



DRAFT

SH20 WESTERN RING ROUTE
OPEN SPACE REPORT

May 2010

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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.

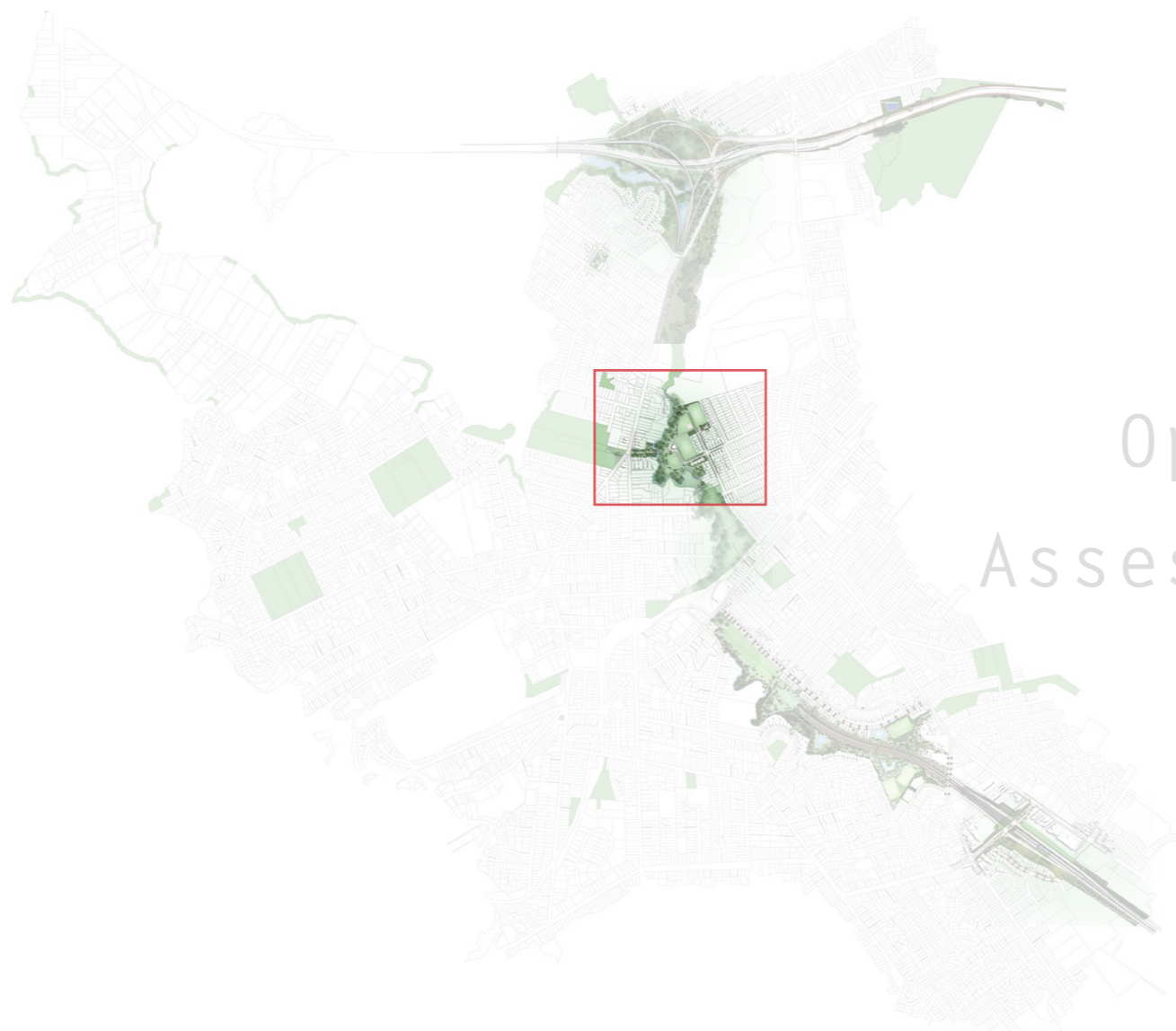
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Waterview Park
Phyllis Reserve
Hendon Reserve
Alan Wood Reserve
25 Valonia St/Hendon Park

