



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.

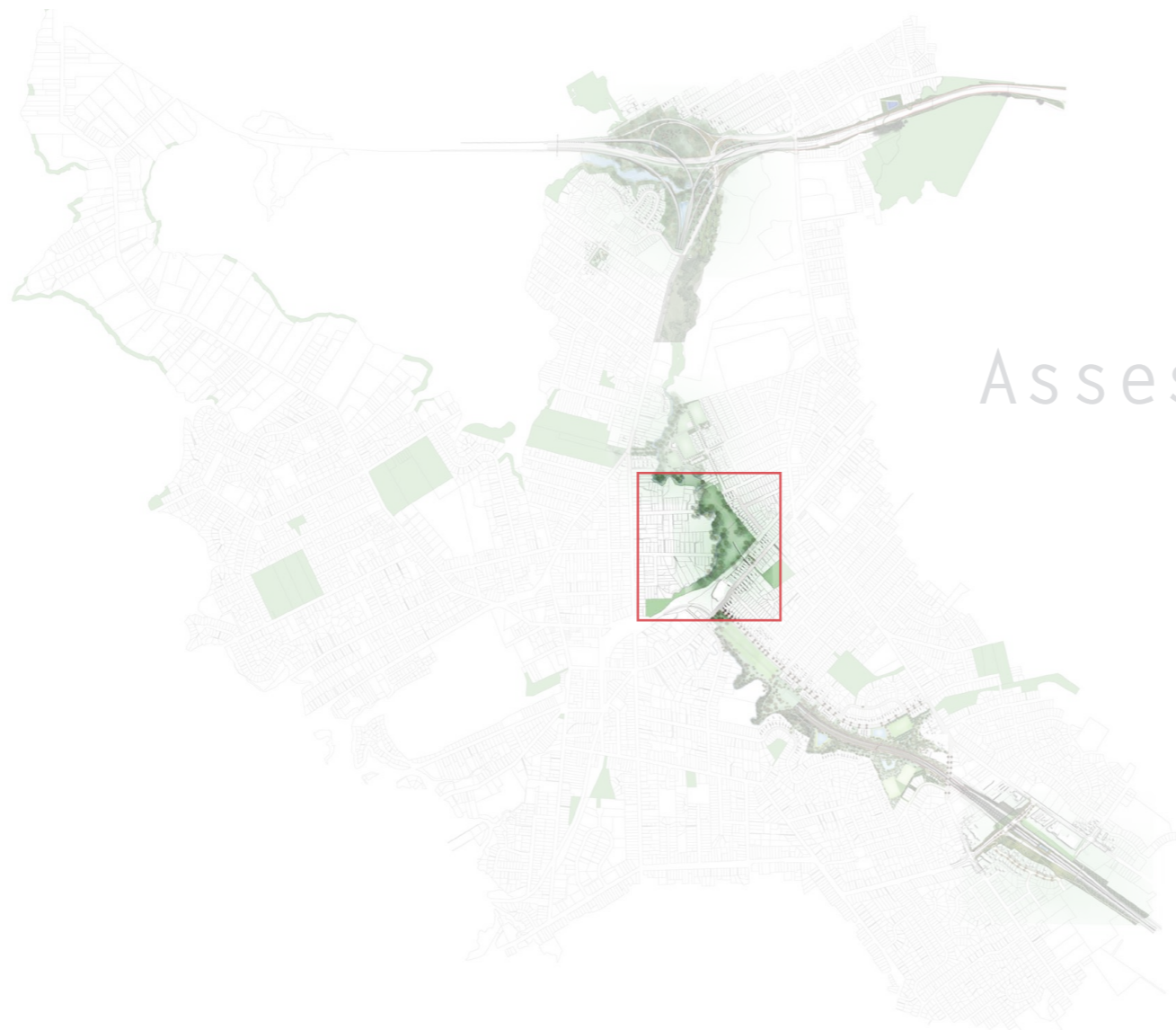
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Waterview Park
Phyllis Reserve
Hendon Reserve
Alan Wood Reserve
25 Valonia St/Hendon Park

02. DETAIL AREAS



Assessment of Alternatives
Existing Aerial
Design

HARBUTT RESERVE.

This area is strategically important in terms of connections north-south along the SH20 cycleway link, and also in providing access to open space for those residents south of New North Road, where undeveloped open space at Alan Wood Reserve will be reduced by the surface section of the motorway. While no specific upgrades of this reserve area are proposed by this Project, options and outcomes relating to access from the south are covered in this section.



Option 1



Option 2

Cycleway connections between Alan Wood and Harbutt Reserves

The western rail line forms a significant barrier to north/south connectivity, and the ability for residents of Mt Albert/New Windsor to be able to access the open space areas of Phyllis and Harbutt Reserve to compensate for the loss of apparent open space at Alan Wood Reserve. Two options were considered for this connection.

The first option involved a section of 'on road' cycleway/walkway leading north from Alan Wood Reserve to two properties owned by the NZTA and adjacent to Anderson Park. The 'on-road' section contradicts the NZTA's preference for 'off-road' connections, but has the benefits of being a highly visible route, and providing a better connection with Anderson Park. This option was assessed against a number of parameters, including the footprint required to gain the height across the rail line, and resultant visual impacts on neighbours, and was ruled out due to overall impacts, and the need to acquire further property.

The second option crosses the rail line at Soljak Place. The increased room in this area reduces potential visual impacts as the bridge can be located further from adjacent residences. The 'on road' section of the route is reduced in length, and is mainly located on the lower-speed environment of Soljak Place. This option is the preferred, although sightlines and vegetation height will be important in ensuring that this area feels safe for use.







Improved connectivity is proposed at the southern end of Harbutt Reserve, to allow the residents of Mt Albert and New Windsor easy access across the Western Rail Line, and into the open space areas of Harbutt and Phyllis Reserves - as offset for open space impacts of the surface section of motorway through the Alan Wood/Hendon Park area.

The bridge connection shown on the adjacent plan also allows for the proposed SH20 to SH16 cycleway. It is recognised that Harbutt Reserve has CPTED issues in terms of sightlines and passive surveillance, and an ongoing acquisition process by Council (independent of this Project) is recommended to open up views into this reserve from the adjoining street network (shown as dashed line on the adjacent plan).



Soljak pedestrian / cycle bridge images

