

Devonport-Takapuna Local Board Workshop Programme

Date of Workshop:

Tuesday 7 May 2024

Time:

9.30am – 4.30pm

Venue:

Devonport-Takapuna Local Board Office, Ground Floor, 1 The Strand, Takapuna and MS Teams

Apologies:

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
9.30 – 10.30	1. Regulatory Engineering & Resource Consenting <ul style="list-style-type: none"> Overview of regulatory consenting process Attachments: <ul style="list-style-type: none"> 1.1 Intro to Regulatory Engineers 1.2 Local Board Overview of Consent Process 	Paul Howes Manager Regulatory Engineering North-West Ian Dobson Manager Resource Consents North-West	Keeping informed	Informal dissemination
10.30 – 11.00	2. Local Board Services <ul style="list-style-type: none"> Update on potential heritage targeted rate 	Maureen Buchanan Senior Local Board Advisor	Local initiative / preparing for specific decisions	Inform future direction
11.00 – 11.30	3. Connected Communities / Local Board Services <ul style="list-style-type: none"> Waiwharariki ANZAC Square activations Attachments: <ul style="list-style-type: none"> 3.1 DTLB Grants budget reallocation 	Rhiannon Guinness Local Board Advisor Deb Doyle Community Broker	Local initiative / preparing for specific decisions	Inform future direction
11.30 – 12.00	4. CCO/External Partnerships <ul style="list-style-type: none"> Sunnynook Centre Review Attachments: <ul style="list-style-type: none"> 4.1 Sunnynook Business Community Research Project Presentation 	Gill Plume Senior BID Advisor William Keung Werkits Ltd	Keeping informed / local initiative	Receive update on progress / inform future decisions

1-hour break

1.00 – 2.00	<p>5. Vector - Introduction and general update Attachments: 5.1 DTLB Presentation</p>	<p>Matthew Britton Vector</p>	<p>Keeping informed / local initiative</p>	<p>Receive update on progress</p>
2.00 – 3.30	<p>6. Parks & Community Facilities - Greenways Plan, 27 Lake Road, Auburn Service Assessment Attachments: 6.1 Auburn Street Reserve Service Assessment Memo 6.2 Attachment A Draft Auburn Reserve Service Assessment 6.3 Attachment B Resolution Auburn Street Reserve 6.4 Devonport-Takapuna Greenways Plan Review Memo 6.5 Draft DT Greenway Updated May 2024 6.6 27 Lake Road, Devonport - Service Assessment Memo 6.7 Attachment A Site Identifiers 6.8 Attachment B Site Map Lease Boundaries 6.9 Devonport-Takapuna Cycling and Walking Guide Memo 6.10 Attachment A Draft mapping and images 6.11 Combined map examples</p>	<p>John McKellar Parks & Places Specialist</p>	<p>Keeping informed / local initiative</p>	<p>Receive update on progress</p>

3.30 – 4.30	7. Parks & Community Facilities - Urban Ngahere Attachments: Pending	Howell Davies Principal Specialist Urban Ngahere	Keeping informed / Local initiative	Receive update on progress
-------------	--	---	--	-------------------------------

Next workshop: 14 May 2024

Role of Workshop:

- (a) Workshops do not have decision-making authority.
- (b) Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
- (c) Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
- (d) Workshops for groups of local boards can be held giving local boards the chance to work together on common interests or topics.

Devonport-Takapuna Local Board Workshop Record

Date of Workshop: Tuesday 7 May 2024
Time: 2.00pm – 4.30pm
Venue: Devonport-Takapuna Local Board Office, Ground Floor, 1 The Strand, Takapuna and MS Teams

Attendees

Chairperson: Toni van Tonder

Deputy Chairperson: Terence Harpur

Members: Peter Allen
Gavin Busch
Melissa Powell
George Wood, CNZM

Staff: Trina Thompson – Local Area Manager
Maureen Buchanan – Senior Local Board Advisor
Rhiannon Guinness – Local Board Advisor

Apologies

None

Workshop item	Presenters	Governance role	Summary of discussion and Action points
<p>Regulatory Engineering & Resource Consenting</p> <p>Overview of regulatory consenting process</p>	<p>Paul Howes Manager Regulatory Engineering North-West</p> <p>Ian Dobson Manager Regulatory Consents North-West</p>	<p>Keeping informed</p>	<p>The local board was provided with an overview of the Regulatory Consenting Process:</p> <ul style="list-style-type: none"> • Red and yellow stickered properties from the January 2023 flooding and the management of associated housing buyouts does not sit within this team – these properties are still subject to all the usual rules of the AUP but the management of these sits with a specialty team. • Non-complying activities are those which are generally not considered or anticipated by the AUP at all and require two separate gateway tests to be granted. This kind of activity goes through the most stringent application process. • Discretionary activities are activities considered or anticipated by the AUP but slightly out of the general rules of the AUP. • When elected members are giving feedback to resource consents that come in, the local input is very helpful. Reviewing engineers will look at this feedback and consider how this would exacerbate any environmental issues. • Applicants can always apply for over and above the general rules of the AUP, when they do this, they must provide environmental or engineering reports to show how and why this will not impact the space. That is what Regulatory Services must review. There is not “bottom line” for what applicants can request to do. • The AUP has not changed in response to the flooding in January 2023. Its fair to say that it’s always been anticipated this could happen due to the typography of the land. There has been so much learned from the floodings however in terms of flood modelling and what can be anticipated in future, and it has strengthen council’s stance on this. • The RMA and the AUP are very enabling documents. 99% of consents are approved and around 2% of consents are publicly notified (this isn’t to say they are approved in the same way they were applied for) • Rather than saying yes or no to a consent against a set of criteria, what must be looked at is the mitigation effects of what is being applied for. • If council decide to non-notify an application, anyone can have the decision go up against a judicial review. That is the only process a member of the public can follow to voice opinion against a non-notified consent. • Percentage of any site that must remain permeable depends on zoning, there will be different thresholds for different zones – Approx. 65% impermeable for mixed housing zone, anything over than that gets assessed individually against proposed mitigation effects by the applicant.

			<ul style="list-style-type: none"> When assessing consents in coastal environment, there is now far more awareness about sea level rises and awareness that coastal areas are dropping by 1mm a year. If and when these consents are granted, a lever that can be used is called a Section 71, which essentially has the applicant accept the effects of coastal inundation and sea level rise that will impact their structure over time, and absolves council of this responsibility. <p>Next Steps:</p> <ul style="list-style-type: none"> Training materials exist for Local Board Members on the regulatory process, these will be sourced and disseminated to the board.
<p>Local Board Services</p> <p>Update on potential heritage targeted rate</p>	<p>Maureen Buchanan Senior Local Board Advisor</p>	Local initiative / preparing for specific decisions	<p>The local board was provided with an update on the preliminary investigations into a targeted rate to support heritage assets in the Local Board area.</p> <ul style="list-style-type: none"> Agreement to park the work towards investigating a heritage targeted rate in favour of looking at transport focussed targeted rates. <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> Request for the leasing team to contact the Girl Guides group to discuss their future plans for their community leased buildings.
<p>Connect Communities / Local Board Services</p> <p>Waiwharariki Anzac Aquare activations</p>	<p>Rhiannon Guinness Local Board Advisor</p> <p>Deb Doyle Community Broker</p>	Local initiative / preparing for specific decisions	<p>The local board was provided with options on how they can spend their remaining grants budget as requested at their 16 April Business Meeting.</p> <ul style="list-style-type: none"> The number of Junk Play activations could be reduced to allow funds to be distributed towards more than one option. <p>Next Steps:</p> <ul style="list-style-type: none"> The local board will make a formal decision at their May 21 Business Meeting.
<p>CCO/External Partnerships</p> <p>Sunnynook Centre Review</p>	<p>Gill Plume Senior BID Advisor</p> <p>William Keung Werkits Ltd</p>	Keeping informed / local initiative	<p>The local board was provided with an overview on the research project for the Sunnynook Business Community.</p>

<p>Vector Introduction and general update</p>	<p>Matthew Britton Vector</p>	<p>Keeping informed / local initiative</p>	<p>The local board was provided opportunity to engage with Vector Staff and be introduced the functions of Vector as a whole.</p> <ul style="list-style-type: none"> • The life of the high voltage lines going over top of the Amaia Development is between 40 to 60 years. • The development design for the Amaia building will come through to vector for review to ensure height of proposed trees and infrastructure comply. • Vector will work with Auckland Transport to ensure that the ferry charging points at the Bayswater ferry terminal provide adequate voltage for electric ferries. • Apartment buildings are not considered a higher priority for restoration in a storm than any other home or complex – they are still considered individuals and do have ICPs of their own. • Work and investigation underway about EV charging – looking to take the pressure off the system during winter evening peaks in particular and look at ways to get EVS charging in a staggered way.
--	--	--	--

<p>Parks & Community Facilities</p> <p>Greenways Plan</p> <p>27 Lake Road Service Assessment</p> <p>Auburn Reserve Service Assessment</p>	<p>John McKellar</p> <p>Parks & Places Specialist</p>	<p>Keeping informed / local initiative</p>	<p>The local board was provided with an update on the progress of the following projects:</p> <p>27 Lake Road Service Assessment</p> <ul style="list-style-type: none"> • The purpose of this project is to tease out all the issues within the site and who leases which area of the site. • Eke Panuku intend to demolish the two non service buildings opposite the clay store (highlighted green in the presentation) This work does not have a definite timeline but consent has been applied for. There are no clear plans for what will go in its place. • Once the site is cleared, work could be done to have it fall back into service property rather than non-service. • Concern around the demolition space in that it could get sold off as a non-service asset and add a new layer of complexity to the site with a third-party owner. • This site is the sum of multiple council parts and there is no one council group that's is taking the responsibility of the development of the overall sites, they are focused just on their own little bits – the board should consider a clear overall vision for the site. <p>Updated Greenways Plan</p> <ul style="list-style-type: none"> • Biggest change in this update is the approach from Auckland Transport (AT) and Parks & Community Facilities (PCF) – Our greenways are an attempt to connect our parks with our parks, anything on road within this greenways plan would be needed to be funded by the local board and would need further work with AT. • Suggestion of on road greenway link along Fennick Avenue • The coastal walkway from Milford through Takapuna has not been identified in this work due to the ongoing issues with the private closure along this track. <p>Walking & Cycling Brochure</p> <ul style="list-style-type: none"> • Would like this brochure to be very clear where dogs can go, where playgrounds and skate facilities are, parks suitable for small children, inclusion of all facilities. • The look of the Kaipatiki flyer that has a fold out centre page showing the entire area and all parks within is desired. • Would like the inclusion of a map with all cycle lines identified. • Staff will look at a few options to present to the local board. • Something similar and fulsome like the Kaipātiki brochure. This is an investment rather than a cost – important to leave something like this behind from our time on the board.
--	--	--	--

			<ul style="list-style-type: none"> ○ Multi language would be great too – rather than making an app would prefer to invest in a translation. <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> • <p>Next Steps:</p>
Parks & Community Urban Ngahere	Howell Davies Principal Specialist Urban Ngahere	Keeping informed / Local initiative	This item was withdrawn.

The workshop concluded at 3.40pm.



Who are the Regulatory Engineers?

Paul Howes
Regulatory Engineering Unit
Manager – North West

What we do?

Regulatory Engineering provide the civil engineering input to Subdivisions, land use consents as well as Structural and engineering input to building consents to ensure efficient land development, intensification and housing production in line with the Resource Management Act, Building Act, Local Government Act, the Unitary Plan and council's infrastructure standards



***South, SHA Project Papakura
Stormwater channel, SW network***



***Central, Stonefields
Subdivision, Stonefields
Development***



***BMX track and Waterbank skate
park. Inspected, signed off and
vested by Development
Engineering.***

Asset groups:

- Infrastructure & Environmental Services
 - Engineering & Technical – design and policy
 - Healthy Waters – flood info, asset management, etc
- Watercare
 - Water
 - Wastewater
- Auckland Transport
 - Transport & roads
- Parks, sports & recreation

Regulatory Engineering are the key contact for these departments and can provide you support and guidance on their processes and policies

What we do?

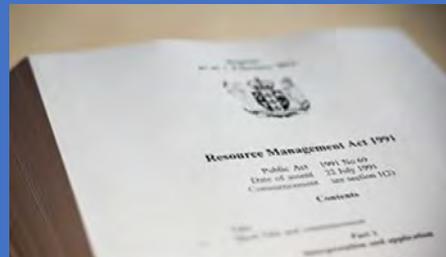
Civil engineering:

- Water
- Wastewater
- Storm water
- Flooding
- Low impact design
- Traffic



Legal:

- Resource Management Act
- Building Act
- Unitary Plan
- Local Government Act and council's infrastructure standards.
- By laws



Structural:

- Residential
- Commercial



Roles and Interactions 2/4

Consents – RC and BC

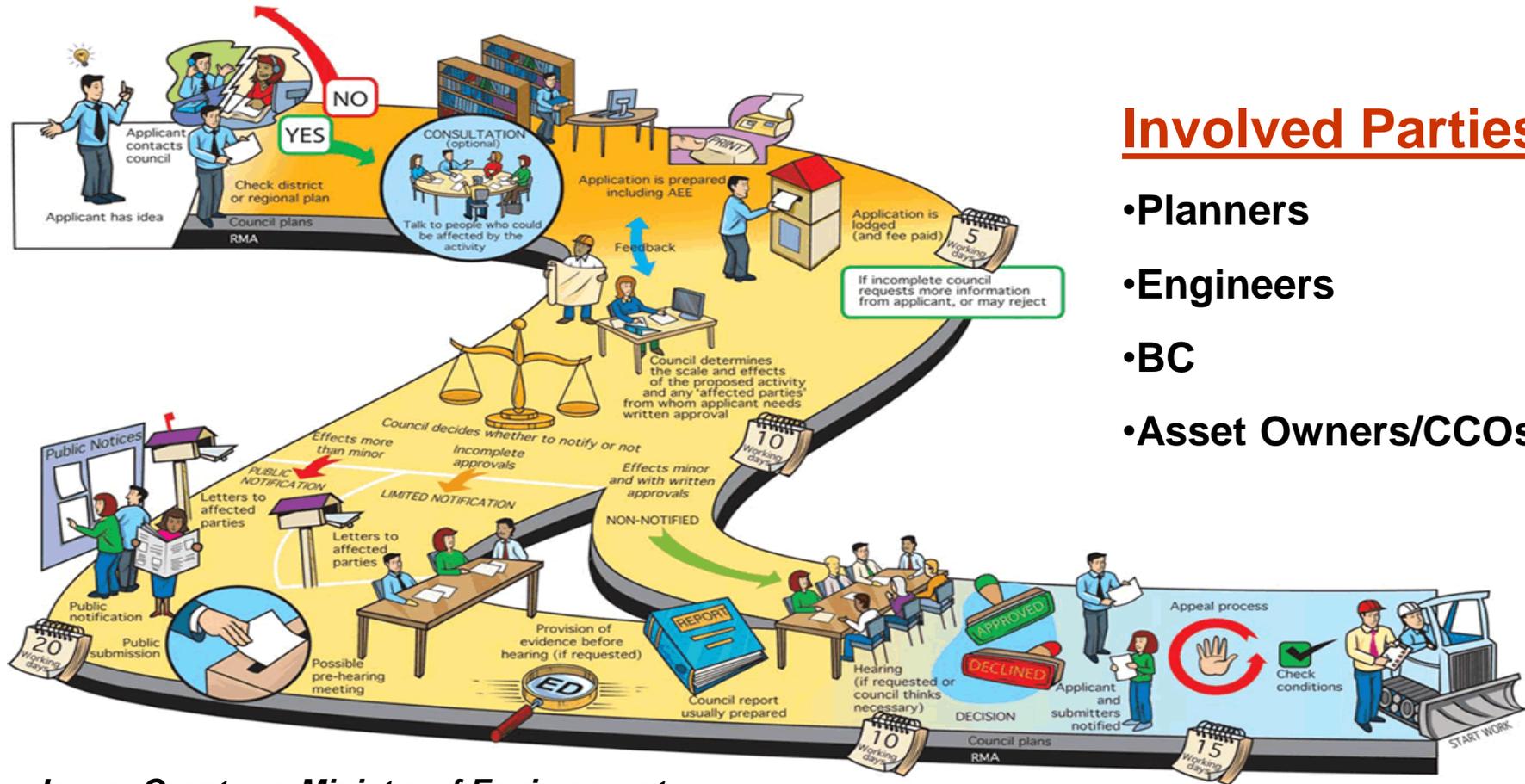
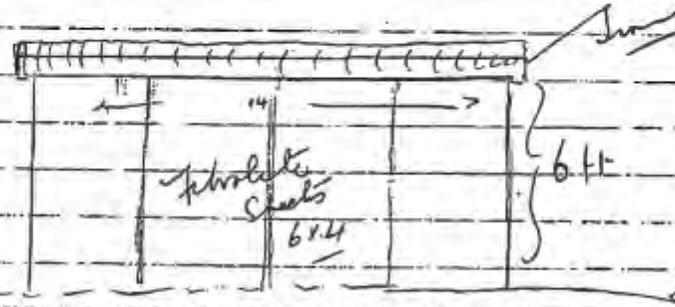
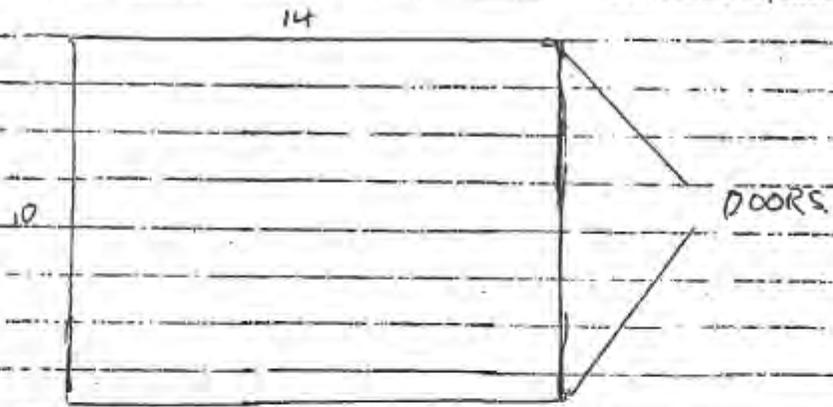


Image Courtesy: Ministry of Environment



APPROVED

G. J. Lee

INSPECTOR

WAITEMATA COUNTY

DATE 30-9-20





WHO

WHAT

WHERE

WHEN

WHY

HOW

QUESTIONS

ANSWERS

Overview of the Resource Consent Process

Devonport – Takapuna Local Board

May 2024



What we are covering this morning

- Types of Consents and Activity Status
- Decision Making Process
- Timeframes
- Decisions and who makes them



Types of Resource Consent

- Land use Consent
- Subdivision Consent
- Coastal Permit
- Water Permit
- Discharge Permit
- Land Use for Streamworks



Activity Status

- Prohibited
- Non Complying
- Discretionary
- Restricted Discretionary
- Controlled
- Permitted



Permitted Activity

- No Resource Consent Required
- Subject to rules/performance standards



Controlled Activity

- Must be granted
- Control is reserved over certain matters
- Council can only impose conditions relating to matters we have reserved control over



Restricted Discretionary Activities

- Can be granted or refused
- Councils discretion is restricted
- Council can only impose conditions on matters for which discretion is restricted



Discretionary Activities

- Can be granted or refused
- The full spectrum of effects can be considered
- Council can impose relevant conditions limited to resource management purposes



Non Complying Activities

- Can be granted or refused
- The full spectrum of effects can be considered
- The application must pass one of two “Gateway Tests”
 - Adverse effects are minor, or
 - The proposal is not contrary to the objectives and policies of the plan
- The scope of any conditions only limited to resource management issues



Prohibited Activities

No resource consent can be considered – an applicant cannot apply for a Prohibited Activity and council cannot accept lodgement nor consider.



Decision Making Process

- Section 88 of the RMA – First council must if the application contains sufficient detail to accept for processing. If not, the application should be rejected.
- Two principal decisions are required as part of the application process:
 - **The Notification Decision (section 95)**
 - Non Notified
 - Limited Notified
 - Publicly Notified
 - **The Substantive Decision (section 104)**
 - Can be Granted or Refused
 - If Granted, Council can impose conditions



Timeframes

- Non Notified Consents – 20 working days
- Limited Notified Consents – 100 working days
- Publicly Notified Consents – 130 working days



Who Makes the Decision

- The Reporting Planner will only make a recommendation.
- The decision maker can differ depending on the circumstances of each application

Officer Delegation – This is used in the majority of applications

Duty Commissioner – Used when the delegated officer declines to use their delegation or in certain circumstances, when the applicant requests.

Independent Hearing Commissioners – Used for Hearings



Devonport-Takapuna Community Grants FY 23/24

Remaining budget reallocation options

May 2024



Context

- The 2023/2024 Devonport-Takapuna Customer and Community Services work programme was approved On Tuesday 18 July 2023.
- As part of this work programme ID# 100 Community Grants was allocated \$200,000.
- \$95,57.20 was allocated in Local Grants Round One on Tuesday 17 October 2023
- \$97,143.80 was allocated in Local Grants Round Two on Tuesday 16 April 2024
- This has left the Local Board with a balance of \$7284.00 in this line.
- There are no further grants rounds scheduled for this financial year where this budget can be allocated.
- At the April 2024 Business Meeting, the board requested staff provide advice on options for supporting the Winter Lights and/or activation of Waiwharariki Anzac Square with the \$7284.00 remaining in the budget.
- There is a very short timeframe in which the groups approached, and staff can turn this around and develop funding agreements once a decision has been made by the board. The advice received is what they can feasibly do within this tight timeframe.



Option 1

Activation of Waiwharariki square: Junk Play

Staff have approached Junk Play, who provided activations in Waiwharariki Square during this past summer.

They have advised that they can provide the following with:

- 4 Junk play events
- Either July school holidays OR Spring/Summer holidays, noting that July school holidays has high likelihood of rain day cancellations and rescheduling.
- All event permits and event management will be provided by them.



Option 2

Activation of Waiwharariki square: TBBA Partnership

Staff have approached the Takapuna Beach Business Association who provided activations in Waiwharariki Square during this past summer.

They have advised that they can provide the following:

Takapuna Dog Day Out - Saturday 22nd June 2024, from 9am – 3pm

- Community market event to celebrate all the fluffy, furry and four-legged friends in our community, featuring market stalls of dog-themed products of all kind. There will also be a Dog Pageant / Runway event (free for all to enter) that will have a ‘judging’ panel and prizes for the winning dogs and owners. As well as live music and workshops that will be free for the community to enjoy and take part in.
- \$2,000 to be put towards entertainment (live music) costs, community workshops (materials/consumables) costs, and marketing costs.



Option 2 continued

Activation of Waiwharariki square: TBBA Partnership

Staff have approached the Takapuna Beach Business Association who provided activations in Waiwharariki Square during this past summer.

They have advised that they can provide the following:

Takapuna Movies in the Square – Date TBC likely November 2024

- Free community movie screening event based on previous event held in February 2024
- \$5,000 to be put towards LED screen hire and sound costs.



Option 3

Support towards Takapuna Winter Lights Event

Staff have approached Golden QT Limited, who are the event organiser for Takapuna Winter Lights that were unsuccessful in their grant application on Tuesday 16 April 2024.

The organiser has provided the following information:

- The head organisation putting on this event is the Takapuna Beach Business Association, Golden QT LTD have been contracted by the TBBA to deliver all facets of this event (including all partnerships, sponsorships, operations)
- Golden QT LTD are waiting to hear the outcome of regional event funding towards this event, in place of the TAU funding that was lost through the Elemental Programme.
- Golden QT have advised that the event will go ahead with or without regional funding but without it, it would be a very scaled back event.
- If the board decide to support this event financially, the funds would be tagged towards a particular light installation or overall event operations, at the discretion of the board.



Next Steps

- A formal decision will be sought from the Local Board as part of the Quarterly Performance Report for quarter three on May Tuesday 21 May 2024.
- Following formal direction from the board, funding agreements will be written, and funds will be released as quickly as possible.



**Sunnynook Business Community
Research Project
Te Poari ā-Rohe o Devonport-Takapuna /
Devonport-Takapuna Local Board**

Presented by William Keung - WERKITS

07 May 2024

Introduction

Werkits Limited conducted an exploratory study in Sunnynook on behalf of the local board to understand the area's economic dynamics and identify challenges and opportunities faced by businesses and property owners. The study aimed to offer insights to the local board to enhance their support for the business community.

Key themes included:

- **Identifying Challenges faced by Businesses:**
- **Exploring Growth Opportunities:**
- **Assessing interest in collaborative business initiatives.**



Background

Sunnynook , a suburb centered around its shopping centre and park, covering 1.55 km² with an estimated population of 5,770 as of June 2023.

The 2018 census found the area is ethnically diverse. Nearly half of its population identify as Asian and 45.2% as European/Pākehā. Over half the residents were born overseas, a much higher proportion than the national average.

In terms of employment, the 2018 census recognized 51.4% work full-time, while 14.3% work part-time. Unemployment is low at 4.6%, with 29.9% not in the labor force, including retirees and students.

