

**Harbour Bridge Park  
Concept Design  
25.02.2022**



TE WAITEMATĀ

HARBOUR  
BRIDGE  
PARK

TE ROUTU O  
UREIA

TE ONEMARU O HAUTAU

TE PAKUAWHAI

WYNYARD  
QUATER

TE  
ŌKĀ PĀ

KOTAKEREHAEA

WAIATARAU

TE TŌ PĀ

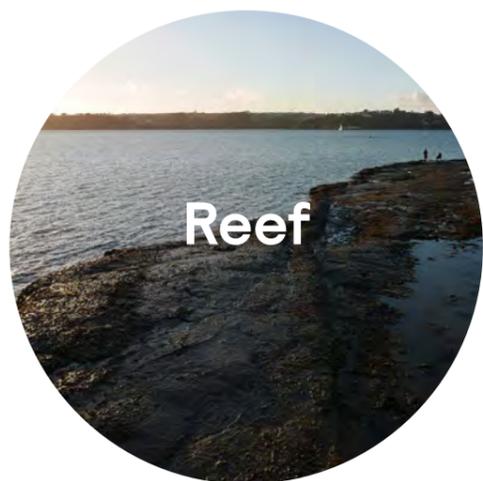
**Harbour Bridge Park (HBP) weaves together a waters edge promenade, a linear park space and a street to re-program the site through the fluid interaction of movement, open space and place. A hybrid waterfront park informed by the original shoreline, reconnecting the reef and headland landscapes.**

Design\_  
Narrative\_  
Architecture\_



Multiple layers of the site and context inform a cohesive design strategy, drawing on elements of history, landscape features and cultural values.

Landscape Identity



References and informed by the underlying volcanic reef and its cultural significance.



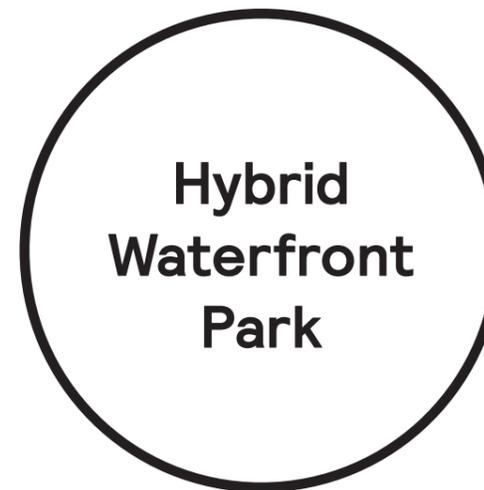
Acknowledging the dynamic interface between whenua (land) and moana (sea).



References to the historic and cultural significance of the harbour edge, reef and headland.



Reveals and responds to the underlying geological and volcanic field of Tāmaki and Te Waitematā.



A hybrid waterfront park informed by the original coastline reconnecting the reef and headland landscapes.

User Groups / Components



The design reorganises the cycling and pedestrian user groups by introducing a designated bi-directional cycle facility adjacent the carriageway and providing a generously scaled waters edge promenade for pedestrians and recreational cyclists to mitigate existing user conflicts.



The reorganising of the parks sectional arrangement and new fishing piers mitigates conflicts between fishing and pedestrian user groups. The rationalisation of existing built stations and fishing facilities ensure fishing amenities are maximised.



Provision of large flat areas of lawn mixed with topography to facilitate recreational activities, picnics, and outlooks to the harbour. Areas of shade and shelter from wind and sun.



Informal nature play opportunities is provided in the 'reef' park section. The design integrates play amenity into the park through informal play elements.



Topographic lawn is directionally shaped to provide park users north and northwest aspect. Lookouts provide a Waitakere Ranges and Upper Harbour viewing platforms.

## Issues\_

- Lack of amenity relative to the significance of the site and waterfront location
- Lack of identity and purpose/program
- Dominated by parked vehicles
- Two way vehicle circulation and parking dominates the space
- Lack of waters edge space (3m footpath) and amenity for occupation
- Conflict between users (walking, cycling, fishing) and recreating due to lack of space
- Existing infrastructure
- Linear nature of space
- Views of harbour and water blocked by parked cars
- Lack of recreational opportunities
- Harbour Bridge space separates Harbour Bridge Park from Westhaven Marina
- Exposed to wind and sun
- Pump Station and associated pipes (constraint)

## Opportunities\_

- Establish a wider range of recreational opportunities
- Improve and enhance amenity and appeal of the waters edge
- Resolve conflicts between users
- Reduce dominance of vehicles on the space
- Improve environmental comfort (shade and shelter)
- Improve connectivity between Harbour Bridge Park and Westhaven
- Make a new urban space and destination under the Harbour Bridge (Harbour Bridge Plaza)
- Extend recreational activity deeper into the site by relocating the road to the back of the space
- Enhance views of and access to the water
- Establish improved connections to Pt Erin
- Reveal the cultural significance of the Te Routu o Ureia reef

## Circulation\_

- Harbour Bridge Path (up to 600 cyclist per hour, 2000 pedestrians per hour) into the Westhaven Marina.
- New bus service from Tamaki Drive (via Wynyard Quarter) to Harbour Bridge. Preferred option is access one way in via Curran Street and out via Westhaven Drive. Alternative is in-out via Westhaven Drive. (6 per hour, 10 mins)
- Westhaven Drive remains the key cycle route from Harbour Bridge to Wynyard with connections to Fanshawe Street city) and Beaumont Street (Wynyard Quarter).
- One way through Harbour Bridge Park simplifies movements and optimises space in the Park (no turn around or two way carriageways)
- Existing round about becomes place of conflict with walking, cycling, buses and private vehicles converging.

