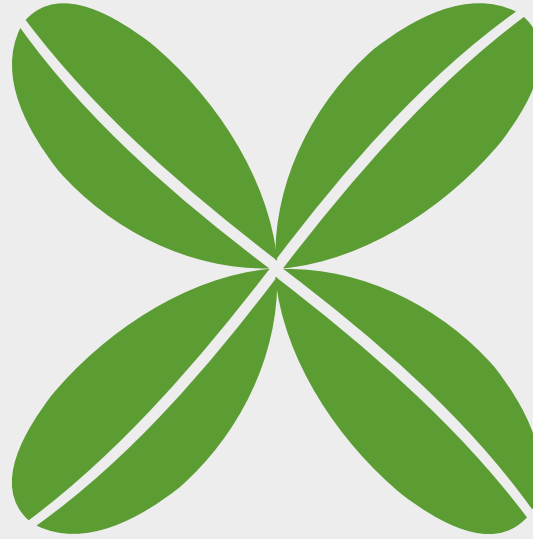
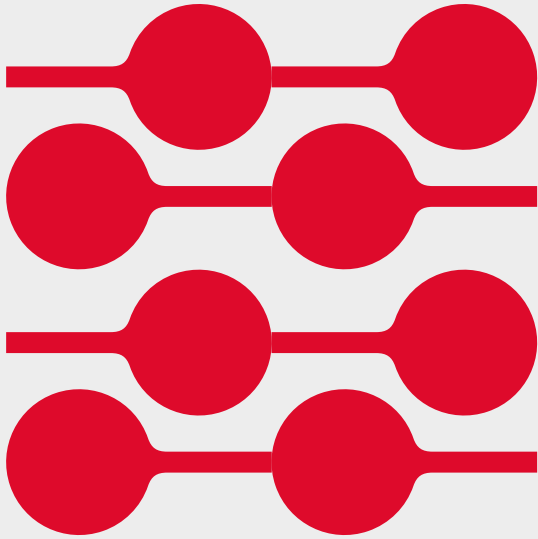


# EMILY PLACE IMPROVEMENTS



## Preliminary design

Information pack

June 2025





# EMILY PLACE IMPROVEMENTS PROJECT – PRELIMINARY DESIGN

## Introduction

We are progressing work on the Emily Place Improvements Project, a project that aims to provide a more people-focused street.

This project and proposed improvements align with the City Centre Masterplan, which focuses on making better use of city centre spaces and improving the quality of the environment.

The overall objectives for the Emily Place improvements project are to:

- Deliver a quality, accessible, attractive, distinctive and desirable public place.
- Create a destination that celebrates and responds to the cultural heritage and built form of the area
- Provide a space that empowers local community-led placemaking and activation opportunities.

## Design update

This preliminary design builds on the final concept design shared in June 2024, which was shaped by feedback from the community consultation in late 2023.

While the overall direction and character remain the same, we continue to refine the design based on technical reviews and public feedback received from the previous phase.

While not every suggestion could be incorporated, community input has been an important part of shaping the design.

## More information

To find more about the preliminary design, a summary of the engagement process and community feedback and an option to sign up for project updates, please visit:

<https://progressakl.co.nz/emilyplace>



# PRELIMINARY DESIGN SNAPSHOT

## **Pedestrian priority and safety enhancements**

- Multiple crossing locations, including a zebra crossing in mid Emily Place
- Traffic calming measures, such as two proposed speed humps and reduced road widths
- Slip lane routing and manoeuvring space adjusted for improved access
- Safety improvements at the Eden Crescent and Shortland Street intersections
- Existing footpath extension on the northern side of lower Emily Place, installed as part of the Innovating Streets project, removed and rebuilt slightly wider than its original width

## **Loading and parking provision**

- A total of 40 car parking spaces, including 6 loading spaces, 2 car share car parks and 32 pay & display
- Bike parking spaces provided

## **Space usability and greening opportunities**

- A community plaza in mid Emily Place, with an open, flat space beside the reserve lawn, with terraced areas along a gently sloped path
- Separation between people and cars with new garden beds
- New seating in mid Emily Place and the reserve
- Removal of one exotic tree, replaced with two new native trees in mid-Emily Place
- Promoting native planting by adding new raised planting areas and increasing soil volume around the existing trees in mid Emily Place
- New drinking fountain and power supply box

