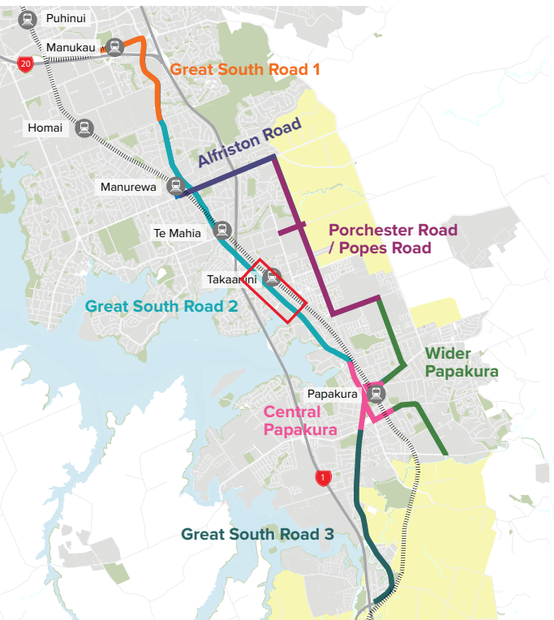
GREAT SOUTH ROAD 2

SHEET 6



OUTCOMES

Active Mode Permeability

1 - 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 - Address connectivity of modes and tie in to Takaanini Train Station from Great South Road. Consider appropriate wayfinding and signage to support and strengthen this connection.

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. Consider alignment with open space and existing pedestrian pathways to further support connectivity into the wider network.

Scale 1 : 4000 @A3

0 50 100 200 metres

KEY

- Proposed Designation (NoR 1)
- Rail Line
- Active Modes Crossing

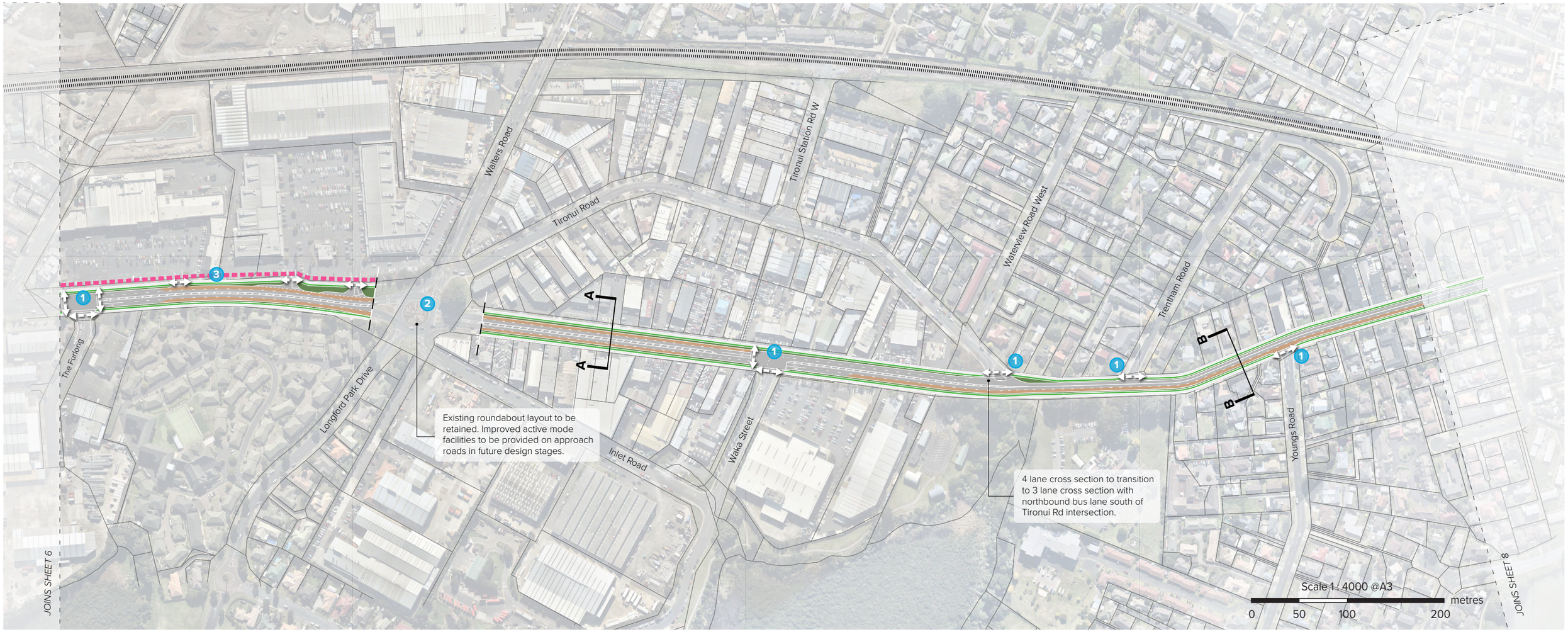
Proposed Business Case Design:

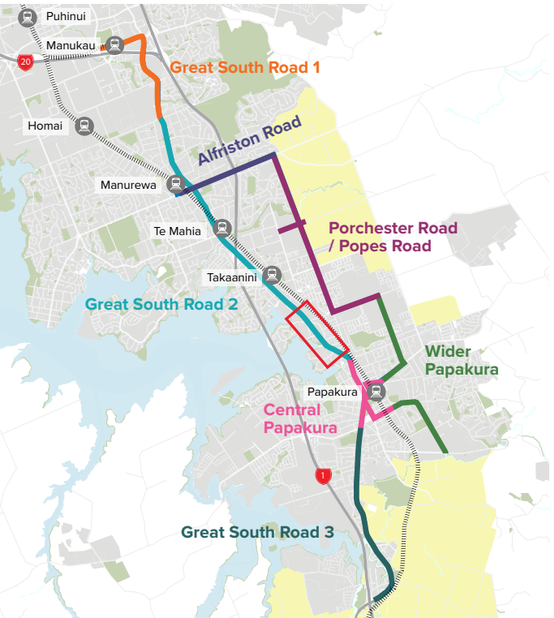
- Berm
- Cycle Path
- Footpath
- Bus Lane

** Refer to Figure 6.2 in the UDE for future land use*

GREAT SOUTH ROAD 2

SHEET 7





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. Walters Road roundabout presents challenges to support a safe active mode environment. Consider opportunities to demonstrate safe outcomes within intersection arrangement, through prioritised active mode crossings and appropriate tie in into the surrounding network.

3. Opportunity to further address an appropriate interface, connectivity at a fine grain pedestrian level and ability to support a people orientated street along side Takaanini Town Centre.

KEY

- Rail Line
- Active Modes Crossing
- Centre Interface

Proposed Business Case Design:

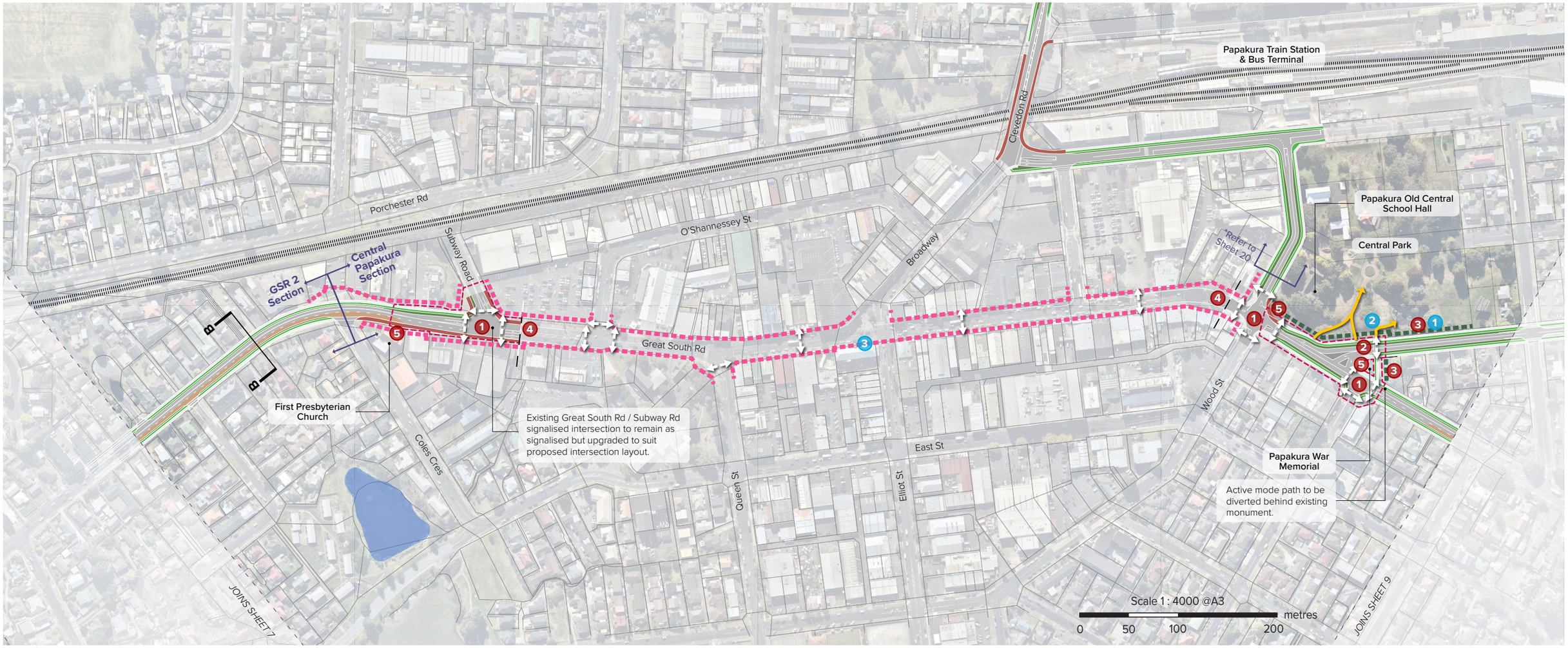
- Berm
- Cycle Path
- Footpath
- Bus Lane

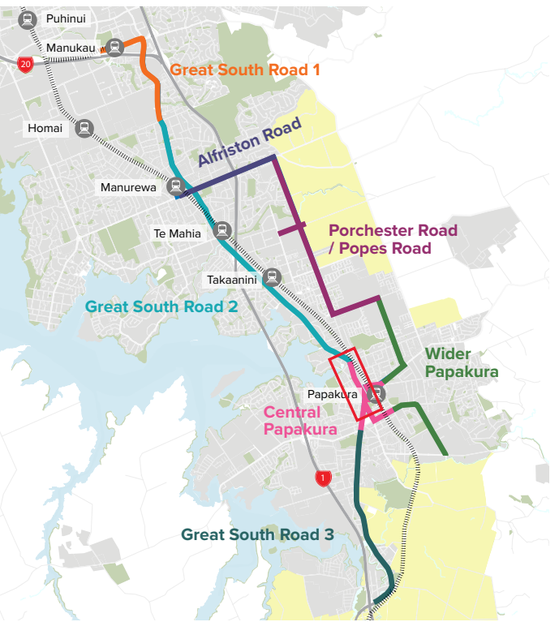
** Refer to Figure 6.2 in the UDE for future land use*

GREAT SOUTH ROAD 2 / CENTRAL PAPAKURA

SHEET 8

N





OUTCOMES

Active Mode Permeability

1 - 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 - Further address cross corridor connectivity and equitable access between community facilities and open spaces.

