

Pohutukawa Coast Trails - an Aspirational Plan

June 2017



◀ *Cover image: Jack Lachlan Esplanade Reserve looking towards Pine Harbour, Formosa on the right.*

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Te Puru Bridge, Beachlands.

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1.0 Introduction

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1.1 Purpose of the Document

Purpose

This document is an aspirational local paths plan (the plan – formerly known as a Greenways Plan) for the Beachlands / Maraetai area within the Franklin Local Board area. The plan includes proposals for walking, cycling and bridle paths some of which extend to Clevedon and Whitford, with overland, coastal and forest routes. It is a visionary and guiding document intended for use by elected members, council and council-controlled organisation (CCO) staff, community and volunteer groups, private developers and other interested parties.

In the process of preparing this plan, a more definitive name 'Pohutukawa Coast Trails Plan' was developed and applied. It is part of the wider Auckland Council local paths initiative.

Visionary Document

Local paths plans, similar to this, have been successfully developed throughout the world and in New Zealand such as the Matakana Coastal Trails and Wellsford Greenways in the Rodney Local Board area.

Planning and delivery of Auckland's local paths network is now well underway across the city with plans being developed by local boards that have a shared vision; to greatly improve walking, cycling and ecological connections throughout the region.

1.2 Strategic Fit

Links to the Auckland Plan

The Auckland Plan sets Council's long-term strategic direction. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

Implementation of the projects contained within the plan can deliver on a number of the aims of the Auckland Plan, as outlined in the extracts below:

Chapter 5: Auckland's Recreation & 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 & 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, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs.*

Chapter 13: Auckland's Transport

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

Links to other initiatives

In developing this local paths plan, a number of related council and non-council initiatives have been investigated and - where possible - included in the network:

- Whitford Plan Change 8 (proposed recreational trails);
- Plan Change No 32: Clevedon Village (although this is outside the immediate study area, the wider connections have influence)
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN);
- New Zealand Transport Authority (NZTA) proposals such as the Southern Corridor Improvements Project;
- Private development proposals such as the Jack Lachlan Drive Subdivision, housing development at Omana Heights and Ahuareka Village;
- The Te Araroa national walkway (which only clips the a portion of the study area);
- Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area, July 2015.

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Local Board Aspirations

Each local board develops a three year plan that is a reflection of what elected members have heard from their community. Feedback gained both formally and informally has been instrumental in shaping these plans and they provide a touchstone for the aspirations of each area's community.

Development of a local paths plan has the potential to fulfil a number of the aspirations set out in the 2014 Franklin Local Board Plan where a key community priority was to 'connect local parks, forests, rivers, waterfronts and streams by walking and cycling tracks, and bridleways where appropriate'. The board included an initiative to 'develop a plan to identify connections'.

The board included an initiative in the local board plan 2014 to "develop a Greenways Plan" - now referred to as local paths plan.

Improve connectivity between outdoor areas used by the public

Develop a Greenways Plan to identify connections for our parks, forests, waterfronts, rivers and streams via pathways for walking, cycling and horse riding

There are also initiatives relating to biodiversity and ecology - which local paths aim to deliver:

Work towards a weed and pest-free natural environment

Advocate for plant weeds and animal pests to be eliminated from council-owned land as a good example to private landowners

Improve water quality and ensure our waterways and harbours are healthy and accessible

Support community initiatives such as beach clean-ups and planting to enhance rivers, streams and the coastline

There are economic benefits in developing the tourism potential of Franklin by initiating local connections. The local board plan 2014 includes the following priority:

We will work with Auckland Tourism, Events and Economic Development (ATEED) to link and promote these attractions and events, which will provide visitors with a reason to stay longer and spend more time in Franklin.

Due to the large size of Franklin ward, the board directed that development of a local paths plan was to be undertaken in specific areas, with Beachlands/Maraetai as the first priority area. The board also gave direction that a collaborative approach was to be used, working in partnership with the community to develop the plan.

This document outlines 10 aspirational connections within Beachlands/Maraetai area and the surrounding area, totalling approximately 65km of trail connections. These connections were developed by the Pohutukawa Coast Trails Steering Group, and supported by the local community during consultation in September 2016. The aspirational connections area as follows:

- 1 New Subdivisions bordering Jack Lachlan Road / Beachlands Rd
- 2 Maraetai (Southern Boundary) Trails
- 3 Safe walking connections to key destinations
- 4 Omana to Duder Beach and Regional Park
- 5 Omana to Pine Harbour
- 6 Pine Harbour to Whitford Forest
- 7 Access and connections between Waiho (Maraetai) and Whitford Forest areas
- 8 Recreational forest loop aspiration
- 9 Connections to Te Araroa (National Trail) from Beachlands / Maraetai to Clevedon
- 10 Pine Harbour ferry connections

Further details on the 10 connections are shown on pages 32-42.

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1.3 What is a 'Local Paths Plan'

Definition

The aim of a local paths plan is to provide aspirational cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, local paths may cross existing areas of parkland, bush, foreshore and coastal reserves and follow street connections between such areas. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

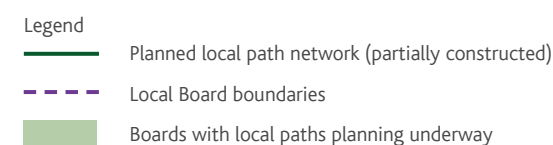
In rural areas bridle paths may form an important element of a local paths plan.

Implementation of the plan will also better connect Beachlands and Maraetai to neighbouring areas, such as Clevedon and Whitford, and on a regional scale it will eventually connect walking/cycling and bridle path proposals in other areas within the Auckland region.

Benefits of a Local Paths

There are many benefits from developing local paths, including:

- **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 stormwater quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;
- **Social** – providing improved opportunities for people to get outside 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** – Increasing local employment as areas become more desirable for businesses and shoppers. Local paths can also provide a tourist destination for international and national visitors, and improve property values.



Local Paths Network, Auckland
not to scale

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Connections in open spaces

What the local paths might look like

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

- parks, reserves, and connecting to bush areas
- alongside streams or ecological areas
- alongside industrial land or residential properties
- slow-speed traffic environments and major transport corridors



Connections in streets and transport corridors

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. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects are being considered as part of a 'Local Path Design Guide', which will see the construction of each individual project following a consistent set of 'rules' to allow the projects to work together consistently as part of the overall network. See over the page for examples from the Local Path Design Guide.



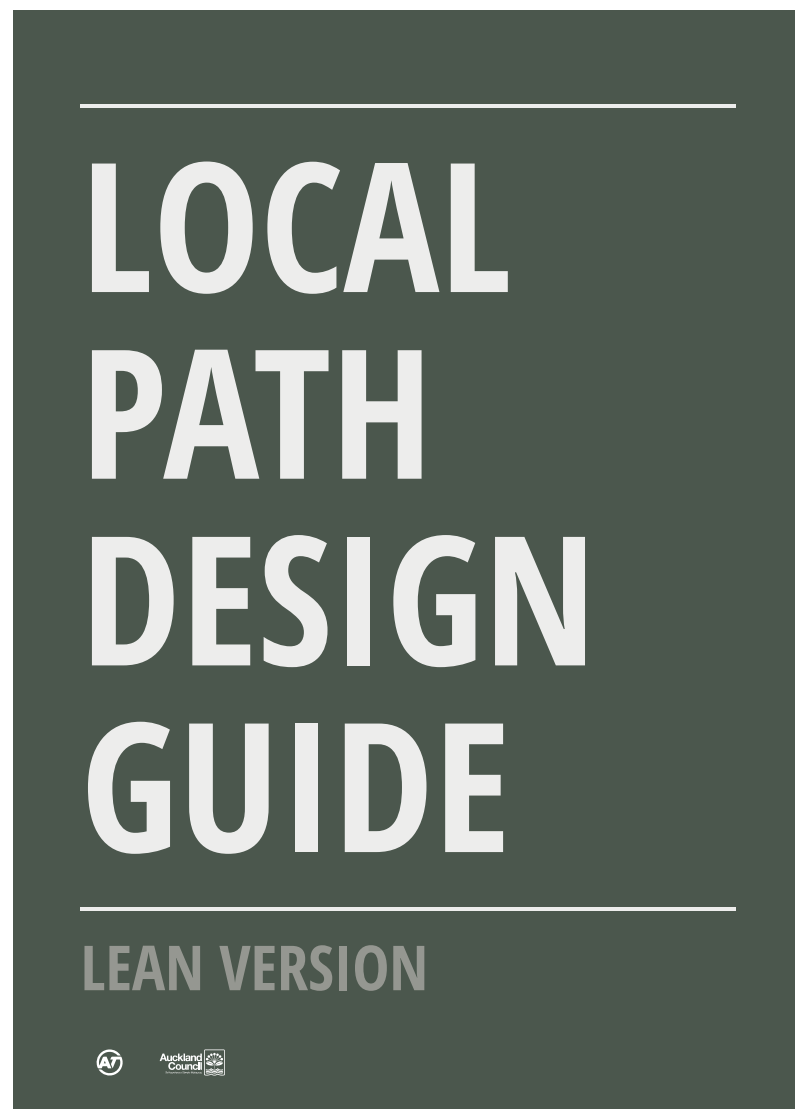
Cultural, educational and ecological opportunities

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1.4 Local Path Design Guide

Positioning local paths the Beachlands / Maraetai area

Over the last year, Auckland Transport and Auckland Council have worked to produce a 'Design Guide' for the local paths. The plan (this document) details *where* the routes may go, while the design guide describes their *look and feel*. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes as well. Together, these two documents will form the backbone of the ongoing delivery of these projects for the Beachlands / Maraetai area, and ensure that the routes connect up in a logical manner to those in surrounding areas.