## **Safety improvements in the reserve**

- Handrails for the stairs in the reserve, with lighting incorporated
- Addition of lighting along the central north-south path within the reserve to enhance safety and visibility, while maintaining sensitivity to surrounding garden areas

## **Stormwater management**

- Increased number of cesspits to improve surface water capture and drainage efficiency
- Increased soft landscaping areas
- Linking garden beds and tree pits, with kerb openings to guide water into the soil, supporting passive irrigation

## **Cultural design opportunities**

Partnering with Ngāti Whātua Ōrākei and Ngāti Maru, the following integrated design opportunities were identified and will continue to be explored:

- Incorporation of mahi toi (art), cultural plinths and feature seating, expressing local narratives and cultural identity
- Placement of kōhatu (carved stones) to support storytelling, spatial definition and informal interaction
- Integration of native planting, with species selected and sourced in collaboration with iwi nurseries

# KEY CHANGES SINCE CONCEPT DESIGN

## Traffic Calming

- Two speed humps in lower Emily Place were reduced to one following a traffic engineering review that confirmed the slope and curve of the road helps to slow vehicles naturally
- The proposed speed hump in upper Emily Place was relocated to improve speed reduction near the zebra crossing, following a traffic engineering review

## Stormwater Management

- The new tree pit in mid Emily Place north was enlarged and linked to nearby garden beds below the surface to support natural irrigation
- The raised planter in mid Emily Place north was redesigned to help stormwater flow
- By connecting the planter directly to the natural ground, the planter can now hold more soil and water, giving plants better conditions to grow

## Parking Adjustments

- One general parking space was relocated in lower Emily Place to allow for sufficient road width
- A loading bay in mid Emily Place north was relocated to the eastern side of the street and made longer, to better accommodate different vehicles and loading activities  
Two car share parking spaces were swapped to the western side; the smaller vehicle size will improve visibility and make it easier for drivers and people crossing the road to see what's ahead
- Two pay & display parking spaces removed, bringing total to 32 spaces:
  - One in mid Emily Place north was removed due to the relocation of the loading bay to the eastern side
  - One in upper Emily Place near Eden Crescent was removed due to a wider kerb buildout

## Feature Plinths

- Two plinths have been refined to a consistent shape and coordinated with ramps and the refined surrounding terraces

## Street Furniture & Amenities

- Drinking fountain and power supply box was relocated to the community plaza to support community events
- Refinements were made to the raised planter and bespoke seating design

## Emily Place Reserve

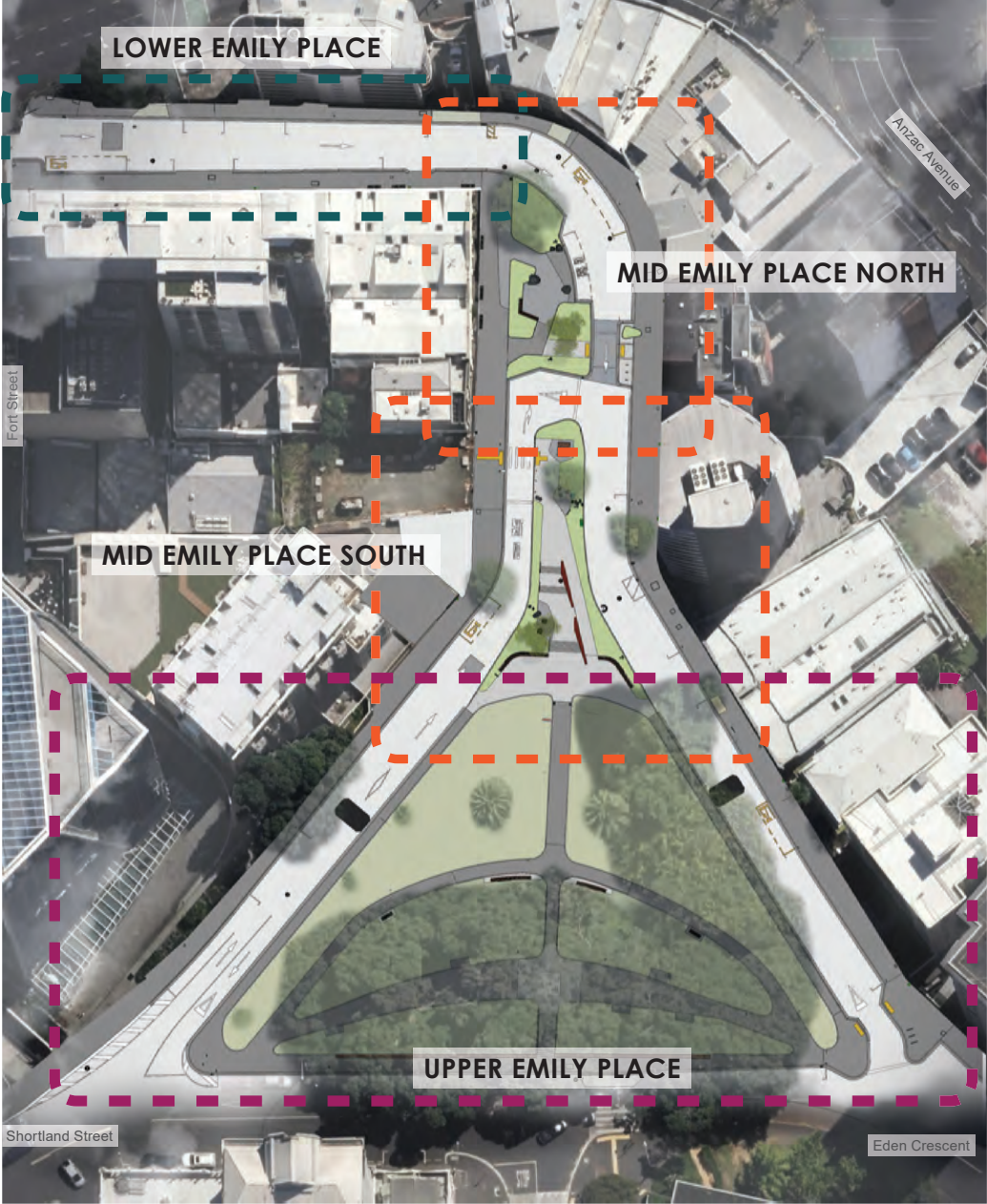
The lighting design was refined:

- Bollard lights are proposed along the grassy area of the north-south walkway and outer edge of the lower path
- Lighting will be incorporated into the new handrails along the heritage stairs

Planned improvements to the reserve will be coordinated with Auckland Council's Parks & Community Facilities to assess feasibility and alignment with the long term reserve management approach

EMILY PLACE | PRELIMINARY DESIGN

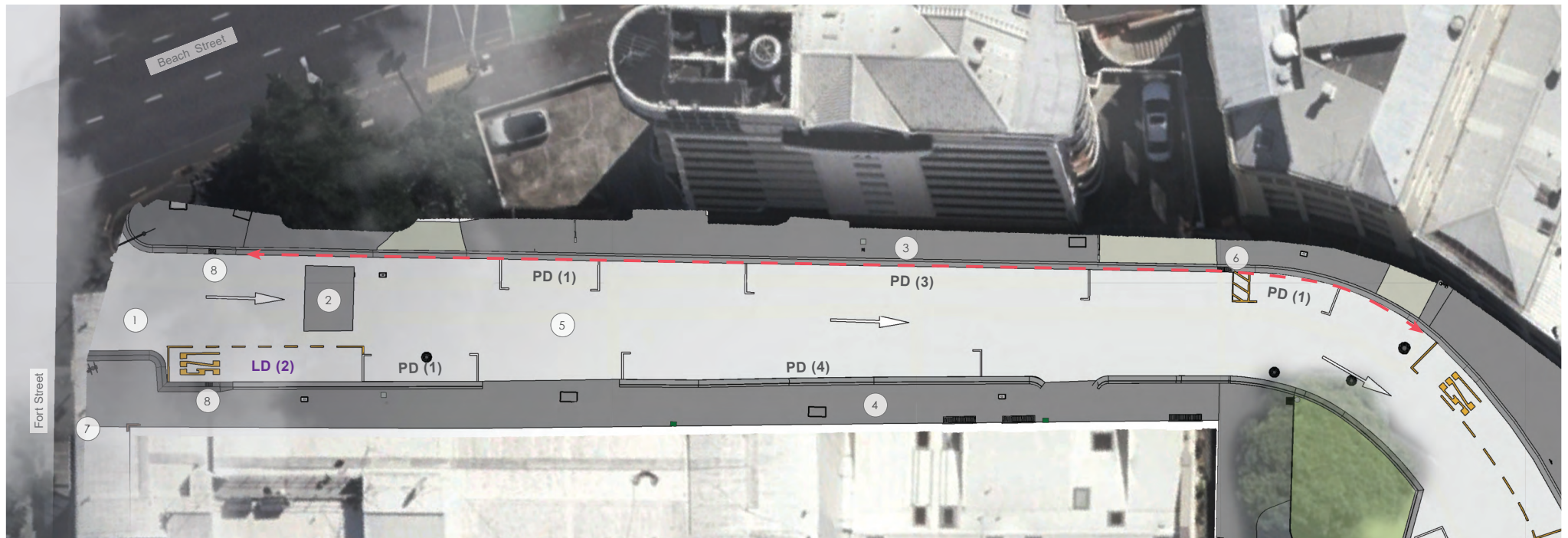
CONCEPT PLAN



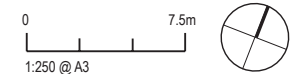


# LOWER EMILY PLACE | PRELIMINARY DESIGN

## PRELIMINARY DESIGN PLAN



1. Existing signalised pedestrian crossing retained
2. Proposed speed hump
3. Proposed widened northern footpath and alignment to AT standard
  - Original kerb reused to new alignment (← →)
  - Footpath re-surfaced where kerb is realigned to resolve uneven surface
  - Kerb height/channel and roadway reconfigured to ensure channel depth has adequate capacity to hold stormwater runoff
  - Car parking on northern side reinstated
4. Southern footpath parking allocation/typology changed
5. Rationalised road carriageway width
  - Carriageway resurfacing where required to establish proposed alignment of northern kerb and channel
6. Proposed upgrade to existing catchpit to double rear-entry catchpit
7. Proposed wayfinding signage at corner of building
8. Retained existing catchpit



### Parking key:

- |    |   |
|----|---|
| PD | Pay & Display                                       |
| LD | P5 Loading Zone (5min Maximum, Goods Vehicles Only) |
| LD | P5 Loading Zone (8am - 6pm, Mon - Sat)              |
| SD | Approved Car Share Vehicles At All Times            |

# MID EMILY PLACE SOUTH | PRELIMINARY DESIGN

## PRELIMINARY DESIGN PLAN

1. Renewed asphalt footpath
2. Proposed feature rocks/kōhatu (cultural expression)
3. Proposed feature footpath paving (cultural expression)
4. Proposed threshold paving / informal crossing (not raised crossing)
5. Proposed in ground raised planter with seating
