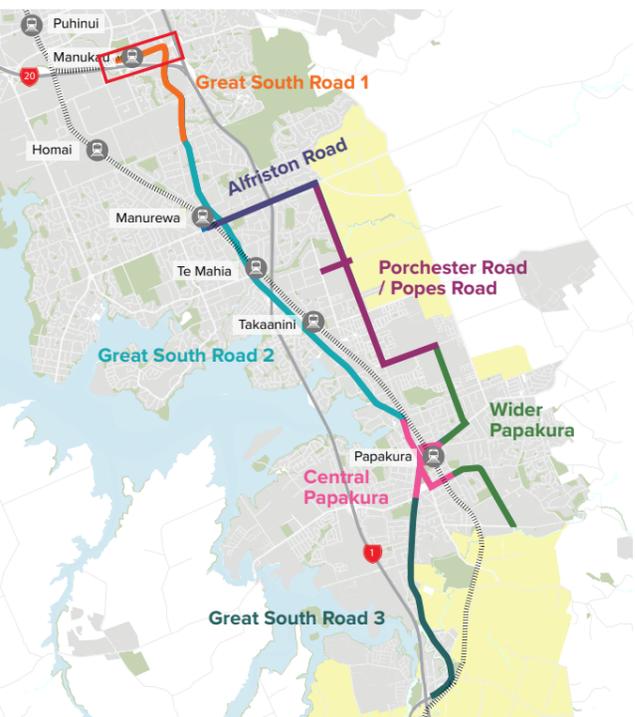
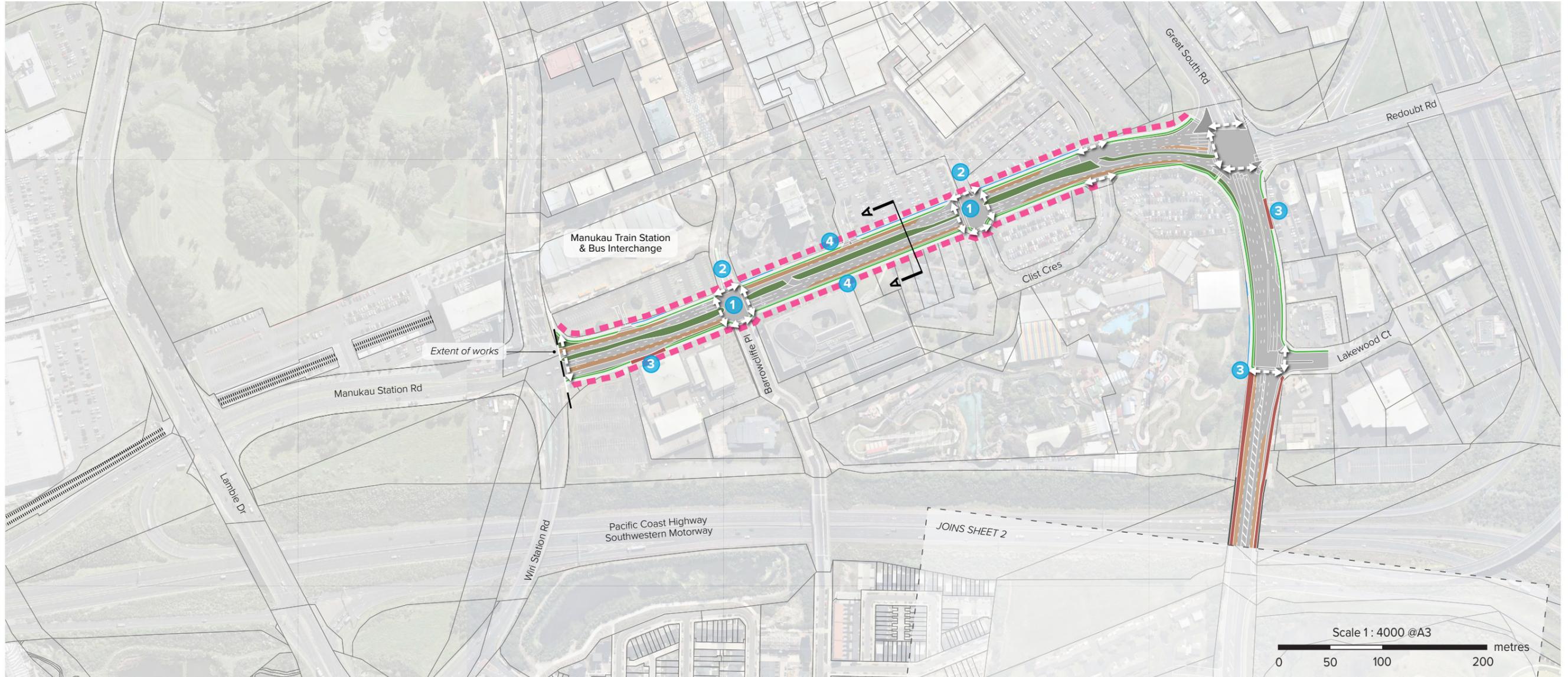