## Harbour Bridge Plaza\_

- A new waterfront destination at the waters edge confluence with the Harbour Bridge and Harbour Bridge Path
- A connecting and linking space between Harbour Bridge Park and Westhaven Marina
- A space that contributes to the user and visitor experience of Harbour Bridge Path, Westhaven Marina and Harbour Bridge Park and adds to the sequence of public/urban spaces along the waterfront axis that runs between Harbour Bridge Park and Tamaki Drive
- A multi-functional urban space able to accommodate a variety of recreational and event programs on the waters edge
- A space that provides a positive user experience for cycling, users of the Harbour Bridge Park and the marine industry.
- Catalyse the opportunity of new people accessing the space from Harbour Bridge Path, Harbour Bridge Park and Westhaven.
- Plaza space (under bridge = approx 40 x 30m = 1200 sq.m)

Proposed circulation network connecting Harbour Bridge Park to Wynyard Quarter and Western suburbs.



- Pedestrians + non-confident cyclists
- Cycle (confident cyclists)
- .... Vehicles (30kph < 2500vpd)
- Vehicles (One way)
- - Bus (Tamaki Drive to Harbour Bridge Via Wynyard)



Existing Harbour Bridge Park Site Plan.

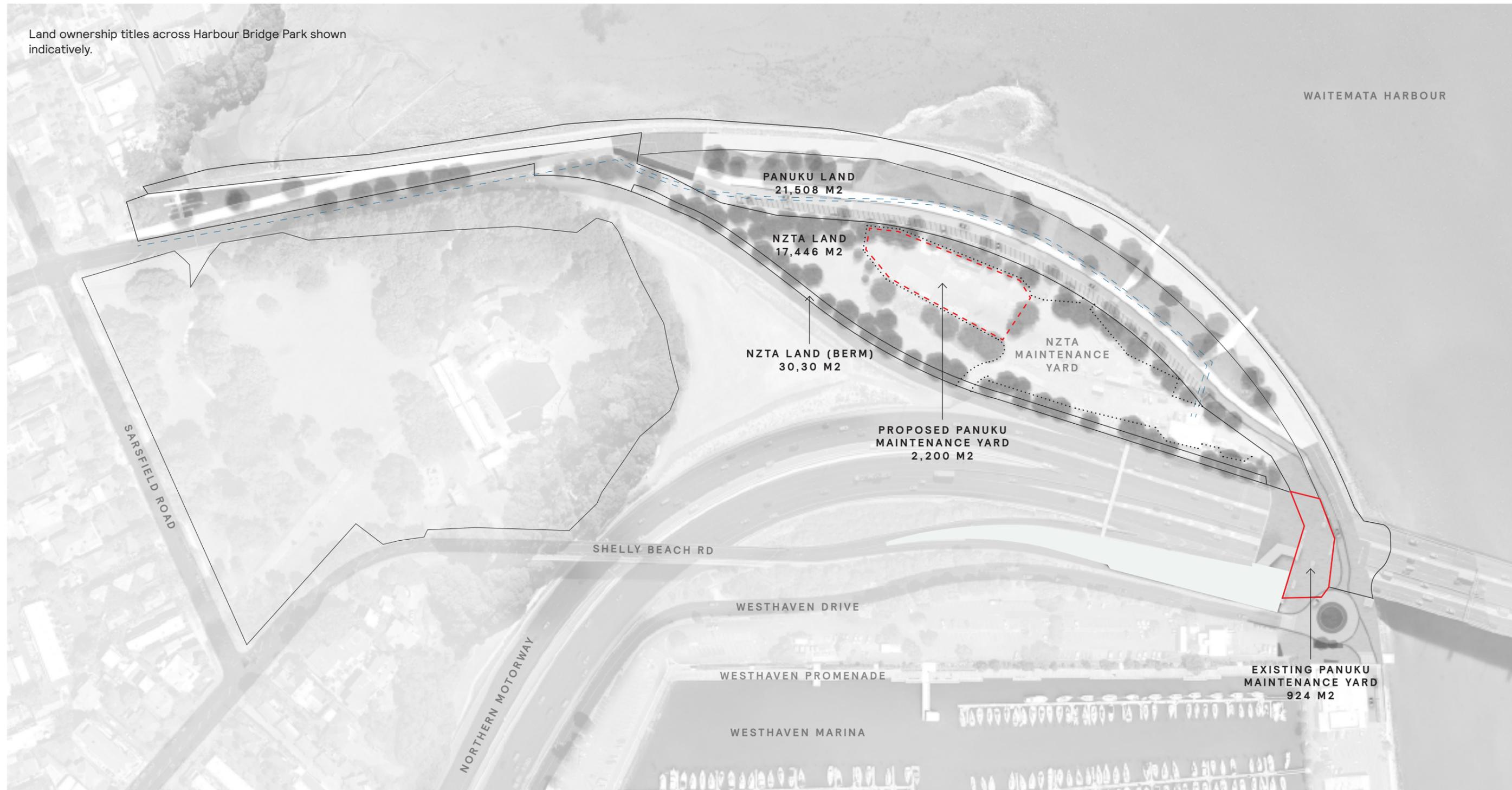
Key\_

- NZTA Land
- - NZHPT Waahi Tapu Site (per Unitary Plan)  
 \*assumed to cover full extent of reef for the purposes of this project.



