

Figure 10.3 - Perspective sketch showing leading edge of Great South Rd bridge from Redoubt Flyover.
Note: indicative only. Bridge barrier design subject to change.



Figure 10.4 - Perspective sketch showing tunnel effect between Kauri rich plantings on SH20-SH1 northbound link.

10.2 GREAT SOUTH ROAD TO LAMBIE DRIVE – THE “CIVIC GATEWAY”

This section of the highway is entirely in cut, visually separating it from adjacent land uses, although some larger elements in Rainbows End theme park will be visible. The sloping sides and predominance of bridges provides opportunities to characterise the volume that the highway occupies.

This section of the highway, adjacent to the cultural/civic area, is themed with signature landscape elements, providing a “Civic Gateway” to Manukau City.

The “Civic Gateway” is characterised by the following:

- Pacifica geometry earthworks and plantings provide the projects signature element, a strong linking element with structures such as the bridges and emphasises a sense of movement through this section of the site;
- Spill through abutments are splayed to integrate with the Pacifica geometry and faced with quarried volcanic stone to capture a sense of the site’s geology, past extractive activities and a flowing motion to reference the lava field; and
- Great South Road bridge references the geology of the site. Retaining walls and central blade walls are striated and heavily rusticated to reference the site’s volcanic and layered geology and to create the sense of entering an underground volume.

Structures

- Great South Road bridge features a leading edge on the eastern side, and a trailing edge on the western side. Both sides feature Pacifica geometry on the side barriers;
- Barrowcliffe Place bridge is a stand alone bridge featuring Pacifica geometry on the side barriers; and
- The Lambie Drive and Wiri Station Road bridges form a twin set with leading outer edges and trailing edges on the inside.

Planting

- Pacifica geometry earthworks are planted with low mountain flaxes and cabbage trees to emphasise their form and to be read at 100km/hr;
- Hayman Park open space and botanical attributes are referenced with visibly dominant street tree plantings and a park-like arrangement of plantings and open spaces;
- Street tree plantings carry through from the north to the south side of the highway and are in alignment with the Manukau City Street Tree Planting Strategy;
- Storm water retention ponds are planted with wetland species to maximise valuable amenity and ecological values; and
- Plantings alongside the rail line are low and simple, with trees kept minimum 10m back from the rail line.

Puhinui Stream

- The stream banks and Puhinui Stream Walkway will be planted and constructed in alignment with the Puhinui Stream Restoration Concept Plan;
- Native riparian plantings highlight the streams presence and allow views to the stream from the road;
- Plant species and locations are coordinated to ensure clear lines of sight from active areas to support passive surveillance of the walkway;
- Treatments to culvert headwalls and future potential stand alone public art components will clearly signal the streams presence and celebrate the stream’s ecology, past Maori occupation and food gathering activities.



Figure 10.5 - The Civic Gateway.



Figure 10.6 - Perspective sketch looking East from Barrowcliffe Place bridge.



Figure 10.7 - Perspective sketch looking eastwards under Barrowcliffe Place bridge looking East.

10.3 LAMBIE DRIVE TO NESDALE AVENUE

- “THE INDUSTRIAL LANDSCAPE”

This section of the site is characterised by light to heavy industrial activities. The highway is in cut, ascending onto fill to cross over the NIMTR then descending into cut to pass under Plunket Avenue and ascending again to cross Nesdale Avenue.

The route passes through a lava flow and basalt quarry site. The Puhinui Stream and walking trail passes under the highway and the south side of Nesdale Avenue.

The design focuses on the travelling experience, with views to adjacent industrial land uses and volcanic features controlled with filter plantings.

The “Industrial Landscape” is characterised by the following:

- Controlled views through to industrial areas;
- Elevated areas of motorway to provide panoramic views to residential and urban areas and landmarks;

- Plunket Avenue bridge design to emphasise form rather than surface finishes;
- Reference to the volcanic lava field through plantings and controlled views to McLaughlins Hill; and
- Integration of plantings with existing SH20 vegetation patterns.

Structures

- SH20 over Nesdale Avenue has no outstanding features;
- Plunket Avenue bridge kept simple with trailing edge barriers, with arching form emphasised; and
- NIMTR bridge elevated section of highway with high barriers that inhibit views to the landscape.

