

## 2.4 KEY CHALLENGES

In the following Section design solutions and criteria are explored further providing a realistic framework to incorporate future implementation plans.

	INTEGRATION AND CONNECTIVITY	CONCENTRATION	SUSTAINABILITY AND ADAPTABILITY
ISSUES	<ul style="list-style-type: none"> <li>Lack of safe connections for pedestrian within northern and southern residential areas.</li> <li>Disconnected pedestrian routes Glen Mall.</li> <li>Conflict with vehicles and pedestrian within transit interchange</li> </ul>	<ul style="list-style-type: none"> <li>Fragmented ownership of land</li> <li>One sided main street reducing intensity of Main Street retail</li> <li>Poor quality of public realm limiting opportunity to encourage pedestrians to stay</li> </ul>	<ul style="list-style-type: none"> <li>High level vehicle usages to access facilities</li> <li>Low value retail, commercial land use activity</li> </ul>
OPPORTUNITIES	<ul style="list-style-type: none"> <li>Prioritise transit interchange and the Main Street as pedestrian friendly zone</li> <li>Re-alignment of pedestrian connections Glen Mall – new lane</li> <li>Improve cycling connections through area</li> </ul>	<ul style="list-style-type: none"> <li>Development of some taller buildings within the town centre, in Glen Mall mixed use</li> <li>Enabling positive planning outcomes through the District Plan</li> <li>Increasing retail frontage by activation of lanes</li> </ul>	<ul style="list-style-type: none"> <li>Create attractive environments for public transport interchange</li> <li>Development of a business strategy to target employment base activity along West Coast Road</li> <li>Increased public transport use</li> </ul>
THREATS	<ul style="list-style-type: none"> <li>Future alignment of railway station</li> <li>Dominance of the car parking</li> <li>Widening of West Coast Road</li> </ul>	<ul style="list-style-type: none"> <li>Low quality apartments or housing weakening the centre</li> </ul>	<ul style="list-style-type: none"> <li>Compromising opportunity for efficient functioning of public transport system</li> <li>Limiting opportunity for viable retail/commercial development</li> <li>Loss of character and amenity</li> </ul>



WHAT ARE KEY CHALLENGES FOR GLEN EDEN?

	VITALITY AND DIVERSITY	IDENTITY AND LEGIBILITY	RESILIENT ENVIRONMENTS
ISSUES	<ul style="list-style-type: none"> <li>• Perception of unsafe environment at night</li> <li>• Limited mix of retail, entertainment and recreational activity within town centre</li> <li>• Limited lifestyle choice</li> </ul>	<ul style="list-style-type: none"> <li>• Limited reference made to the areas unique sense of place</li> <li>• Limited signage for orientating within the town centre and linking to surrounding landscapes</li> </ul>	<ul style="list-style-type: none"> <li>• Limited recognition or protection of natural landscapes</li> <li>• Can dominate centre</li> <li>• Not sustainable buildings as flagship</li> </ul>
OPPORTUNITIES	<ul style="list-style-type: none"> <li>• To provide for local employment opportunities by reinforcing retail and industrial users</li> <li>• Provide pedestrian amenity for areas within walking distance of the town centre/railway station</li> <li>• Connect areas of public open space</li> <li>• Create a cultural/entertainment hub around theatre complex</li> <li>• Reinforce Main Street</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion of the areas unique natural and historical qualities as part of grand</li> <li>• Ensure Glen Eden retains artisan feel/ neighbourhood</li> <li>• Maximise its unique scale and point of difference to New Lynn and Henderson – a country town on edge of city</li> <li>• Build on concept of edge of countryside and gateway to West Coast</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion of the cemetery as key area of open space</li> <li>• Strong vistas to surrounding landform</li> <li>• Green connections – walkways and cycleways</li> <li>• Green building imperative</li> <li>• Restoration of gullies and re vegetation of slopes</li> <li>• HNZ site in centre redeveloped as car park building and major supermarket</li> </ul>
THREATS	<ul style="list-style-type: none"> <li>• Lack of strategic direction for future facilities to support livable environments</li> <li>• Industrial and commercial land replaced by low cost housing</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of historical buildings</li> <li>• Lack of cohesive vision of aesthetic direction</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings blocking views to natural landscapes</li> <li>• Loss of key sight lines to distant ranges and iconic buildings</li> <li>• Development encroaching on ecologically sensitive gullies and slopes</li> </ul>



Photo illustrating level of traffic to the Main Street area in the vicinity to celebrate the location of Glen Eden

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## 2.5 GOALS – A FOUR POINT STRATEGY