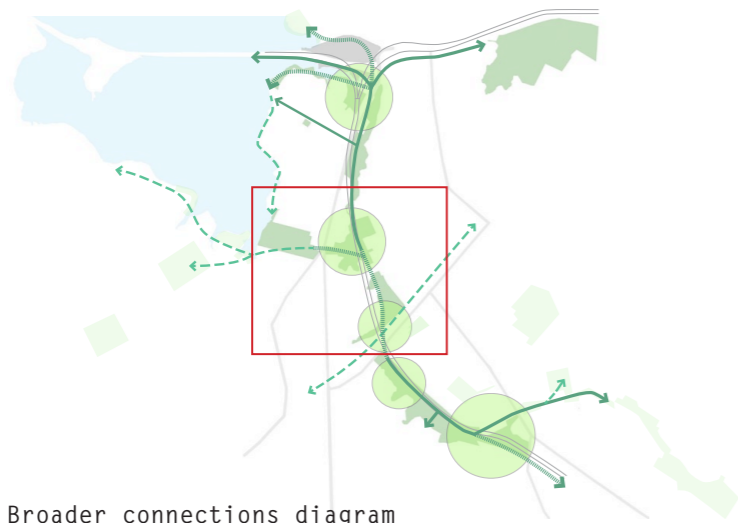
02. DETAIL AREAS



Overview
Open Space Calculations
Assessment of Alternatives
Existing Aerial
Design

PHYLLIS RESERVE.

This area was initially set out as the active open space mitigation for the loss of Waterview Park, at the northern interchange. Results of consultation, along with Council's preference for 'land area' rather than facility upgrades has seen a greater area of land be proposed locally at the northern portal, with upgrades around Phyllis Reserve now limited to those required to achieve the SH20 cycleway. An assessment of options and project outcome for this area is contained in this section.



Broader connections diagram



Key:

- EXISTING OPEN SPACE
- ADDED OPEN SPACE
- DELETED OPEN SPACE
- PROPOSED OPEN SPACE UPGRADE
- CYCLE / PEDESTRIAN ROUTE

Phyllis Reserve Key Moves:

1. Acquisition of land to increase surveillance & legibility of reserve entry & addition of at-grade pedestrian /cycle bridge crossing Oakley Creek, improves connectivity to Waterview community.
2. Upgrade of Phyllis Reserve, refer options.
3. Cycleway link to Harbutt Reserve greatly improves connectivity. Incorporation of backyards of 3 properties required to achieve grades.

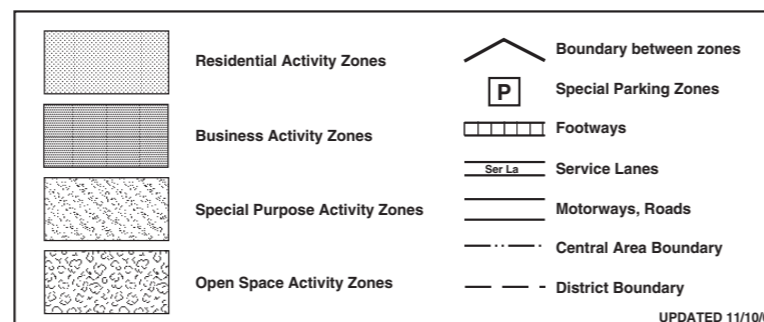
Note: This is a graphic summary of the proposals outlined in the spreadsheet on the following page. These proposals relate to mitigation of effects to both the south and the north as described in the impacts and mitigation tables (refer Waterview Park & Alan Wood Reserve sections).



The preferred proposal at Waterview Park allows 'like for like' replacement of that area's existing facilities in the local area, but an upgrade of Phyllis Reserve was also considered as part of the 'network' approach, including improved connections between the Waterview Community and the active open space facilities at Phyllis Reserve. These improvements include acquisition of a property on Great North Road to open up visibility and sightlines into the reserve.

NB: It appears that either option would constitute mitigation of the open space impacts of the projects therefor only one may be chosen.

Further discussion regarding partnerships opportunities at Phyllis Reserve between the NZTA and Council are required, as there is a possibility for location of an 'emergency smoke exhaust' in this area, and if incorporated into the reserve, this may offer synergies for club building relocation and upgrade, as per the following plans.



