholdings of 37,552 sqm equate to a maximum buildable gross floor area (GFA) of around 80,000 sqm, based on an overall 3:1 floor area ratio. The development potential is estimated at this early stage to be about 650-660 new dwellings and 16,000 to 20,000 sqm of commercial and retail space.

General notes:

- These figures need testing through the Framework Plan process
- Economic rentals need testing regarding viability, particularly for the proposed commercial and retail space
- Development potential does not take into account of the potential development on adjoining sites that Panuku could purchase
- Development timing is subject to Auckland Transport (AT) deeming the sites it manages to be surplus to requirements. AT will undertake a parking study, which will inform a parking strategy for Onehunga early in 2017
- A needs assessment of community facilities to inform the optimisation strategy and Framework Plan process is required.

Panuku recommends focusing its activity on the town centre for the short to medium term to help achieve the Strategic Move of Building on Existing Strengths (Retain).

8.2.1 DRESS SMART BLOCK

Two car park sites in this block have short-term potential (one to three years). They have been deemed surplus to transport needs and this plan proposes they be cleared for sale. The properties are:

- 3 Paynes Lane
- 45 Waller Street.

These sites will provide a catalyst for change for the town centre precinct and ideally incorporate a mixed-use development fronting Paynes Lane and Waller Street.

Development could also be integrated in some way with the adjoining Dress Smart retail centre to connect Dress Smart to the main street. The adjoining landowner has shown some interest in buying the site.

If residential accommodation was provided, it would need to be on the upper floors of a building; lower levels would not be ideal due to the built-out boundaries on adjoining sites.

The height limit of these sites are 27m or about six storeys under the town centre zoning, up to a maximum of 32.5m-34.5m with the Maungakiekie view shaft overlay. The site's GFA potential is about 11,000sqm.



Figure 13: Dress Smart Block

8.2.2 WAIAPU LANE BLOCK

Five properties totalling 10,730 sqm in this block have short-term potential (two to five years). The sites are:

- 61-65 Selwyn Street
- Lots 2 and 3 Waiapu Lane
- 1 Waiapu Lane
- 230 Onehunga Mall
- 210A Onehunga Mall.

Across Onehunga Mall from the Dress Smart Block, this significant block would be suitable for mixed-use development incorporating a retail anchor with commercial space complementary to the main street and public spaces. Pedestrian access ways to the main street need to be retained and enhanced. The open space at 61-65 Selwyn Street could be reconfigured or relocated to create greater amenity.

There are opportunities to work with adjoining landowners and the potential for further acquisitions to support integrated development in this block.

1 Waiapu Lane is large car parking managed by AT on the council's behalf. Auckland Transport and Panuku will jointly commission a parking study in early 2017 and work is also being completed on the Mass Rapid Transit study that will determine future modes of transport through the area. Legal roads sever parts of the block, which adds complexity.

The block's GFA potential could be about 30,000 sqm or higher if adjoining sites are taken into consideration.



Figure 14: Waiapu Lane Block

8.2.3 MUNICIPAL BLOCK

Six properties totalling 10,828 sqm in this block have short-term potential (two to six years). These sites are:

- 2 Lower Municipal Place
- 40 Upper Municipal Place
- 5 Pearce Street
- 17 Pearce Street
- 17A Pearce Street
- 81-87 Church Street.

This part of the town centre has a range of council community facilities, including the library and community centre fronting Church Street. The Sir William Jordan Recreation Centre and its car parking is located south of Pearce Street. Parking for the library and community centre is on upper and lower Municipal Places.

The bus station is also on Upper Municipal Place. Under the Mass Rapid Transport study, AT may need to review the station's location and integration with other transport modes. Until the study is completed, the future of this land is uncertain.

Panuku proposes to complete a needs assessment of community facilities in the Framework Plan phase to inform an optimisation strategy and the block's future use and potential redevelopment. Maungakiekie-Tāmaki Local Board has previously supported this approach, so further engagement with the new board and local community about the block's potential will be vital.

We are investigating legal impediments, along with zoning and possible road closure considerations around 5 Pearce Street.

The total developable GFA on landholdings in this block are around 30,000sqm. These sites are also largely clear of the Maungakiekie view shaft.