The major shopping centre and neighbouring commercial complex has a mix of business types with a major supermarket, fast food outlets, a mix of retail, professional services and a pre-school education provider.

The Devonport-Takapuna and Kaipātiki Local Boards have developed a 30-year local plan for Sunnynook, Totara Vale and Forrest Hill communities.

Methodology



Face-to-Face Interviews:

Preferred qualitative research methodology to gather comprehensive insights from businesses.

Specific open-ended questions were formulated and customized to address designated themes

Interviews took place during the month of March 2024



Target Audience and Area Investigated:

Sunnynook Unitary Plan used to identify the geographical area of the group of businesses and properties to be interviewed.

Out of the 22 businesses within the designated area, 18 business owners (16) and managers (2) willingly participated in interviews, while 2 declined. Furthermore, two landlords also contributed to the study. The Body Corporate Management company declined an interview.

Findings

Challenges:

Current Economic Climate

Competition & Decline in Foot Traffic

Minor criminal activities affecting a few businesses, and unrealistic customer expectations.

Opportunities:

Enhancing the Town Centre and Services

Increase Community Activities and Events:

Attracting More People to the Area:

Findings Cont. Enhancing Local Board Support



Promote and Fund
Community Engagement
Activities and Events



Support and Advocate for
Infrastructure
Improvements and
Amenities

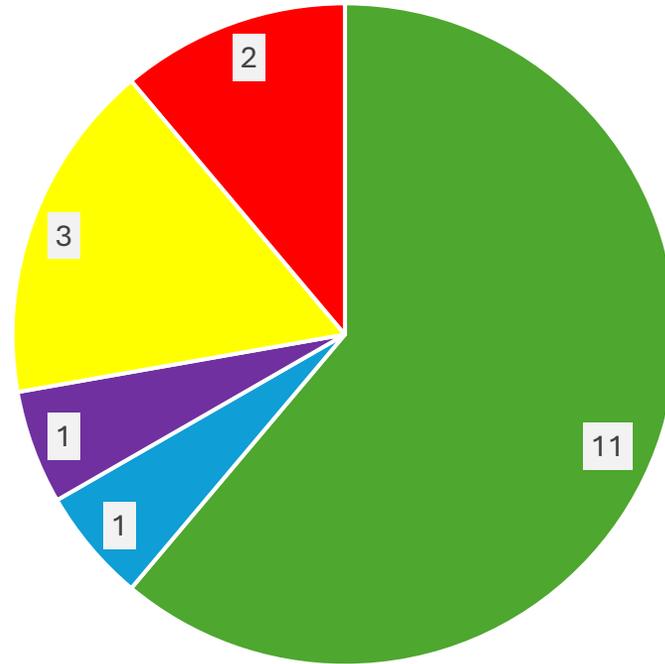


Influence Business
Competition and
Regulation



Increase Local Presence
and Engagement

Findings Cont. Interests In Joining A Collective



■ Yes interested in joining a collective

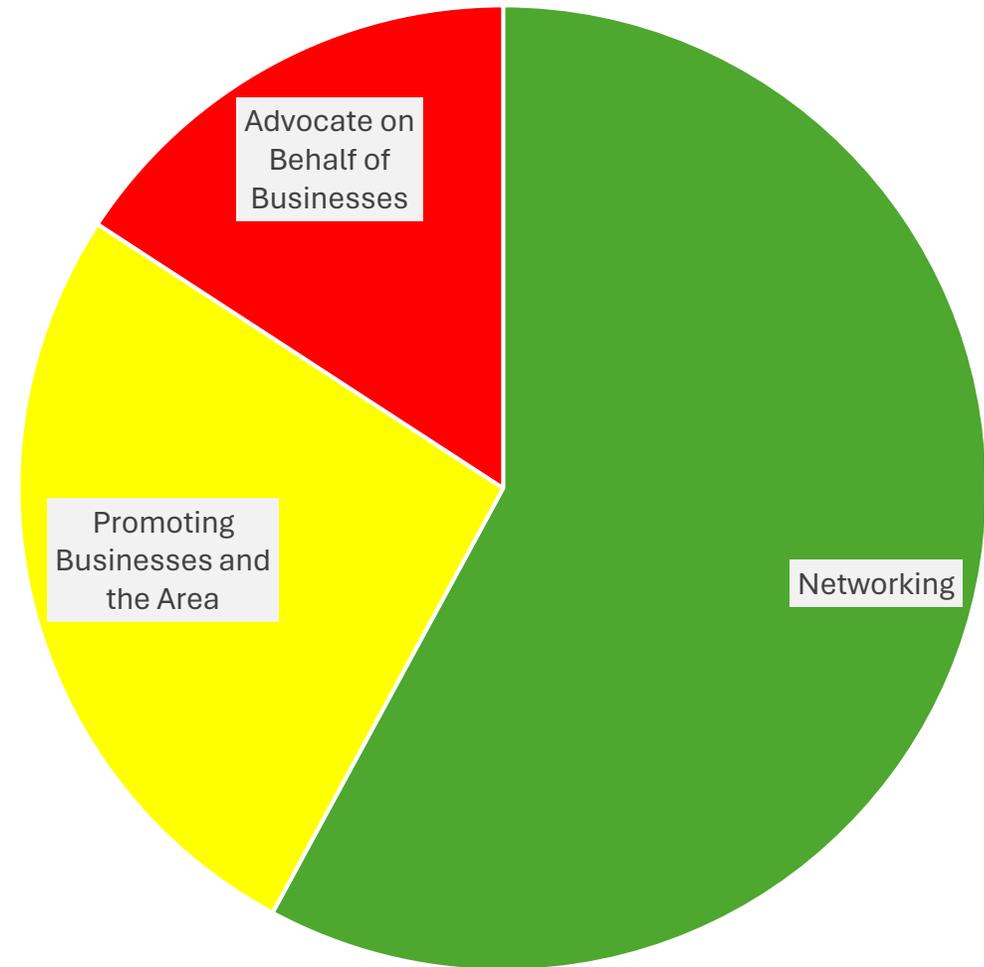
■ Yes but requires HO approval

■ Not interested

■ Yes but requires more information

■ Undecided but can see merit in being part of a collective.

Findings Cont. Main Reasons for Wanting to Join a Collective



Discussion



Businesses are grappling economic uncertainty, rising costs, and competition, alongside security issues and evolving consumer expectations.



Opportunities exist in enhancing the town centre and community engagement, capitalising on the area's safety reputation.



The local board can help businesses through advocacy and infrastructure enhancements, prioritising community engagement and competition management.



Area growth hinges on Business-Local Board collaboration. Most businesses want to join a collective for support and promotion, necessitating targeted strategies to tackle challenges and seize opportunities.

Conclusion



The study highlights challenges such as economic uncertainty and competition, alongside opportunities like revitalizing the town centre and boosting community involvement.



Businesses and the local board must collaborate to overcome challenges and seize opportunities, with actions like improving infrastructure and promoting safety.



Businesses are interested in joining a collective that offers support, advocacy, and promotes Sunnynook as a sought-after destination for customers seeking their products and services.

Recommendations for the Local Board

1. Community Engagement and Events:

- Prioritise funding and resources towards community engagement initiatives and events that promote local businesses and attract visitors to the area.

2. Infrastructure and Amenities:

- Advocate for improvements in public infrastructure and amenities to enhance safety and attractiveness of the town centre.

3. Business Competition and Regulation:

- Collaborate with relevant stakeholders to develop and implement policies that promote healthy competition and prevent oversaturation of similar businesses.

4. Local Presence and Engagement:

- Increase engagement with local businesses through regular communication channels i.e. community and advisory groups to better understand and address their needs.





THANK YOU



QUESTIONS

Presentation for Devonport-Takapuna Local Board

Tuesday, 7 May

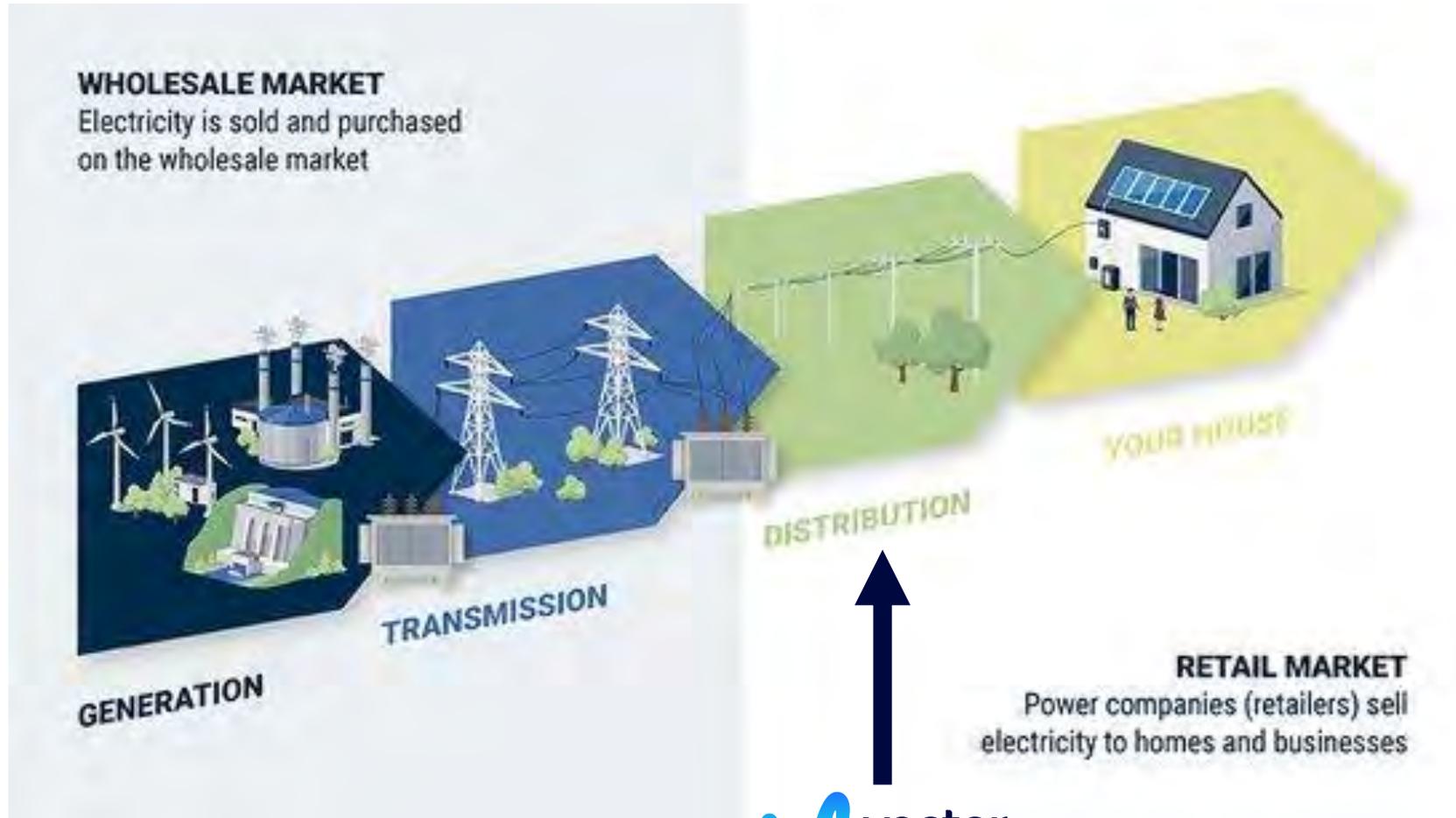


Agenda

- Introductions
- Vector's role in the electricity system
- Projects in your network area
- What happens in a storm
- Planning for the future

Vector's role in the electricity system

The role of lines companies



Vector's network



Projects in your network area

Ngataringa Bay project



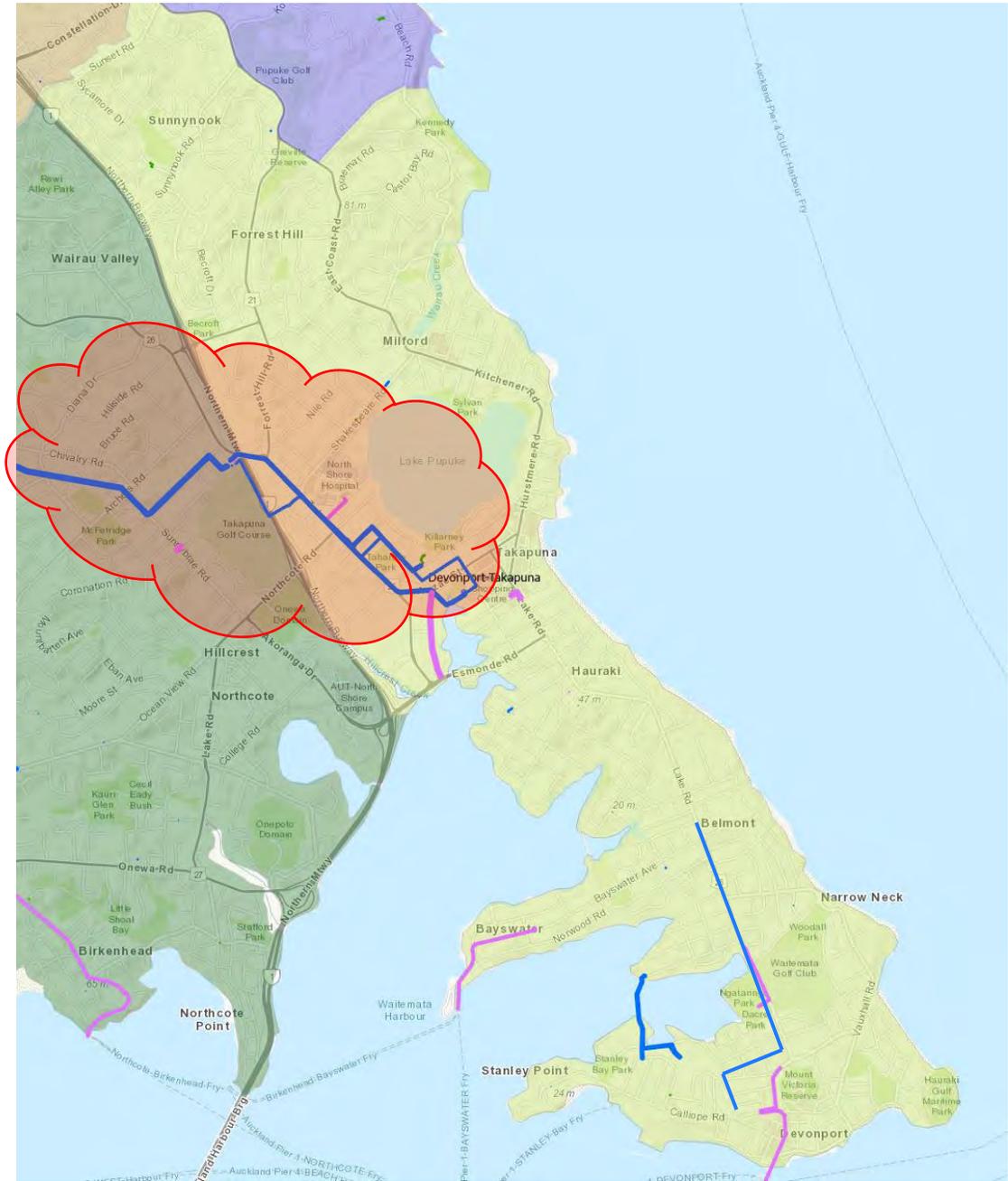
Important information about the outage you experience

Sorry you are still waiting. We understand how frustrating it can be and are doing everything we can to get it restored as quickly as possible. Here are some practical answers to common questions.

vector.co.nz/outages
0508 832 867



Devonport - Takapuna



What happens in a storm

Power Restoration



- Crews will only work when safe to do so
- Sometimes we need to stand crews down if conditions worsen (eg if winds increase)
- Public messaging to stay away from downed lines or damaged network equipment

Impact of vegetation



Access restrictions





vector Engagement

Infrastructure Resilience Planning & Coordination



- Vector is a member of both the NZ Lifelines and Auckland Lifelines Councils.
- Membership enables Vector to build relationships with other infrastructure companies.
- Insights and knowledge are shared across companies in order to coordinate activities aimed at reducing infrastructure vulnerabilities.

Emergency Planning & Response



- Vector engages with both NEMA and AEM to help prepare for emergency related events.
- In an emergency Vector engages with AEM through Auckland Council's Lifelines Coordinator. The Lifelines Coordinator collects and shares information across organisations and within civil defence operations to support smart decision making and efficient recovery of services.



Our Outage Centre (vector.co.nz)



current outages

upcoming planned outages

outage map

common questions

feedback

contact us

login

privacy policy | terms of use

home

outage map

search an address



approximate outage areas

 unplanned outage  planned work



Practical tips during outages

- Don't touch or use any electrical appliances while barefoot in damp or wet conditions.
- Stay at least 10 metres away from damaged power lines and electrical equipment.
- Be aware that streetlights and traffic lights may not be working.
- Use a torch instead of candles (it's safer).
- Switch off sensitive electrical equipment, (TV, computer etc) as they can be affected when power is restored.
- Keep the fridge closed so food lasts longer. Move food to a friend's fridge, store it in a chilly bin with ice or move it to your freezer. A ½ full freezer will be okay for up to 24 hours and a full freezer for 48 hours. See www.nrc.govt.nz/civildefence/in-an-emergency/food-safety-in-power-cuts-and-floods/
- Make sure elements on your stove, and all heaters and appliances are turned off, so they don't come back on without you noticing.
- If you are in a rural area and have backup generators for water, fencing etc, check you have additional fuel for these.
- If you are concerned about health and safety, please contact your doctor, or go to the local hospital, or if it is an emergency, call 111.



Important information about the power outage you are experiencing

Sorry you are still without power. We understand how difficult this can be and are doing everything we can to get it restored as soon as possible.

Here are some practical tips and answers to common questions.

vector.co.nz/outages
0508 832 867



We're here to help:

Get in touch with our customer service team today:

0508 Vector (0508 832 867)



Electricity cables are underground, tree roots can damage them. After severe storms it may take our crews a few days to assess the damage and start repairs.

We rely on specialist crews such as arborists and traffic management. We may need them to do certain work before we can access a site to restore power.

If a Vector truck leaves your neighbourhood before your power is back on, please know that we are not ignoring your problem, and we will return to repair all lines under our control (for service lines, not under our control, see next section).

The safety of our crews and the public is our priority. Repairs may be delayed until it's safe.

If the outage is widespread across a region, restoration may take longer than it would for a localised outage.

Questions, can when

Who gets their power restored first?

We prioritise repairs to main lines (high voltage lines), and equipment (substations) that will restore the most power to as many customers as possible.

Next, we restore individual transformers and smaller lines (low voltage lines) to individual homes and businesses. We can't fix an individual problem until the main lines and equipment are restored.

If your power remains off after power is restored to your neighbourhood, there may be an issue with your service line, which connects into your home.

Your service line is your responsibility. However, if you report an outage and the issue is found to be on the lines or equipment that you own, we won't charge you for the call out. You will need to contact a registered electrician to fix it.

What about my hot water?

If you live in central or south Auckland your hot water cylinder should automatically reheat when power is restored. Reheating can take up to six hours. If power has been restored and hot water is still not available after six hours:

- Check the hot water cylinder is switched on.
- There may be an issue with your meter box or with your hot water tank. Please call us on **0508 832 867**.
- If your hot water cylinder is heated by gas, contact a registered plumber.

If you live in north or west Auckland, your hot water may be controlled by the pilot wire system. Once power has been restored after an outage, we repair network pilot wires.

If you are still without hot water once we've restored network pilot wires, there may be an issue with your service pilot wire system. Call us on **0508 832 867**.

The stages of power restoration



Planning for the future

Our vision: creating a new energy future



Electricity daily profile by season: 2023

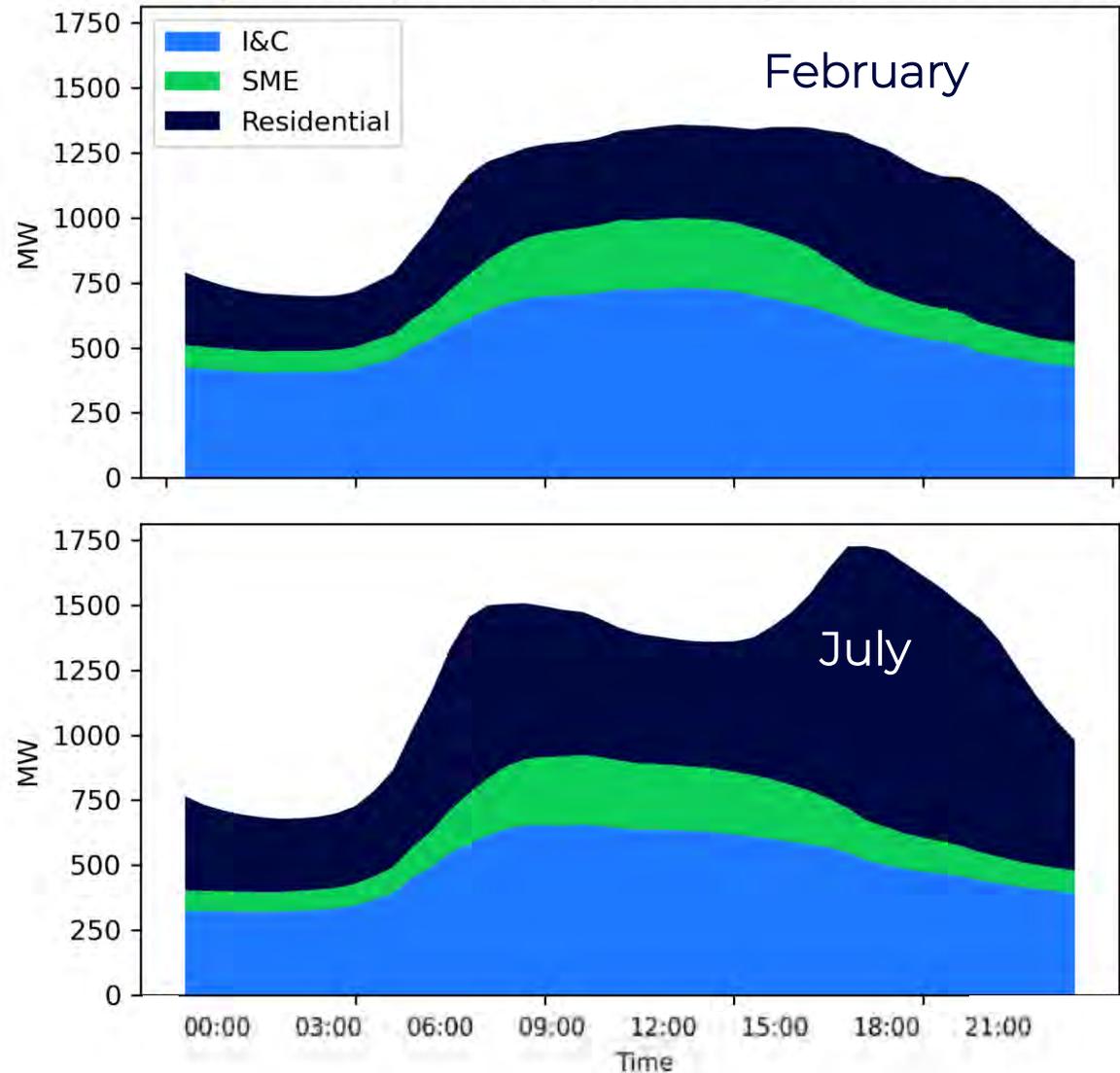


Demand throughout the day is much less variable in summer than it is in winter.

In winter, evening peak demand is 30% higher than it is in summer.

Most of the seasonal variation comes from our residential customers.