**THE MAIN STREET**

**Step 1. Development of the Main Street – West Coast Road**

- Create West Coast Road as the shop front of Glen Eden – developing a double sided Main Street creating an identifiable Main Street
- Activate frontages to the Main Street retaining on-street car parking in off peak traffic times
- Widen the footpath to the main street to allow for street tree planting adding to the sense of place and legibility
- Promote the Railway Station as the Gateway to Glen Eden. Create a central square connecting the Station and the Main Street



**THE LANES**

**Step 2. Better connection from Glen Mall car park and the Main Street**

- Open up a new pedestrian lane connecting West Coast Road through to Glen Mall
- Activate the lane with retail frontages to lift the retail competitiveness
- Create a land mark building in Glen Mall within Council owned land creating visual connections north and south
- Develop a signage strategy to direct drivers to the Glen Mall Car Park.

WHAT ARE GOALS FOR ACHIEVING THE VISION ?



**THE MALL**



**CULTURE AND ENTERTAINMENT**

**Step 3. Upgrade the Glen Mall**

- Upgrade the car park area to provide opportunity for events and markets
- Enhance the pedestrian amenity to create safe and legible connections within the Mall environment
- Retain parking to service retail
- Retain larger format retail in the Mall with possibility of redevelopment as a penstener apartment above retail
- Negotiate with HNZ to relocate housing in the centre to facilitate a car park building and commercial use

**Step 4. Consolidate the Cultural and Entertainment Precinct**

- Address activities to complement existing land use such as increased space for the theatre, creation of a cinema, music and arts centre
- Create a legible pedestrian environment allowing easy access across Glendale Road
- Increase connections to the public open space network using gullies

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## HOW WILL THESE GOALS BE IMPLEMENTED?

Achieving the vision for Glen Eden's Town Centre is dependant on the following most critical interventions that are covered within the Strategic Framework:

### 1. MAIN STREET

Widen footpaths to West Coast Road allowing for street tree planting to define the Main Street character.

### 2. DOUBLE SIDED MAIN STREET

Redevelopment of the Council car park for mixed use retail on the northern side of West Coast Road creating a sense of scale and identity to the Main Street.

### 3. RAILWAY STATION SQUARE

Development of a public square with the closure of the slip lane on Glenview Road while retaining some access to parking.

### 4. BUS STOPS

Position Bus stops on West Coast Road with direct access for pedestrians on raised footpaths linking the railway station.

### 5. PARK AND RIDE

Investigate facilities for a new Park and Ride along Waikumete Road while maintaining some parking within the Transit Interchange to support Glen Eden as a TOD to the wider region.

### 6. CAPTAIN SCOTT ROAD INTERSECTION

Signalise Captain Scott Road to provide safe access for pedestrians to access the transit interchange.

### 7. LANE DEVELOPMENT

Provide a new public lane at the intersection of West Coast Road and Glenview Road, North-south accessing retail at ground level and live-work housing to upper levels.

### 8. OATES ROAD INTERSECTION

Create a 'T' intersection to Oates Road and traffic calm Glendale Road to reduce vehicle speed, creating a safer environment for pedestrian access.

### 9. LIBRARY

Activate the frontage of the Glen Eden library with outdoor cafe seating to complement the surrounding community and entertainment activities of the Western Precinct.

### 10. GLEN MALL

Re-align access to the car park along a northerly street network to slow traffic movements creating a safer environment for pedestrians.

### 11. PUBLIC OPEN SPACE

Define the primary pedestrian network through the surrounding gully system linking the Cemetery north to the sports fields in the south.

### 12. GATEWAY DEVELOPMENT

Ensure new development at the corner of West Coast Road and Bowers Road creates an identifiable gateway statement to Glen Eden – with strong corner form.

### 13. INTEGRATED MIX OF COMMERCIAL RESIDENTIAL LAND USES

Development of an integrated mix in retail, commercial and residential activities linked to safe and legible pedestrian and cycle connections.

