

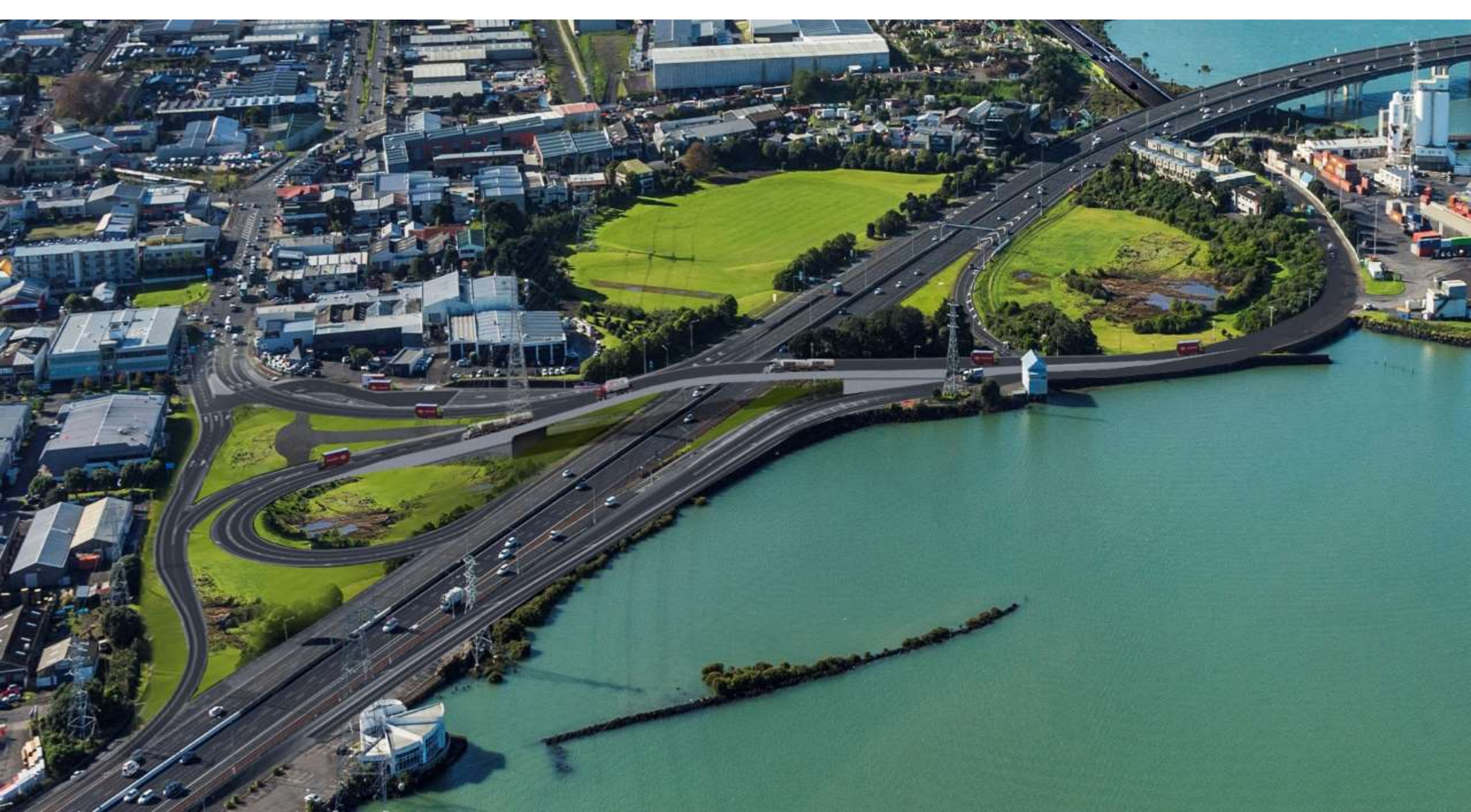
Local Visual & Impacts of EWL in Onehunga

Opening Statement July 4 2017















Overview map of the East West Connections area



BOX 13.3 AMETI AND EAST – WEST LINK

Growth of business, employment and residential development in eastern Auckland has created a pressing demand for transport investment. The Auckland-Manukau Eastern Transport Initiative (AMETI) and the East-West Link are closely related because of their geographic location and interdependencies, particularly in relation to freight and eastwest traffic movements. AMETI is a package of transport improvements proposed for the Glen Innes – Panmure – Pakuranga – Botany corridor, to serve the eastern suburbs. These areas have a forecast population growth of up to 25,000 people over the next 20 years, and good transport options will be needed to cater for them. AMETI aims to provide a strategic transport link between the eastern suburbs, unlocking the economic potential of the area. AMETI will provide for local journeys and public transport on the Panmure Bridge route, while Waipuna Bridge and the south-eastern highway will become the primary freight and business traffic route through to central Auckland.

The East-West Link is a proposed strategic transport corridor that will connect the Western Ring Route (SH20) at Onehunga and the Southern Motorway (SH1), providing improved access to the rail freight hub at Metroport and major employment areas, such as East Tāmaki. This link will address the high traffic and freight movements on congested local roads, provide efficient freight movements between SH20 and SH1, and between industrial areas and the port and airport. This link will also enable east-west improvements for public transport, walking and cycling. The total cost of both projects is estimated to be \$2.6 billion.