1:1000 @ A1

1:2000 @ A3



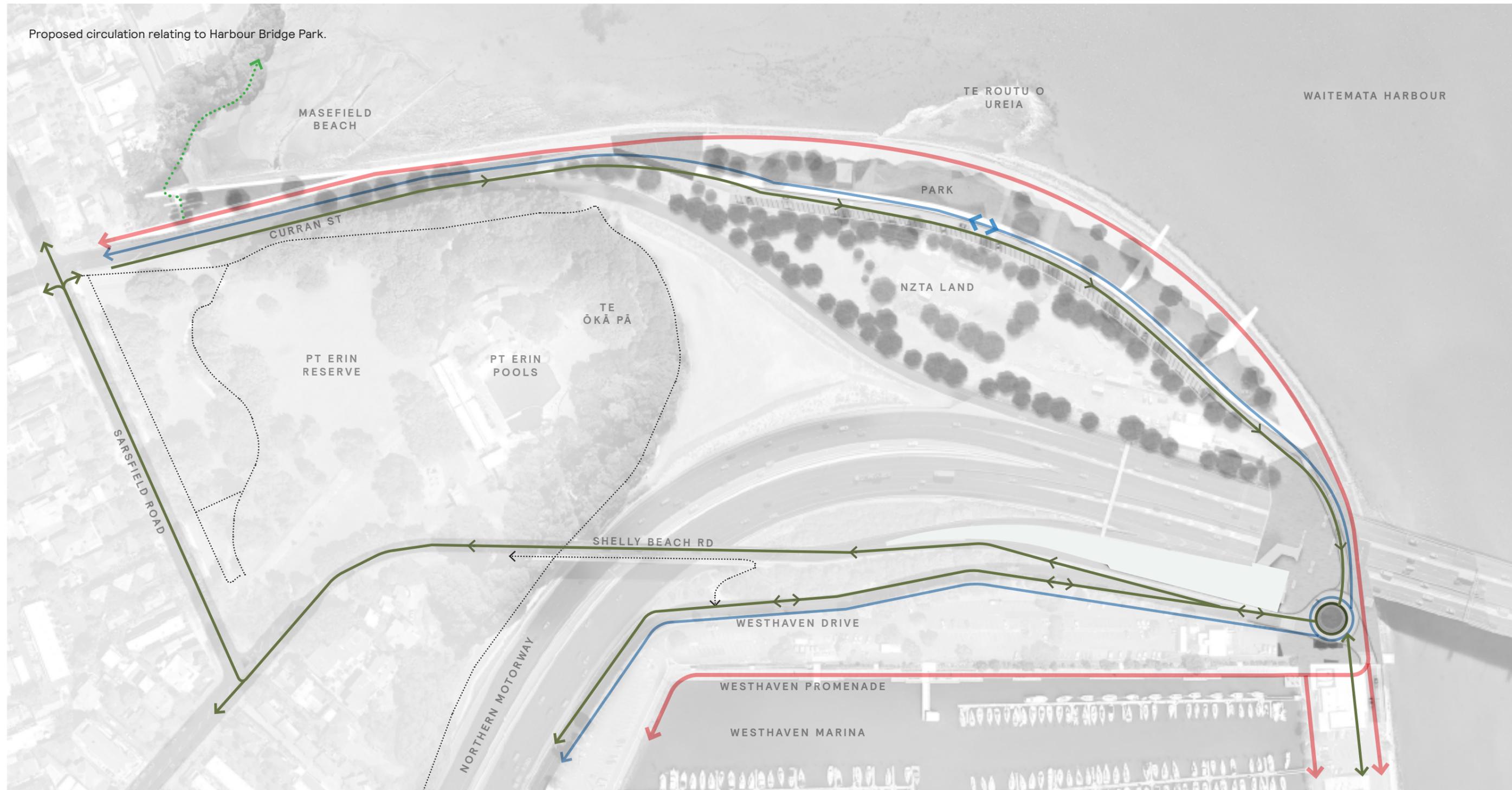
Key\_

- Property boundaries (indicative only)
- - Internal zoning / cadastral
- ..... Existing NZTA maintenance yard
- Existing Panuku maintenance yard
- - Proposed NZTA maintenance yard
- - - - Water mains (indicative only)