### 14. RESIDENTIAL INTENSIFICATION

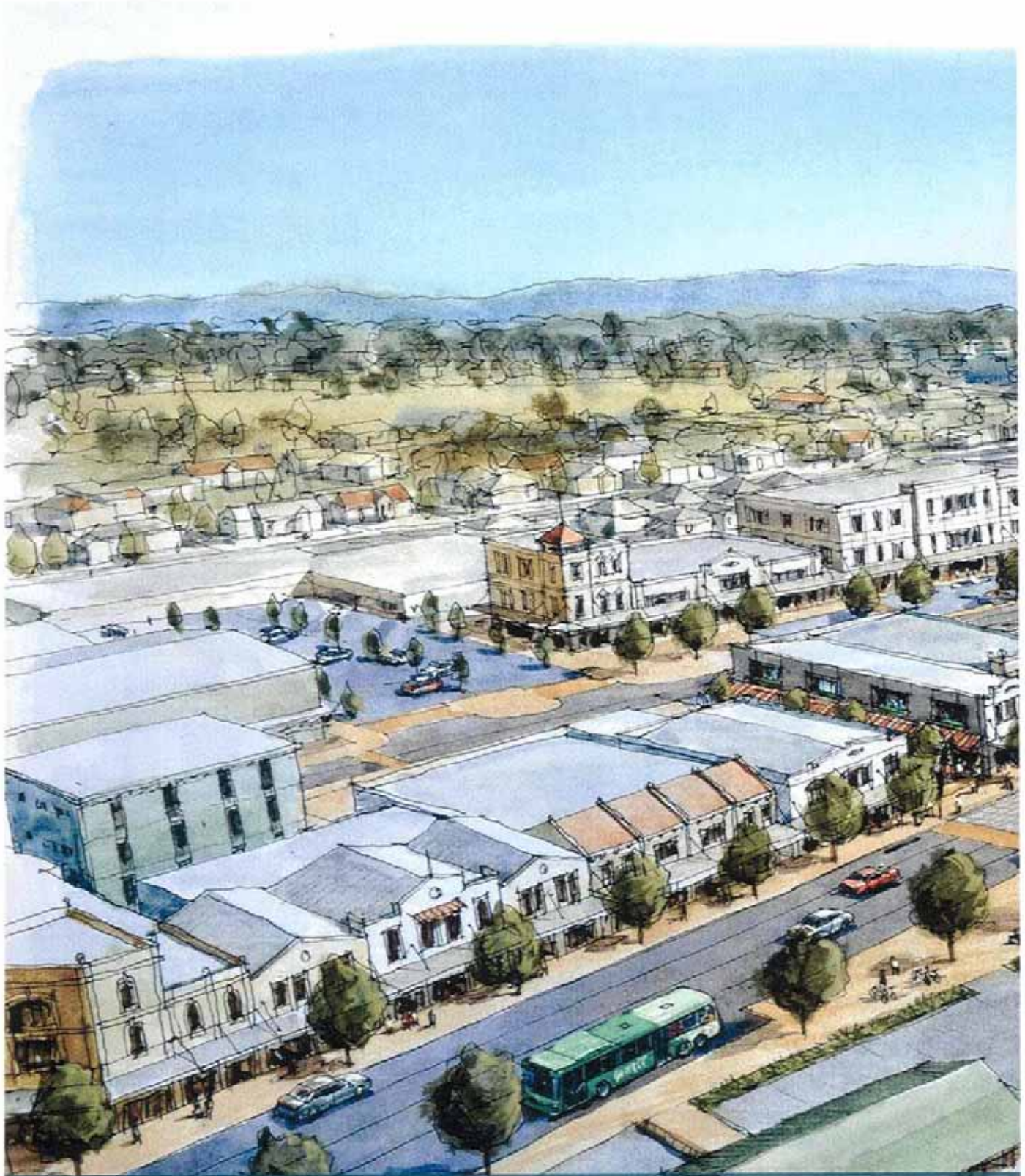
Encourage quality medium intensity residential development within walking distance to transit interchange and community facilities. Preference for pensioner apartment complex over larger format retail.