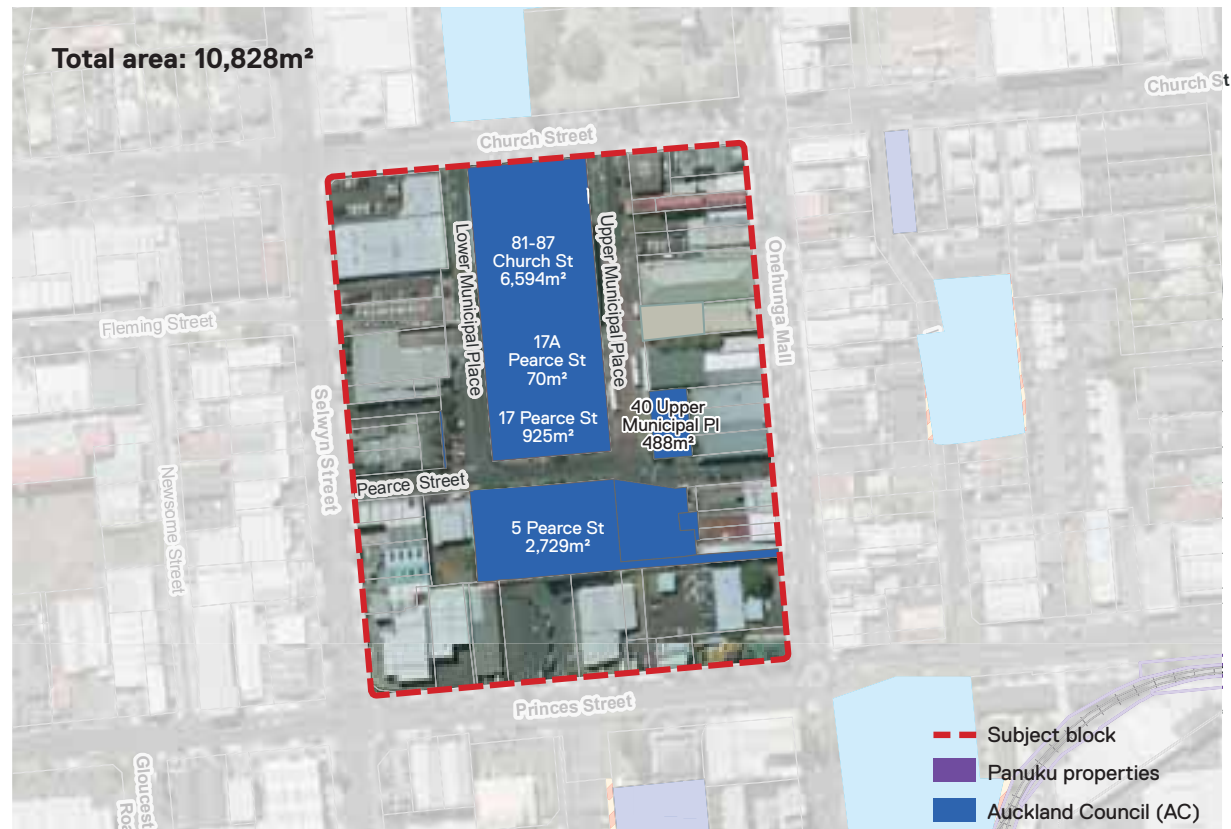


Figure 15: Municipal Block

8.2.4 WALLER STREET BLOCK

Totalling 2582 sqm, two properties in this block have medium to longer-term potential (seven-plus years). Adjacent to the Municipal Block, these sites are:

- 101 Church Street
- 9-21 Waller Street.

The main site on Waller Street is a car park used as long-stay overflow for the Onehunga Train Station. Auckland Transport indicates the site will be unavailable in the foreseeable future; the parking study and future transport plan is likely to confirm this. Part of the site may also require legalisation as a road.

Long-term, the site would be ideal for intensification with a predominant residential use.

The town centre-zoned site adjoins Terrace Housing and Apartment Buildings zoning on three boundaries, including Housing New Zealand (HNZ) to the east. The adjoining Galway Street site is being developed by HNZ.

The Asian Network Inc. offices are on the block's other site at 101 Church Street. We will consider this as part of the Community Facility Needs Assessment in the Framework Plan phase.



Figure 16: Waller Street Block

8.2.5 STATION BLOCK

This block of three properties has medium to longer-term potential (seven-plus years). Totalling 10,512 sqm these sites are:

- 53A Princes Street
- 59 Princes Street
- 109-101 Onehunga Mall.

In this southern portion of the town centre, the council-owned land includes the RSA bowling green and clubrooms. AT owns Onehunga Train Station and associated car parking.

Developers have acquired land within this block and a Special Housing Area was approved at 53 Princes Street to the west of the bowling green. There may be potential to work with adjoining developers or the RSA to redevelop the underused clubrooms. Any development in this block depends firstly on the community facility needs assessment and the transport study.

There is also long-term potential for transport-oriented development on the train station site, once transport requirements are determined through future planning with AT.



Figure 17: Station Block

8.3 TOWN CENTRE WEST

Further development in this light industrial area would contribute to Strategic Moves “Retain” and “Revitalise”. The area’s zoning recently changed to Mixed Use under the Auckland Unitary Plan.

Several developers and long-term investors have been accumulating and building on landholdings in this area, with a Special Housing Area also approved over a large block. Current development plans over several sites are mostly for residential with ground-floor commercial space or parking. Intensification in this area will further strengthen Onehunga’s central core. Quality public realm will need to support this area’s changing character to reinforce the connection with Manukau Harbour through Onehunga Bay, Taumanu Reserve and Gloucester Park.