1:1000 @ A1

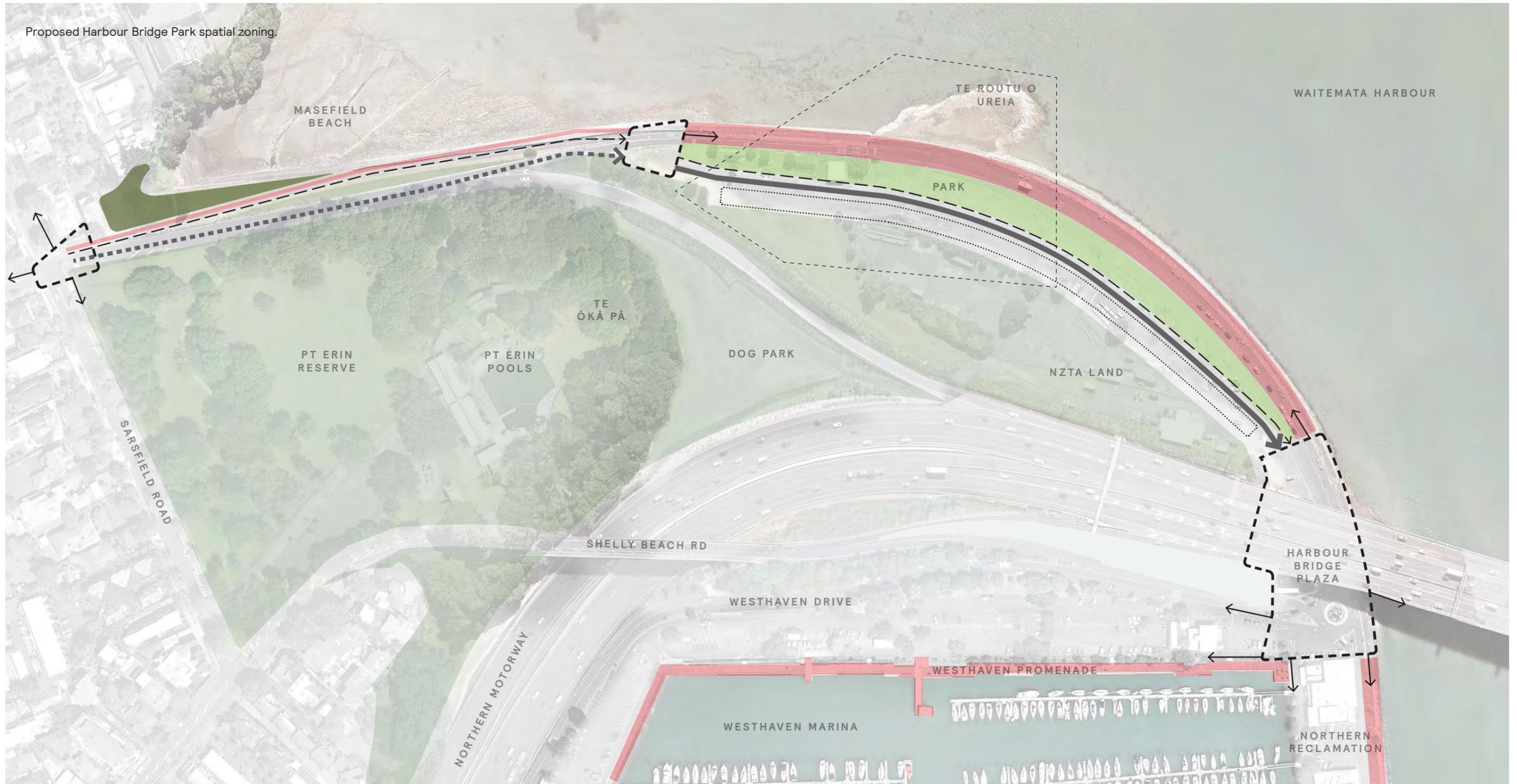
1:2000 @ A3



Key\_

- Pedestrians and non-confident cyclists
- Cycle (confident cyclists)
- ↔ Vehicles (30kph <2500vpd)
- Vehicles (One Way)
- ..... Existing pedestrian tracks
- Existing pedestrian tracks (accessibility subject to tidal levels)

1:1000 @ A1  
 1:2000 @ A3



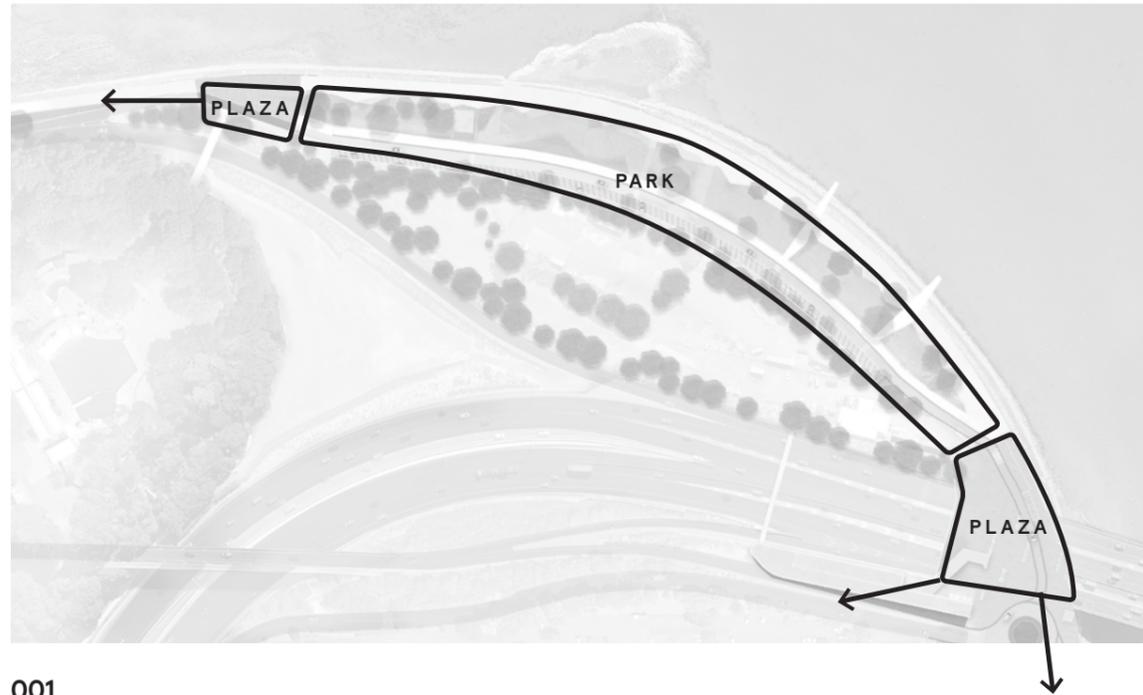
Key\_

- Promenade (Pedestrians + non confident cyclists)
- Threshold Zone
- Waterfront Park
- Bi-directional cycle facility (Confident cyclists)
- Carriageway
- 75deg Parking
- Headland Park
- Upper Curran Street
- Beach
- NZTA Land
- NZHT Waahi Tapu Site (per Unitary Plan)  
*\*assumed to cover full extent of reef for the purposes of this project.*