### 15. CULTURAL/ENTERTAINMENT PRECINCT

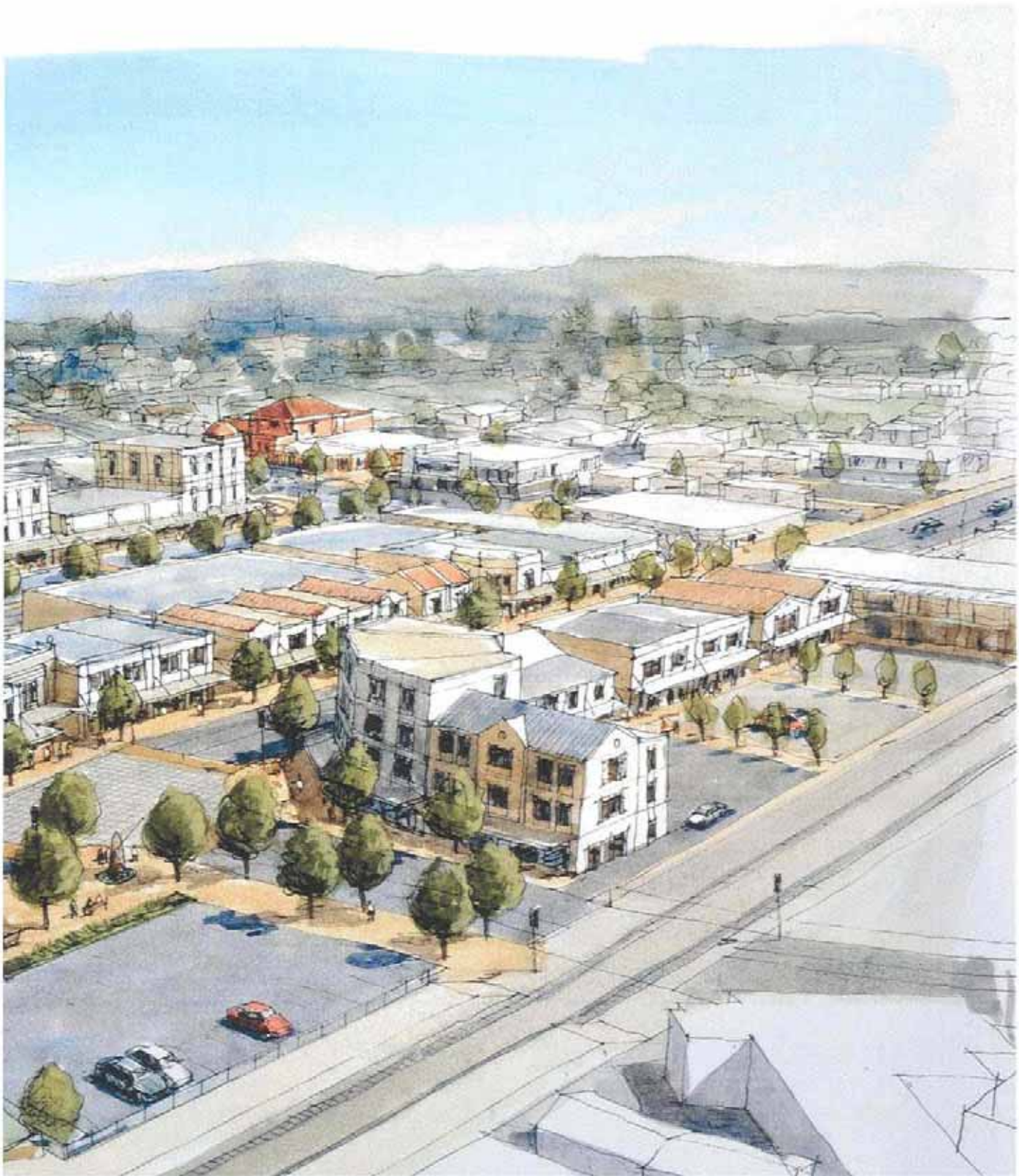
Extension of theatre to provide full arts/music venue. Reinforcing with cinema and restaurants.

### 16. HNZ SITE

Negotiate to relocate HNZ development to reinforce commercial nature of the centre with car park building and retail.