Planting

- Plantings on the volcanic lava flow are a pohutukawa dominant mix provide filtered views through tortured branches to industrial areas;
- West of the NIMTR bridge, the plantings open up to reveal a view to McLaughlins Hill;
- Street tree plantings carry through from the north to the south side of the highway and are in alignment with the Manukau City Street Tree Planting Strategy;
- Storm water retention ponds are planted with wetland plantings to maximise amenity and ecological values; and
- Plantings alongside the rail line are low and simple, with trees kept minimum 10m back from the line.



Figure 10.8 - The Industrial Landscapes.



Figure 10.9 - Perspective sketch looking east to Wiri Station Rd Extension.



Figure 10.10 - Perspective sketch looking East along SH20 through Pohutukawa lined banks.

10.4 NESDALE AVENUE TO PUHINUI INTERCHANGE – “THE INTERFACE”

This section of the site is the western edge to be integrated into the current SH20 plantings. The area south of the highway features the realigned Puhinui Stream channel, walkway and storm water wetland. The south western side, beyond the storm water pond and Puhinui Stream is rural and open cultivated land. The north eastern side is industrial.

The design focuses on the travelling experience and integrating with existing plantings and land uses, with views to adjacent industrial land uses controlled with screen plantings and the open nature of the rural land kept intact.

Planting

- Plantings on the industrial edge are for screening and are a continuation of existing SH20 plantings. These plantings contain underplantings of emerging nikau palms for long term interest and texture;
- Plantings in medians are a continuation of existing SH20 plantings; and
- The storm water retention pond is planted with wetland plantings to maximise amenity and ecological values.

Puhinui Stream

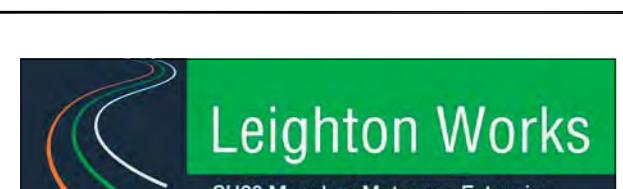
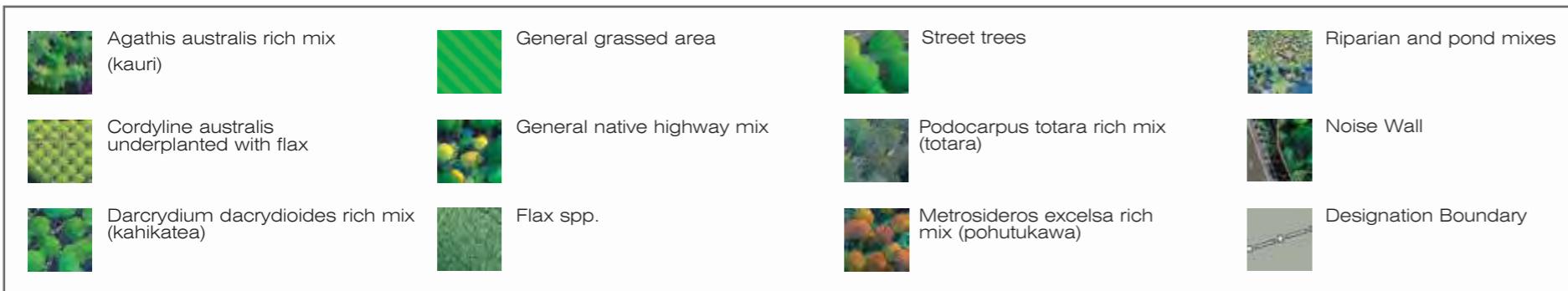
- The stream banks are realigned to naturalise and provide amenity and ecological value and in alignment with the Puhinui Stream Restoration Concept Plan;
- Native riparian plantings highlight the presence of the stream and wetlands and allow views into riparian areas from the road;
- Underpasses for pedestrians and cyclists allow for clear visibility, good light and active surveillance by passing motorists and adjacent residents; and
- Treatments to culvert headwalls clearly signal the streams presence and celebrate the stream's ecology, past Maori occupation and food gathering activities.



Figure - 10.11 The Rural Landscape.



Figure 10.12 - Perspective sketch looking East along SH20 with Nesdale Exit ramp on left + stormwater pond on right.