Panuku has an opportunity to work with developers to improve connectivity to the harbour and the interface between new developments and the public realm. The alignment for any Mass Rapid Transit connection could be alongside this block.

Auckland Council currently holds no developable land in Town Centre West, but there is potential to strategically acquire sites for residential development. Alternatively, some local businesses could be interested in the adaptive reuse of space to accommodate small businesses.

Panuku has an opportunity to work with developers to improve connectivity to the harbour and the interface between new developments and the public realm.

8.4 ORANGA AND HNZ PRECINCTS

Panuku has held early conversations with HNZ about the opportunity created by including Oranga in the Transform Onehunga area. That opportunity is to take a partnership approach on Framework Planning in the first instance.

Panuku has been in discussion with Housing New Zealand (HNZ) regarding the potential opportunities they see in the area through their business case for redevelopment in Auckland. Although their work has yet to be reported and confirmed, it is not unreasonable to expect that there will be joint opportunities to work with HNZ to deliver redevelopment opportunities within the Transform boundary. More details on timing from HNZ are expected in mid-2017.

Redevelopment in this area responds to the Strategic Move to Encourage Smart Growth and Quality Connected Communities (“Respond”) and is expected to be a medium-term opportunity.

HNZ will be a key partner in developing the Framework Plan. Joint strategic outcomes for discussion could include:

- Neighbourhood design and social infrastructure
- Quality homes – warm, dry, fit for purpose
- Housing intensification and diversity
- Increased connectivity in road and footpath networks
- Safety – in the home and community
- Accessible public transport
- Sustainability and ecological improvement
- Facilities and community networks for healthy lifestyles
- Housing affordability.

Panuku may need to buy strategic sites to facilitate quality development, as well as investigate potential land exchanges to increase amenity. This is already happening at Jordan Avenue.



8.5 ONEHUNGA WHARF

Onehunga Wharf is a key site for carrying out the Strategic Move to Create a Healthy, Activated Foreshore Environment (Restore).

The community's desire is for this site to be developed for a mix of uses, providing public access to the water's edge and water space. The development will need to retain and enhance the heritage character and commercial fishing operations.

The wharf at 55 Onehunga Harbour Road has 39,957sqm of land and about 1.2ha wharf. Its 900m frontage to Manukau Harbour has views to Mangere Mountain and Maungakiekie-One Tree Hill.



Figure 18: Onehunga Wharf

Onehunga Wharf is relatively isolated from the town centre by Onehunga Harbour Road and SH20. Panuku believes the East West Link needs to be designed to mitigate adverse effects on the wharf site. It should also enable quality connections to the wharf, to the north with the town centre and Gloucester Park, east with Taumanu Reserve, south with Mangere Bridge and west with the foreshore's shared cycling and walking path.

Auckland Council has agreed in principle that NZTA will buy the wharf from the Ports of Auckland and will use about 8,500sqm of wharf land for roads. Once construction is completed around 2022, the wharf will be sold back to Auckland Council (terms and conditions yet to be confirmed).

When the Onehunga HLPP process first started in February 2016, we envisaged a five to seven-year timeframe to redevelop Onehunga Wharf from an industrial port to a mixed-use development, completed around 2021 to 2023. This timeframe included necessary works, the exit of some leaseholders, consultation, framework planning, business case development, plan change and construction.

The East West Link project means a delay to the wharf redevelopment, moving it to a medium-term opportunity. Although physical works on the wharf cannot take place within our original timeframe, we can get on with engagement and planning in the short term, such as the detailed Framework Plan process.

When the Onehunga HLPP process first started in February 2016, we envisaged a five to seven-year timeframe to redevelop Onehunga Wharf from an industrial port to a mixed-use development, completed around 2021 to 2023.

8.6 FORESHORE EAST

Totalling 124,229sqm, four properties in this block have medium to longer-term potential (seven-plus years).

These sites are:

- 2 Galway Street
- 2A Galway Street
- 12A and 12B Galway Street
- 17 Galway Street.

The area is south-west of the town centre where the Auckland Council has 12.4ha of commercial landholdings. The sites are zoned for heavy industry and are heavily contaminated from previous uses. Waikaraka Park adjoins this block to the east.

This precinct's timing is long term as several of the sites are impacted by the East West Link. Panuku expects the NZTA to require designation of 2 and 2A Galway Street, totalling 1.56ha. The requirement for any future mass rapid transport routing will also need to be addressed.

A community recycling centre operates on the site at 12A and 12B Galway Street, so Panuku needs to determine its future land requirements. We manage the site and, through a legacy agreement, the recycling centre has a long-term lease until 2025.

Future development in this precinct will contribute to Strategic Move of Reintegrating Onehunga with the Manukau Harbour (Reconnect). This precinct may move to high amenity uses over time, particularly given improved accessibility through the East West Link. Panuku will also do an economic assessment of the need for an industrial business cluster or incubator to host and revitalise industrial and creative activity.

