

## NOR 2 - RONGOMAI PARK TO PUHINUI STATION

- Outcomes      ● Opportunities
- 1 **Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity in the local environment.
- 2 **Identity drivers** - Key local community, landscape and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response.
- 3 **CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance.
- 4 **Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (midblock crossings), modal priority and permeable access to destinations such as centres, transport interchanges, open spaces and community facilities.
- 5 **Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
- 6 **Bridges** - Consideration of visual integration, interface and sense of place for bridge structure.
- 7 **Wetlands** - Consider integration outcomes for wetland/s such as setbacks, arrangement and scale of planting to support an appropriate interface to reserve / parks.
- 1 **Residual land** - Opportunity to demonstrate how any residual land portions following the construction of the Project are redefined and integrated with the expected future land use function.
- 2 **Wider connectivity** - Opportunity to reinforce connections to the wider community and landscape features.
- 3 **Enhancement** - Opportunity for ecological enhancement and tree planting

## OUTCOMES AND OPPORTUNITIES PLAN - SHEET 04 OF 04

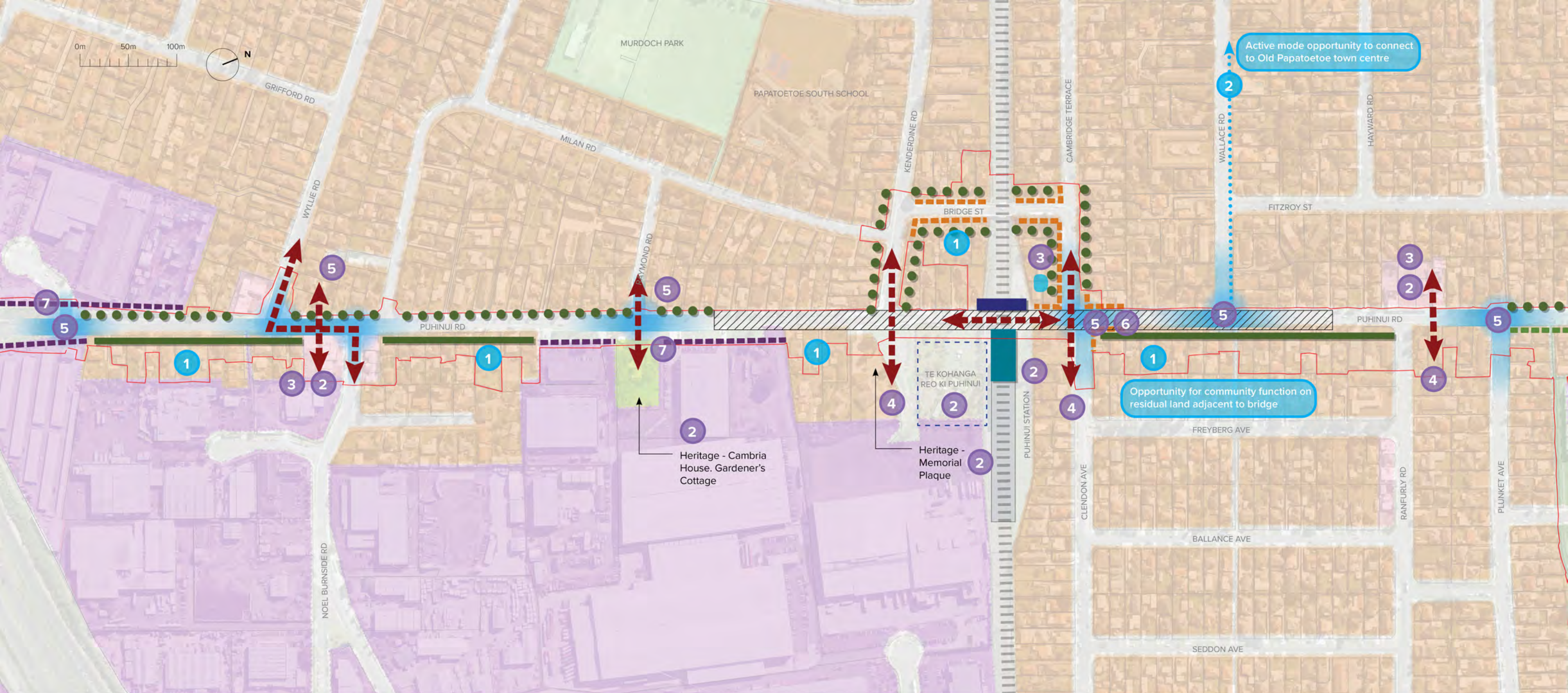
### OUTCOMES

- Stormwater management outcomes should demonstrate integration of the stormwater raingardens and wetlands within the corridor and ensure an appropriate interface with adjacent land uses.
- High density residential and mixed-use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.
- ↔ Cross corridor active mode connection.
- Landscape outcomes should provide replace and augment canopy shading to the corridor. Outcomes to reflect and enhance the local character inherent in the built, natural and cultural qualities of the location within the corridor.
- Interface and visual / landscape buffer considerations for retained industrial, business and mixed use zones
- Additional landscape screening