Local Path - Street

Local paths on streets are designed to create safe and pleasant neighbourhoods that encourage walking and cycling for local trips. Pedestrians are accommodated on footpaths and streets are safe enough to walk on. Traffic calming tools, pavement markings and signage are used to improve safety for all street users, particularly cyclists.

Vehicle Volume:	1,000 - 1,500
Vehicle Speed (km/h):	30-40
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface 70-90% Tree canopy coverage greater than 30-40%

Local Path - Open Space

A local path through a park or open space is a path for cyclists and pedestrians that can be either separated or shared. Together with the local paths on streets, they are designed to create linkages to local centres, parks, and schools as well as between primary paths. Local paths in open space provide opportunities to enhance ecological linkages and improve water quality.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines & stopping distance
Green Infrastructure:	Tree park: continuous canopy with grass and assorted low level planting

Primary Path

Primary paths are designed to create direct links to regional and local centres. Pedestrians are accommodated on footpaths, cyclists are accommodated on separate paths and/or preferential use on streets. Off street primary paths typically accommodate pedestrians.

Vehicle Volume:	1,500+
Vehicle Speed (km/h):	40-60
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface <90% Tree canopy coverage greater than 30-40%

Recreational Trail

A recreational trail is a shared path designed for recreational cycling, walking and equestrian. While they may form part of a persons commute or daily trips, they are not intended to create a connection between major destinations. Recreational trails often run in loops.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines & stopping distance
Green Infrastructure:	Park land / water system / self-generating forest

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Positioning local paths in the Beachlands / Maraetai area



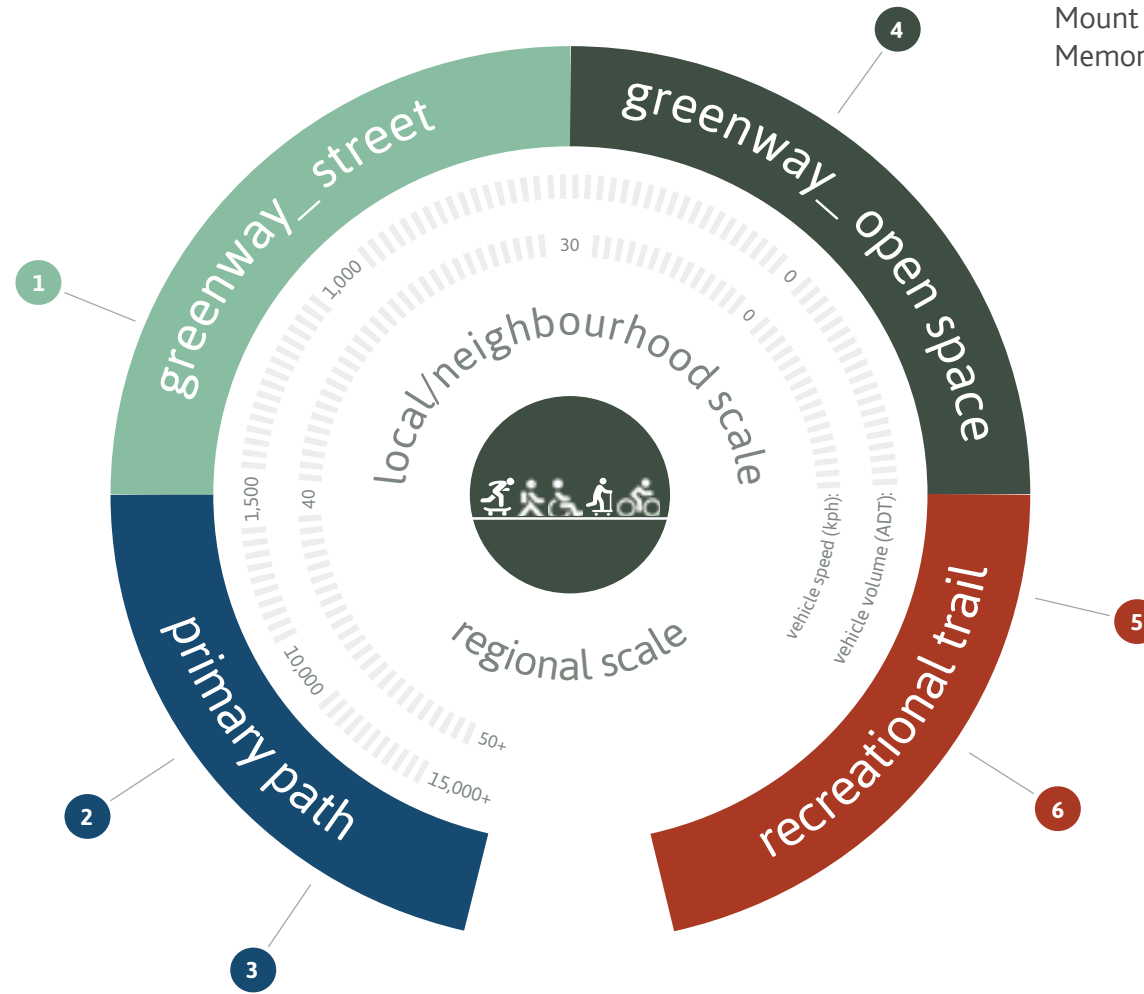
Sandringham, Auckland



Beach Road Cycleway



Northwestern Cycleway



Mount Roskill War Memorial Reserve



Mahurangi East Track



Henderson Creek / Opanuku Stream



Whitford Bridleway.

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1.5 Auckland Context

The Franklin Local Board area is predominantly a rural area, supported by towns, villages and hamlets. The area spans the eastern coast of the Hauraki Gulf to the western coast of the Manukau Harbour. It includes a number of inland and coastal settlements such as the Awhitu Peninsula, Karaka, Ardmore, Clevedon, Whitford, Maraetai, Kawakawa Bay and Orere Point, as well as the townships of Beachlands, Pukekohe and Waiuku.

State Highway 1 and the North Island Main Trunk Railway run through the area, with Pukekohe being the last stop for commuter trains to and from Britomart.

Franklin is home to a growing number of residents seeking a rural lifestyle and its economy is dominated by activities related to agriculture or land resources.

Franklin is proud of its country feel and known for its horticulture, the Clevedon farmers' market, motor sports and horse breeding. Of particular note are the forests of the Hunua Ranges and the coastal bird habitats along the south and western shores of the Manukau harbour.

The safe and sheltered beaches of Maraetai and Beachlands provide an attractive recreational destination

Some of the critical infrastructure supporting Auckland is located in this board such as the water reservoirs in the Hunua ranges, as well as gas, water, electricity and telecommunications lines.

