

ALFRISTON ROAD

SHEET 13

* Refer to Figure 8.1 in the UDE for future land use



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.
 - Provide appropriately placed mid block crossing points to reinforce a sense of personal safety and provide equitable local connectivity between amenities.
- 2 Bridge** - Consider visual integration, interface and sense of place for the proposed bridge structure across the rail line.
- 3 Landscape Response** - Provide a landscape response to form an appropriate interface with Gallaher Park.

- 5 Land Post Construction** - Redefine and integrate land post construction to support adjacent land use.
- Interface**
 - Demonstrate appropriate integration of Manurewa Town Centre to address interface and connectivity into Train Station and Bus Terminal.
 - Demonstrate urban interface outcomes that responds to public private boundary. For example consider appropriate visual screening, active frontages, landscape response and building setback.
- 8 Stormwater Response** - Further refinement of the proposed wetlands configuration and arrangement is needed. Demonstrate an appropriate interface and integration with the surrounding context, including a landscape response that provides amenity planting.

OPPORTUNITIES

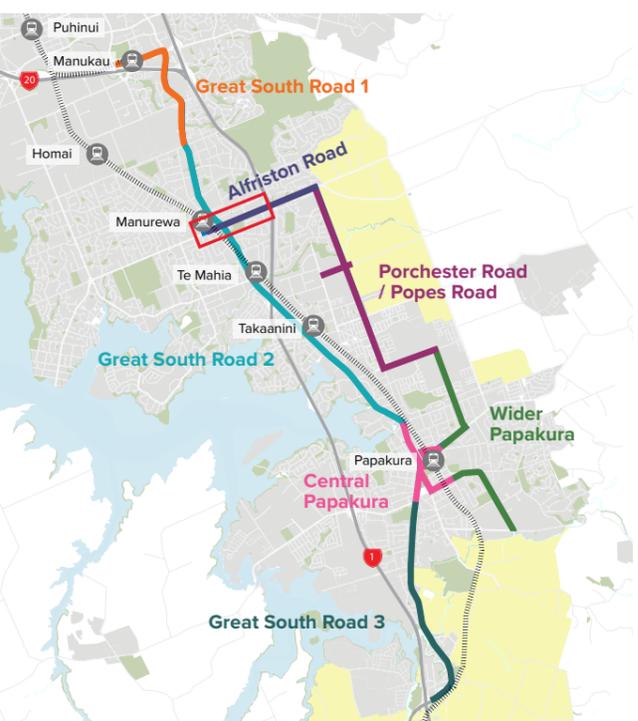
- 1** Opportunity to integrate stormwater device with the existing stream through Tadmore Park.
- 2** Opportunity to extend Gallaher Park and support pedestrian connection from Alfriston Road through the reintegration of the land post construction, in particular the existing Oranga Tamariki site.