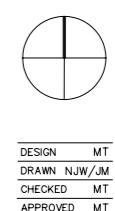


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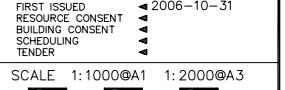
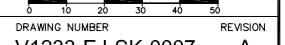
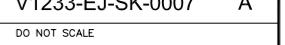


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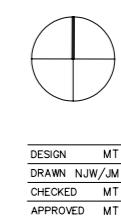
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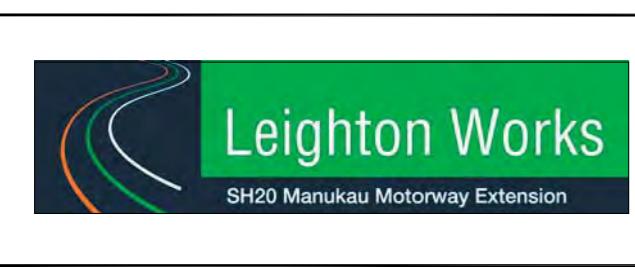


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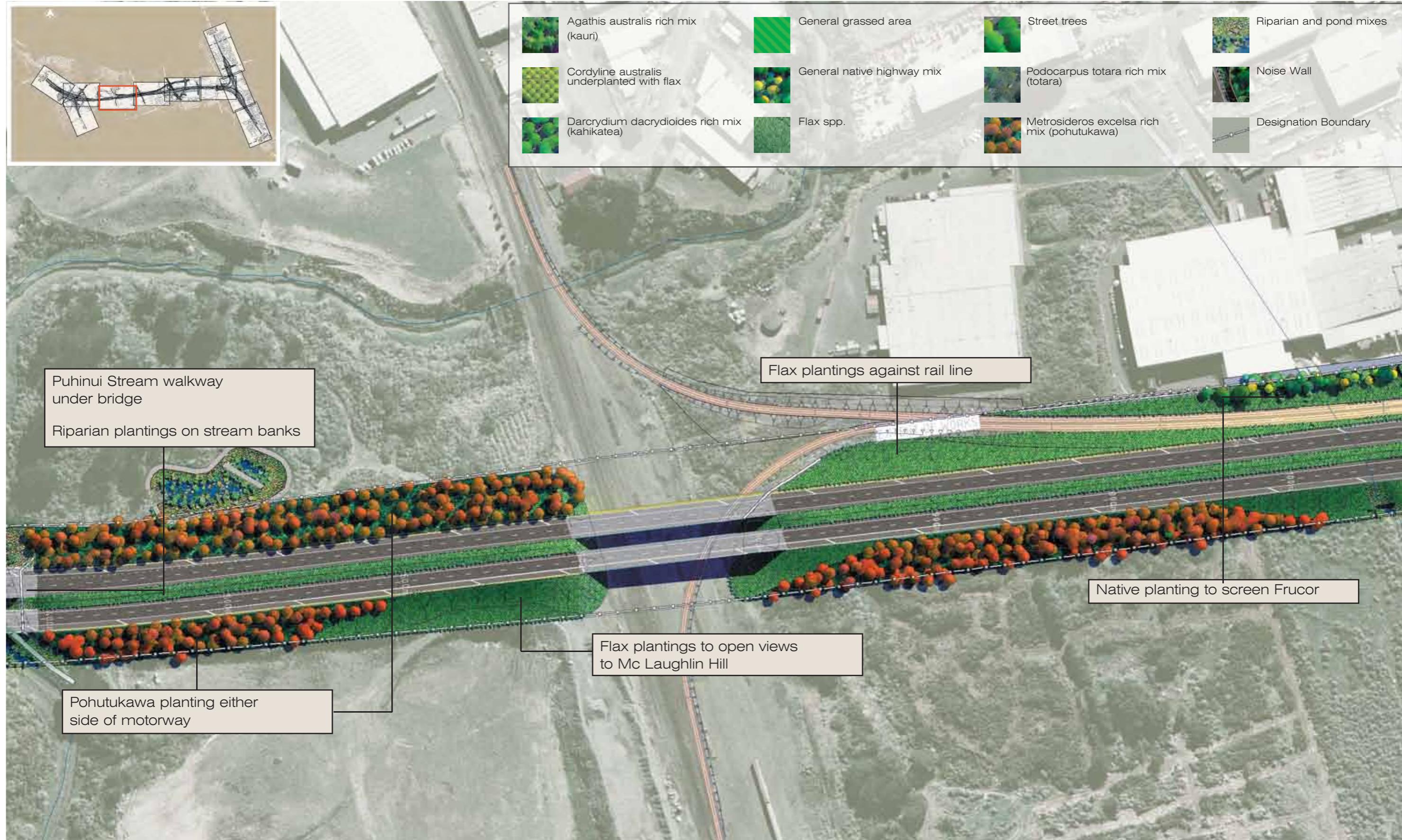


