

DRAFT

SH20 WESTERN RING ROUTE

OPEN SPACE REPORT

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Rev.	Prepared by	Date	Description
A	Dave Little (Stephen Brown Environments)		Initial report
В	Dave Little (Stephen Brown Environments)	May 2010	Waterview Park section added, Alan Wood Reserve areas amended





top: Waterview Park . centre: Alan Wood Reserve . bottom: Hendon Park

Introduction.

This open space report examines the opportunities, impacts and proposals presented by the SH20 'Western Ring Route Connection'. This report does not deal with the SH16 portion of the Western Ring Route (WRR) where the issues were localised to small portions of existing parks and dealt with locally. This report is presented in two broad sections. The first section examines the existing open space situation, in terms of opportunities and challenges for integration of reserves within the project boundaries with the broader open space network from Pt Chevalier through to Mt Roskill. From this investigation, an overall concept proposal and set of open space principles are presented, along with a breakdown of the open space network into five distinct detail areas.

The second section examines each area in detail, focusing on open space effects and mitigation, driven by the broad level concept and principles derived in section one. Where applicable, a breakdown of areas is presented, as are any alternatives considered and the rationale behind the chosen option.

In reviewing this document it is necessary to appreciate that not all options have been approved by the NZTA Board, and that this is an interim discussion document - not a final outcome.

NB: This report represents the 'network' planning approach, and represents a full suite of outcomes, not all of which may form part of the final project.

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03. SUPPORTING INFO.



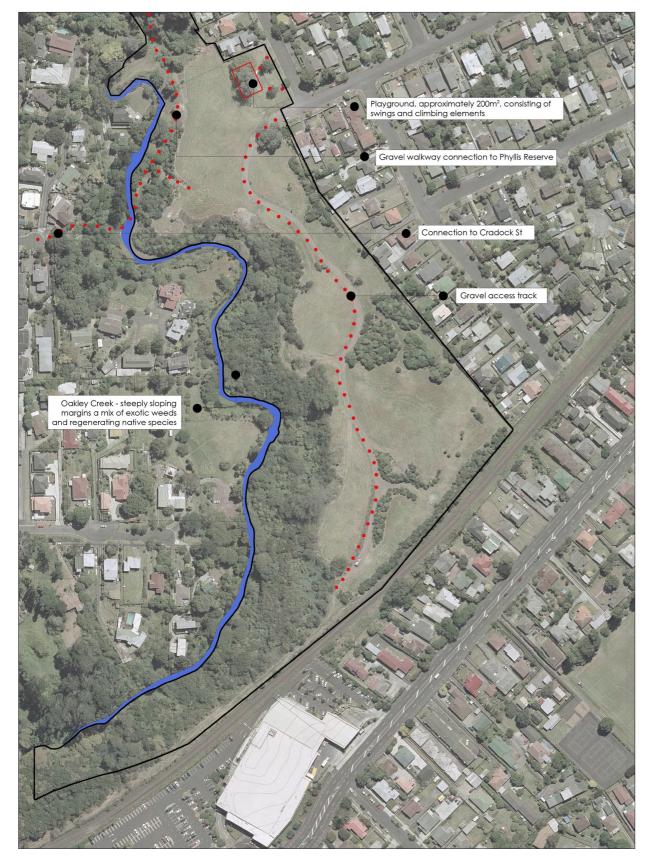
Waterview Park & Cowley Reserve Existing Layout