6. Proposed enhancement to existing garden bed around existing tree, to increase permeable surface and soil volume
7. Proposed street tree
8. Proposed kerb buildout with concrete infill. Bike stands and a raised planter box
9. Rationalised road carriageway width
  - Loading bay length revised
10. Relocated slip lane. 1x existing street tree to be removed
11. Proposed upgrade to existing catchpit to double rear-entry catchpit
12. Proposed/relocated catchpit

### Parking key:

- PD** Pay & Display
- LD** P5 Loading Zone (5min Maximum, Goods Vehicles Only)
- LD** P5 Loading Zone (8am - 6pm, Mon - Sat)
- SD** Approved Car Share Vehicles At All Times

0 7.5m  
1:250 @ A3





# MID EMILY PLACE NORTH | PRELIMINARY DESIGN

## PRELIMINARY DESIGN PLAN

1. Community Plaza - proposed concrete footpath pavement, garden beds, steps/terraces and seating
2. Proposed feature plinth (cultural expression)
3. Proposed feature rocks/kōhatu (cultural expression)
4. Proposed feature footpath paving (cultural expression) eg sandblasted pattern on concrete surface
5. Proposed threshold paving / informal crossing (not raised crossing)
6. Proposed feature tree
7. Proposed zebra crossing
8. Proposed planted buffer between carriageway and pedestrian area / footpath
9. Proposed enhancement to existing garden bed around existing tree, to increase permeable surface and soil volume, retain existing tree
10. Rationalised road carriageway width
11. Rationalised road carriageway width - parking allocation/typology changed
12. Relocated slip lane. 1x existing street tree to be removed
13. Proposed catchpit
14. Proposed bike stands
15. Proposed speed hump
16. Proposed drinking fountain with maintenance tap
17. Existing community noticeboard and new community library
18. Proposed picnic table and benches
19. Electrical supply box

### Parking key:

- PD** Pay & Display
- LD** P5 Loading Zone (5min Maximum, Goods Vehicles Only)
- LD** P5 Loading Zone (8am - 6pm, Mon - Sat)
- SD** Approved Car Share Vehicles At All Times