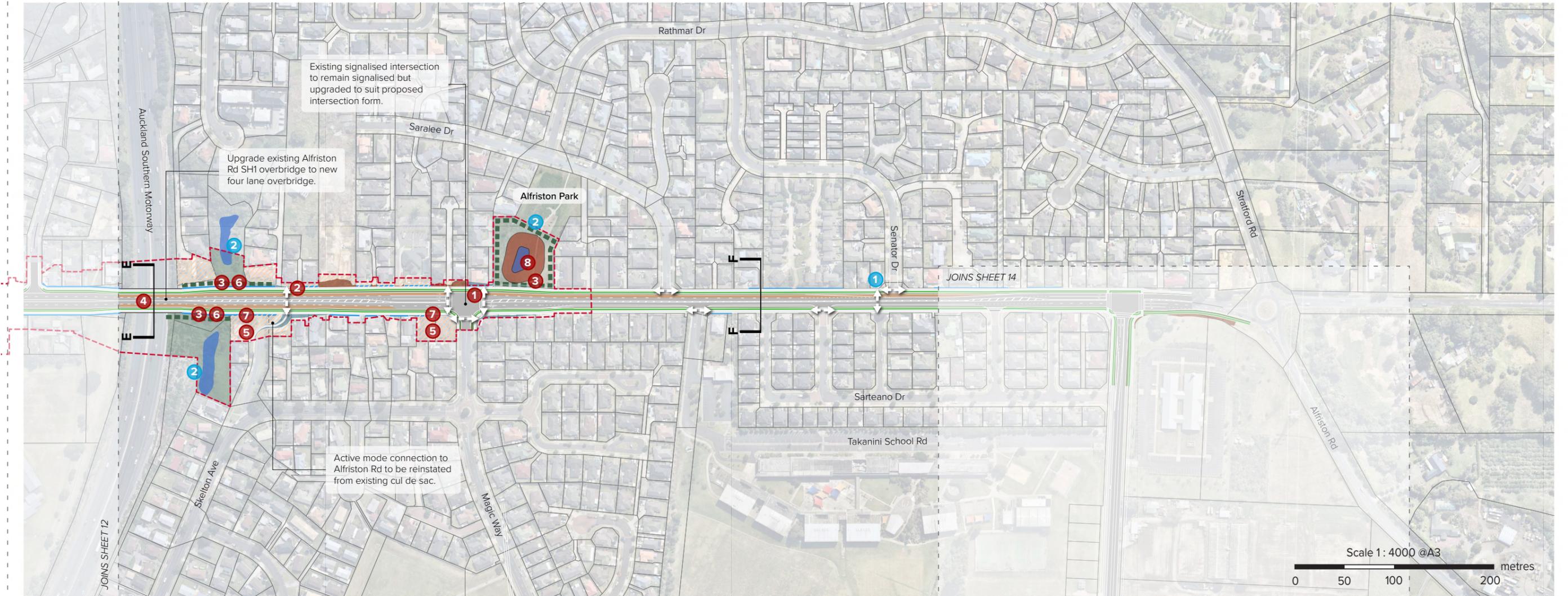
KEY

- - - Proposed Designation (NoR 3)
- ▬ Rail Line
- ↔ Active Modes Crossing
- ▬ Centre Interface
- ▬ Landscape Response/Interface
- ▬ High Density Residential Interface
- ▬ Town Centre Land Post Construction
- ▬ High Density Residential Land Post Construction
- ▬ Mixed Housing Urban Land Post Construction
- ▬ Light Industrial 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**
 - Provide appropriately placed mid block crossing points to reinforce a sense of personal safety and provide equitable local connectivity into surrounding network.
- 3 Landscape Response** - Provide a landscape response to form an appropriate interface with existing open space edges including Alfriston Park.
- 4 Bridge** - Consider visual integration, interface and sense of place for the proposed bridge structure across State Highway 1.
- 5 Land Post Construction** - Redefine and integrate land post construction to support residential land use.
- 6 Interface**
 - Consider retaining walls along proposed bridge to avoid impacting existing wetlands and established planting.
- 7**
 - Demonstrate urban interface outcomes that responds to public private boundary. For example consider appropriate visual screening, active frontages, landscape response, and building setback.
- 8 Stormwater Response** - Further refinement of the proposed wetlands configuration and arrangement is needed. Demonstrate an appropriate interface and integration with the surrounding context, including a landscape response that provides amenity planting.

OPPORTUNITIES

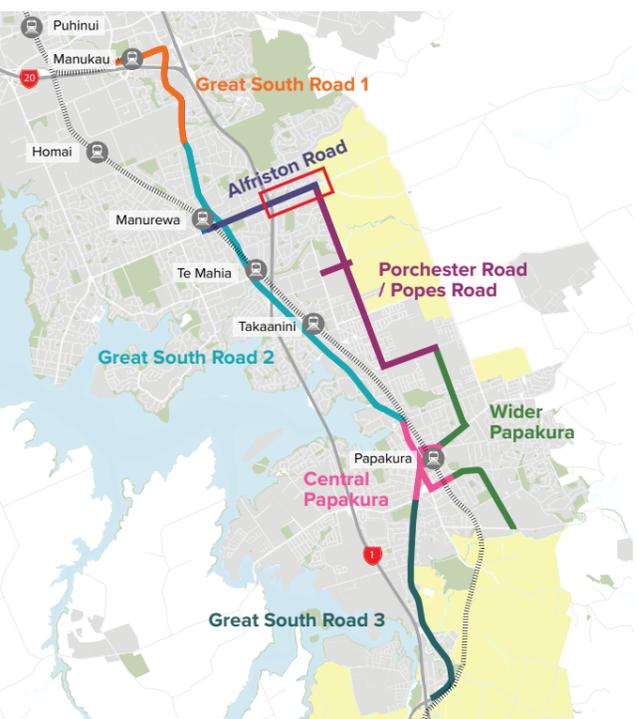
- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of primary active mode network.
- 2** Opportunities for further enhancement and definition of the park edge at Alfriston Park and along State Highway 1 through landscape response.