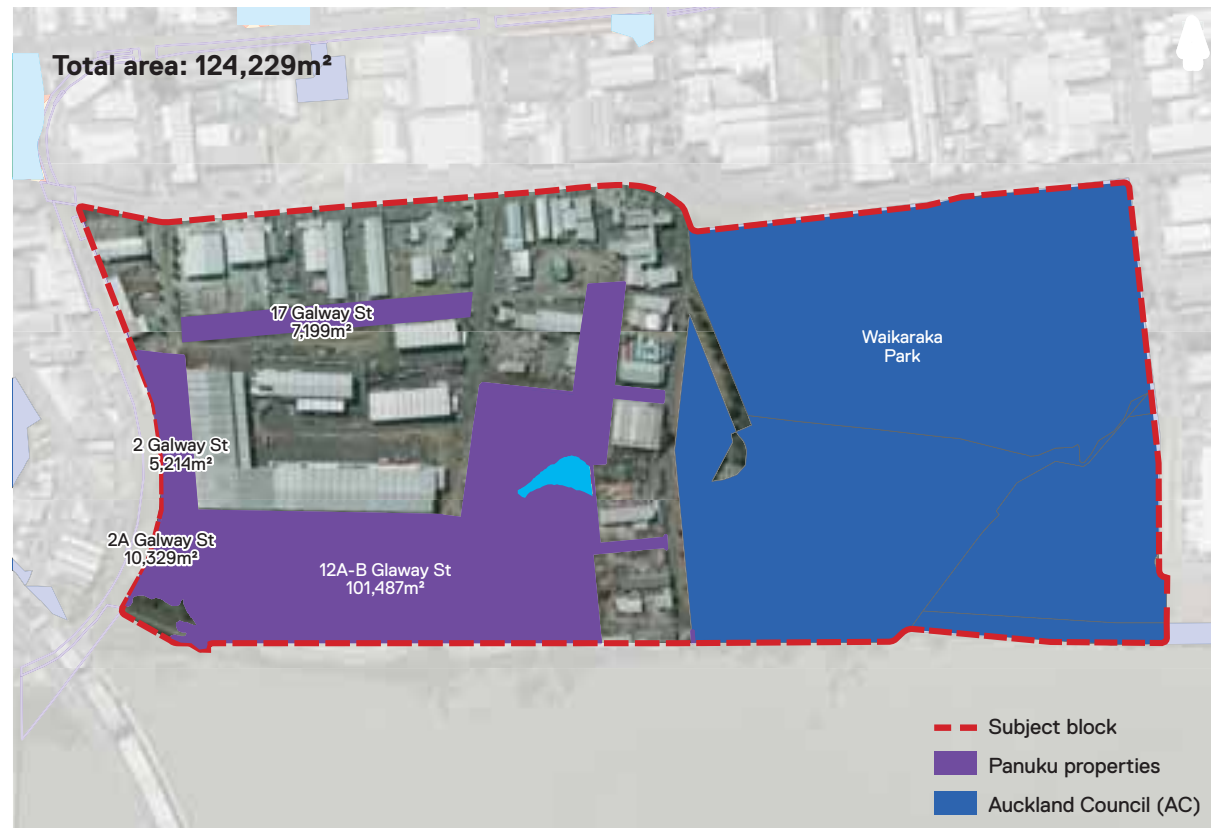
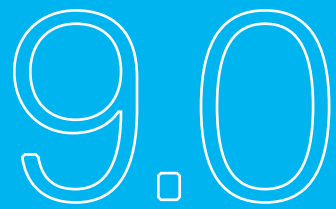


Figure 19: Onehunga Foreshore East







9.0

FUNDING

9.1 TOTAL VALUE CREATION

Panuku has a mandate to deliver both commercial and public-good outcomes. We are developing a Total Value Analysis approach to better articulate, measure and monetise the non-commercial benefits and costs of our work in locations such as Onehunga. This information will integrate with the organisation's processes for financial appraisal so that decisions can be based on an economic assessment of public good and the more traditional financial basis.

This approach will enable Panuku to be transparent about the scope and scale of all costs and benefits – commercial and external. It will also enable us to have better communication with the community about the benefits of urban regeneration and the council's role.

9.1.1 NON-COMMERCIAL VALUE CREATION

In the framework planning phase, Panuku will establish key indicators and their baseline, enabling us to monitor the broader benefits of the Transform Onehunga and report on them at key milestones. Each of the four well-beings will be considered – environment, economic, social and cultural – along with Mana Whenua values, aspirations and recognition of the Mana Whenua identity and footprint.

9.1.2 COMMERCIAL VALUE CREATION

Panuku has carried out a desktop assessment of the baseline existing value for 15 properties currently owned by Auckland Council. Once development constraints are addressed, the value of these properties could potentially be realised through the development strategy and reinvested in public realm improvements. The framework planning process and Implementation Plan will establish the opportunities presented by these properties for contributing to the strategic moves. The basis for submitting detailed business cases will also be established.

