

Onehunga Mall Cul-de-Sac Neighbourhood

Our Neighbour NZTA's impact on us in recent years and requested mitigation.

Our Neighbourhood



View of Manukau Inlet from the lounge of a dwelling on Onehunga Mall cul-de-sac. The view is set to be lost and replaced by the proposed EWL.

2015 – Panuku’s Promise to the People of Onehunga

Tuesday 12 September 2017

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Wynyard Quarter-style development planned for Onehunga port

Published: 12 November 2015

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A council organisation plans to transform part of the Onehunga waterfront into a 'Manukau Quarter' similar to the [Wynyard Quarter](#) development, while retaining the area's unique character.

2009 – Manukau Harbour Crossing #2 Construction



Onehunga Mall Cul-de-sac looking South

2009 – Manukau Harbour Crossing #2 Construction



Used to see out to the water including Aotea Sea Scouts building

Onehunga Mall Cul-de-sac looking West

Construction:

Noise and vibration impacts not mitigated.

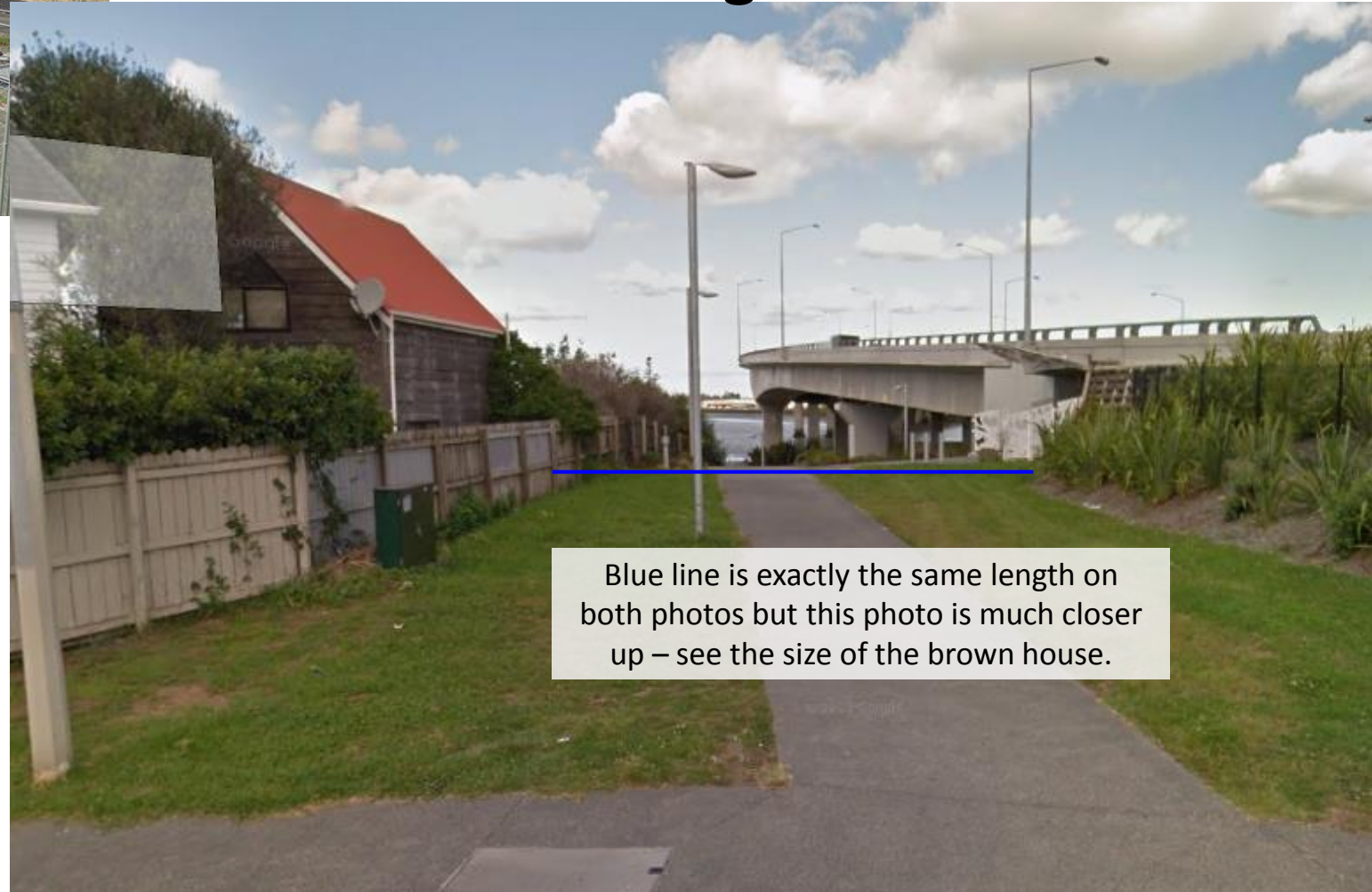
Broken, not repaired residential boundary fence = 1.