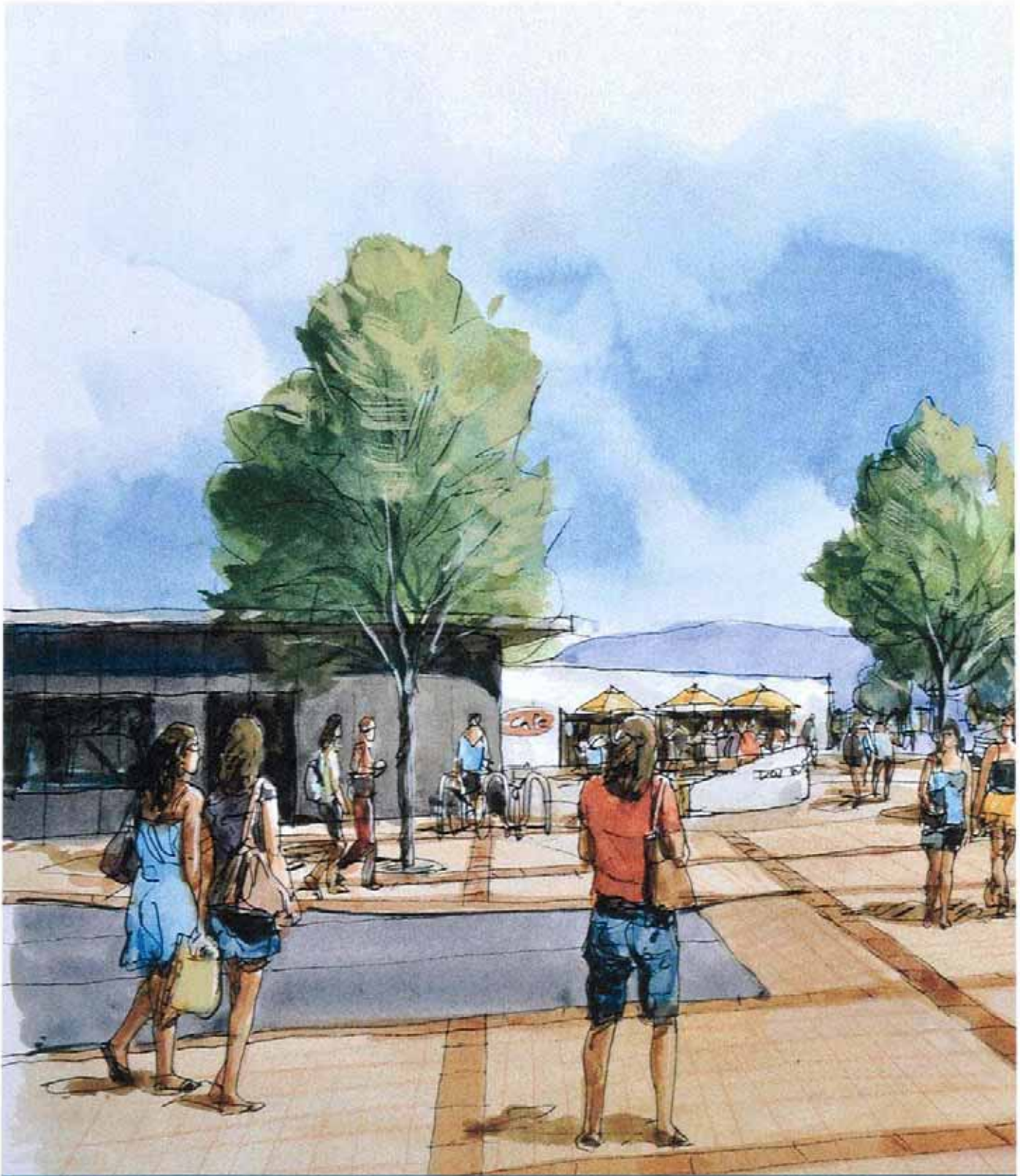
the main street, West Coast Road – a possibility  
continuous active frontages along West Coast Road.



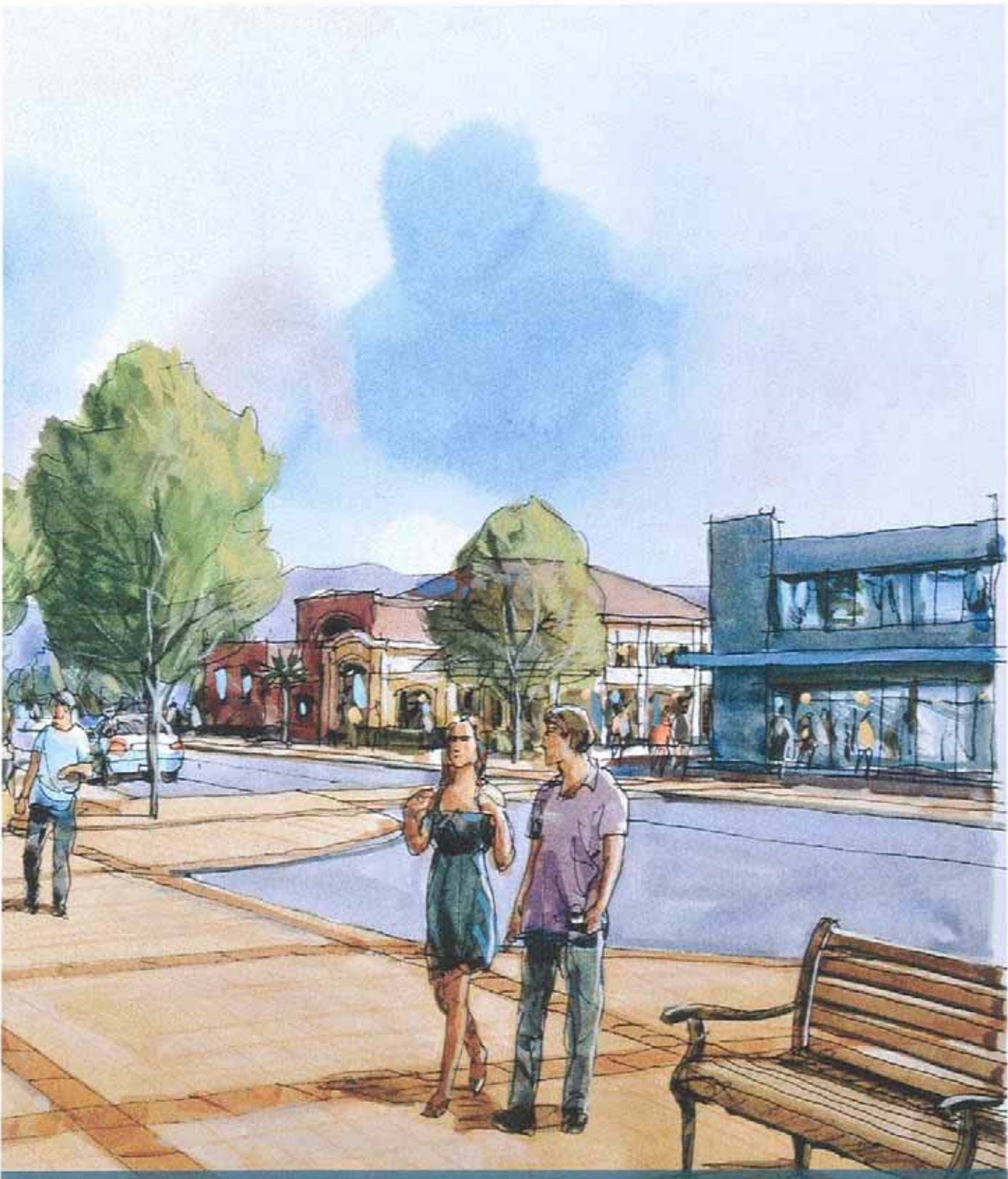
y to re-develop the council car park site to provide