In the framework planning phase, Panuku will establish key indicators and their baseline, enabling us to monitor the broader benefits of the Transform Onehunga and report on them at key milestones.

9.2 FUNDING OPTIONS

The Transform Onehunga project will require significant funding for operational and capital works. The scale of transformation envisaged cannot be achieved within current budgets, so the project needs access to several funding sources.

These are:

- Reinvested funds from sale proceeds for operational expenditure associated with preparing this HLPP and the subsequent Engagement Plan, Framework Plan, Implementation Plan and Development Realisation Strategy
- Use and reprioritisation of existing council budgets towards delivering the strategic moves
- Release of funds from sale proceeds under the proposal to reinvest such funds in public-good projects in Transform Onehunga, to deliver agreed HLPP outcomes
- Possible access to funds arising from a partnership approach with the Government.

Panuku will develop the funding strategy following final approval of this HLPP.

Other possible operational and capital funding options available to us include:

- The council's long-term plan
- The Panuku development and strategic development funds
- Local board discretionary funds.

Auckland Transport Capital Funds will not be available for Panuku use but may be allocated to some complementary roading improvements next to development sites.

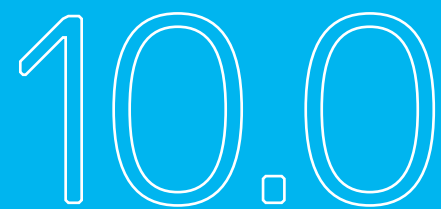
Panuku will investigate all of these options to assist in the funding strategy.

9.3 REVIEW MILESTONES

Our programme will build in the following two review points, particularly for the Framework Plan where progress must be considered before proceeding with any further budgeted expenditure.

- The first review point in May 2017 is on completion of the technical studies diligence (including review of parking studies and community facilities).
- The second review point in August 2017 follows the preliminary due and commercial viability assessment.



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OUTCOMES

10.1 MONITORING OUTCOMES

The goals of this HLPP will be monitored and reported three years after adoption of the Implementation Plan, and every three years after that. We will use a range of performance indicators to measure success. Table 9 provides a starting point, but these indicators will need to be tested and modified where needed through the Framework Plan process.


Onehunga goals	Performance indicators	Outcomes							
		Panuku			Community				
		Catalyst	Value	Leader	Housing	Environment	Community	Access	Town centre
 Enhance and restore the natural environment	1. Increase in the use of low-impact design devices to manage stormwater issues			✓		✓			
	2. Increase in the number of green buildings and sustainable design			✓		✓			
	3. Number of development agreements where design requirements are incorporated			✓		✓			
	4. Number of significant Māori initiatives implemented or active			✓			✓		

Table 9: Potential performance indicators


Onehunga goals	Performance indicators	Outcomes							
		Panuku			Community				
		Catalyst	Value	Leader	Housing	Environment	Community	Access	Town centre
 Sustainable, enabled, connected community	5. Increase in the number of businesses and workers in the town centre (to retain its fine-grain retail character)	✓					✓		✓
	6. Increase in residents' sense of community and pride in the way the town centre looks and feels	✓					✓		✓
	7. Increase in cultural diversity of visitors to the town centre						✓		✓
	8. Increase in the public's perception of safety in the town centre						✓		✓
	9. Increase in workers and residents using sustainable transport modes					✓	✓	✓	
	10. Increase in public transport patronage					✓	✓	✓	
	11. Increase in residents' perception of safety						✓	✓	✓
	12. Increase in the number of retail and hospitality outlets open after 5:30 pm		✓				✓		✓
13. Increase in visitors satisfied with the quality of public spaces									

Table 9: Potential performance indicators

10.1 MONITORING OUTCOMES



Onehunga goals	Performance indicators	Outcomes							
		Panuku			Community				
		Catalyst	Value	Leader	Housing	Environment	Community	Access	Town centre
 Step change in housing	14. Diversity of dwelling units (size, type, price points, tenure)			✓	✓		✓		
	15. Increase in the percentage of residents working in the area				✓				
	16. Increase in the number of dwellings that are affordable, accessible and sustainable	✓			✓				
 Stimulate local growth, investment & innovation	17. Increase in private to public investment ratio in the town centre			✓					✓

Table 9: Potential performance indicators





DANGER
HIGH VOLTAGE



11.0

NEXT STEPS

11.0 NEXT STEPS

Approval	Authority	Date
HLPP report and recommendations	Auckland Council Planning Committee and Finance and Performance Committee	March 2017-May 2017
Completion of Engagement and Communications Plan	Panuku Board	April 2017
Completion and adoption of Framework Plan	Panuku Board	January 2018
Completion and adoption of Implementation Plan	Panuku Board	February 2018
Implementation Plan adoption	Auckland Council Planning Committee	March 2018

Table 10: Approvals programme

APPENDIX 1: COUNCIL PROPERTY OVERVIEW

Within the project area and across the various property asset classes and uses, Auckland Council controls 63 properties over 80.5ha of land.