Peak day electricity demand by revenue group, summer vs winter



EV uptake: by suburb



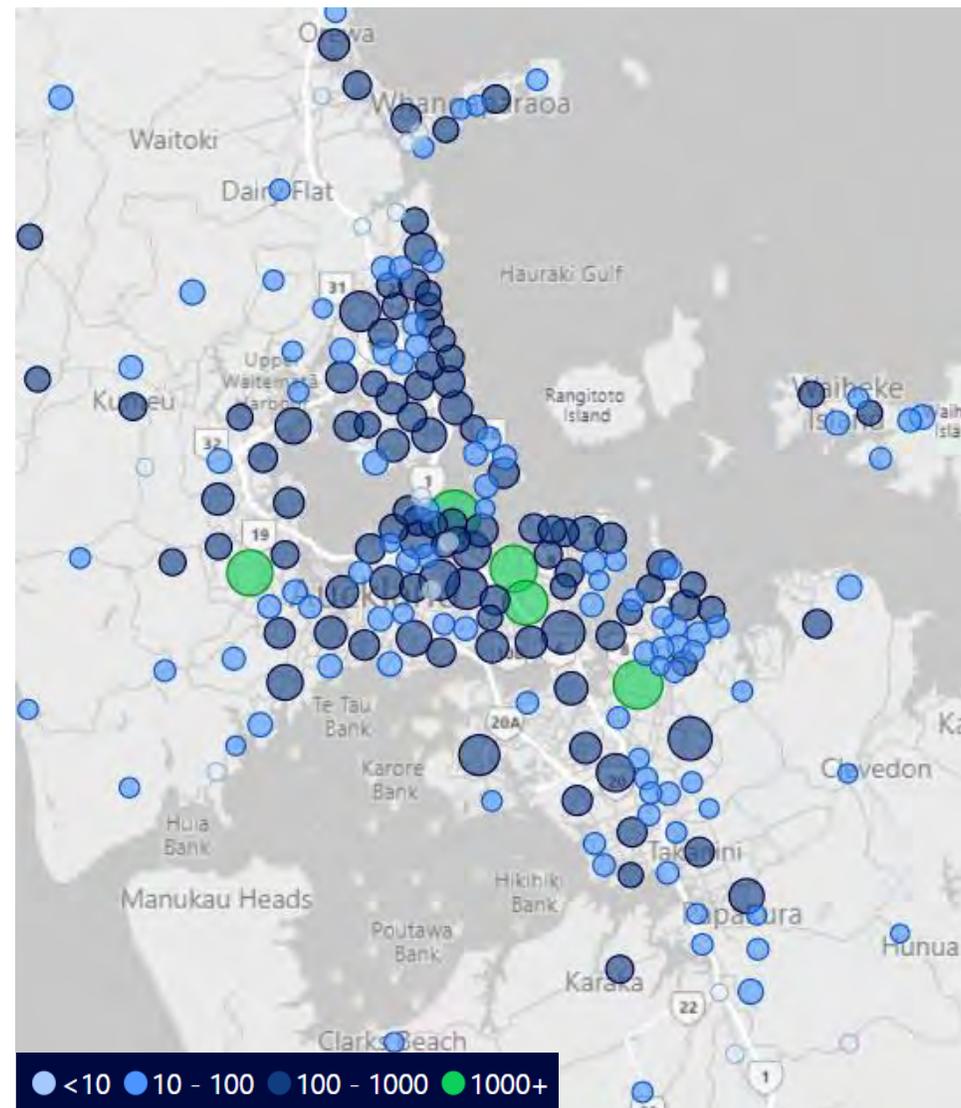
Uptake (based on registrations) varies dramatically by suburb.

Example:

Remuera and Ōtara both have a very similar population size (~24,000).

- Remuera has 1,187 EVs
- Ōtara has 45

We need to continue building understanding of where EVs are showing up



Other drivers of growth

PREMIUM

Infratil's CDC Data Centres gets another valuation hike, Auckland plans expanded



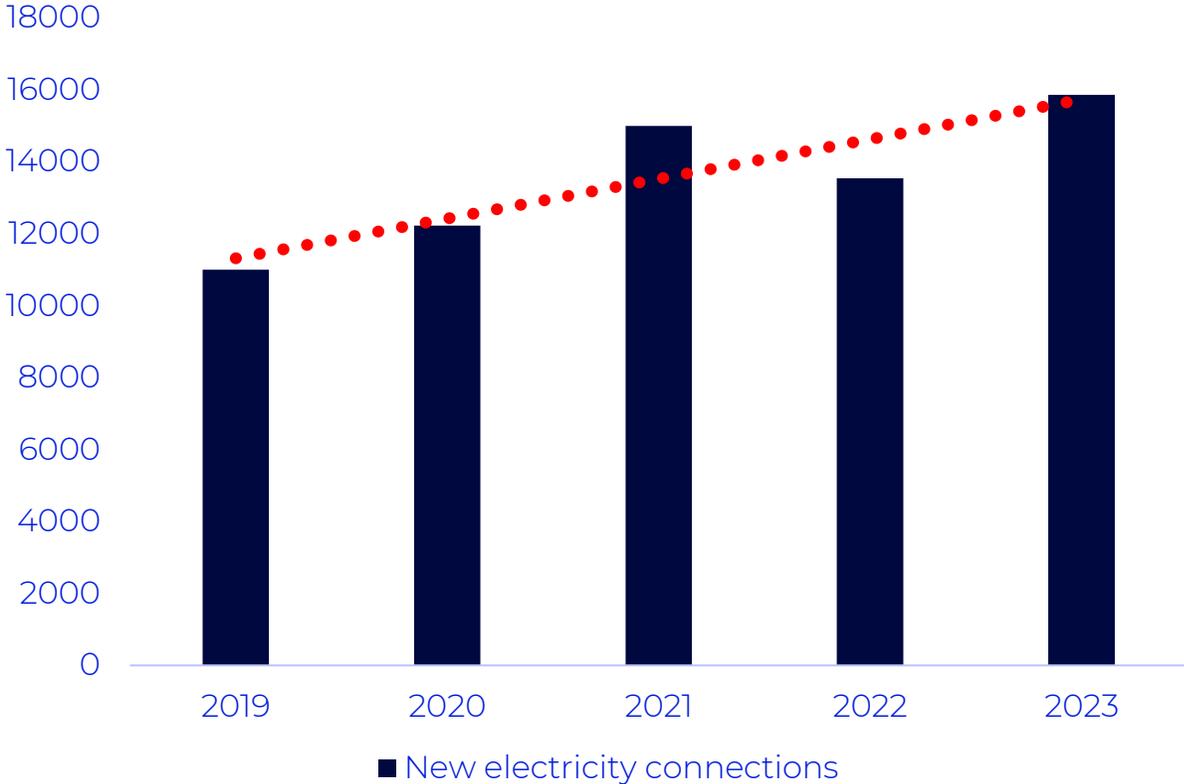
By [Chris Keall](#)

9 Oct, 2023 11:04 AM 3 mins to read

Save Share



Continuing growth in new connections



How we're keeping it more affordable



Vector has joined forces with Auckland Transport (AT) to help electrify Auckland's bus fleet. That's no mean feat with 1,400 buses to be converted to zero emissions vehicles by 2030.

Thank you



Auburn Street Reserve

Service Assessment



This page is left intentionally blank

Creating
what matters
for **future**
generations



Auburn Street Reserve

Service Assessment

Auckland Office
100 Beaumont Street, Auckland 1010
PO Box 5848, Victoria Street West, Auckland 1142
New Zealand
T: +64 9 355 9500

Date: 02 July 2021
Ref: 3-AL363.00
Status: **Final**

Revision	Date	Author	Reviewed By	Status
001	30 April 2021	James French	Courtenay Northcott	Work in progress
002	19 May 2021	James French	Courtenay Northcott	Draft
003	29 June 2021	James French	Courtenay Northcott	Client comment
004	02 July 2021	James French	Courtenay Northcott	Final

Prepared by:

Prepared by:

Reviewed and
Released by:

Holly Stitt
Landscape Architect

James French
Senior Landscape
Architect

Courtenay Northcott
Team Leader - Landscape
Architecture & Urban
Design

This page is left intentionally blank

Contents

Introduction	1
Wider Context	3
Site Images	4
Site Analysis Diagrams	9
Leaseholder Information	11
Crime Prevention Through Environmental Design (CPTED)	12
Information Review	15
Opportunities And Constraints	15
Future (Possible) Connections	16
Proposed Spatial Diagram	17
Proposed Quick-Wins	18
Planning For The Future	19
Process	20

This page is left intentionally blank

Introduction

The purpose of this report is to provide a development guideline in the form of a spatial diagram for Auburn Street Reserve. This spatial diagram is aligned with Auckland Council’s shift in its approach to park management, from an asset based approach (looking specifically at provision of infrastructure) to a people focused and service provision approach.

An in-depth site analysis and information review identifies opportunities and constraints for future management and possible development of the reserve with a vision to optimising public use and enjoyment of the reserve.

The spatial diagram aims to:

- Ensure adequate allocation of space for community use
- Create a meaningful spatial arrangement that allows for a variety of activities within the reserve, and thus:

Ensure that the Auburn Street Reserve remains an important asset to the community by providing recreation and amenity in a manner that is relevant to the community presently, and well into the future.

Process

A site visit to the Auburn Street Reserve was undertaken with an Auckland Council Parks and Places specialist in March 2021. The specialist provided valuable insight into Auckland Council’s vision for the reserve in relation to the future growth and development of Takapuna. Possible options for the future development of



Figure 1 Auburn Street Reserve

the reserve, limitations on development and the ongoing management of the reserve were discussed.

Following the site visit, a desktop review of information was carried out. Documents reviewed included:

- Statutory and non-statutory strategic documents, legislation, policies and plans relevant to Auburn Street Reserve, Devonport-Takapuna Local Board and the wider Auckland region.
- Current leases held on the reserve

The above data was synthesised into a spatial plan for Auburn Street Reserve. This plan proposes how best the reserve may be developed and managed in the future to provide optimised public usage. The spatial plan focusses on defining key activities and zones within Auburn Street Reserve and does not go into detail around the specific site developments and infrastructure improvements.

It is intended that this spatial plan will be adopted by Devonport-Takapuna Local Board in order to guide prioritisation of projects and investment; and assist the Local Board in allocating funding for the reserve from 2021 onwards.

The Place

Auburn Street Reserve is located at 8 Auburn Street, Takapuna within the Devonport-Takapuna Local Board area. The irregularly shaped reserve is bounded on most sides by residential properties, and by the upper reaches

of Shoal Bay and the Patuone Reserve on its south-eastern edge.

Auburn Street Reserve is a reserve pursuant to the Reserves Act 1977. The reserve is classified for the following 3 purposes:

- Recreation Reserve ¹
- Local Purpose ²
 - Local Purpose (Community Buildings) Reserve
 - Local Purpose (Accessway) Reserve
- Scenic reserve ³

In 2009 Auckland Council purchased an additional 2 land parcels (held as Fee Simple) along Anzac street with the intention of creating additional road frontage to the reserve along Anzac Road, and as the start of a green connection in a northern direction to Lake Pupuke. Unfortunately, this area of land is cut off from the reserve due to the boundary walls around the croquet fields.

The Auburn Street Reserve provides a home to various community, sports and recreation facilities. Currently, most of the reserve is leased out to local community and sporting groups. Leases on the reserve are held by:

- Girl Guild Association New Zealand
- PHAB Association Auckland
- Takapuna Croquet Club
- The North Shore Play Centre Association

Each leased area has been fenced off and the reserve is dominated by 4 full-sized croquet fields and a disused bowling green. This has resulted in the poor articulation of publicly

accessible park space. Furthermore, an access road and centrally located car park run almost the length of the reserve further slicing up the remainder of accessible space.

The various lease agreements and a lack of cohesive master planning for the reserve has created poor movement and access for visitors to the reserve. Limited appealing pedestrian movement options, including fenced off sections of the reserve, hinder the transformational potential the reserve could have to support future liveability of the Takapuna Metropolitan Centre.

1. Held for the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities
2. Held for the purpose of providing and retaining areas for such local purpose or purposes as are specified in any classification of the reserve
3. Held for the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest



Figure 2 Auburn Street Reserve Entrance Sign

Wider Context

1. Auburn Street Reserve
 2. Auckland City Centre
 3. Auckland Harbour Bridge
 4. Ports of Auckland
 5. Waitematā Golf Club
 6. Ngataranga Park
 7. Dacre Park
 8. Stanley Bay
 9. Mount Victoria
 10. Ngataranga Bay
 11. Shoal Bay
 12. Little Shoal Bay
 13. Onepoto Domain
 14. Tuff Crater Reserve
 15. Barrys Point Reserve
 16. AUT University - North Shore Campus
 17. Onewa Domain
 18. Lake Pupuke
 19. Takapuna Town Centre
 20. Takapuna Beach
 21. Takapuna Golf Course
- Greenway Connection
 - - - Proposed Green Connection
 - - - Proposed Cycleway Connection
 - Takapuna Metropolitan Centre



Figure 3 Auckland Context Location Map

Site Images



Figure 4 Site context and photo view point reference map
Not to scale



View Point 1 Facing west down Auburn Street Reserve from Auburn Street



View Point 2 View looking west towards the Takapuna Croquet Club



View Point 3 Facing South east looking into PHAB Association Auckland



View Point 4 Facing South east looking into PHAB Association Auckland



View Point 5 Facing west looking towards Takapuna Croquet Club Grounds



View Point 6 Facing south towards a storage shed



View Point 7 Facing north-east up Auburn Street



View Point 8 View looking east towards storage shed and PHAB



View Point 9 View over croquet fields, through fence, towards the Sargeson Apartments



View Point 10 Facing north towards croquet club



View Point 11 Facing south towards Taitamariki Hall



View Point 12 Facing south-west near Taitamariki Hall



View Point 13 Facing north-west towards North Shore Playcentre Association



View Point 14 View north east looking towards PHAB



*Figure 5 Views of Takapuna, looking east to Rangitoto with Auburn Street Reserve in the foreground
Image: Auckland Libraries Heritage Collections T2396*



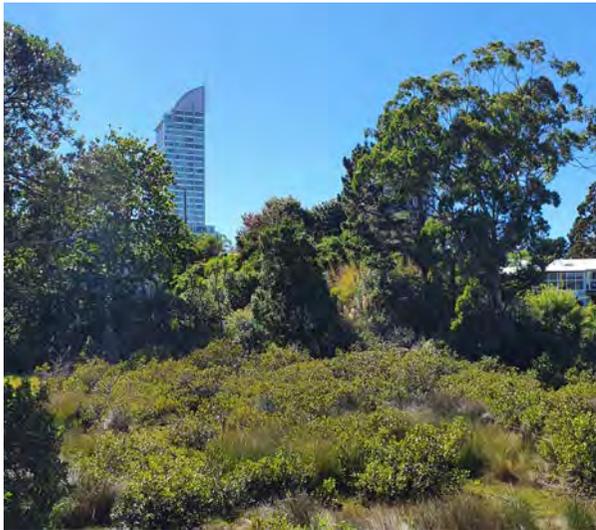
View Point 15 Facing north towards Takapuna Croquet Club



View Point 16 Facing south-west down towards Patuone Reserve



View Point 17 View north along Patuone entering the bush



View Point 18 View east from Patuone Walkway



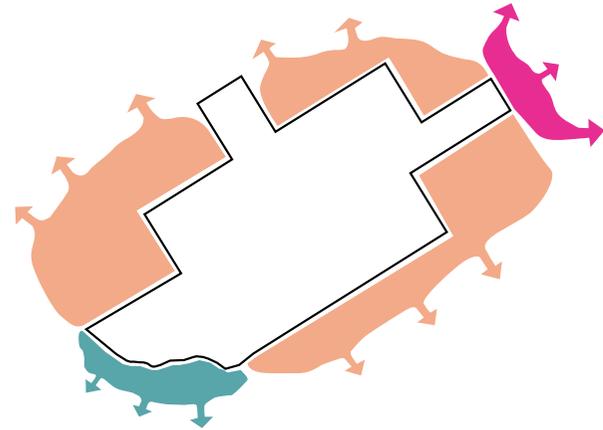
View Point 19 View south along Patuone walkway



View Point 20 View south-east from Anzac Road towards Auburn Street Reserve

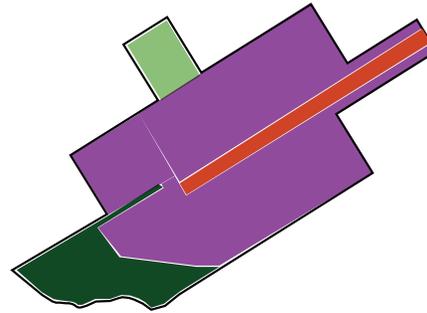
Site Analysis Diagrams

Surrounding Context



- Patuone Reserve
- Residential
- Business

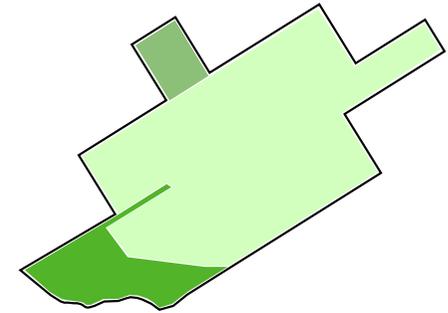
Land Classification



- Scenic Reserve *
- Local Purpose (Accessway) Reserve *
- Local Purpose (Community Buildings) Reserve *
- Fee Simple

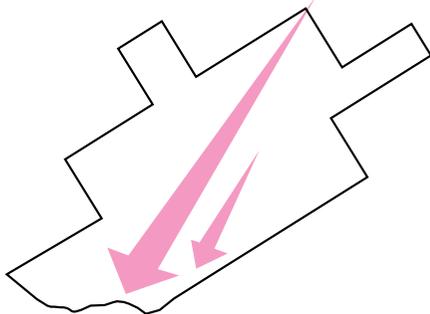
* Reserves Act 1977

Unitary Plan Zoning



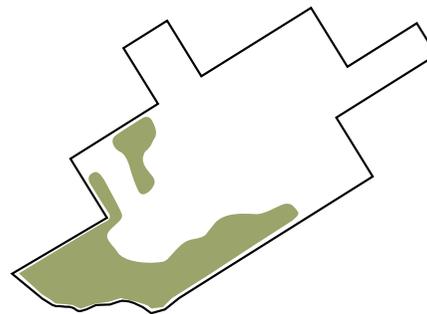
- Informal Recreation Reserve
- Sport and Active Recreation
- Conservation

View Shafts



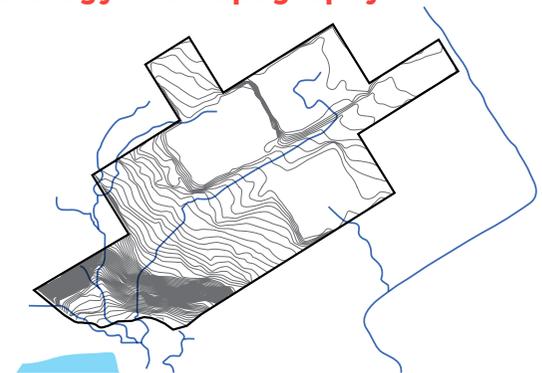
View Shaft To Auckland City Centre

Site Vegetation



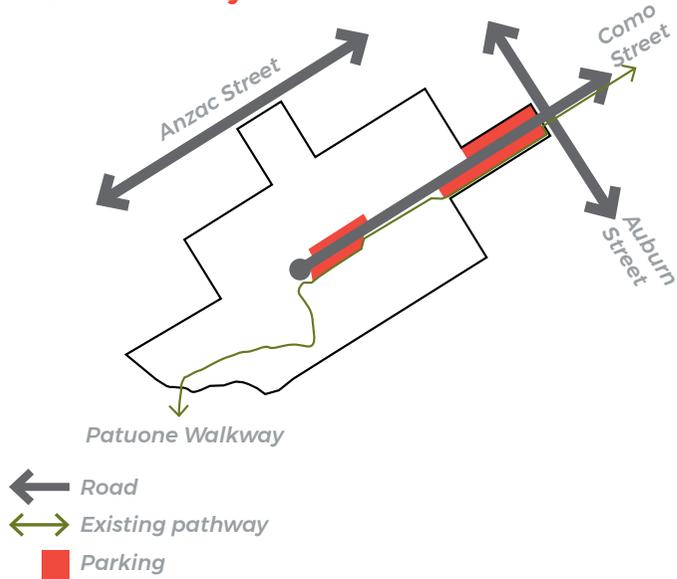
Tree canopy cover

Hydrology and Topography

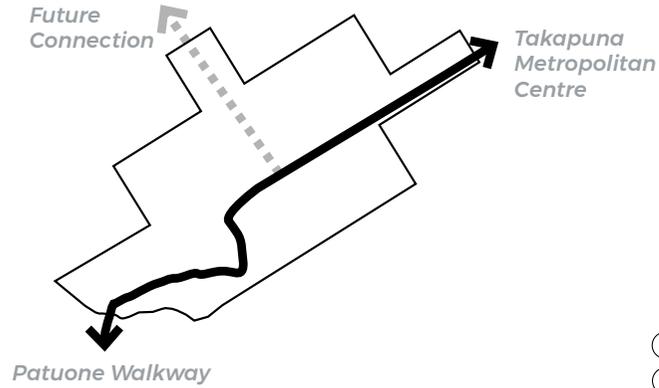


- Overland flow paths
- Flood Plains

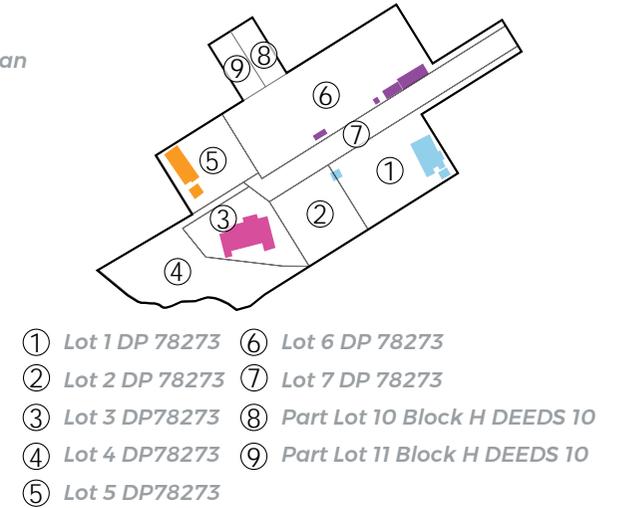
Connectivity and Access



Proposed Walk and Cycle Strategy



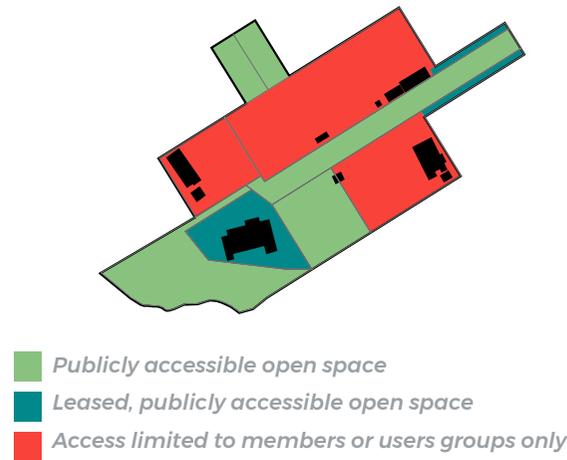
Land Parcels



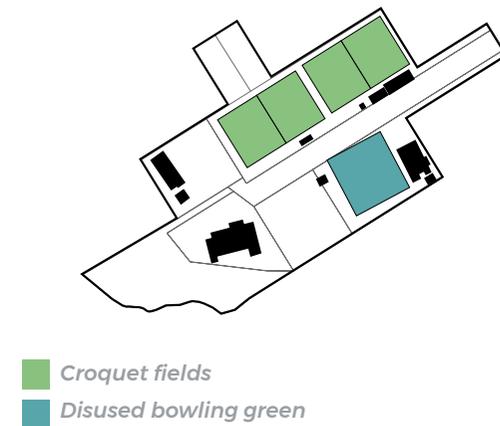
Lease Holdings



Open Space Accessibility



Sports Facilities



Leaseholder Information

Girl Guide Association New Zealand

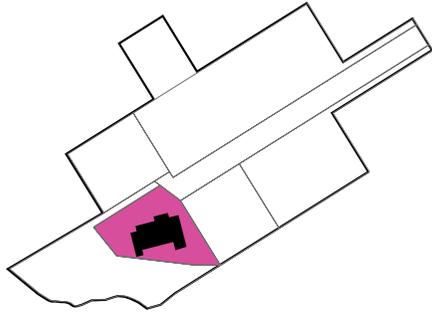


Figure 5 Taitamariki Hall

Term: 10 years with one right of renewal for a further 10 years
 Lease commenced: 01/04/2002
 Lease renewal: 01/04/2012
 Final expiry: 31/03/2022
 Facilities: Taitamariki Hall (Girl Guides Hall)

Takapuna Croquet Club

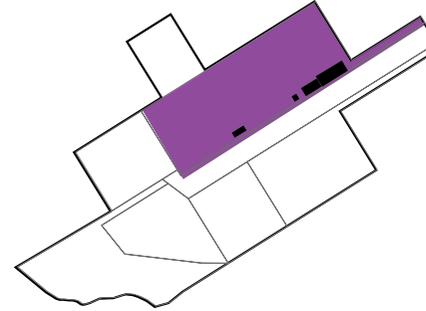


Figure 7 Takapuna Croquet Clubhouse

Term: 10 years with one right of renewal for a further 10 years
 Lease commenced: 22/08/2018
 Lease renewal: 22/08/2028
 Final expiry: 21/08/2038
 Facilities: 4 x Full sized croquet fields, clubhouse, changerooms and storage

PHAB Association Auckland

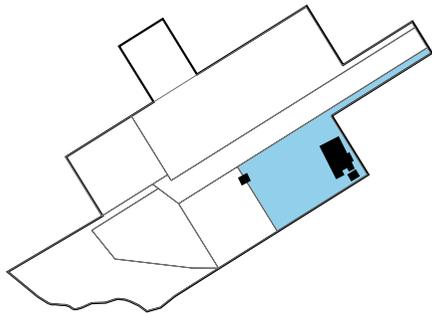


Figure 5 PHAB building

Term: 10 years with one right of renewal for a further 10 years
 Lease commenced: 01/09/2016
 Lease renewal: 01/09/2026
 Final expiry: 31/08/2036
 Facilities: 1 x Full sized bowling green, PHAB building, accessible swing set

The North Shore Play Centre Association

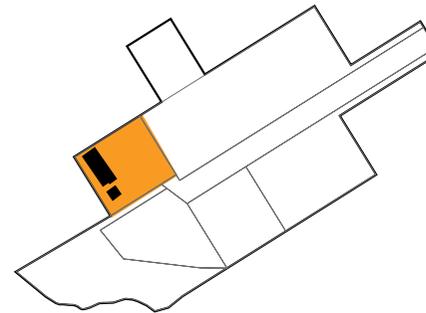


Figure 8 North Shore Play Centre Entrance

Term: 10 years with one right of renewal for a further 10 years
 Lease commenced: 01/10/2001
 Lease renewal: 01/10/2011
 Final expiry: 30/09/2021
 Facilities: School buildings and outdoor play area with playground equipment

Crime Prevention Through Environmental Design (CPTED)

A high-level desktop review of CPTED strategies for the Auburn Street Reserve was undertaken. In carrying out the review, it was assumed that the reserve will be used by the public for recreation purposes.