0 7.5m  
1:250 @ A3





# UPPER EMILY PLACE | PRELIMINARY DESIGN

## PRELIMINARY DESIGN PLAN



0 10m  
1:400 @ A3





# MANA WHENUA ENGAGEMENT | CULTURAL DESIGN OPPORTUNITIES

In partnership with Ngāti Whātua Ōrākei and Ngāti Maru, the following cultural narrative opportunities have been identified as key aspects to be considered and reflected in cultural design:

- Te Rerenga Ora Iti the former headland
- Original shoreline
- Native flora and fauna

The key outcome of the cultural design features is to support the design narrative and tell the story of its unique site history. We want interaction with the cultural features of Emily Place to be a focus and talking point, encouraging new and returning visitors to the area.

Three cultural design opportunities have been further explored through a design study process

## DESIGN NARRATIVE 1

Te Rerenga Ora Iti the former headland



## DESIGN NARRATIVE 2

Original shoreline



## DESIGN NARRATIVE 3

Native flora and fauna





# MANA WHENUA COLLABORATION | DESIGN OPPORTUNITIES

## BESPOKE FURNITURE - RESERVE FEATURE SEATS

These seats are placed at a key spot in the reserve, offering views over the site and a resting point for people walking up Emily Place.

The seats will include back and arm rests for comfort and accessibility.

Artwork by mana whenua will be featured on the front of the seat base, using laser-cut designs to reflect cultural stories and identity.

## LOCATION



## ILLUSTRATIVE VIEWS





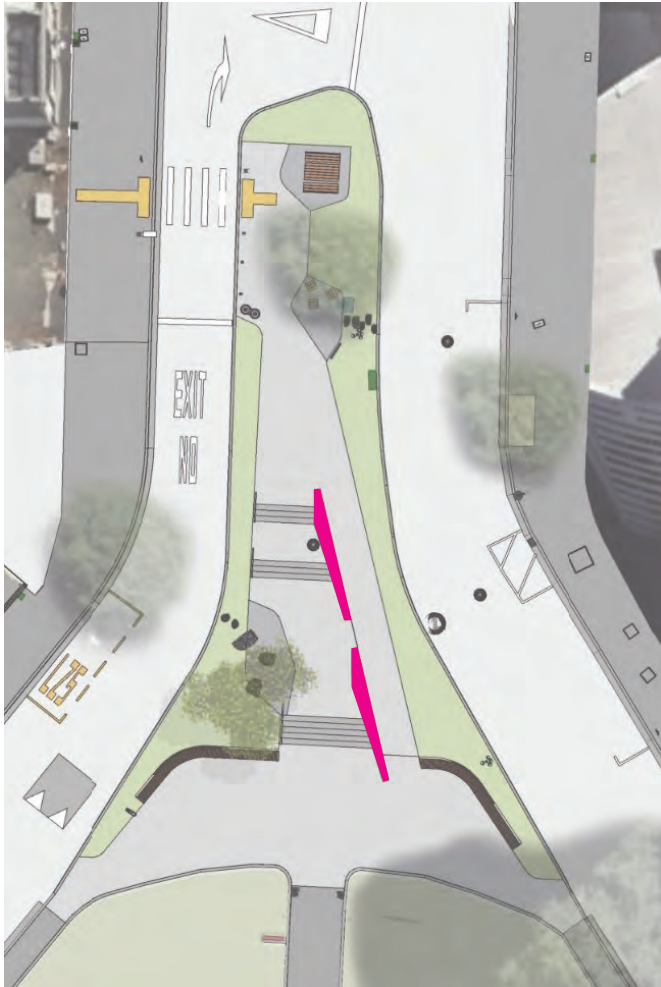
# MANA WHENUA COLLABORATION | DESIGN OPPORTUNITIES

## BESPOKE FURNITURE - FEATURE PLINTHS

Two plinths will be placed along the main walkway to help guide people and separate the ramp from the stepped area. Their design reflects the history of the site, symbolising the loss of the Te Rerenga Ora Iti headland.

The plinths will include cultural artwork by mana whenua and include lighting to enhance visibility at night

## LOCATION



## ILLUSTRATIVE VIEWS





# MANA WHENUA COLLABORATION | DESIGN OPPORTUNITIES

## BESPOKE FURNITURE - KŌHATU

The kōhatu (stones) will be locally sourced in partnership with mana whenua. These natural stones add to the look of the streetscape and help connect the space to the area's natural landforms and geology.