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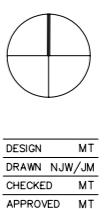
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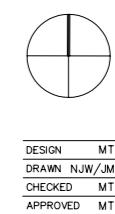
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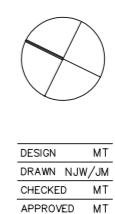


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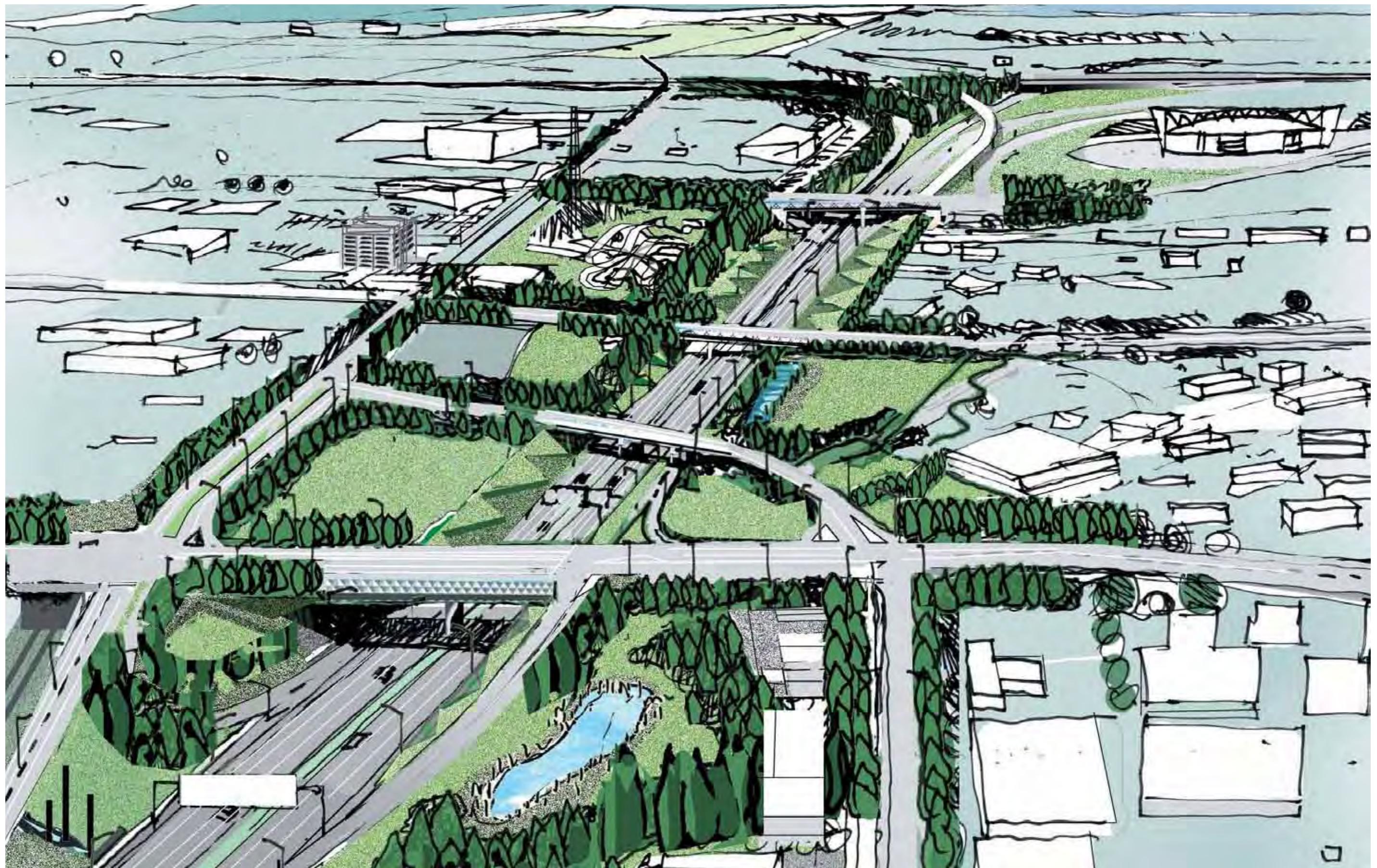
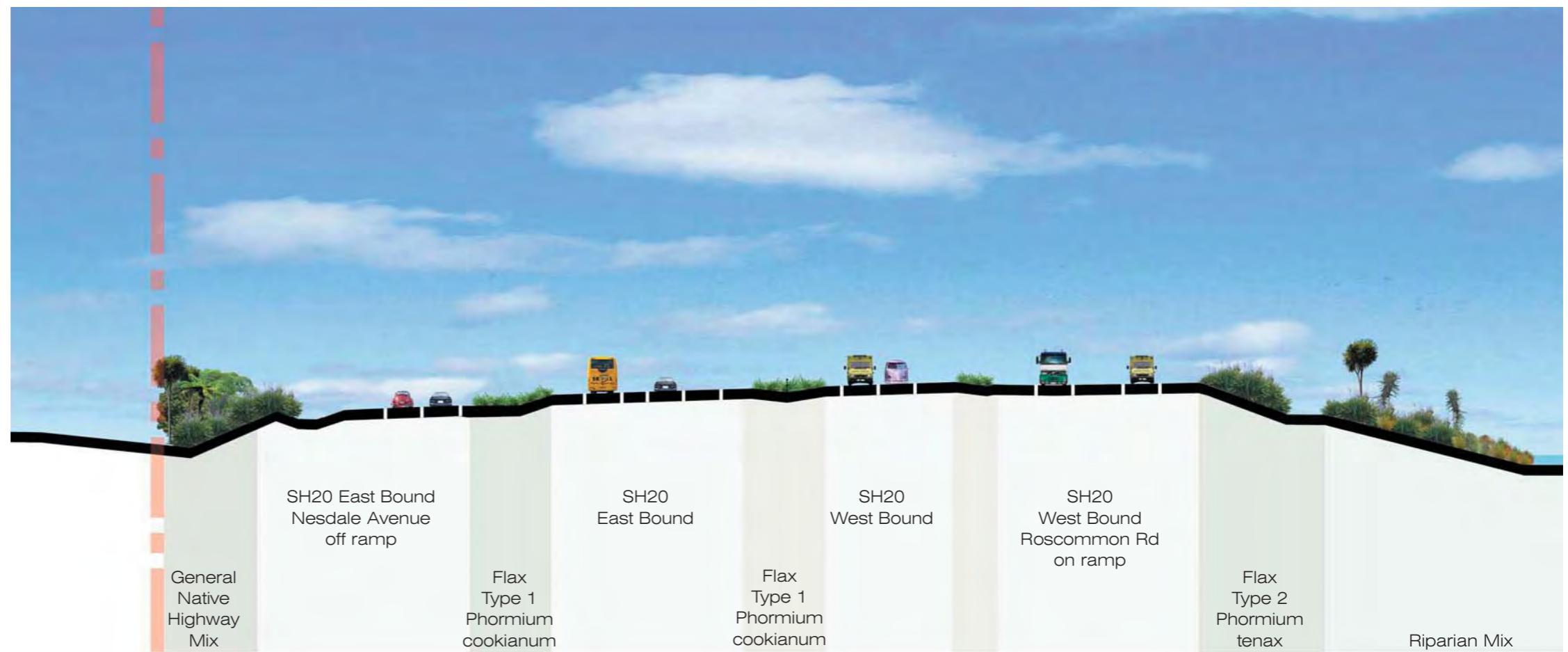
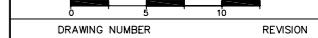
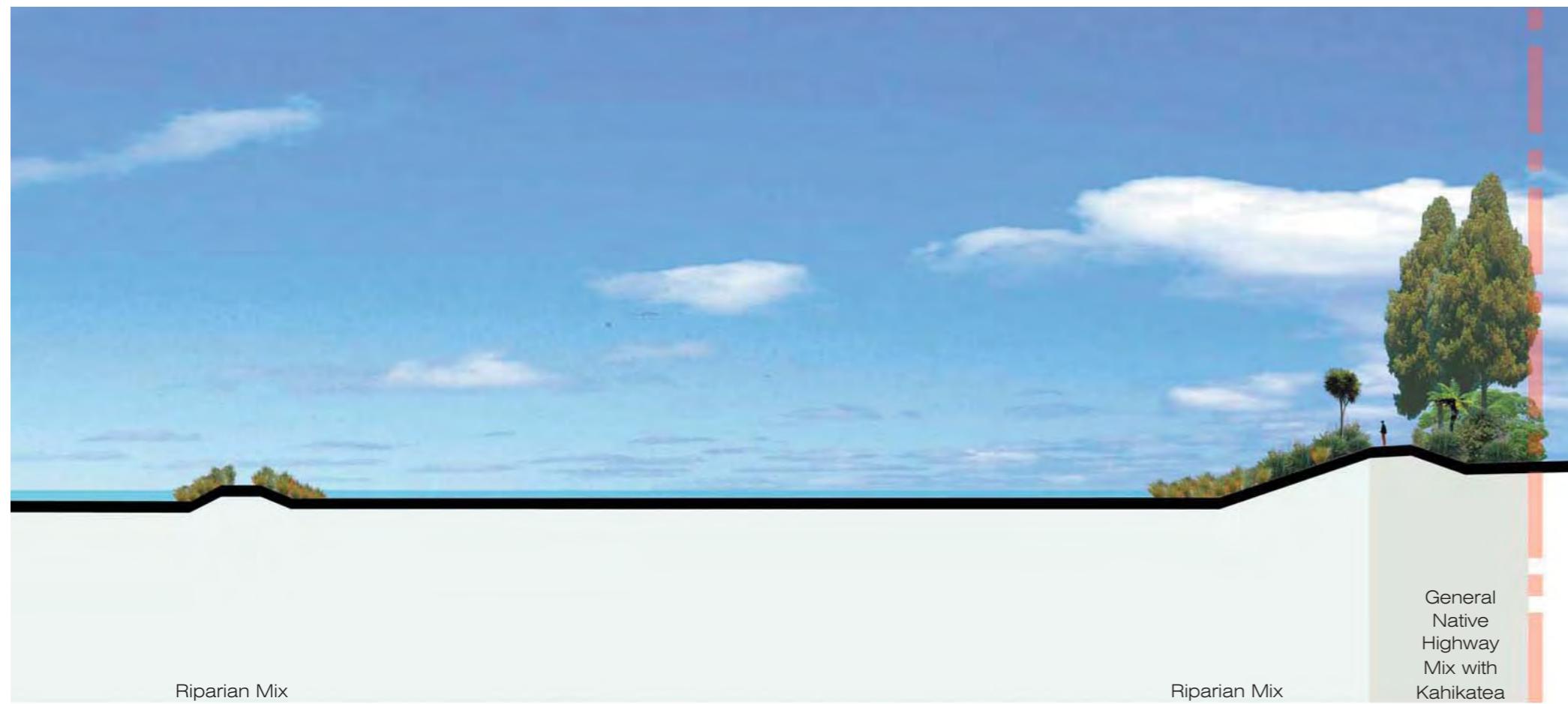


