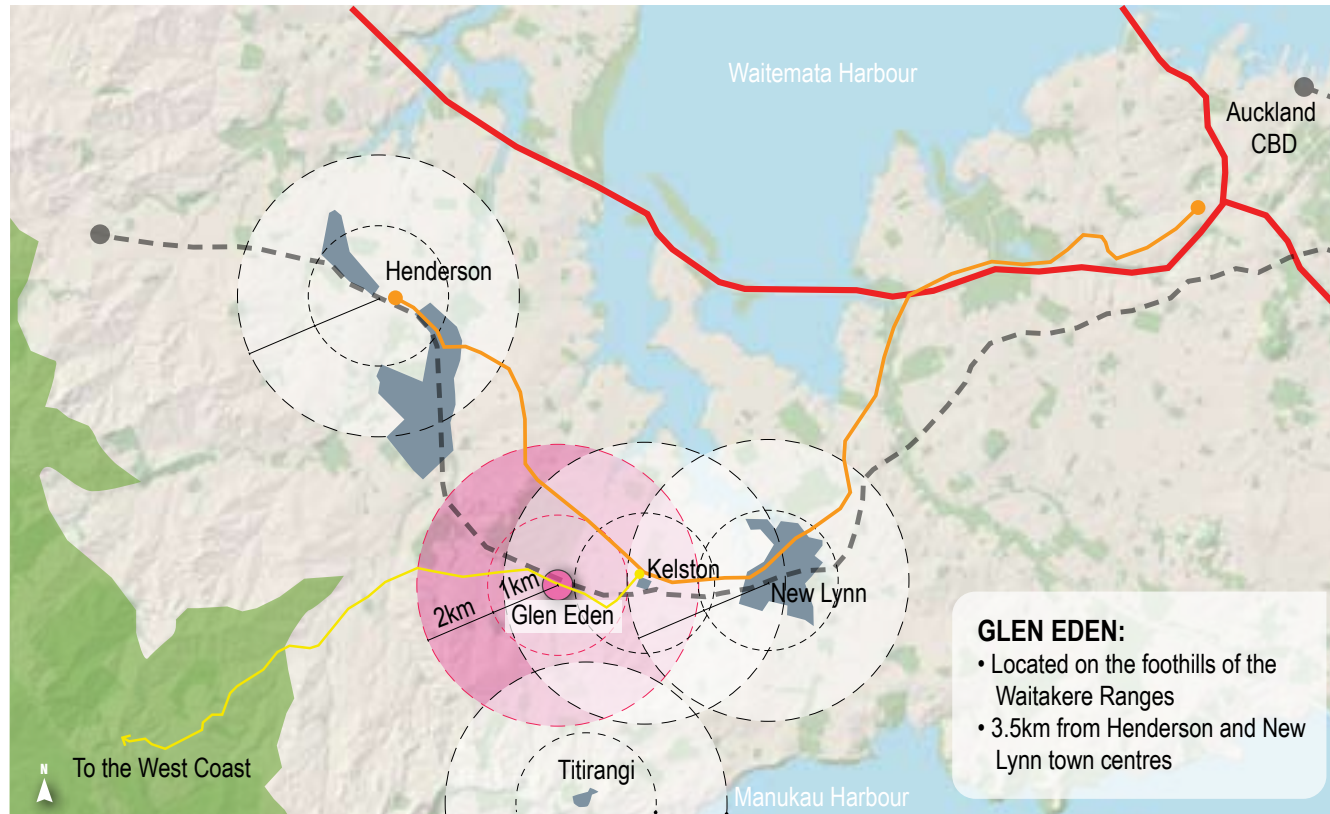


# GLEN EDEN TOWN CENTRE IMPLEMENTATION PLAN





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Location Plan

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The Playhouse Theatre



Waikumete Cemetery



West Coast Road / Main Street



Glen Eden Train Station



Glenmall Place

## PURPOSE OF ASSESSMENT AND GUIDELINES:

This study is a strategic assessment of urban character and townscape for all areas of Glen Eden, including the town centre, cultural precinct, transit precinct and eastern residential area.

The reason for undertaking the assessment is to assist Auckland Council in its review of development, applications and planning initiatives.

## SCOPE:

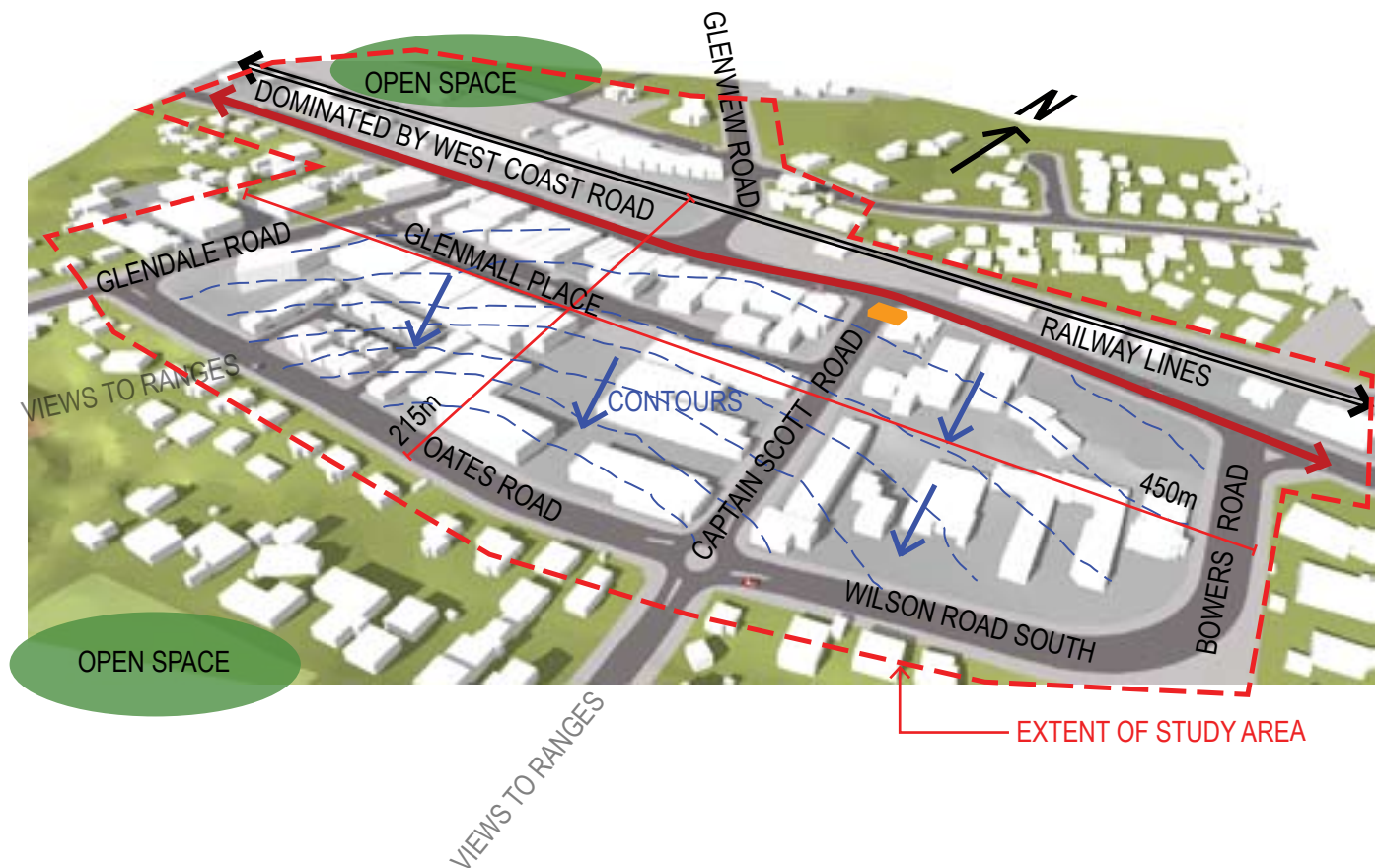
This is a broad scale study, examining general character of the town centre. It is not intended as a detailed description and assessment of individual sites but rather an overall description of character of Glen Eden.

## STUDY AREA:

This assessment focuses on Glen Eden town centre bounded by Bowers Road in the east, to Oates Road and Wilson Road South to past Glendale Road in the West and the entrance to Waikumete Cemetery in the north.

## THE BIG OVERALL:

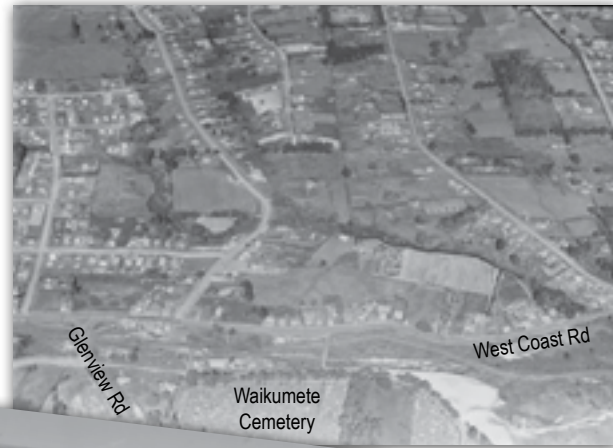
- Town centre is approximately 450m x 215m (9.7 hectares) - serving the local suburb
- Dominated by West Coast Road & Railway Track
- Glenmall Place located on sloping site
- Bulk of the town centre is small retail behind the main street
- Public open space located to the north and south of town centre





# 02 CONTEXT

## THE DEVELOPMENT OF A TOWN CENTRE



Glen Eden - 1952



Glen Eden - 1965



Glen Eden - 1970

### Key Historical Events:

- 1901 - The first town hall was built
- 1910- The Methodist Church on West Coast Road was built
- 1915 - An extension to the railway station was built
- 1920- The population was at 694
- 1921 - The name of Waikumete changed to Glen Eden and became a Town District with its own Town Board
- 1935 - The Town Hall was burnt down and rebuilt in 1936 (now the Playhouse Theatre)
- 1951 - The population was at 2,580
- 1953 - Glen Eden became a Borough

Glen Eden - present day



Supermarket development on West Coast Road



Glenmall Place



Retail along West Coast Road

\* Historical Images supplied by National Library of New Zealand

## THE NEED FOR A 'VISION' STATEMENT

A vision statement outlines where we are going, answers the core questions of 'what is this project about' and what are the expected outcomes. As projects develop, 'vision' statements should be reviewed and if necessary, refreshed.

## 2010 GLEN EDEN URBAN DESIGN FRAMEWORK

The 2010 Glen Eden Urban Design Framework didn't have a strong collected vision statement: "the most liveable, beautiful and sustainable village centre in Waitakere" (p11, 2010 Glen Eden Urban Design Framework).

The vision, however, expanded to include these key concepts: "Transforming Glen Eden in the gateway to the West Coast and an improved pedestrian scaled village centre linked to public transport with upgraded main street, lanes, mall and cultural entertainment precinct. Using a sustainable approach, best urban design principles and an incremental staging."

## 2013 GLEN EDEN URBAN DESIGN IMPLEMENTATION PLAN

The development of a vision for this phase has taken on a more focused and pragmatic approach - the main street upgrade has been scaled back with an emphasis on connecting streets, the link to Waikumete Cemetery and larger plaza/town square spaces. It also needs to be recognised that the project is evolving to include a range of community groups (some emerging) and is establishing a framework for dialogue with these groups.



## SUGGESTED 2013 VISION

*"The centre of Glen Eden will be developed to be a lively, prosperous and creative heart, celebrating its setting at the foothills of the Waitakere Ranges, its rich heritage, its connected network of great public spaces and its involved community life".*

The Implementation Plan will complete the vision by building on a series of precincts over the next ten years including links to a new park and ride at the entrance to Waikumete, a traffic calmed environment in Glendale Road and a large active town square connecting West Coast Road to a redeveloped Glenmall Place.



# 04 OBJECTIVES

## PROJECT OBJECTIVES

The Implementation Plan is being prepared to support the Glen Eden Urban Design Framework completed in 2010. It will be used to guide, fund and deliver projects that will help transform Glen Eden into an attractive and active town centre over the next 10 years. The following key objectives are based on public feedback undertaken during the development of this strategy.

### KEY OBJECTIVES INCLUDE:

- **SAFE** - Inviting spaces which engender a feeling of security
- **CONNECTED** - Readily accessible by a range of transport modes, including walking and cycling
- **UNIQUE** - Celebrates heritage, culture, sense of place and tangible links with the Waitakere Ranges
- **BUSINESS** - Supports business, provides the basis for greater economic success
- **COMMUNITY** - Provide opportunities for community development and improved social outcomes for all
- **ACTIVE** - A place for events and social interaction, festivals, entertainment and celebration
- **ENVIRONMENT** - Supports greater environmental outcomes and supports green initiatives and green industries



Both natural and built elements are used as the basis for the character assessment for Glen Eden. Social and cultural aspects are also incorporated. Economic and infrastructure are not canvassed by this document however it is acknowledged that these influences also contribute to an area's propensity to change.

Each of the elements identified contribute towards defining character, but the identity of Glen Eden arises from the unique combination of these two key elements. Many of these elements have no inherent positive or negative value. However, the composition of these different elements, described through the written and graphical analysis of each area, will provide the character assessment of each area in Glen Eden.

### OPEN SPACE CHARACTER ELEMENTS:

Open spaces are areas largely without buildings or structures. Open space in this setting is provided by areas such as road corridors, stream valleys, parks and reserves. Open space influences the sense of containment as well as contributing to the recreational and ecological value of a place.

#### Vegetation

The predominant vegetation both native and exotic. As well as the scale, density and historic significance of vegetation.

### NATURAL CHARACTER ELEMENTS:

#### Contour

Understanding the lay of the land and working with the slope to form good outcomes.

### ACTIVITY CHARACTER ELEMENTS:

The nature of an activity (eg.residential, commercial, institutional) contributes to the character of an area. The activity can have a major influence on its physical character. A place is

often remembered for the activity that occurs there, as much as its physical character. For example, commercial and community facilities can give vitality to an area and if clustered together can generate a community 'heart'.

#### Social Activity

Opportunity to develop the interactions and social behaviours of people and to encourage mingling and coming into contact with one another.

### BUILT CHARACTER ELEMENTS:

#### Built Form

The built form is made up of the style of architecture, type of materials, building heights and set back from the footpath.

#### Heritage Buildings

Acknowledge and understand the importance of heritage buildings through the preservation of styles and features that make these buildings iconic. Enhancing and improving the presence of these buildings is also important.

#### Street Pattern

Streets patterns come in different types. Pattern is influenced by formal or informal grid curvilinear network – with or without cul-de-sacs, cul-de sacs connecting to collector streets, block size, pedestrian links, hierarchy of streets (eg. collector road, suburban street).

#### Density / Height

Density is a function of the amount of the land that is built on compared to what is left open or unbuilt.