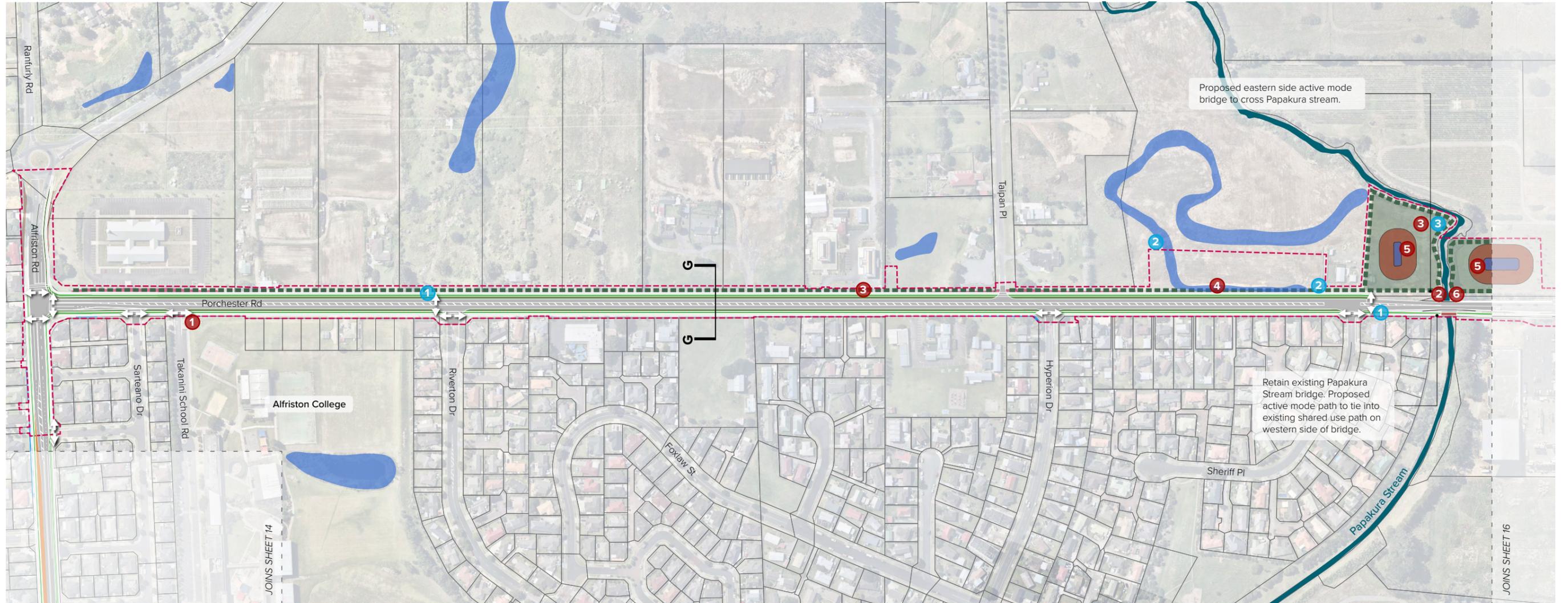
KEY

- Proposed Designation (NoR 3)
- ▬ Rail Line
- ↔ Active Modes Crossing
- ▬ Landscape Response/Interface
- Existing Wetland
- Mixed Housing Urban Land Post Construction

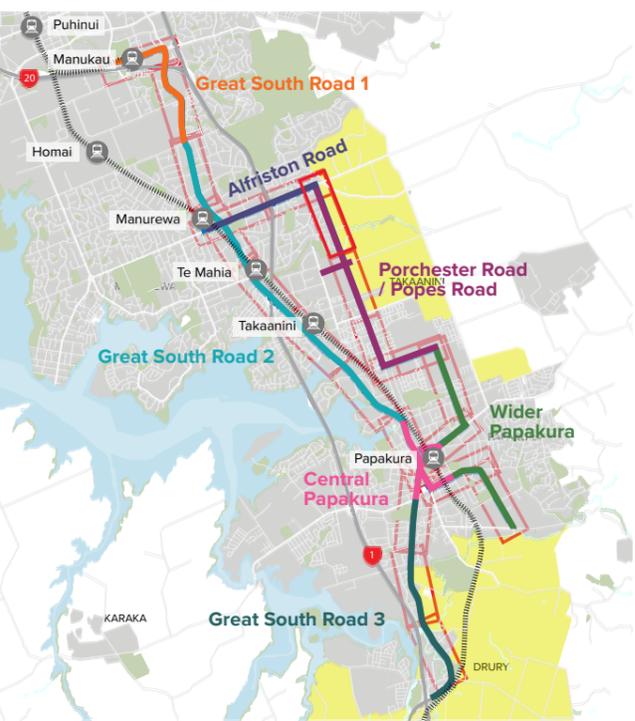
Proposed Business Case Design:

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





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** - Additional active modes crossing at Papakura Stream to support continuity and completeness of the network.
- 3 Landscape Response** - Provide diverse planting options within contiguous space in berms, and within designation on eastern side of Porchester Road to support ecological outcomes and stormwater response.

- 4 Stormwater Response** - Further refinement of the proposed swale or raingarden configuration and arrangements along Porchester Road to define its form and interface. Demonstrate integration of existing wetland.
- 5** - Further refinement of stormwater device's configuration/arrangement to interface with surrounding land uses.
- 6 Bridge** - Consider visual integration, interface and sense of place for the proposed active mode bridge structure across Papakura Stream.

OPPORTUNITIES

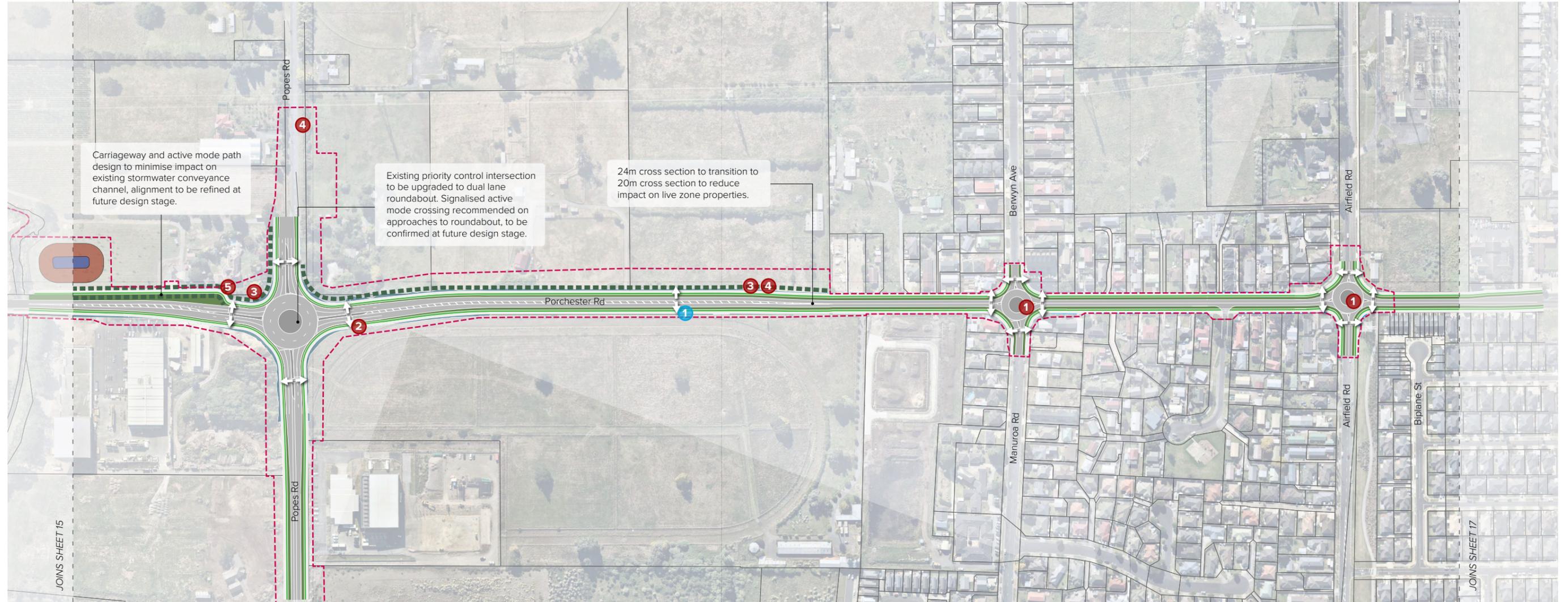
- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of primary active mode network.
- 2** Opportunity to further enhance existing wetland and integrate with stormwater response near Papakura Stream.
- 3** Opportunities for further enhancement and restoration of Papakura Stream through landscape response.