The Ministry of Justice CPTED Guidelines were referred to as a suitable structure for reference. The Guidelines incorporate four underlying principles:

- Surveillance
- Access management
- Territorial reinforcement
- Quality environments

Legend

- S - Surveillance
- A - Access Management
- T - Territorial Reinforcement
- Q - Quality Environment



Figure 6 CPTED Issues diagram
Not to scale

ISSUES IDENTIFIED

SURVEILLANCE (S)

The irregular shaped reserve is bounded on most sides by residential properties.

While trees and foliage run along the perimeter (obscuring visibility) there are a number of multi story apartment blocks which give a good impression that the park will be overlooked.

MITIGATION / MANAGEMENT

Thinning of tree foliage and the removal of exotic pest plants would improve surveillance and local ecologies and should be considered within the management of the reserve.

While the impression is of good passive surveillance this can be augmented by the addition of CCTV and lighting. Lighting would

ISSUES IDENTIFIED

A connection to the Patuone Walkway connection behind the Taitamariki Hall is through an area of dense bush with little possibility for surveillance.

ACCESS MANAGEMENT (A)

An existing access road provides good access to a mixture of community facilities and general outdoor recreation however the lack of exit options make the park a cul-de sac and this needs to be communicated clearly at the access point into the reserve.

A connection to the Patuone Walkway connection behind the Taitamariki Hall provides pedestrian access to the reserve, however, this access is through an area of dense bush with little possibility for surveillance.

The reserve along ANZAC street is isolated from the larger reserve due to the fence around the croquet fields.

TERRITORIAL REINFORCEMENT (T)

There is potential for a sense of danger related to unclear ownership. Where this ambiguity occurs, a sense of neglect may lead to a perception of danger.

QUALITY ENVIRONMENT (Q)

Clearly articulated spaces supplemented by good aesthetic consideration can reinforce a feeling of an environment which is cared for. This reflects a sense of pride and ownership and makes a space less prone to vandalism or crime.

Good aesthetics in the design elements and layout backed up by regular and consistent maintenance will greatly contribute to a high quality space that will promote a positive perception of the space.

MITIGATION / MANAGEMENT

especially be important to extend the hours of use, however, this should be balanced by the sensitivities of the surrounding residential properties (light spill)

Additional routes and connections will provide improved access through the reserve.

Removing or minimising visual barriers and strengthening visual connections across the reserve will make it appear more cohesive and confirm its role as a public space.

Signage at the entry points will establish who owns what and reinforce the function and extent of public space - making clear what space is for the public to use.

To achieve a feeling of quality in the environment, there should be a corresponding quality in the design of key landscape elements such as lighting, furniture, gateway statements, art, signage and way finding.

Summary of CPTED mitigations

1. Ensure that both visual and physical connections across the reserve are maintained
2. Minimise or avoid fencing within the reserve to encourage public visual and physical connections across the reserve
3. Thin vegetation at strategic points to create or maintain surveillance. This should take place with the consent of key stakeholders and with the direction of arborist expertise
4. Ensure the layout of the reserve is legible and clear before entering, avoiding surprises. This can be achieved by new or supplementary signage and wayfinding.
5. Carry out a consistent maintenance regime to provide a well-cared for environment, strengthen clear ownership and maintain surveillance.
6. Consider further safety aspects such as:
 - Promoting community awareness of the park functions and connectivity in the community walkway system
 - Artwork
 - Visually transparent fencing where boundary fencing is necessary
 - Lighting where appropriate
 - CCTV if this is deemed appropriate

Information Review

A review of key statutory and non-statutory strategic documents, legislation, policies and plans relevant to Auburn Street Reserve, Devonport-Takapuna Local Board and the wider Auckland region.

Documents reviewed included:

- [Reserves Act 1977](#)
- [Resource Management Act 1991](#)
- [Auckland Council Parks and Open Spaces Strategic Action Plan 2013](#)
- [Devonport-Takapuna Greenways 2015](#)
- [Auckland Council Open Space Provision Policy 2016](#)
- [Devonport-Takapuna Local Board Plan 2017](#)
- [Devonport-Takapuna Open Space Network Plan 2019](#)
- [Auckland's Urban Ngahere \(Forest\) Strategy](#)
- [Takapuna Framework Plan 2017](#)
- [Auckland Unitary Plan Operative in Part 2016](#)
- Patuone Walkway 100% Concept Design 2018

Opportunities And Constraints

Opportunities and constraints are based on:

- Auburn Street Reserves strategic location within Takapuna, and the projected development and growth of Takapuna as a Terraced Housing and Apartment (THAB) zone in the Auckland Unitary Plan
- Population growth and the associated increased demands on the reserve
- Existing, and possible future connections to other open spaces

Opportunities and constraints are used to inform the development of the spatial diagram.

Opportunities

- Urban growth and associated rise in population will increase the demands on the park as an open green space
- Provide space for passive recreation
- Greenway links – pedestrian and cycle routes through the reserve to link the Takapuna Metropolitan Centre, Devonport Greenways, Northern Pathway and Akoranga Bus Station via the Patuone reserve.
- Provide opportunities for sports facilities
- Meaningful spatial re-arrangement and allocation for community use

Constraints

- Reserve is valued as a car park
- Multiple stakeholders already on site
- Current leases over large areas of the reserve
- Poor movement routes through the reserve
- Limited and poorly articulated access for public access to the reserve

Future (Possible) Connections

This future connections diagram shows the Auburn Street Reserves strategic position in the future connectivity of green open spaces in the Takapuna area.

-  Auburn Street Reserve
-  Future Connection
-  Existing Green Space

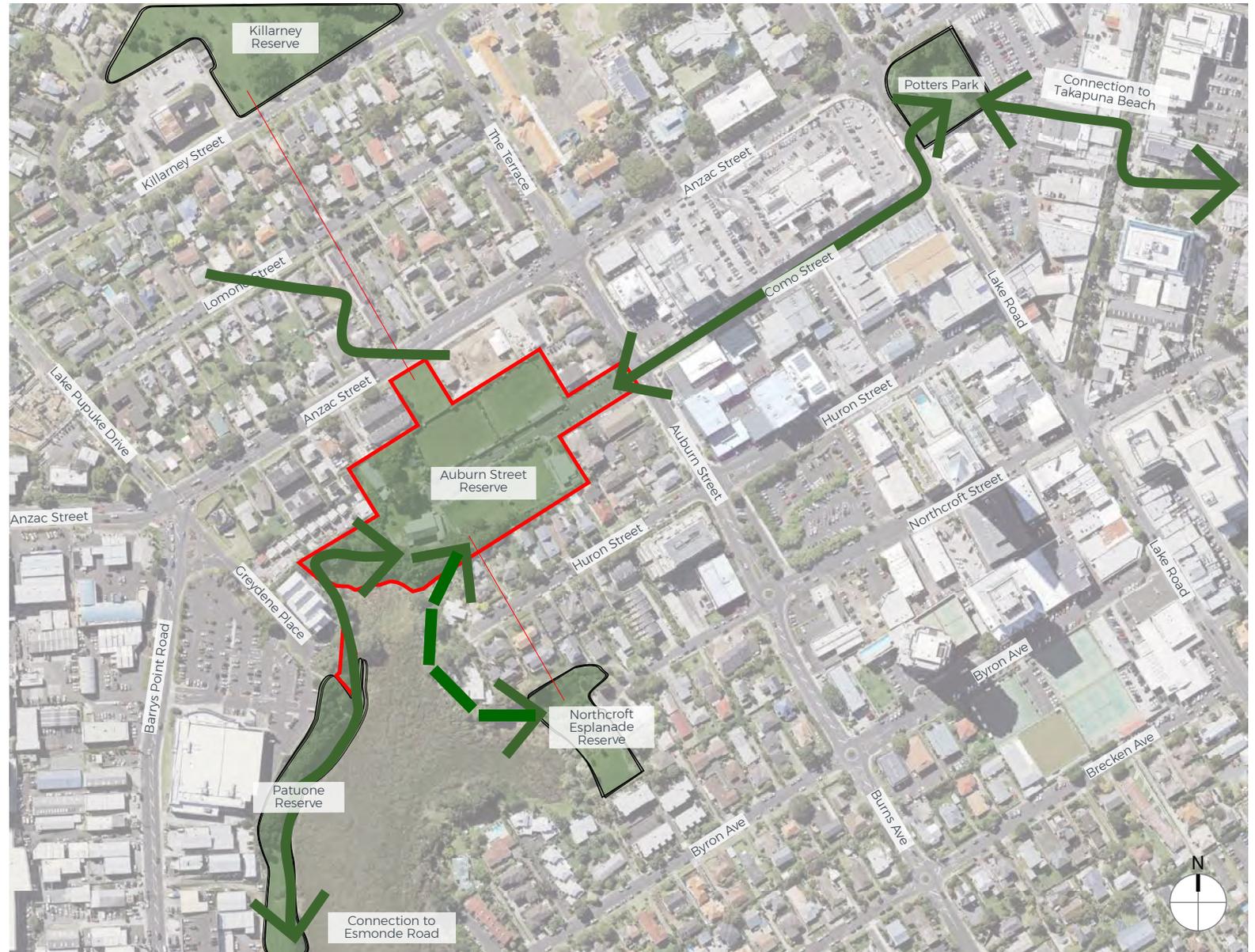


Figure7 Future (possible) connections to Auburn Street Reserve
Not to scale

Proposed Spatial Diagram

The spatial diagram aims to:

- Ensure adequate allocation of space for community use
- Create a meaningful spatial arrangement that allows for a variety of activities within the reserve

- Recreation
- Community Facilities
- Parking
- Pedestrian and cycle routes

Key Moves

1. Consolidate spatial arrangement of Community Facilities and car parks
2. Consolidation of open space for public use
3. Remove fences to ensure visual connection throughout the reserve
4. Well articulated pedestrian and cycle connections through the reserve
5. New link to Anzac Street and possible future connection to the Killarney Reserve
6. Accessible connection to Patuone Walkway and linked greenway connections



Figure 8 Auburn Street Reserve development guideline spatial diagram
Not to scale

Proposed Quick-Wins

The quick-wins diagram identifies key moves that could be implemented in the short term to improve the functional capacity and legibility of the Auburn Street Reserve.

Key Moves

1. Signage and way finding to increase legibility of the reserve
2. The North Shore Play Centre Association lease expires on 30 September 2021 - decide on future use of leased land
3. Girl Guide Association New Zealand lease expires on 31 March 2022 - decide on future use of leased land
4. Activate the two land parcels along Anzac road by developing them as a green space
5. Connection of 2 land parcels along Anzac Street to the reserve
6. Clear and legible connection to Patuone Walkway



Figure 9 Auburn Street Reserve development guideline quick-wins diagram
Not to scale

Planning For The Future

Our future world will be very different from today. Trends in climate, society, technology and resources will have an impact on the communities in which we live and the infrastructure we develop in the future.

The non-exhaustive list below identifies factors that may assist in the planning for the future of the Auburn Street Reserve.

Climate

- Sea level rise and risk of flooding
- Extreme weather events
- Global warming

Society

- Population growth
- Ageing population
- Inclusion and diversity
- Urbanisation
- Safe, accessible housing and green spaces
- Social isolation and loneliness
- Health and well-being
- Remote and flexible working spaces

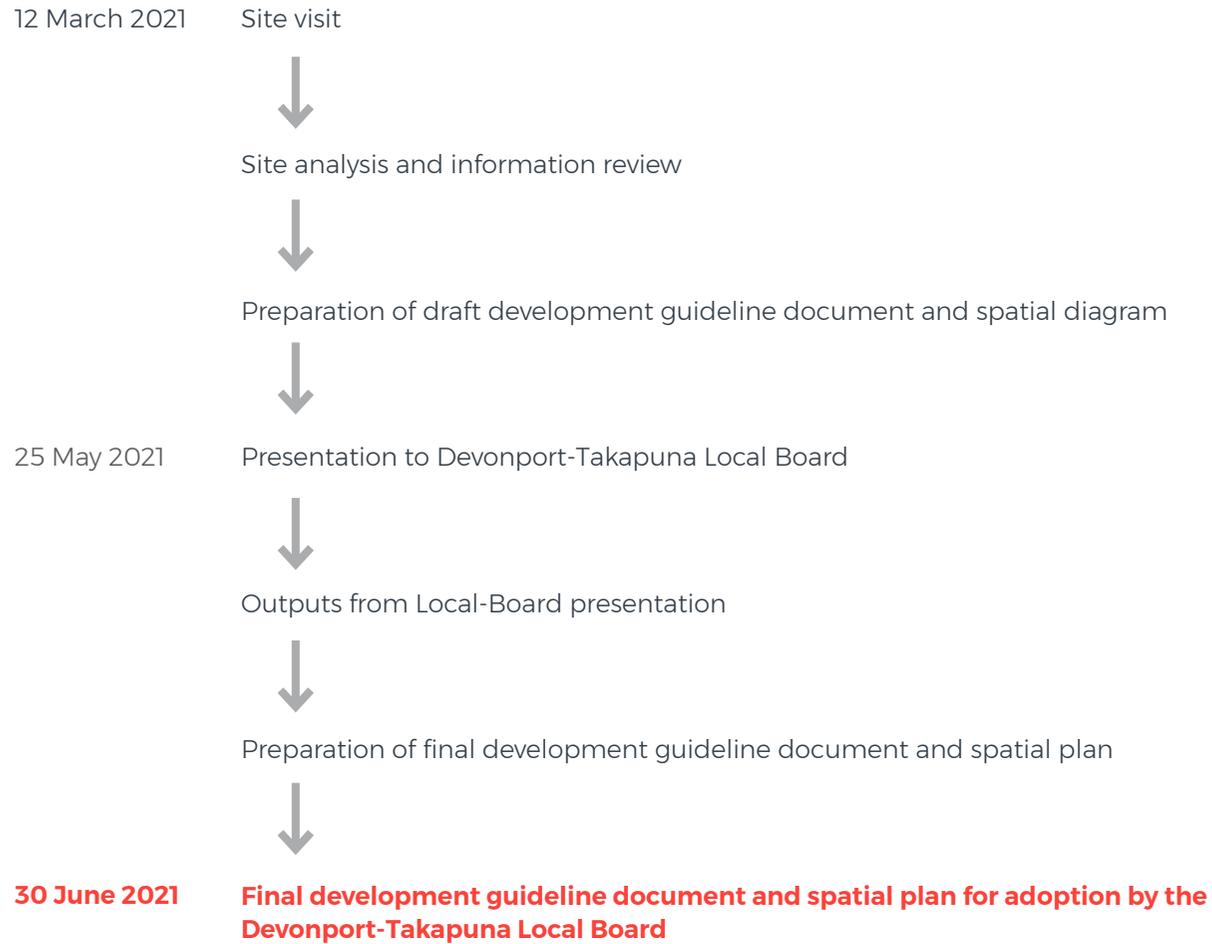
Technology

- Transportation methods
- Micro-mobility
- Automation
- Vehicle ownership
- Energy efficiency
- Smart data and intelligent systems
- Drones

Resources

- Decarbonisation
- Sustainability
- Circular economy
- Biodiversity
- Water
- Smart grids
- Renewable energy

Process



Information Only

MEMO TO: John McKellar - Parks & Places Specialist

COPY TO:

FROM: Rhiannon Foulstone-Guinness - Democracy Advisor

DATE: 23 September 2021

MEETING: Devonport-Takapuna Local Board Meeting of 21/09/2021

Please note for your action / information the following decision arising from the meeting named above:

DT/2021/141 **Auburn Street Reserve Service Assessment**
FILE REF CP2021/12580
AGENDA ITEM NO. 15

15 **Auburn Street Reserve Service Assessment**

Resolution number DT/2021/141

MOVED by Chairperson R Jackson, seconded by Deputy Chairperson J O'Connor:

That the Devonport-Takapuna Local Board:

- a) **defer further discussion on the Auburn Street Reserve Service Assessment as included as Attachment A to the agenda report, until**
 - i) **in-depth engagement with park leaseholders and stakeholders has been undertaken;**
 - ii) **there has been further assessment of gaps in service provision in the area and whether any of these unmet needs could be fulfilled at Auburn Reserve; and**
 - iii) **the outcomes of the engagement and future needs assessment have been incorporated into an updated report and options provided on a way forward.**

CARRIED

SPECIFIC ACTIONS REQUIRED:

7 May 2024

Memorandum

To: Devonport-Takapuna Local Board

Subject: Update on the Auburn Street Reserve Service Assessment

From: John McKellar - Parks and Places Specialist.

Contact information: John.McKellar@aucklandcouncil.govt.nz

Purpose

1. To update the Devonport-Takapuna Local Board on the Auburn Street Reserve Service Assessment.

Summary

2. The Devonport-Takapuna Local Board Work Programme for 2020/2021 included the item Auburn Street Reserve Service Assessment (PSR SharePoint ID: 24) with an approved budget of \$20,000 LDI Opex.
3. This draft assessment was completed and then presented to the local board at a business meeting in September 2021. A resolution was passed at this meeting requesting that further engagement with park leaseholders be carried out (see Attachment B). Since then, the item has been carried forward across financial years in response to this request for further engagement.
4. The project continues as part of the work programme this financial year with no additional funding allocated.
5. It was proposed at a March 2023 local board workshop that the draft assessment should be made available to the public as part of the Devonport-Takapuna Local Parks Management Plan (LPMP) process. This plan will be entering its public engagement phase in the coming months.
6. Feedback received as part of public consultation will be incorporated into the final version, which will be presented to the local board for adoption at the next available business meeting.

Context

7. The Auburn Street Reserve Service Assessment was initiated to produce a framework for long-term development of the reserve, through the development of a high-level spatial plan to guide planning, without providing specific details on projects or associated funding.
8. The draft assessment was presented to the local board at a business meeting in September 2021. The board requested further engagement with the park leaseholders including the Takapuna Playcentre, the New Zealand Girl Guides Association, PHAB and the Takapuna Croquet Club.
9. This plan, if adopted, would require significant changes to the layout of the Takapuna Croquet Club fields. This would also have significant impacts on the Takapuna Playcentre and the Taitamariki Girl Guides Hall, and as such, would need the support of these organisations.

Discussion

10. The draft service assessment proposed that, in the long term, all buildings and carparking should be centred around the eastern side of the reserve while the western side of the reserve would be developed as a passive recreation space.
11. This new park layout would also enable a direct connection to the largely unused section of reserve at 76 and 78 Anzac Street. This property was acquired by the legacy North Shore City Council to expand and improve connections within and to the main reserve area, as well as to the wider Takapuna town centre. This section of the reserve is currently separated from the main part of the reserve by the Takapuna Croquet Club fields.
12. Engagement with the leaseholders has been ongoing. Key outcomes of these discussions will be provided to the board at the workshop.

Next steps

13. The draft assessment will be available to the public as part of the Devonport-Takapuna Local Parks Management Plan (LPMP) process.
14. At the conclusion of this phase of the LPMP, any relevant feedback will be reviewed and incorporated into the final draft assessment. This will be presented for adoption at the next available business meeting.

Attachments

Attachment A: The Draft Auburn Street Reserve Service Assessment.

Attachment B: Resolution Auburn Street Reserve CP/2021/14498

7 May 2024

Memorandum

To: Devonport-Takapuna Local Board

Subject: Update on the Devonport-Takapuna Greenways Plan Review

From: John McKellar - Parks and Places Specialist

Contact information: John.McKellar@aucklandcouncil.govt.nz

Purpose

1. To update the Devonport-Takapuna Local Board on the Devonport-Takapuna Greenways Review.

Summary

2. The Devonport-Takapuna Local Board Work Programme for 2023/2024 includes the item 'Devonport Takapuna Greenways Plan Review' (SharePoint ID: 521).
3. The Devonport-Takapuna Greenways Plan, which was completed in June 2015, identified existing and proposed pedestrian and cycling routes within the parks and open space network of the Devonport- Takapuna Local Board area.
4. The local board initiated an update to the plan to capture any completed routes or to propose new enhancements to the network.
5. The draft plan was presented to the local board at a workshop in May 2023. It was proposed that the draft should be made available to the public as part of the Devonport-Takapuna Local Parks Management Plan (LPMP) process, which will be entering its public engagement phase in the coming months.
6. Public feedback received as part of this process will be incorporated into the final version. This will then be presented to the local board for adoption at the next available business meeting.

Context

7. The Devonport-Takapuna Greenways Plan, which was completed in June 2015, was developed to identify the pedestrian and cycling routes available within the parks and open space network of the Devonport-Takapuna Local Board area, and to propose further enhancements to the network.
8. Many sections of the network identified in the plan have been completed, which has triggered the need to update the plan and develop further opportunities for improvement.
9. The Auckland Transport vision for on-road cycleways is available on the [Future Connect](#) web page. Auckland Transport's latest plans for the area have been included in the refreshed document to identify how the Greenways Plan and the on-road routes are aligned.

Discussion

10. This greenways review focuses on cycleways, paths, and tracks through parks and how these connect with other open space, town centres, beaches, community facilities and public transport.
11. Some sections of the plan propose connections within the Auckland Transport roading system through small enhancements such as signage. The plan does not propose significant on-road walkway or cycleway development.
12. More engagement is required with Auckland Transport to identify opportunities for development and define how this might be funded and implemented.

Next steps

13. At the conclusion of the public engagement phase of the Local Park Management Plan, any feedback will be reviewed and incorporated into the Draft Greenways Plan.
14. The final draft will be presented to the local board for adoption at the next available business meeting.

Attachments

Attachment A: The Draft Devonport-Takapuna Greenways Plan Review 2024.

An aerial photograph showing the coastal city of Devonport-Takapuna. The image captures the dense urban development along the waterfront, with numerous buildings and green spaces. The coastline is visible on the left, with a sandy beach and the blue waters of the harbor. The city extends inland, showing a mix of residential and commercial areas. The sky is clear and blue, and the overall scene is bright and sunny.

**Devonport-Takapuna Greenways Plan Update
Draft May 2024**

Contents

Section 1.0 Introduction

- 1.1 Purpose of the document.... Page 3
- 1.2 Strategic fit.... page 5

Section 2.0 Methodology

- 2.1 The process.....Page 14

Section 3.0 Greenways mapping

- 3.1 Devonport-Takapuna Greenways.... Page 17
 - Map 1 - Greenways Network - Sunnynook, Forrest Hill and Castor Bay..... Page 18
 - Map 2 - Auckland Transport 'Future Connect' Network Sunnynook, Forrest Hill, Castor Bay..... Page 19
 - Map 3 - Greenways Network- Westlake and Milford..... Page 20
 - Map 4- Auckland Transport 'Future Connect' Network- Westlake, Milford..... Page 21
 - Map 5 - Greenways Network -Takapuna..... Page 22
 - Map 6 - Map 6. Auckland Transport 'Future Connect' Network Takapuna..... Page 23
 - Map 7 - Greenways Network Hauraki and Belmont..... Page 24
 - Map 8 - Auckland Transport 'Future Connect' Network Hauraki and Belmont.... Page 25
 - Map 9 – Greenways Network Bayswater, Narrow Neck, and Devonport..... Page 26
 - Map 10 – Auckland Transport 'Future Connect' Network Bayswater, Narrow Neck, and Devonport.....Page 27

Cover page: *View of Takapuna town centre, looking towards Devonport. Auckland Council Stock Photo, 2012.*

1.0 Introduction

1.1 Purpose of the document

This document identifies the current and future planning goals relating to the main pedestrian and cycle routes connecting the Auckland Council parks network with the Auckland Transport pedestrian, cycling and wider transport network in the Devonport Takapuna Local Board area. This is intended for use by elected members, Auckland Council and Council Controlled Organisations (CCO), community and volunteer groups, and other interested parties.

What is a greenways plan?

The broad aim of a greenways plan is to provide cycling and walking connections which are safe and enjoyable, while also improving local ecology and access to recreational opportunities. To achieve this, greenways may cross existing areas of parkland, and follow street connections between parks. Implementation of the greenways plan will better connect Devonport-Takapuna to the neighbouring Kaipātiki, Upper Harbour and Hibiscus and Bays Local Board areas and connect to regional walking/cycling proposals for the greater Auckland region.

