



**DRAFT**

SH20 WESTERN RING ROUTE  
OPEN SPACE REPORT

May 2010

This report has been prepared for the benefit of the New Zealand Transport Agency (NZTA). No liability is accepted by this company or any employee or subconsultant of this company with respect to its use by any other person.

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

# Introduction.



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

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.

## Table of Contents.

01. Existing Situation	PAGE 4
Existing Open Space	5
Existing Issues/Opportunities	6
Existing Challenges	7
Open Space Principles	8
Network Opportunities	9
02. Detail Areas	PAGE 10
Waterview Park	11
Phyllis Reserve	23
Harbutt Reserve	31
Alan Wood Reserve	35
25 Valonia St / Hendon Park	45
03. Supporting Info	PAGE 50
Existing Reserve Layouts	51
Alan Wood Reserve Motorway/Rail Layout Alternatives	53
References	54



Waterview Park  
Phyllis Reserve  
Hendon Reserve  
Alan Wood Reserve  
25 Valonia St/Hendon Park

# 02. DETAIL AREAS



Overview  
Mitigation Summary  
Open Space Layout  
Assessment of Alternatives  
Existing Aerial  
Design  
(including Recreation Facilities)

# ALAN WOOD RESERVE.

This area is critically impacted by the surface section of the motorway, and configuration of the motorway and associated open space forms a significant part of this Project. This section addresses the wider open space considerations around Alan Wood Reserve, including all alternatives assessed.



Broader connections diagram



Note: this is a graphic summary of the mitigation proposals outlined on the previous sheet

Key:

-  FUTURE LONG TERM PROVISION OF OPEN SPACE UNDER LONG TERM PLAN (Refer page 36 for detailed breakdown)
-  CYCLE/PEDESTRIAN ROUTE

Alan Wood Reserve Key Moves:

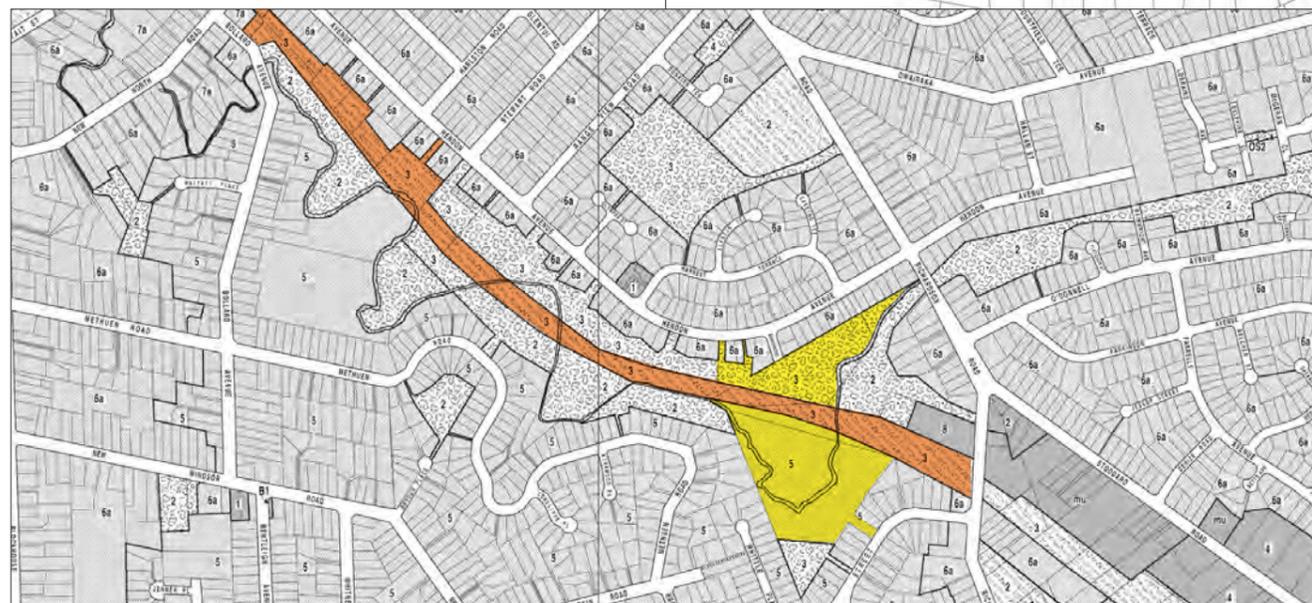
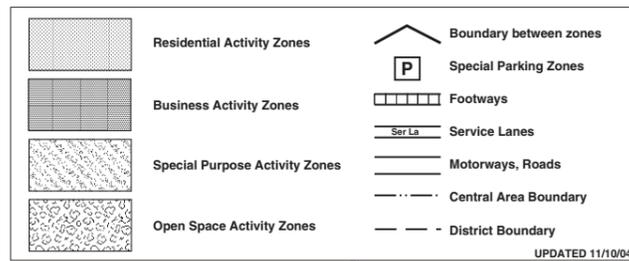
1. Intensification of housing along Hendon Ave in partnership with HNZ allows for short-medium term open space @ western end of Hendon Ave.
2. Rationalisation of rail designation opens up considerable open space.
3. Intensification of Hendon Ave housing & acquisition of the NZTA property greatly expands Hendon Park.
4. 25 Valonia St property provides 'land for land' provision of active open space.
5. Pedestrian / cycleway links greatly improve access to nearby open space.