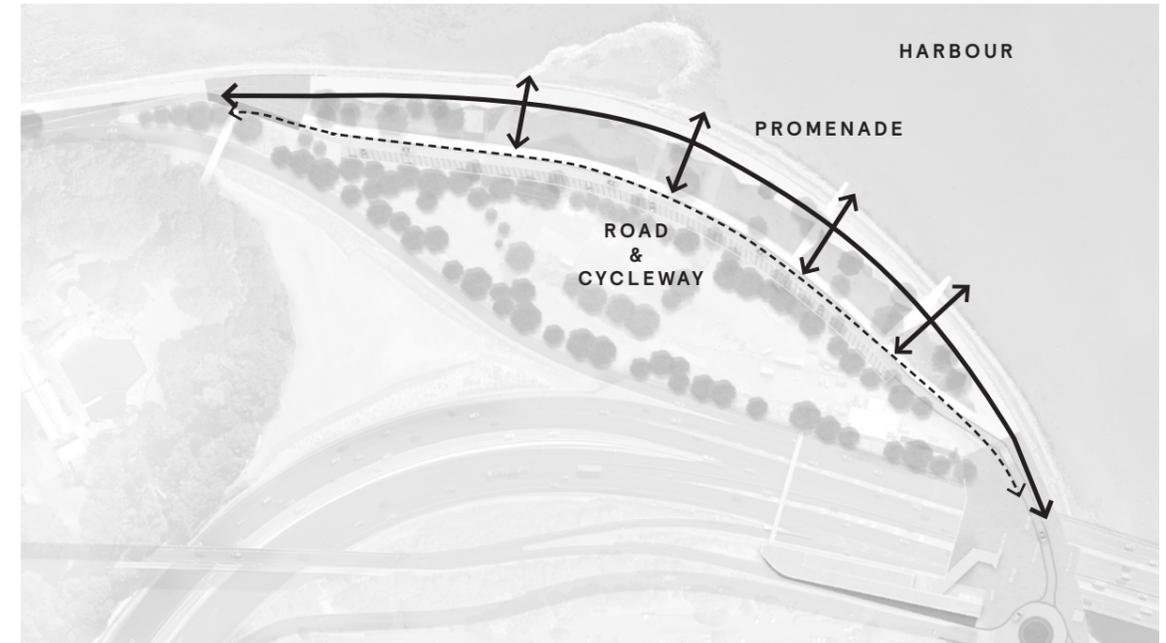


1:1000 @ A1

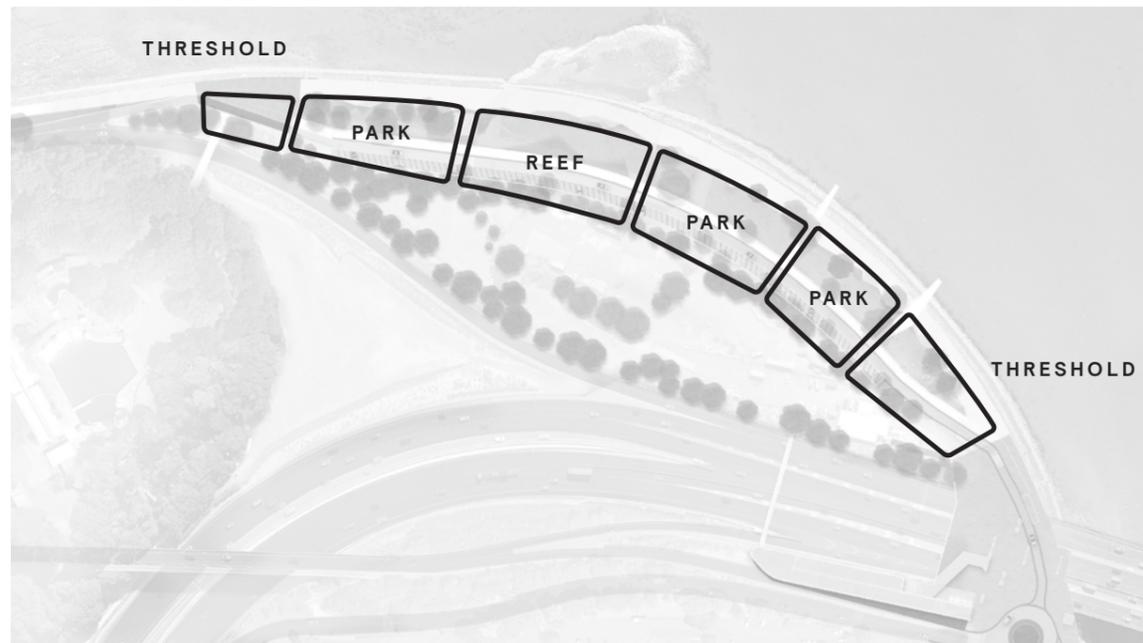
1:2000 @ A3



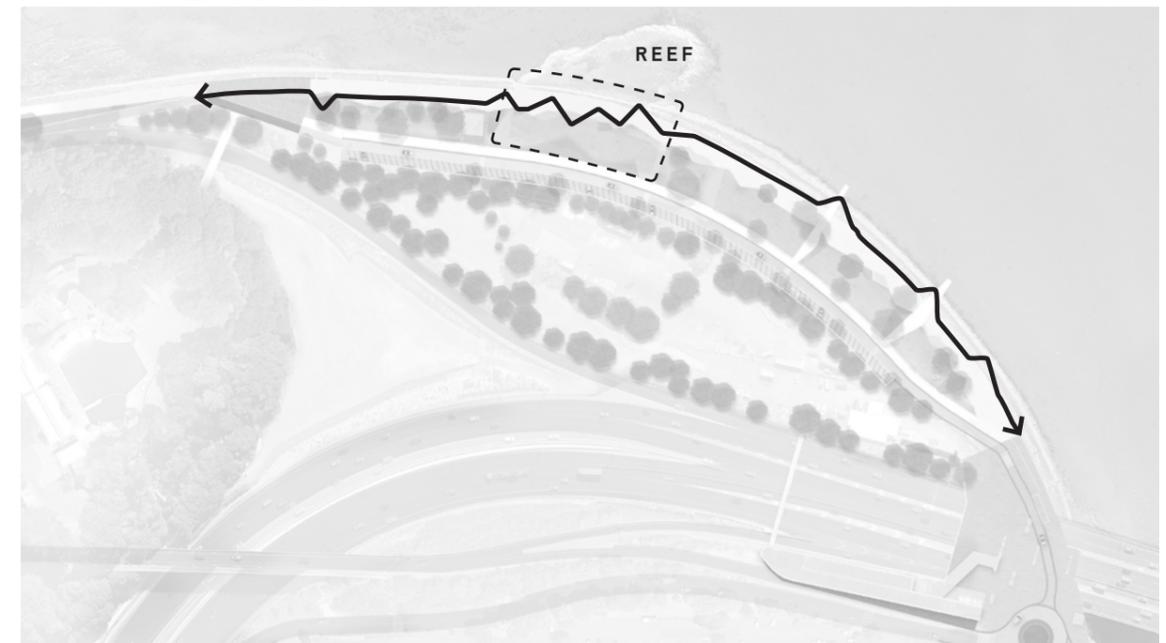
001\_  
Park + Plaza



002\_  
Connectivity + Outlook



003\_  
Park Rooms



004\_  
Episodic

## Site Plan – Key Elements\_

Key elements that stitch together Harbour Bridge Park with the wider city context.

### 001 Threshold Zone\_

Shared surface, entrance threshold to Harbour Bridge Park and public gathering. Pedestrian crossings introduced.

### 002 Waterfront Park\_

A generous green open space accommodating informal park activities and adding ecological value.

### 003 Promenade\_

Promenade. 7.0m -10m wide promenade.

### 004 Roundabout\_

Reconfigured layout and reduced scale of roundabout.

### 005 Street\_

A slow vehicle environment with parking provisions (90 spaces to match existing), accommodating service access and bus movements.