APPENDIX A

URBAN DESIGN EVALUATION OUTCOMES & OPPORTUNITIES

General Note: The following maps show the proposed business case design. Where not within a proposed designation boundary this does not form part of the current NoR Project extent.



OPPORTUNITIES

- 1 Active Mode Permeability**
 - Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of 'primary/regional' active mode network.
- 2**
 - Opportunity for prioritised active mode connectivity into Davis Avenue and Osterly Way to connect to Manukau City Centre, Train Station and Bus Terminal.
- 3**
 - Consider safe tie in of active mode facilities on bridge and where separated active mode paths are constrained to shared use.
- 4**
 - Opportunity to further address an appropriate interface, connectivity at a fine grain pedestrian level and ability to support a people orientated street within the Manukau Metropolitan Centre.

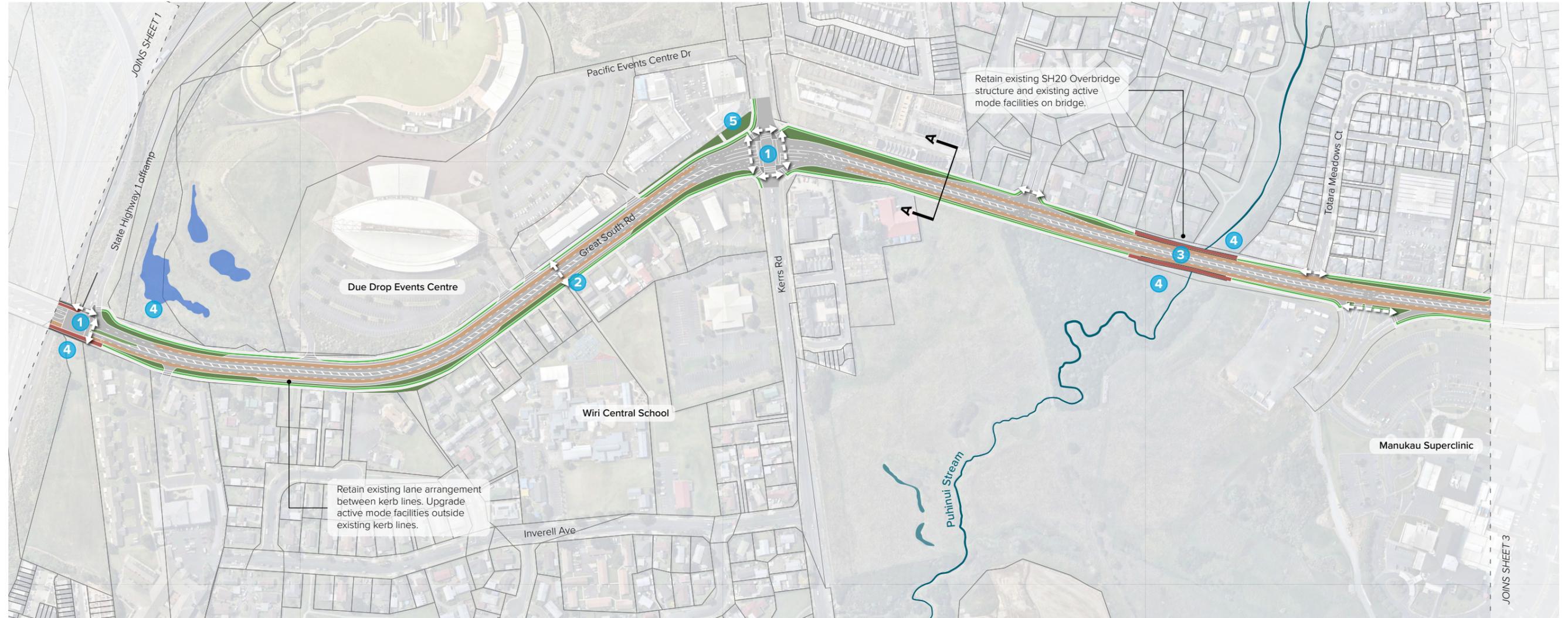