Detail from the Auckland City Operative District Plan (Isthmus Section- Map E04- not to scale)





Option 1

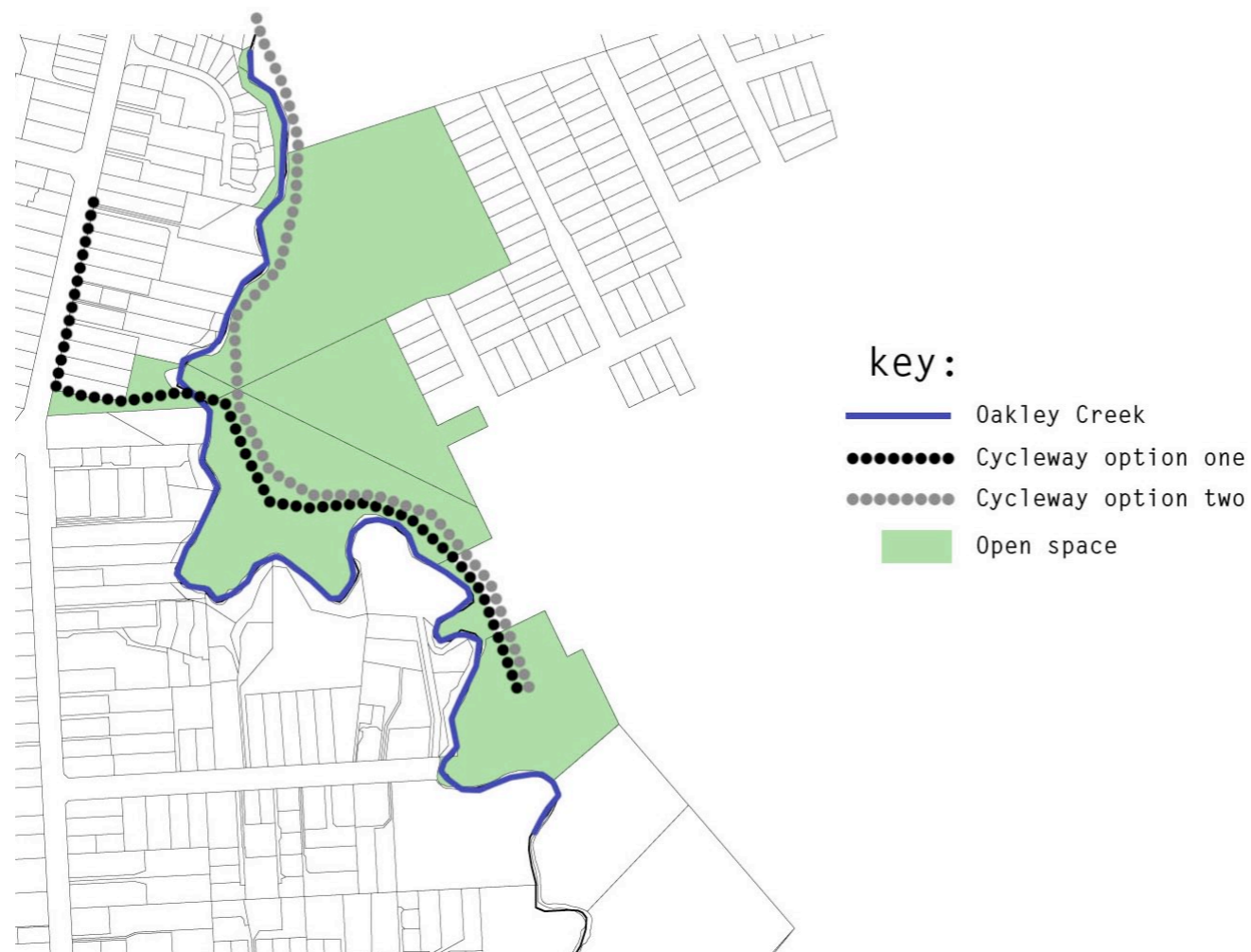
Phyllis Reserve OPTION 1			
Recreation Facilities	Existing Quantity	Proposed Quantity	Location
Senior playing field	1	2	Phyllis Reserve
Junior playing field	2	1	Phyllis Reserve
Clubrooms	1	1	Existing location
Softball field (standalone)	1	1	Phyllis Reserve
Softball field (doubled up on soccer field)	1	1	Phyllis Reserve



Option 2: ACC/NZTA Partnership

Phyllis Reserve OPTION 2			
Recreation Facilities	Existing Quantity	Proposed Quantity	Location
Senior playing field	1	3	Phyllis Reserve
Junior playing field	2	0	Phyllis Reserve
Clubrooms	1	1	Relocated position
Softball field (standalone)	1	1	Phyllis Reserve
Softball field (doubled up on soccer field)	1	1	Phyllis Reserve





Cycleway connection north of Phyllis Reserve

At the northern extent of this sector is the cycleway connection north from Phyllis Reserve to the existing section of Great North Road cycleway. Two options were assessed; the first running the cycleway north along Oakley Creek towards the potential 'Oakley' bridge described in the Sector 5-7 panel presentation. The second option follows the Phyllis bridge, returning up Great North Road on the eastern side until it meets the existing cycleway.

