

Abstract

“New Urbanist Intervention in Onehunga: A Transport Centre”

New Urbanism is a rapidly developing urban design movement. The movement proposes the development of “mixed-use” communities that are based around pedestrian and public transportation initiatives. New Urbanism has been very successful in the American developments of “Seaside” Florida by Andres Duany and Elizabeth Plater Zyberk (DPZ), and the redevelopment of “Stapleton International Airport” in Denver, Colorado by Forest City Enterprises.

This project challenges and tests the application of New Urbanism based design techniques in a New Zealand environment. The Auckland suburb of Onehunga is currently subject to many large scale council driven developments. This project is aimed at integrating with the existing council driven projects such as the “Reopen Onehunga Rail Project” which proposes a long term objective of Onehunga becoming a public transport interchange in the wider Auckland community. A second long term Council objective is the development of “mixed-use” housing/retail and residential “densification” in the town centre of Onehunga. These two key future objectives coincide within some of the primary ambitions of New Urbanism theory.

The “New Urbanist” development includes the detailed analysis of the suburb with regard to its transportation issues, residential/commercial and industrial layout, public buildings and amenities such as schools/parks and community buildings. The project attempts to address both urban and architectural issues. It involves the detailed planning and allocation of functions for new/existing buildings and public space over the wider suburb. The main architectural entities to be designed are a new public transport centre with subsidiary apartment buildings and a main public square.

The investigation provides a complex analysis/example of how New Urbanist design techniques could be applied in the existing Auckland community of Onehunga integrating with the existing Council objectives of “Transport Orientated Development” (TOD) and the “densification” of the community centre.

**"The sum of human happiness increases because of New Urbanism"¹
-Andres Duany**

¹ Duany, Andres. Plater-Zyberk, Elizabeth. *New Civic Art : Elements of Town Planning*, New York, USA: Rizzoli; illustrated edition, 2003

Table of Contents

1. Research Problem

- 1.1 Working Title
- 1.2 Summary
- 1.3 Rationale
 - 1.3a) Introduction to New Urbanism*
 - 1.3b) The Current Development of Onehunga*
 - 1.3c) Architectural Problems identified in the ‘Research Problem’*
 - 1.3d) Aims / Objectives of the Project*
 - 1.3e) Hypothesis for the Project*

2. Review of current state of knowledge in the area of the project

- 2.1 New Urbanism
 - 2.1a) What is New Urbanism?*
 - 2.1b) New Urbanism Ideology*
 - 2.1c) The Benefits of New Urbanism*
 - 2.1d) The Congress for the New Urbanism*
 - 2.1e) Influential Figures Of New Urbanism*
 - 2.1f) Architectural Precedents of New Urbanism based developments*
- 2.2 Urban Design / Town Planning
 - 2.2a) A definition of Town Planning and Urban Design*
 - 2.2b) Principles of Urban Design and Town Planning*
 - 2.2c) Influential Urban Designers / Town Planners*
- 2.3 Medium Density Housing
 - 2.3a) A Background of Medium Density Housing*
 - 2.3b) How Medium Density Housing Relates to Onehunga*
- 2.4 Auckland City Council Documents
 - 2.4a) A Summary of the Auckland City Council*
 - 2.4b) Auckland City Council – Draft Future Planning Framework, 12 March 2009*
 - 2.4c) Maungakiekie Development Within the – Draft Future Planning Framework*
 - 2.4d) Draft Future Planning Framework – Transport Choices*
- 2.5 Onehunga
 - 2.5a) A General Background of Onehunga*
 - 2.5b) The history of Onehunga*
 - 2.5c) Important and Historical Buildings*
 - 2.3d) The Chosen Site*