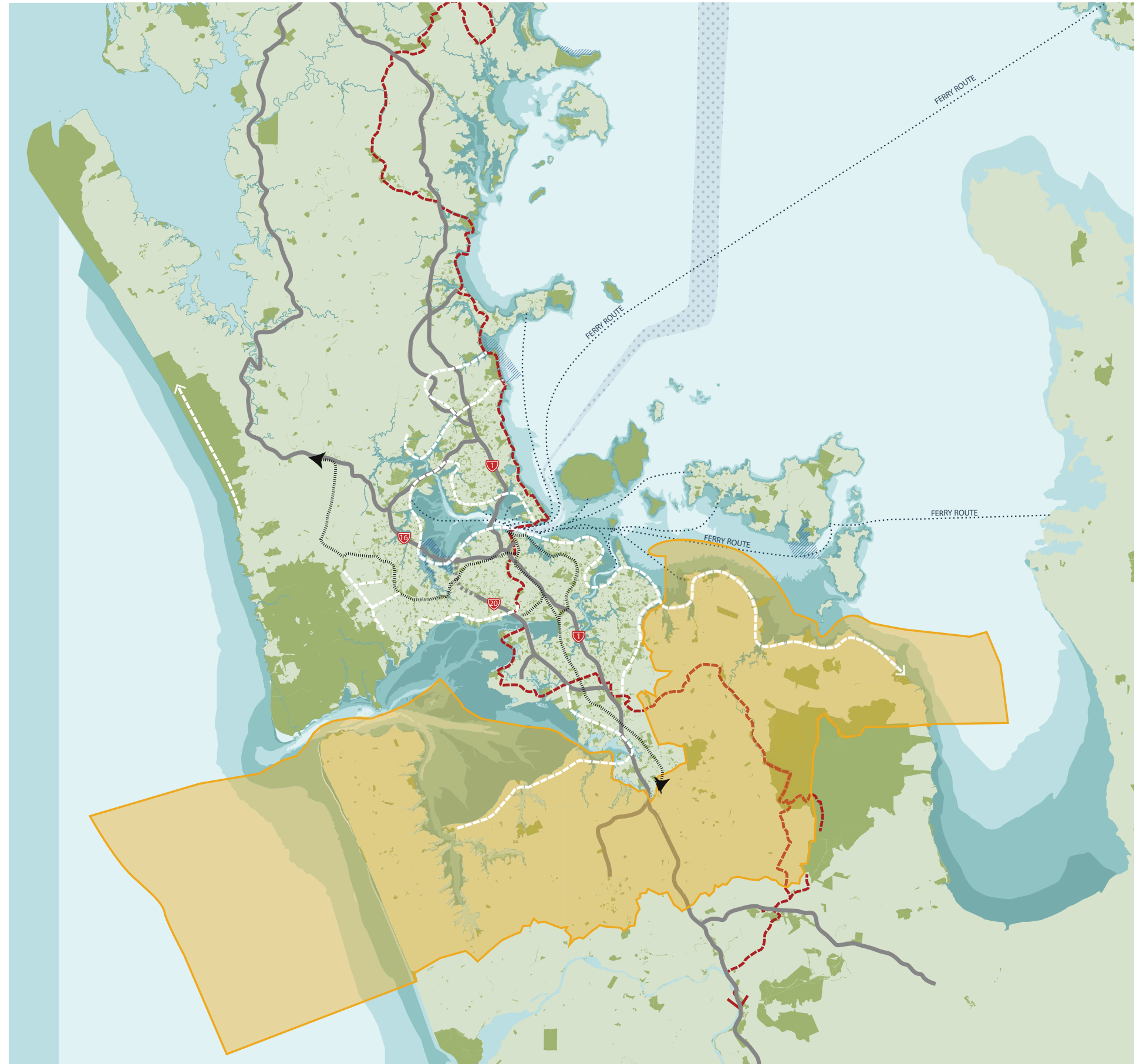
Broader Transport Connections

The Southern Motorway and railway line bisect the length of Franklin. While these transport corridors present many challenges from a local paths perspective (in terms of connecting many residential areas up to the coasts), they also provide important transportation hubs which the plan can link up with to create an efficient continuation of transport routes that may be available.

Broader Walking and Cycling Connections

The New Zealand Walking Access Commission is actively pursuing the development of trails between Taupo and North Auckland, this forming one segment of the Te Araroa walking trail.

The walking trail 'Te Araroa' is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route will take some time to develop, there may be future potential to link local routes in with this national trail.



Not to scale



Te Puru Bridge.

June 2017

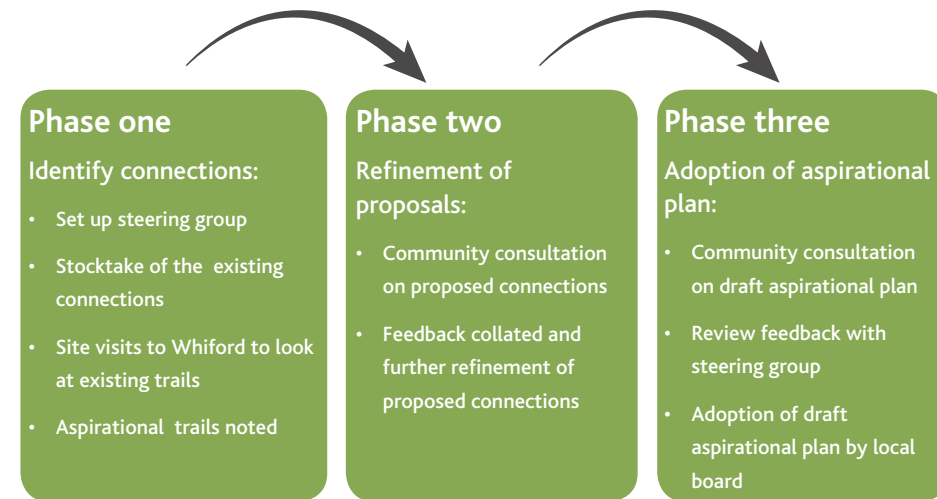
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2.0 Method

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2.1 The Process

The Pohutukawa Coast Trails Plan was developed using a three-stage process as outlined below:



Phase one - Identify connections

As a first step, the Pohutukawa Coast Trails steering group was set up, consisting of key stakeholders and a local board member. The steering group met monthly to develop aspirational connections between places. These were categorised into types based on the nature of each connection, and where, and by who they may be used (refer to page 20 for categories).

The organisations that formed the steering group were as follows:

- Pohutukawa Coast Community Association
- Pohutukawa Coast Rotary
- Pohutukawa Coast Bike Club
- Beachlands/Maraetai Pony Club
- Beachlands Maraetai & Districts Historical Society
- Pohutukawa Coast Sea Rescue
- Te Puru Community Centre

Various planning documents relevant to the area such as 'structure plans' were collected and reviewed. The Franklin Local Board Plan (2014) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years.

Site visits to existing trails in Whitford were undertaken by the group to gain a better understanding of how the trails can be developed and used.

Mana whenua Ngāi Tai ki Tāmaki were contacted and invited to have input into the process including membership of this steering group.

Ten proposed connections were developed by the group for the Beachlands/Maraetai area and these were to form the basis of public consultation.

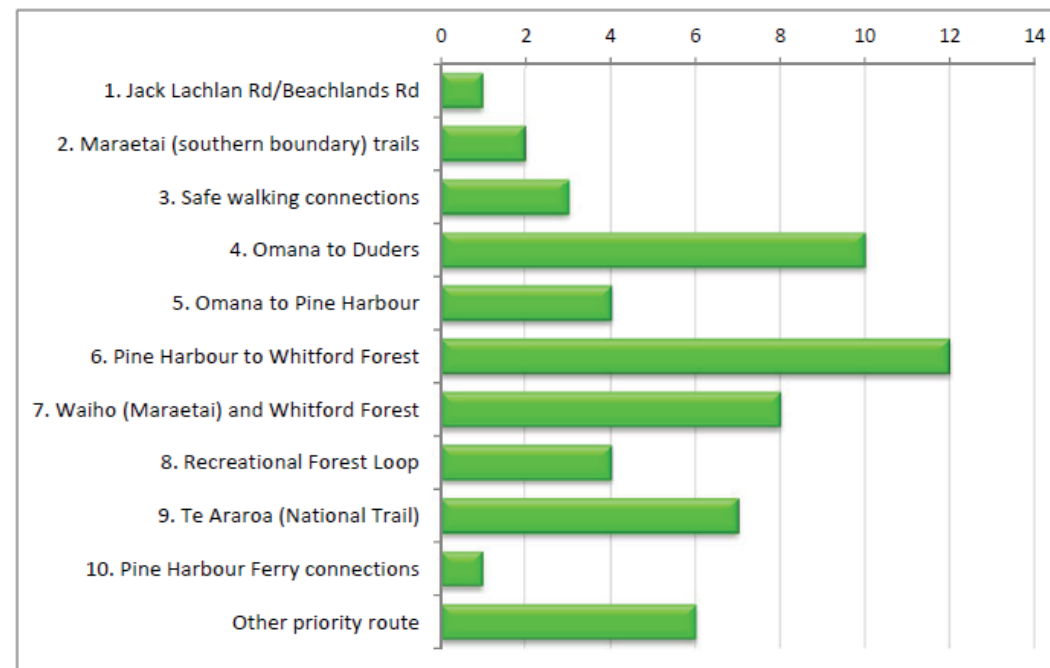
Phase two - Refinement of proposals

Consultation material was prepared and the consultation period on the steering group's ten proposals was from 1 September to 30 September 2016. During this time, on-line or written feedback was invited on the proposed connections.

The group undertook face to face consultation at a community open day at Beachlands Hall on Saturday 11 September, followed by an afternoon session in Maraetai.

A total of 66 pieces of written feedback were received during the consultation period. These were in general very supportive of the group's proposals.

Submitters were asked 'Do you have any priority routes, and if so, why?' The results are shown in the graph below. With Connection 6) Pine Harbour to Whitford Forest being the top priority, followed by Connection 4) Omana to Duders.



Open Day, Beachlands Memorial Hall, September 2016.

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FOR REVIEW



Pohutukawa Coast Steering Group workshop, Beachlands Memorial Hall, 2016.

Following analysis of feedback investigations were undertaken on matters that could influence the suitability of the connections. These included topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of roading corridors identified in the trail plan. This allowed a better understanding of physical constraints for potential pathways.

During this phase, discussions were held with Auckland Transport, Watercare, Heritage and other Council officers to inform them of the project, and to understand linked policies or projects that would affect the locations of potential pathways.

Further public consultation on the draft plan was held between 3 April and 24 April 2017.

Sixteen responses were received, all were supportive of the plan and its perceived community benefits. Respondents were predominantly individuals from within the local board area. Several of the submitters suggested alternative options for trails and these have been incorporated into the plan. The most significant of these is along the coast between Maraetai and Duder Beach (Connection 4 page 28), which now continues through Whitford Forest (4d) instead of private land (4e-f) and there is a second option along the coastline (4i). Connection 2 Maraetai (Southern Boundary) Trails (refer page 23) has been shortened - 2c is not supported by the current landowner at the time of adoption of the plan.

Private land owners, whose properties would potentially be affected by implementation of the trails, were provided with a copy of the draft plan and were also invited to submit their comments. Of the 16 potentially affected land owners, feedback was received from six. The majority of these respondents supported the concept but for various reasons, including health, safety and security, preferred not to actively participate at the present time. Negotiations with land owners will form an integral and critical part of any implementation process, and the proposed routes have been retained in the plan for future consideration, should the situation change.