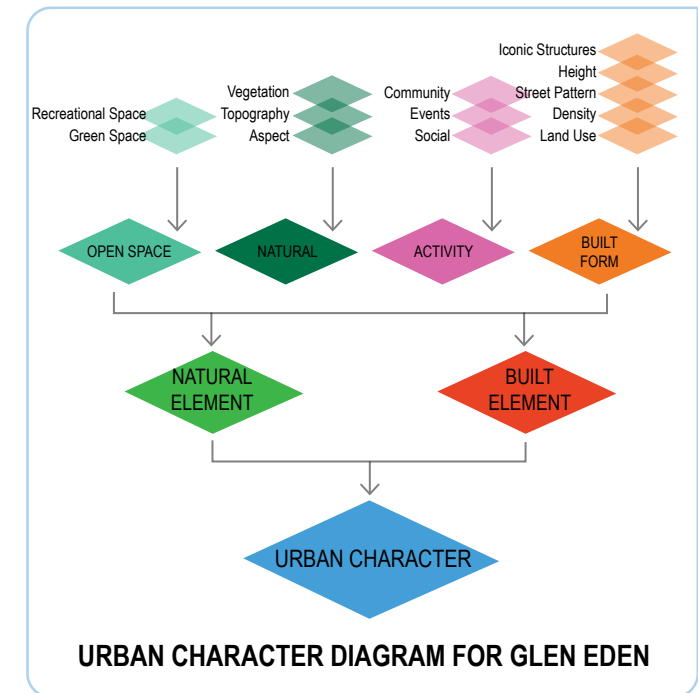
#### Neighbourhood Centre Age, Style and Type

Neighbourhood centres are a fundamental focal element of the city fabric. The character is influenced by their location and distribution, size and mix of activities and visual appearance including the consistency and style of facades.

Due to the broad scope of this study, discussion on styles is limited to broad patterns rather than individual buildings.

### Iconic Structures or Elements

Iconic structures and elements are particularly important in giving memorability to an area. It includes iconic buildings, iconic elements and landmark elements.



# 06 CHARACTER AREAS

## 4 KEY PRECINCT AREAS WITHIN GLEN EDEN

The previous Urban Design Framework Plan identifies four areas of common character. These areas are Transit, Town Centre, Cultural and Eastern. These key areas within Glen Eden town centre and collectively define the extent of works for the project.

### TOWN CENTRE

The Town Centre provides the core retail function. It is a busy environment with a constant flow of both pedestrian and vehicle movement contributing to the daily use of the town centre.

### TRANSIT PRECINCT

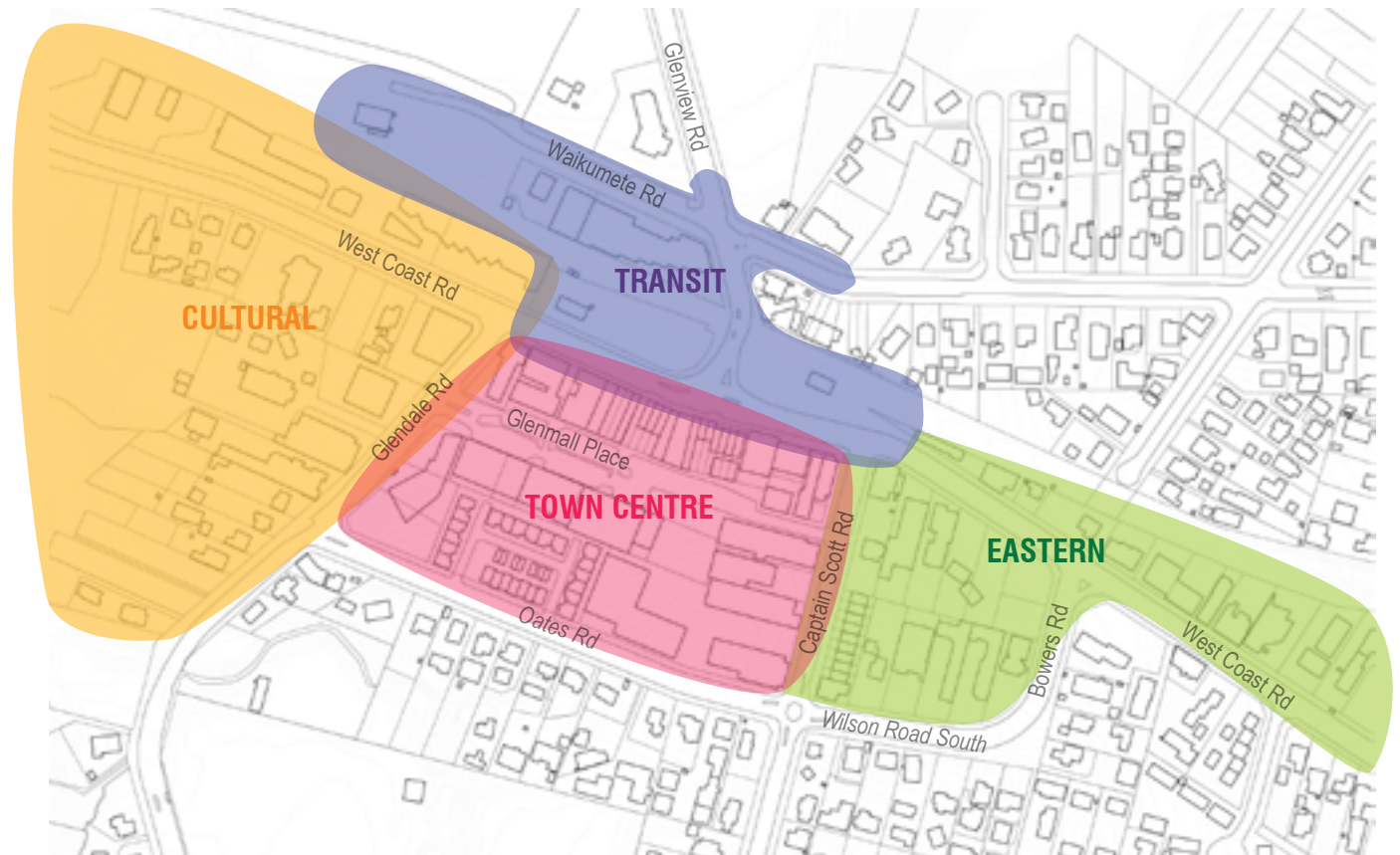
Upgrades to the Railway Station and public transport services provide the opportunity to integrate the rail and bus service into a safe and efficient transit centre connecting to the town centre.

### CULTURAL PRECINCT

The Cultural Precinct features a mix of community facilities and character buildings. This provides the opportunity to develop a combined civic entertainment focus.

### EASTERN PRECINCT

The Eastern Precinct has large areas of single land holdings. This has great redevelopment potential.



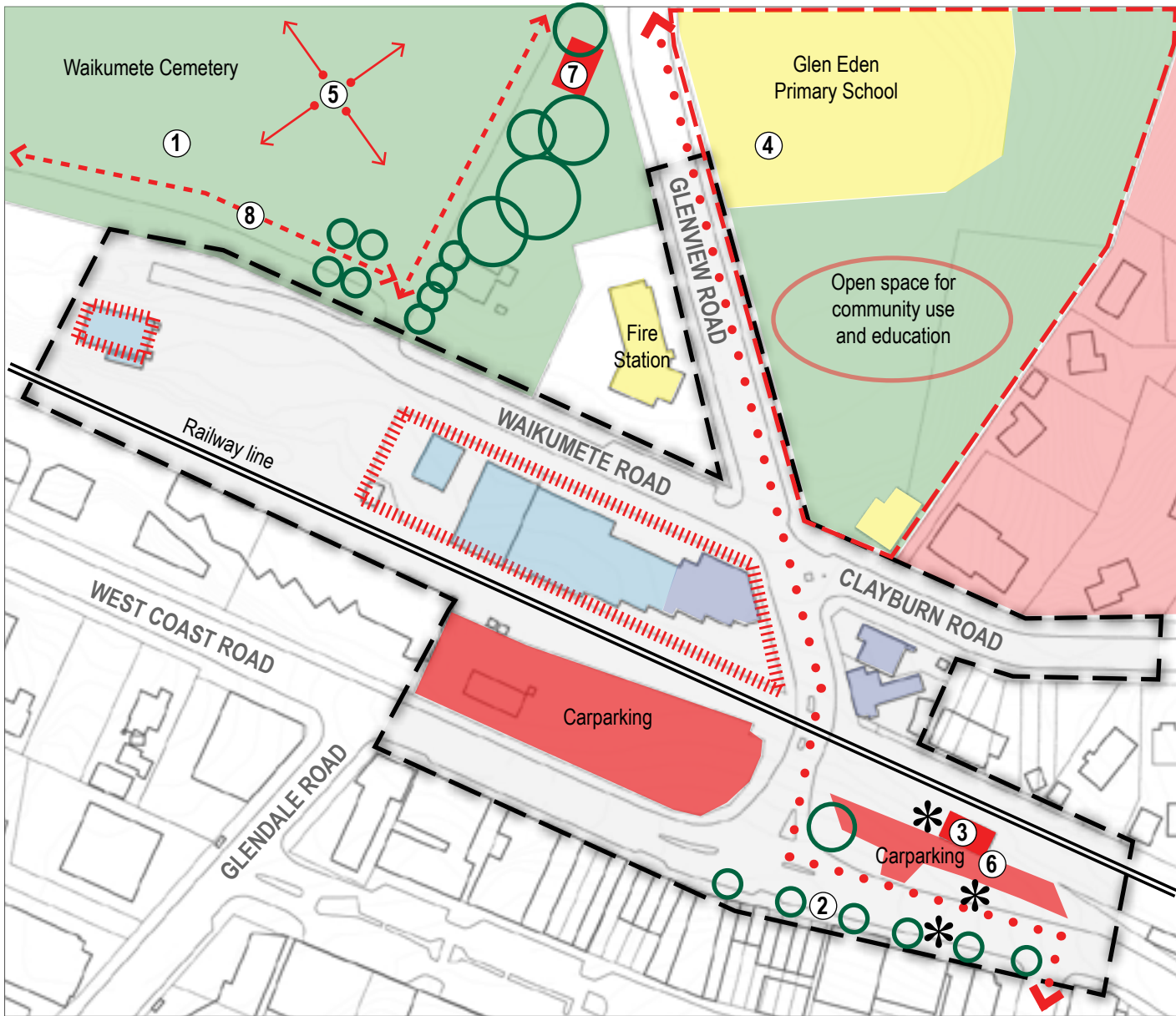
Glen Eden Precincts Location Plan



# 07 CHARACTER PLAN

## TRANSIT PRECINCT

This precinct occupies the northern section of the town centre. Although it is dominated by the railway line and West Coast Road, this area maintains the historic link with Waikumete Cemetery.



**NATURAL CHARACTER:**

- Significant vegetation
- Important views

**OPEN SPACE:**

- Green open space
- Asphalt open space

**BUILT CHARACTER:**

- Heritage building
- Low sheds industrial
- Low rise detached houses

**ACTIVITY:**

- Walkways
- Cycleways (proposed)
- Transportation
- Residential
- Retail
- Civic
- Light Industrial

Numbers refer to the Character Study list on the following pages.

# 08 CHARACTER ASSESSMENT

## TRANSIT PRECINCT



### 1. NATURAL

#### Unique ecology at Waikumete Cemetery

The cemetery covers an area of approximately 108ha making it the second largest cemetery in the southern hemisphere, with 43.9ha of protected areas of bush, valleys and streams. Whilst there is a mix of regenerating native bush and exotic weeds, Waikumete Cemetery includes an ecologically significant zone known as 'gumland' which is the largest area of gumland remaining in the Tamaki Ecological District. Species include rare orchids, grass species and liverwort. It is also a habitat for native freshwater fish species including eels and banded kokopu. The riparian margins within the northern most area are designated as an ecological linkage opportunity.



### 2. OPEN SPACE

#### Established plane trees along West Coast Road

Established plane trees extend along a section of West Coast Road providing shelter for pedestrians and scale to the buildings. They create a green edge along this heavily used road. The plane trees complement the built environment and gives a sense of presence and arrival into the town centre.



### 3. BUILT FORM

#### Train station

Constructed in 1880 the Glen Eden Train Station still holds the characteristics of its original architecture of being a Vogel Period Class 5 Station with its simple rectangular plan and gable roof. The station holds a unique historical past in that it handled special funeral service trains. In 1880 completion of the railway line from New Market to Waikomiti made it possible to access the cemetery by public transport.

Today the Glen Eden Train Station is a key stop for many commuters and visitors alike, also connecting into the local bus network.



### 4. ACTIVITY

#### Glen Eden Primary School

Glen Eden Primary School was established in 1915. For nearly 100 years it has been the centre of the district with a lively community of children, made up of many cultures.

Local community involvement is important to the school. Local residents are frequently encouraged to be involved with various school activities and cultural diversity is seen as a key part of wider community learning.





### 5. NATURAL

#### Panoramic views from Waikumete Cemetery

The cemetery is located on an elevated site and in part, provides extensive views to the Waitakere Ranges and Auckland CBD, including iconic Auckland landmarks such as Rangitoto, Sky Tower and One Tree Hill.

There are pockets of well established vegetated areas including eucalyptus, oaks, and Norfolk pine trees and natural gully systems with significant plant selection combined with the panoramic views.



### 6. OPEN SPACE

#### Train station, cafe, busy hub

During peak hours the train station provides a constant flow of pedestrian activity making it a busy hub which includes connections to feeder bus services.

Adjacent to the train station is the current park and ride.

Located within the historic train station building is the 'Pumped Cafe'. Elevated from the road level, this cafe provides views to Titi-rangi, the Waitakere Ranges and also Glen Eden town centre.



### 7. BUILT FORM

#### Waikumete Cemetery Chapel

Waikumete Cemetery Chapel was originally constructed circa 1886.

Located adjacent to Glenview Road and on the rise of the Waikumete Cemetery hill, the chapel is in a prominent position emphasising its importance.

Established trees including eucalyptus, oak and Norfolk Island pine trees surround the chapel, complementing its presence and contributing to the importance of the past.