Property	Area (sqm)	Description/Note	Status
3 Paynes Lane and 45 Waller Street	4234	Car park sites surplus to transport needs	To be cleared for sale
Community Facilities	127,427	Includes Waikaraka Cemetery	Community Facilities Department Long term asset
Parks, Sports and Recreation	512,489	Includes Waikaraka and Gloucester parks, Captain Springs and Onehunga Bay reserves and other local parks	Parks, Sports and Recreation Department Long term asset
Industrial	124,292	Vacant, proposed recycling centre on part of land	Panuku, managed on behalf of the council
Onehunga Wharf	39,957	55 Onehunga Harbour Road	Ports of Auckland Ltd currently in negotiation with NZTA. Expected sale back to the council, via Panuku after East West Link completed
1 Waiapu Lane, 9-21 Waller Street, 109-111 Onehunga Mall	19,177	Public and commercial car parks	AT, managed and operated on behalf of the council
Filter and pumping stations	7404	Six sites (addresses)	Watercare, managed on behalf of the council Long term assets

Table 11: Key council portfolio opportunities

APPENDIX 1: COUNCIL PROPERTY OVERVIEW

Property	Area (sqm)	Legal Description	Title Identifier	Status
3 Paynes Lane and 45 Waller Street	1039	Lot 3 DP 46698, SEC 2 SO 488412	NA43B/710, NA717716	To be cleared for sale
45 Waller Street, Onehunga	1861	SEC 4 SO 488412	NA717717	To be cleared for sale
61-65 Selwyn Street, Onehunga	1334	Lot 5 DP 14191, Lot 6 DP 14191, Pt Lot 7 DP 14191	NA320/187, NA349/112, NA51B/525	To be cleared for sale
Lots 3 and 4, DP 60645 Waiapu Lane, Onehunga	116	Lot 3 DP 60645, Lot 4 DP 60645	NA20A/51, NA20A/52	To be cleared for sale
230 Onehunga Mall, Onehunga	200	SEC 2 SO 488794	NA714641	To be cleared for sale
1 Waiapu Lane, Onehunga	9010	Lot 1 Dp 86173 Lot 4 Dp 86172 Lot 13 Dp 14191 Pts Allot 10 Sec 18 Auck Subs	NA43D/1068, NA679/89, NA591/24, NA591/221, NA591/222, NA43D/1066, NA320/70	Auckland Transport, managed and operated on behalf of the council
9-21 Waller Street, Onehunga	2101	Sec J So 50024, Pt Lot 2 Dp 35469, Pt Lot 4 Dp 35469, Pt Lot 5 Dp 35469, Sec 1 So 362325	NA394690, NA928/267, NA271015	Auckland Transport-managed carpark on behalf of the council, part road to vest