EAST WEST LINK

KEY DESIGN FEATURES





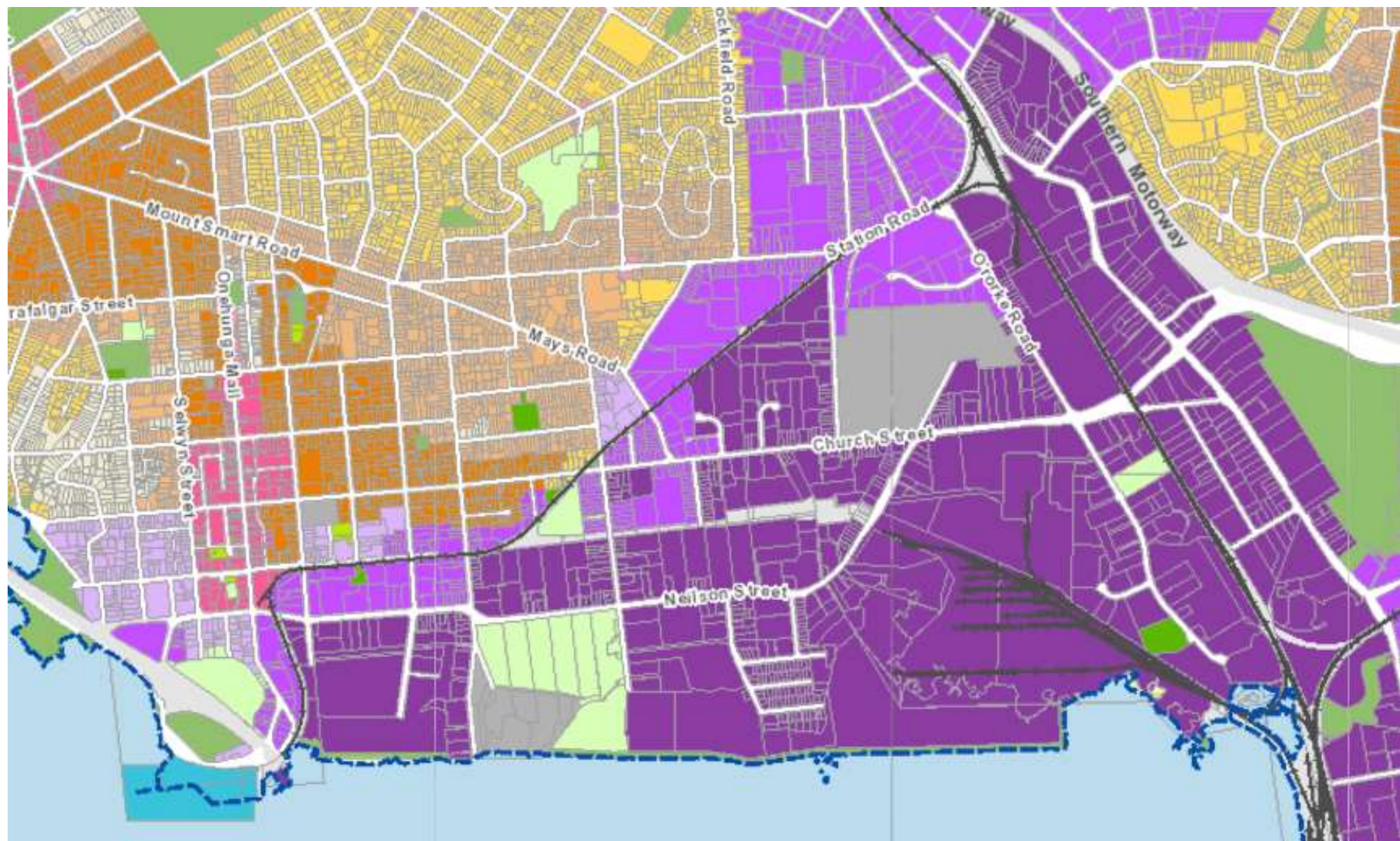