Phase three - Adoption of aspirational plan

The Pohutukawa Coast Trails Plan was adopted by the Franklin Local Board in June 2017. Access to the land, funding and the availability of necessary resources will determine a programme of implementation for the individual Trails.

The Pohutukawa Coast Trails Plan is a long-term project, to be developed over the next ten-twenty years and beyond.



Pine Harbour Marina.

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3.0 Aspirational Trails Mapping

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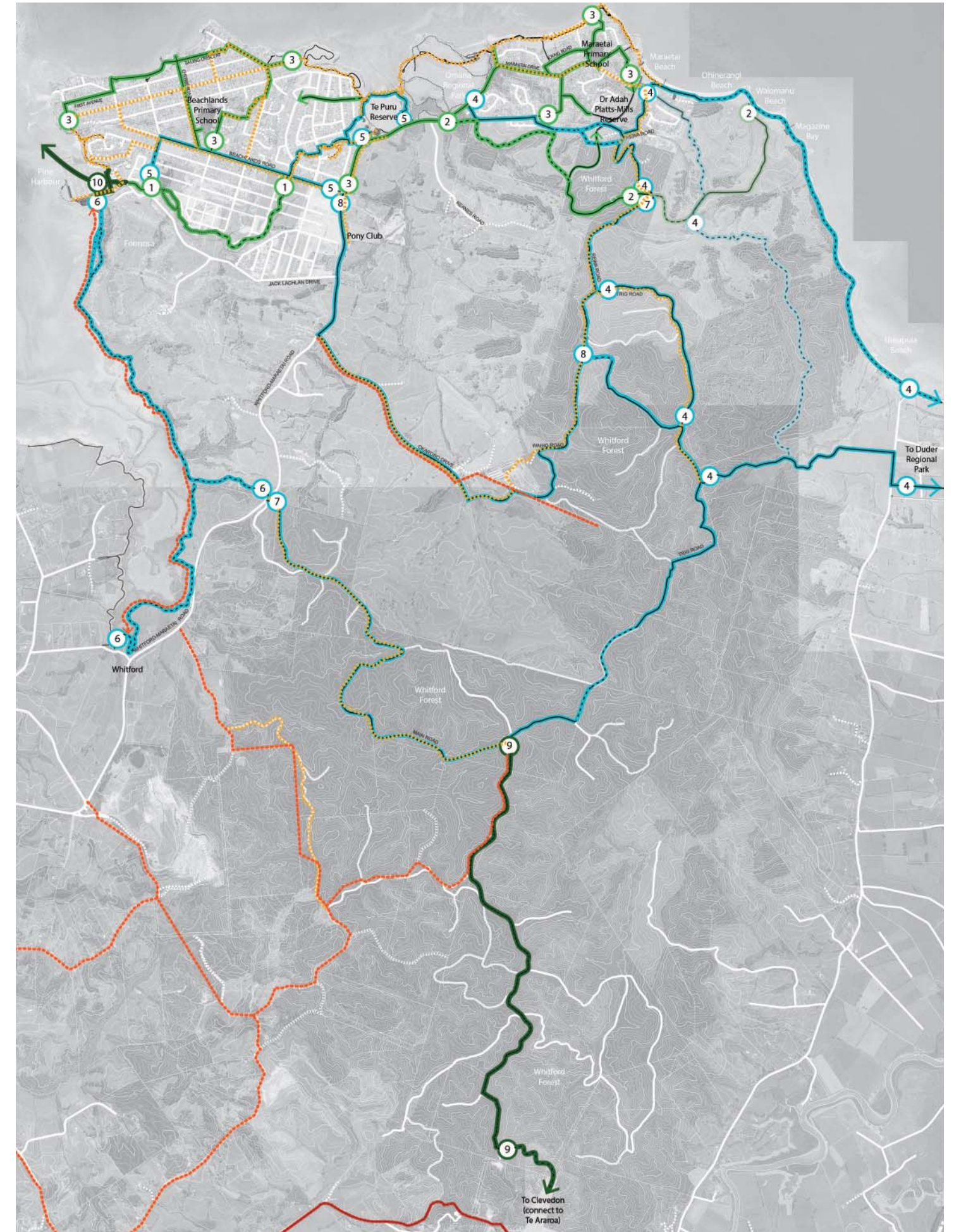
Trail categories

The Pohutukawa Coast Trails Steering Group set up categories to classify the nature of the connections. The map adjacent shows the locations of the 10 classified connections. Each proposed trail is discussed in more detail on pages 21-41.

- A** Urban Connections: local connections with the villages of Beachlands Pine Harbour/Maraetai (can be via parks, streets or new links). Likely to be local walking and local cycling focused. (Connections 1 - 3).
- B** Community Connections: between Beachlands/Maraetai and other villages such as Whitford, Clevedon (either coastal or overland via forest links). Likely to be walking, recreational cycling and horse riding. (Connections 4 - 8).
- C** Regional Connections: to other regional trails eg to Te Araroa, Hauraki Rail Trail, Auckland Central Business District. These links are likely to be indicated rather than delineated. Note that Te Araroa is designed for walking only. (Connections 9 - 10).

Other known connections are also shown on the adjacent map, as follows:

- |||||** Auckland Transport route - as part of the Auckland Cycle Network (ACN) Auckland Transport in collaboration with Cycle Action Auckland has developed a network of routes suitable for cycling. The routes shown here are from the 'Eastern Cycle Map', January 2013. Auckland Transport is intending to review the ACN to ensure the routes remain relevant.
- Recreational trails from Whitford Plan Change 8. Under Policy12A.4.9, public open spaces within the Whitford Rural Area shall:
provide for a well connected, integrated and accessible network of recreational trails for walking, cycling and horse riding that offer a variety of different routes, links and circuits;
- Te Araroa - New Zealand's Trail, which passes through Clevedon Scenic Reserve and onwards to Clevedon Village via North Road - (Connection 9 on page 41 would connect to Te Araroa).



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3.1 Connection 1 - New Subdivisions bordering Jack Lachlan Road / Beachlands Road

Location and description

Key connection through new subdivisions to connect Pine Harbour and the Ferry Terminal to Beachlands Road.

Refer to plan page 22 for sections 1a-1c of Connection 1.

Ecology and cultural considerations

The connections runs parallel to stream, there is recent riparian planting by the developer. An ecological survey by Auckland Council revealed that weeds are affecting the establishment and regeneration of native species in some areas and require attention, especially in certain saltmarsh areas and the hillslopes. Downstream at Pine Harbour, the outlet and foreshore are classified as a Significant Ecological Area (SEA).

Constraints

- 1c is presently private land - no subdivision proposals currently planned.

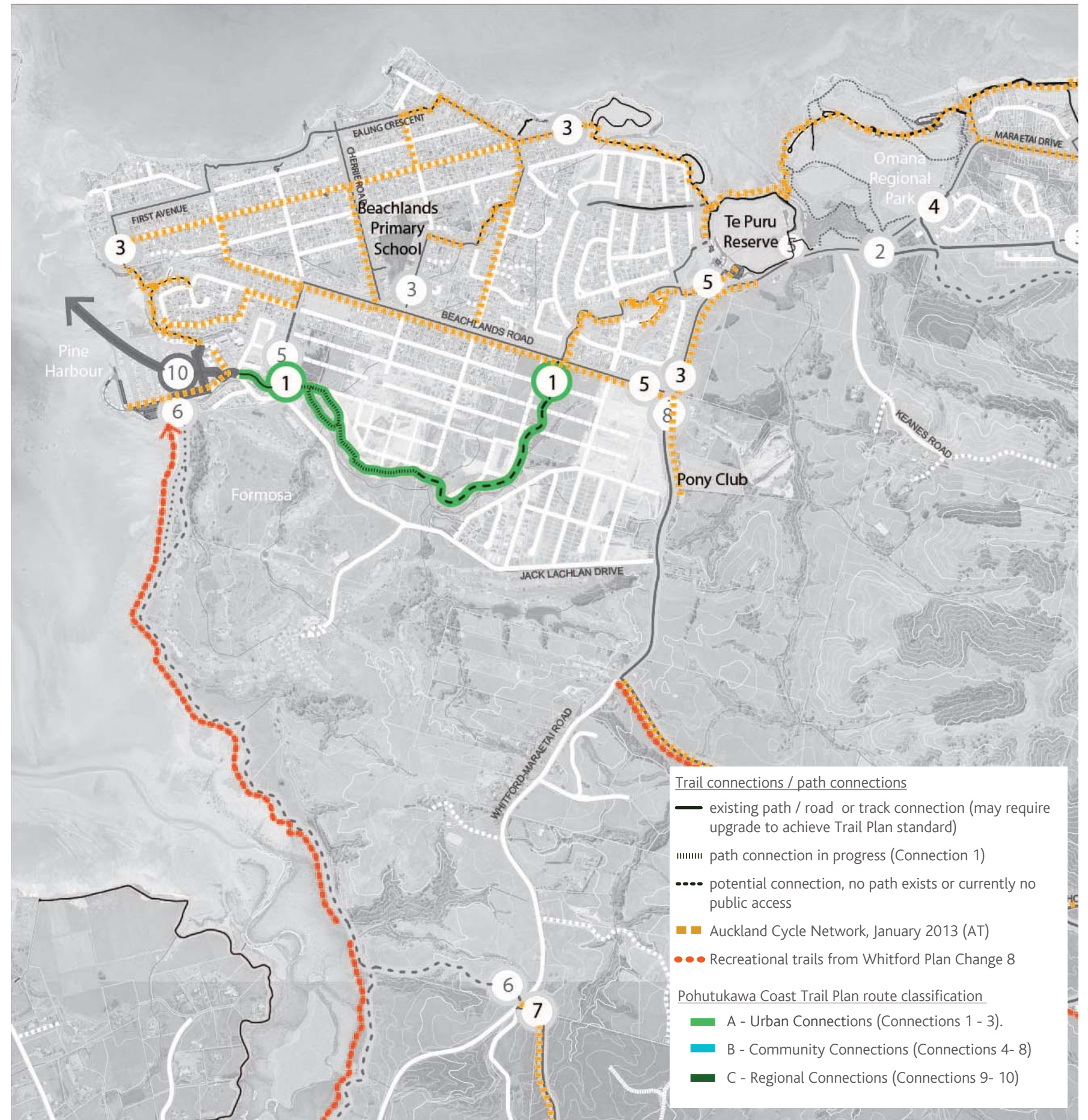
Opportunities

- connections into the new subdivision
- facilitates off road access to the Marina
- weed control and planting along the escarpment would be beneficial - as identified in the 'Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area', July 2015
- revegetation and habitat creation to improve stream water quality for discharge to Pine Harbour (SEA).