Greenways often align with streams and other natural areas meaning that as the greenways developed these surrounding areas are restored ecologically. This has the added benefit that will encourage more people to use, these areas and care for their neighbourhood network of greenways, increasing their ongoing stewardship.

Why an 'updated' document.

In 2020, the local board identified a need to update their 2015 Greenways Plan and requested this was added to the work programme of the Auckland Council Parks and Community Services Team. It was anticipated that this updated document would capture the status of those routes which have been completed since 2015 and reaffirm the cycling and walking routes that are yet to be implemented.

The other key purpose for developing the new document was to identify new opportunities being developed by other agencies that will further enhance the network, particularly those that relate to Waka Kotahi proposed Northern Pathway project which, when completed, will connect downtown Auckland with Albany through a direct separated cycle and pedestrian pathway alongside the Northern Motorway. Waka Kotahi have also initiated planning processes for an alternative harbour crossing to the existing Auckland Harbour Bridge which is anticipated to connect the North Shore to the Auckland CBD across Shoal Bay between Devonport and Northcote or Birkenhead.

These are significant projects which will have a profound effect on any pedestrian and cycling planning over the coming years. As these active transport routes for cycling and pedestrians are yet to be identified, it is not possible to fully update greenways plan for the local board area as the impact of these projects on the local network means planning new connecting routes would not be practicable. When the details of these major projects are available and identifying any new opportunities to connect to these significant transport systems a complete review of the greenways opportunities arising from these networks could be initiated at that time.

The Devonport Takapuna Greenways Plan

The Devonport-Takapuna Greenways Plan seeks to create a network of greenways that will provide safe and enjoyable ways for people to get around, get active, and get engaged with the community and their environment. The network of greenways will:

- improve walking connections.
- improve cycle connections.
- improve recreation opportunities.
- improve ecological opportunities.
- improve community connections.
- improve access to streams, rivers, and the coast.

Network benefits

There are many benefits from developing a network of greenways which include:

- **Recreation:** Improving people's access to outdoor recreation and enjoyment close to their home.
- **Environmental:** Reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving water quality, and reducing flooding events through low impact design (LID) measures, and by enhancing ecosystems, habitat sources and ecological niches.
- **Social:** Providing improved opportunities for people to get out of their cars and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities.
- **Health:** Providing improved opportunities for activity and fitness.
- **Education:** Providing opportunities to learn about the vegetation, wildlife, ecology, history, and people of the landscapes that they pass through; and
- **Economic:** High-performing greenways can create improved local employment opportunities as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors.

1.2 Strategic fit

The Auckland Plan

The Auckland Plan sets council's long-term strategic direction and lays out a vision to create the world's most livable city. It provides an opportunity for integrated planning to improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

The Devonport-Takapuna Greenways Plan implements priorities and directives in several chapters in the Auckland Plan, including:

Chapter 5: Auckland's recreation and sport

- Priority 1: Encourage all Aucklanders, particularly children and young people to participate in recreation and sport.

Chapter 7: Auckland's environment

- Priority 1: Value our natural heritage
- Priority 2: Sustainably manage natural resources.
- Priority 3; Treasure our coastlines, harbours, islands, and marine areas

Chapter 12: Auckland's physical and social Infrastructure

- Priority 2: Protect, enable, align, integrate, and provide social and community infrastructure for present and future generations.
- Directive 12.8: Maintain and extend the public open space network, walkways and trails in line with growth needs.

Chapter 13: Auckland's transport

- Priority 3: Prioritise and optimise investment across transport modes.

The Devonport-Takapuna Local Board Plan (2020)

The Devonport-Takapuna Local Board have advocated for further enhancement of the greenways through the Devonport-Takapuna Local Board Plan (2020). The following are the key relevant extracts from this document.

Whakaotinga whā: Te ikiiki me te āheinga

Outcome four: Transport and access

'The greenways network is a Key Initiative under the outcome 'Easy safe and reliable journeys that reduce congestion'.

Our communities can access an affordable, efficient, safe, and integrated public transport system. A network of roads including cycle lanes, footpaths, and walkways will safely connect people to their desired destinations.

Active transport options

Well planned, designed and maintained walking and cycling paths will enhance our open spaces, increase travel choices, and improve our health and fitness. The network, if extended and improved in line with the initiatives in the Devonport-Takapuna Local Board Greenways Plan, will allow people to move safely to their desired destinations.

We will collaborate with AT and Waka Kotahi NZ Transport Agency to ensure we take all opportunities to link to the Northern Pathway.

We will continue working on the delivery of the Francis Street to Esmonde Road connection and the upgrade of the Patuone Reserve Walkway to offer alternatives to Lake Road, improve connection to the northern pathway and increase recreation opportunities in Takapuna.

Opportunities

- The Northern Pathway will be an attractive and efficient alternative to using private vehicles.

Challenges

- Behavioural changes require viable and easy alternatives. We must support well planned and maintained walkways and cycleways that enable people to move around quickly and safely. network of well placed, accessible, and attractive walking and cycleways encourage use of active transport modes and get people where they need to be.
- Work with AT to provide secure and sheltered cycle and scooter storage, and e-vehicle and bike charging stations at transport hubs and town centres.
- Deliver priority projects in the Devonport Takapuna Greenways Plan and work with AT and Waka Kotahi NZTA to secure funding and support for routes that link to the proposed Northern Pathway.
- Deliver the Francis Street to Esmonde Road connection'.

Devonport-Takapuna Open Space Network Plan (2019)

The Devonport- Takapuna Local Board have also identified their commitment to the development of the greenways plan as shown in the Devonport Takapuna Open Space Network Plan (2019). The following are the relevant extracts from this document demonstrate their commitment to ongoing developing an integrated multi modal transport system where cycling and walking routes form an important part of this network through the following statements in the Devonport-Takapuna Open Space Network Plan.

Section 1: Strategic Context (Page 23/24)

Connect

Creating a green network across Auckland by linking our parks, open spaces and streets with walking and cycling networks

Auckland Council has five overlapping approaches, which plan for and implement walking, cycling and green-corridors through the region. These approaches are:

- parks and open spaces
- biodiversity
- healthy waters
- transport
- greenways

The Te Araroa cycling and walking trail follows the east coast from Castor Bay to Devonport and continues onwards across the harbour exiting at the Auckland Ferry Terminal. The Te Araroa trail is connected by open spaces and users are always looking for open space experiences along the way.

Lake Road

Lake Road is the arterial road transport route that connects Devonport to Takapuna. An infrastructure investment programme along Lake Road aims to achieve the following transport benefits:

- reduce delays.
- improve route resilience.
- increase walking and cycling activity.
- improve road safety.

Auckland Transport's plan for walking and cycling in the local board area includes a route that follows Lake Road and tracks westward heading towards Barry's Point, then onwards to Takapuna. Enabling coastal walking and cycling routes will assist in taking congestion from Lake Road and provide a walking and cycling route option. This is also an opportunity to ensure that open spaces are connected along the way by using and investing in the local paths/Greenways routes.

Section 2 – Key moves

2.1. Four key moves

Four key moves have been identified to structure actions to develop Devonport-Takapuna's open space network. They respond to the issues and opportunities identified through the current state analysis. Two of these actions below relate directly to greenway development.

Connecting and sharing open spaces

- develop east to west walking and cycling routes.

- connect open spaces to wildlink and culture and heritage trails.

North to south walking and cycling infrastructure investment is a high priority for the local board. This includes continuing to develop local paths (as presented within the Devonport-Takapuna Greenways Plan 2015). The aim is to better connect Devonport-Takapuna neighbourhoods, as well as connections to paths being developed in the Kaipātiki, Upper Harbour and Hibiscus and Bays local board areas, and to regional walking and cycling routes enabling coastal walking and cycling routes will assist in taking congestion from Lake Road and provide a walking and cycling route option. This is also an opportunity to ensure that open spaces are connected along the way by using and investing in the local paths/Greenways routes.

The investment will enhance connections between the open spaces listed above and enable greater north to south walking and cycling movement across the local board area.

Connecting to the coast

Given the prominence and popularity of the coastal reserve areas and the narrow shape of the Devonport-Takapuna land area, there is a need to be able to traverse east to west in order to connect the open spaces. There are however significant constraints and challenges to achieving an east to west walking and cycling connection and include:

- State Highway 1 is a physical barrier to connecting to open spaces located in the Kaipātiki Local Board area.
- Lake Road, East Coast Bays Road, and Forrest Hill are arterial transport corridor routes which create a physical barrier to walking and cycling safely east-west.

The east–west gaps are more apparent in the following census area units:

- Sunnynook to Campbells Bay
- Forrest Hill to Castor Bay
- Westlake to Milford
- Hauraki
- Bayswater to Belmont
- Narrow Neck
- Stanley Bay to Mt Victoria

Greenways and sustainability

The network typically follows natural landforms such as streams and coasts as well as streets and motorways. Greenways also encourage opportunities for ecological restoration as they often align with streams and other natural areas. Both of these approaches are consistent with the development of the Auckland Climate Action Plan.

The Devonport-Takapuna network of greenways will:

- improve walking connections.
- improve cycle connections.
- improve recreation opportunities.
- improve ecological opportunities.
- improve community connections.
- improve access to streams, rivers, and the coast.

2.4. Connecting and sharing open spaces Walking and cycling gaps

The East–West gaps are more apparent in the following areas:

- Sunnynook to Campbells Bay
- Forrest Hill to Castor Bay
- Westlake to Milford
- Hauraki Bayswater to Belmont

- Narrow Neck
- Stanley Bay to Mt Victoria.

Sport New Zealand records walking, cycling, and jogging as attracting large participation numbers. An area of focus for the Parks Open Space Strategic Action Plan 2013 is to create a green network across Auckland by linking the parks, open space, and streets. This can be achieved along with the Million Trees

Strategy which aims to:

- green the city
- offset carbon emissions.
- protect water quality by planting along rivers and coastlines improve the living environment.

There are also opportunities to connect Wildlink and culture and heritage trails as part of a wider network of open spaces by integrating plans than allowing them to stand isolated and individually.

Section 3 Prioritised Actions

Prioritised actions have been identified that will contribute to council delivering sustainable quality open space network. These actions respond to the anticipated growth and provide the community with access to a range of recreational, social, cultural and environmental experiences.

3.6 Medium priority actions

Develop east to west walking and cycling routes.

Review the Local Paths /Greenways Plan and Auckland Transport walking and cycling routes with a view to including east-west connections between:

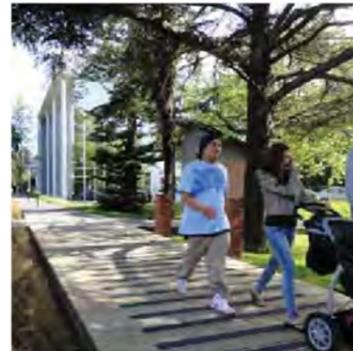
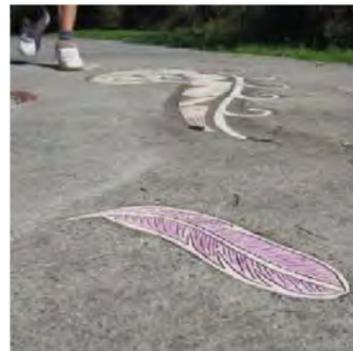
- Sunnynook to Campbells Bay
- Forrest Hill to Castor Bay
- Westlake to Milford Hauraki
- Bayswater to Belmont
- Narrow Neck
- Stanley Bay to Mt Victoria’.

What the greenways might look like

The appearance of the network will vary depending on its location, for instance, a connection that runs through parkland may look and function quite differently to a connection next to a road or in a built-up urban environment. These images show what the network could look like in a variety of settings, including:

- parks and reserves and connecting to bush tracks.
- coastal areas or alongside streams/estuaries
- alongside industrial land or residential properties
- connecting to busy urban town centres and/or 'connector' routes
- next to a minor road and/or the 'feeder' routes
- slow-speed traffic environments on minor roads with planted gardens.

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. The illustrations below show a range of potential greenway connections which could be carried out in the road corridor sections of Auckland's greenways network.





View towards Takapuna, with Shoal Bay in the foreground. Auckland Council Stock Photo, 2012.



Auckland Context

This map shows the Devonport-Takapuna Local Board context within the Auckland Isthmus, north of the Central Business District (CBD) and Waitemata Harbour. The area is bordered by the Kaipātiki, Upper Harbour and Hibiscus and Bays Local Board areas.

Broader transport connections

Devonport-Takapuna is bordered to the west by State Highway 1, which can be accessed by car or bus at Takapuna (Esmonde Road), Northcote (Northcote Road), Forest Hill (Tristram Avenue), Sunnynook (Sunnynook Road), as well as Upper Harbour, at the Northwest edge of the board area. You can travel by the centre of the area from Upper harbour through Takapuna to Devonport, via the continuous arterial routes of East Coast Road, Kitchener Road, Hurstmere Road and Lake Road. There is no train service north of the Harbour Bridge, ruling this mode of transport out for those living in Devonport-Takapuna.

Devonport and Bayswater are well service by regular ferry services from the Auckland CBD. The routes are fundamental to this planning process, and these have been integrated into these plans.

Broader walking connections

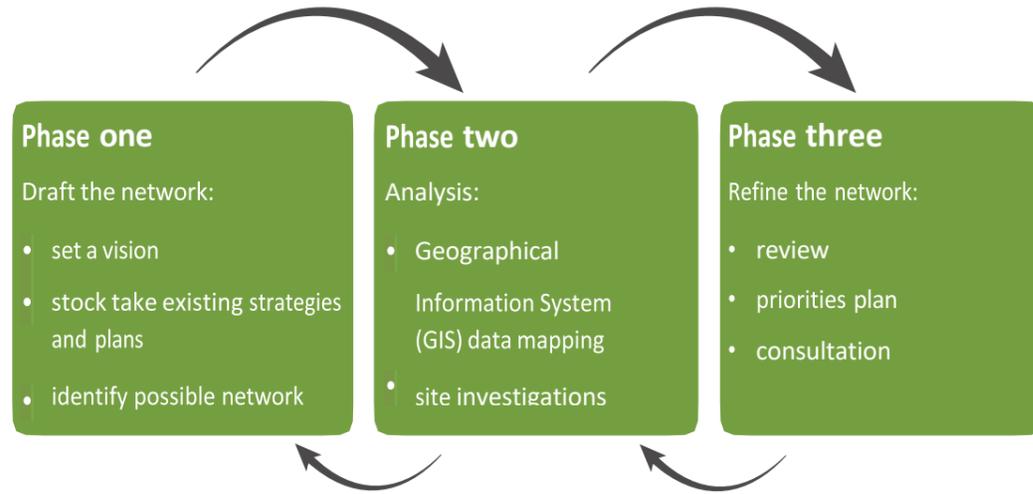
Most of the eastern coastline is accessible by walkway or beach at low tide. This coastal connection forms part of the Te Araroa - New Zealand's Trail, which provides a continuous 3000km walking route stretching from Cape Reinga in the north, to Bluff in the south. The Te Araroa route departs the coast by ferry at Devonport and crosses the inner Waitemata Harbour before arriving in Auckland's CBD. Within Auckland's central isthmus, Te Araroa follows the existing Coast to Coast Walkway, which runs from the CBD to Onehunga.



2.0 Methodology

2.1 The process

The 2015 Devonport Takapuna Greenways Pan was developed via an interactive three stage process with feedback loops, as outlined below. This information is still considered relevant given this document is only an updated version of this original document.



Phase one - draft network

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Devonport-Takapuna Local Board Plan was reviewed to gain an understanding of both the strategic vision of the community, and also their planned projects. After this, a definition for the Devonport-Takapuna Greenways was discussed and agreed with the Local Board, and a 'working party' set up, comprising council officers and elected members. This group met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a draft a 'high-level' network, providing walking and cycling connections between existing parks, open spaces, reserves and streets. Potential ecological improvements were also considered looking at linking areas of existing vegetation, existing significant vegetation, and streams/rivers. These desktop studies gave an understanding of the broad landscape patterns within the Devonport- Takapuna Local Board were used to guide phase two of the process, where the network was 'ground-truthed'.

This 'desktop' network plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Devonport- Takapuna Local Board's aspirations and objectives for the project, as well as any existing projects already in the pipeline.

During this phase, discussions were held with Auckland Transport and other Auckland Council staff to inform them of the project, and to understand linked policies or projects that would affect the greenways plan.

Phase two - analysis

The draft network plan was next assessed on site to be 'ground truthed'. This process involved an analysis of the existing site conditions - including topography, vegetation, cover, existing asset condition CPTED (Crime Prevention through Environmental Design principles, utility service locations and the layout of roading corridors).

All connections were sighted and evaluated, and a photo-record taken. Some connections were found to be inappropriate (where there wasn't enough space for a connection, the connection was unsafe, the terrain was too steep, or a higher amenity alternative was found) and the draft network was updated accordingly.

Following this ground-truthing, the route was overlaid with other GIS data to ensure that the network made appropriate connections to all existing facilities, such as schools, community facilities and transport nodes.

Phase three - refine the network.

Following the analysis phase, the Devonport Takapuna Local Board and Auckland Council staff from Parks, Sport and Recreation and Community Policy and Planning, as well as Auckland Transport reviewed the proposed greenways routes in detail. The draft plans were then presented to stakeholders at a workshop to obtain feedback. The stakeholder groups included a representative from each group of the following:

- Cycle Action Auckland
- Living Streets Aotearoa North Shore Branch
- Milford Village Forum
- Milford Residents Association
- Sunnynook Community Association
- Bike Devonport
- Castor Bay Residents and Ratepayers
- Wahi Rewi Limited
- YES Disability
- Local Schools

Mana Whenua were engaged on the concept of 'greenways' within a past, present, and future walkway projects presentation at the Devonport Takapuna Green Route hui. In general Iwi are supportive of improvements to stormwater and ecology that greenways aim to deliver. Conversations with Iwi will be ongoing as specific areas of the greenways are funded and developed.



View over Narrow Neck and Bayswater, looking west. Auckland Council Stock Photo, 2012

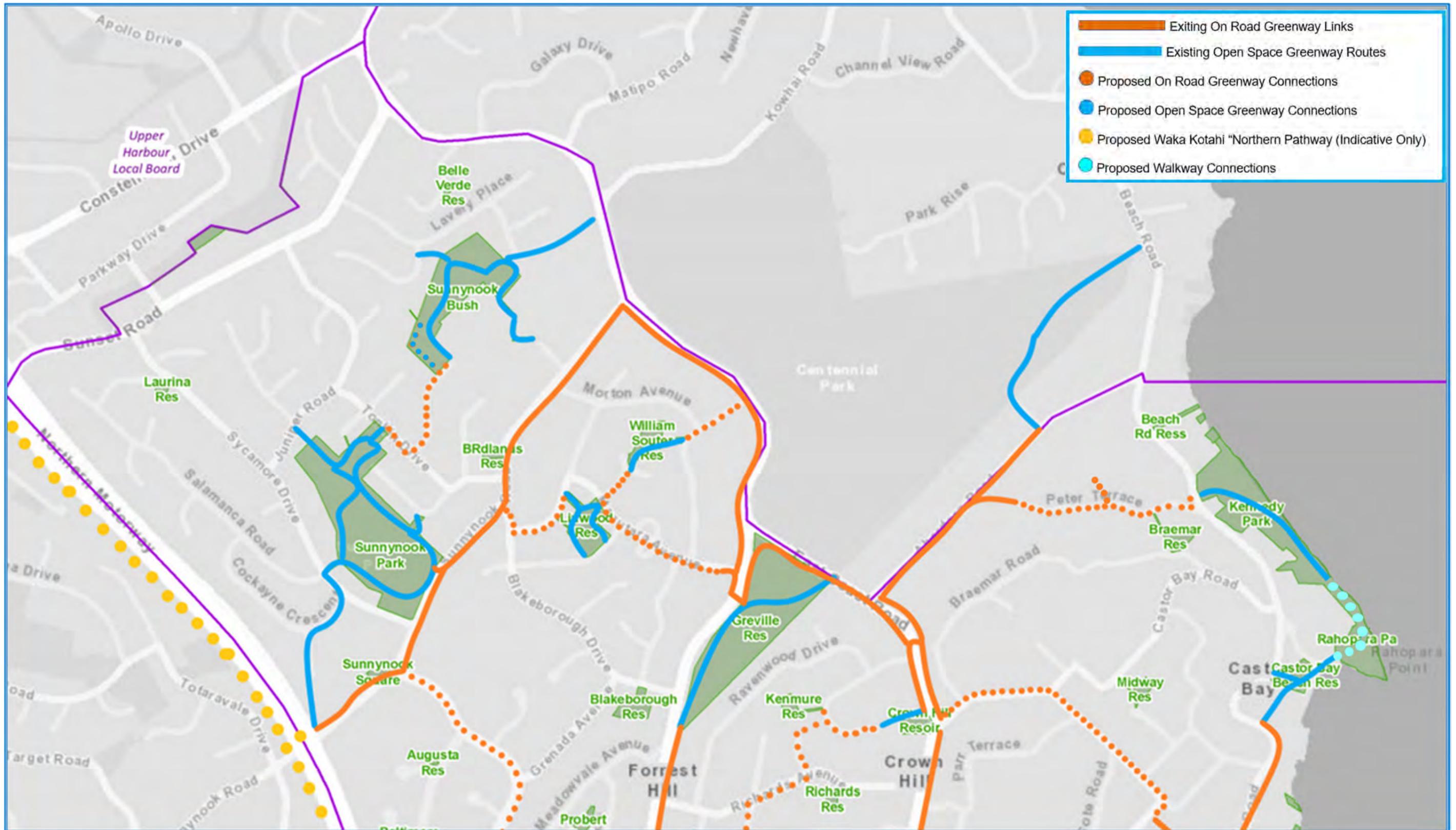
3.0 Greenways Mapping

Introduction

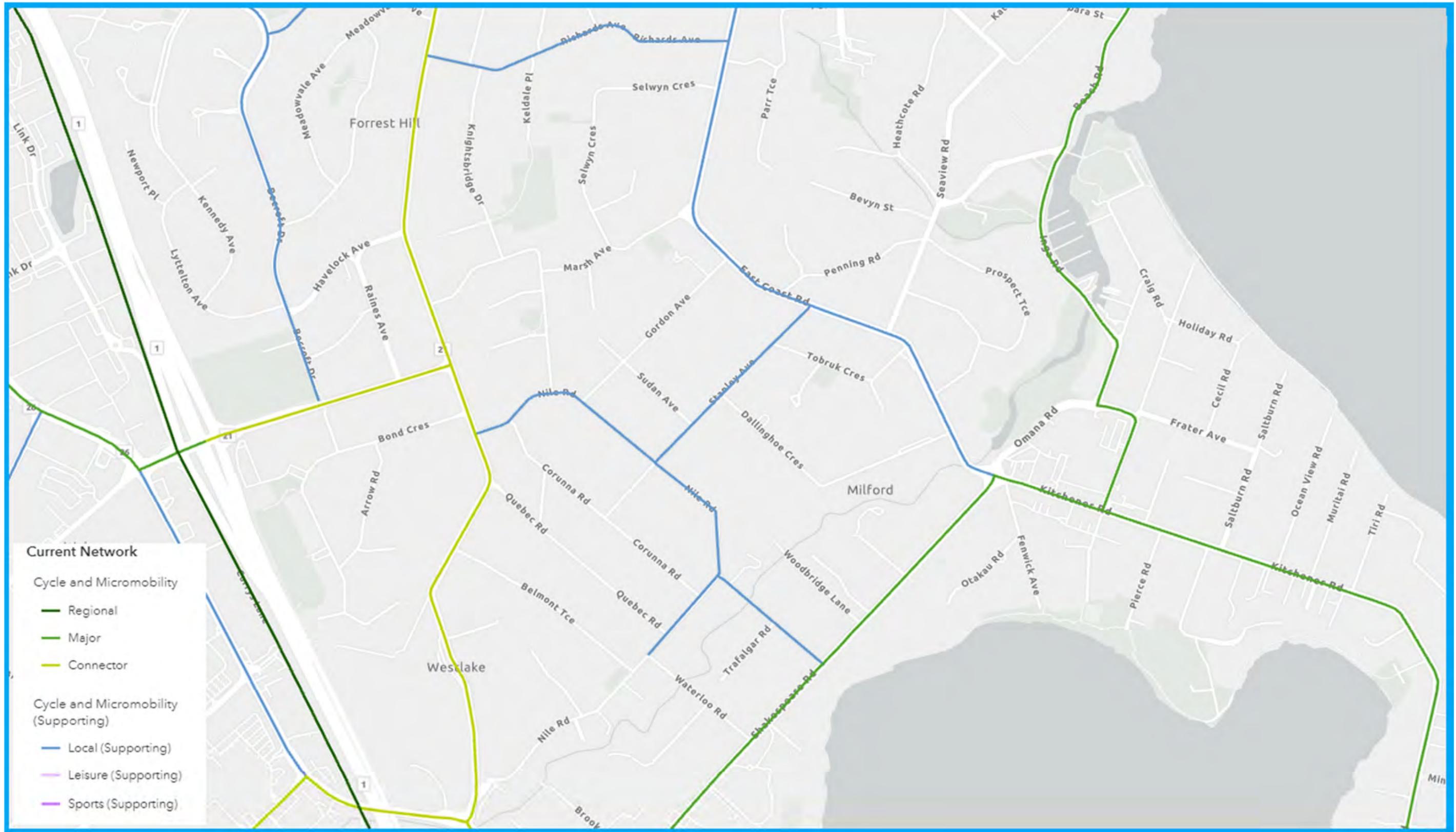
The Devonport-Takapuna Greenways network has been divided into maps over the following pages. The information on the maps identifies the network of greenways that have existing walking and/or cycling provision and highlights areas where there is currently no walking or cycling provision or where the network that could be enhanced. The proposed network is an aspirational vision and will be reviewed on a regular basis as priority routes are developed, and as other related projects are completed.