KEY

- Rail Line
 - Active Modes Crossing
 - Centre Interface
- Proposed Business Case Design:*
- Berm
 - Cycle Path
 - Footpath
 - Shared Use Path
 - Bus Lane
 - Bridge Barrier
 - Retaining Wall

* Refer to Figure 5.1 in the UDE for future land use

GREAT SOUTH ROAD 1

SHEET 2



Scale 1: 4000 @A3



KEY

- Existing Wetland
- Stream

Proposed Business Case Design:

- Berm
- Cycle Path
- Footpath
- Shared Use Path
- Bus Lane
- Bridge Barrier

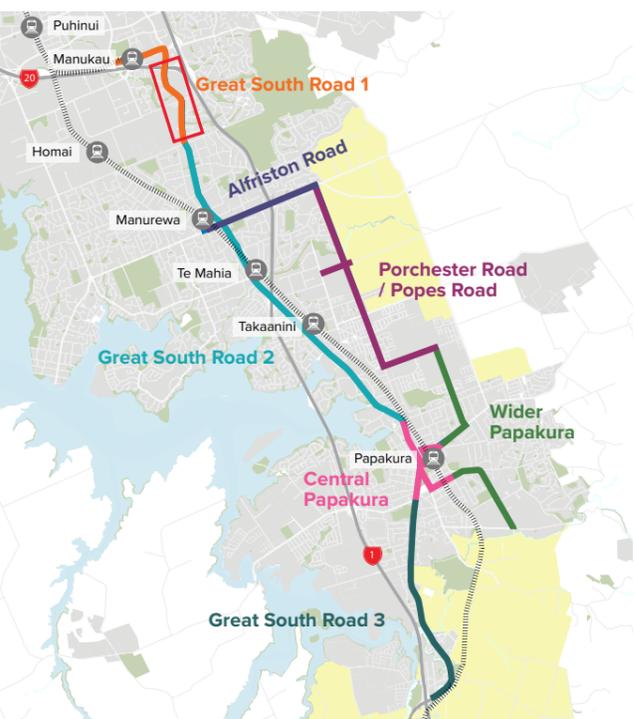
OPPORTUNITIES

Active Mode Permeability

- 1 - Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of 'primary/regional' active mode network.
- 2 - Opportunity for appropriately spaced apart mid block crossings to provide cross corridor connectivity and connect key local amenities such as entrance to Wiri Central School.
- 3 - Consider safe tie in of active mode facilities on bridge where separated active mode paths reduced to shared use.