### LEGEND

- Designation Boundary
- Residential - THAB
- Business - Light Industry Zone
- Business - Future Centre Zone
- Business - Metropolitan Centre Zone
- Business - General Business Zone
- Mixed Use
- Public Open Space
- Proposed Bus Rapid Transit Stop
- Train Station
- School
- Proposed Stormwater Pond





## NOR 3 - PUHINUI STATION TO SH20 / SH20 INTERCHANGE

- |  |          |  |               |
|--|----------|--|---------------|
|  | Outcomes |  | Opportunities |
|--|----------|--|---------------|
- 1 Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity in the local environment.
  - 2 Identity drivers** - Key local community, landscape and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response.
  - 3 CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance.
  - 4 Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (midblock crossings), modal priority and permeable access to destinations such as centres, transport interchanges, open spaces and community facilities.
  - 5 Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
  - 6 Bridges** - Consideration of visual integration, interface and sense of place for bridge structure.
  - 7 Removal of Notable Trees** - Loss of canopy square metre should be replaced
  - 1 Residual land** - Opportunity to demonstrate how any residual land portions following the construction of the Project are redefined and integrated with the expected future land use function.
  - 2 Wider connectivity** - Opportunity to reinforce connections to the wider community and landscape features.
  - 3 Enhancement** - Opportunity for ecological enhancement and tree planting