Open Space Impact of project	Proposed Mitigation
Loss of overall reserve area to motorway infrastructure	As shown in the open space area calculations plan and spreadsheet, there is a net gain of open space area locally. Active, community and passive replacement areas have all been considered in the makeup of the proposed reserve areas.
Loss of 1.5 senior playing fields (Council owned) at Alan Wood Reserve, and 1.5 senior playing fields (leased, within rail designation) at Alan Wood Reserve	Refer 'recreational facilities' table under each concept plan.
Loss of training field (leased, within rail designation) at Alan Wood Reserve	It is recommended that this 'double up' on one of the senior fields proposed at the Goldstar site to maximise efficiency of facilities. The fields will be used during the day, with training also occurring at night.
Loss of community facilities at Alan Wood Reserve (toilets)	Could be included in proposal for 25 Valonia St site, as designs develop.
Loss of potential for 'side by side' north/south oriented playing provision at Alan Wood Reserve	This is not possible under the current reserve provision, and is therefore not proposed for mitigation
Amenity impacts on open space in this area, caused by the surface section of motorway	Although the rail designation comes with implied visual and acoustic effects, it is accepted that the Project will increase these effects. This is offset by several factors. Firstly, amenity/functional enhancements are to be carried out greatly improving the 'physical quality' of the reserve. Layout of the reserve/motorway alignment has been considered to give back the maximum area of linked and usable open space possible, as per the options diagrams included later in this section. Substantial planting is proposed to visually buffer the motorway, and noise walls are included to limit noise impacts. High quality, modulated concrete noise walls have been used, and bunding has been used where possible to limit the extent of built structures fronting the park areas. The portal has been extended as far east as possible under the constraints of the Project, maximising open space in the western end of the park. Long term partnership options have been proposed to further improve access, visibility, extent and amenity of open space - but to date no formal resolution exists on the HNZ partnership option.
Loss of reserve area for walking/fitness uses and severance of open space	As noted above, overall provision is greatly increased, and connections are also substantially improved - with new walkable links connecting the reserve to other local open space areas; Murray Halberg Park (via Olympus Bridge), Hendon Park and Underwood/Walmsley Reserves (via Hendon Bridge), Harbutt and Phyllis Reserves (via Soljak Bridge). There is also an increase in formed walkable tracks, and many of these connections also connect communities that are currently severed by Oakley Creek or the rail corridor. These links are in line with the aspirations of the FPF and Council's Open Space Plan.
Loss of existing or potential areas of urban forest	Overall provision of open space area is increased - increasing potential areas for urban forest. The margins of Oakley Creek are to be revegetated locally in line with the 'Stream Ecological Valuation' (SEV) requirements of the motorway's impacts on sections of Oakley Creek. The areas of creek restored will be no less than 15m in width, where fronting open space, in line with ARC guidelines for creek restoration, and the work will be carried out as per the Oakley Stream rehabilitation guidelines developed for the project.
Impacts of utility structures on open space (ventilation stacks, stormwater ponds etc)	The ventilation stack is located within road reserve area. The stormwater pond located within the Alan Wood Reserve area has been removed from the open space quantum breakdown, and the loss of area is more than compensated elsewhere. It is further noted that the stormwater pond design has been designed in a natural form, and will be surrounded by riparian and wetland planting, enhancing the amenity of the local area. A walkway around the outside of the pond, straddling the creek and pond improves access and usage of the area, which is currently undesignated passive open space.