Deliverables (Refer to plan page 22 for sections 1a-1c)

Connections and associated riparian planting are on private land provided by the developer as part of the developer conditions and will revert to Auckland council parks team for asset maintenance.

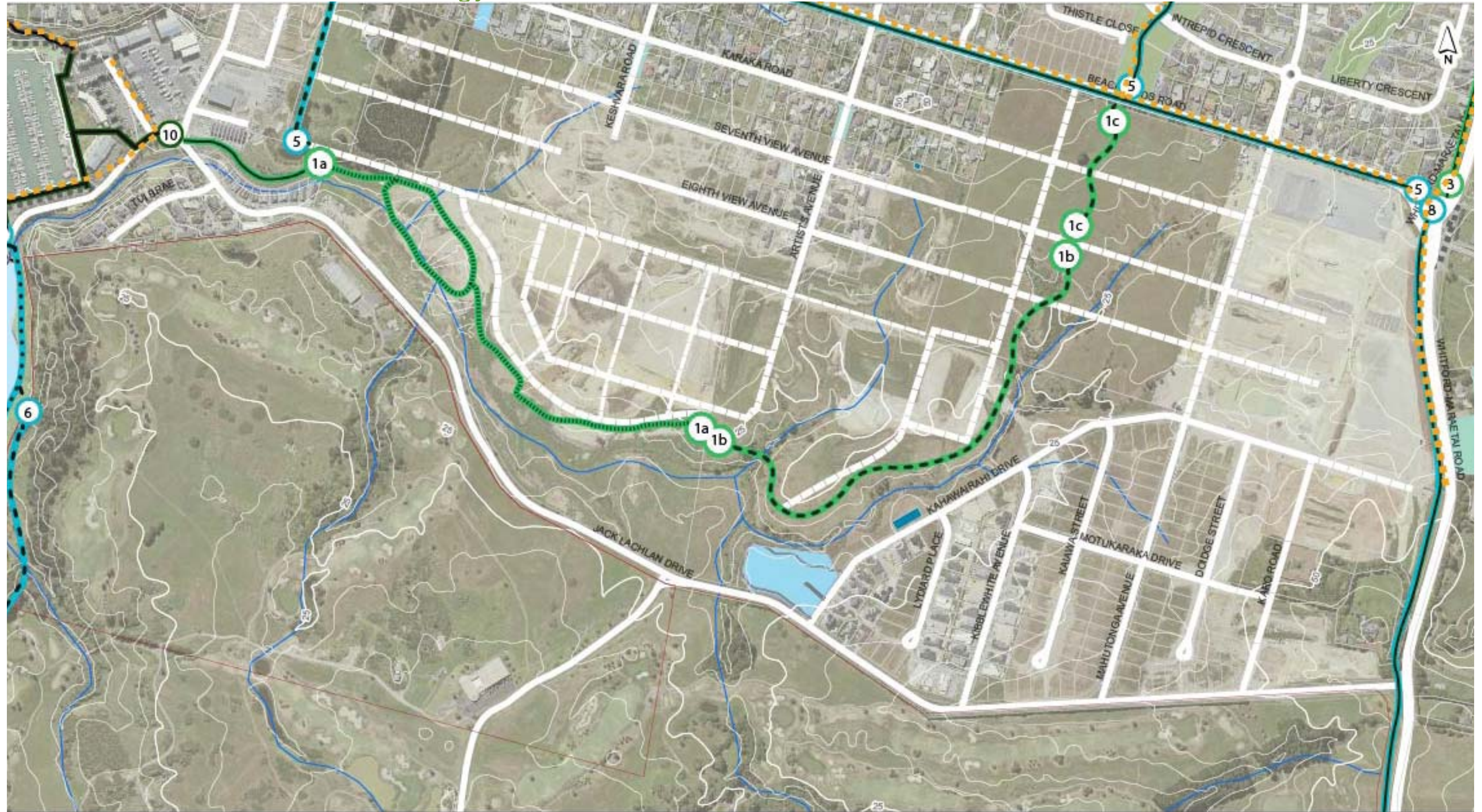
- Connection 1a - Path length approx 1km. Currently underway as subdivision progresses
- Connection 1b - Path length approx 900m. Currently under negotiation with developer
- Connection 1c - Path length approx 200m. Vacant land. Easement required.



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.1 Connection 1 - New Subdivisions bordering Jack Lachlan Road / Beachlands Rd



- Base information:**
- rivers / streams
 - roads
 - proposed roads (Jack Lachlan Subdivision)
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.2 Connection 2 - Maraetai (Southern Boundary) Trails

Location and description

Network of shared paths/walkways, linking the Maraetai section of Whitford Forest (including the head waters of the Te Puru Stream) with Dr Adah Platts-Mills Reserve, Omana Park, the two streams east of Keanes Road and potentially the Maraetai beaches. The extension of existing paths (through Dr Adah Platts-Mills Reserve) and potential for the establishment of new native bush reserves resulting from urban future development, with linking walkways to a new network of shared walkways.

Refer to plan overleaf for the sections 2a-2c of Connection 2.

Ecology and cultural considerations

Dr Adah Platts-Mills Reserve (adjacent to this connection) is a mature native forest with complex structure and good habitat diversity. A stream runs through the reserve. Birdlife is reasonably abundant and kokopu were observed in the stream. Native bush areas (in particular 2a) could be connected to Dr Adah Platts-Mills Reserve with planting.

There are historic heritage / archaeological sites within this area, particularly since most of these routes have not been surveyed and significant pre-European Maori and European sites are recorded in close proximity. Sites include the Maraetai Pa and Maraetai Brick Company.

Constraints

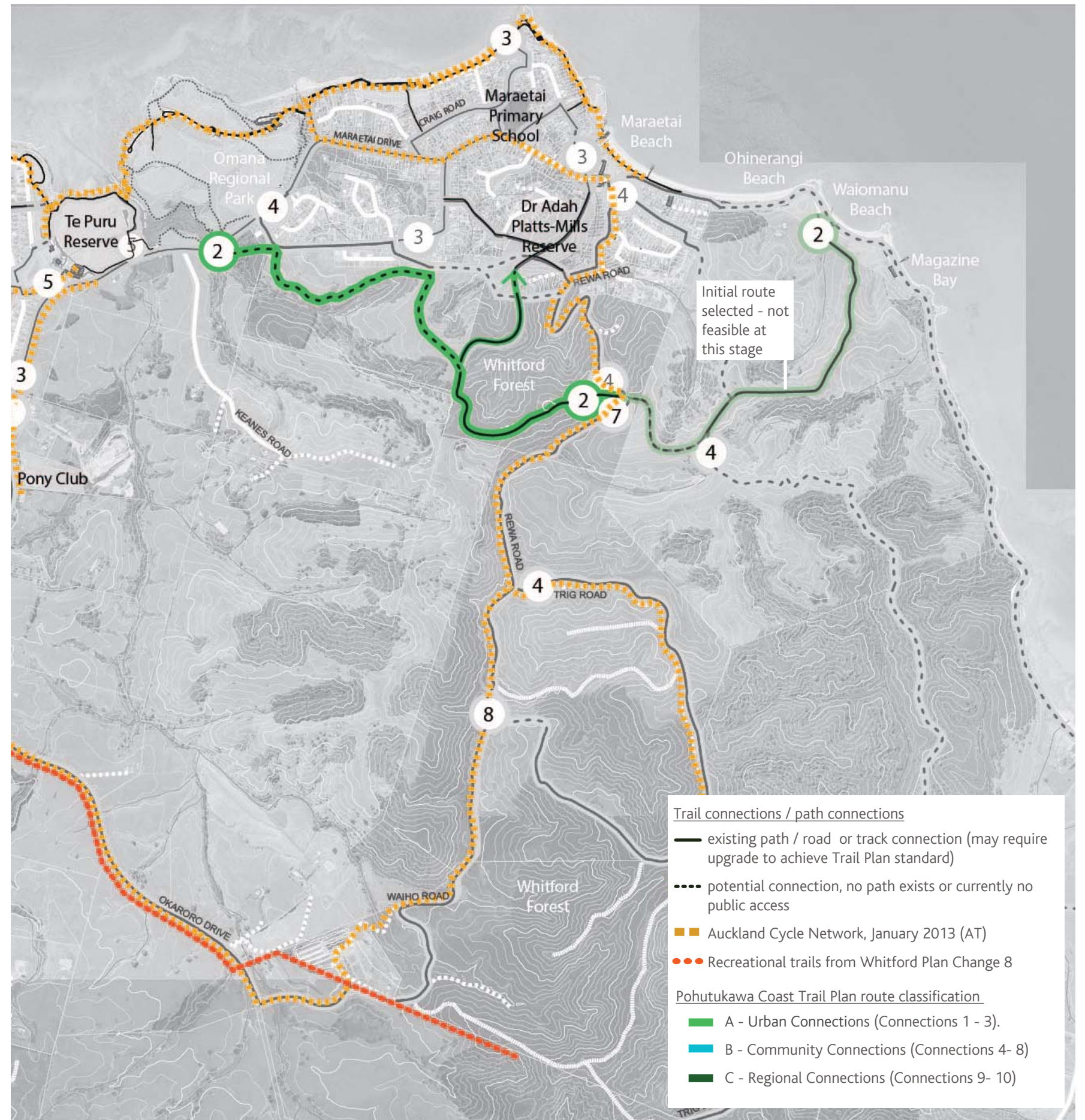
- easement required for 2c to allow permanent public access from Whitford Forest to Waiomanu Beach area
- forestry operations in 2b may restrict access at times
- historic heritage / archaeological sites exist in this area, particularly since most of these routes have not been surveyed and significant pre-European Maori and European sites are recorded in close proximity. These sites include the Maraetai Pa Maraetai Brick Company