Table 12: Council sites recommended for disposal in this High Level Project Plan

APPENDIX 2: SPECIAL HOUSING AREAS

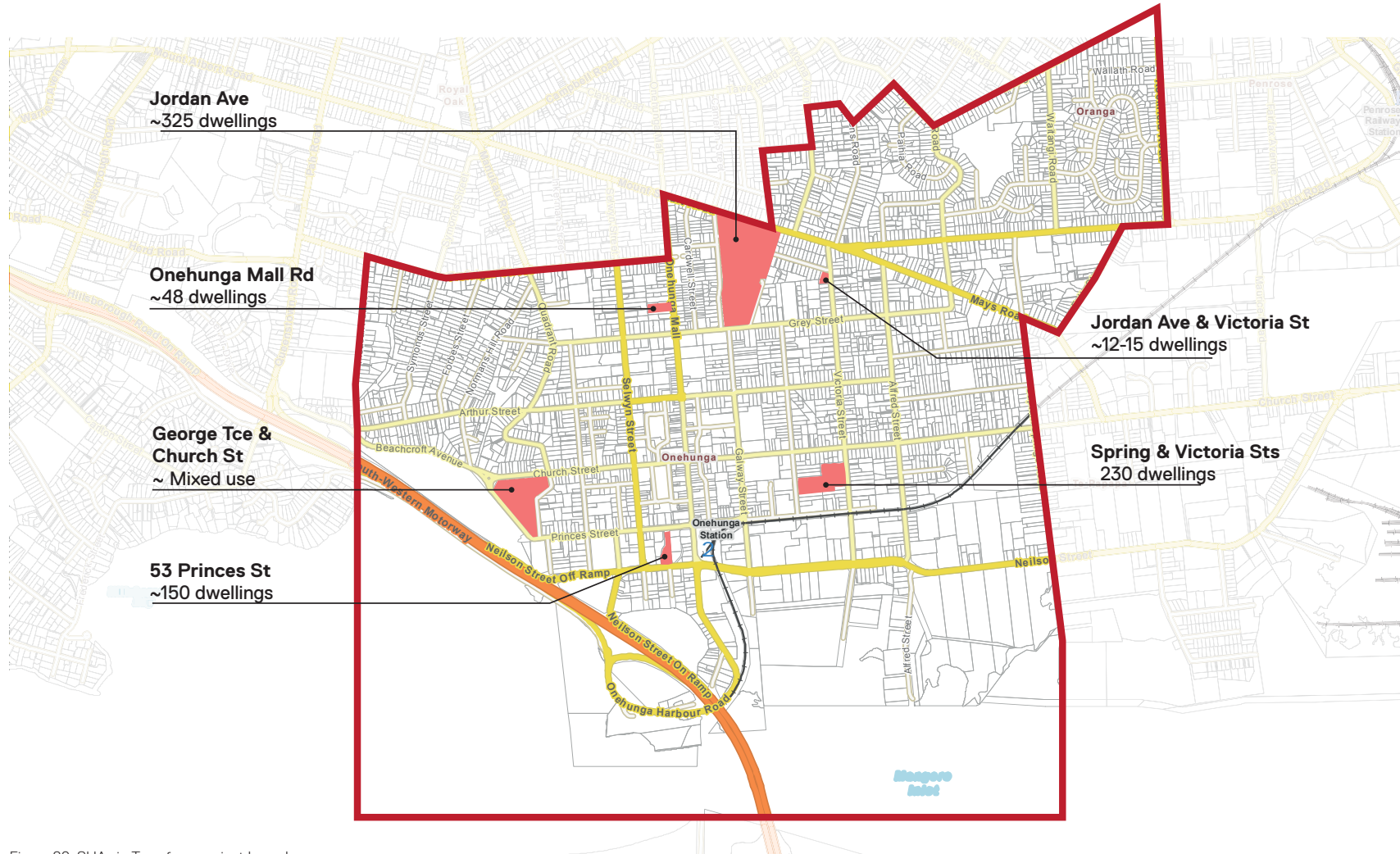


Figure 20: SHAs in Transform project boundary

SHA descriptions

2, 4, 1-9 Jordan Avenue, 91-97, 109 and 117 Mt Smart Road (odd numbers only), 6–22 Wade Avenue (even numbers only), 1-41, 45-47 Cameron Street (odd numbers only), and 80-94 Grey Street (even numbers only). Some of this existing residential area could be redeveloped to potentially contain up to 325 dwellings. Most are Housing New Zealand sites.

35 Jordan Avenue and 128-130 Victoria Street. About 12 to 15 new social housing dwellings by Housing New Zealand, construction complete within two years.

340, 342A and 344 Onehunga Mall. About 48 new apartments proposed with an element of affordable housing. Developer is Premium Landmark Holdings Ltd. Completion intended in 2017.

53 Princes Street. About 150 new homes proposed by ZField Holdings Ltd. The first residential housing ready during 2020, with entire development completed by 2022.

11 Spring Street and 64 Victoria Street. A minimum of 200 new homes over three to four years. Lamont & Co intends to have the first residential housing ready during 2018, with entire development completed by 2020.

Corner of George Terrace and Church Street. Proposed to provide for a mix of housing types, along with ground-floor commercial retail space.

Table 13: Special Housing Areas

APPENDIX 3: PLANNING DOCUMENTS

Current planning documents



Auckland Plan

The Auckland Plan is the strategy to make Auckland the world's most liveable city over the next 30 years.

Achieving the strategy will require these six transformational shifts:

- Dramatically accelerate the prospects of Auckland's children and young people
- Strongly commit to environmental action and green growth
- Move to outstanding public transport within one system
- Radically improve the quality of urban living
- Substantially raise living standards for all Aucklanders with a focus on those most in need
- Significantly lift Māori social and economic well-being.

**Auckland Unitary Plan
(Operative in part)**

- See 3.5.2 of this HLPP for a summary of the provisions for Onehunga in the Auckland Unitary Plan (Operative in part).
- Visit the Auckland Council website for more information on the Unitary Plan.



**Maungakiekie-Tāmaki
Local Board Plan (2014)**

The Local Board Plan sets out goals, outcomes and key initiatives for the Maungakiekie-Tāmaki area.

Visit the Auckland Council website for the full plan.

The plan's high-level outcomes are:

- Transport outcomes that meet our communities' and businesses' needs
- Successful business and good jobs for our people
- A built environment that strengthens our communities and reinforces our heritage and local character
- A healthy natural environment enjoyed by our communities
- Strong thriving communities that are enabled to participate, celebrate and contribute
- Parks, sports and recreational facilities that promote healthy lifestyles and enhance well-being.