Also shown on separate maps are the Auckland Transport 'Future Connect' network showing the greenways often overlap with the Auckland Transport planned routes.

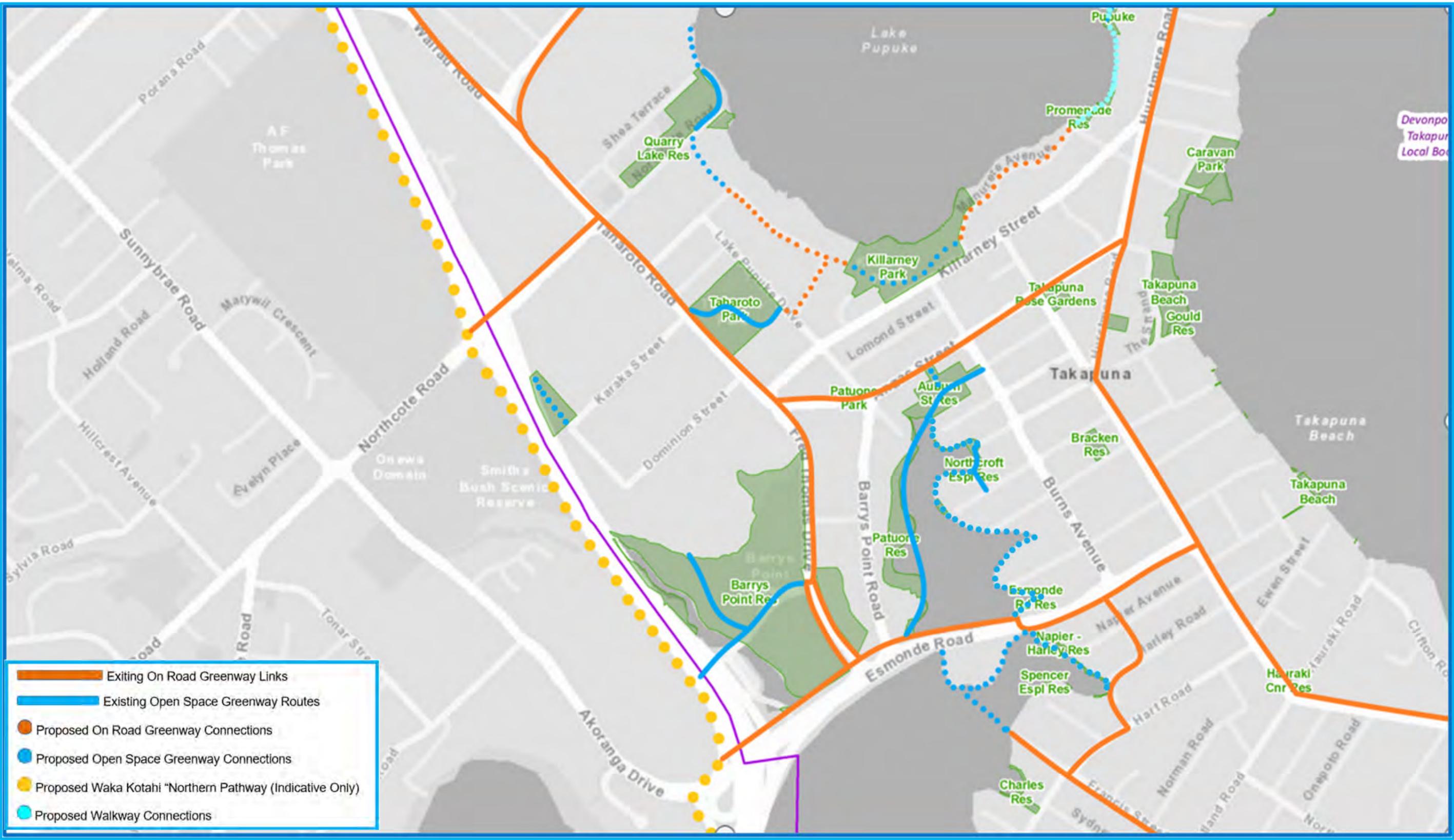
Map 1 Greenways Network - Sunnynook, Forrest Hill and Castor Bay



Map 4. Auckland Transport 'Future Connect' Network- Westlake and Milford



Map 5. Greenways Network -Takapuna



Map 6. Auckland Transport 'Future Connect' Network - Takapuna



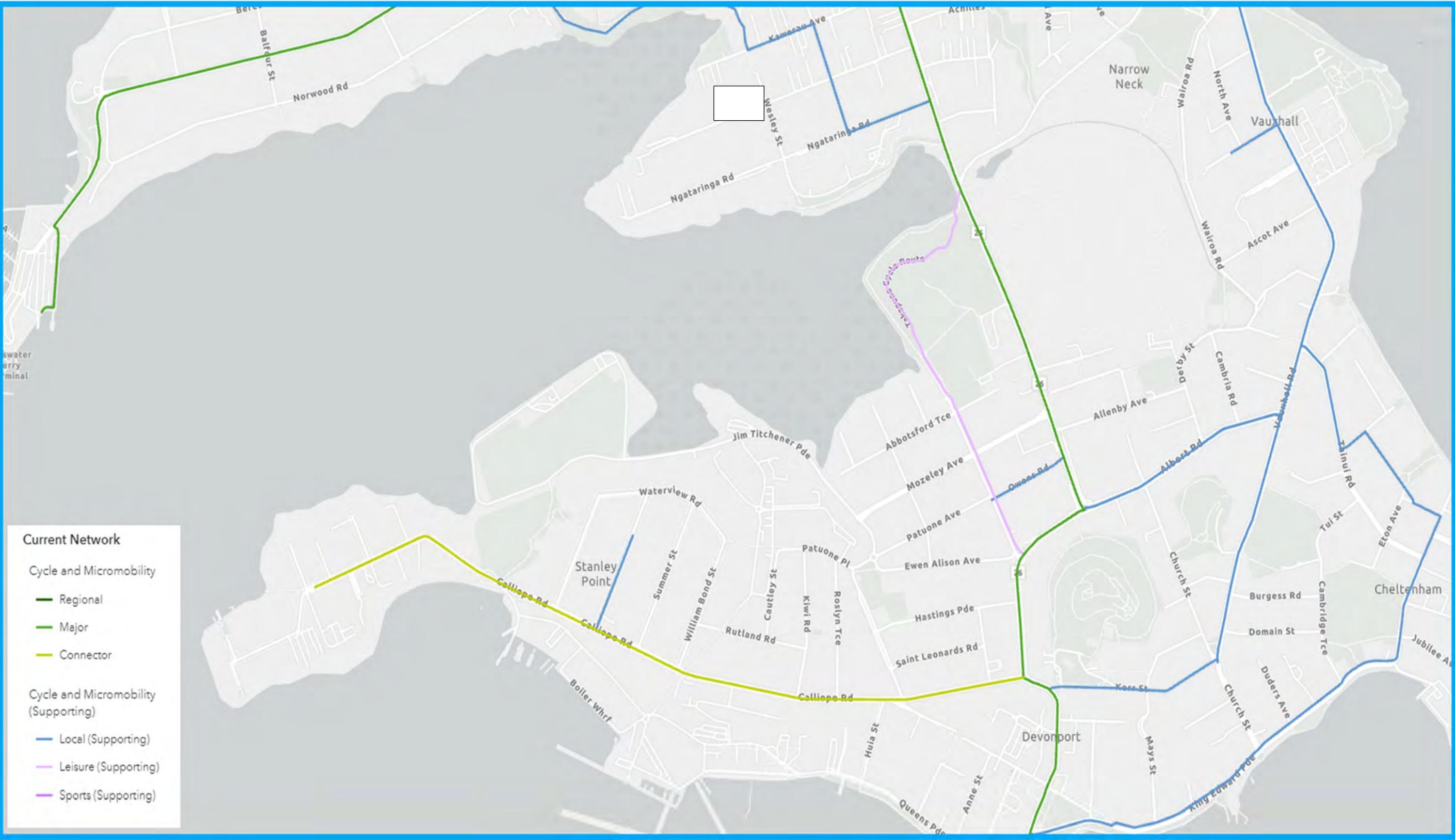
Map 7 Greenways Network Hauraki and Belmont



Map 9 Greenways Network Bayswater, and Narrow Neck



Map 10 Auckland Transport 'Future Connect' Network Bayswater, and Narrow Neck





View of Milford and Lake Pupuke, looking south. Auckland Council Stock Photo, 2012.

7 May 2024

Memorandum

To: Devonport -Takapuna Local Board

Subject: Update on 27 Lake Road Service Assessment.

From: John McKellar - Parks and Places Specialist

Contact information: John.McKellar@aucklandcouncil.govt.nz

Purpose

1. To update the Devonport-Takapuna Local Board on the 27 Lake Road Service Assessment (SharePoint ID: 3997).

Summary

2. The Devonport-Takapuna Local Board's approved work programme for 2023/2024 included the item '27 Lake Road Service Assessment' (SharePoint ID:3997) which has an approved budget of \$10,000.
3. The project was initiated by the Devonport-Takapuna Local Board to better understand the complexities of the site and the plans various council teams and agencies have for the site.
4. 27 Lake Road, Devonport is a council-owned property which houses the historic Claystore Building. Several commercial businesses also operate from leased areas across the site.
5. It was recognised that if existing tenures, development plans and aspirations were better understood it would assist both the local board and staff in identifying potential opportunities to enhance the site and improve its visual amenity and functionality.
6. This memorandum updates the board on the project's progress. Any feedback received at the workshop will be incorporated into a final report that will be presented to the board at a business meeting in Q4.

Context

7. The property at 27 Lake Road in Devonport is a council-owned site situated between Lake Road in the East, Abbotsford Terrace to the South and Ngataranga and Dacre Parks to the North and West.
8. Various council facilities are situated on the property, including the historic Claystore Building, which houses a community workshop and the Devonport Resource and Recovery Centre.
9. Several commercial businesses also operate across the site with commercial lease arrangements with Eke Panuku.
10. The Devonport-Takapuna Local Board have recently provided funds for the refurbishment of the Claystore Building and are interested in understanding the surrounding area to identify opportunities to enhance this important community hub. The board has a particular focus on improved site access and landscape improvements.

11. The site provides the only access to the North Shore United Association Football Club (NSUAFC) which is situated on Dacre Park. The clubrooms are accessible through a small section of Auckland Transport controlled road and a connecting driveway on Auckland Council land.
12. The entire site, including Dacre and Ngataringa Parks, has a history of contamination from the historic brickworks and gas works facilities. Any works undertaken anywhere on the site will need to address these issues with the input and support of the Auckland Council Infrastructure and Environmental Services team.

Discussion

13. A meeting with relevant council teams with an interest in this site was held on 4 April 2024 to analyse the site's issues, including the identification of outcomes each department or agency is seeking from the site, and to discuss plans and opportunities.
14. Representatives from Auckland Council's Parks and Community Facilities, Infrastructure and Environmental Services, and Waste Solutions teams were present, as well as Eke Panuku and Auckland Transport.
15. The key elements of the discussion related to:
 - sports field access and development goals
 - commercial and community leasing arrangements and potential changes
 - site contamination issues and remediation/containment processes
 - heritage values and controls.
16. All parties contributed to the discussion and the key points will be provided to the board through a verbal update at the workshop.

Next steps

17. When the views of the local board have been received, they will be incorporated into the final report which will be presented at a business meeting in Q4.

Attachments

Attachment A: Site Identifiers

Attachment B: Site Map Lease Boundaries

2,500 Zoom



7 May 2024

Memorandum

To: Devonport-Takapuna Local Board

Subject: Update on the Devonport-Takapuna Cycling and Walking Guide

From: John McKellar - Parks and Places Specialist.

Contact information: John.McKellar@aucklandcouncil.govt.nz

Purpose

1. To update the Devonport-Takapuna Local Board on the Devonport-Takapuna Cycling and Walking Guide.

Summary

2. The Devonport-Takapuna Local Board's approved 2023/2024 work programme includes the item 'Devonport Takapuna Cycling and Walking Guide' (SharePoint ID:3996) which has an approved budget of \$15,000 LDI opex.
3. The project was initiated by the local board with the goal of promoting recreational opportunities within the Devonport and Takapuna parks network that can be accessed through the cycling and walking routes in the area.
4. The initiative involves the development and distribution of resource material that would provide a route planning tool for pedestrians and cyclists that is simple to use, visually informative and could be distributed through both physical brochures and electronic media.

Context

5. The Devonport-Takapuna Local Board area has many high-quality walkways and cycleways within its parks and open space network. The local board is focused on promoting and showcasing these facilities by making resource material available.
6. The Devonport-Takapuna Local Board has been instrumental in developing one of Auckland's most well used cycling and walking networks, known as the Devonport-Takapuna Green Route. This cycleway/walkway has been developed to create an off-road link between Devonport, Bayswater, and Takapuna and their public transport hubs.
7. The key transport hubs of Devonport, Bayswater, Takapuna, and Milford also provide ideal launching points for all the cycling and walking routes in the area and would provide a level of flexibility in route planning for users from both outside and within the local board area.

Discussion

8. It is anticipated that, once developed and distributed, this resource would provide guidance on how the existing cycling and walking routes connect activities such as parks, beaches and Maunga to the many leisure and recreation facilities provided at these locations.
9. The proposed material would be developed to be both informative and engaging to the user and would be made available through the council website as a downloadable pdf format or through physical brochures distributed through the council's channels and networks.

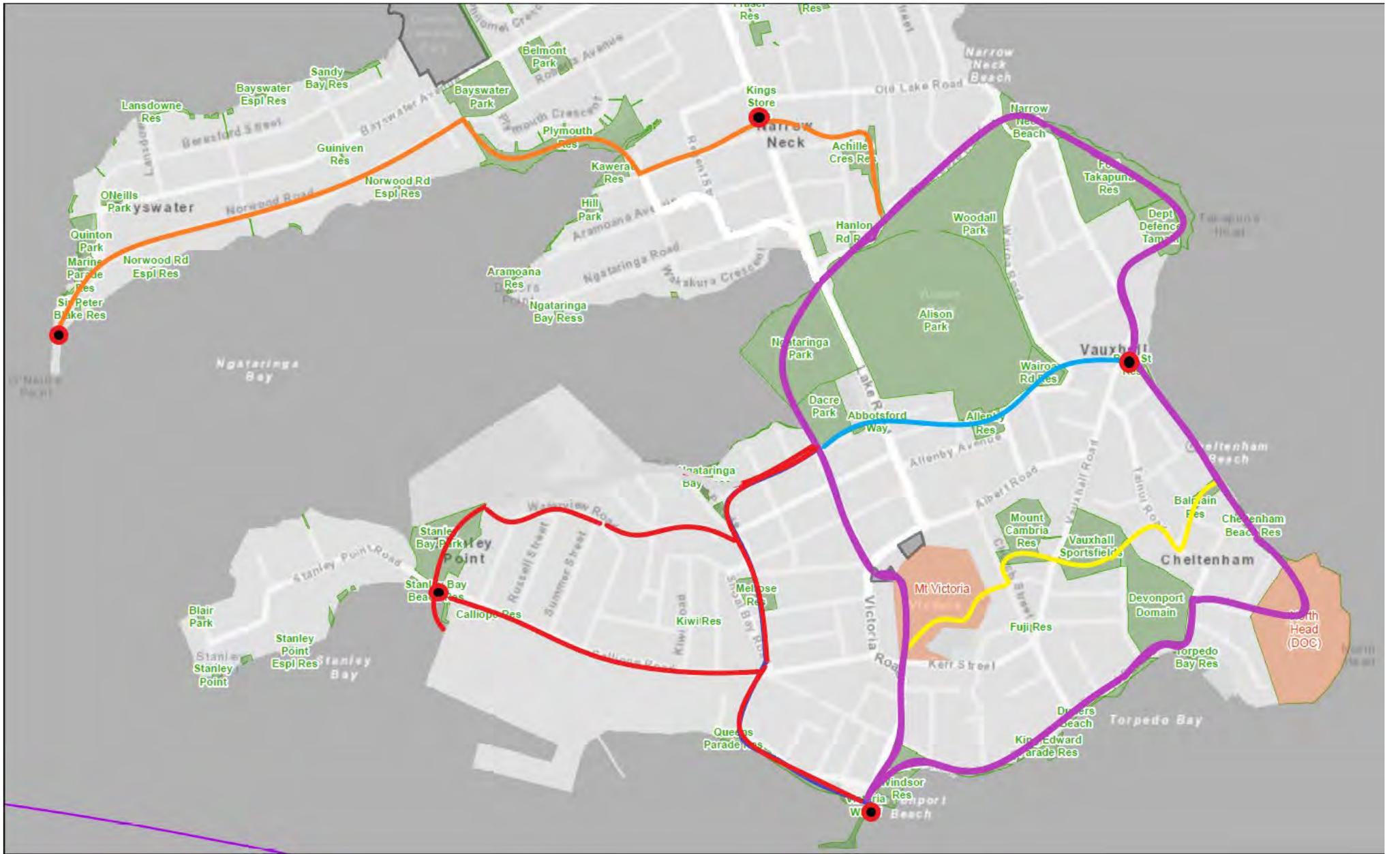
10. The material is proposed to be based on route maps, but with graphic material focusing on aiding the users to locate the parks facilities such as playgrounds, skateparks and other points of interest.
11. The route maps could be developed in such a way that they would provide a variety of route options that could challenge users to seek new routes over multiple visits, accessed from different points of the network and transport hubs.

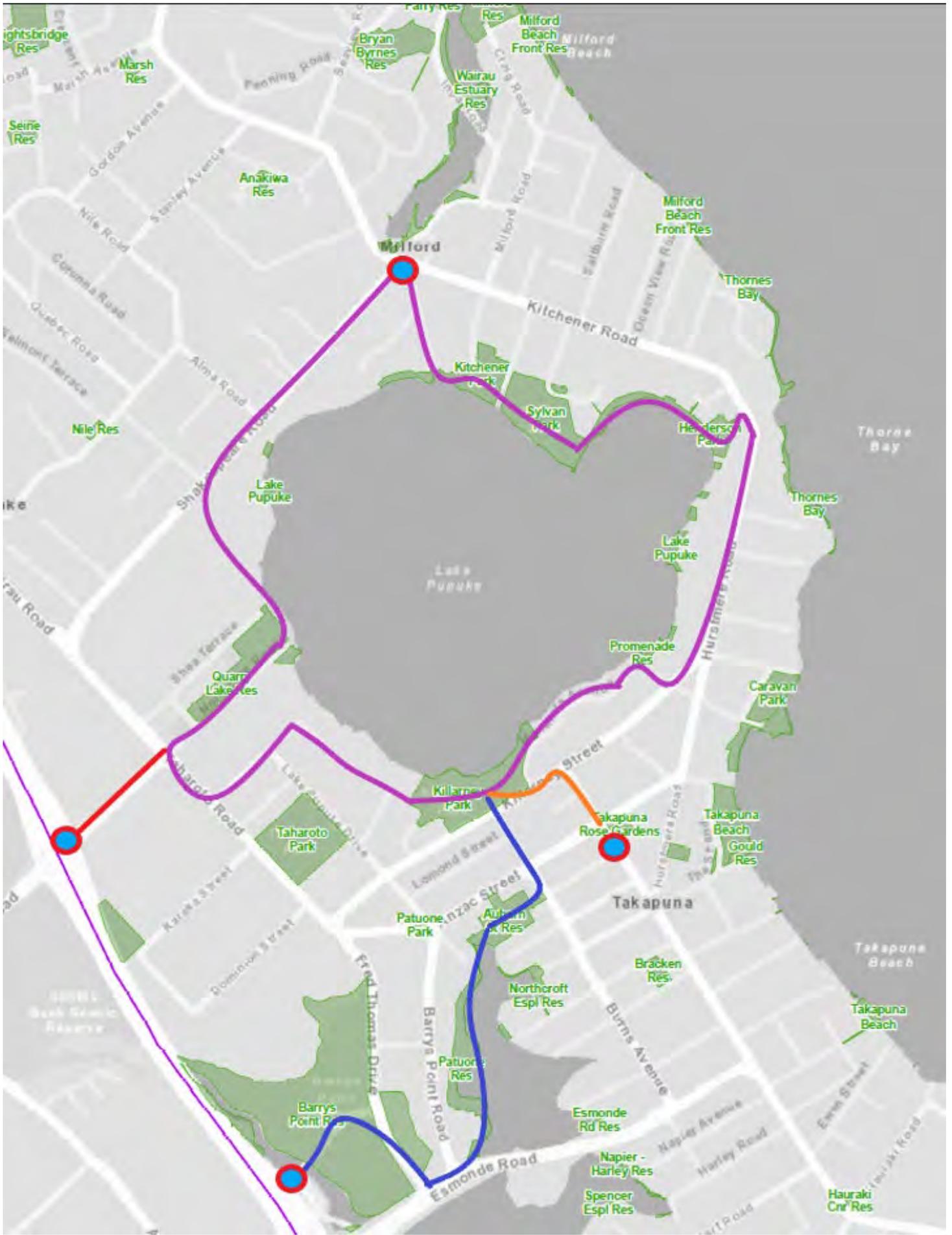
Next steps

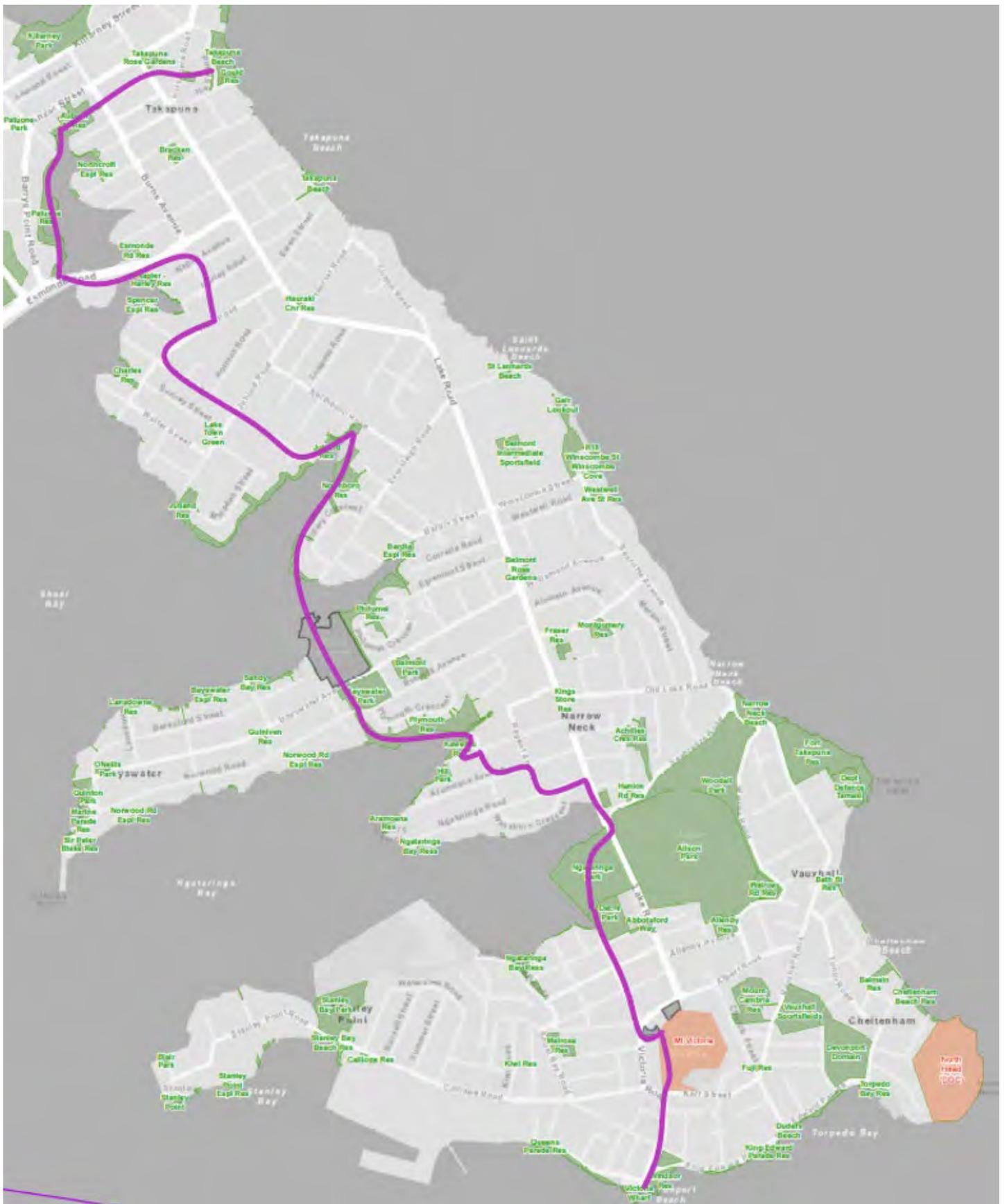
12. When feedback has been received from the local board, the material will be developed through site visits to collect data and photographs. A 'mock up' of the final material would be provided to the board at a subsequent workshop for their comment before printing or uploading any material.