Landscape Response

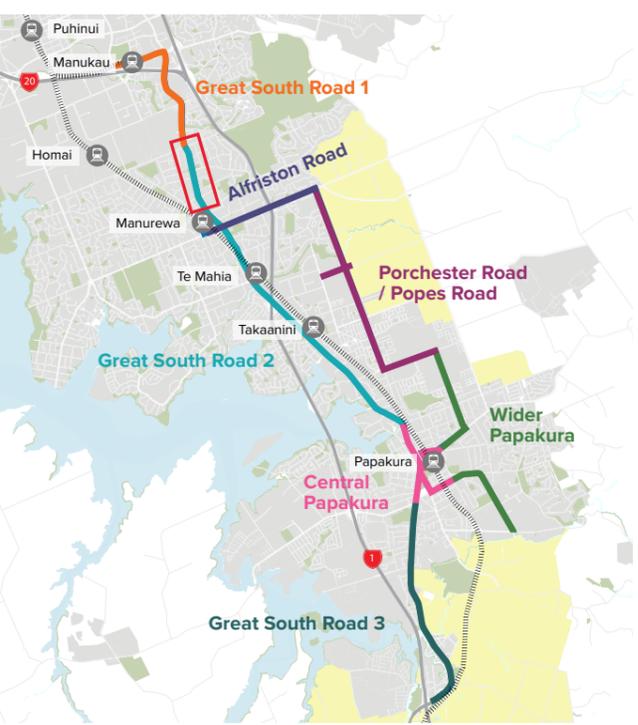
- 4 - Opportunities for planting/water quality conservation through restoration/enhancement of existing open space/reserve areas as part of landscape response.
- 5 - Opportunity to support ecological outcomes through landscape response within berms.



* Refer to Figure 5.1 in the UDE for future land use



Scale 1: 4000 @A3



OUTCOMES

- 1 Active Mode Permeability** - Provide prioritised active mode crossing points at intersections to enable equitable local accessibility and support connectivity with 'major/primary' role in wider active modes network.
- 2 Landscape Response** - Provide a landscape response to form an appropriate interface with Anderson Park. Demonstrate a corridor arrangement that avoids or mitigates impact to existing row of trees along the park edge.
- 3 Land Post Construction** - Redefine and integrate land post construction to support adjacent land use. Demonstrate reintegration of neighbourhood centres.