**Manukau Harbour Crossing Bridge #2
and surround road widening bought
the Motorway ~25m closer to
residential dwellings**

**Operational Unmitigated Adverse
Effects:**

- Noise – no acoustic barrier?
- Vibration
- Air Quality
- Loss of Views

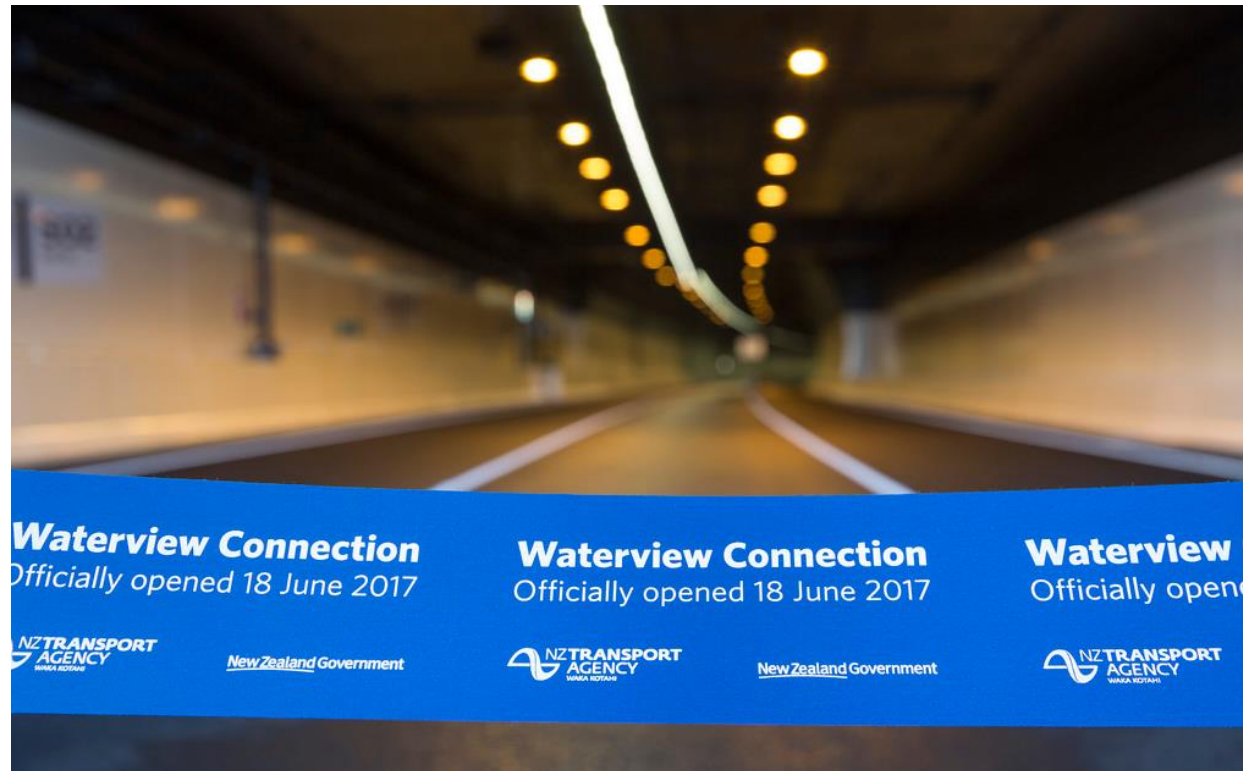


Blue line is exactly the same length on both photos but this photo is much closer up – see the size of the brown house.

2017 – Waterview Connection Opens


"the biggest change in travel patterns since the opening of the Auckland Harbour Bridge"
Transport Minister Simon Bridges

- * *Traffic Volumes from 2016: 127,000 vehicles to 2026: 170,700 (without EWL Project)*
- * *Focus on encouraging Heavy vehicles to use SH20*
- * *Operational unmitigated nor assessed Noise/Vibration/Air Quality impacts*



2017 - Noise Barrier Please

Irrespective of the EWL decision outcome, using the Ellerslie Acoustic Barrier Project precedent can NZTA please install an Acoustic Barrier behind Onehunga Mall cul-de-sac?



What are you looking for?


Home > State highway projects >

SH1 Ellerslie Acoustic Barrier

Project overview


Project introduction

The NZ Transport Agency is currently developing a business case to investigate and install noise barriers on urban motorways in areas of elevated residential noise exposure. This work has identified a number of locations in Auckland, and includes areas adjacent to the Southern Motorway in Ellerslie.




Estimated project cost

\$6 million



Project type

Road improvements



Project status

Construction

Current reality 2008-2017
+50% Traffic Volumes

SH20 Vehicle Volumes ⁽¹⁾	
2008	90,000
2016	127,000
2017	135,000*
2026	170,700*

**NZTA Predicted – may be higher*

2018 Proposed East West Link



2018 Proposed East West Link

Specific conditions needed for Onehunga Mall residents on:

Construction	Operational
Noise - Options exercisable at resident discretion as per Opening Statement.	Noise - Category C classification extension - No Engine Braking within 100m - Extend Waterview's 80km/hr zone from Dominion Rd to Mahunga Drive
Vibration – as above	Vibration
Air Quality	Air Quality
Car parking on Cul-de-sac: Construction vehicles to park on construction sites.	Car parking on Cul-de-sac: Perpendicular and Parallel quantities maintained
SH20 Underpass – Co-creation of any redevelopment	Loss of Views – co-create dual purpose aesthetic and acoustic barrier along Onehunga Harbour Road.
First Gas Pipeline	
Traffic Management Plan	
Community Liaison Group	

Requested condition details contained in the Opening Statement and representation

The Future of Onehunga Mall Cul-de-sac residents amenity is in your hands

*'NZTA seeks to be a good neighbour, taking social and environmental responsibility seriously ...'**



The residential neighbours will see, hear, feel and breathe the consequences of the roading network changes.

- ***References:***

* 'External and internal NZTA strategy and policy documents. These documents are consistent with the requirements of the Resource Management Act 1991 (RMA) and the Land Transport Management Act 2003 (LTMA.)

<https://www.nzta.govt.nz/assets/resources/environmental-and-social-responsibility-manual/docs/construction-and-maintenance-noise-and-vibration-guide.pdf>

(1) Appendix A – Closing Statement