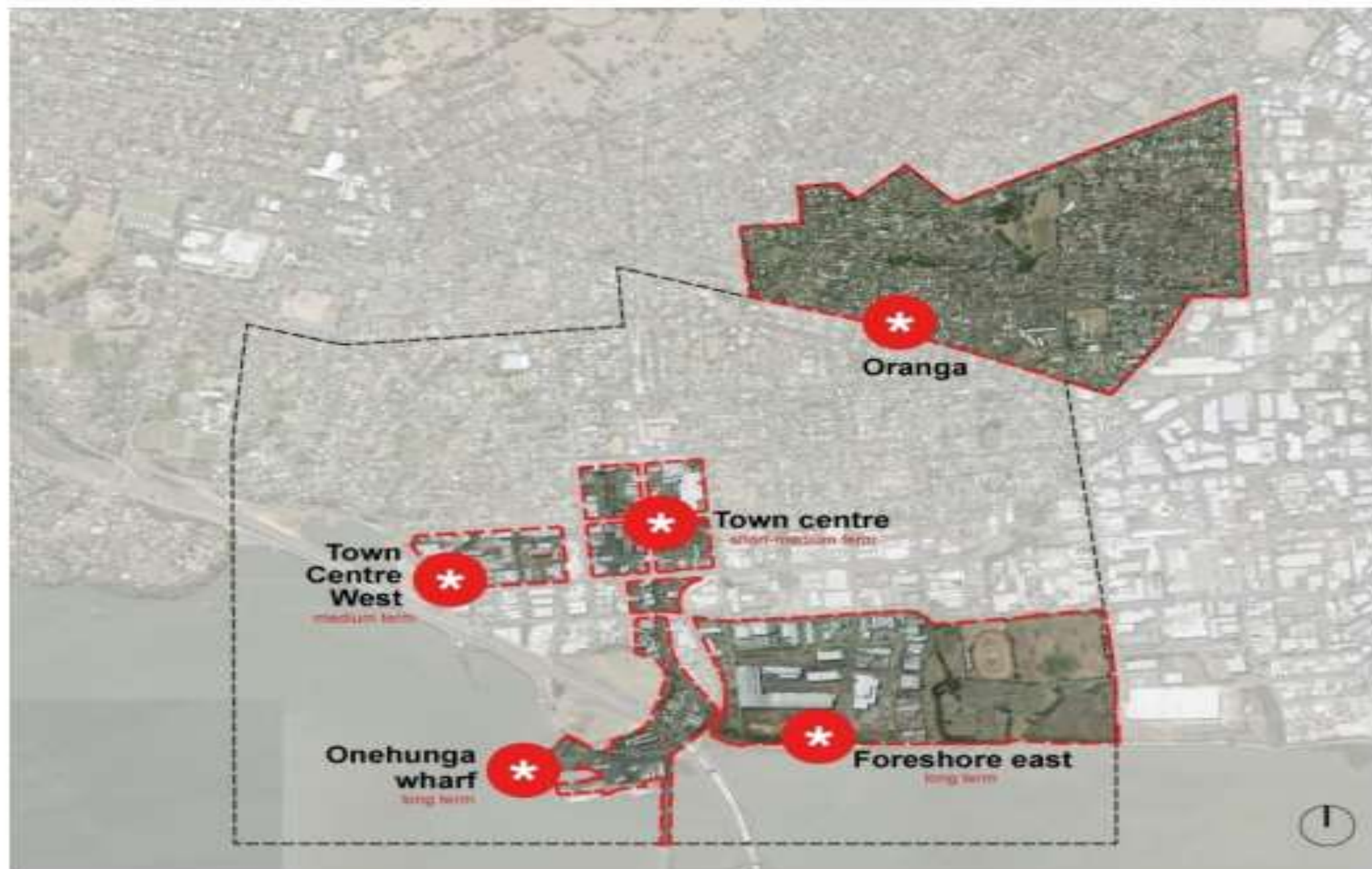