Interface

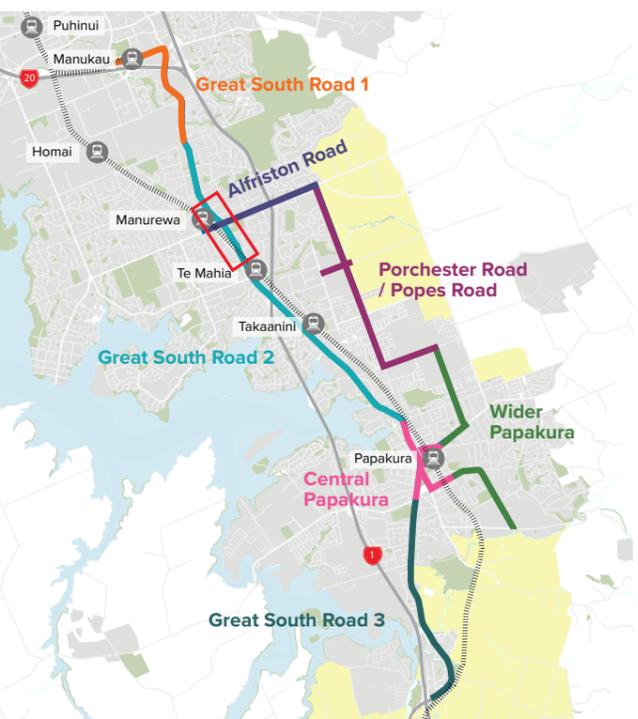
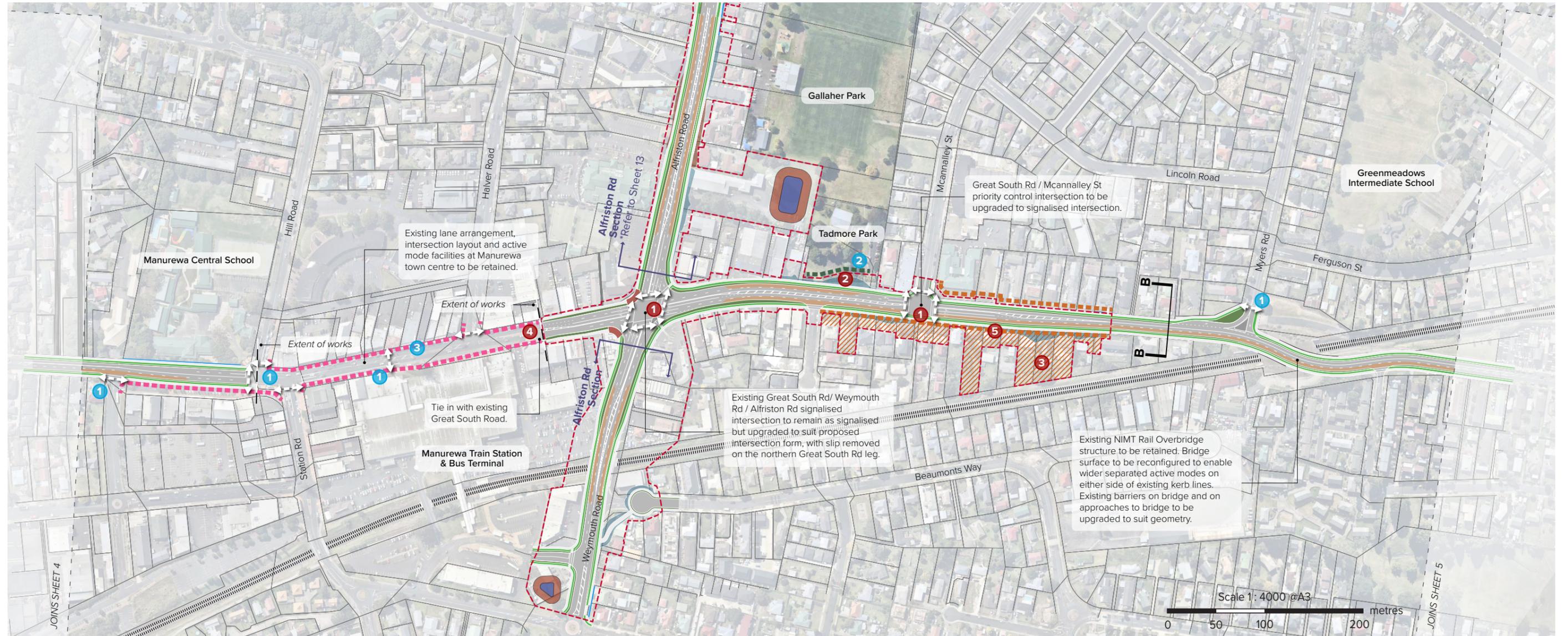
- 4** - Demonstrate integration of corridor with existing neighbourhood centres addressing an appropriate interface.
- 5** - Urban interface outcomes that provides pedestrian permeability, responds to public private interfaces and defines land post construction.

OPPORTUNITIES

- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of primary active mode network.
- 2** Opportunity to reintegrate adjacent land post construction to support the spatial accommodation of a neighbourhood centre.
- 3** Opportunities for further enhancement and definition of the park edge at Anderson Park through landscape response.

KEY

- - - Proposed Designation (NoR 1)
 - Rail Line
 - Active Modes Crossing
 - - - Centre Interface
 - - - Landscape Response/Interface
 - / / / Land Post Construction
- Proposed Business Case Design:*
- Berm
 - Cycle Path
 - Footpath
 - Shared Use Path
 - Bus Lane
 - Retaining Wall
 - Fill Batters
 - Cut Batters



OUTCOMES

- 1 Active Mode Permeability** - Provide prioritised active mode crossing points at intersections to enable equitable local accessibility and support connectivity with 'major/primary' role in wider active modes network.
- 2 Landscape Response** - Provide a landscape response to form an appropriate interface with Tadmore Park. Demonstrate a corridor arrangement that avoids/mitigates impact to row of trees along park edge. Consider retaining structures where appropriate to reduce impact of potential earthworks.
- 3 Land Post Construction** - Redefine and integrate land post construction to support high density residential land use.

Interface

- 4** - Demonstrate appropriate integration of Manurewa Town Centre to address interface and tie in of active modes pathways.
- 5** - Demonstrate urban interface outcomes that responds to public private boundary. For example, consider appropriate visual screening, active frontages landscape response and building setback.