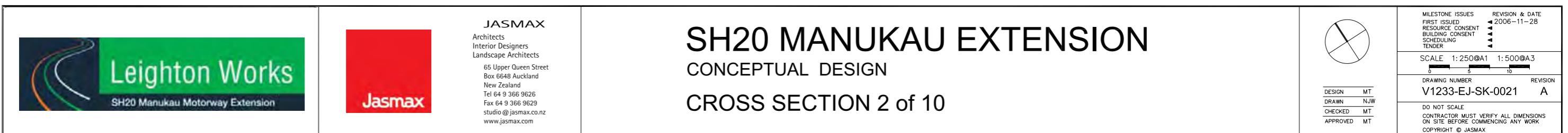
Figure 10.13 - Aerial perspective sketch looking east over SH20.

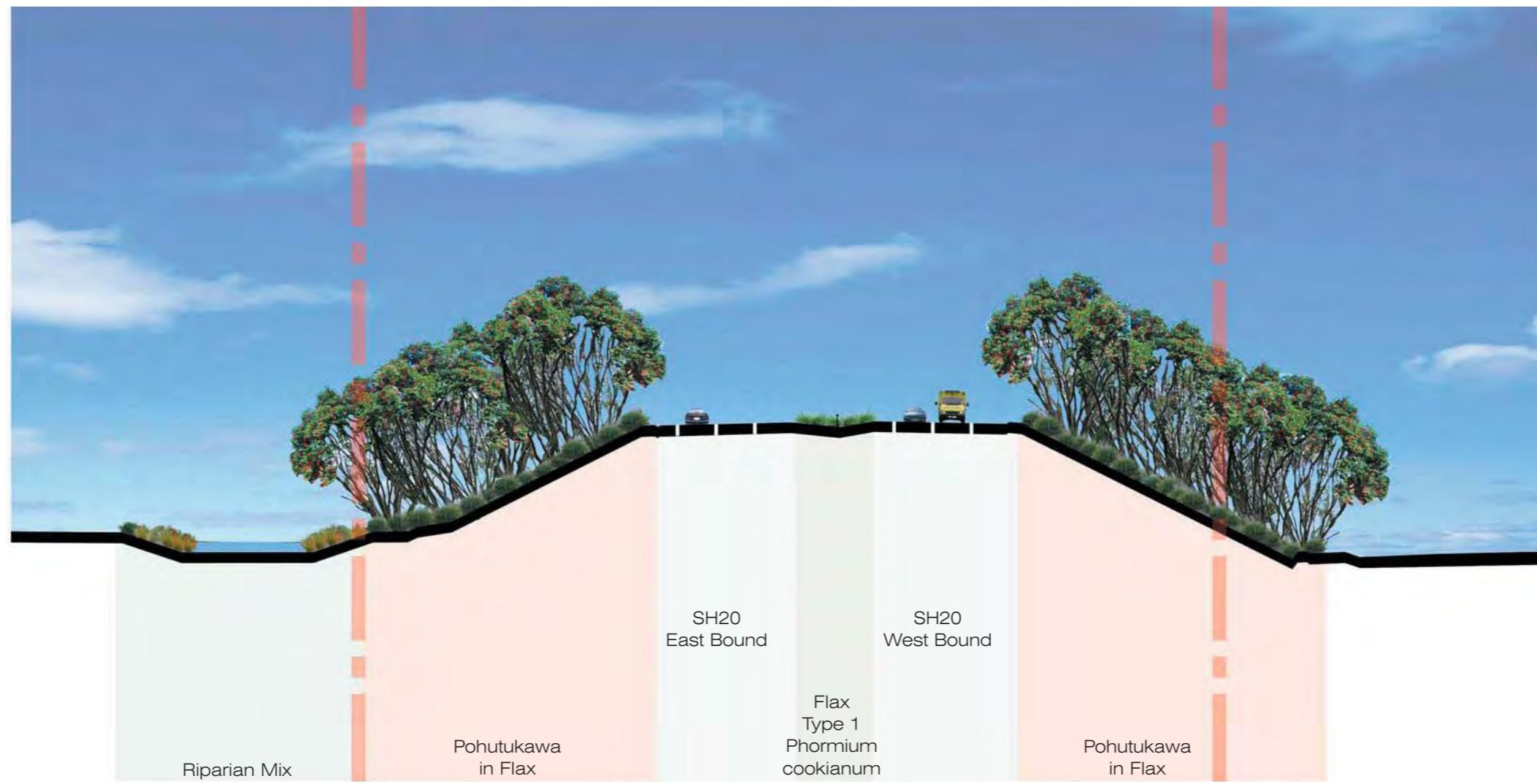
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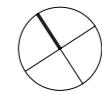