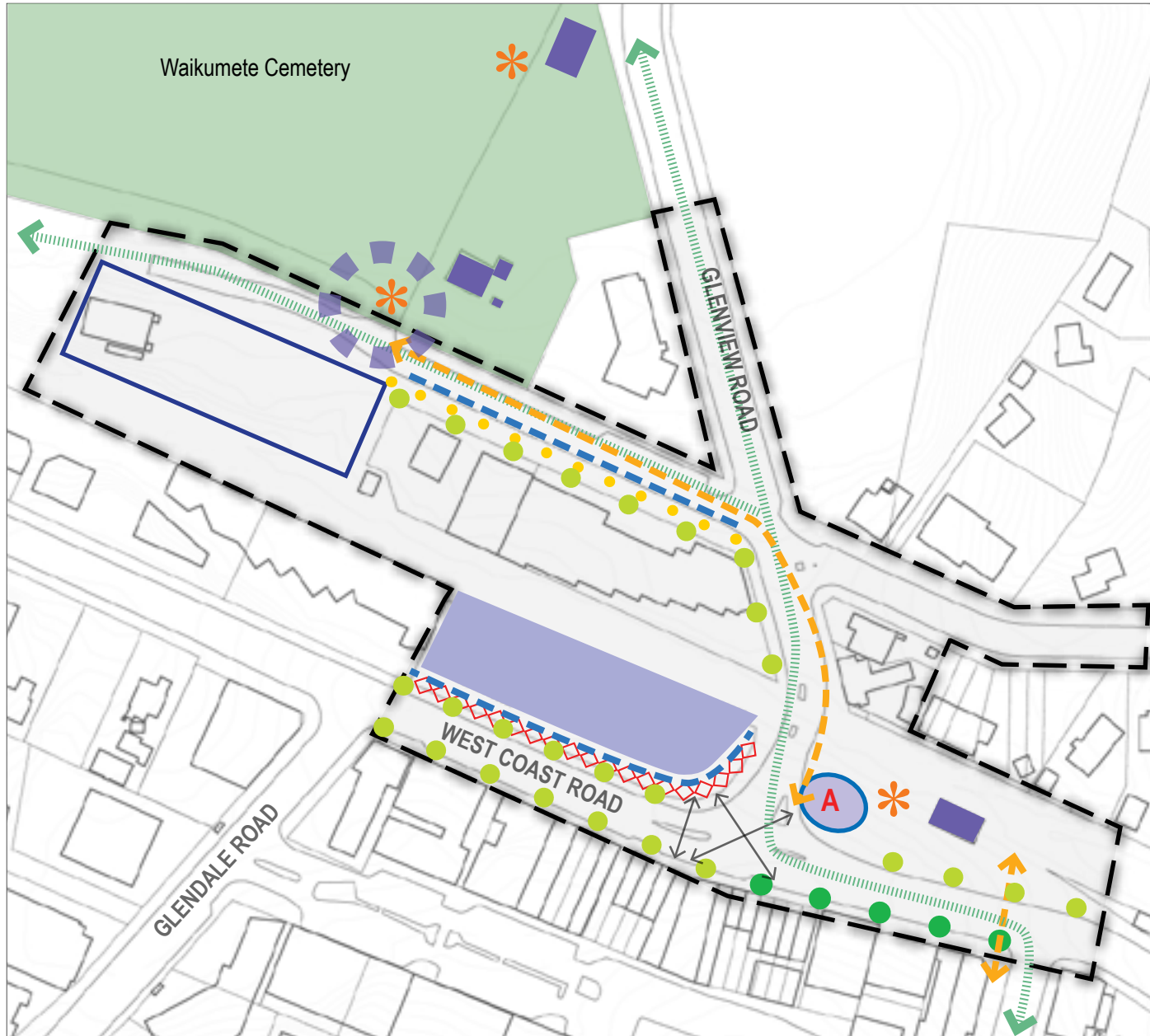
### 8. ACTIVITY

#### Activities at Waikumete Cemetery

Around 10,000 people visit Waikumete Cemetery every year. Friends of Waikumete is an organisation that undertake a series of historical and themed walks including visiting one of the best collections of wildflowers of South African origin in New Zealand. One hectare of land in the southeast corner is dedicated to the natural spread of wildflowers and there is a sanctuary in recognition of it's botanical significance. Restoration projects along with passive recreation activities, such as dog walking and cycling often occur within the cemetery grounds.

# 10 URBAN DESIGN FRAMEWORK PLAN

## TRANSIT PRECINCT



### KEY

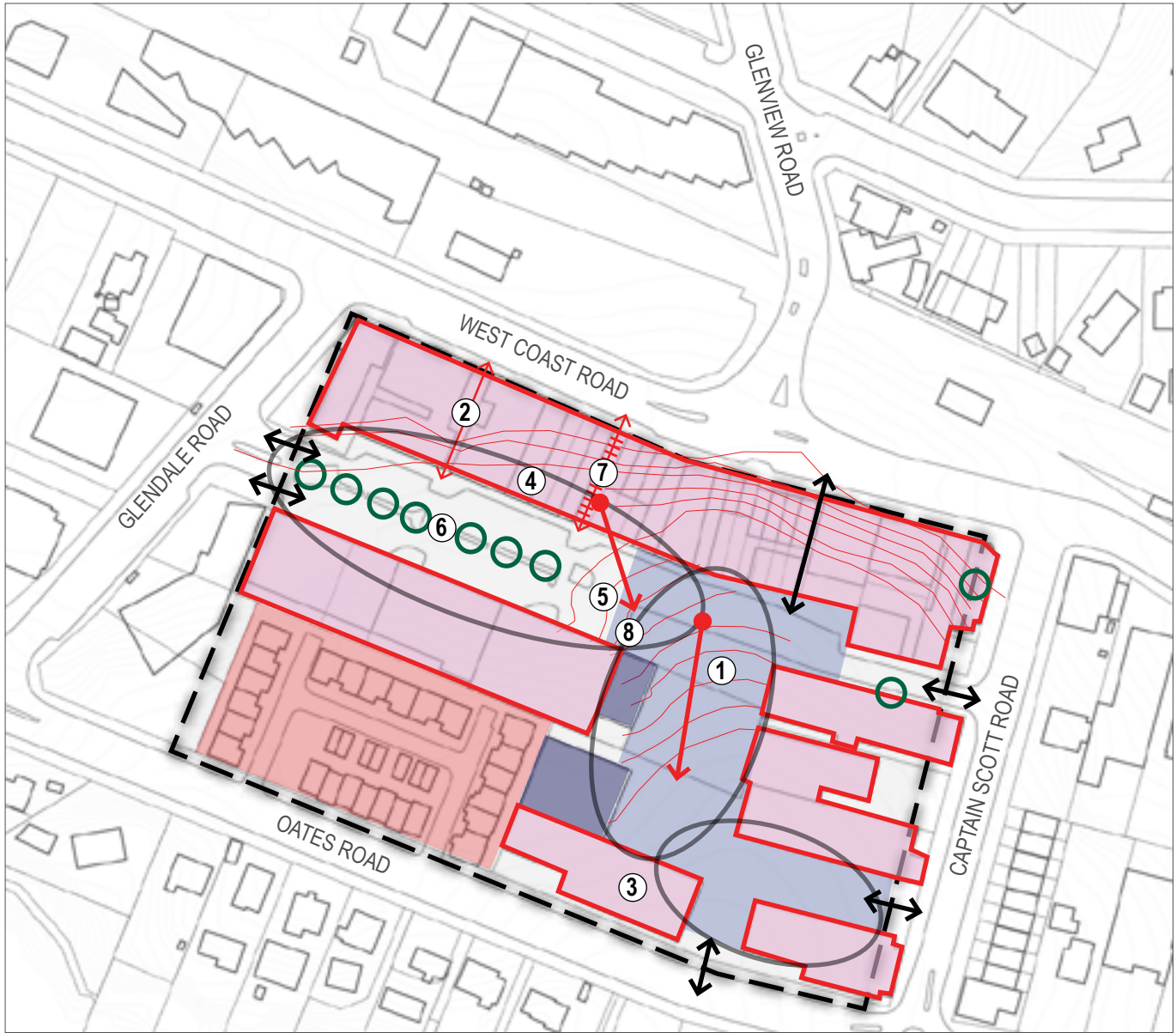
- Clear, safe pedestrian links
- Retain existing trees
- Proposed street trees
- Upgraded lighting
- Building frontages to engage and activate the street edge
- Weather protection required
- Improved cycle network
- Heritage building
- Opportunity for mixed use development (maximum 3 storeys high)
- Potential civic square
- Proposed location for Park and Ride
- Better crossing connections
- Location for artwork
- Interpretive signage opportunity
- Improved entrance to cemetery



# 11 CHARACTER PLAN

## TOWN CENTRE PRECINCT

The core central block is poorly linked to the busy West Coast Road. Glenmall Place is an enclosed shopping area consisting of 3 main areas with little pedestrian amenity.



**NATURAL CHARACTER:**

- Individual trees
- Important views
- Sloped area

**OPEN SPACE:**

- Enclosed carparking space
- Busy shopping space
- Laneways
- Canopy overhead

**BUILT CHARACTER:**

- 1-2 storey functional retail
- 3 key spaces

**ACTIVITY:**

- Service
- Residential
- Retail
- Vehicle Access and Exit

Numbers refer to the Character Study list on the following pages.

# 12 CHARACTER ASSESSMENT

## TOWN CENTRE PRECINCT



### 1. NATURAL Sloped town centre

Glenmall Place has been developed on a sloped site. This distinct feature can be both a hindrance or celebrated when it comes to the functionality and layout for the Mall. However along the western side the relief begins to flatten out with a north facing aspect and generous footpath widths, making this area a pleasant space for people to sit and enjoy. The sloped site does not interfere with the dominance of car parking in Glenmall Place and a centralised gathering space adjacent to the Local Board offices bridges the upper and lower areas of the Mall with a flowing stream feature dividing the space, running down the slope.



### 2. OPEN SPACE Laneways

Library Lane and Bakers Lane are the two main pedestrian links connecting West Coast Road to Glenmall Place. Both laneways have a fall of 1.5-2.5m from West Coast Road to Glenmall Place.

Bakers Lane is the smaller of the two with native plants and bench seats located at the top end of the laneway, a mural of native birds and plants is on one of the buildings facades facing into the laneway. Library Lane has a covered canopy extending the length of the laneway, with a water feature representing the rivers of the Waitakere Ranges, providing a sound of a flowing river buffering the dominance of the traffic noise.



### 3. BUILT FORM Building scale

The majority of buildings within Glen Eden are single storey with the exception of the block between West Coast Road and Glenmall Place. There is a mix of building materiality ranging from historic timber clad or brick to the more recent concrete, steel and timber facade.

The scale of building typology relates well to the extent of the town centre, the majority of retail is accessible to the public and the range of trade is varied enough to keep the town centre lively throughout the day.



### 4. ACTIVITY Retail core

Glen Eden town centre has a mix of retail options, making this town centre accessible to various types of shoppers and their local requirements.

Within Glenmall Place there is a selection of recognisable brands including NZ Post, the Mad Butcher and various banks as well as retail that is unique to Glen Eden including Earth Seed Organics, Pet Shop Boyz, and La Rosa Cafe. The selection of retail within Glen Eden offers people the opportunity to conveniently shop in one place as opposed to moving around different shopping locations.





### 5. NATURAL Views towards the cemetery

A cluster of established Norfolk Island pines and eucalyptus trees at Waikumete Cemetery are visible from the heart of the Mall, providing a vegetated backdrop to the town centre and a visual cue to the open space that is situated beyond Glenmall Place.

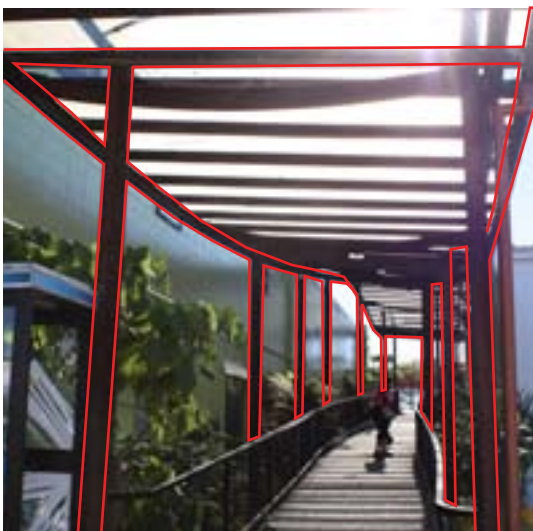
Having this visual connection recognises the proximity of open space that is adjacent to the busy town centre and offers a place of refuge for people to be inquisitive and explore their local surroundings.



### 6. OPEN SPACE Magnolias

There is a series of magnolia trees located within the western side of Glenmall Place. The trees sit within the two-way vehicle access with car parking along either side. Raised planting beds are beneath the trees, providing colour and a softened ground cover, easing the dominance of carparking.

The strip of magnolia trees provide all-year shade and verticality to the space, dividing the upper extent of the mall into two and creating two separate street environments rather than a vast carpark space.



### 7. BUILT FORM Canopy with railway tracks

The canopy at Library Lane uses railway tracks as key structural elements. The structure is made up of tracks and timber beams with glass panels, giving a distinct appearance that relates to the railway tracks, an important element of Glen Eden's historical past. The repetition of these linear bands extends the full length of the laneway, not only making it functional, but also provides an interesting aesthetic. The flowing water over the rock feature adjacent to the path enhances the experience for pedestrians whilst reducing noise levels from the traffic along West Coast Road.

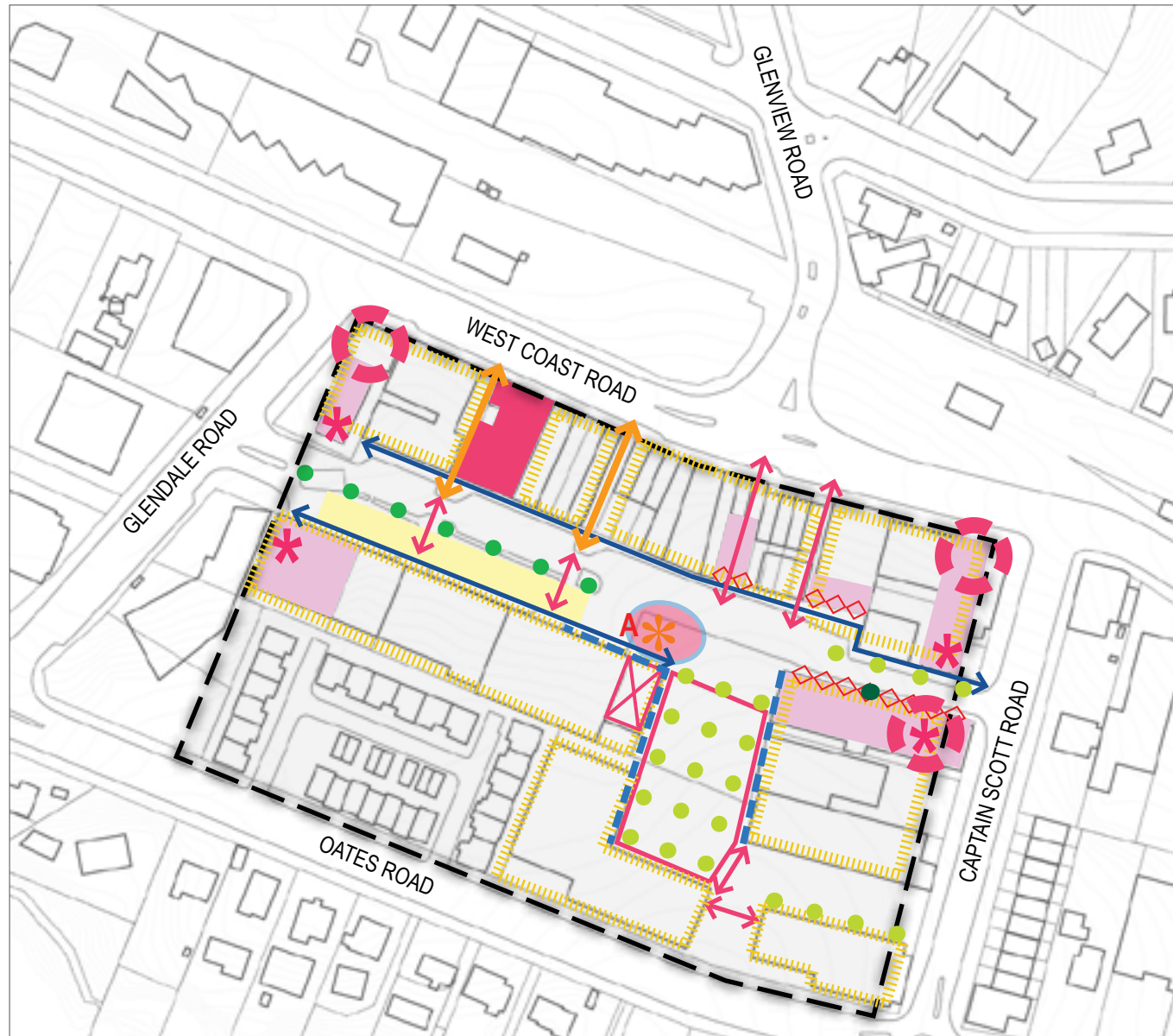


### 8. ACTIVITY Seating and open space




















Glenmall Place provides some small areas for both gathering and seating. Seating along the Western edge of the mall offers people with all-day sun and shelter from southerlies due to the built edge behind. Key open space within the town centre is below the Waitakere Local Board Office. Centrally located and visible from all areas within the mall, this space is open and accessible to the public. The water feature that runs through the site also animates the space and links with the water theme along Library Lane.