### 006 Headland Park\_

Connection of Harbour Bridge Park with Pt Erin Park including native coastal cliff planting zones to increase ecological habitat and conceal NZTA and Marina operation yards.

### 007 Playground\_

Playground facilities adjacent to promenade.

### 008 Underground Pump Station\_

Sewer Pump station situated in NZTA Land site.

### 009 Provision for Public Facilities\_

Toilets and Amenities.

### 010 Drop-Off\_

Organisation of drop-off and Bus Stop facilities associated with Harbour Bridge Path and Commercial Bridge activities.

### 011 Bus Stop\_

Proposed bus stop for pick up and drop off.

The following items are outside Panuku's property boundary:

### 012 Pedestrian Bridge\_

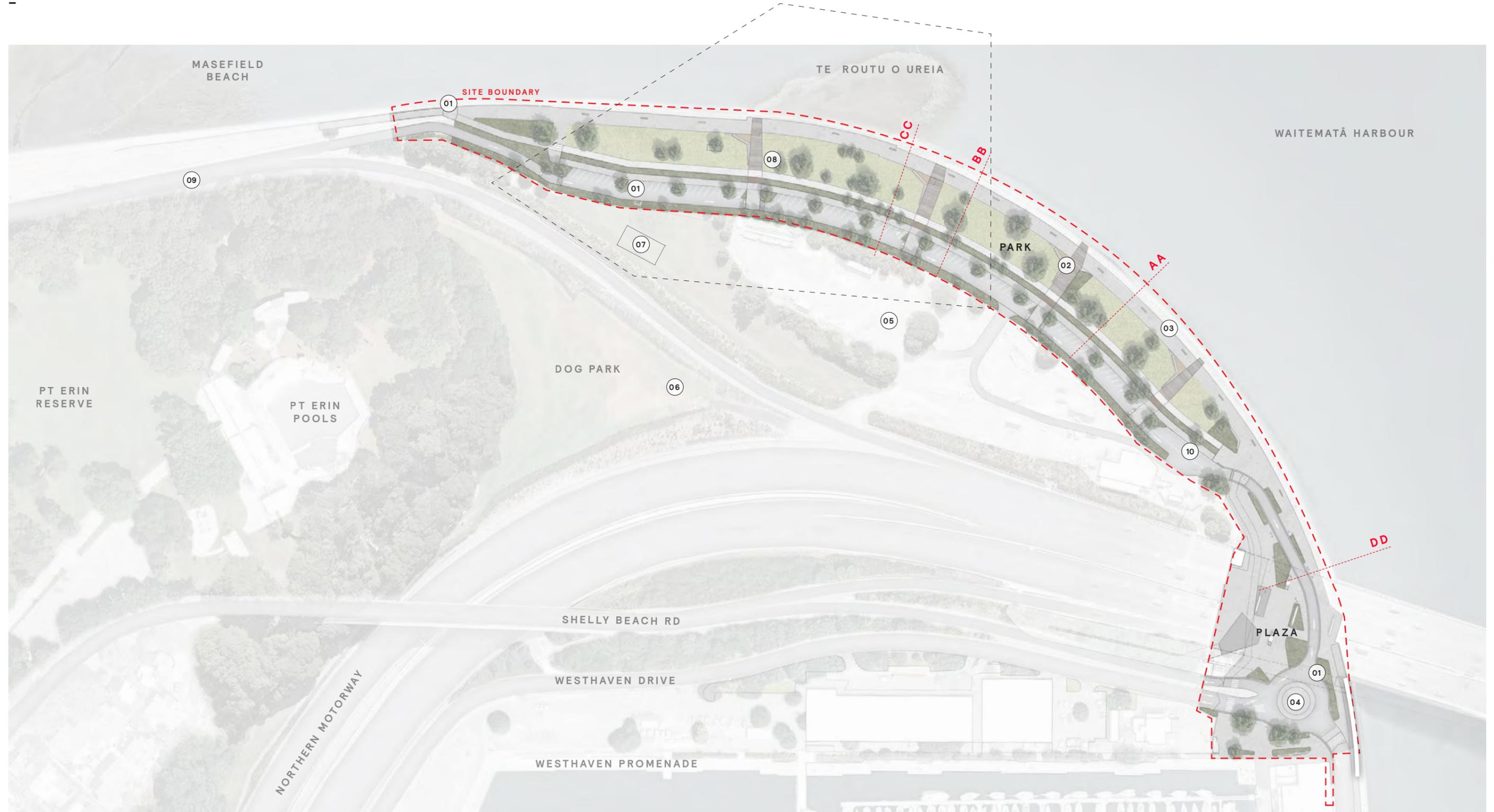
Connection of Harbour Bridge Park with Pt Erin Park via pedestrian bridge.