Detail from the Auckland City Operative District Plan (Isthmus Section- Maps F04 & F05- not to scale), rail designation marked in orange & private property marked in yellow





Option 1: Southern alignment

In laying out the final configuration of Alan Wood Reserve with regard to motorway and rail corridor alignment, three options were considered. Centralising both corridors fragmented the open space to the point where significant areas of unusable open space were left over north and south, and hydrological and open space principles could not be successfully applied. This option was ruled out. Moving the alignment to its southern or northern extent returned more generous amounts of open space, and the results are presented as conceptual diagrams.

*Option one* shows the effects of moving the alignment to its maximum southern extent. This would require a significant realignment of Oakley Creek to the north of the corridor.

**PROS:** Returns open space along Hendon Avenue, improving surveillance and safety of parkland for users, as well as amenity along Hendon Avenue. Removes houses that would otherwise be significantly affected by works.

**CONS:** Does not comply with ministerial directive to minimise housing take, and housing removal has impacts on local school rolls. This option 'strands' significant sections of open space in south between residential properties and motorway corridor, with no connectivity. Realignment of stream contradicts ecological and hydrological principles of minimising realignment of stream corridor. The need to drain the southern section of hydrological catchment under the motorway into a realigned creek has significant cost implications. It also 'strands' the '25 Valonia St' site, reducing potential open space



Option 2: Northern Alignment

options in south. Would require extra cycleway bridge across rail in the east of the park, or an at grade crossing. Difficult to achieve long term non-leased playing fields.

*Option two* shifts the alignment to the north, opening up a restored creek and cycleway corridor to the south, linking to the larger passive reserve terraces that border the creek, with a 'partnership' option with HNZ proposed to deal with social and open space impacts along Hendon Avenue.

**PROS:** Direct connection between SH20 cycleway and the reserves to the north, under Richardson Road. Allows for potential development and linkage of 25 Valonia St site. Clusters large usable areas of open space. Minimises stream diversions required by project.

**CONS:** Impacts more directly on Hendon Avenue properties if partnership option is unsuccessful, this result would also land lock small areas of open space between rail and adjacent houses. Difficult to achieve long term, non leased playing fields unless 25 Valonia St property acquired.

A full breakdown of all alternatives considered is located at the back of this report as supplementary information.



There are a number of ways that sportsfields could be configured in the Alan Wood Reserve Area, although landholdings, the presence of the future rail designation, stream and topography do limit and constrain the possibilities. The area currently features two senior fields (one on Council land, and one straddling the rail designation), as well as a smaller training field entirely on rail designation land. The aim of this planning is to attempt to provide 'like for like' recreation provision, and ensure that temporary provision during construction is allowed for.



**Option 1: 'Short term', without 25 Valonia St property**

This option returns 3 junior fields, two straddling rail designation land, and one on council land. Site constraints do not allow for these to be laid out as senior fields under this option, and like for like provision is not achieved.



**Option 2: HNZ partnership option, without 25 Valonia St property**

This option returns 4 senior fields - 3 straddling the rail designation and one on Council land. It could be argued that this is in fact a better outcome than the existing, but Council has concerns over long term provision, as this leaves a single field in the event that the rail link is constructed.



**Option 3: 'Short term', with 25 Valonia St property**

This option uses the 25 Valonia St site to create two senior playing fields, which would both be in long term Council ownership. The training field could double up on one of these fields in order to co-locate, or take up land to the west of the portal. This option could be seen as returning an outcome that is better than the existing.



**Option 4: HNZ partnership option, with 25 Valonia St property**

This option has the benefits of option 3 along with the wider social benefits of the potential HNZ redevelopment. This outcome, which collects larger areas of open space at the eastern and western ends of Hendon Avenue would allow an extra council-owned playing field at the western end, and three senior fields straddling the rail designation in the east - all of which could be used during the construction period. This would be a significant improvement in playing field provision over that which currently exists, and is the preferred option going forward.