OPPORTUNITIES

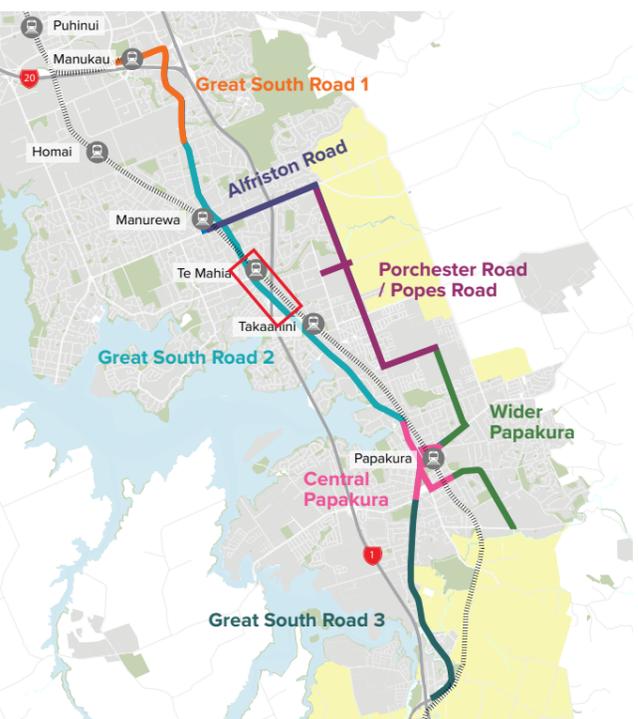
- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of primary active mode network.
- 2** Opportunities for further enhancement and definition of the park edge at Tadmore Park through landscape response.
- 3** Opportunity to further address an appropriate interface, connectivity at a fine grain pedestrian level and ability to support a people orientated street within the Manurewa Town Centre.

KEY

- - - Proposed Designation (NoR 3)
- Rail Line
- ← → Active Modes Crossing
- - - Centre Interface
- - - Landscape Response/Interface
- - - High Density Residential Interface
- / / / High Density Residential Land Post Construction

Proposed Business Case Design:

- Berm
- Cycle Path
- Footpath
- Shared Use Path
- Bus Lane
- Retaining Wall
- █ Fill Batters
- █ Cut Batters
- █ Wetland
- Bridge Barrier



OUTCOMES

- 1 Active Mode Permeability**
 - Provide prioritised active mode crossing points at intersections to enable equitable local accessibility and support connectivity with 'major/primary' role in wider active modes network.
- 2**
 - Demonstrate convenient, safe and legible active mode connectivity to Te Mahia Train Station. Consider appropriate wayfinding, signage and landscape design to support and strengthen this connection.

OPPORTUNITIES

- 1** Opportunity to enable significant connection for the community from Te Mahia Train Station through to Waiata Shores Esplanade and wider network. Consider extension of work to include active mode facilities over the Papakura Stream bridge as well as the enhancement of the train station entrance.
- 2** Papakura Stream bridge presents challenges to support a safe active mode environment. Consider opportunities to demonstrate safe outcomes through active mode crossing and tie in of pathways.
- 3** Te Mahia station entrance is an undesirable pedestrian environment with safety concerns, including poor visibility to the station, entrapment areas, and poor interface with the adjacent industrial properties. There is the opportunity to address this entry at future design stages which should seek to incorporate CPTED.
- 4** Takaanini interchange is a point for CPTED concern, isolation, and an undesirable pedestrian environment. Future design considerations should respond to and incorporate CPTED, including clear sightlines, appropriate planting and, good levels of lighting.

KEY

- - - Proposed Designation (NoR 1)
 - Rail Line
 - Active Modes Crossing
 - Existing Wetland
 - Stream
- Proposed Business Case Design:*
- Berm
 - Cycle Path
 - Footpath
 - Shared Use Path
 - Bus Lane
 - Retaining Wall
 - Cut Batters
 - Bridge Barrier