3. Methodological Approach of the Project

3.1 Introduction

3.2 Project Brief

Focus A: Site and Traffic and Public Transportation Analysis

Focus B: Analysis of Architectural Heritage

Focus C: Council Master Plan Analysis

Focus D: Community Analysis

Focus E: Urban Planning

Focus F: Detailed Design

4. Project Development

Focus A: Site and Traffic and Public Transportation Analysis

Focus B: Analysis of Architectural Heritage

Focus C: Council Master Plan Analysis

Focus D: Community Analysis

Focus E: Urban Planning

Focus F: Detailed Design

5. Critical appraisal

5.1 The Design Solution and its Theoretical Framework

5.2 Conclusion

6. The Design Solution

7. Bibliography and Precedent List

7.1 Texts used throughout the project

7.2 Existing New Urbanism Developments used for Precedent studies

8. Appendices

8.1 Full Project Brief

8.2 Terminus Project Brief

8.3 New Zealand Herald article, "Students design Onehunga's grand rail future" 04/11/2008

8.4 Onehunga Railway Station and Future Development – Boffa Miskell

8.5 Auckland City Council Mainstreet Programme

8.6 Onehunga Mainstreet Plan – Landscape Requirements September 1997

8.7 Scoop article, "Funding approved for Onehunga master plan development" 19/09/2008

8.8 Auckland City Council, Onehunga Bay Reserve and Lagoon Development

8.9 Auckland City Council, Maungakiekie Area Outcomes 2030 – Interim Draft

8.10 The Campaign for Better Transport – Reopen Onehunga Rail Project 02/11/2006

- 8.11 The Campaign for Better Transport – Green Light for Onehunga Branch Line Upgrade
- 8.12 Scoop article, “Onehunga rail upgrade from the AK Regional Council” 9/9/2009
- 8.13 Area Profiles: Onehunga, census data
- 8.14 Onehunga Businesses – Community
- 8.15 Onehunga Business Association – About us
- 8.16 Rail and Bus specific design information
- 8.17 Early Map of Onehunga
- 8.18 Queen Street (Onehunga Mall) with tram service
- 8.19 Former Railway Station in service
- 8.20 Onehunga Locality Map
- 8.21 109-111 Onehunga Mall Contours Map
- 8.22 109-111 Onehunga Mall Aerial Photo

Image List

1. Research Problem

Figure 1.1) The Onehunga Town Centre Logo

Figure 1.2) Aerial view of Onehunga

2. Review of current state of knowledge in the area of the project

Figure 2.1) Illustrates a pedestrian street encouraging walking

Figure 2.2) Shows a typical mixed-use building with retail at ground level and apartments above

Figure 2.3) A positive/negative space map showing connecting public spaces, pedestrian streets and roads

Figure 2.4) A New Urbanism development incorporating public space and densified low-rise residential architecture

Figure 2.5) Plans showing traditional neighborhood structure with axial relationships between main roads and civic spaces/buildings

Figure 2.6) Transect Diagram

Figure 2.7) This diagram shows a densified development with communal recreation space that is vibrant and “self-policed”

Figure 2.8) Léon Krier

Figure 2.9) *Architecture Choice or Fate*

Figure 2.10) Axonometric of Poundbury

Figure 2.11) Andres Duany & Elizabeth Plater Zyberk

Figure 2.12) *The New Civic Art*

Figure 2.13) *Suburban Nation*

Figure 3.14) Seaside Housing

Figure 2.15) Seaside Aerial Photo

- Figure 2.16) Poundbury Site Plan
- Figure 2.17) The Stapleton Development under construction
- Figure 2.18) Kentlands Site Plan
- Figure 2.19) Kentlands low-rise housing
- Figure 2.20) Camillo Sitté
- Figure 2.21) *City Planning According to Artistic Principles*
- Figure 2.22) Typical Sitté positive / negative space plan
- Figure 2.23) Sir Ebenezer Howard
- Figure 2.24) *The Garden Cities of Tomorrow*
- Figure 2.25) Working diagram of a model Garden City
- Figure 2.26) *Draft Future Planning Framework, 12 March 2009*
- Figure 2.27) Problematic Townhouses on Princes Street
- Figure 2.28) Onehunga Bay Reserve
- Figure 2.29) Map showing proposed area between Felix Street and Onehunga Mall
- Figure 2.30) The dormant Onehunga Branch Rail Line between Penrose Station and Onehunga
- Figure 2.31) Maungakiekie Area Outcomes Map 2030
- Figure 2.32) Queen Street 1871
- Figure 2.33) Onehunga Railway Station, (1873)
- Figure 2.34) Opening of the Carnegie Free Library 11/9/1912
- Figure 2.35) The Pedestrian Street Onehunga Mall
- Figure 2.36) Former Post Office, (1902)
- Figure 2.37) Anglican Church of Saint Peter, (1848)
- Figure 2.38) Carnegie Free Library, (1912)
- Figure 2.39) Roman Catholic Church of the Assumption, (1889)
- Figure 2.40) War Memorial Arch, Jellicoe Park, (1923)
- Figure 2.41) former Onehunga Primary School, (1901)
- Figure 2.42) former Onehunga Railway Station Building, (1873)

3. Methodological Approach of the Project N/A

4. Project Development

- Figure 4.1) Aerial Map showing chosen site of the research project in relationship to the existing suburb
- Figure 4.2) Site at 109 – 111 Onehunga Mall
- Figure 4.3) Site from Onehunga Mall
- Figure 4.4) Site from the Onehunga Branch Line
- Figure 4.5) Site from the Onehunga Branch Line
- Figure 4.6) Site from Prices Street and Onehunga Mall intersection
- Figure 4.7) Former Post Office located at the Princes street and Onehunga Mall intersection