Opportunities

- currently there is unofficial public access through Whitford Forest land (2b) by walkers and mountain bikers, and onward south through larger forest blocks
- 2a and 2c is across private land but access may be gained by agreement with landowners
- May be opportunities to make more open linkages into the forest area and existing and new native bush Reserves, such as Dr Adah Platts-Mills Reserve.

Deliverables (Refer to plan pages 24-25 for sections 2a-2c)

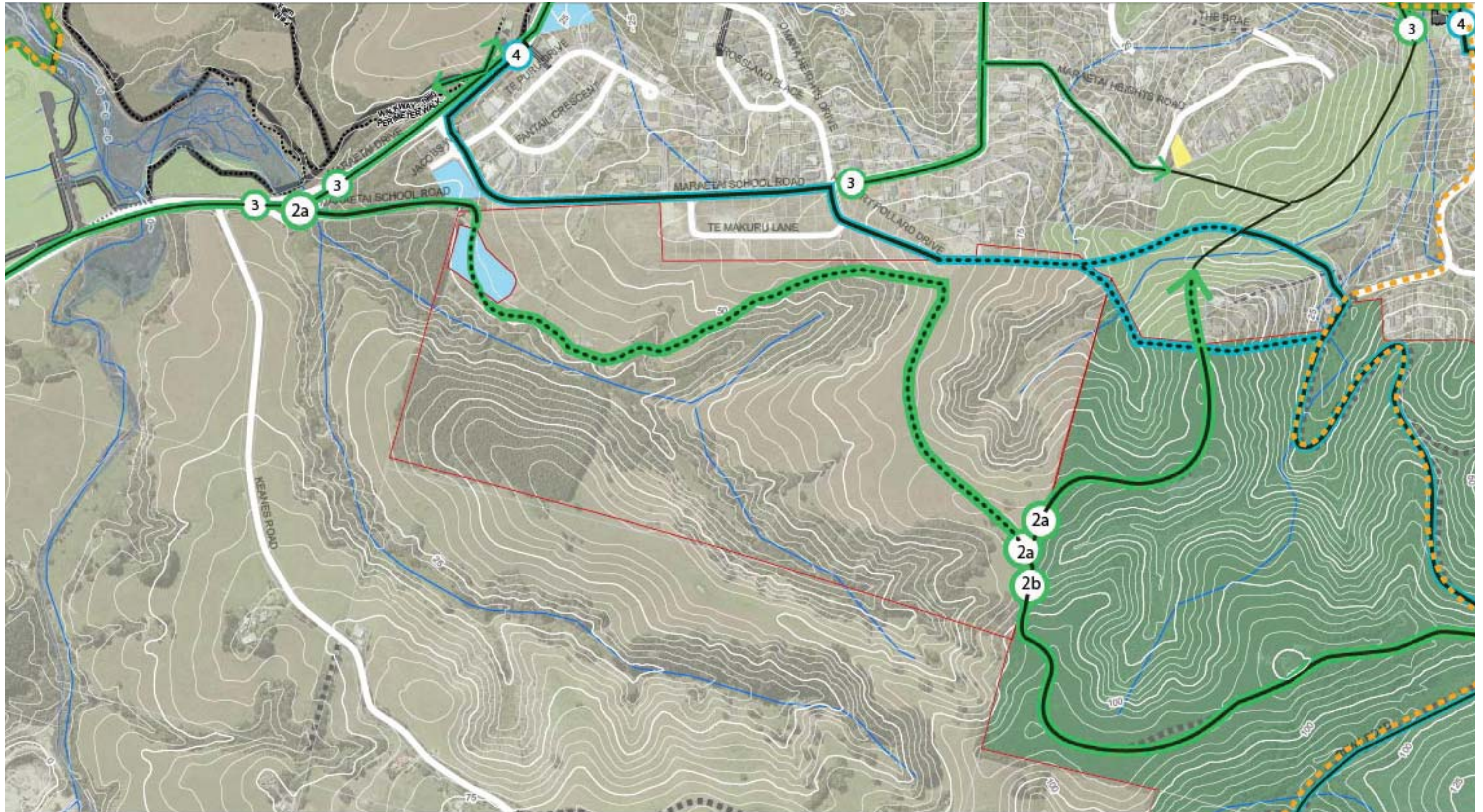
- Connection 2a - 2km new gravel track through private land holdings, connecting to Dr Adah Platts-Mills Reserve
- Connection 2b - 1.2km existing forestry track through Whitford Forest (private land)
- Connection 2c - 1.9km of gravel track - most of this connection currently exists as farm track on private but is not supported by the current landowner at the time of adoption of the plan
- Planting an approximate area of 500msq in native revegetation.



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.2 Connection 2 - Maraetai (Southern Boundary) Trails



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.2 Connection 2 - Maraetai (Southern Boundary) Trails



Base information:

- rivers / streams
- roads
- track or paper road
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access
- Auckland Cycle Network, January 2013 (AT)
- Recreational trails from Whitford Plan Change 8

Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4- 8)
- C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.3 Connection 3 - Safe walking connections to key destinations

Location

Local footpaths on sections of the road network, including:

- Beachlands: Puriri Road, First View Road, Ealing Crescent, Wakelin Road, Bell Road.
- Maraetai: Maraetai Road, Maraetai Drive, Maraetai School Road, Craig Road, Te Pene Road and Seaview Road.

Description

Safe walking connections to key destinations such as schools, libraries, halls, parks, beaches and existing coastal walkways and cycleways.

Ecology and cultural considerations

Ecological enhancement is limited within the road corridor. Swale planting would improve stormwater quality.