Figure 4: Auckland Unitary Plan provisions and Transform Onewhanga boundary



- | |
|---|
| Single House |
| Mixed Housing Urban |
| Mixed Housing Suburban |
| Terrace Housing and Apartments |
| Large Lot |
| Rural and Coastal Settlement |
| Neighbourhood Centre |
| Local Centre |
| Town centre |
| Mixed use |
| Business Park |
| Light Industry |
| Heavy Industry |
| Public Open Space - Conservation |
| Public Open Space - Informal Recreation |
| Public Open Space - Sport & Active Recreation |
| Public Open Space - Community |
| Public Open Space - Civic Spaces |
| Defence |
| Minor Port |
| Special Purpose |
| Strategic Transport Corridor |
| Water |

Figure 3: Development Precincts



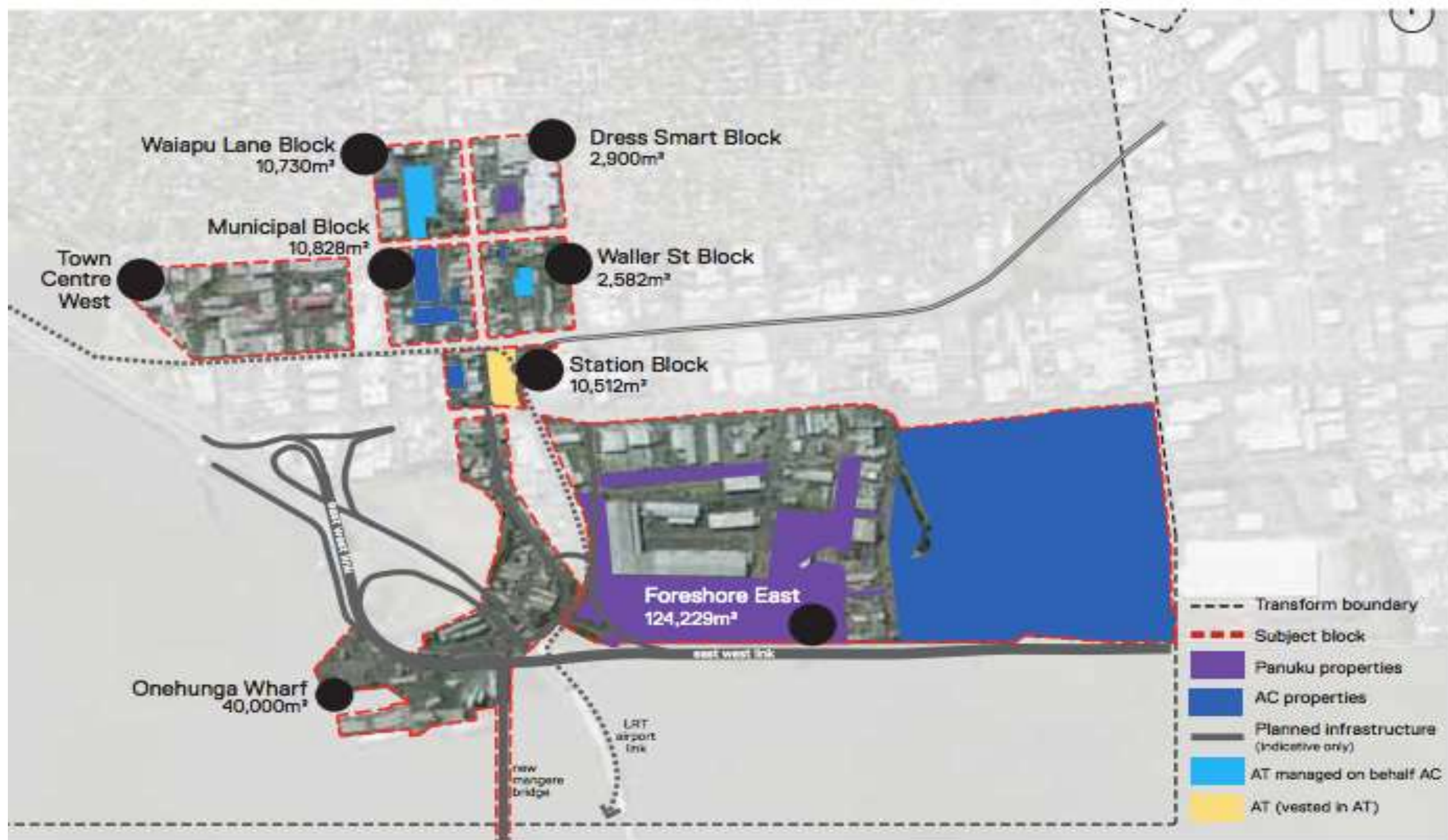
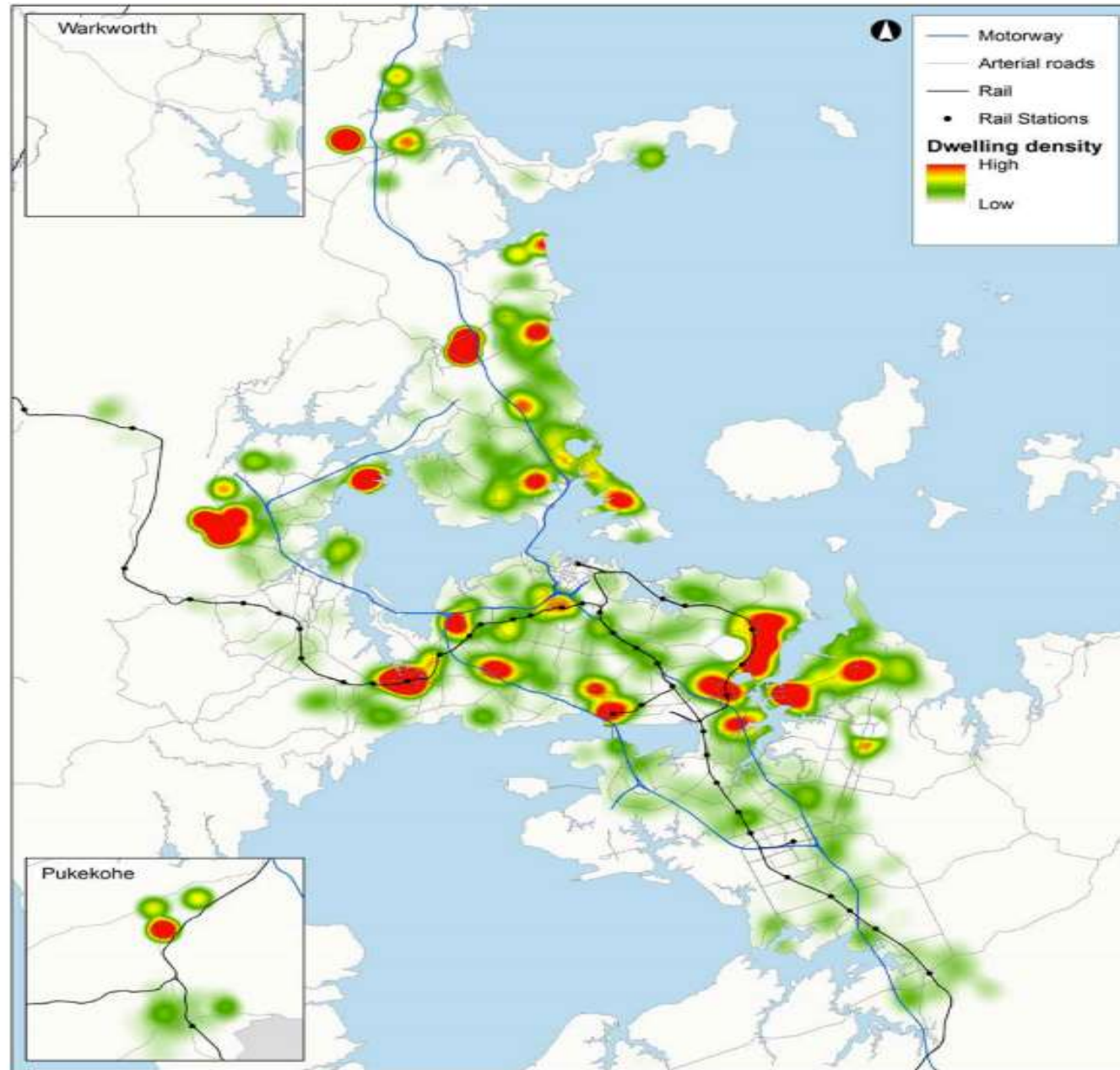
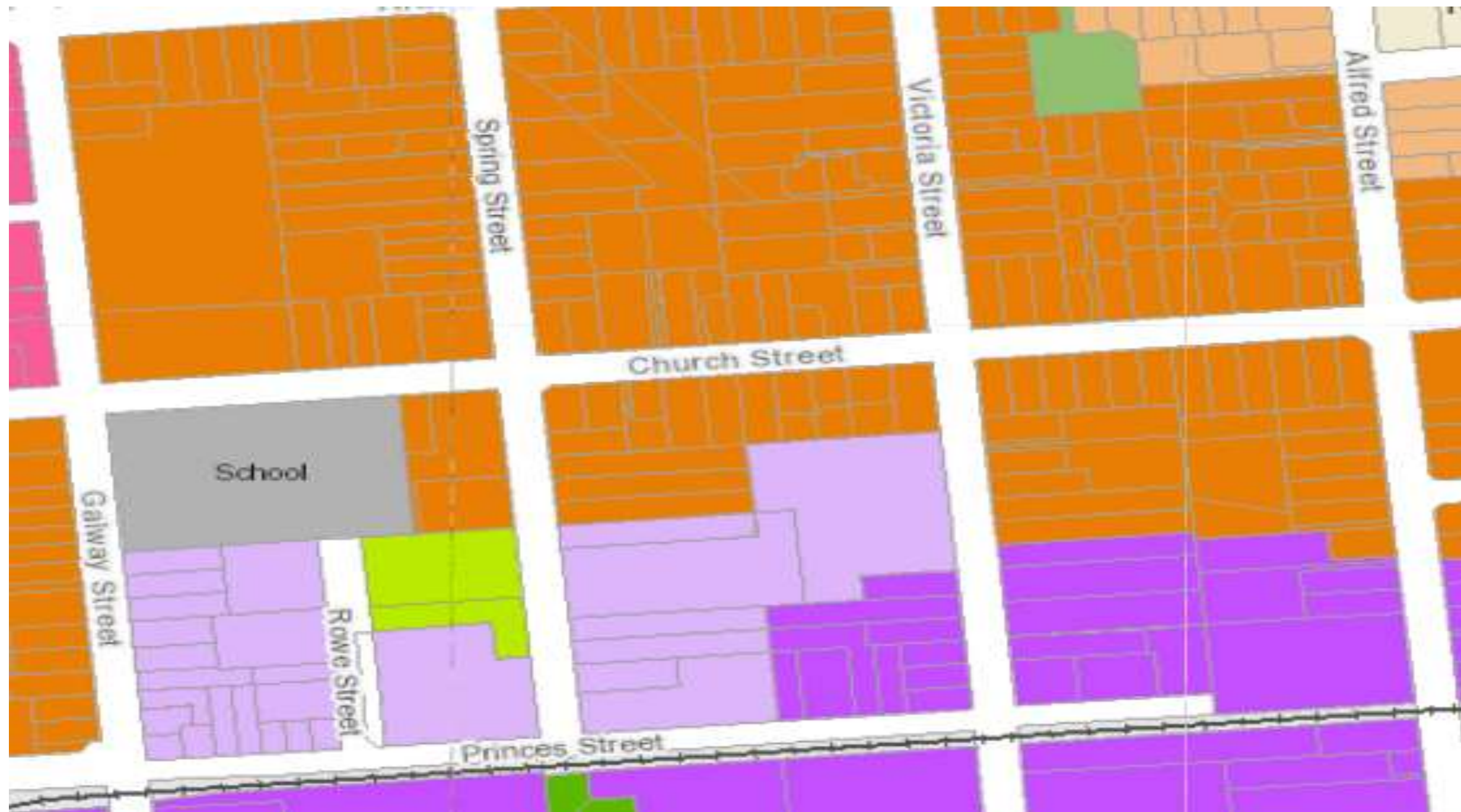