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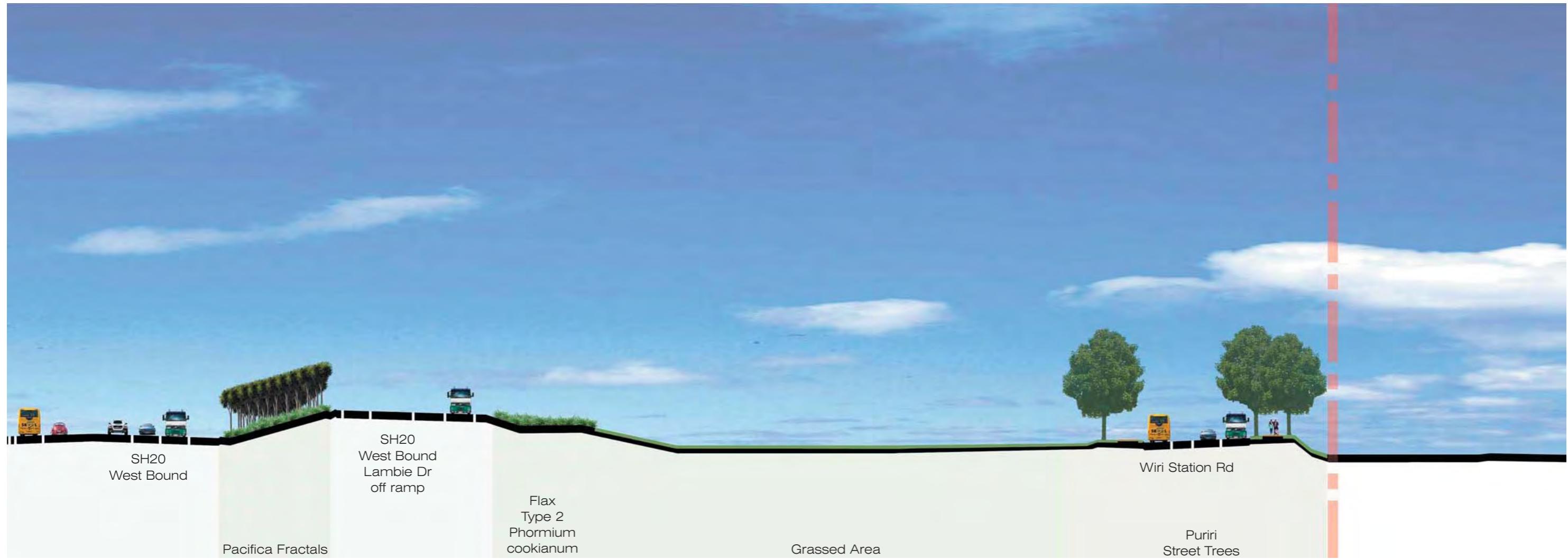
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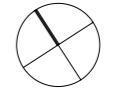


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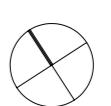


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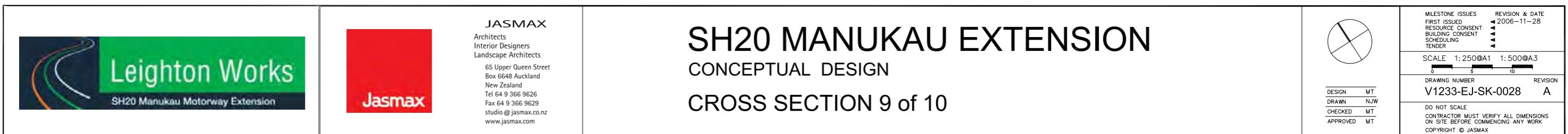
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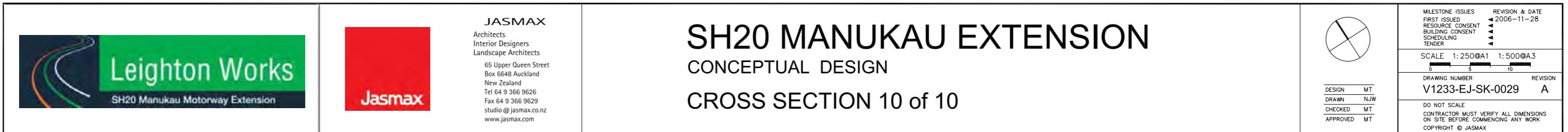




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