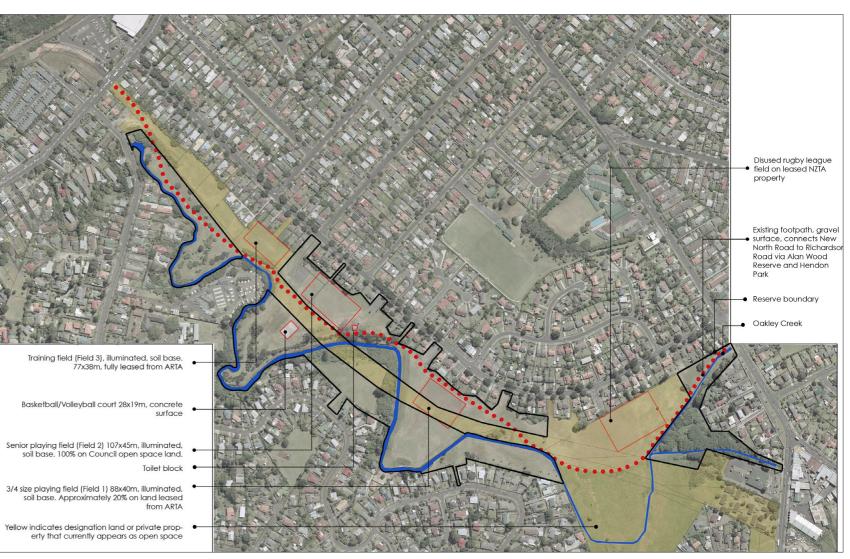
Phyllis Reserve Existing Layout







Harbutt Reserve Existing Layout



Alan Wood Reserve Existing Layout





Alan Wood Reserve Surface Section Alignment	Pros	Cons	
1. Bury surface section west of Richardson Road	Not in current project scope	Not in current project scope	
2. Locate surface section centrally within Alan	Requires no extra acquisition of residential property, minimising	Fractures open space north and south of transport corridor.	
Wood Reserve NB: This was the initial engineering option.	potential social impacts.	Large pockets of unlinked open space would become 'marooned' north of the corridor.	
		This option represented a very inefficient use of open space.	
3. Locate surface section as far south as possible within Alan Wood Reserve, removing houses	Would create safe, usable and accessible open space fronting Hendon Avenue, and linking directly to Hendon Park.	Would involve a substantial realignment, further culverting ¹ and a significant shortening of Oakley Creek's overall length.	
along the south side of Hendon Avenue	Open space would adjoin rail designation, making it appear	Creates significant stormwater issues.	
	larger in the short to medium term.	Requires removal of approximately 62 residential houses for the full open space link, generating social impacts and exposing residents to north to new effects.	
		Long term, open space would be quite narrow, limiting potential uses.	
4. Locate surface section as far south as possible	Would allow a direct open space link to Hendon Park.	Would involve a substantial realignment, culverting and shortening of Oakley Creek.	
within Alan Wood Reserve, retaining houses on Hendon Avenue	Open space would adjoin rail designation, making it appear	Creates significant stormwater issues	
	larger in the short to medium term. Minimises social impacts of housing removal	Inefficient layout would fracture open space north and south of the transport corridor.	
		New open space would be poorly surveilled and suffer CPTED concerns.	
		Long term, open space would be quite narrow, limiting potential uses.	
5. Locate surface section as far north as possible,	Allows maximum open space to be retained at Alan Wood	Would require the removal of up to 62 further residential properties ² .	
removing houses along the south side of Hendon Avenue	Reserve, and could reduce extent of Oakley Creek realignment required	Would turn Hendon Avenue into a 'one sided' street ultimately fronting a rail and motorway corridor, and exposing all residents to the north to new effects.	
6. Locate surface section as far north as possible, redeveloping houses along the south side of	Allows maximum open space to be retained at Alan Wood Reserve.	Required inter-agency response. Although this approach was supported by NZTA, this was not achievable in the project scope.	
Hendon Avenue. NB: This is the 'long term partnership' option	Creates well surveilled, usable areas of open space north of the motorway, which abut the rail designation – allowing for use of the designation until it is built upon.	Open space and playing fields north of portal would be compromised upon completion of the rail project.	
(Figure C - shown in the ULDF)	Allows Creek restoration and cycleway/footpath connections south of the corridor		
	Broader social benefits of housing redevelopment in terms of quality of life for residents.		
	Retains existing residential dwelling numbers in this area.		
7. Locate surface section as far north as possible, retaining houses along the south side of Hendon Avenue.	Retains a usable ecological/open space corridor south of the motorway corridor and minimises social impacts of housing removal.	Places corridor closer to residents on Hendon Avenue. Open space between 25 Valonia St and the Southern Portal has limited passive surveillance. On balance however, the elevated nature of residential properties to	
NB: This is the option to be developed as part of the AEE concept.	Consolidates open space areas and minimises any fracturing and 'marooning' of open space to the north. Minimises required realignment of Oakley Creek	the south makes this the optimum side for a walking/cycling connection in terms of surveillance.	

 $^{^{1}}$ Required around the proposed southern portal, to cross underneath the rail designation and return to its natural channel

 $^{^{\}rm 2}$ Approximate figure, subject to confirmation by detailed alignment investigations.





references.

- Auckland Regional Growth Strategy (1999)
- Auckland City Growth Management Strategy (2003)
- Auckland City Council Future Planning Framework (2008)
 - North-West Wildlink Strategy (2006)
- Auckland City's Public Open Space Acquisition Plan (2007)
- Auckland City Council Walking and Cycling Strategy (2007)
- Auckland City Open Space Framework 'Our Collective Taonga: Places for People, Places for Nature' (2008)
 - & its associated 'action plans' the Urban Forest Plan (2007), and the Parks Plan (2007)
 - Auckland City Operative District Plan (1999)