# 14 URBAN DESIGN FRAMEWORK PLAN

## TOWN CENTRE PRECINCT



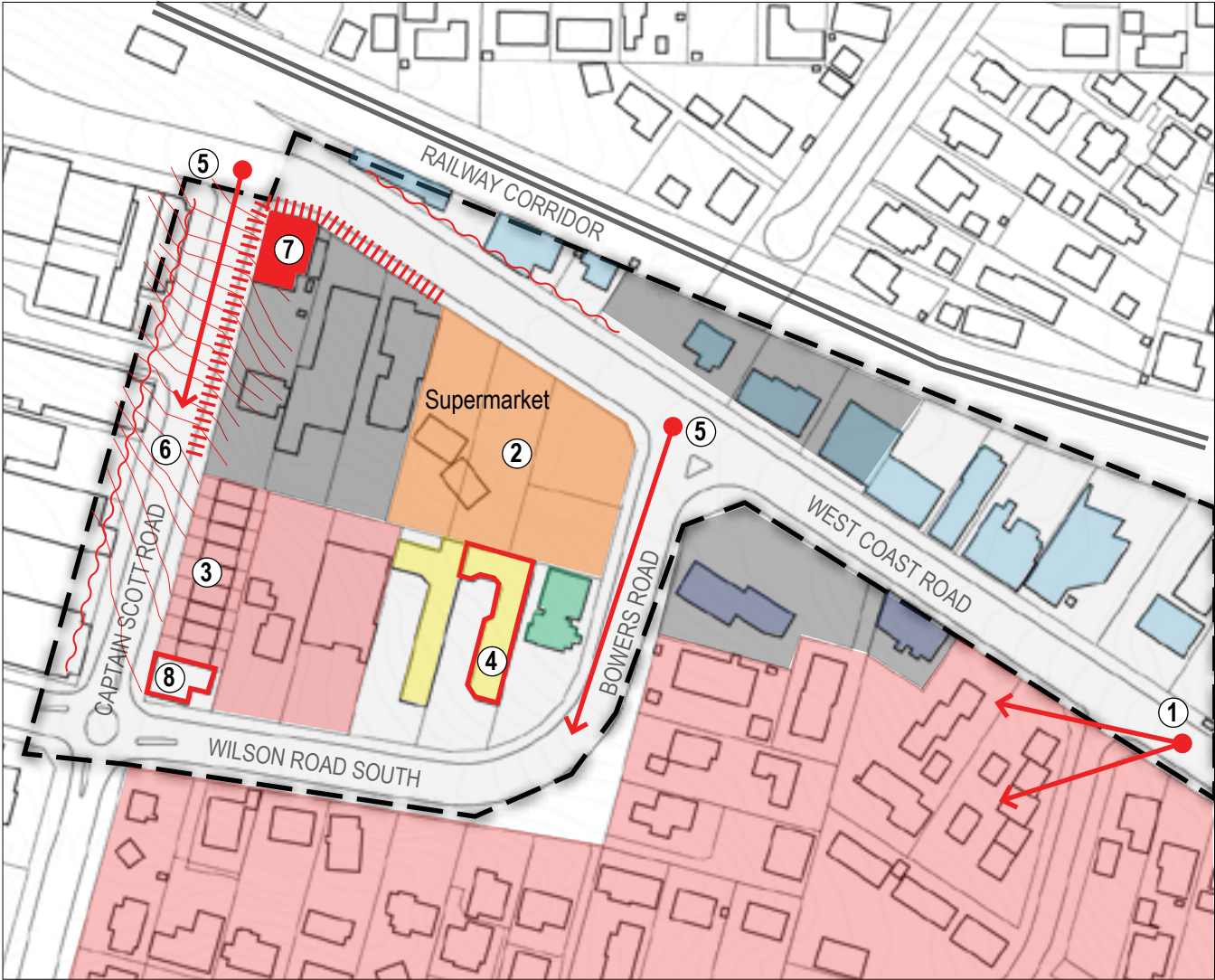
### KEY

-  Weather protection required
-  Building frontages to engage and activate the street edge
-  Laneway:
  - Lighting
  - Clear sight lines
  - Blank walls
-  Broad pedestrian links
-  Address Glenmall Place street frontage
-  Retain existing trees and redevelop the planting strip
-  Proposed trees
-  Heritage Tree
-  Retain carparks ease of access. 'Green' the carpark
-  Potential development areas
-  Retain heritage building
-  High quality streetscape including seating and lighting
-  Central gathering space
-  Local Board Office
-  Articulate corner built form
-  Interpretive signage opportunity
-  Location for artwork
-  Corner building
-  Encourage mixed use office apartments



# 15 CHARACTER PLAN

## EASTERN PRECINCT



The Eastern gateway to Glen Eden has plenty of redevelopment potential with large sites and good vehicle access.

**NATURAL CHARACTER:**

- ← Important views
- ~ Sloped area

**OPEN SPACE:**

- ~ Undefined edges
- Poor streetscape

**BUILT CHARACTER:**

- Heritage building
- Iconic building
- Potential for redevelopment
- New major redevelopment

**ACTIVITY:**

- Civic
- Medical
- Residential
- Service
- Light industrial

○ Numbers refer to the Character Study list on the following pages.

# 16 CHARACTER ASSESSMENT

## EASTERN PRECINCT



### 1. NATURAL Gateway view

There is a natural slope down West Coast Road into the town centre when coming from the east. There is a sense of arrival and appreciation of the local context of the Waitakere Ranges with Glen Eden nestled in the immediate foothills.

This is a key gateway view of the overall area including both town centre and residential neighbourhoods. The Waitakere Ranges are a prominent backdrop to the town centre and contribute to the essence of Glen Eden and its regional importance.



### 2. OPEN SPACE Supermarket inner parking courtyard

The supermarket and parking courtyard has recently been completed, improving the overall look and feel to this end of Glen Eden. This shopping complex includes a supermarket, cafe and ethnic restaurant, this development provides ease of parking and a pleasant environment for shopping and dining. Palm trees run along the supermarket edge and puka trees within planting beds extending along the cafe edge, 'greening' the space and softening the concrete facade of the supermarket building.



### 3. BUILT FORM Residential Terraces

Located along the eastern side of Captain Scott Road is a row of 3 level terraces. Each block has a set back from the footpath and has an established maple tree and under planting in the front garden with off street parking.

The terraces have a European influence with timber shingles used as cladding.



### 4. ACTIVITY Iglesia ni Cristo - Church of Christ

Located on Wilson Rd South is the Iglesia ni Cristo Church. Set back from the road with ample parking adjacent, this Church sits prominently in its location.

The Church is timber clad, painted light pink with filigree detailing within the Church gable and a finial at the top. A verandah continues around two sides of the Church providing weather protection for the users of the Church.

A similar style building is located at the rear of the site with identical features.





### 5. NATURAL Waitakere Ranges view shaft

The Eastern precinct offers extensive views over to the Waitakere Ranges and neighbouring suburbs.

Views encapsulate the Titirangi foothills of the south, through to Oratia in the west, with residential houses emerging from native bush in between.

The Waitakere Ranges are an important visual component and provide a contrast reference point within the town centre.



### 6. OPEN SPACE Captain Scott Rd bookend to Glenmall Place

Captain Scott Road is the steeper to the two roads (Glendale being the other) that run perpendicular to Glenmall Place.

Defining the mall extent and providing a bookend condition, Captain Scott Road is a termination point between the retail core and the eastern residential areas of Glen Eden.

Pedestrians frequently use this road as a thoroughfare that links Glenmall Place to the train station, Fresh Choice Supermarket and Columbus cafe along West Coast Road.



### 7. BUILT FORM Main Road Retail

The majority of buildings aligning West Coast Road are single storey, adjoining blocks with an overhead canopy and limited parking outside.

The building layout, along with the intermittent residential lots, creates an undefined entrance to the town centre.



### 8. ACTIVITY La Rosa Cafe

Situated between the Glen Eden retail core and the eastern residential zone is La Rosa Cafe, an Italian restaurant.

It is a unique, cosy, casual, family friendly Italian eatery, activating one of the corners on Captain Scott and Oates Road.

La Rosa Cafe is ideal for a range of celebrations and dining experiences.

# 18 URBAN DESIGN FRAMEWORK PLAN

## EASTERN PRECINCT



### KEY

- ◇◇◇◇◇ Building frontages to engage and activate the street edge
- Weather protection required
- ↔ Pedestrian links
- Proposed street trees
- ← View shaft protection
- Future development site
- Existing shopping complex
- Potential traffic calmed road
- \* Articulate corner edges
- \* Building set back from corner
- A Location for artwork








# 19 CHARACTER PLAN





## CULTURAL PRECINCT

On the Western flank of the town centre are civic and services anchored by the Library, Playhouse Theatre, RSA and Church. These suffer from poor linkages and inactive street frontages.




**NATURAL CHARACTER:**

-  Significant vegetation
-  Important views
-  Western aspect / flat area
-  Sloped area
-  Poor pedestrian links






**OPEN SPACE:**


-  Green open space - poor access
-  Pockets of open space
-  Asphalt carpark
-  Set back from the street

**BUILT CHARACTER:**

-  Inactive facade
-  Heritage building
-  Iconic building

**ACTIVITY:**

-  Civic
-  Entertainment
-  Medical
-  Residential
-  Light industrial

 Numbers refer to the Character Study list on the following pages.



# 20 CHARACTER ASSESSMENT

## CULTURAL PRECINCT



### 1. NATURAL Western Aspect / Flat

Within the Cultural Precinct there are ancillary areas of open space that are flat with a good western aspect. Carparking, lawn areas, garden beds and entry courtyards to adjacent retail and civic buildings along Glenview Road are evident due to the opportunities that these areas provide.

The public library and medical centre both have sufficient sunshine hours, combined with the flat open space with incorporated seating and planting, enhancing these areas for pedestrians.



### 2. OPEN SPACE Pockets of open space

The library offers a generous outdoor area with seating and a combination of hard and soft landscape elements. All day sun also makes the open spaces appealing and frequently used. The size of these open spaces vary within the cultural precinct. The smaller areas adjacent to the RSA and the retail strip between Glenmall Place and West Coast Road and larger areas include the Reserve behind the Playhouse Theatre and the space outside the public library.



### 3. BUILT FORM Playhouse Theatre

The Playhouse Theatre is an iconic building with significant heritage values. With a brick art deco facade, this 1930's piece of architecture is the only building of its kind in Glen Eden and is treasured within the Glen Eden community.

The venue is now in continual use by various theatre and social groups and has continued to be a centre of entertainment for West Auckland.



### 4. ACTIVITY RSA

The RSA is home to many annual activities and celebrations within Glen Eden.

ANZAC day events, bands, raffles, and various sporting events make the RSA an important community asset within Glen Eden, bringing the community together and giving recognition to the importance the RSA has with both national and international events.





### 5. NATURAL Gully system

A natural gully system is situated behind the Playhouse Theatre, running from West Coast Road towards the Glen Eden Bowling Club. A combination of established exotic trees and native shrubs edge the stream banks, creating a green finger that separates the town centre from adjacent residential areas.

This area provides a key informal link from the town centre to the adjacent area of housing.



### 6. OPEN SPACE Bookend to Glenmall Place

Glendale Road acts as a 'bookend' to Glenmall Place (Captain Scott Road being the other).

Running parallel to the mall with raised pedestrian crossing points at the Glenmall Place / Glendale Road intersection, this creates a safe and accessible pedestrian link between the mall and Glendale Road while reducing traffic speeds.



### 7. BUILT FORM Housing development

There is a recently established medium density housing development that is located off West Coast Road adjacent to the Cultural Precinct.

Large trees and planted areas edge the residential streets along with established private gardens providing green pockets throughout the development. Visitor carparking is located along the street edges. This development feels safe and well designed with a varied range of building materials, two tone brick with timber clad creating a mix of aesthetics.



### 8. ACTIVITY Glen Eden Library

The Glen Eden Library is located in a prominent position on the corner of Glendale Road and Glenmall Place. The library is set back from the road edge offering a generous open space adjacent to the building for seating and gathering.

Located near the library are two bus stops and a taxi stand, along with the Playhouse Theatre, RSA, Church, medical centre and banks, the town library is within a constantly busy and safe environment and is used on a regular basis.

# 22 URBAN DESIGN FRAMEWORK PLAN

## CULTURAL PRECINCT



### KEY

- ◇◇◇◇ Building frontages to engage and activate the street edge
- ← - - - → Clear, safe pedestrian links
- ↔ Improved links to medium density housing area
- ● ● Proposed street trees
- Potential gathering area
- ▭ Potential traffic calmed road
- Commercial industrial area - provide good access and promote offices above
- Encourage mixed use office apartments
- Improved pedestrian / vehicle safety
- \* Articulate corner edges
- \* Interpretive signage location
- A Location for artwork



The purpose of developing urban design guidelines for Glen Eden Town Centre is to guide and direct the future form and development of the streetscape to ensure it respects the existing built form of the town centre.

The urban design guidelines have been developed to:

- Be subject to a high level of community and stakeholder consultation
- Recognise the significance of Glen Eden Town Centre and the surrounding built environment
- Aim to establish a shared community and Council vision for the urban design characteristics to be incorporated into any new development within the town centre



*Articulate the form of buildings and elevations.*



*Ensure that new commercial buildings address the street.*



*Articulate building facades*

# 24 URBAN DESIGN GUIDELINES

## GUIDELINES SECTION

### STREETSCAPE & OPEN SPACE



*Enhancing the pedestrian environment with active ground level uses*

#### OBJECTIVE

To improve the quality of the pedestrian environment and the interface of development within Glen Eden town centre.

To encourage a diverse mix of uses and activities in the town centre.

To encourage protection of the landmark buildings in the town centre such as the train station and other significant building constructed in the post war period.

#### AVOID

Development that has no relationship to its site or the Glen Eden Town Centre.

Loss of activity generated by a repetitive mix of uses.

Loss of diverse mix of building stock.

Demolition of landmark buildings.

#### DESIGN RESPONSE

Address streets with building frontages rather than yards, car parks, loading docks and servicing areas.

Enhance the pedestrian environment with active ground level uses which relate to the footpath frontages.

Encourage a mix of commercial uses in the street with any new development.

If needed, recycle landmark structures for alternative uses.

Protect landmark structures.

### BUILDING SITING AND LARGE LOT LAYOUT



*Ensure that new commercial buildings address the street.*

#### OBJECTIVE

To reinforce the linear layout of the street network, as part of the historic street grid of Glen Eden.

To ensure that new commercial buildings address the street.

#### AVOID

Elements and building forms which detract from the linear layout of the street.

Buildings that are not 'square' to the street.

Buildings that are not oriented or provide active edges towards the street.