### LOCATION



### ILLUSTRATIVE VIEWS



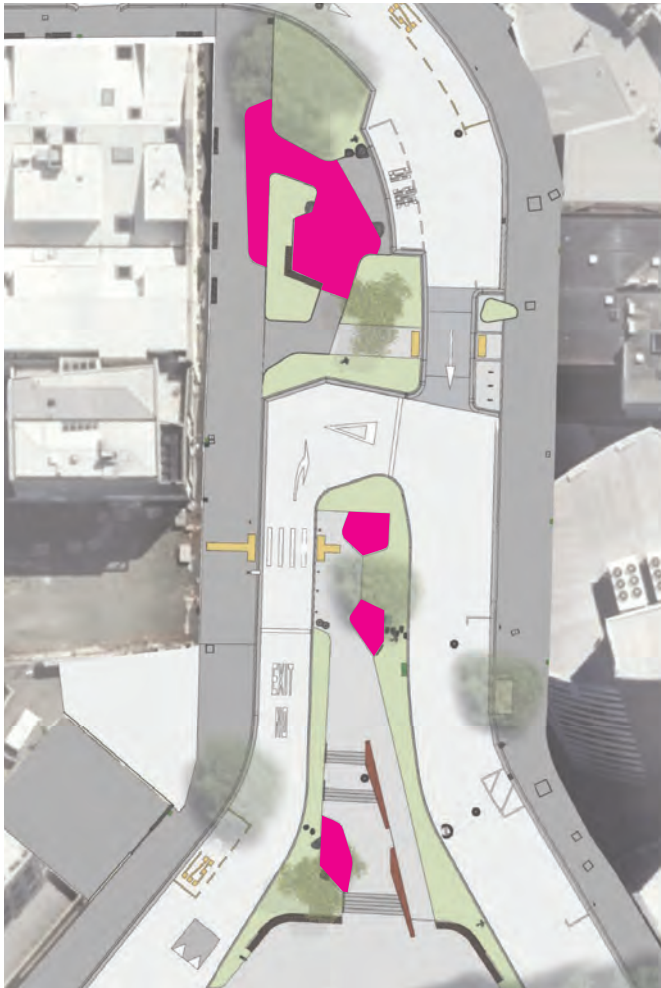


# MANA WHENUA COLLABORATION | DESIGN OPPORTUNITIES

## BESPOKE PAVING - CONCRETE FOOTPATH MAHI TOI

Special concrete paving will be used in seating areas and key locations to help define these spaces. The paving will include patterns that express cultural narrative, developed in collaboration with mana whenua.

### LOCATION



### ILLUSTRATIVE VIEWS



# MANA WHENUA COLLABORATION | DESIGN OPPORTUNITIES

## BESPOKE PAVING - CONCRETE FOOTPATH MAHI TOI

In-situ concrete paving will be used at seating areas and key nodes throughout the site to enhance the identity and legibility of these spaces. This paving will incorporate vapour-blasted patterns that reflect the cultural narrative of the site, developed in collaboration with mana whenua to embed meaning and place-based storytelling into the public realm.



'MATARAE – KORU' (HEADLAND – GROWTH) BY NGĀTI WHĀTUA ARTIST GRAHAM TIPENE.  
THE DESIGN HAS BEEN STENCILLED ONTO THE GROUND



# PROPOSED PARKING CONTROLS

## Car Parking

	Existing	Proposed
Pay & Display (PD)	31	32
Resident (R)	10	0
Loading zone (LD) (LD)	3	6
Car Share (SD)	2	2

Total loss / gain: -6

## Bike Parking

	Existing	Proposed
Bike stands (B)	20	20

Total: - 0

Parking signage key:

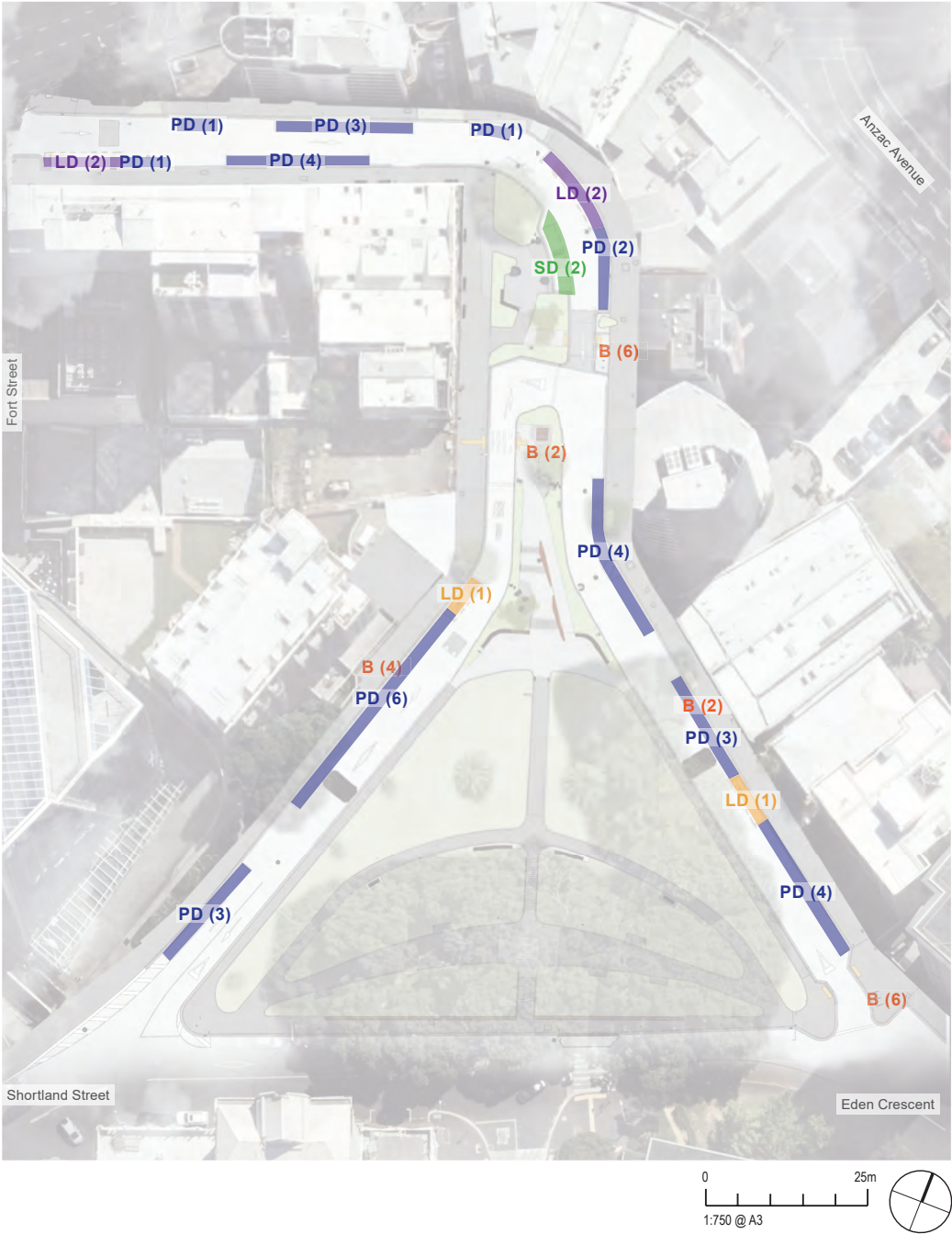
PD	Pay & Display
LD	P5 Loading Zone (5min Maximum, Goods Vehicles Only)
LD	P5 Loading Zone (8am - 6pm, Mon - Sat)
SD	Approved Car Share Vehicles At All Times

Quantity based on measured parking capacity

Auckland Transport defines 2 types of on-street loading zones:

1. General purpose loading zones (LZ) – Any vehicle, including goods vehicle can use this loading zone to pick up or drop off goods or passengers. The timeframes for use may vary.
2. Goods Vehicles Only Loading Zones (LZ GVO) – These loading zones are reserved for commercial goods vehicles that are used exclusively for the carriage of goods. The timeframe for use may vary. A goods vehicle is defined as being "primarily for the carriage of goods and either has at least four wheels or has three wheels and a gross vehicle mass exceeding one tonne."

Someone in either of these two types of loading zones, with multiple things to load/unload can go back and forth from their vehicle multiple times regardless of the time stipulated on the sign, as long as they are away each time no more than the time specified, for example 5 minutes (P5) or 15 minutes (P15).