*Shoreline - council*

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culture and entertainment, Glendale Road  
library, the theatre, retail and commercial activity forming a



ad – a pedestrian priority, a meeting place connecting the  
a community hub.

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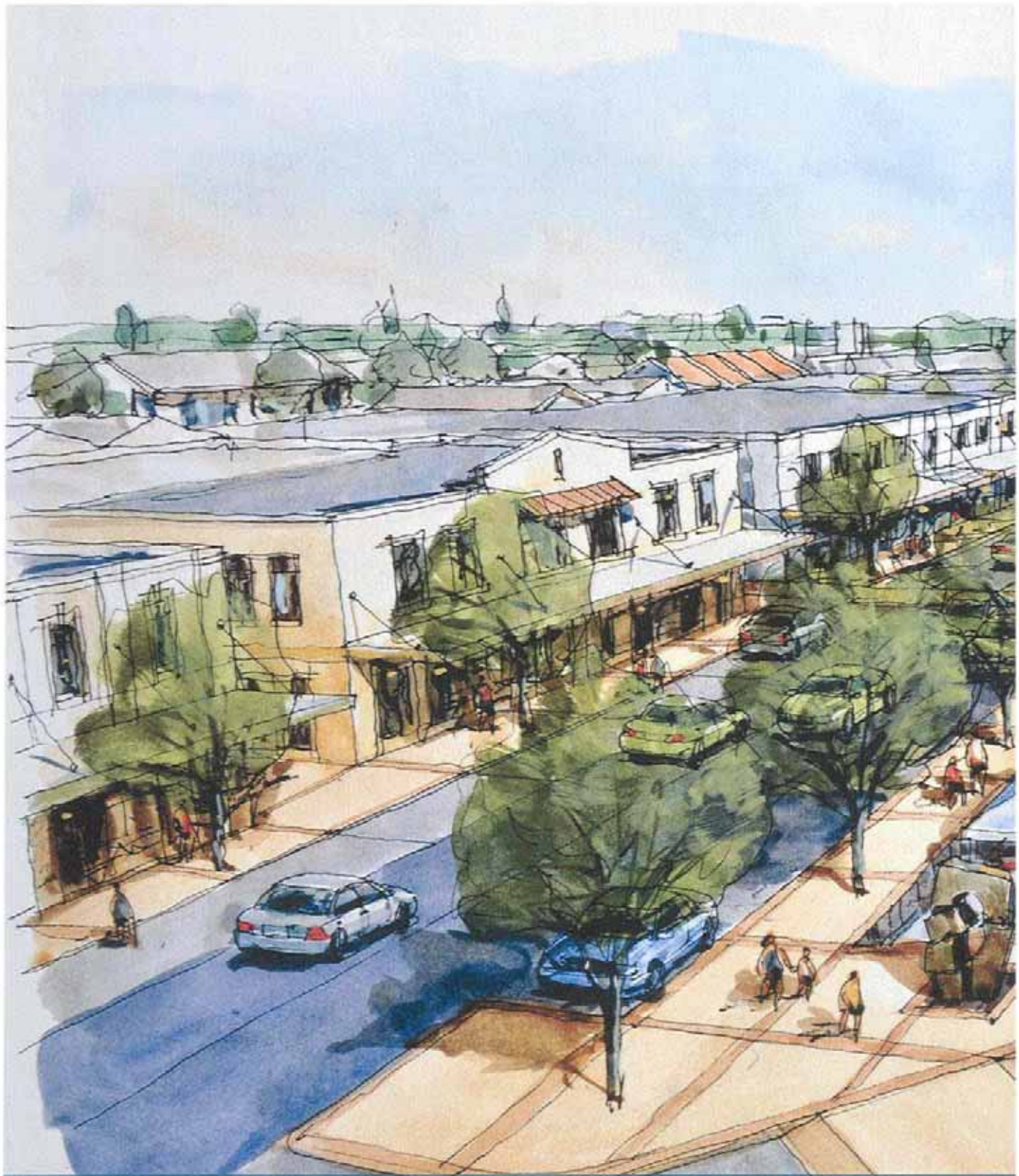