Blank walls on to key roads such as West Coast, Captain Scott, Glenmall Place and Glenview roads.

Blank walls that face side streets.

#### DESIGN RESPONSE




Design buildings to be perpendicular to the street with building frontages parallel to the front boundary.

Site new buildings consistently on front boundary (i.e. zero metre set back from front boundary) with occasional setbacks to provide areas of open space in front of buildings.

Orientate buildings towards the street with the main pedestrian entrance and display windows on the street frontage where possible.




If located on a corner site, ensure the building addresses both street frontages.






| BUILDING SITING AND LARGE LOT LAYOUT CONT.   | OBJECTIVE  | AVOID  | DESIGN RESPONSE   |
|--|--|--|---|
|  <p><i>Minimise building impacts</i></p>                         | <p>To minimise the impact of commercial buildings on adjacent residential, open space and community development.</p> | <p>Uses which generate excessive noise or other environmental impacts</p>  | <p>Locate development which may generate noise away from adjacent residential development.</p> <p>On larger sites where residential uses are permitted incorporate residential uses to provide an interface to the existing residential uses.</p>   |
| BUILDING FORM  | OBJECTIVE  | AVOID  | DESIGN RESPONSE   |
|  <p><i>Articulate the form of buildings and elevations.</i></p> | <p>To ensure that new buildings are designed to respond to the characteristics of the site and locality.</p>         | <p>No regard to the orientation of the lot in relation to solar access, prevalent wind directions and predominant views of the Waitakere Ranges</p> <p>Unarticulated, sheer facades and building forms.</p> <p>Historical reproduction styles.</p> | <p>Create interesting building facades that consider the use of colour, form, surface texture and shadow lines.</p> <p>Design buildings that are well sited with signed entry points for users and respect neighbouring structures.</p> <p>Have a clear delineation between public and private areas.</p> <p>Increase development heights on corners where practical.</p> |
|  <p><i>Protect views to the Waitakere Ranges</i></p>           | <p>To protect prominent view of the Waitakere Ranges from within the town centre</p>                                 | <p>Compromising existing views from Captain Scott Road, Glendale Road and those views from the heritage train station.</p>   | <p>Scale buildings appropriately to maintain view shafts.</p> <p>Design key buildings on corners of Captain Scott Road, Glendale Road that acknowledge the importance of existing view shafts.</p>  |

# 26 URBAN DESIGN GUIDELINES

## GUIDELINES SECTION

| BUILDING FORM CONT.   | OBJECTIVE   | AVOID   | DESIGN RESPONSE  |
|---|---|---|--|
|  <p data-bbox="62 587 324 614"><i>Articulate building facades</i></p>     | <p data-bbox="560 327 996 414">To design building forms that express the fine grain subdivision pattern of the town centre.</p> <p data-bbox="560 438 996 534">To design building forms that minimise the impact on adjacent residential development.</p> | <p data-bbox="1008 327 1500 391">Large, unarticulated facades and large format typologies.</p> <p data-bbox="1008 438 1500 502">Large, bulky developments adjacent to residential areas.</p> <p data-bbox="1008 534 1500 566">Overlooking of adjacent residential areas.</p> <p data-bbox="1008 598 1500 630">Loss of solar access to adjacent residential areas.</p> | <p data-bbox="1512 327 2139 391">On larger sites articulate facades to break up the massing of the building form.</p> <p data-bbox="1512 438 2139 502">Provide a scale transition to the adjacent residential development.</p>   |
|  <p data-bbox="62 1125 347 1152"><i>Encourage social interaction</i></p> | <p data-bbox="560 670 996 734">To encourage social interaction and interest at street level.</p>  | <p data-bbox="1008 670 1500 734">Commercial buildings that do not address the street.</p> <p data-bbox="1008 766 1500 798">Lack of interest and activity at street level.</p> <p data-bbox="1008 829 1500 893">Blank facades or small areas of glazing at street level.</p> <p data-bbox="1008 925 1500 957">Roller shutters over shop fronts.</p>                    | <p data-bbox="1512 670 2139 734">Orientate buildings towards the street and provide the entrance to the building directly from the street frontage.</p> <p data-bbox="1512 766 2139 829">Provide a well articulated façade, with shop front windows at street level.</p> <p data-bbox="1512 861 2139 925">Provide uses such as cafes and outdoor dining to provide activation at street level.</p> <p data-bbox="1512 957 2139 1021">Provide a range of uses including residential within the town centre.</p> |
| BUILDING DETAILS AND FINISHES   | OBJECTIVE   | AVOID   | DESIGN RESPONSE  |
|  <p data-bbox="62 1460 324 1492"><i>Use simple building details</i></p> | <p data-bbox="560 1260 996 1420">To encourage buildings that have regard to the palette of materials and colours in the street and wider landscape context, and demonstrate a high level of contemporary finish.</p>                                      | <p data-bbox="1008 1260 1500 1292">Excessive decoration.</p> <p data-bbox="1008 1324 1500 1356">Historicist embellishment.</p>  | <p data-bbox="1512 1260 2139 1292">Use simple building details.</p> <p data-bbox="1512 1324 2139 1452">Use a mix of contemporary materials, colours and finishes, consider the local context whilst selecting these including the natural landscape and existing heritage structures.</p>  |




| BUILDING DETAILS AND FINISHES  | OBJECTIVE   | AVOID   | DESIGN RESPONSE  |
|--|---|---|--|
|   | <p>To encourage details which are integrated with the architecture of the building and contribute to the character and amenity of the street.</p> | <p>Fluorescent style, 'white' lighting under canopies</p>   | <p>Canopies or verandahs should reflect the architectural era of the building.</p> <p>Relate the height of the canopy to the building elevation and those adjacent to the site.</p> <p>Provide subtle down lighting under canopies wherever possible.</p> <p>Incorporate subtle façade lighting on landmark buildings such as the rail station and the play house theatre.</p> |
|   | <p>To ensure building contribute to a greater sense of security and personal safety.</p>  | <p>Poor lighting of facades and shop front</p> <p>Blank facades which are likely to be targeted by tagger</p>   | <p>Incorporate lighting of shop front windows to create a sense of personal safety.</p> <p>Ensure building provide passive surveillance to new spaces and streets.</p> <p>Encourage mixed use development to provide 24hr passive surveillance.</p>  |
|  | <p>To ensure that signage does not dominate the building or streetscape and contributes to the pedestrian environment.</p>                        | <p>Roof signs, sky signs and above canopy signs.</p> <p>Large, visually dominant signs, particularly above first floor level.</p> <p>Internally illuminated signs.</p> <p>Large wall signs that do not relate to the building.</p> <p>On-street signage which conflicts with pedestrian movement.</p> | <p>Direct signage at pedestrians (i.e. canopy or street level).</p> <p>Provide signs only on the awning fascia or under the awning wherever possible.</p> <p>If a flat wall sign is proposed, relate the sign to the architecture of the buildings in style and placement (i.e. individual letters as opposed to large, flat rectangular signs).</p>                           |

24hr passive surveillance


Direct signage at pedestrians

# 28 URBAN DESIGN GUIDELINES

## GUIDELINES SECTION

| HERITAGE BUILDINGS AND STRUCTURES  | OBJECTIVE  | AVOID  | DESIGN RESPONSE  |
|--|--|--|--|
|  | <p>To retain the integrity of heritage buildings and structures, and complement them in adjoining new development.</p> | <p>Reproduction style buildings and buildings which copy the historic structure.</p> | <p>Design new buildings adjacent to retained heritage buildings and extensions to heritage buildings which respect the scale and form of the structure.</p> <p>Provide a scale transition to heritage building when developing adjacent sites.</p> <p>Incorporate subtle façade lighting on landmark buildings such as the rail station and the Playhouse Theatre.</p> |
| <p>To celebrate the unique heritage of Glen Eden</p>                             | <p>Missing opportunities to communicate heritage.</p>  |  | <p>Provide a network of interpretive material, signs and plaques which convey the rich history of Glen Eden.</p>   |

*Celebrate the heritage of Glen Eden*

| SUSTAINABILITY  | OBJECTIVE   | AVOID   | DESIGN RESPONSE   |
|---|---|---|---|
|  | <p>To design buildings and open spaces to the highest standard of environmentally sustainable design.</p> | <p>No regard to the orientation of the lot in relation to solar access or prevalent wind directions.</p> <p>Unsustainable design and construction techniques.</p> | <p>Design buildings for energy efficiency, considering solar access and utilising sustainable energy and construction techniques wherever possible.</p> <p>Utilise Low Impact Design principles, consider implications on adjoining landscape systems such as stream corridors or areas of unique ecology such as the Waikumete Cemetery.</p> |

*Environmentally sustainable design*

| WALKING AND CYCLING | OBJECTIVE | AVOID | DESIGN RESPONSE |
|---------------------|-----------|-------|-----------------|
|---------------------|-----------|-------|-----------------|



*Weather protection to footpaths*

To provide safe and convenient footpaths throughout the town centre and provide legible connections to key transport, recreational and community resources.

- Windswept and unsheltered footpaths.
- Large internalised developments which do not connect with existing streets and residential neighbourhoods.
- Blank walls fronting onto footpaths, internal site links and other pedestrian links.
- Footpaths through large ground level car parks.

- Provide weather protection to footpaths where appropriate.
- Provide pedestrian connections through larger development sites by connecting existing lanes or neighbouring developments.
- Ensure activities relate to all footpaths and pedestrian through site connections.
- Where possible, maintain and extend connection between West Coast Rd and Glenmall Place.



*Integrated cycle network*

To provide safe and convenient cycle ways throughout the town centre which provide legible connections to key transport, recreational and community resources.

- Unsafe and poorly marked cycle ways.
- Cycle ways which conflict with vehicular and pedestrian movements.

- Provide an integrated network of cycle ways including comprehensive signage.
- Integrate cycle facilities such as lockers and sheltered bike racks to buildings.



# 30 URBAN DESIGN GUIDELINES

## GUIDELINES SECTION

### PUBLIC OPEN SPACE NETWORK / AMENITIES



A range of open space opportunities



Connectivity to wider network of open space

#### OBJECTIVE

To encourage a range of open space opportunities throughout the town centre.

To encourage greater level of connectivity with the wider network of public open space including Waikumete Cemetery and Harold Moody Reserve.

To provide quality, fit for purpose furnishings

To ensure open space contributes to a greater sense of security and personal safety.

#### AVOID

Avoid cluttered spaces which are not readily adaptable to a broad number of uses.

No regard to the orientation of the lot in relation to solar access or prevalent wind directions.

Spaces which do not cater for those with limited mobility and vision.

Buildings that address these spaces with blank facades and or poor connectivity.

Avoid excessive use of bench seats.

Avoid seats that are uncomfortable or not responding to the public needs for example arm rests.

Bins that are placed in unsuitable locations.

Poorly lit spaces and areas of concealment.

Cul-de-sacs with poor visual and physical access.

Structures which are not easily maintained or overly susceptible to tagging.

#### DESIGN RESPONSE

Provide flexible spaces which are able to adapt to a range of potential uses, civic events, youth concerts, farmers markets etc.

Ensure seating offers shade, protection from the wind.

Develop roads as part of the open space network, incorporating pedestrian amenities, (seating and shade) along with traffic calming measures where appropriate.

Provide a mix of green and hard paved spaces.

Provide consistent street furniture throughout the town centre.

Provide opportunities to incorporate integrated arts, this may include input from local artists and community participation.

| VEHICLE ACCESS AND CAR PARKING | OBJECTIVE | AVOID | DESIGN RESPONSE |
|--------------------------------|-----------|-------|-----------------|
|--------------------------------|-----------|-------|-----------------|



*Minimise large expanses of hard surface*

To provide a safe environment for pedestrians, and to minimise the visual impact of car parking areas.

Extensive ground level car parks visible from West Coast Road.

Vehicle crossings which are greater in width than 2 lanes.

Car parks with no provision for landscaping with shade trees.

Large areas of asphalt in car parking areas.

Minimise the number and width of vehicle crossings where possible.

Locate car parking areas at the rear of sites where possible to limit visibility from streets and adjacent residential areas.

Minimise the width of vehicle access points to the car parking areas.

Provide shade trees and other planting to ground level car parks.

Design car parking areas to minimise large expanses of unrelieved hard surface.

Provide lighting, clear sightlines and passive surveillance to all car parking areas.

# 32 STREET HIERARCHY PLAN

## GUIDELINES SECTION



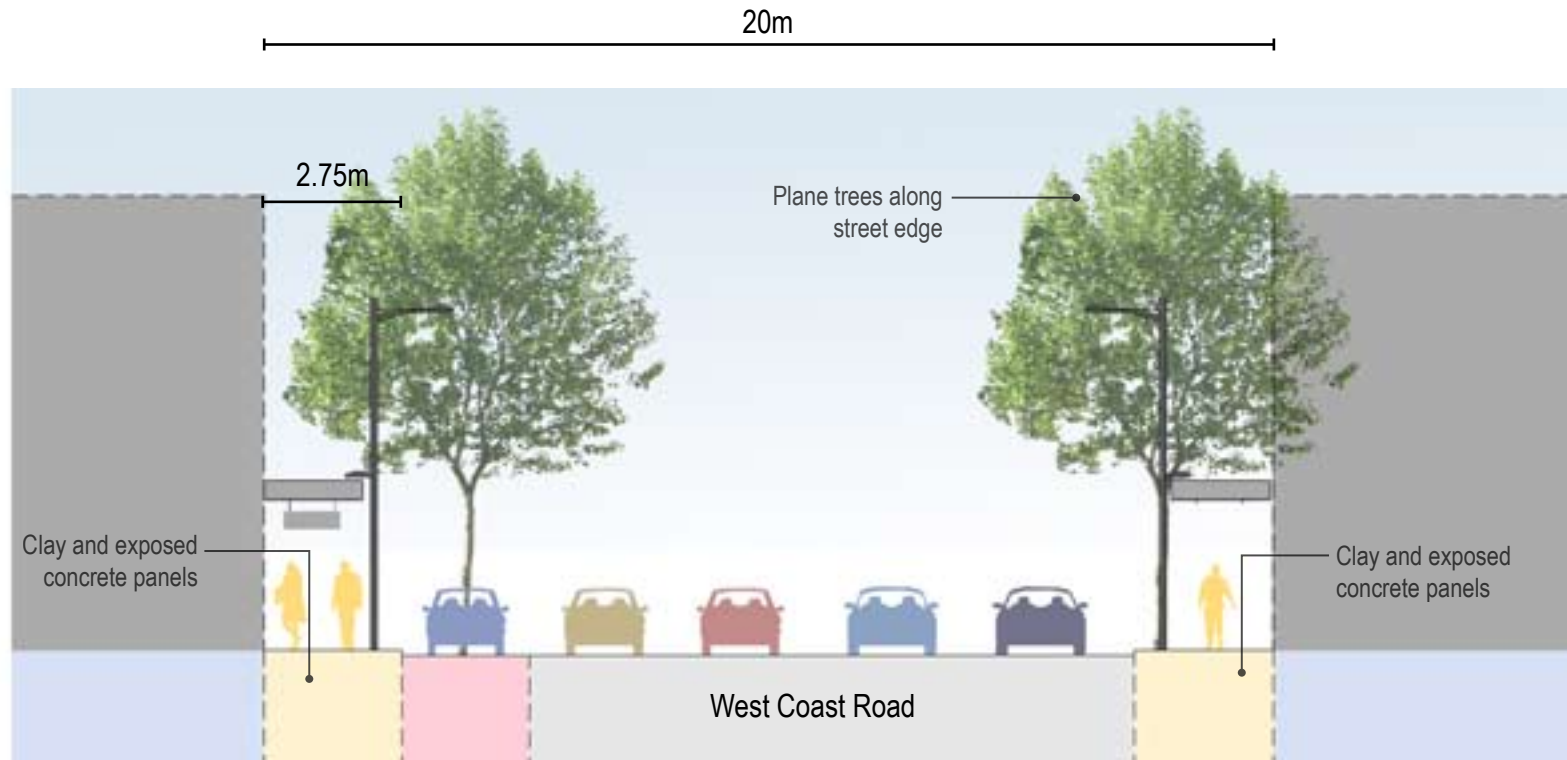
### KEY:

- Main Street / Arterial Road**
  - Large scale deciduous trees to frame street - e.g. *Plane Tree* (some existing)
  - Clay and exposed concrete panels (footpaths)
  - Incorporate provision for cyclists (within the cycle network)
- Collector Road**
  - Deciduous trees providing scale, seasonal colour and shade - e.g. *Plane Tree*
  - Concrete (footpaths)
- Calmed Street**
  - Compact native species - e.g. *cabbage trees / nikau palms*
  - Concrete with feature clay bands (footpaths)
  - Incorporate provision for cyclists (within the cycle network)
- Mall**
  - Mix of iconic native shrubs for example *nikau palms with fruiting trees*
  - Clay and exposed concrete panels (footpaths)



# 33 MAIN STREET / ARTERIAL ROAD

## TYPICAL CROSS SECTION



### KEY:

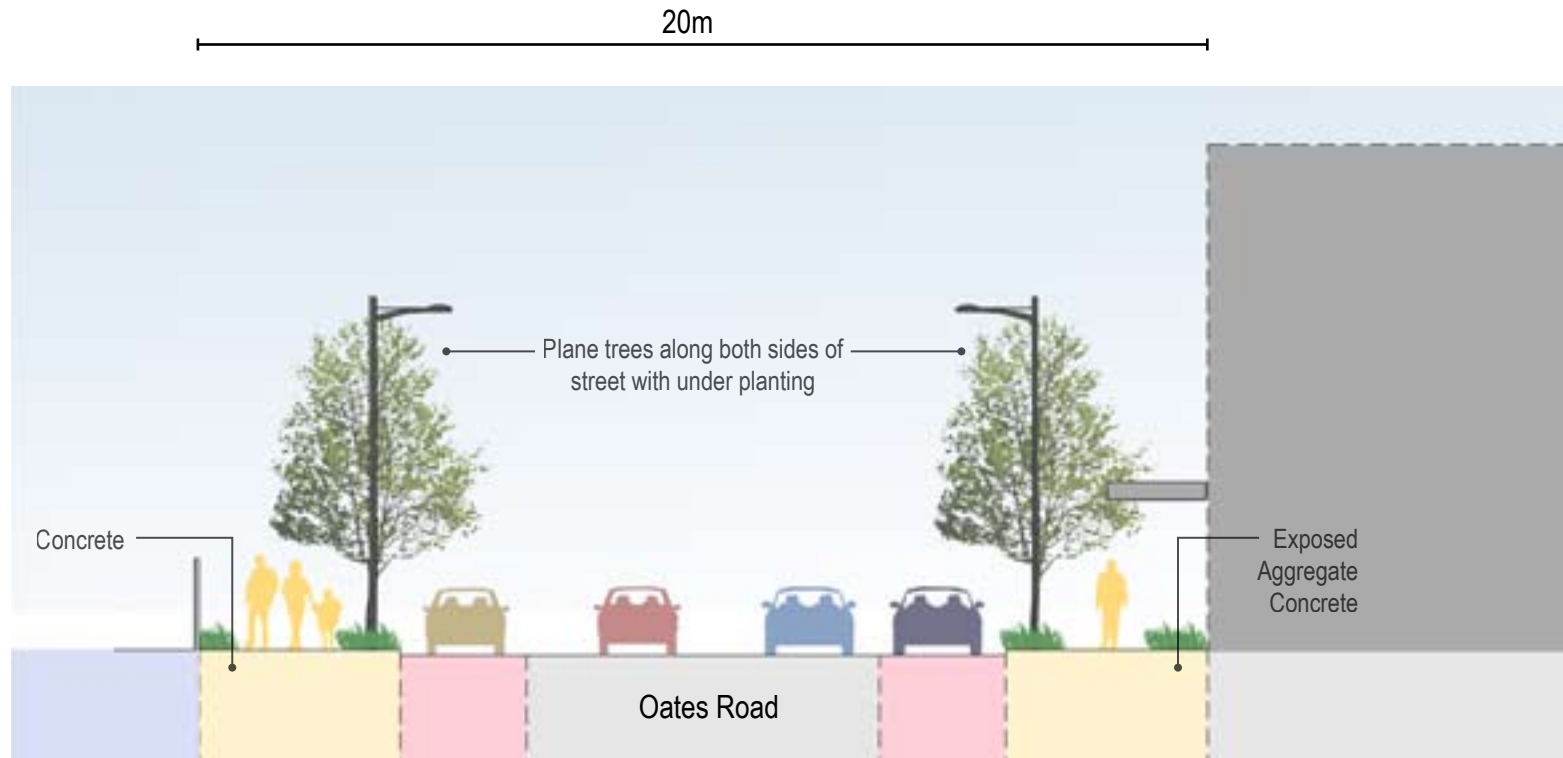
- Existing Building / Future Development Site
- Footpath Retail Edge / Street Trees and Planted Areas 3-5m
- Parking Bay with intermittent bays for street trees
- Vehicle Carriageway

### DESIGN OBJECTIVES:




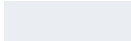
- 3-5m wide pavement
- Appropriate street lighting including low level pedestrian fittings
- Street trees along both edges
- Parking along one side of street
- Four lane traffic
- Covered canopy for pedestrians
- Incorporate provision for cyclists (within the cycle network)

# 34 COLLECTOR ROAD

## TYPICAL CROSS SECTION



### KEY:

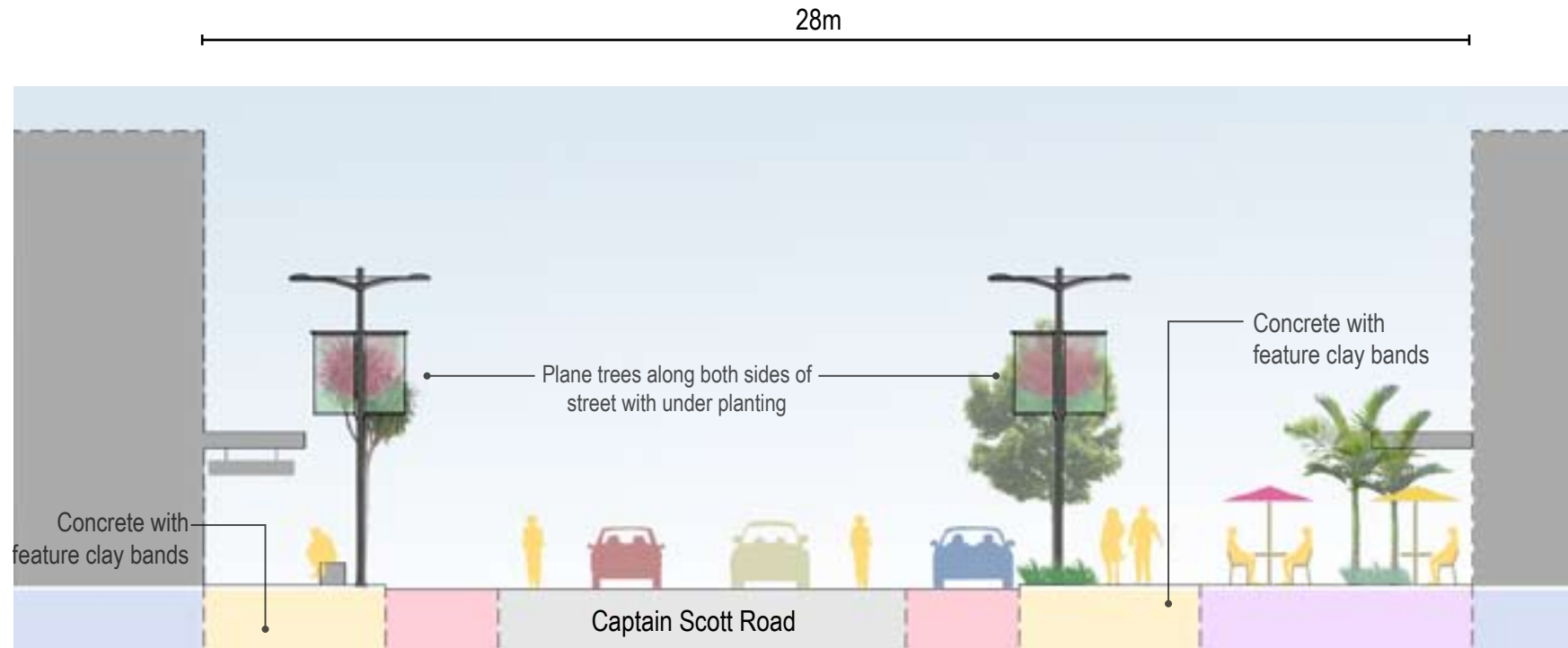
-  Existing Building / Future Development Site / Residential Lot
-  Footpath Retail Edge / Street Trees and Planted Areas
-  Parking Bay
-  Vehicle Carriageway

### DESIGN OBJECTIVES:

- 3-4m wide pavement
- Appropriate street lighting
- Street trees and planting on both sides of the road
- Parking along both sides of the street
- Two lane traffic
- Covered canopy for pedestrians where appropriate

# 35 CALMED STREET

## TYPICAL CROSS SECTION



### KEY:

- Existing Building / Future Development Site
- Footpath Retail Edge / Street Trees and Planted Areas, Seating
- Parking Bay
- Vehicle Carriageway including Dedicated Cycle Lanes

### DESIGN OBJECTIVES:

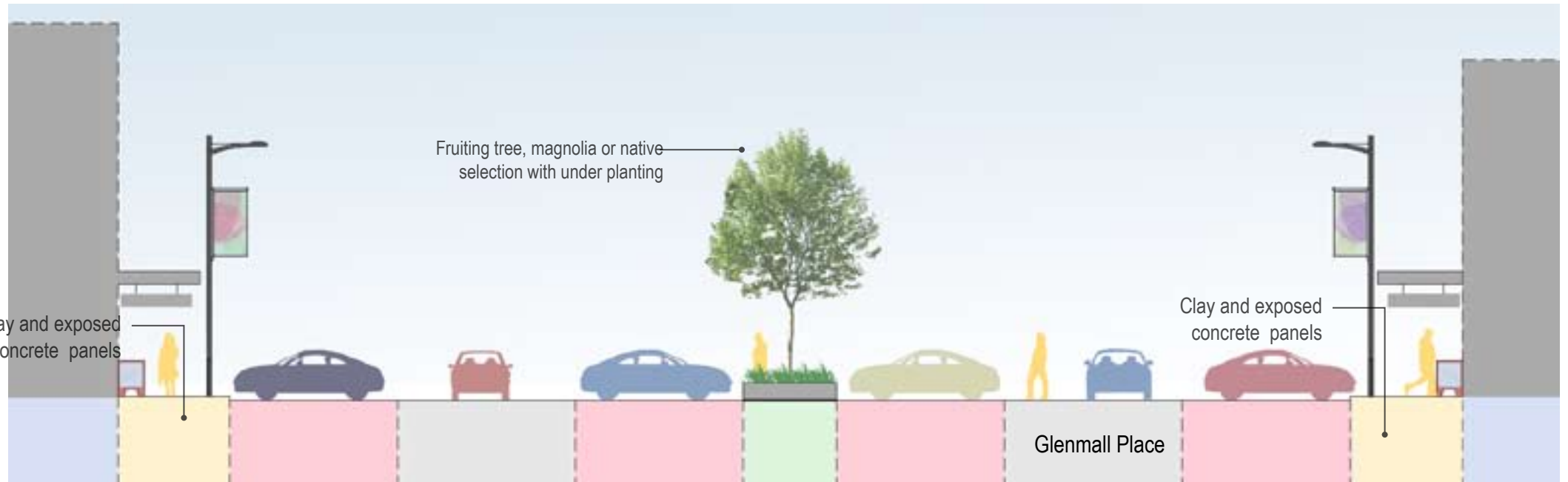
- 3-4m wide pavement
- Appropriate street lighting with banners for events / celebrations
- Street trees with planting beneath adjacent to street edge
- Pockets of open space for cafe dining / usable space and additional feature trees
- Parking along both sides of the street
- Incorporate provision for cyclists (within the cycle network)
- Seating areas



# 36 GLENMALL PLACE

## TYPICAL CROSS SECTION

36m



### KEY:

- Existing Building / Future Development Site
- Footpath Retail Edge / Street Trees and Planted Areas
- Parking Bay
- Vehicle Carriageway
- Tree and Planted Area

### DESIGN OBJECTIVES:

- Ease of traffic movement
- Co-ordinate parking layout
- Covered pavement for pedestrians
- Appropriate street lighting with banners
- Trees with under planting
- Retail signage located appropriately
- Provide seating
- Safe crossing points

# 37 OPEN SPACE CONCEPTS

## STATION SQUARE 3D RENDER



View from the intersection of Glenview and West Coast Roads, looking towards Glen Eden Railway Station.

PUBLIC CONSULTATION FEEDBACK FOR STATION SQUARE INCLUDE THE FOLLOWING:

- Need for public toilets to be located in or near to the station square.
- Is the removal of some of the existing carparks a good idea? Many people use these car parks for parking while at work / business purposes.
- The 'Park and Ride' needs to be future proof in order for this space to work
- Requires a weather proof connection to park and ride
- Would people want to sit and have their lunch at Station Square? (Adjacent to a busy road)
- Possibility to reassess the size of station square space
- Removal of the slip lane will only cause more congestion for vehicles coming from Glenview Road to West Coast Road – already blocks up and with the train movements – will cause more of an issue in the future.



Glen Eden Station Square Concept Plan

### Benchmark Images



Gathering space



Planting & seating



Sculptural element



Feature lighting



Paving treatments

# 38 OPEN SPACE CONCEPTS

## TOWN SQUARE 3D RENDER



Looking towards the proposed Town Square from Glenmall Place.

PUBLIC CONSULTATION FEEDBACK FOR TOWN SQUARE INCLUDE THE FOLLOWING:

- This site will be very shady – not much sun will come through this space in the morning, also creates a wind tunnel from the south west.
- An interactive / colourful water feature could work as a children’s play option and also provide the town square with an animated feature for the public space.
- A mobile kiosk would serve well and activate the space
- Is there a possibility to block off the top end of Captain Scott Road as a public space?
- Rethink the location of the current Town Square concept
- Request for more seating areas for lunch times / taking advantage of sunny locations.



Town Square Concept Plan

### Benchmark Images



Public stage



Outdoor dining



Grass terraces



Children’s play elements



Native shrub planting



# 39 OPEN SPACE CONCEPTS

## LIBRARY ENTRANCE 3D RENDER



View looking towards Glen Eden Library from Glendale Road.