### 013 Upper Curran Street\_

Traffic calming of the existing street to provide a threshold to the park, slowing traffic speeds until entering the Harbour Bridge on-ramp.

### 014 Beach\_

Upgraded access and facilities.



Key\_

- |                            |                                    |    |
|----------------------------|------------------------------------|----|
| 01 Threshold Zone          | 06 Headland Park                   | 11 |
| 02 Waterfront Park         | 07 New Watercare Pump Station      |    |
| 03 Promenade               | 08 Provision for Public Facilities |    |
| 04 Reconfigured roundabout | 09 Upper Curran Street             |    |
| 05 NZTA maintenance yard   | 10 Bus Drop Off                    |    |

- - - Site Boundary (Indicative Only)
- - - NZHPT Waahi Tapu Site (per Unitary Plan)  
 \*assumed to cover full extent of reef for the purposes of this project.

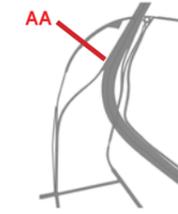


1:750 @ A1  
 1:1500 @ A3





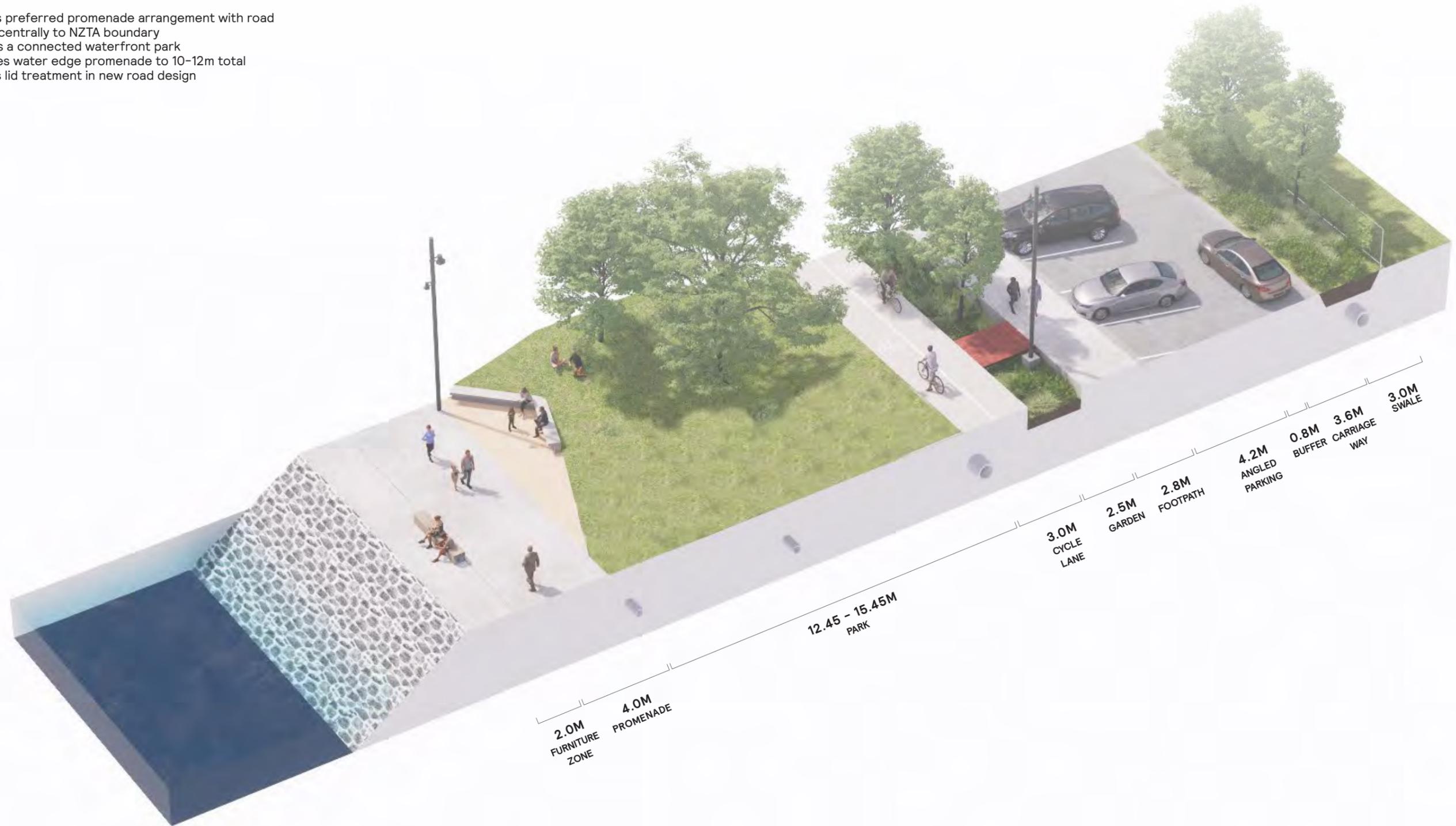
HARBOUR BRIDGE PARK  
 CONCEPT DESIGN  
 TYPICAL SECTION AA - PARK



The typical park cross section creates a connected waterfront park with generous capacity for all users.