the lane, the lane provides for a more specialist, des south, capitalise on views and sunny sheltered aspect.

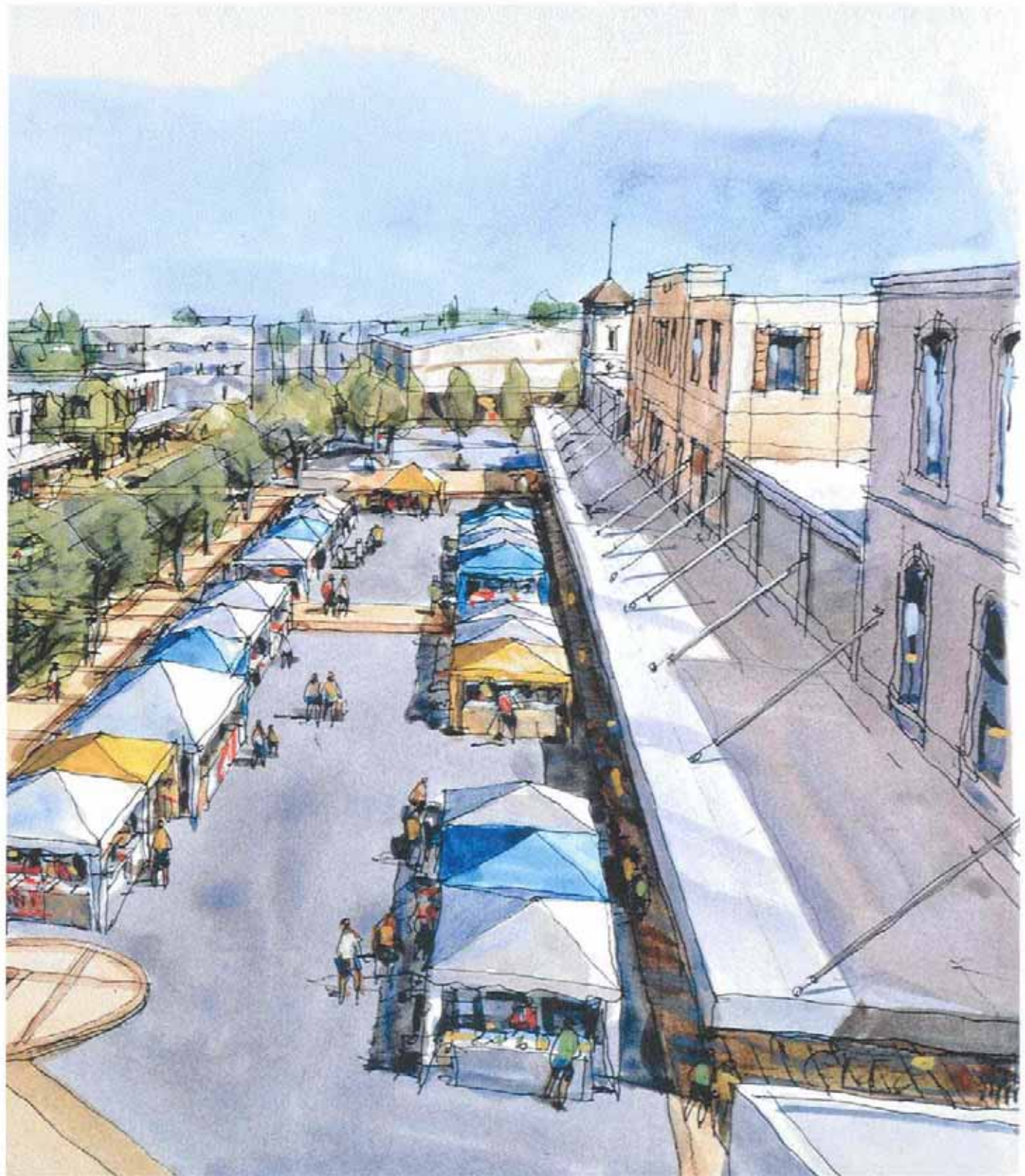


Design driven, retail and eating format. Orientated north and

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glen mall, containing a mix of retail, offices, cafes, re  
a platform for events and markets.



restaurants, entertainment and elevated apartments providing

## 2.7 AREAS OF CHANGE



Figure 2.2 Concept Plan - Areas of Change: Scale 1:3000 @ A4

- Legend
- Transit Interchange
  - Town Centre Precinct
  - Western Precinct
  - Eastern Precinct
  - Working Precinct
  - Open Space Network
  - Residential Area North
  - Residential Area South

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AREAS OF FOCUS

**TRANSIT INTERCHANGE**

Investment in the Railway Station and services provides the opportunity to integrate the rail and bus services into a safe and efficient transit centre connecting to the town centre.



**WORKING PRECINCT**

The business and light industrial fringe to the north of the town centre provides the opportunity to move in to specialised industries – such as organic food production.



**TOWN CENTRE PRECINCT**

The Town Centre provides the core retail amenity. It is important that this area is protected and enhanced as a focal retail area.



**OPEN SPACE NETWORK**

The Waikumete Cemetery contains significant heritage value and areas of natural vegetation. The opportunity exists to connect this area to the centre as part of the public open space network



**WESTERN PRECINCT**

The Western Precinct features a mix of community facilities and character buildings. This provides the opportunity to develop with an entertainment focus connected to cafe facilities.



**RESIDENTIAL AREA NORTH**

This is a special character area and needs protection from inappropriate infill development.



**EASTERN PRECINCT**

The Eastern Precinct having large areas of single landholdings has the opportunity to develop to a higher density.




**RESIDENTIAL AREA SOUTH**

This precinct has been intensified during the 80s/90s. There are opportunities to encourage title amalgamation, new roads and comprehensive development in the long term.



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## ☰ ACTION PLANS