**ALAN WOOD RESERVE OPTIONS:**



1. Short term option, without 25 Valonia St property



2. Long term HNZ partnership option, without 25 Valonia St property



3. Short term option, with 25 Valonia St property

A number of configuration options have been considered for the Hendon Avenue properties and the 25 Valonia St site, south of the motorway. At the time of writing, all options are still under consideration, with a final outcome not yet determined. The 'short term' option describes the outcome where all existing Hendon Avenue properties are retained, without redevelopment - due to timeframes or lack of agreement being reached with HNZ. The 'long term' option assumes that this redevelopment goes ahead.

**Option 1: 'Short term' , without 25 Valonia St Property**

**PROS:** Rationalisation of former rail designation and incorporation of large NZTA property west of Hendon Park increases overall reserve area, cycleway link provides continuous link to adjacent areas of open space both east and west, as well as along SH20 corridor.

**CONS:** Poor street frontages limit awareness of reserve and create CPTED issues. Provision of senior fields impossible without significant earthworks and modification of Oakley Creek, little usable public space returned, 'landlocks' former reserve space between surface motorway and backs of Hendon Avenue properties.

**Option 2: 'Long term' , without 25 Valonia St Property**

**PROS:** Rationalisation of former rail designation, incorporation of large NZTA property and inclusion of open space area on Hendon Avenue freed up by redevelopment greatly increases overall reserve area and reserve frontage (improving awareness of park and personal safety for users. Cycleway improvements as per short term option. Allows provision of senior field in east of park, and three 'temporary' fields to the west of the park, within the rail designation.

**CONS:** The three fields in the west are temporary only, limiting long term provision in this area to one senior field.

**Option 3: 'Short term' , with 25 Valonia St Property**

**PROS:** As per option 1, but including the provision of two senior sports fields. Allows retention of length of Oakley Creek that has a current consent for relocation and allows creation of stormwater/wetland park around sportsfields, with ecological, open space, amenity and community benefits. Improves reserve frontage and visibility along Valonia St.

**CONS:** Landlocks reserve space and presents street frontage issues along Hendon Avenue, as per option 1

**Option 4: 'Long term' , with 25 Valonia St Property**

**PROS:** Allows provision of three senior sports fields in east of park, two south of the motorway and the third linked via an overbridge, with a further three temporary fields in the east greatly increasing temporary and ongoing provision. Co-locates fields in groups. Allows retention of length of Oakley Creek that has a current consent for relocation and allows creation of stormwater/wetland park around sportsfields, with ecological, open space, amenity and community benefits. Improves reserve frontage and visibility along Valonia St. Other benefits as per option 2.

**CONS:** Rail designation will sever open space to west in the mid-long term, with land north of the surface section possible to return to housing.

**THIS IS THE DESIGN TEAM'S PREFERRED OPTION. IT IS ILLUSTRATED IN THE OPEN SPACE DESIGN PROPOSAL SHOWN ON PAGE 27.**







Recreation Facilities	Existing Quantity	Proposed Quantity	Location	Notes
Senior soccer field	2	2	25 Valonia St	Fields would become fully Council owned.
Junior/Training Field	1	3	6 Hendon Avenue, Alan Wood Reserve west (within KiwiRail designation).	1 field long term, 2 'short term' (leased).
Basketball half-court	1	1	To be replaced in original location, following completion of works.	Temporary location to be determined during construction works.
Toilet	1	1	25 Valonia St	Location to be determined.





Recreation Facilities	Existing Quantity	Proposed Quantity	Location	Notes
Senior soccer field	2	6	6 Hendon Avenue, 25 Valonia St, Alan Wood Reserve west.	3 fields in Alan Wood Reserve within Kiwi Rail designation, therefore considered 'short term'.
Junior/Training Field	1	0	none	Could 'double up' on any of the senior fields.
Basketball half-court	1	1	To be replaced in original location, following completion of works.	Temporary location to be determined during construction works.
Toilet	1	1	25 Valonia St	