Constraints

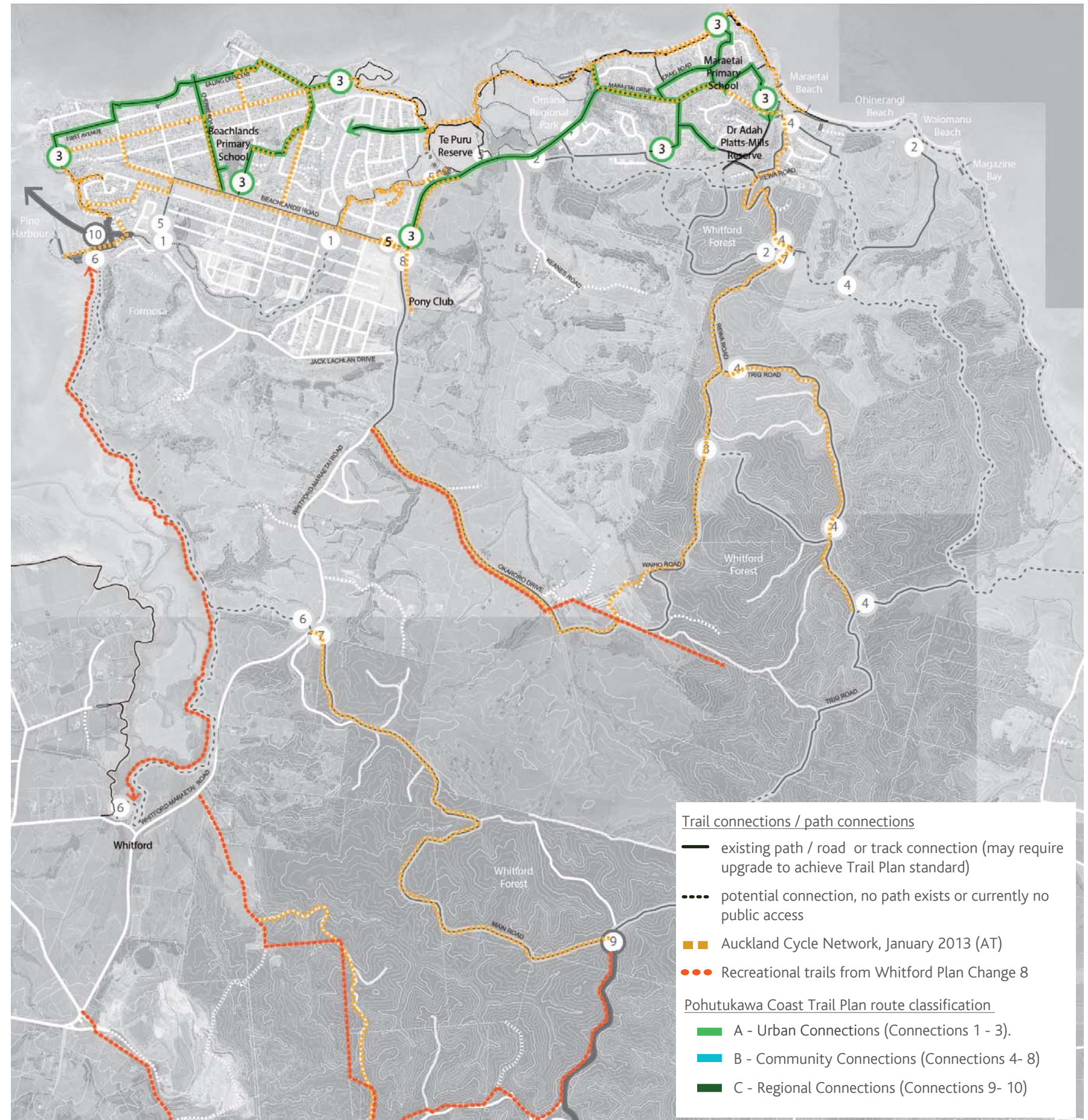
- ecological enhancement in the road corridor may be compromised with budget focused on footpath construction
- the existing path from First Avenue to Pine Harbour (shown as an Auckland Transport 'Feeder' and the end of Connection 3) is currently a narrow path with blind corners at the Pine Harbour end. It also crosses an active slip way for boat launching. Auckland Transport aim to review the feasibility of this connection.

Opportunities

- improve safety of street network for walking and cycling to key destination such as schools, local shops, beaches and parks
- achieve safer crossing points on arterial roads with high speed i.e Maraetai Road and Maraetai Drive
- better connect neighbourhood and schools to existing coastal walkways
- Franklin Local Board work with Auckland Transport on development of appropriate footpaths
- connect the Log Cabin to Sunkist Reserve and Playground via footpath along existing road (Beachlands).

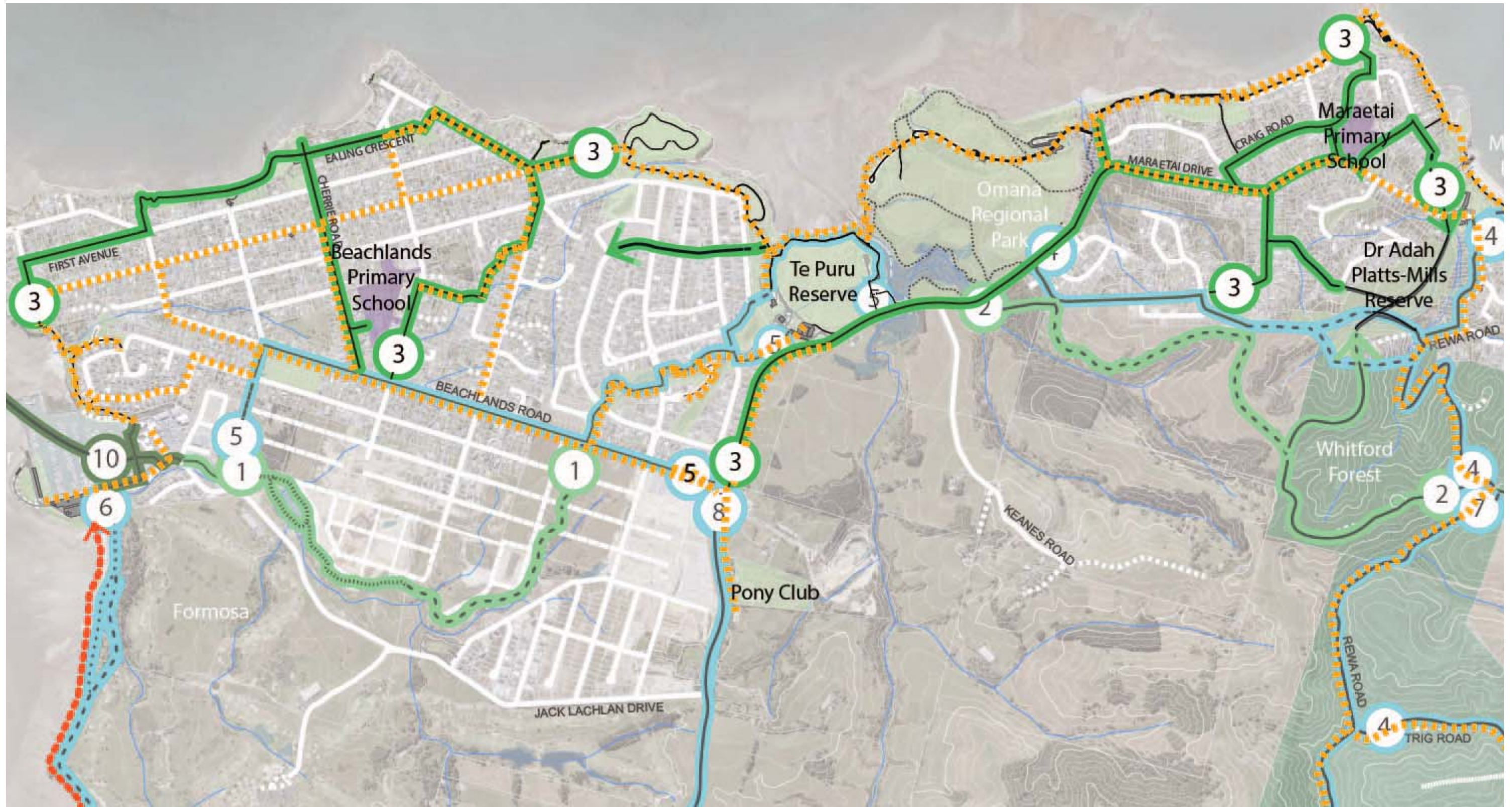
Deliverables

- footpath upgrades or new footpaths would be required, along with pedestrian crossings and traffic calming interventions
- planted swales or raingardens that filter stormwater would achieve ecological benefits for this connection
- Parks budget for creation of a dedicated walkway / cycling path along Sunkist Bay Reserve (approx 250m), connecting to the Log Cabin.



Pohutukawa Coast Trails - an Aspirational Plan

3.3 Connection 3 - Safe walking connections to key destinations



- Base information:**
- rivers / streams
 - roads
 - proposed roads (*Jack Lachlan Subdivision*)
 - track or paper road
 - parks and reserves
 - Auckland Council land (*other than parks / reserves*)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - - - path connection in progress (Connection 1)
 - . - . potential connection, no path exists or currently no public access
 - . . . low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - . - . Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:25,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.4 Connection 4 - Omana Regional Park to Duder Beach and Regional Park

Location and description

Recreational connection from Omana Regional Park via Maraetai School Road and the newly developed land in Omana Heights through to Dr Adah Platts-Mills Reserve to meet Rewa Road. From the end of Rewa Road the connection heads south through Whitford Forest (4d) where there would be opportunity to connect to Connection 2 (see page 23) and Connection 7 (see page 35). It then connects to the Marion Ross land (4e) and onward dense bush (private land - 4f) adjacent to Umupuia Beach, to join North Road and Duder Regional Park. Refer to page 29 for sections 4a-4g of Connection 4.

Ecology and cultural considerations

Land blocks of coastal forest and farmland underlay this connection. Dr Adah Platts-Mills Reserve occupies a gully stream system running North East -South West with moderate to steep sides. Vegetation is a mosaic of modified primary and secondary types including taraire-tawa forest in the gully bottom, kauri/kanuka on the upper slopes and kauri-podocarp-broadleaved forest. The private land where 4f is shown is dense in vegetative cover. Historic heritage / archaeological sites in this area include the Duder windmill pump.