PROPOSED CROSS SECTION:

- Reflects preferred promenade arrangement with road shifted centrally to NZTA boundary
- Provides a connected waterfront park
- Increases water edge promenade to 10-12m total
- Includes lid treatment in new road design



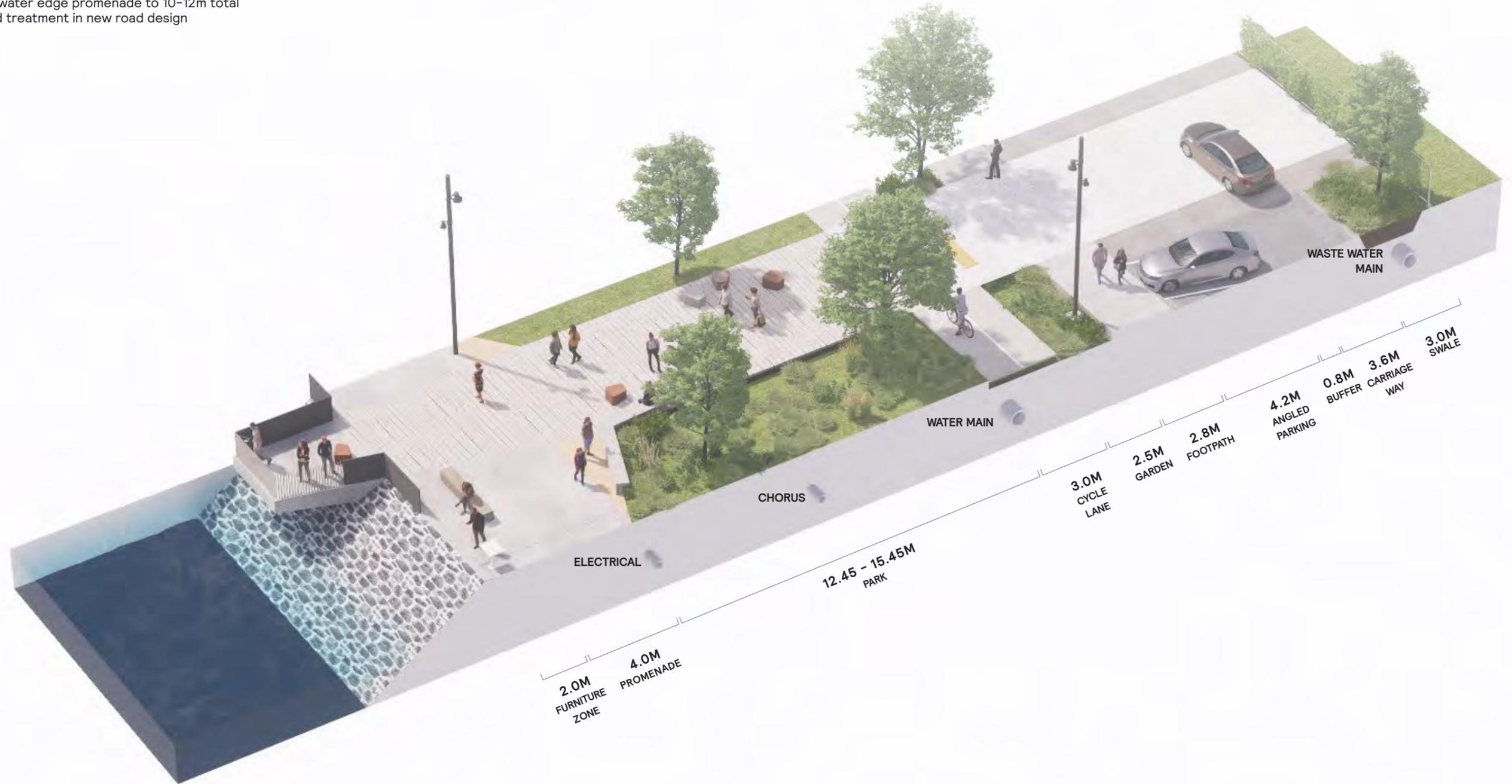
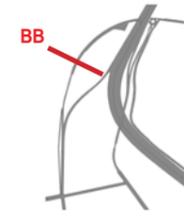
\*Indicative services locations based on 2014 Thurlow survey.  
 Depths TBC

TYPICAL SECTION BB - STITCH

The typical park cross section creates a connected waterfront park with generous capacity for all users.

PROPOSED CROSS SECTION:

- Reflects preferred promenade arrangement with road shifted centrally to NZTA boundary
- Provides a connected waterfront park
- Increases water edge promenade to 10-12m total
- Includes lid treatment in new road design



## TYPICAL SECTION CC - REEF

The typical park cross section creates a connected waterfront park with generous capacity for all users.

### PROPOSED CROSS SECTION:

- Reflects preferred promenade arrangement with road shifted centrally to NZTA boundary
- Provides a connected waterfront park
- Increases water edge promenade to 10-12m total
- Includes lid treatment in new road design