Option 1:

This option has much better surveillance, and appears easier to achieve. Space along the footpath here however is extremely tight. The footpath on the east side of Great North Road is around 2.5m in width, which is the absolute minimum for a shared footpath / cycleway as set out under the Austroads standards. It is compromised by the presence of street lights, occasional street trees, bus stops and utility boxes, and features a number of driveway crossings. Due to the cost of option two, and CPTED/amenity issues, option one is preferred on balance, with the potential for improvements as part of Council's long term planning for the road, with regard to cycle connectivity and bus flow.

Option 2:

This option has significant cost implications, and requires access arrangements over both the Ngati Whatua property immediately north of Phyllis Reserve as well as Unitec property. There are a number of 'industrial' structures that border this route, and in places significant retaining or cantilevering of the route could be required. There is very limited passive surveillance throughout this area, and CPTED issues have been raised. It does however, complete the 'off-road' cycleway link between SH20 and the existing section of Great North Road.



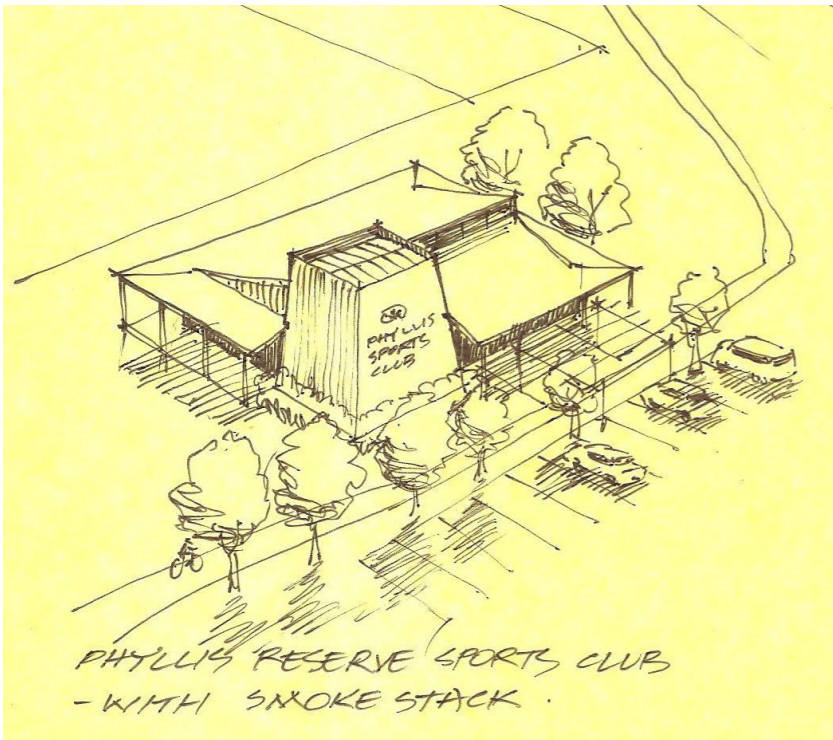
Although not confirmed yet by the engineering team, it is possible that an emergency smoke egress may be required in a location around the midpoint of the tunnel. This stack would be around 6m x 6m x 12m height above adjacent ground level, and would vent smoke only in the event of a tunnel fire. Air quality implications are being addressed by a specialist team. The urban design team was asked to assess a number of potential options, shown on the opposing diagram.

Option one, on an NZTA property at 36 Cradock St sits at the base of the Oakley Creek Valley, limiting visual effects to a narrow catchment.

Option two locates the stack within an area of open space in Oakley Creek Reserve. This option conflicts with the natural character of the local stream environment, and would displace a rare flat area of open grass bordering the stream, currently used informally for picnicking. It also has visual implications for neighbours across the creek to the west, and was ruled out as an option.

Option three includes co-locating the stack with a rebuilt Metro Soccer club, as part of ongoing discussion about the 'partnership' option in Phyllis Reserve. This would allow the stack to be integrated into a larger, unrelated building, reducing its visual impact. It also offers opportunities for funding the building that might not otherwise be available.

This issue is still under discussion. If it is required, the best outcome appears co-location with a rebuilt clubrooms in Phyllis Reserve (see attached concept sketch), although this would need to be discussed and agreed with Council.







Note:

- Layout for discussion only, to be confirmed with Council who will take over this asset.
- The proposal requires the co-operation of the NZTA and Council.