Figure 3 Distribution of Panel recommended feasible enabled residential capacity additional to that enabled in the proposed Auckland Unitary Plan as notified













CAFE'S / OFFICES /
RESIDENTIAL

VOLCANIC PARK

MARINE INDUSTRIES
OFFICES
RESIDENTIAL
ENTERTAINMENT

LIGHT RAIL
STATION

HOTEL
OFFICES
CONFERENCE CTR.
MALL



Orehunga
Town Centre

Orehunga
Train Station

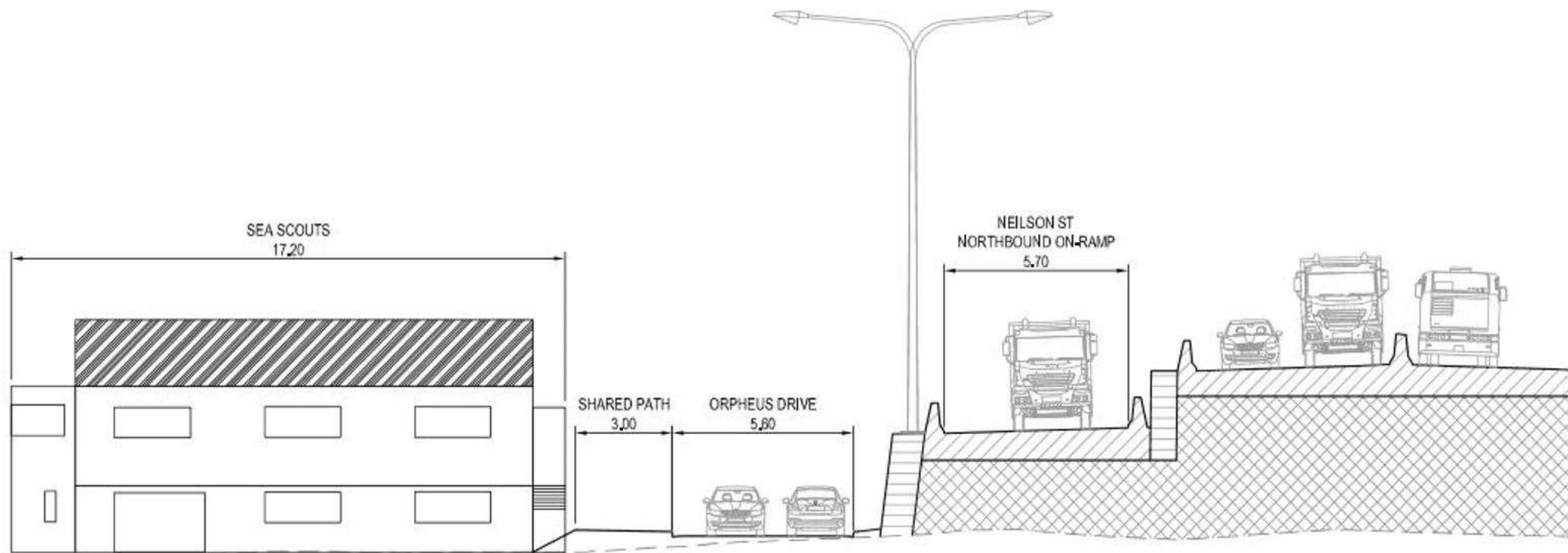
Future Rail
To Airport

Neilson Street
Interchange

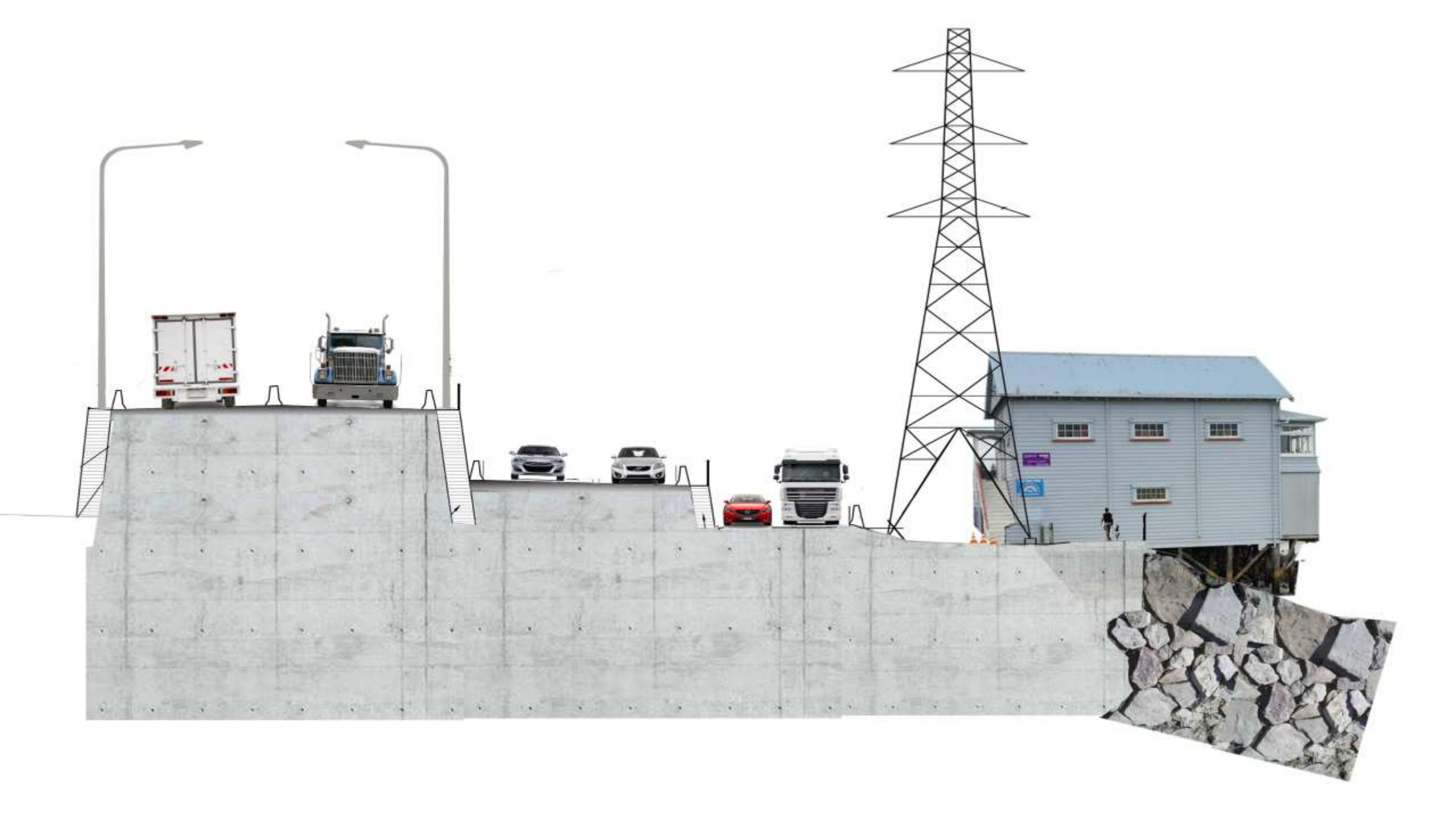
Orehunga Wharf







A SECTION : ORPHEUS DRIVE - SEA SCOUTS
- SCALE 1: 100 @ A3 DES WEST MC50 CH 360











