3 **Landscape Response -** Provide a landscape response to form an appropriate interface with Central Park. Demonstrate a corridor arrangement that avoids/mitigates impact to row of trees along park edge.

4 **Interface** - Demonstrate appropriate integration of Papakura Town Centre to address interface and tie in of active modes pathways.

5 **Identity -** Demonstrate a corridor configuration that respectfully interfaces and minimises impact to heritage sites.

OPPORTUNITIES

1 Opportunities for further enhancement and definition of open space edges at Central Park through landscape response.

2 Opportunity to integrate active mode pathways within park boundary to avoid tree line and tie into existing pathways.

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 Papakura Town Centre.

KEY

- Proposed Designation (NoR 1)
- Rail Line
- Active Modes Crossing
- Active Modes Connection
- Centre Interface
- Landscape Response/Interface
- Existing Wetland

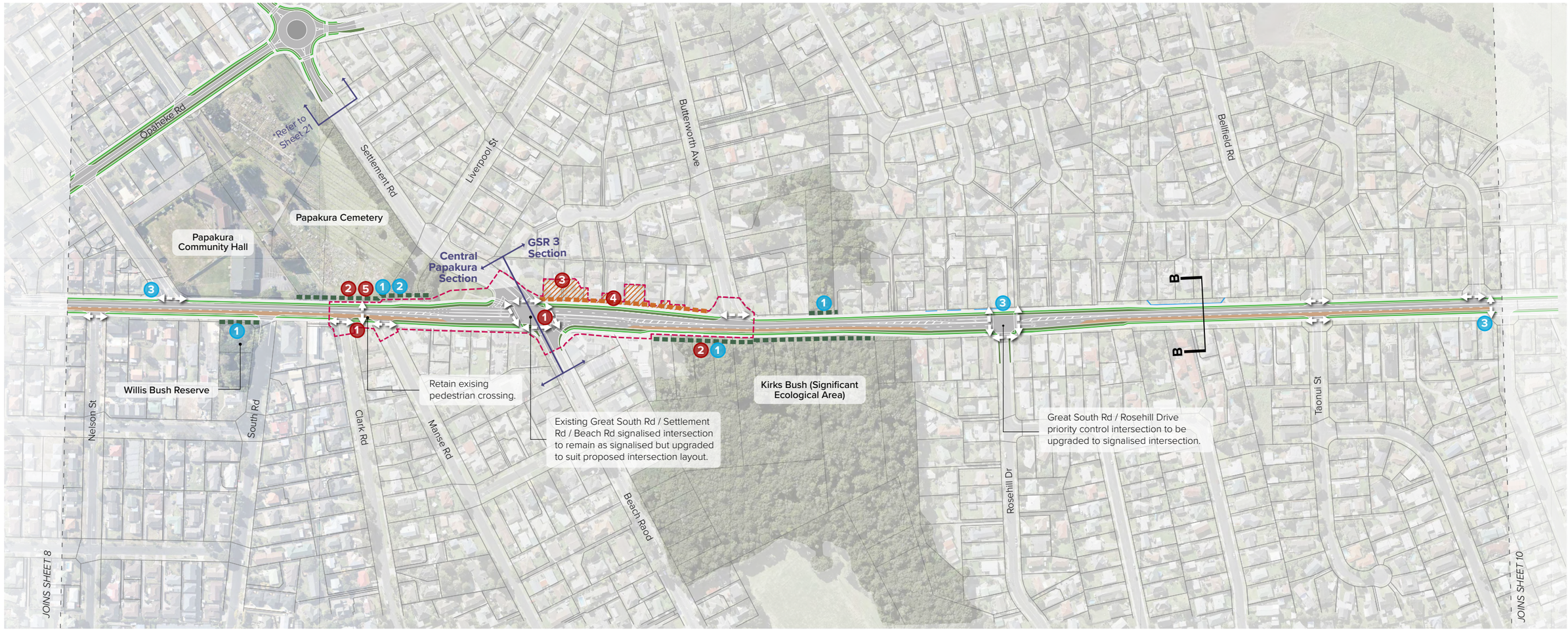
Proposed Business Case Design:

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

** Refer to Figure 11.1 in the UDE for future land use*

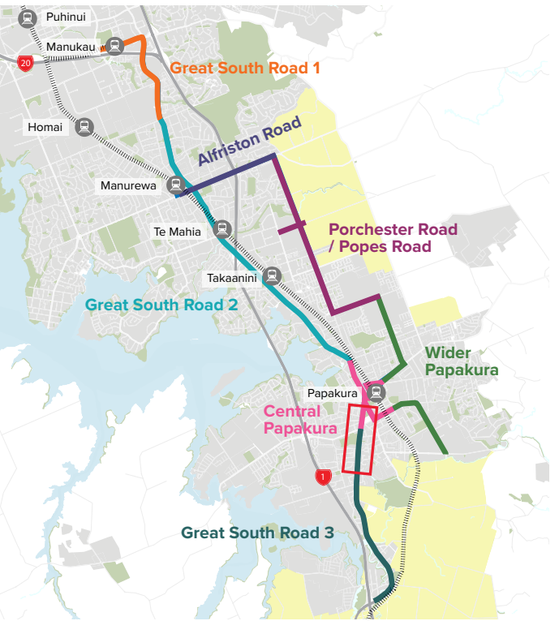
CENTRAL PAPAKURA / GREAT SOUTH ROAD 3

SHEET 9



Scale 1 : 4000 @A3

0 50 100 200 metres



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 Papakura Cemetery and Kirks Bush. This should demonstrate a corridor arrangement that avoids/mitigates impact to the existing mature trees along corridor edge.

3. **Land Post Construction -** Redefine and integrate land post construction to support high density residential land use.

4. **Interface** - Urban interface outcomes that responds to public private boundary. For example, consider appropriate visual screening, active frontages, landscape response and building setback.

5. **Identity -** Demonstrate a corridor configuration that respectfully interfaces and minimises impact to Papakura Cemetery.

OPPORTUNITIES

1. Opportunities for further enhancement and definition of open space edges at Willis Bush Reserve, Papakura Cemetery and Kirks Bush through landscape response.

2. Opportunity to integrate active mode pathways within cemetery boundary to avoid tree line and tie into existing pathways.

3. 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.

KEY

- Proposed Designation (NoR 1)
- Active Modes Crossing
- Landscape Response/Interface
- High Density Residential Interface
- High Density Residential Land Post Construction