Attachments

Attachment A: Draft mapping and images for discussion purposes.







KAIPATIKI EXPLORER



**WHERE, AND HOW, TO ENJOY
OUR BUSH WHILE SAVING
OUR NATIVE KAURI FROM
DIEBACK DISEASE**



Your guide to **safely** exploring the walkways and tracks through the Parks, Bush and Reserves in the Kaipatiki Local Board region of Auckland with Kauri Dieback in mind.

Introduction

The bush and coastal areas we have in Kaipatiki provide a unique opportunity to “escape” from the pace of city life. Imagine stepping off a paved concrete footpath and in seconds all you hear are native birds, trickling water or just your own footsteps.

However, with the discovery of “Kauri Dieback Disease” in the Kaipatiki area, we now need to be far more careful about where we walk, and how we walk, run or bike.

The council has been proactive in closing some reserves completely where there is a confirmed outbreak, and closed tracks in some reserves where there is concern for the kauri in those areas.

With this issue of the Kaipatiki Explorer we have clearly shown the reserves which are closed to public access, the reserves which have partial closures and those which are open (see next page).

So please take the time to explore the hidden delights and destinations within Kaipatiki, but also be mindful of the closures in place to ensure our kauri are here for future generations.

Issues on your walking trip?

Please report anything that makes your journey difficult or unsafe. If you see problems in reserves or on footpaths, e.g. fallen trees, possum or rat damage, vandalism, stream pollution, aggressive dogs, etc contact Auckland Council 24/7 on (09) 301 0101 giving clear details of location.

Off-road bike riding

A lot of our reserves have open areas and smooth paths for easy riding, while others are more challenging.

The Onepoto Domain and Normanton Reserve ‘Learn to Ride’ tracks are popular riding places for children. Please do not ride in any kauri reserve due to the difficulty in adequately cleaning bikes.

Running the tracks

While running in the bush is delightful, refreshing and easier on the joints than the road, saving our kauri may involve some changes in habits. Please do not run

from one reserve to another without going home to thoroughly wash every speck of dirt from your shoes. Run in only one kauri reserve on any outing - make up the distance in non-kauri reserves or on the footpaths.

Dog walking

If you own a dog, walking parks or along the beach can be good for both you and your dog. Because of kauri dieback, it’s essential to thoroughly wash your pet’s paws before and after each reserve visit, and to flush the dirt down the sewer. Go to only one kauri reserve each outing. Keep your dog on leash and on the track, especially in areas with kauri. See locations for exercising your dog off leash - see  on pages.

A region-wide rule prohibits dogs on any playgrounds and sports fields and they must on a leash near any playground that is in use. Your dog should be under control at all times. Please pick-up after your dog.

LEGEND FOR WALKS

	Main entrance		Notable tree		Fitness Trail
	Minor entrance		Wetland		Playground
	Link to adjacent “Destination”		Skateboard Facility		Dogs ON leash
	Track Open		Major steps		Dogs OFF leash
	Track Closed		Public Toilet (shown on Location map - page 12-13)		BBQ Facility
	Stream		Mountain Bike Friendly		Swimming
	Lookout		Wheelchair Accessible		
	Seat				
	Bridge				

With closures now in place in some reserves, we have shown on all our maps whether a reserve is closed, has partial closures, or is fully open for public use.

We have used a "Stoplight" graphic on each page, plus used a red line (●●●) to indicate track closed, and a green line (●●●) for tracks being open.

Note, closures are subject to change, and you may find that when you arrive at a reserve, the state of closure may have changed from what we have indicated.

For the most up-to-date information please go to:

OFFICIAL AUCKLAND COUNCIL TRACK CLOSURES IN KAIPATIKI

tinyurl.com/AC-ProtectOurKauri-2018



Protect native plants, animals and fish



Help keep your parks clean



Keep to the tracks



No open fires



For more local and in-depth information on Kauri Dieback Disease in Kaipatiki, go to Pest Free Kaipatiki's website: pestfreekaipatiki.org.nz



CONTENTS & DESTINATIONS

Introduction	2	Eskdale Reserve	16
About Kauri Dieback Disease	4	Le Roys Bush.....	17
How can we help	5	Kauri Glen & Cecil Eady Bush	18
Shepherds Park.....	6	Birkenhead War Memorial Park.....	19
Kauri Park.....	7	Onepoto Domain.....	20
Fernglen Native Plant Gardens.....	8	Tuff Crater.....	20
Soldiers Bay & Kauri Point Domain.....	9	Leigh Reserve	21
Kauri Point Centennial Park.....	10	Smiths Bush.....	21
Chatswood Reserve.....	11	Smaller Safe Destinations.....	22
LOCATION MAP	12	Volunteering in Kaipatiki	23
Chelsea Heritage Park	14	Kaipatiki Bush Groups	23
Witheyford Reserve.....	15	Pest Free Kaipatiki	23

For NZ Government information and guidelines on Kauri Dieback Disease go to: www.kauridieback.co.nz



About Kauri Dieback Disease

WHAT IS KAURI DIEBACK DISEASE?

- Kauri Dieback Disease is essentially a spore which lives in the soil.
- These tiny spores are fatal to our iconic Kauri trees.
- The spores causes root rot and causes the trunk of the kauri to bleed sap, lose leaves and eventually die.
- Kauri dieback disease infects trees in seven steps:
 1. Oospores (resting spores) are introduced into an area of kauri, typically by human activity, but also by animals such as dogs. It only takes a pinhead of soil to move enough oospores to spread the disease.
 2. The oospores germinate to form sporangia (a structure which produces zoospores).
 3. Zoospores are released during and immediately after rain.
 4. The zoospores swim (propelled by their tails) through moisture in the soil towards a kauri's roots, where they attach themselves to the outside. They then germinate to produce mycelia (branded tubular structure) which infects the root. The tree's fate is now sealed.
 5. The mycelia spreads through the root system to attack the tissues at the base of the kauri's trunk (eventually stopping the transport of nutrients and water to the canopy).
 6. More sporangia are formed from where there are areas of infected root. These sporangia release more zoospores during and after rain, ensuring that it is only a matter of time before any other kauri in the vicinity are infected.
 7. More oospores form within the tree's infected tissue. These are released into the soil as that tissue decays.



HOW IS IT SPREAD?

- By water running across or through soil.
- In soil on people's or animals' feet.

HOW LONG DOES IT TAKE TO APPEAR?

It may take some time for the symptoms to appear so care is needed not to walk past kauri trees because you can unknowingly carry spores from a tree that is sick, but doesn't show it yet, to other trees.

CAN IT BE CURED?

We have no known cure for Kauri Dieback Disease and once a tree is infected, it dies - although one can use phosphite to help the tree build resistance.



How can we help

The only way we can protect our kauri trees, which may be 100s or 1000s of years old, is to keep the spores away from them.

Council is helping by:

1. Closing reserves where there is a big risk of infection.
2. Improving the tracks so they remain dry and they are away from the kauri trees (tracks have to be closed until this is achieved)
3. Providing cleaning stations where necessary.

You can help by:

1. Always visiting reserves and bush areas uphill from kauri with very clean (ie spotless) shoes and paws.
2. Scrubbing your footwear routinely before you leave home and when you return.
3. Washing your dog's paws prior to and after each visit.
4. Not running or walking from one reserve to another without thoroughly washing footwear (and paws) in warm soapy water and flushing dirt down sewer - not on ground or into stormwater drains where it may enter the soil and even years later reach kauri roots.
5. Using all the cleaning stations that are provided at the reserve.
6. Keeping to proper formed tracks at all times and keeping your dog(s) on the leash and on the track.
7. Keeping out of closed reserves and tracks.
8. Spreading the word to neighbours, friends, visitors – anyone you meet who doesn't appear to understand what is needed to protect our kauri, in a polite and respectful manner of course.

**USE A WASH STATION AS
INSTRUCTED IF AVAILABLE**



1 CLEAN YOUR GEAR
Remove soil before
AND after forest visits -
clean your shoes, tyres
and equipment



2 STAY ON THE TRACK
AND off kauri roots.



UNDERSTAND MORE BY WATCHING THE VIDEO AT:

<https://www.kauridieback.co.nz/what-is-kauri-dieback/>



Shepherds Park



The park is named after the Shepherd family who farmed here for several generations. Shepherds Park has playing fields, playground, fitness trail and a regenerating bush area overlooking Hellyers (Oruamo) Creek.

The adjoining headland area, which is being restored to its original coastal bush environment, is well serviced by easy walking paths and tracks.

The Headland entrance is at the foot of Cresta Ave. Proceed up the trail to the large rimu tree, from here this track leads to the new boardwalk through the salt marsh to the Landing and the Maori midden site. Climb the steps to the upper terraces to enjoy extensive views of the estuary and upper harbour against the Greenhithe escarpment. At low tide, the mud flats support many feeding birds.

Follow the wheelchair-friendly Fay Sara path which skirts the sports fields then, by an easily negotiated bush track, carry on to the lookout over the Oruamo estuary. The on-going restoration project is being achieved as a partnership between the Kaipatiki Local Board and a volunteer group 'Friends of Shepherds Park'.

There is also a Fitness Trail for all to make use of around the upper sportsfield and a childrens bike circuit around the playground.

Follow path around shore line until you reach Beach Haven Road



Kauri Park

STOP
CLOSED

ACTIVE KAURI DIEBACK DISEASE IN THIS RESERVE - PLEASE KEEP OUT

The highlight of Kauri Park is the dense stand of 200-400 year old kauri, fortunately protected as a reserve in 1922. The reserve has since been expanded to include a large area of regenerating bush.

From the main entrance on Rangatira Road, three loop tracks are available. In addition, there are link tracks to Hebe Place/Kauri Road, Balmain Road and Soldiers Bay. The loops involve some steep steps and the longest has uneven sections and muddy patches.

The shortest route walked in a...
The second loop (30-60 minutes) follows the main track, descending down a kauri ridge. At a bridge... and follow the track passing large puriri, tanekaha and kauri. At the Hebe Place track junction, continue on the main track for a couple of minutes to a track on your right. Follow this, gradually ascending past large rimu, miro and kauri. After 10-15 minutes you come to a T-junction - turn left for the quick way back, or right to go and steeply to the valley track used earlier. Go up the valley to the bridge and back to the entrance past a large kahikatea.

The third loop (45-60 minutes) goes past the Hebe Place/Balmain Road connecting tracks and gradually rises up the slope of regenerating bush. On reaching a small watercourse, the track descends steeply to the site of a long wooden cottage. After this, follow the... route back to the entrance.



Fernglen Native Plant Gardens

PARTIAL
CLOSURE



Hours open: 9.00 am to 4.00 pm

Inside the entrance gate are a series of paths that meander through rockeries and gardens featuring native plant collections from many parts of New Zealand. The alpine and fern house is worth a visit to see some of the more difficult-to-grow plants.

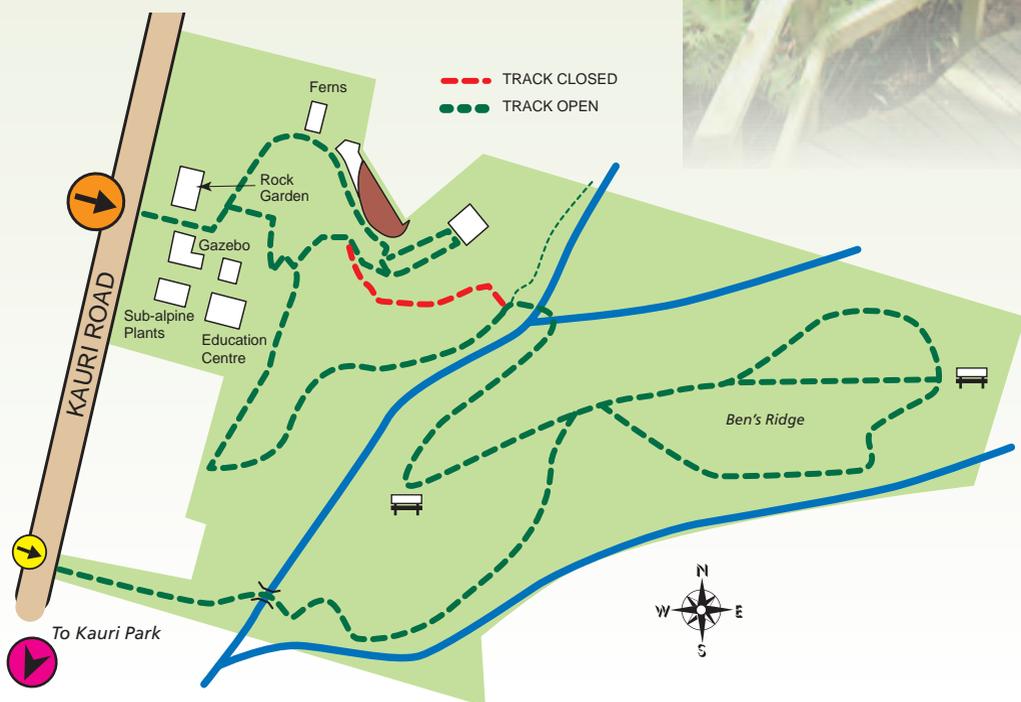
CHECK FOR TRACK CLOSURES

The bush walk can be accessed by a track just above the Education Room. The track leads down a slope to Canal Track, which can be followed to a pool, in the first half of last century it was used as a reservoir for glasshouse irrigation and a swimming pool, where Frank Fisher taught local children to swim.

A longer walk descends from the Canal Track and crosses the stream on a boardwalk. The track rises onto Ben's Ridge, an old paddock naturally regenerating on the lower slope. Return via the track that brings you out near the bottom of Kauri Road, or retrace your steps to the boardwalk and follow one of the two routes back.



--- TRACK CLOSED
--- TRACK OPEN



Kauri Point Domain & Soldiers Bay

OPEN
GO



Kauri Point Domain is a popular walk for everyone as it is an easy walk and you get a great view out over the upper harbour. For dog owners there is plenty of room for dogs to play, either up on the grassy area at the point, or down on the beach.

Soldiers Bay is a unique biodiversity area – from estuarine saltmarsh to freshwater swamp forest, then to a terrestrial podocarp forest.

An easy walk underneath Park pines takes you out to a shallow beach. There are plenty of small side tracks for the more adventurous to explore, either up into the pines, or out through the mangroves and saltmarsh.

There are some Kauri up in the bush, so please keep away from them and keep to the tracks.

A longer secondary track rises steeply from the southern end of the beach.

There is a large grassed area by the beach which makes it a perfect place to walk to, have a swim and a picnic lunch afterwards.



Kauri Point Centennial Park



Good shingled tracks lead from entrances off Onetaunga Road down to Kendall Bay with seats placed at strategic viewpoints.

Secondary tracks are well worth a visit in dry conditions and a pleasant coastal walk connects up with the Chelsea Sugar Refinery. The walk down to Kendall Bay is reasonably steep in places, but the views out over the Waitemata Harbour as you go make the effort well worthwhile. Kendall Bay itself has gently sloping sandy beaches - ideal for small children and swimming.

All tracks are steep in parts, with sections of steps. Care is required on secondary tracks in wet weather.

This area is significant to a number of iwi in the area and was contested often. The pa on the point itself is the only remaining example of a fortified headland pa on the Waitemata Harbour.



Chatswood Reserve

With 17 entrances from surrounding streets and some well developed tracks and bridges this botanically rich reserve is a delight to visit. The reserve is a remnant of the kauri/hard beech forest that once covered much of North Shore City.

CHECK FOR TRACK CLOSURES

Although the area has had some of the larger trees extracted and the margins have been burned in the past, large kauri remain aged approximately 350 to 400 years. The forest association of cool climate hard beech growing beside warm climate kauri is similar to the nearby Kauri Park.

When the valley track is open again, you can follow the track downwards from Fitzpatrick Place or Mappin Place and you will see a wide range of native bush, plus native birds like tui and woodpigeon. When you get to the bottom have a rest on the seat overlooking the upper, of a series of four, Chelsea Sugar Refinery dams dating back to when the Chatswood Reserve was the refinery's water catchment area.

- TRACK CLOSED
- TRACK OPEN



PARTIAL
CLOSURE

Moderate

ON



Location Map

Not to scale



Main entrance



Public Toilet



Main Track



STOP CLOSED



Partial Closure



Open - Go ahead



Kendall Bay

SAVE OUR KAIPATIKI KAURI

WHERE, AND HOW, TO ENJOY
OUR BUSH WHILE SAVING
OUR NATIVE KAURI FROM
DIEBACK DISEASE



STOP
CLOSED

PARTIAL
CLOSURE

OPEN
GO

Chelsea Heritage Park



Chelsea Heritage Estate combines a relaxing walk around lakes, grassland and bush walks with panoramic views across the inner harbour to the Auckland city centre. The park boasts excellent picnic spots, off-leash dog exercise areas, heritage buildings and a wide variety of ecological habitats and wildlife.

The main entrance for vehicles is on Colonial Road, while walking tracks connect the park to Chelsea Bay (via Telephone Road), Huka Road and Rawene Road. Parking is available on Colonial Road or at the Chelsea carpark, beside the lake.

Walking tracks connect to neighbouring reserves and neighbourhoods. Some tracks may be temporarily closed due to slip repairs or kauri dieback prevention. To access the Kauri Point Kendall Bay track, walk up the Manager's

driveway (pedestrian access only). Track entrances are signposted.

The Chelsea Sugar grounds, across the road bridge, is private but open to the public to enjoy the lakes, access Chelsea Bay and visit the cafe.

The Chelsea Bay cafe is open Monday to Friday 7am - 4pm, and Saturday to Sunday 8am - 4pm. Tours of the sugar factory (Monday to Friday) and tennis court hire can be booked by visiting the Chelsea Sugar reception or visiting the Chelsea website - www.chelsea.co.nz.

Chelsea Regional Park Assn Inc. (CHERPA) is a volunteer group involved in restoration and advocating for better park management. If you are interested in joining or learning more about the park, contact cherpa.nz@gmail.com or find them on Facebook.

CAUTION: Please keep an eye out for trucks when crossing Colonial Road. It is not safe for people or dogs to swim in the lakes due to silt build-up. Because of the presence of toxic algae and botulism in warmer months, feeding ducks or fishing without a permit is also prohibited."



Open areas only



Witheford Reserve

OPEN
GO



Located right along Kaipatiki Road, Witheford Scenic Reserve takes you on an extensive walk (or run) through regenerating bush along the stream, and then up into more mature trees at the upper end.

Be warned the stairs at the top are steep, but if you are looking for an all round fitness walk in a lovely bush environment, then you will be pleasantly surprised.

The reserve links into the Coastal Walkway, which will take you all the way around to Manuka Reserve then on to Lynn Reserve.



Eskdale Reserve

Eskdale Reserve is a network of many reserves. From east to west lie Birkenhead Domain (entrances from Glenfield and Eskdale Roads), Hiwihau Scenic Reserve (entrance from Hiwihau Place), Eskdale Bush (entrances from Eskdale Road and Brunton Place), Lauderdale Reserve (entrance from Lauderdale Road) and Francis Kendall Reserve (entrance from Kaipatiki Road).

CHECK FOR TRACK CLOSURES

The upper main entrance, off Glenfield Road, has the track starting next to the cemetery and passes down through a variety of habitat types from early regeneration to mature forest. The other main entrance is off Eskdale Road, by the substation. Go across the bridge, turn right and you can head up to Merrill Place entrance. There is also a bridge providing access from Lauderdale Reserve. This small grass reserve is surrounded by tall kanuka with native jasmine and clematis. Downstream, the stream falls in a small cascade to a wide pool. A vantage point above the far end of this pool provides a good view into the mangrove-lined Kaipatiki Creek.

The tracks are a good challenge for mountain biking with some steep sections and stairs to navigate, but be careful of other users.



PARTIAL
CLOSURE



Le Roys Bush



The main entrance is at 251 Hinemoa Street, Birkenhead (opposite the library). The boardwalk follows the stream down to the Onewa Road track and across a waterfall and into the valley floor where one footbridge leads up to Le Roy Terrace, and the other leads down the valley to Little Shoal Bay.

CHECK FOR TRACK CLOSURES

The Little Shoal Bay track runs alongside the upper wetland down to cross tracks between Valley Road and Glade Place. Following down the valley, the track runs above the north side of the lower wetlands to a junction. Turn left to Seaview Ave (keep clear of kauri), continue straight ahead to Wilding Ave or cross the fields to Little Shoal Bay itself.

The new viewing platform, Kaimataara o Wai Mōnawa, is located up on Birkenhead Avenue and provides panoramic views of Le Roys Bush, Auckland City and Rangitoto.



USE A WASH STATION AS
INSTRUCTED IF AVAILABLE



Little Shoal Bay

Kauri Glen & Cecil Eady Bush



Kauri Glen

1.5 hours - main loop track

Kauri Glen has been a reserve since 1907. Although the forest has been milled for kauri, some large trees of 200 to 300 years in age remain. The main entrance is through Kauri Glen Road, beside the Northcote College gymnasium. The track begins as a wide carriageway amongst tall kanuka. This opens out to a bluff overlooking the dense growth in the valley floor surrounded by tall kauri. On descending to the valley floor at the eastern end of the reserve the track passes through taraire forest before following the southern ridge back to the main entrance.

CHECK FOR TRACK CLOSURES

Cecil Eady Bush

Access is at the end of Woodside Avenue. The track continues along the north side of the Onepoto Stream below a canopy of kahikatea, puriri, tanekaha and totara. The track then climbs on to Wattle Ridge and in the undergrowth are deep ruts where bullock teams pulled out kauri logs.



Birkenhead War Memorial Park

PARTIAL
CLOSURE



The Birkenhead War Memorial Park has several entrances to native bush walks. The tracks are predominately firm underfoot and include some boardwalks and bridges.

CHECK FOR TRACK CLOSURES

The most popular entrances are linked together by open green space within the park. You can enter at the end of Mahara Ave (the park's main entrance), beside the Birkenhead Heritage Society Museum for a short walk to the lower playing fields. On the far side of the playing field, you can enter the bush which will take you through to Park Hill Road, or you can head towards Recreation Drive and as you come out of the gully on the gravel road, there is another entrance which also takes you through to Park Hill Road.

The Birkenhead Pump Track is a marvellous facility for bike riders and skateboarders.



Onepoto Domain

The main entrance is from Sylvan Avenue into a cul-de-sac spur road. There is foot access from Exmouth Road, from Tarahanga Street and Sylvan Avenue (2 entrances). Another track leads in from Lake Road past the Northcote Tennis Club courts and through a patch of bush and can be exited at Puawai Place or continue along the Onepoto Stream emerging at the southern end of Tarahanga Street.

When beginning your walk or run from the parking area on the spur road, follow the shingle path past the children's play area leading to the track and boardwalk.

A variety of landforms can be seen along the way – areas of native plants now regenerating on the crater rim and a wetland area where maritime rush and coastal cutty grass are being edged out by pampas grass giving cover to pheasant, quail and pukeko. To complete a circumnavigation of the Domain take the 'high path' along the rim before descending to skirt the sports arena and then crossing the small bridge over the man made lake where model yachts are raced and ducks and eels wait to be fed!

To Cecil Eady Bush
(follow path past
tennis courts)



Tuff Crater

Access from Exmouth Road end near #74, Arahia St, St Peters and two points off The Warehouse Way.

To take on the full walk make a start at the bottom end of Exmouth Road through Heath Reserve, where, to your left the shingle path begins, separating the mangrove filled salt marsh crater from the mingled native and exotic plants growing along the rim. A boardwalk takes over further along, leading to the viewing platform and seating at the cul-de-sac end of St Peters Street.

This wide grassy pathway will take you the rest of the way until the dull roar of motorway traffic signifies the merging of Tuff Crater with the modern world and you can either retrace your steps or climb the bank past the new office buildings and on to Akoranga Drive.



Lynn & Leigh Reserves



Leigh Reserve

Lynn Reserve (OPEN)

Grassed area either side of Lynn Road, and bush area extending down next to Lynn Road

Lynn Reserve has a playground, bike trail and outdoor basketball court which provides a great location for the family to enjoy, have a picnic or just run around. The track is open in the bushed area of Lynn Reserve

Leigh Reserve (CLOSED)

The main entrance to Leigh Reserve is off Moriggia Place (though you can walk in from Lynn Reserve).