KEY

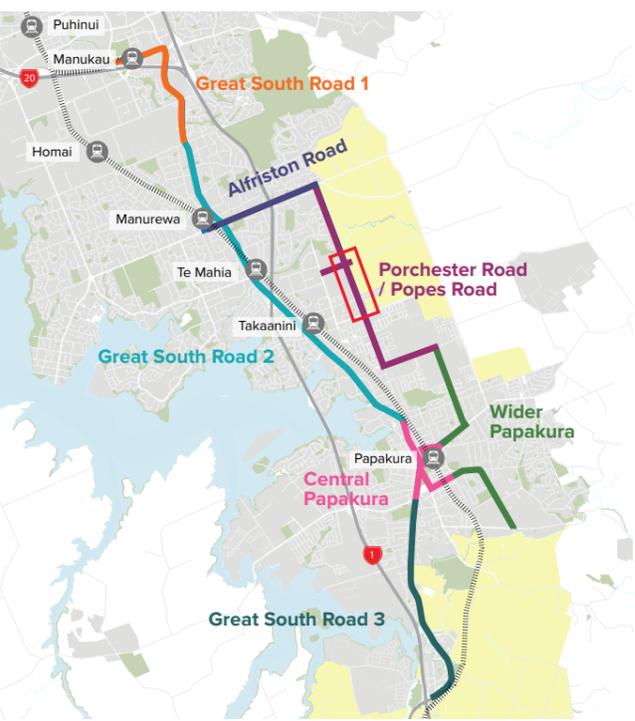
- - - Proposed Designation (NoR 4)
- Active Modes Crossing
- Landscape Response/Interface
- Existing Wetland
- Stream

Proposed Business Case Design:

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



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**
 - Consider a safe intersection arrangement at dual lane roundabout that may include signalised pedestrian crossings points and appropriate setback.
- 3 Landscape Response** - Provide diverse planting options within contiguous space in berms, and within designation on eastern side to support ecological outcomes and stormwater response.

- 4 Stormwater Response**
 - Further refinement of the proposed swale or raingarden configuration and arrangements along Porchester Road to define its form and interface.
- 5**
 - Demonstrate how to tie the active mode facilities into the Porchester/ Popes Road intersection crossing the conveyance channel without impacting its function.

OPPORTUNITIES

- 1** Opportunity for appropriately spaced apart mid block crossings to reinforce a sense of personal safety and provide for equitable local connectivity and access.