Table 14: Auckland Council documents

Current planning documents



**Maungakiekie-Tāmaki
Local Board Plan (2014)**

Key initiatives specific or relevant to Onehunga include:

- Advocate for the East West Connections to deliver on community and business expectations
- Advocate and provide advice for ecological restoration along the water's edge as part of transport projects
- Support the co-location of the Onehunga bus and rail interchanges and development of a high-quality, fit-for-purpose facility on one site
- Support and advocate for rail services between Onehunga and the airport
- Scope and develop projects that encourage a mix of business and residential
- Understand and identify brownfield sites and high-value opportunities that could be available for commercial development
- Invest in public art to enhance our civic spaces
- Advocate for high-voltage transmission lines to be undergrounded
- Develop a strategic plan for growth around Panmure, Glen Innes and Onehunga
- Advocate for processes that encourage the use of under-used land
- Improve the amenity and activation of streets and public realm interfaces around business sites
- Continue improvements at Waikaraka Park and work with the relevant sports clubs, associations and regional bodies to explore opportunities to maximise use of the park's recreational space
- Implement the Onehunga Bay Reserve concept plan
- Develop and implement a concept plan for the Mangere Bridge north abutment to create a safe and welcoming entrance to the local board area
- Implement the Greenways Plan
- Enhance existing play spaces or develop playgrounds in new locations.

Table 14: Auckland Council documents

Other plans, documents and forums



Auckland City Council Framework Plan (2010)

This precinct plan developed for Onehunga by the former Auckland City Council sets out a vision and aspirations for how Onehunga will evolve as a centre and what it will look like by 2050.

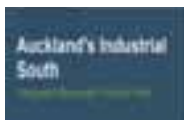
The document pre-dates the current Local Board, but it supports the document and its vision and aspirations.



Maungakiekie-Tāmaki Greenways Plan

This is one in a series of linked, visionary plans with the long-term aim of improving walking, cycling and ecological connections across the region.

Carrying out the Maungakiekie-Tāmaki would better connect the area to neighbouring local board areas and to regional walking and cycling proposals. It would also address severance issues the area faces, caused by the Onehunga Industrial zone and State Highway 1.



Business Precinct Plan

This framework supports business and employment growth within land zoned light and heavy industrial located south of the CBD.

It seeks to support growth and development of industrial locations in a coordinated manner, informing future spatial planning decisions. It also provides an action-based approach to better enable these locations continue contributing to Auckland's economic priorities.



Manukau Harbour Forum

The forum was set up in 2010 in response to concerns around the deteriorating state of the Manukau Harbour and the need for a collaborative response to improve its condition.

Its vision is that the harbour is recognised and valued as a significant cultural, ecological, social and economic treasure/taonga

Table 14: Other plans, documents and forums

Other plans, documents and forums

Onehunga Business Association	<p>Onehunga Business Association (OBA) has more than 800 members who are either landlords or business owners in the Onehunga Business Improvement District (BID) area.</p> <p>OBA is dedicated to promoting and developing the shopping and business centre. It works closely with community groups and organisations to bring improvements and economic benefits to the area.</p> <p>The association has developed a strategic plan to support and enable Onehunga businesses to grow, innovate and collaborate. This would happen through experience-based projects and prioritised activities with a strong contribution to make to the area's cultural and economic wealth.</p> <p>The plan identifies the following strategic areas of focus:</p> <ul style="list-style-type: none">• Leading in town centre management• Strengthening the community• Growing the economy• Building a sustainable town centre.
The Onehunga Enhancement Society	<p>The Onehunga Enhancement Society (TOES) represents the community on issues around Onehunga Bay, SH20, public transport, utilities and enhancing the greater Onehunga environment.</p> <p>TOES advocates an Onehunga Bay free of pylon and transmission lines, a sensible outcome for the East West Link and a reinvigorated Onehunga Wharf with ferries, cafes, fish market and maritime museum</p>
Manukau Harbour Restoration Society	<p>Manukau Harbour Restoration Society (MHRS) was formed in 2011 by residents living around the harbour who are committed to improving its conditions and environs.</p> <p>The society's broad aims are to represent all communities and organisations that border are influenced by the harbour, and to restore the harbour to its original water quality and environmental state . This would enhance the harbour as a well-managed asset for recreation and transport, loved by city residents Auckland-wide.</p>

Table 14: Other plans, documents and forums

Research resources



Onehunga Heritage Survey

This was part of a broader programme to identify, understand and manage heritage throughout Auckland. The surveys were to provide research, identification, analysis and recommendations for historic heritage places and areas, special character areas, community values, and mataawaka and Mana Whenua values.

Onehunga's selected recognised the township's high potential for heritage values and for change due to intensification pressures.

The survey's purpose was to identify, document and evaluate places to support the scheduling of new historic heritage places and areas.

The report proposes three Historic Heritage Areas and 18 individual places for scheduling in the Auckland Unitary Plan. These were identified for consistency of built form, integrity of fabric and original

Scan of Auckland Council activities around Mangere Inlet
Compiled for Environmental Steering Group, Mangere Inlet
11 November 2016

This scan identifies sites of ecological significance around Mangere Inlet. It also details key sites, issues and activities, including contaminated sites, stormwater infrastructure, water quality and planned or proposed transport and development projects.

Table 14: Other plans, documents and forums

APPENDIX 4: EAST WEST LINK MAP



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