PUBLIC CONSULTATION FEEDBACK FOR LIBRARY ENTRANCE INCLUDE THE FOLLOWING:

- Needs for a children's play space
- Request for more seating areas for lunch times / taking advantage of sunny locations
- Cherry trees to be incorporated into the design
- After hours safety
- Paint murals on library walls
- Outside of library: could have permanent interactive learning activities for kids (like at Arataki)

### Benchmark Images



Seated edge



Native shrub planting



Children's play elements



Outdoor reading room



Entry mat



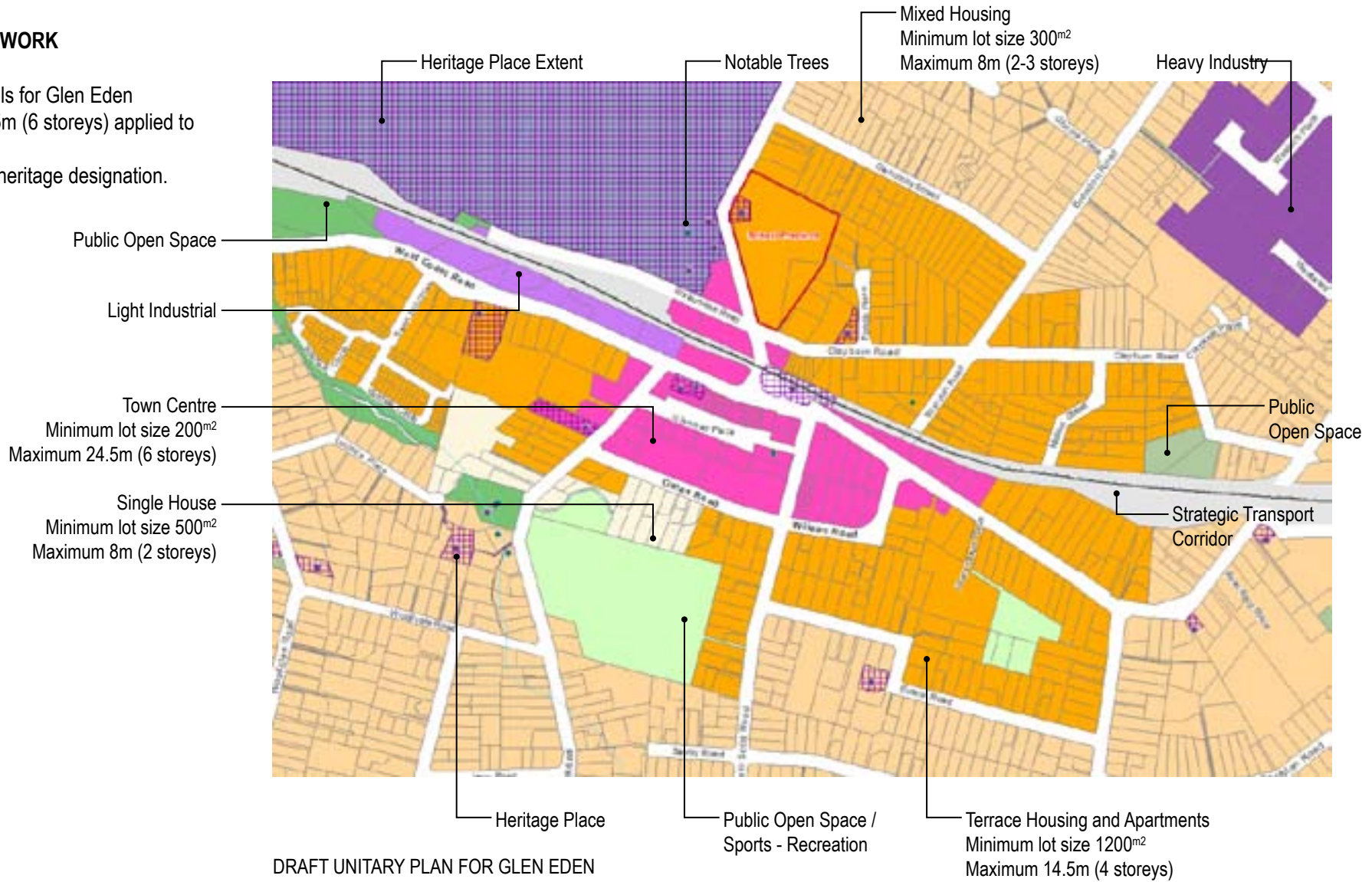
Glen Eden Station Square Concept Plan

# 40 THE DRAFT UNITARY PLAN

## DRAFT UNITARY PLAN FRAMEWORK

### DRAFT UNITARY PLAN FRAMEWORK

- No specific development controls for Glen Eden
- Town Centre height limit of 24.5m (6 storeys) applied to extent of existing town centre
- A number of key buildings with heritage designation.



DRAFT UNITARY PLAN FOR GLEN EDEN



### KEY FEEDBACK MESSAGES:

#### VISION

- Vision needs to address safety, youth engagement, ease of parking, maintenance
- Need to ensure we are creating a positive user experience beyond convenience retail

#### TRANSPORT:

- Reduction in proposed car park loss from station plaza, could be smaller
- Captain Scott Rd intersection upgrade needs to be tested by transport planners, need to be wary of implications on further vehicle congestion
- Removal of Glenview slip lane needs to be tested by transport planners, need to be wary of implications on further vehicle congestion, current level of pedestrian provision is acceptable
- Long term strategy needed to address car parking within town centre, needs future provision for multi storey car park
- Safer, legible pedestrian and cycle connections to the town centre

#### AMENITIES:

- Public toilet adjacent to train station
- Weather protection to park and ride link
- No current desire for market space within Glenmall Place, conflicts with existing retailers, more likely used for xmas parades etc

#### OPENSOURCE:

- Need for open, sunny and safe central gathering area including children play space
- Development of openspace on pharmacy site is off the table, need to consider other alternatives
- Area in front of Local Board office smaller but more suitable, all day sun, cheaper
- Openspace will need to be safe, lots of undesirables in evening, no community patrols.

#### SUMMARY OF FEEDBACK EVENTS:

- 12th April - Community and Business Groups Engagement
- 8th May - Greater Glen Eden
- 4th May - Glen Eden Transition Town Meeting
- 16th May - Public Consultation Open Day
- 18th May - Public Consultation Open Day
- 21st May - Community and Business Groups Engagement
- 13th-27th May - Library Display

#### WHO WAS CONSULTED:

- The Greater Glen Eden Group
- The Glen Eden Transition Group
- The Business Association
- Other External Stakeholders
- The General Public of Glen Eden





# 42 PROJECT SUMMARIES

## TRANSIT PRECINCT

|   |   |
|---|---|
| <p>01 Station Square Upgrade</p>                                | <ul style="list-style-type: none"> <li>• Gathering space, seating, shade and arts (see station square concept plan at the end pages of this document)</li> <li>• Night time lighting with feature lighting of historic station</li> <li>• Well located bus stops / layover areas</li> <li>• Visitor information centre</li> <li>• Good walking connections to northern residential area and park and ride</li> <li>• Bike facilities such as cycle lockers</li> <li>• Wayfinding signage and information on heritage buildings and sites of interest</li> </ul> |
| <p>02 Upgrade Intersection of West Coast Rd and Glenview Rd</p> | <ul style="list-style-type: none"> <li>• Traffic calming measures</li> <li>• Barn Dance crossing</li> <li>• Allow for walking school bus route from town centre to school</li> </ul>  |
| <p>03 Upgrade to Glen View Road</p>                             | <ul style="list-style-type: none"> <li>• Improve walking school bus route</li> <li>• Walking and cycling path on Cemetery side</li> <li>• Footpaths to both sides of road</li> </ul>  |
| <p>04 Relocate Park and Ride</p>                                | <ul style="list-style-type: none"> <li>• Good walking connection to train station and cemetery</li> <li>• Safe well lit park and ride facility</li> </ul>   |
| <p>05 Waikumete Gateway</p>                                     | <ul style="list-style-type: none"> <li>• Good walking connection from the town centre to the cemetery</li> <li>• Consider upgrades to visitor entrance including parking and interpretive centre/signage</li> <li>• Make use of the cemetery for recreational activities and visual amenity</li> </ul>  |
| <p>06 Henderson Rail Corridor Cycle Link</p>                    | <ul style="list-style-type: none"> <li>• Regional cycle way along the rail corridor</li> </ul>  |

### BENCHMARK IMAGES



Civic Plaza



Develop safe accessible park & ride



Ensure all bus shelters provide adequate facilities and are safe



Provide legible cycle routes

|   |   |
|---|---|
| 07 Upgrade Intersection of Oates and Glendale Rd              | <ul style="list-style-type: none"> <li>• Reduce vehicle speeds</li> <li>• Create safer pedestrian crossing points</li> </ul>  |
| 08 Wayfinding and Interpretive Signage (Town Centre Wide)     | <ul style="list-style-type: none"> <li>• Network of wayfinding signage and interpretive information on heritage and other sites of interest</li> </ul>  |
| 09 Glenmall Place Streetscape Upgrade including Market Square | <ul style="list-style-type: none"> <li>• Continue footpath upgrades</li> <li>• Remove areas of concealment, improve safety</li> <li>• Improve lighting</li> <li>• Network of street trees / Comfortable seating</li> <li>• Upgrade central spine</li> <li>• Enable southern side of Glenmall Place to be used for markets &amp; events</li> </ul> |
| 10 West Coast Rd Streetscape Upgrade                          | <ul style="list-style-type: none"> <li>• Widen footpaths</li> <li>• Plant street trees</li> <li>• Improve connections from one side to the other</li> <li>• Lighting of heritage buildings</li> </ul>   |
| 11 Arts and Sculpture Strategy                                | <ul style="list-style-type: none"> <li>• Engage local artists</li> <li>• Identify themes and potential locations for range of art works</li> </ul>  |
| 12 Laneway Upgrades   | <ul style="list-style-type: none"> <li>• Continue paving treatments which reflect local character</li> <li>• Improve safety, remove areas of concealment</li> <li>• Improve lighting</li> </ul>   |
| 13 Glenmall Plaza   | <ul style="list-style-type: none"> <li>• Comfortable seating</li> <li>• Shade structure</li> <li>• Play facilities</li> </ul>   |
| 14 Promotion and Marketing Strategy/Budget                    | <ul style="list-style-type: none"> <li>• Fund marketing strategy to support economic development of the town centre along with implementation fund</li> </ul>   |

### BENCHMARK IMAGES



Create central gathering space



Consider play facilities



Retain consistent street furniture throughout the town centre



Integrated arts

# 44 PROJECT SUMMARIES

## CULTURAL PRECINCT

|   |  |
|---|--|
| <p>15 Redevelop Library Frontage</p>                            | <ul style="list-style-type: none"> <li>• Remove clutter</li> <li>• Open up building frontage</li> <li>• Create comfortable gathering spaces</li> <li>• Provide raised crossing over Glendale Rd</li> </ul>   |
| <p>16 Cultural Precinct Overflow Carparking</p>                 | <ul style="list-style-type: none"> <li>• Provide safe and accessible parking when events are taking place in Glen Eden</li> </ul>  |
| <p>17 Glendale Rd Streetscape Upgrade</p>                       | <ul style="list-style-type: none"> <li>• Calm traffic along Glendale Rd</li> <li>• Additional tree planting and wider footpaths for cafe seating</li> <li>• Take advantage of prominent views of the Waitakeres</li> <li>• Lighting of heritage buildings</li> </ul> |
| <p>18 Swan Hill Drive Pedestrian Link</p>                       | <ul style="list-style-type: none"> <li>• Improve walking and cycling routes between the town centre and adjacent medium density residential area</li> </ul>  |
| <p>19 Western Gateway</p>                                       | <ul style="list-style-type: none"> <li>• Improve entrance into the town centre from the west</li> <li>• May include street planting, feature lighting or artwork</li> </ul>  |
| <p>20 Upgrade Intersection of West Coast Rd and Glendale Rd</p> | <ul style="list-style-type: none"> <li>• Reduce vehicle speeds</li> <li>• Provide a Barn Dance crossing</li> </ul>   |

### BENCHMARK IMAGES



Emphasis on food & dining, night time economy



Street planting, lighting, seating & improved pedestrian provision



Increasing the quality of the public realm



Connect to heritage building



|  |   |
|--|---|
| <p>21 Captain Scott Rd Streetscape Upgrade</p>                       | <ul style="list-style-type: none"> <li>• Calm traffic on Captain Scott road</li> <li>• Additional tree planting and wide footpaths for cafe seating</li> <li>• Take advantage of prominent views of the Waitakeres</li> <li>• Integration of regional cycle link</li> </ul>                     |
| <p>22 Eastern Gateway</p>  | <ul style="list-style-type: none"> <li>• Improve the entrance into the town centre from the east</li> <li>• May include street planting, feature lighting or art work</li> </ul>  |
| <p>23 Upgrade Intersection of West Coast Rd and Captain Scott Rd</p> | <ul style="list-style-type: none"> <li>• Signalised intersection of Captain Scott Rd and West Coast Rd</li> <li>• Narrow carriageway where possible</li> <li>• Safe cycling connection from West Coast Rd down Captain Scott Rd (regional cycle link)</li> <li>• Directional signage</li> </ul> |
| <p>24 Parking Strategy Plan</p>                                      | <ul style="list-style-type: none"> <li>• Provide a stock take of existing parking numbers</li> <li>• Identify potential areas for car parking number to cater for future growth of the town centre</li> </ul>   |

### BENCHMARK IMAGES



Development of mixed uses along West Coast Road



Traffic calmed environment



Create stronger gateway, directional signage and identity



Integration of regional cycle link

# 46 IMPLEMENTATION PLAN

## PHASING ONE & TWO

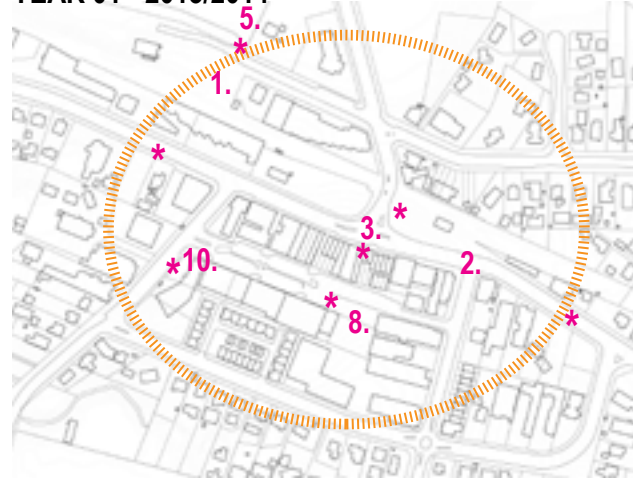
### PHASING DIAGRAMME

- Start with areas of further investigation, inputs from other Auckland Council Departments and establishment of community feedback and engagement process.
- Work progressively through precincts in order to minimise long term disruption
- Resolve all issues (roading, walkability, amenity, arts, safety and sustainability) concurrently (reduces likelihood of having to complete temporary works or damage works whilst completing other projects at a later date)
- Start with the Transit Precinct, resolve park and ride, pedestrian connectivity to the north, train station and connections to Waikumete Cemetery
- Move onto Culture Precinct create destination appeal and enhance the community outcomes through library redevelopment and other initiatives
- Complete works through Town Centre Precinct, this will allow for increased flexibility in how this space develops, what new developments it may need to adapt to (new retail and residential programmes).