- Figure 4.8) Carnegie Free Library located on Princes Street
- Figure 4.9) Onehunga Branch Line and problematic town houses
- Figure 4.10) Onehunga Branch Line and problematic town houses
- Figure 4.11) Onehunga Branch Line and Site on right hand side
- Figure 4.12) Onehunga Branch Line with Neilson Street Bridge and Site on right
- Figure 4.13) Onehunga Branch Line and Neilson Street Bridge
- Figure 4.14) Under Neilson Street Bridge
- Figure 4.15) Looking down Princes Street and in view of the Former Post Office
- Figure 4.16) Looking down Princes Street with Site on right and Onehunga Mall façade.
- Figure 4.17) Looking down Onehunga Mall with Site on left and RSA on right.
- Figure 4.18) Looking down Princes Street in view of Carnegie Library and RSA
- Figure 4.19) Onehunga Bay Reserve
- Figure 4.20) Onehunga Bay Reserve
- Figure 4.21) Onehunga Mall with Former Post Office in distance
- Figure 4.22) Onehunga Mall
- Figure 4.23) Onehunga Mall
- Figure 4.24) Onehunga Mall
- Figure 4.25) Site on lower Municipal Road
- Figure 4.26) Site on lower Municipal Road
- Figure 4.27) Site on Waller Street
- Figure 4.28) Site on Waller Street
- Figure 4.29) Mechanic Shop on Neilson Street and Onehunga Mall
- Figure 4.30) Old Service Station on Neilson Street
- Figure 4.31) Fabrication warehouse on Onehunga Mall
- Figure 4.32) Carpet warehouse on Onehunga Mall
- Figure 4.33) Onehunga Bay Reclamation Project Map, illustrating proposed changes and development works in the area.
- Figure 4.34) The Transpower Lines Project in relation to the Onehunga Bay Reserve
- Figure 4.35) Auckland City Council Spatial Framework 2050 Transport Choices Map
- Figure 4.36) The Gloucester Park Interchange Project connecting Onehunga with State Highway 20
- Figure 4.37) The Reopen Onehunga Rail Project logo
- Figure 4.38) Train Passenger Boardings Graph
- Figure 4.39) Auckland Region Train Network Diagram
- Figure 4.40) Auckland Region Train Network Diagram proposed for 2030. Note: This does not include the Onehunga to Avondale connection between the Western and Southwestern lines.
- Figure 4.41) Auckland City Airport
- Figure 4.42) International Transit Hotel
- Figure 4.43) Brick Façade on Onehunga Mall
- Figure 4.44) Brick Façade of the new Public Library
- Figure 4.45) Traditional wooden weatherboard villa
- Figure 4.46) Modern wooden weatherboards

- Figure 4.47) Painted façade of the Former Post Office
- Figure 4.48) Postmodern painted façade of BNZ Bank on Onehunga Mall
- Figure 4.49) Glazed façade of the Onehunga Fire Station
- Figure 4.50) Steel elements of the new Public Library
- Figure 4.51) Onehunga Mall Façade Study
- Figure 4.52) Onehunga Proposed Area Outcomes 2030 Map
- Figure 4.53) Onehunga Mall Façade Development Sketch
- Figure 4.54) Onehunga Mall Façade Development Sketch
- Figure 4.55) Onehunga Community and Roading Interventions Map
- Figure 4.56) Onehunga Design Objectives Map
- Figure 4.57) Urban layout concept one
- Figure 4.58) Urban layout concept two
- Figure 4.59) Urban layout concept three
- Figure 4.60) Urban layout development one
- Figure 4.61) Urban layout development two
- Figure 4.62) Urban layout development three
- Figure 4.63) Urban layout development four
- Figure 4.64) Urban layout development five
- Figure 4.65) Urban layout development six
- Figure 4.66) Site Plan illustrating existing framework
- Figure 4.67) Site Plan illustrating proposed development plan
- Figure 4.68) Nashville Public Library, (2001)
- Figure 4.69) Nashville Public Library, (2001) main entrance
- Figure 4.70) Nashville Public Library, (2001) atrium space
- Figure 4.71) Transport Centre main entrance development drawing
- Figure 4.72) Site ground floor plan development drawing
- Figure 4.73) Transport Centre development section
- Figure 4.74) Onehunga Mall Retail/Apartments façade
- Figure 4.75) Onehunga Mall Retail/Apartments façade
- Figure 4.76) Onehunga Mall Apartment standardized plan
- Figure 4.77) Princes Street Three Bedroom Apartment lower level
- Figure 4.78) Princes Street Three Bedroom Apartment upper level
- Figure 4.79) Princes Street building facade
- Figure 4.10) Site ground floor plan

5. Critical appraisal N/A

6. The Design Solution N/A