LOWER EMILY PLACE | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW



## MID EMILY PLACE NORTH | PRELIMINARY DESIGN

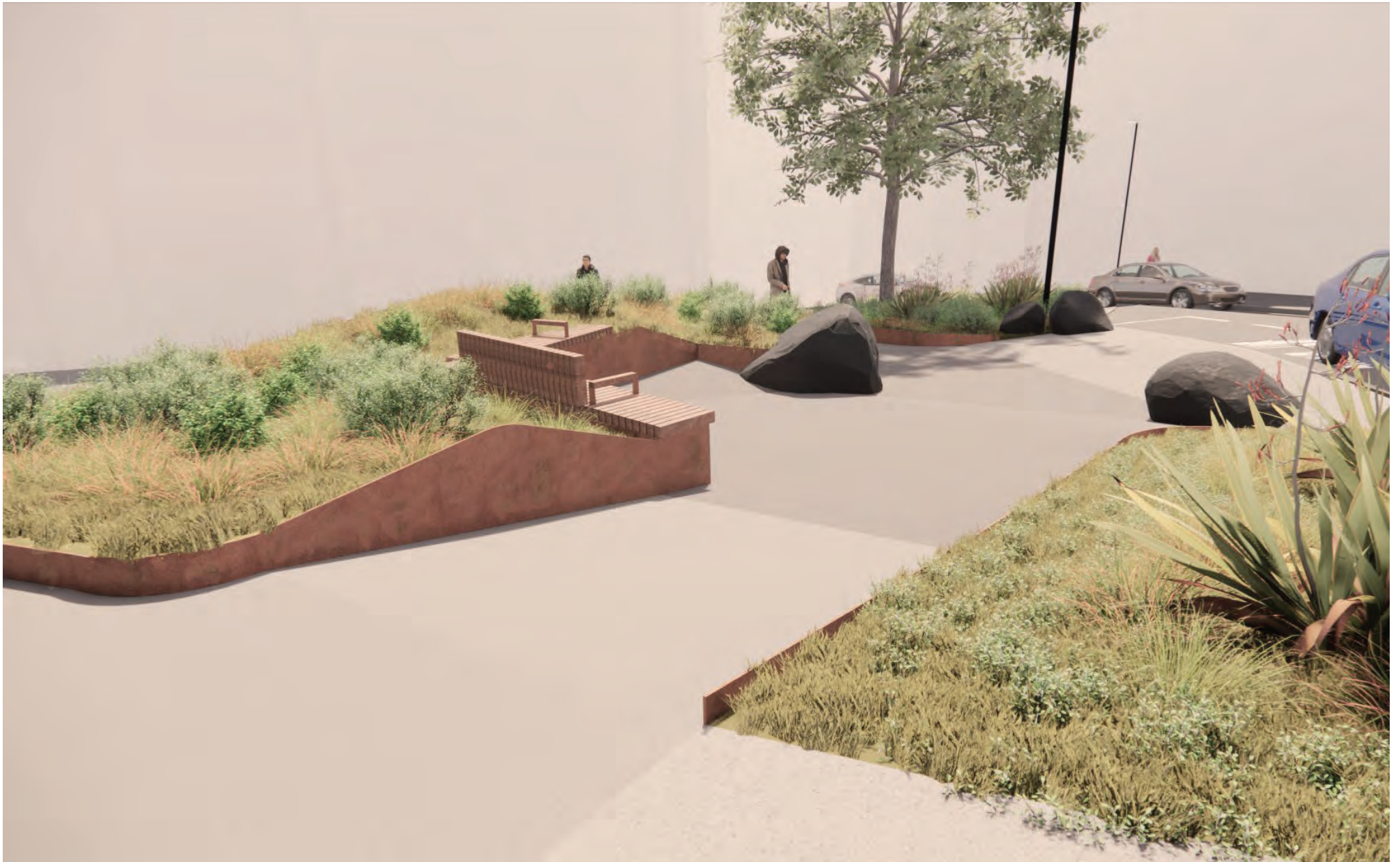
ILLUSTRATIVE VIEW





## MID EMILY PLACE NORTH | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## MID EMILY PLACE NORTH | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## MID EMILY PLACE SOUTH | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## MID EMILY PLACE SOUTH | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## MID EMILY PLACE SOUTH | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## UPPER EMILY PLACE | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW





## UPPER EMILY PLACE | PRELIMINARY DESIGN

ILLUSTRATIVE VIEW