SKETCH PHASING DIAGRAM

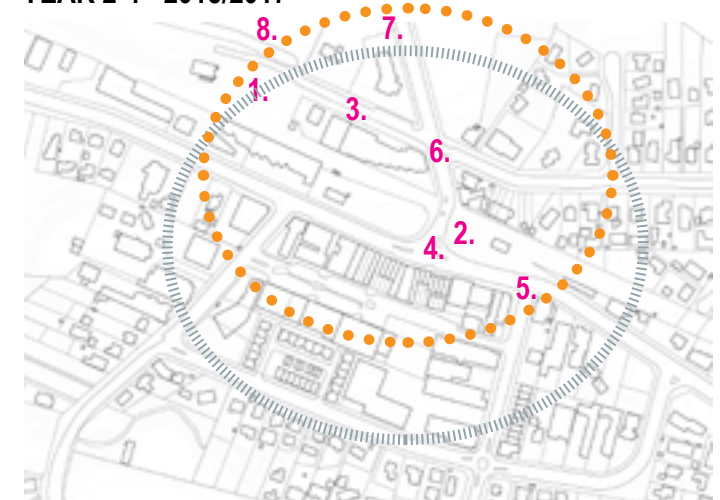
### PHASE ONE YEAR 01 - 2013/2014



#### PLANNING, STRATEGY AND DESIGN

1. Park and Ride Detailed Design
2. Captain Scott Intersection Scoping and Predesign
3. West Coast and Glendale Intersection Scoping and Predesign
4. Arts Strategy and Briefs (\*)
5. Waikumete Gateway Scoping and Predesign
6. Marketing Strategy
7. Establish a Working Group of Community and Business Representatives
8. Parking Strategy Plan
9. Henderson Rail Corridor Cycle Link scoping and predesign
10. Library Frontage and Arts Installation

### PHASE TWO YEAR 2-4 - 2015/2017



#### TRANSIT PRECINCT

1. Relocation of Park and Ride
2. Station Square, Art Installation and Heritage Lighting
3. Waikumete Rd
4. Glenview and West Coast Intersection
5. Captain Scott Intersection
6. West Coast and Glendale Intersection
7. Glenview Rd Shared Path
8. Waikumete Gateway and Arts Installation

### PHASE THREE YEAR 5-7 - 2018/2020



#### CULTURAL PRECINCT

1. Theatre Overflow Car Parking
2. Laneway Upgrades
3. Oats and Glendale Intersection
4. West Coast and Glendale Intersection
5. Glendale Streetscape Improvements and Heritage Lighting
6. Western Gateway and Arts Installation
7. West Coast Rd Streetscape Improvements and Heritage Lighting
8. Swan Hill Drive Pedestrian Link

### PHASE FOUR YEAR 8-10 - 2020/2023



#### TOWN CENTRE AND EASTERN PRECINCT

1. Glenmall Streetscape Improvements
2. Market Square
3. Glenmall Plaza/ Local Board Office Openspace
4. Eastern Gateway and Arts Installation
5. Captain Scott Streetscape Improvements
6. Wayfinding Signage\*



# 48 FUNDING PLAN

| PROJECT ID                     | PROJECTS   | PROPOSED FUNDER/S                          | FUNDING MECHANISM                                 | \$/COST ESTIMATE  | 2013-2014  |            | 2014-2015 |            | 2015-2016 |              | 2016-2017 |              | 2018-2019 |            |
|--------------------------------|--|--|---|-------------------|------------|------------|-----------|------------|-----------|--------------|-----------|--------------|-----------|------------|
|                                |  |  |   |                   | PHASE      | \$         | PHASE     | \$         | PHASE     | \$           | PHASE     | \$           | PHASE     | \$         |
| 01                             | Station Square Upgrade                                     | Auckland Council and AT - Public Transport | Capital Project - Local Board Plan                | \$ 690,000        |            |            |           |            | CD/DVD/DD | \$ 90,000    | CON       | \$ 600,000   |           |            |
| 02                             | Upgrade Intersection of West Coast Rd and Glenview Rd      | AT - Traffic operations                    | Transport - Minor Improvements or capital project | \$ 460,000        | SC         | N/A        |           |            | CD/DVD/DD | \$ 60,000    | CON       | \$ 400,000   |           |            |
| 03                             | Upgrade to Glen View Road                                  | AT - Community Transport                   | Transport - Community Transport                   | \$ 575,000        |            |            |           |            | CD/DVD/DD | \$ 75,000    | CON       | \$ 500,000   |           |            |
| 04                             | Relocate Park and Ride and Waikumete Road                  | AT Public Transport + Local Board          | Capital project + LB transport fund               | \$ 1,500,000      | CD/DVD/DD  | \$ 200,000 | CON       | \$ 650,000 | CON       | \$ 650,000   |           |              |           |            |
| 05                             | Waikumete Gateway  | AC - Regional and Specialist Parks         | Regional and Specialist Parks                     | \$ 92,000         |            |            | CD/DVD/DD | \$ 12,000  | CON       | \$ 80,000    |           |              |           |            |
| 06                             | Henderson Rail Corridor Cycle Link                         | AT - Community Transport                   | Transport - Community Transport                   | \$ 2,500,000      | SC         | N/A        |           |            |           |              |           |              |           |            |
| 07                             | Upgrade Intersection of Oates and Glendale Rd              | AT - Traffic operations                    | Transport - Minor Improvements                    | Currently Funded  | CON        | N/A        |           |            |           |              |           |              |           |            |
| 08                             | Wayfinding and Interpretive Signage (Town Centre Wide)     | Local Board                                | Capital Project - Local Board Plan                | \$ 100,000        |            |            |           |            |           |              |           |              |           |            |
| 09                             | Glenmall Streetscape Upgrade including Market Square       | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 1,904,000      |            |            |           |            |           |              |           |              |           |            |
| 10                             | West Coast Rd Streetscape Upgrade                          | Auckland Council/City Transformation       | Corridor Management Plan                          | \$ 2,464,000      |            |            |           |            |           |              |           |              |           |            |
| 11                             | Arts and Sculpture Strategy                                | AC - Arts Culture and Events               | AC - Arts Culture and Events                      | Internally Funded | SC         | N/A        |           |            |           |              |           |              |           |            |
| 12                             | Laneway Upgrades   | AC Local Parks                             | Renewals - Local Parks                            | \$ 50,000         |            |            |           |            |           |              |           |              |           |            |
| 13                             | Glenmall Plaza   | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 1,792,000      |            |            |           |            |           |              |           |              |           |            |
| 14                             | Promotion and Marketing Strategy                           | AC - Economic Development Team             | AC - Economic Development Team                    | \$ 8,000          | SC         | \$ 8,000   |           | N/A        |           | N/A          |           | N/A          |           | N/A        |
| 15                             | Redevelop Library Frontage                                 | Local Board                                | Capital Project - Local Board Plan                | \$ 250,000        |            |            |           |            |           |              |           |              |           |            |
| 16                             | Cultural Precinct Overflow Car parking                     | Local Board                                | Local Board Transport Fund                        | \$ 50,000         | DVD/DD/CON | \$ 250,000 |           |            |           |              |           |              | CON       | \$ 50,000  |
| 17                             | Glendale Rd Streetscape Upgrade                            | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 728,000        |            |            |           |            |           |              |           |              | CD/DVD/DD | \$ 78,000  |
| 18                             | Swan Hill Drive Pedestrian Link                            | AT - Community Transport                   | Community Transport Walking and Cycling           | \$ 100,000        |            |            |           |            |           |              |           |              | CD/DVD/DD | \$ 15,000  |
| 19                             | Western Gateway (Street Tree and Arts Programme)           | Local Board                                | Transport Fund                                    | \$ 90,000         |            |            |           |            |           |              |           |              |           |            |
| 20                             | Upgrade Intersection of West Coast Rd and Glendale Rd      | AT - Traffic operations                    | Transport - Minor Improvements                    | \$ 224,000        |            |            |           |            |           |              |           |              |           |            |
| 21                             | Captain Scott Rd Streetscape Upgrade                       | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 650,000        |            |            |           |            |           |              |           |              |           |            |
| 22                             | Eastern Gateway (Street Tree and Arts Programme)           | Local Board                                | Transport Fund                                    | \$ 90,000         |            |            |           |            |           |              |           |              |           |            |
| 23                             | Upgrade Intersection of West Coast Rd and Captain Scott Rd | AT - Traffic operations                    | Transport - Minor Improvements                    | \$ 250,000        | SC         | N/A        | CD/DVD/DD | \$ 30,000  | CON       | \$ 250,000   |           |              |           |            |
| 24                             | Parking Strategy Plan                                      | AT- Strategy and Planning                  | AT- Strategy and Planning                         | \$ 50,000         | SC         | \$ 50,000  |           |            |           |              |           |              |           |            |
| ESTIMATED EXPENDITURE SUBTOTAL |  |  |   |                   |            | \$ 508,000 |           | \$ 692,000 |           | \$ 1,205,000 |           | \$ 1,500,000 |           | \$ 143,000 |

## DESIGN AND IMPLEMENTATION PHASES:

- SC Project Scoping and Predesign
- CD Concept Design
- DVD Developed Design
- DD Detail Design
- CON Construction

# 49 FUNDING PLAN

| PROJECT ID                     | PROJECTS   | PROPOSED FUNDER/S                          | FUNDING MECHANISM                                 | \$/COST ESTIMATE  | YEAR-6    |            | YEAR-7 |              | YEAR-8    |            | YEAR-9    |              | YEAR-10    |              |
|--------------------------------|--|--|---|-------------------|-----------|------------|--------|--------------|-----------|------------|-----------|--------------|------------|--------------|
|                                |  |  |   |                   | PHASE     | \$         | PHASE  | \$           | PHASE     | \$         | PHASE     | \$           | PHASE      | \$           |
| 01                             | Station Square Upgrade                                     | Auckland Council and AT - Public Transport | Capital Project - Local Board Plan                | \$ 690,000        |           |            |        |              |           |            |           |              |            |              |
| 02                             | Upgrade Intersection of West Coast Rd and Glenview Rd      | AT - Traffic operations                    | Transport - Minor Improvements or capital project | \$ 460,000        |           |            |        |              |           |            |           |              |            |              |
| 03                             | Upgrade to Glen View Road                                  | AT - Community Transport                   | Transport - Community Transport                   | \$ 575,000        |           |            |        |              |           |            |           |              |            |              |
| 04                             | Relocate Park and Ride and Waikumete Road                  | AT Public Transport + Local Board          | Capital project + LB transport fund               | \$ 1,500,000      |           |            |        |              |           |            |           |              |            |              |
| 05                             | Waikumete Gateway  | AC - Regional and Specialist Parks         | Regional and Specialist Parks                     | \$ 92,000         |           |            |        |              |           |            |           |              |            |              |
| 06                             | Henderson Rail Corridor Cycle Link                         | AT - Community Transport                   | Transport - Community Transport                   | \$ 2,500,000      |           |            |        |              |           |            |           |              |            |              |
| 07                             | Upgrade Intersection of Oates and Glendale Rd              | AT - Traffic operations                    | Transport - Minor Improvements                    | Currently Funded  |           |            |        |              |           |            |           |              |            |              |
| 08                             | Wayfinding and Interpretive Signage (Town Centre Wide)     | Local Board                                | Capital Project - Local Board Plan                | \$ 100,000        |           |            |        |              |           |            |           |              | DVD/DD/CON | \$ 100,000   |
| 09                             | Glenmall Streetscape Upgrade including Market Square       | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 1,904,000      |           |            |        |              |           |            | CD/DVD/DD | \$ 204,000   | CON        | \$ 1,700,000 |
| 10                             | West Coast Rd Streetscape Upgrade                          | Auckland Council/City Transformation       | Corridor Management Plan                          | \$ 2,464,000      |           |            |        |              | CD/DVD/DD | \$ 264,000 | CON       | \$ 2,200,000 |            |              |
| 11                             | Arts and Sculpture Strategy                                | AC - Arts Culture and Events               | AC - Arts Culture and Events                      | Internally Funded |           |            |        |              |           |            |           |              |            |              |
| 12                             | Laneway Upgrades   | AC Local Parks                             | Renewals - Local Parks                            | \$ 50,000         |           |            |        |              |           |            |           |              | CON        | \$ 50,000    |
| 13                             | Glenmall Plaza   | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 1,792,000      |           |            |        |              |           |            | CD/DVD/DD | \$ 192,000   | CON        | \$ 1,600,000 |
| 14                             | Promotion and Marketing Strategy                           | AC - Economic Development Team             | AC - Economic Development Team                    | \$ 8,000          |           | N/A        |        | N/A          |           | N/A        |           |              | N/A        | N/A          |
| 15                             | Redevelop Library Frontage                                 | Local Board                                | Capital Project - Local Board Plan                | \$ 250,000        |           |            |        |              |           |            |           |              |            |              |
| 16                             | Cultural Precinct Overflow Car parking                     | Local Board                                | Local Board Transport Fund                        | \$ 50,000         |           |            |        |              |           |            |           |              |            |              |
| 17                             | Glendale Rd Streetscape Upgrade                            | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 728,000        | CON       | \$ 650,000 |        |              |           |            |           |              |            |              |
| 18                             | Swan Hill Drive Pedestrian Link                            | AT - Community Transport                   | Community Transport Walking and Cycling           | \$ 100,000        | CON       | \$ 85,000  |        |              |           |            |           |              |            |              |
| 19                             | Western Gateway (Street Tree and Arts Programme)           | Local Board                                | Transport Fund                                    | \$ 90,000         | CD/DVD/DD | \$ 15,000  | CON    | \$ 75,000    |           |            |           |              |            |              |
| 20                             | Upgrade Intersection of West Coast Rd and Glendale Rd      | AT - Traffic operations                    | Transport - Minor Improvements                    | \$ 224,000        | CD/DVD/DD | \$ 24,000  | CON    | \$ 200,000   |           |            |           |              |            |              |
| 21                             | Captain Scott Rd Streetscape Upgrade                       | Auckland Council/City Transformation       | Capital Project - Local Board Plan                | \$ 650,000        | CD/DVD/DD | \$ 78,000  | CON    | \$ 650,000   |           |            |           |              |            |              |
| 22                             | Eastern Gateway (Street Tree and Arts Programme)           | Local Board                                | Transport Fund                                    | \$ 90,000         | CD/DVD/DD | \$ 15,000  | CON    | \$ 75,000    |           |            |           |              |            |              |
| 23                             | Upgrade Intersection of West Coast Rd and Captain Scott Rd | AT - Traffic operations                    | Transport - Minor Improvements                    | \$ 250,000        |           |            |        |              |           |            |           |              |            |              |
| 24                             | Parking Strategy Plan                                      | AT- Strategy and Planning                  | AT- Strategy and Planning                         | \$ 50,000         |           |            |        |              |           |            |           |              |            |              |
| ESTIMATED EXPENDITURE SUBTOTAL |  |  |   |                   |           | \$ 867,000 |        | \$ 1,000,000 |           | \$ 264,000 |           | \$ 2,596,000 |            | \$ 3,450,000 |

## DESIGN AND IMPLEMENTATION PHASES:

- SC Project Scoping and Predesign
- CD Concept Design
- DVD Developed Design
- DD Detail Design
- CON Construction