- 
- 01 Transit Precinct
  - 02 Town Centre Precinct
  - 03 Western Precinct
  - 04 Eastern Precinct
  - 05 Working Precinct
  - 06 Open Space Network
  - 07 Residential Area North
  - 08 Residential Area South



## 3.1 TRANSIT PRECINCT



MULTI-MODAL ACCESS



HISTORIC FABRIC



3.1 TRANSIT PRECINCT

3.1.1 TRANSIT INTERCHANGE

3.1.2 TRANSIT STATION

3.1.3 TRANSIT STOP

3.1.4 TRANSIT LINKAGE

3.1.5 TRANSIT INFRASTRUCTURE

3.1.6 TRANSIT ACCESSIBILITY

3.1.7 TRANSIT SECURITY



TRANSIT INTERCHANGE



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## 3.1 TRANSIT PRECINCT

### GOAL 1: PROMOTE GLEN EDEN RAILWAY STATION AS THE GATEWAY TO THE TOWN CENTRE



Railway Station – Barriers created to pedestrian connectivity



Railway Station – Visual connections north to Waikumete Cemetery



Railway Station – Long range views to surrounding ranges

### CURRENT SITUATION

The existing Glen Eden train station has been redeveloped to cater for an increase in service and patronage in the area. This will become an important transit hub supporting park and ride and linking in with adjacent bus services.

Currently there are a number of conflicting safety issues within the area of the transit interchange – between buses, vehicles, pedestrians and its informal Park and Ride facility located adjacent with little coordination of movement patterns and a low level of amenity. The future extension of the station and growing need for park and ride facilities will need to be considered in future development proposals in coordination with bus, roading, pedestrian and cycling networks.

Despite being in easy walking distance, the station is poorly connected to the retail and surrounding precincts both visually and physically. This results in visitors – and those who are unfamiliar with the street network and location of activities within the town – having greater difficulty understanding which direction to head once leaving the station building.

While serviced by adequate off-street parking and vehicle set-down, the area surrounding the station has little visual charm that would complement the amenity of Glen Eden's location. First impressions count and the image of Glen Eden Town Centre is not enhanced by the poor condition of the station forecourt.