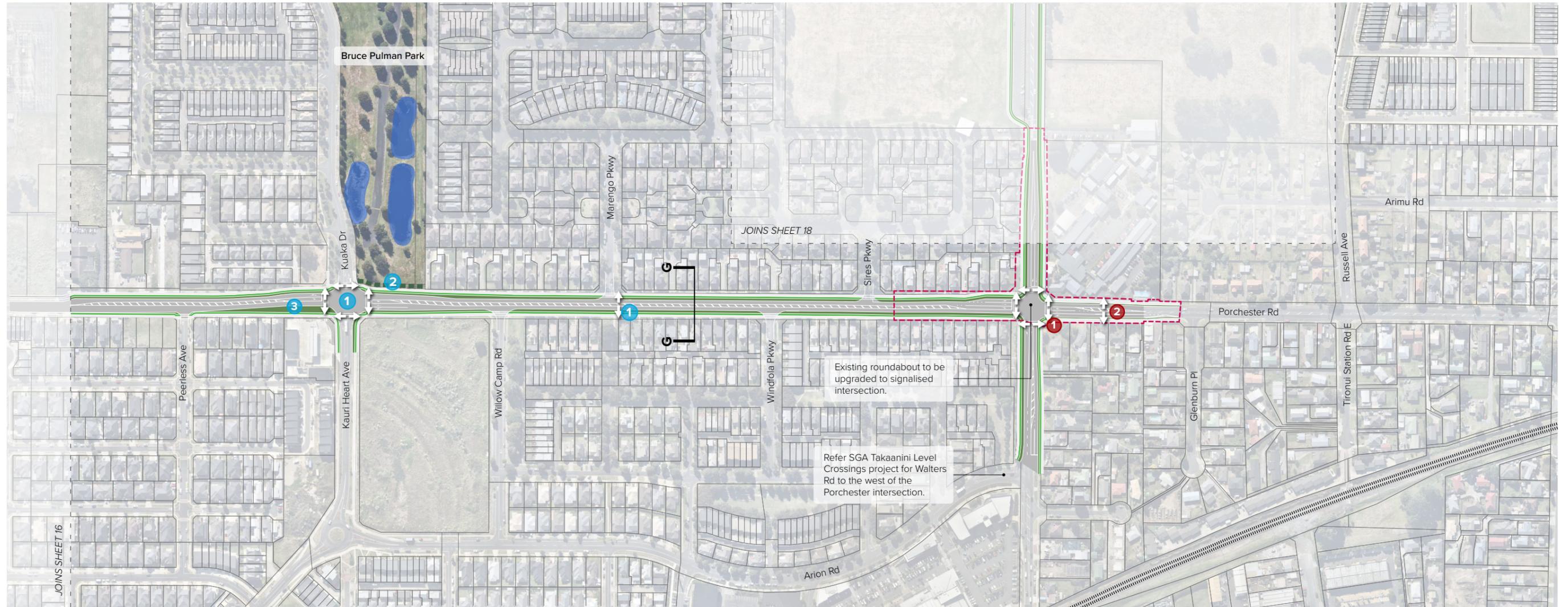
KEY

- - - Proposed Designation (NoR 4)
 - - - Active Modes Crossing
 - - - Landscape Response/Interface
- Proposed Business Case Design:*
- Berm
 - Cycle Path
 - Footpath
 - Fill Batters
 - Wetland

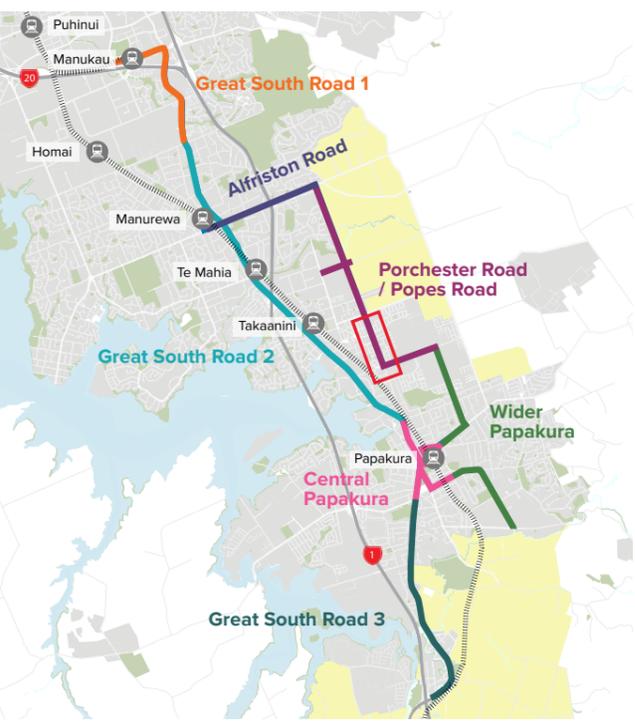
* Refer to Figure 9.1 in the UDE for future land use

PORCHESTER ROAD / POPES ROAD

SHEET 17



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 - Demonstrate a safe intersection upgrade from the existing roundabout and maintaining the current pedestrian school crossing in support of safe pedestrian environments.

OPPORTUNITIES

- 1 Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety and provide for equitable local connectivity and access. Consider cross corridor connectivity aligned with existing amenities such as open space and existing pathways.
- 2 Opportunity to provide diverse planting options within contiguous space in berms, and along interface with open space such as Bruce Pulman Park, to support ecological outcomes and stormwater response.
- 3 Opportunity for corridor rearrangement to provide better separation between modes such as berms and space for planting between pathways and road.

KEY

- - - - Proposed Designation (NoR 4)
 - - - - Proposed designation through other package of works
 - Active Modes Crossing
 - Landscape Response/Interface
 - Existing Wetland
- Proposed Business Case Design:*
- Berm
 - Cycle Path
 - Footpath
 - Retaining Wall
 - Fill Batters

* Refer to Figure 9.1 in the UDE for future land use