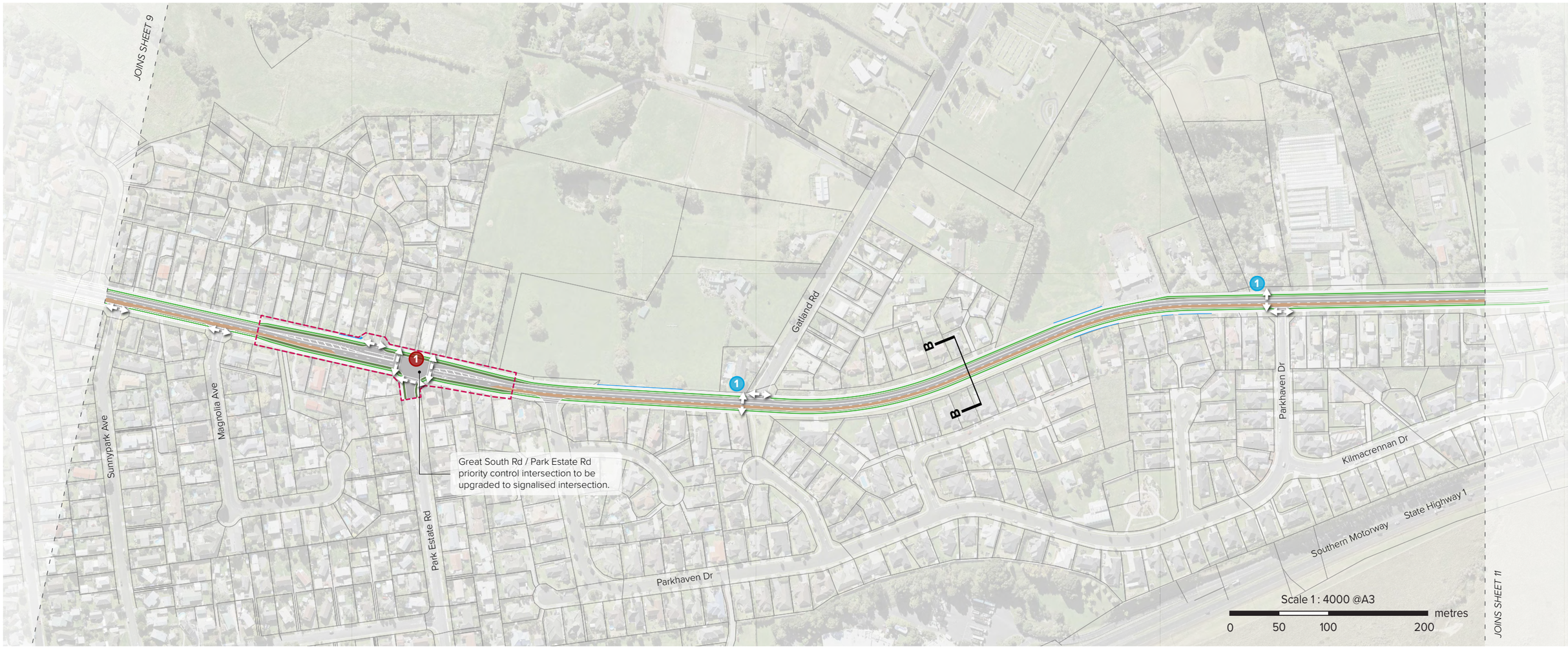
Proposed Business Case Design:

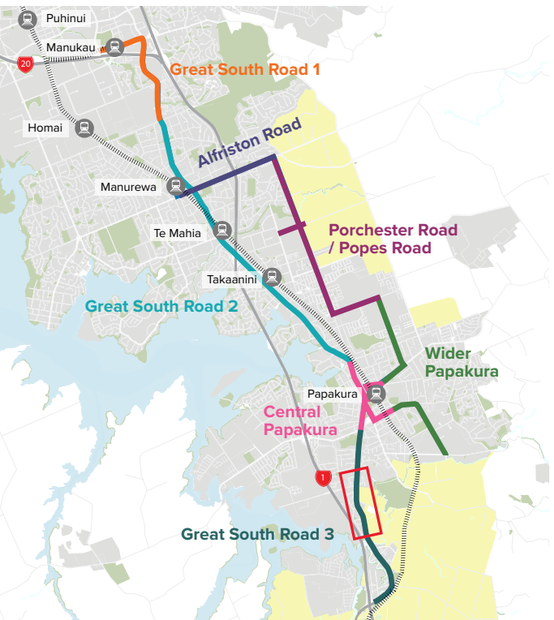
- Berm
- Cycle Path
- Footpath
- Bus Lane
- Retaining Wall

** Refer to Figure 11.1 in the UDE for future land use*

GREAT SOUTH ROAD 3

SHEET 10





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.

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.

KEY

- Proposed Designation (NoR 1)
- Active Modes Crossing

Proposed Business Case Design:

- Berm
- Cycle Path
- Footpath
- Bus Lane
- Retaining Wall

** Refer to Figure 7.1 in the UDE for future land use*