Leigh Reserve is home to the largest Kauri tree on the North Shore - possibly 800 years old and well over 2 meters in diameter. It is located right at the top of the reserve and can be easily seen just as you enter the bush. The bushwalk carries on down formed pathways and some steps, meandering through mature bush with a stream bubbling along next to you until you walk into Lynn Reserve. All manner of native birds can be seen flitting in amongst smaller kauri, rimu, ferns and nikau.



Smiths Bush

The main entrance is near the cricket clubrooms, off Northcote Road, from where you head east along the track (150m) to reach the start of a loop nature trail.

The nature trail is an elevated boardwalk which is easy walking, and helps protect regenerating native plants. There are some very large puriri trees in the centre of the bush which are well worth seeing. Please keep to the boardwalk.



OPEN
GO



Smaller Safe Destinations



SPINELLA & BONITO RESERVES

The entrance is off Spinella Drive.
Keep clear of any kauri.



Spinella & Bonito Reserves combine into a small area of bush with a small stream running down the middle. Off Spinella Drive there is a playground and small grassed area for kids to play in. The entrance to the bush area is at the upper end. There are some large Rimu and Kanuka to be seen while you walk up a gently sloping pathway.



RIDGEWOOD RESERVE

The entrance is off Ridgewood Crescent.



A small reserve with plenty of mature native trees and ferns, the track follows a small stream down a gully so you are soon well away from suburbia. There are some steep parts to the track, but not too challenging, and it is well worth the effort.



REWI ALLEY

The entrance is off Trias Road.

Rewi Alley Reserve is an open space ideal for a walk or a picnic on the weekend. There is a playground for the kids and a bridge over the pond at the bottom of the reserve. A memorial to Rewi Alley is situated at the main entrance, with shaded seating and a garden.



STANCICH RESERVE

The main entrance is off Ocean View Road.
Please keep to tracks.

Stancich Reserve is an easy walk with level concrete paths and raised boardwalks throughout. It is a lovely bushed area to walk the dog, or just listen to the bird song and get away from the pressures of city living.



NORMANTON RESERVE

The entrance is off Normanton Street.

Normanton Reserve has something for everyone. There's a great playground for the kids, a bike circuit, a basketball court for the teenagers, and an exercise circuit for people looking to improve their health.



But even if you just want a relaxing walk or a seat to read the paper, the park has a peaceful, quiet feel to it that appeals to everyone.



MANUKA RESERVE

The entrance is off Manuka Road.

A delightful family picnic spot with playground, easy access boatramp to launch canoes, kayaks, etc at high-tide. Access is at the end of Manuka Road, Glenfield. Some easy bushwalks are at the upper end of the reserve and give you a delightful break from suburbia.

Dog Park



If you walk up to the top part of the playground area, there is a wide walkway that takes you into a secluded grassed area which is perfect for picnics. There is also a dedicated Dog Park to exercise your dog.

MARLBOROUGH PARK

The main entrance is off Chartwell Avenue.

With a playground, BBQ area, flying fox, rope climbing frame and skate boarding bowl – Marlborough Park has a great range of amenities for the whole family. With plenty of grassed areas to play on as well, and walkways through native bush, the park is a great destination for all ages.



There is plenty of parking at the main entrance so make a plan to visit soon.



Volunteering in Kaipatiki

Kaipatiki Bush Groups

Another way to get healthy exercise and support the environment is volunteering in a bush reserve. Throughout the Kaipatiki region, there have been dedicated "Bush Groups" set up for individual reserves and bush areas. Members of these groups are usually locals whose properties border the area, and they coordinate to look after that particular piece of bush.

Phone 09 484 8854 or email jill@kaipatikicomunityfacilitiestrust.org.nz for information on your local volunteer group.



Pest Free Kaipatiki

Here in Kaipatiki we have the Pest Free Kaipatiki Restoration Society which supports local restoration groups and also works with schools, businesses and the public at large on restoration campaigns and pest eradication programmes across Kaipatiki.



You can email them at info@pestfreekaipatiki.org.nz or phone on 09 394 9191.

Go to their website PestFreeKaipatiki.org.nz to learn more about:

- Over 25 restoration groups you can join
- Resources you can borrow or buy at wholesale rates to control rats, possums, weeds and other pests
- Things you can do to help preserve our wonderful natural heritage - the birds, the geckos, the rare plants
- Campaigns you can join
- Ideas for protecting nature in your own garden

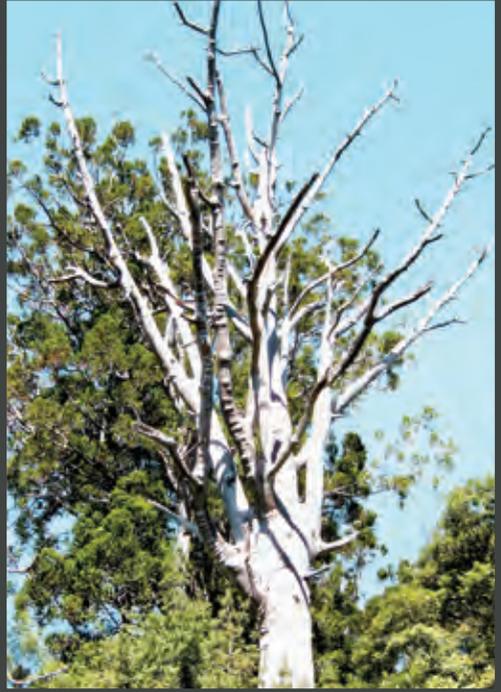
Your support as an informed resident and a volunteer (even if you can only spare an hour or two) is vital in restoring our native biodiversity and bringing back our native birds and other wildlife.

To become a PFK member or supporter go to pestfreekaipatiki.org.nz/contact-us



SAVE OUR KAURI FORESTS

They are dying from kauri dieback disease



It spreads by soil movement
ACT NOW to help stop it

ALWAYS



1. CLEAN YOUR GEAR

Remove soil before AND after forest visits -
clean your shoes, tyres and equipment



2. STAY ON THE TRACK
AND off kauri roots



KEEP KAURI STANDING

STOP KAURI DIEBACK DISEASE SPREADING **KIA TOITU HE KAURI**

WWW.KAURIDIEBACK.CO.NZ

TĀNGATA WHENUA | MINISTRY FOR PRIMARY INDUSTRIES | DEPARTMENT OF
CONSERVATION | NORTHLAND REGIONAL COUNCIL | AUCKLAND COUNCIL
WAIKATO REGIONAL COUNCIL | BAY OF PLENTY REGIONAL COUNCIL

KD012 July 2018

Walk Waiheke

Te Ara Hura

Discover the real Waiheke, one step at a time



Information

Updates about track closures: go to aucklandcouncil.govt.nz and search: **te ara hura**.
 For short local walks, search: **AKLpaths** on the same website.
 Auckland Council Parks, walkway information, bookings for Whakanewha campground 09 301 0101
 Medical attention 09 372 8756 or 09 372 5005
 Emergencies 111
 Fullers ferries 09 367 9111
 Sealink ferries 09 300 5900 and 0800 732 546
 Royal Forest and Bird Protection Society 021 2993 196

Key

Te Ara Hura, track	Bus stop	Barbecue	Petrol station	Soccer	Shower
Te Ara Hura, roadside walk	Bush / other	Shop	Scenic Stop	Mountain biking	Airstrip
Te Ara Hura, low tide option	Sea / beach	Food store	Library	Zipline	Boat launching ramp
Average walking times	Mangroves / raupō	Restaurant	Cafe	Tennis court	Art Gallery
Elevation	Village area	Information	Vineyard	Golf course	Theatre
Diversion	Walking track	Toilets	Brewery	Birds nesting	Frisbee golf
Private driveway	Medical centre	Ferry terminal	Distillery	Cemetery	Skateboarding
			Drinking water	Playground	Campground
				Rugby	Parks phone

A SINGLE SPECK OF SOIL CAN SLAY A GIANT

SCRUB SPRAY STAY

KEEP KAURI STANDING Auckland Council

Church Bay track closed for repair. You can walk around the headland at low tide only.

Onetangi Reserve closed kauri dieback prevention

No dogs on Te Ara Hura between Trig Hill Road and Awaawaroa Road.

No dogs on Te Ara Hura between Awaawaroa Road and Orapiu Road.

Te Ara Hura overview



Orapiu



*Paoa ki uta, Paoa ki tai
 Ki Waiheke
 Ki Maunganui
 Ki Tikapa
 Haere mai ki Hauraki
 He aute tē āwhea
 Ko Paoa te tangata*

Te Ara Hura pays homage to all those who have come and gone. Ngāti Hura is the hapū of Ngāti Paoa who are recognised as the principal Mana Whenua tribe on Waiheke Island. Ngāti Paoa acknowledges our hapū Ngāti Kapu, Te Uri Karaka and Te Patukirikiri.



Link to Gittos Domain and Blockhouse Bay
You can continue from the Waikōwhai Walkway westwards at low tide.

Link to Coast to Coast
You can link from the Waikōwhai Walkway to the Coast to Coast Walkway, by crossing the highway on the footbridge, and continuing to the right along Beachcroft Avenue.
New connection
The proposed Onehunga to Taylors Bay boardwalk will be wheel friendly and open to cyclists, with the first stage between Onehunga and Bamfield Place due to open in 2016.



Wattle Bay loop This bush valley provides food for a range of native birds. The walk is a combination of coastal bush, suburban strolls, and a historic spot down at the bay. There's a lovely picnic spot by the beach at Wattle Bay, and some of the best harbour views from the western end of Manukau Domain.



Cape Horn Lookout loop With peeks of spectacular views through a screen of trees, Cape Horn lookout allows you to track the progress of coastal ships making their way up the harbour. This shady loop is accessible from Cape Horn Road, or via 267 steps from Waikōwhai Bay Reserve - a good workout. Make sure you have enough time to do the foreshore low tide option.



Captains Bush Reserve loop Faulkner Bay at the centre of this loop is a lovely picnic site. Most of this loop takes you through Waikōwhai Park, and the regenerating forest of Captains Bush. There's an extended low tide option along this loop as well.



Hillsborough Cemetery loop A wander through the Hillsborough cemetery provides insights to our social history. There are some steep sections between the cemetery and Grannys Bay. Laid-back Taylors Bay reminds you that this was once an isolated beach bach settlement. There's a low tide option around White Bluff Reserve.

Key		Bus routes	
	Road		Bus stop
	Walking track		Sylvia Park to New Lynn via Onehunga and Hillsborough
	Waikōwhai Walkway, track		Lynfield to Midtown via Dominion Rd
	Waikōwhai Walkway, roadside		Lynfield to Civic Centre via Waikōwhai and Epsom
	Loop options		To Triton via Mt Eden Road
	Coast to Coast Walkway		Bus terminus
	Foreshore walk		Drinking water
	Pinch points - narrow intertidal zone, go at low tide only		Barbecue
	Public / private land		Playground
	Sea / beach		Picnic table
	Toilets		Lookout
			Fishing
			Historic site
			Cemetery
			Kayak access
			Boat ramp
			Dogs off-leash

A harbour spread out before you

The Waikōwhai Walkway allows you to explore this scenic section of the northern shore of the Manukau Harbour.

Along the walk, you will encounter secret coves, city parks, areas of regenerating native bush, cliff top suburbs and contemplative lookouts – each with a unique vista of the ever-changing expanse of the Manukau Harbour.

The Waikōwhai Walkway can be done along the formed tracks (the red line), or along the foreshore (the pale blue dotted line).

The entire route can be walked at low tide along the foreshore, but this can only be done safely two hours before or after the daily low tides, especially the narrower 'pinch points' marked by a pink dotted line. For your safety check the tides before you venture out.

There is a short stretch with no walkway between the beach at Wesley Bay and Aldersgate Road, except the

low tide route which is accessible two hours before and after low tide

We want you to enjoy your walk and stay safe – so remember to plan ahead.

If you have plenty of time, the entire walk can be completed in about five hours – or take a stroll along the four shorter loops, one at a time.

How it fits in

In the future we envisage a walk along the entire northern coastline of the Manukau Harbour, from the Onehunga foreshore, to Whatipū at the heads (harbour mouth).

The Waikōwhai Walkway is a link in a greater chain of Auckland and New Zealand-wide walks.

The Auckland Coast to Coast Walkway links the Waikōwhai Walkway, by taking off northwards from Beachcroft Avenue (just across the pedestrian bridge from the Onehunga

Foreshore), to go all the way through to Princes Wharf on the Auckland CBD waterfront.

In the west, the Hillary Trail, a four-day tramp through the Waitākere Ranges, takes off from Arataki Visitor Centre on Scenic Drive, which is 12km from Lynfield Cove at the western end of the Waikōwhai Walkway.

Important information

What to expect – what to take

The Waikōwhai Walkway crosses a mix of forest paths, tidal mudflats, rock shelves, hard sand beaches, suburban parks and roads.

Wear good walking shoes, protect yourself against the sun and rain, and take plenty of drinking water. Low tide routes are muddy and slippery, so consider taking a walking pole.

Apart from the sections along roads and the planned Onehunga to Bamfield Boardwalk, the walk is not suitable for mountain bikes, baby buggies or wheelchairs. There are stairs and steep sections in the bush-clad valleys.

Public transport

Reaching the Waikōwhai Walkway is possible using bus routes 009, 267, 277 and 299.

To check timetables, please visit at.govt.nz

Staying in touch

There is cellphone coverage along the entire Waikōwhai Walkway.

If you see someone in trouble on the water, call the Coastguard on 09 303 1303, or *500 from your mobile. The nearest Coastguard station is at French Bay, and is contactable 24/7.

Plan ahead - check the tides

Many people have been caught out by the Manukau Harbour tides over the years. Plan your low tide sections so you can make it back to dry land in good time.

Tides

- There are two high and two low tides each day.
- There is six hours between high and low tides.
- The time that each tide occurs, advances by about half an hour every day.
- Tides in the Manukau Harbour can reach as high as 4m, or more in storm or low pressure conditions.
- Tide times in the Manukau Harbour are not the same as for the Waitemata Harbour.
- If walking at low tide beware of sinking sand or sticky mud. Do not walk too far out on the shoreline.
- To check, go to metservice.com/marine/tides/onehunga, or look at the weather section of the New Zealand Herald.

Safety

The sheltered beaches along the Waikōwhai Walkway are safe for paddling and swimming at high tide – but be careful of outgoing tides and do not go out into the channel. Water in the Manukau Harbour moves very fast,

especially in the channels. DO NOT try to wade or swim out of trouble if you're caught by the rising tide. Get to solid land, stay put, and call the Coastguard.

Dog walkers

Dogs must be on a lead while on the Waikōwhai Walkway. There are off-leash areas in Manukau Domain and Waikōwhai Park. Please pick up after your dog. Keep dogs on a lead while in low tide areas so they do not disturb wading birds feeding on the mudflats.

For more information

Phone Auckland Council 09 301 0101 or visit aucklandcouncil.govt.nz





Front cover: The view from Cape Horn lookout. Photos: Alex Wallace.



The hidden coves along the walkway are places of delight (above).
Walkway connects to the Auckland Coast to Coast Trail, Auckland CBD.
From the Onehunga Foreshore, the Waikōwhai which goes through to the Auckland Coast to Coast Trail, shorter loops.
The entire walk can be done in either direction, in one go (taking about five hours), or in stroll-size bits in four marked on the map.
The rising tide – especially at the tricky 'pinch points' careful to plan your walk to avoid being caught out by two hours either side of the daily low tides. Please be The 'low-tide only' option can be safely done only for

Despite being an idyllic recreation area, a landfill was established in the Waikōwhai Bay Reserve in 1963. In 1966 a stone retaining wall, drains and a boat ramp were built to stabilise the reclaimed land along the foreshore.
By 1969 three separate sections of the park were being used as tip sites. These rubbish tips closed in 1974. Significant remedial works have been undertaken since these times, and council continues to monitor the site to ensure it is safe.
Shipping and boating are part of the area's identity. The lives of many people along the Waikōwhai Coast revolved around boating, sailing and fishing on the Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.

1. Wattle Bay (Taunahi), Cape Horn (Matenga Rahi)
back as far as Maui at one level, or the traditions of Mataoho or the Tūrehu. What is important is that the Manukau Harbour and the Waikōwhai Coast have been continually occupied by mana whenua for over 800 years and this relationship continues to this day.

1. Wattle Bay (Taunahi), Cape Horn (Matenga Rahi)
Māori settlement patterns were fluid and followed a pattern of seasonality and resource use, with people periodically returning to various established kāinga, camps and pā. The many significant pā that surround the area played an important role in the geopolitics of the region. Historic maps and archaeological remains provide tangible evidence of the long and continuous occupation of the coast by mana whenua. At Taunahi/ Wattle Bay, there are many middens (shells, bone, cracked rock, charcoal) including one that is eroding near the track. A map from 1886 shows terracing near this large midden; terracing associated with Matengarahi Pā on Cape Horn; and a large swamp where raupō for boats was gathered. An 1888 map of Cape Horn shows "land cultivated by Māori" confirming mana whenua presence throughout the 19th century.

All along the Waikōwhai Coast the remains of boatsheds, diving boards, jetties and stairs cut into the cliffs provide evidence of the use of the coastline. Many boatsheds were used as bachs. Described as a quaint little fishing village by some and as a group of derelict old shacks belonging to hermits by others, the group of 23 boatshed-bachs created a unique identity for Wattle Bay. Many were built during the 1930s depression without building consents, but informal leases were given to the owners by the landowner (either Auckland Harbour Board or the Wesleyan Mission Trust) for peppercorn rentals. When Mt Roskill Borough Council acquired the Harbour Board land in 1971 and the Wesleyan land in 1983 they intended to demolish the bachs to develop a reserve. Strong objections from the shed owners and many local residents resulted in the council commissioning a landscape report in 1989, which recommended that the sites should be kept to remember the area's traditional use as a boating and fishing community. However Mt Roskill then amalgamated into Auckland City and the last eight bachs were demolished.

During this later period the privacy of the bachs set amongst the remnant bush attracted environmentally-aware owners including the entomologists Claire Butcher and Russell Earnshaw, Friends of the Earth

The sea cliffs of Hillsborough are comprised of bedded Waitemata sandstone and bands of siltstone. At Waikōwhai is a bed of thick erosion-resistant Parnell grit from the ancient Waitākere volcano that contains fossilised sea mosses (Bryozoa), rare bivalves and gastropods. At Wesley Bay are much younger dark grey fossils of crabs and their tubular burrows, formed within the harbour sediments in the past 7000 years.

The Wesleyan Mission Trust was granted a large area of very poor land in 1850, chosen because it was near a fishing ground. The pupils used the area regularly for swimming and relaxing. Hare Hongi (Stowell), who attended the school at Three Kings in the mid-19th century, recalled that one afternoon a week the boys went to Waikōwhai to swim while the girls went on another day. After swimming they would enjoy the remnant of bush that was still there.

There are over a dozen parks, domains and reserves in the area containing dense scrubland and bush, collectively the largest block of native forest left on the Auckland isthmus. This is largely the legacy of the Wesleyan Mission, which in 1909 gifted 12ha to form Waikōwhai Park, which opened in February 1914.

The park was promoted as a resort, ideal for family outings with big areas of natural beauty including the distinctive kōwhai trees, and various sloping bays. These made it one of the most picturesque parks in Auckland.

There were two sets of changing sheds at Waikōwhai Park: the stone ones still standing in the bush to the west (which you can still visit), and concrete changing sheds on the foreshore that were demolished. Waikōwhai Beach was popular until the valley above was developed into a refuse site.

The remains of the stone changing sheds at Waikōwhai Park now sit in the bush. Photo: Alex Wallace.

Along the way, you will encounter secret coves, city parks, areas of regenerating native bush, cliff top suburbs and contemplative lookouts – each with a unique vista of the ever-changing expanse of the Manukau Harbour.

The 10km Waikōwhai Walkway follows the northern shore of the Manukau Harbour, between Lynfield Cove (in the west) and the Onehunga Foreshore (east).

Welcome

The 10km Waikōwhai Walkway follows the northern shore of the Manukau Harbour, between Lynfield Cove (in the west) and the Onehunga Foreshore (east).

Along the way, you will encounter secret coves, city parks, areas of regenerating native bush, cliff top suburbs and contemplative lookouts – each with a unique vista of the ever-changing expanse of the Manukau Harbour.

The rising tide – especially at the tricky 'pinch points' careful to plan your walk to avoid being caught out by two hours either side of the daily low tides. Please be The 'low-tide only' option can be safely done only for

Despite being an idyllic recreation area, a landfill was established in the Waikōwhai Bay Reserve in 1963. In 1966 a stone retaining wall, drains and a boat ramp were built to stabilise the reclaimed land along the foreshore.

By 1969 three separate sections of the park were being used as tip sites. These rubbish tips closed in 1974. Significant remedial works have been undertaken since these times, and council continues to monitor the site to ensure it is safe.

Shipping and boating are part of the area's identity. The lives of many people along the Waikōwhai Coast revolved around boating, sailing and fishing on the Hillsborough Bay where the motorway now goes.

Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.

Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

Waikōwhai beach, c1925. Photo source: Auckland Council Archives. Ref: MRB 009 243.



3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

Waikōwhai beach, c1925. Photo source: Auckland Council Archives. Ref: MRB 009 243.



3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

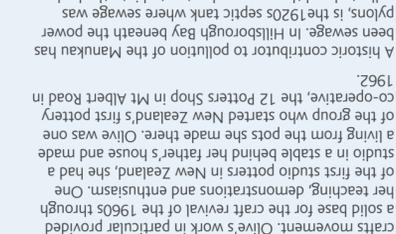
5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

Waikōwhai beach, c1925. Photo source: Auckland Council Archives. Ref: MRB 009 243.



3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

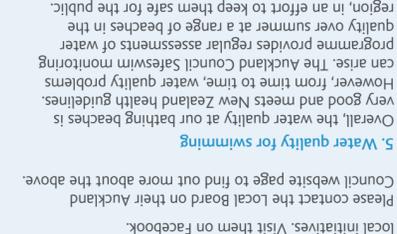
5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

Waikōwhai beach, c1925. Photo source: Auckland Council Archives. Ref: MRB 009 243.



3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor to pollution of the Manukau has been sewage. In Hillsborough Bay beneath the power pylons, is the 1920s septic tank where sewage was collected and then pumped untreated into the harbour at high tide.

Fossil crabs found between White Bluff and Cranys Bay. Photo: Cuni de Craaf.

3. Taylor's Bay, White Bluff (Te Taperu)
There was an area at White Bluff where sailing ships were landed at Cranys Bay in 1916.
Stock and people. There is deep water at White Bluff (Te Taperu), which was used from 1855 as an anchorage for off-loading cattle and supplies.
Possible landing remains at Cranys Bay. Photo: Auckland Council Heritage Unit.

2. Waikōwhai, Wesley, Faulkner Bay - continued
The past degradation of this significant coastline led to active community-driven environmental restoration efforts.
The Puketāpapa Local Board has made recognition and restoration of the Waikōwhai Coast a key priority, and is working on a range of initiatives with the community to enhance this special place.
A strong focus is a plan to connect walking tracks along the foreshore and develop a continuous link between Onehunga and Blockhouse Bay.
Many local volunteers take part in a Board funded programme to trap pests along the foreshore, and there are periodic community planting and clean-up days.
The Waikōwhai Forest Restoration Network has also been established to advocate for the coast and deliver local initiatives. Visit them on Facebook.
Please contact the Local Board on their Auckland Council website page to find out more about the above.

5. Water quality for swimming
Overall, the water quality at our bathing beaches is very good and meets New Zealand health guidelines. However, from time to time, water quality problems can arise. The Auckland Council Safeswim monitoring programme provides regular assessments of water quality over summer at a range of beaches in the region, in an effort to keep them safe for the public. For the latest information see the Safeswim page on the Auckland Council website.

4. Carling for the coast
Manukau Harbour. Boys went to the beach every day after school and built their own canoes out of junk - corrugated iron and apple boxes with the holes sealed with tar scraped off the roads. They went sailing every weekend and belonged to the Manukau Yacht Club.
Between the first and second World Wars there was a string of boats moored at the foot of Seaciff Road where the water was deep and there were boat sheds under the cliff. Local resident Cliff Jones built a launch in his garden and when it was launched, he moored it on the mudflats in the summer. He got hold of a derelict sand barge for £1 which he kept at Taylor's Bay, winning his boat onto it for the winter. Later he leased the edge of the mudflats before the deep channel. The Winstone's sand barges were also tipped over, cleaned and serviced annually, in the little Bay further east of Hillsborough Bay where the motorway now goes.
Road, floated the barge on to two concrete foundations and built a boatshed on it out of recycled material.
Cliff Jones' sisters Olive and Gwenda were local women who made a significant contribution to the arts and crafts movement. Olive's work in particular provided a solid base for the craft revival of the 1960s through her teaching, demonstrations and enthusiasm. One of the first studio potters in New Zealand, she had a studio in a stable behind her father's house and made a living from the pots she made there. Olive was one of the group who started New Zealand's first pottery co-operative, the 12 Potters Shop in Mt Albert Road in 1962.

A historic contributor