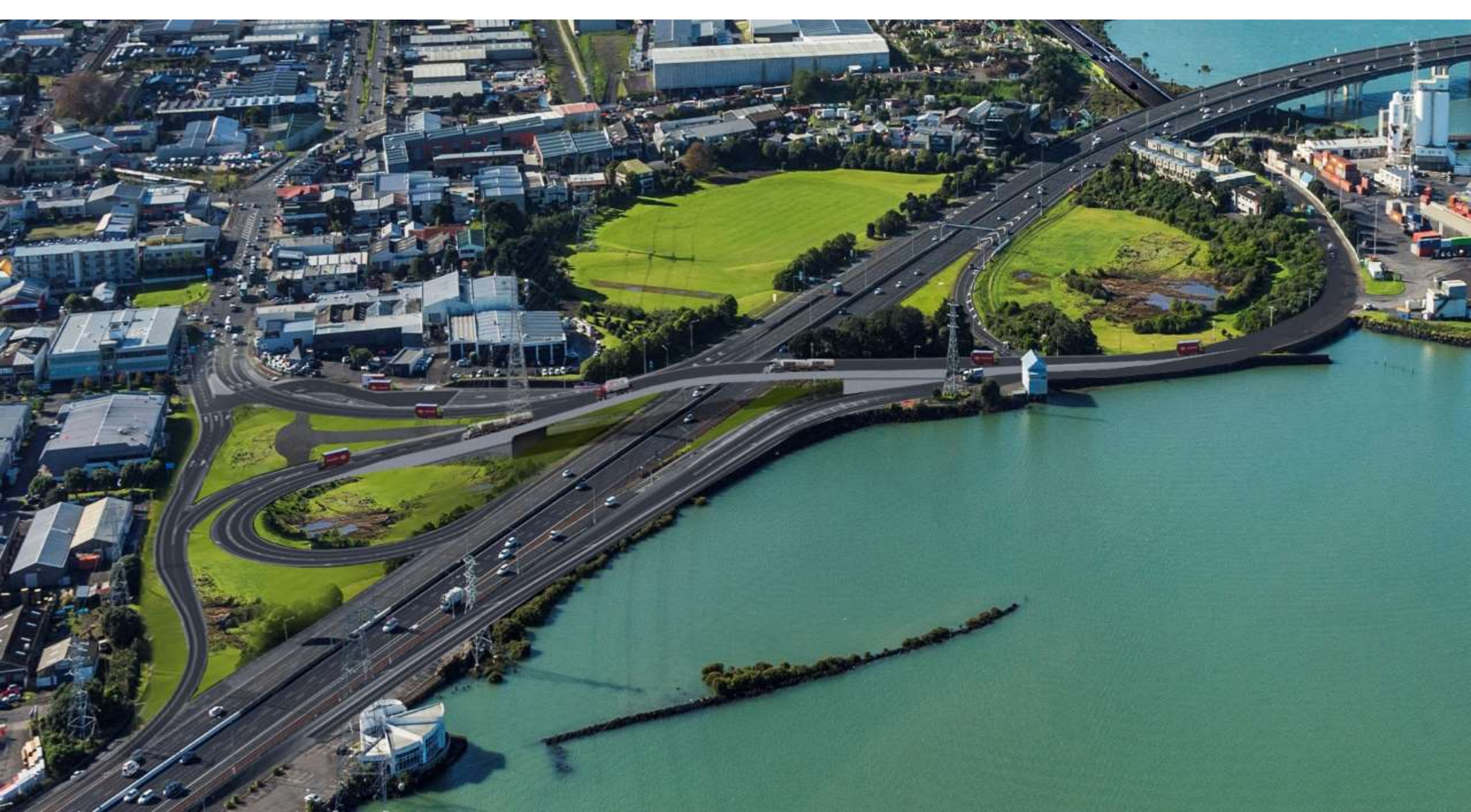


















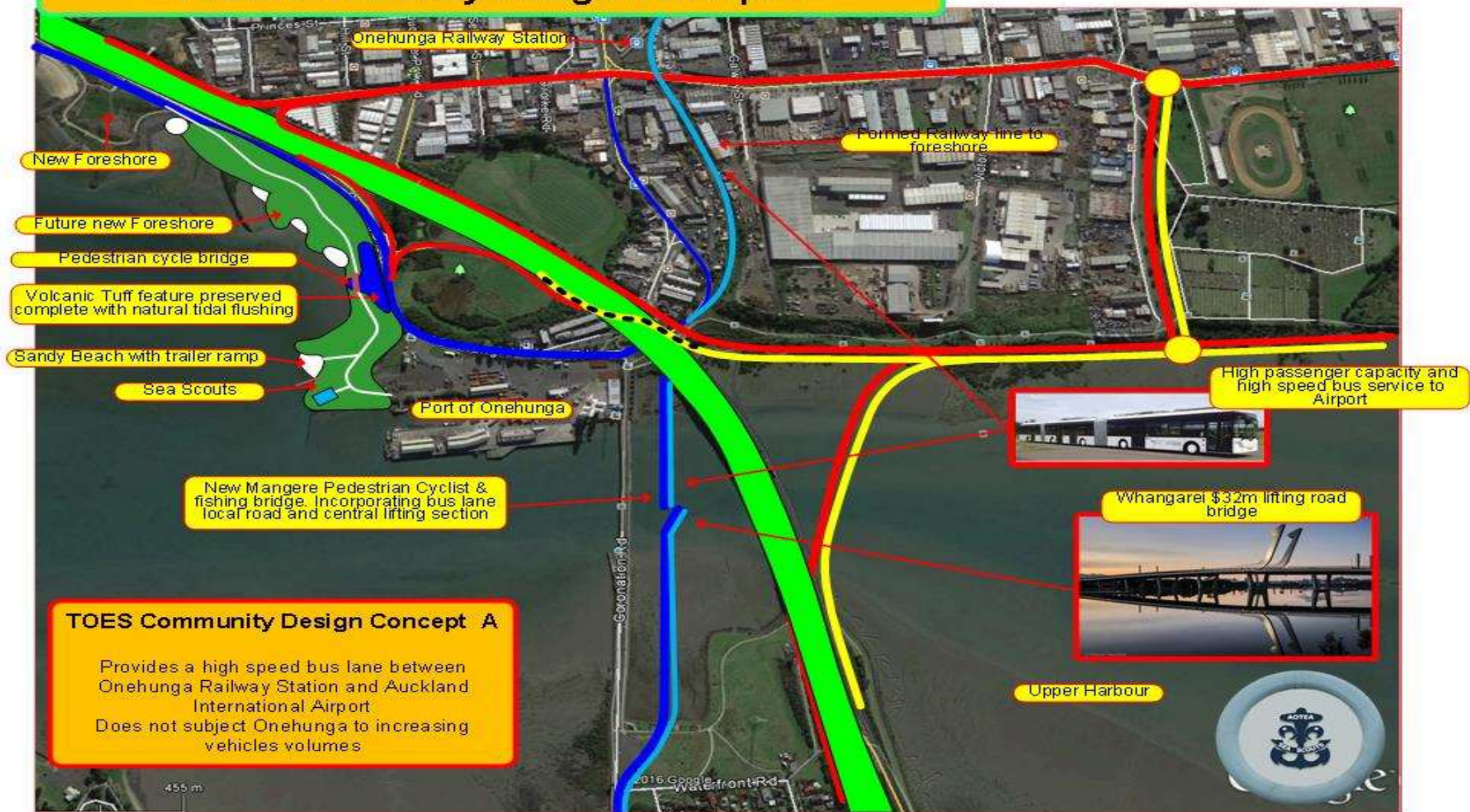




Illustration 24 - Bridge island reclamation



TOES Community Design Concept A







Jackson
Electrical

10

5







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