



**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.

## 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





Existing Reserve Layouts  
References

# 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 Wood Reserve <b>NB: This was the initial engineering option.</b>	Requires no extra acquisition of residential property, minimising potential social impacts.	Fractures open space north and south of transport corridor. 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, <b>removing</b> houses along the south side of Hendon Avenue	Would create safe, usable and accessible open space fronting Hendon Avenue, and linking directly to Hendon Park. Open space would adjoin rail designation, making it appear larger in the short to medium term.	Would involve a substantial realignment, further culverting <sup>1</sup> and a significant shortening of Oakley Creek's overall length. Creates significant stormwater issues. 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 within Alan Wood Reserve, <b>retaining</b> houses on Hendon Avenue	Would allow a direct open space link to Hendon Park. Open space would adjoin rail designation, making it appear larger in the short to medium term. Minimises social impacts of housing removal	Would involve a substantial realignment, culverting and shortening of Oakley Creek. Creates significant stormwater issues 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, <b>removing</b> houses along the south side of Hendon Avenue	Allows maximum open space to be retained at Alan Wood Reserve, and could reduce extent of Oakley Creek realignment required	Would require the removal of up to 62 further residential properties <sup>2</sup> . 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, <b>redeveloping</b> houses along the south side of Hendon Avenue. <b>NB: This is the 'long term partnership' option (Figure C - shown in the ULDF)</b>	Allows maximum open space to be retained at Alan Wood Reserve. 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. 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.	Required inter-agency response. Although this approach was supported by NZTA, this was not achievable in the project scope. Open space and playing fields north of portal would be compromised upon completion of the rail project.
7. Locate surface section as far north as possible, <b>retaining</b> houses along the south side of Hendon Avenue. <b>NB: This is the option to be developed as part of the AEE concept.</b>	Retains a usable ecological/open space corridor south of the motorway corridor and minimises social impacts of housing removal. Consolidates open space areas and minimises any fracturing and 'marooning' of open space to the north. Minimises required realignment of Oakley Creek	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 the south makes this the optimum side for a walking/cycling connection in terms of surveillance.

<sup>1</sup> Required around the proposed southern portal, to cross underneath the rail designation and return to its natural channel

<sup>2</sup> 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)*