## OUTCOMES AND OPPORTUNITIES PLAN - SHEET 01 OF 01

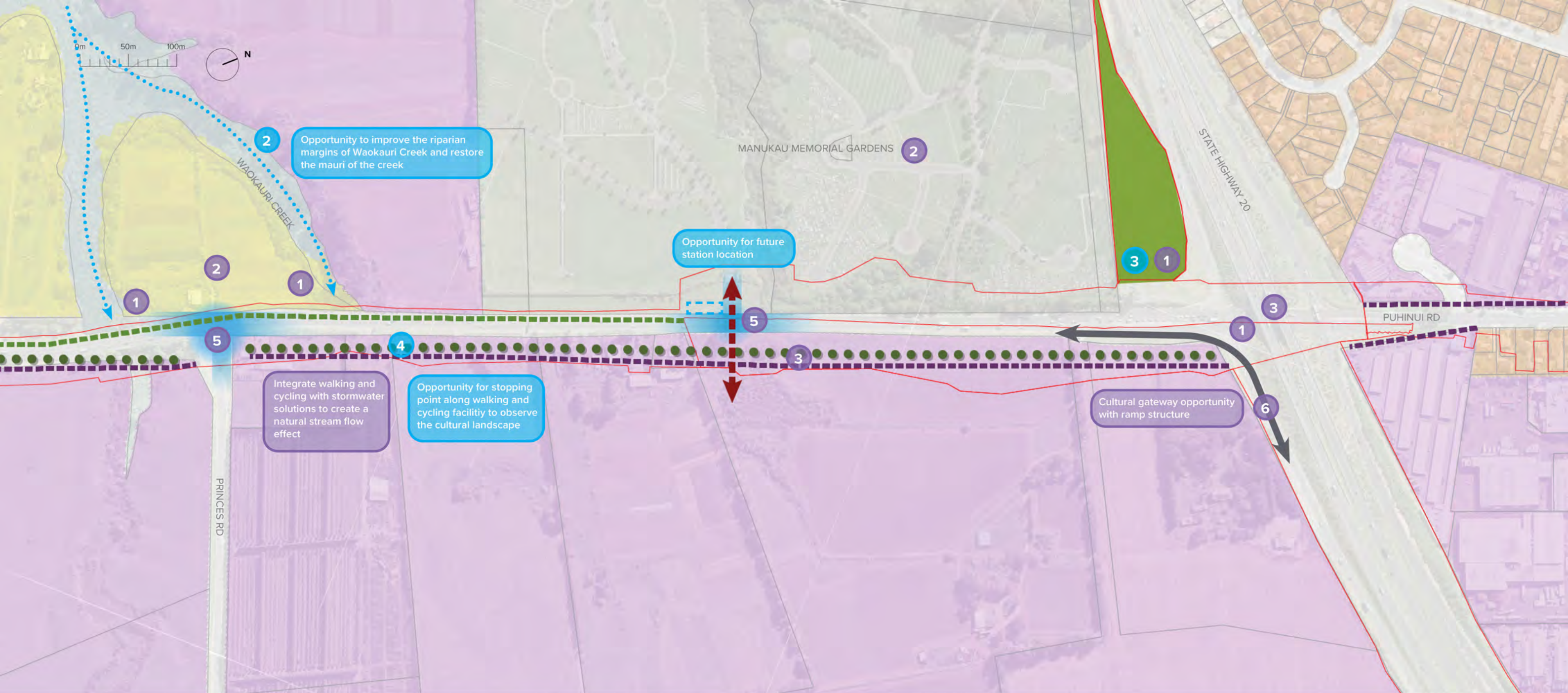
### OUTCOMES

- Stormwater management outcomes should demonstrate integration of the stormwater raingardens and wetlands within the corridor and ensure an appropriate interface with adjacent land uses.
- High density residential and mixed-use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.
- Cross corridor active mode connection.
- Landscape outcomes should provide replace and augment canopy shading to the corridor. Outcomes to reflect and enhance the local character inherent in the built, natural and cultural qualities of the location within the corridor.
- Interface and visual / landscape buffer considerations for retained industrial, business and mixed use zones
- Additional landscape screening

### LEGEND

- Designation Boundary
- Residential - THAB
- Business - Light Industry Zone
- Business - Future Centre Zone
- Business - Metropolitan Centre Zone
- Business - General Business Zone
- Mixed Use
- Public Open Space
- Proposed Bus Rapid Transit Stop
- Train Station
- School
- Proposed Puhinui Bridge Extent
- Proposed Stormwater Pond





## NOR 4A AND 4B - SH20 / SH20B INTERCHANGE TO ORRS ROAD

- |  |          |  |               |
|--|----------|--|---------------|
|  | Outcomes |  | Opportunities |
|--|----------|--|---------------|
- 1 Ecological connectivity** - Landscape outcomes should reinforce the wider vegetation patterns of the local open spaces and support ecological connectivity and biodiversity in the local environment.
  - 2 Identity drivers** - Key local community, landscape and identity drivers should be identified, developed and integrated with the adjacent land use functions and future design response.
  - 3 CPTED** - Future design should incorporate CPTED principles including clear sightlines, good levels of lighting and passive surveillance.
  - 4 Active mode permeability** - Corridor permeability for active modes that addresses cross corridor connectivity (midblock crossings), modal priority and permeable access to destinations such as centres, transport interchanges, open spaces and community facilities.
  - 5 Active mode legibility and priority** - Legibility, connectivity demands, safety and modal priority for active modes should be addressed at intersections.
  - 6 Bridges** - Consideration of visual integration, interface and sense of place for bridge structure.
  - 7 Removal of Notable Trees** - Loss of canopy square metre must be replaced.
  - 1 Residual land** - Opportunity to demonstrate how any residual land portions following the construction of the Project are redefined and integrated with the expected future land use function.
  - 2 Wider connectivity** - Opportunity to reinforce connections to the wider community and landscape features.
  - 3 Enhancement** - Opportunity for ecological enhancement and tree planting
  - 4 Walking and Cycling** - Opportunity for stopping point with walking and cycling facilities to observe the cultural landscape

## OUTCOMES AND OPPORTUNITIES PLAN - SHEET 01 OF 02

### OUTCOMES

- Stormwater management outcomes should demonstrate integration of the stormwater raingardens and wetlands within the corridor and ensure an appropriate interface with adjacent land uses.
- High density residential and mixed-use integration / interface that enables buildings and spaces to positively address and integrate with the corridor.
- Intersection arrangement that addresses multi-modal priority, safety and legibility.
- Cross corridor active mode connection.
- Landscape outcomes should provide replace and augment canopy shading to the corridor. Outcomes to reflect and enhance the local character inherent in the built, natural and cultural qualities of the location within the corridor.
- Interface and visual / landscape buffer considerations for retained industrial, business and mixed use zones
- Proposed SH20 ramp

### LEGEND

- Designation Boundary
- Residential - THAB
- Business - Light Industry Zone
- Business - Future Centre Zone
- Business - Metropolitan Centre Zone
- Business - General Business Zone
- Mixed Use
- Public Open Space
- Proposed Bus Rapid Transit Stop
- Train Station
- School