Constraints

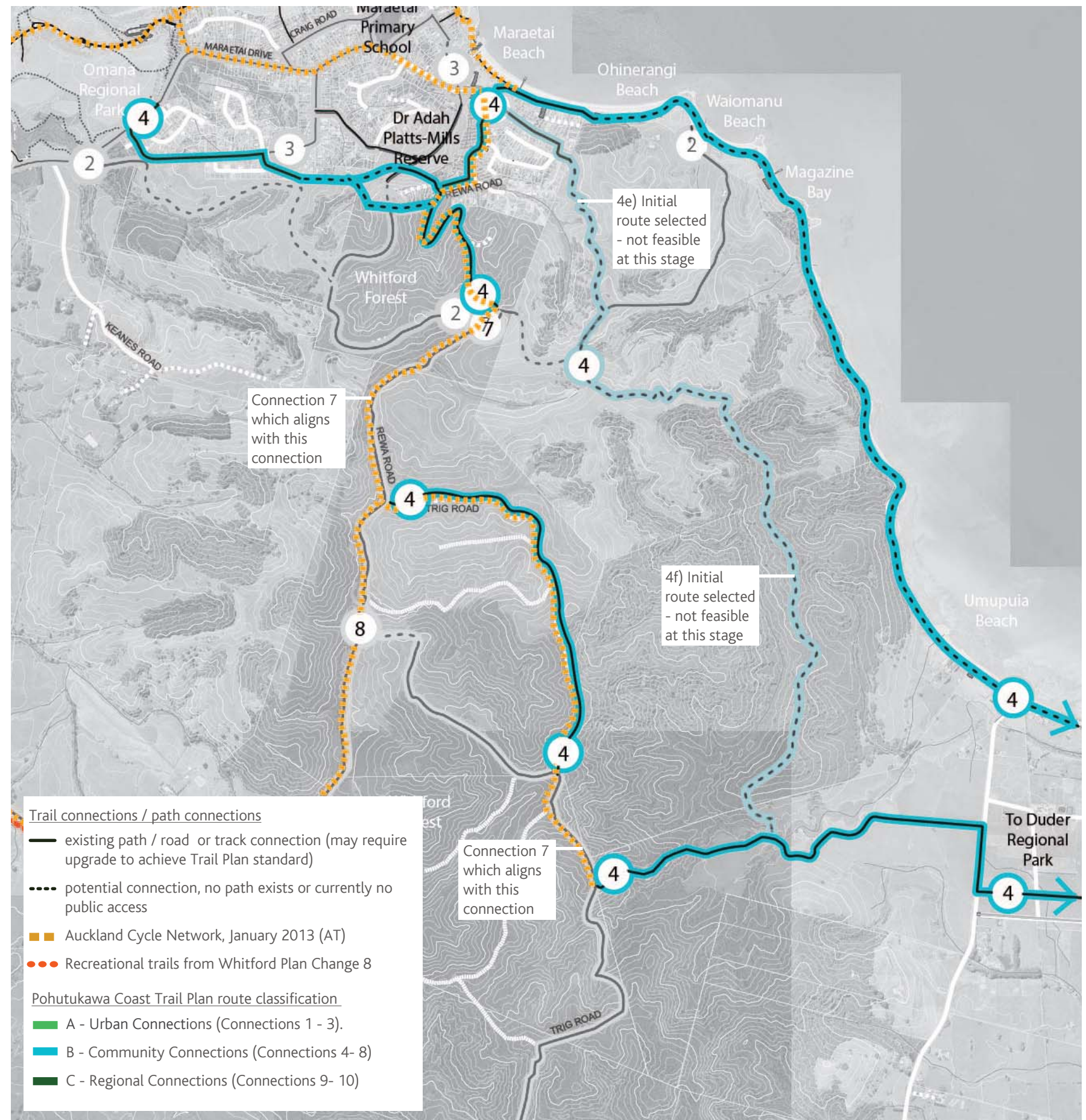
- new connections through Dr Adah Platts-Mills Reserve are likely to be narrow due to the established native bush. Preferably use existing pathways or make the connection on the periphery of the bush
- connections via the coast are also worth investigation, although there is little room in the road corridor for a walkway/cycleway between the coastal edge and cliff face
- forestry operations in 4d may restrict access at times.

Opportunities

- cultural interpretation - work with local iwi and historians to tell the stories of the area
- connect to Wairoa River Trail from Duder Regional Park onwards.

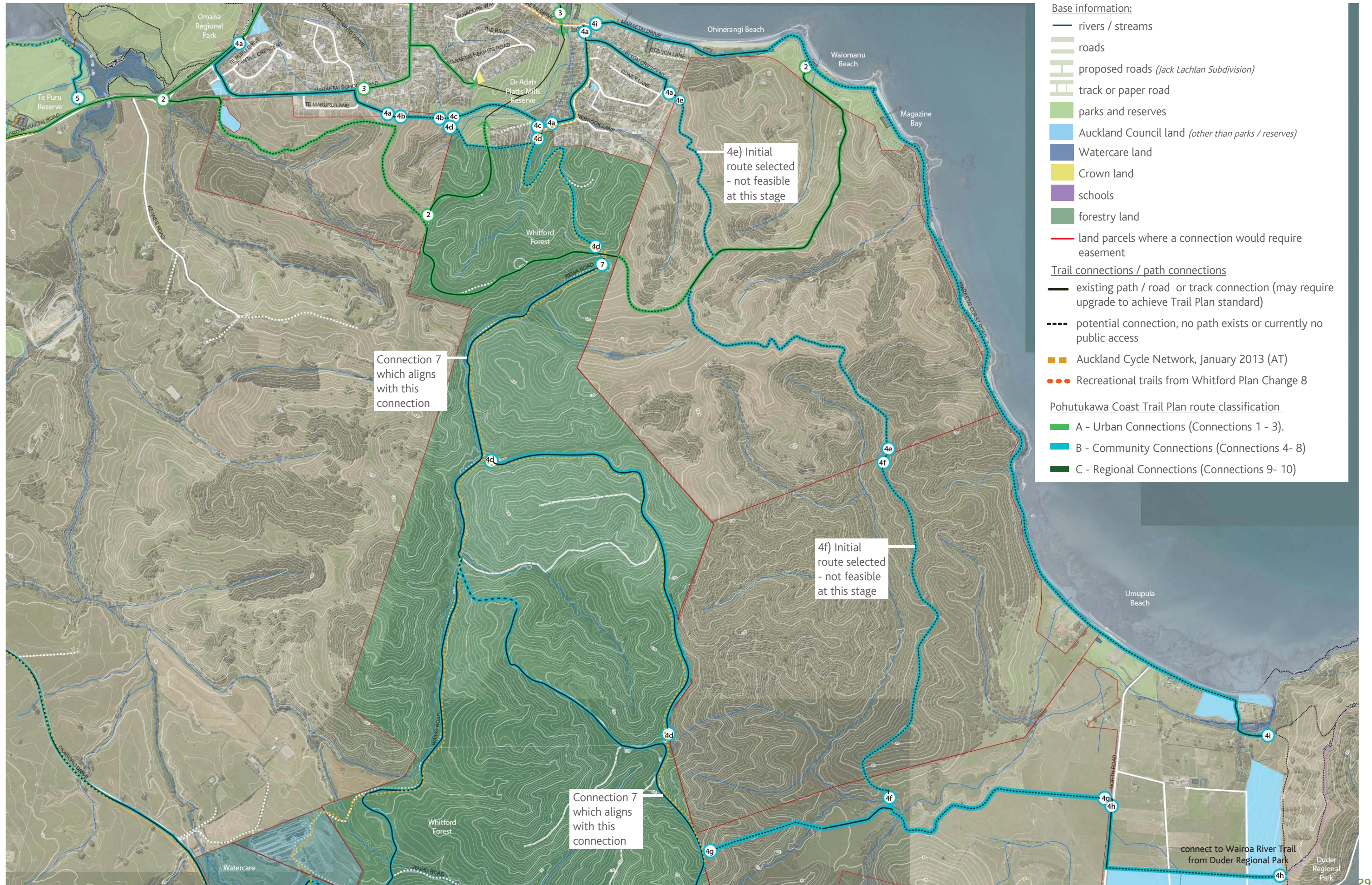
Deliverables (Refer to plan page 29 for sections 4a-4g)

- Connection 4a - footpath upgrade or new footpath required.
- Connection 4b - Connections on private land development. Consider connection as part of the contribution. 2km in length excluding sections from Connection 7 of which part of this route aligns with
- Connection 4c - 450m connection through Dr Adah Platts-Mills Reserve
- Connection 4d - 1.5m connection via Whitford Forest (private land)
- Connection 4e - 2.5km (half on existing farm track) - not supported by current landowner at the time of adoption of the plan
- Connection 4f - 2km on private land (dependant on 4e - not feasible at this stage)
- Connection 4g - 2km (half on existing farm track) on private land
- Connection 4h - 1km provide footpath upgrades or new footpaths. The section on Regional Park land would utilise existing park road with provision for pedestrians, horse riders and cyclists
- Connection 4i - 5km along Maraetai Coast Road.



Pohutukawa Coast Trails - an Aspirational Plan

3.4 Connection 4 - Omana to Duder Beach and Regional Park



Pohutukawa Coast Trails - an Aspirational Plan

3.5 Connection 5 - Omana Regional Park to Pine Harbour

Location and description

Omana Regional Park to Pine Harbour via Te Puru and Constellation Parks, Beachlands Road, Sunkist Bay Road and Jack Lachlan subdivision.

The connection is predominately in the road corridor or within local parks. There are existing footpaths for most of this connection with the exception of the Jack Lachlan subdivision (5a) and the proposed connection from Weatherly Drive to Te Puru (5c). Refer to plan overleaf for sections 5a-5c of Connection 5. Refer to page 31 for sections 5a-5c of Connection 5.

Ecology and cultural considerations

There is substantial riparian planting in the lower area of Constellation Park leading into Te Puru Park. The upper area of Constellation Park is fairly open, with sparsely scattered specimen trees. The addition of more tree canopy and low underplanting would enhance connectivity for native birds from each coast - Pine Harbour via Jack Lachlan Drive habitat through to Te Puru via Constellation Park.

Constraints

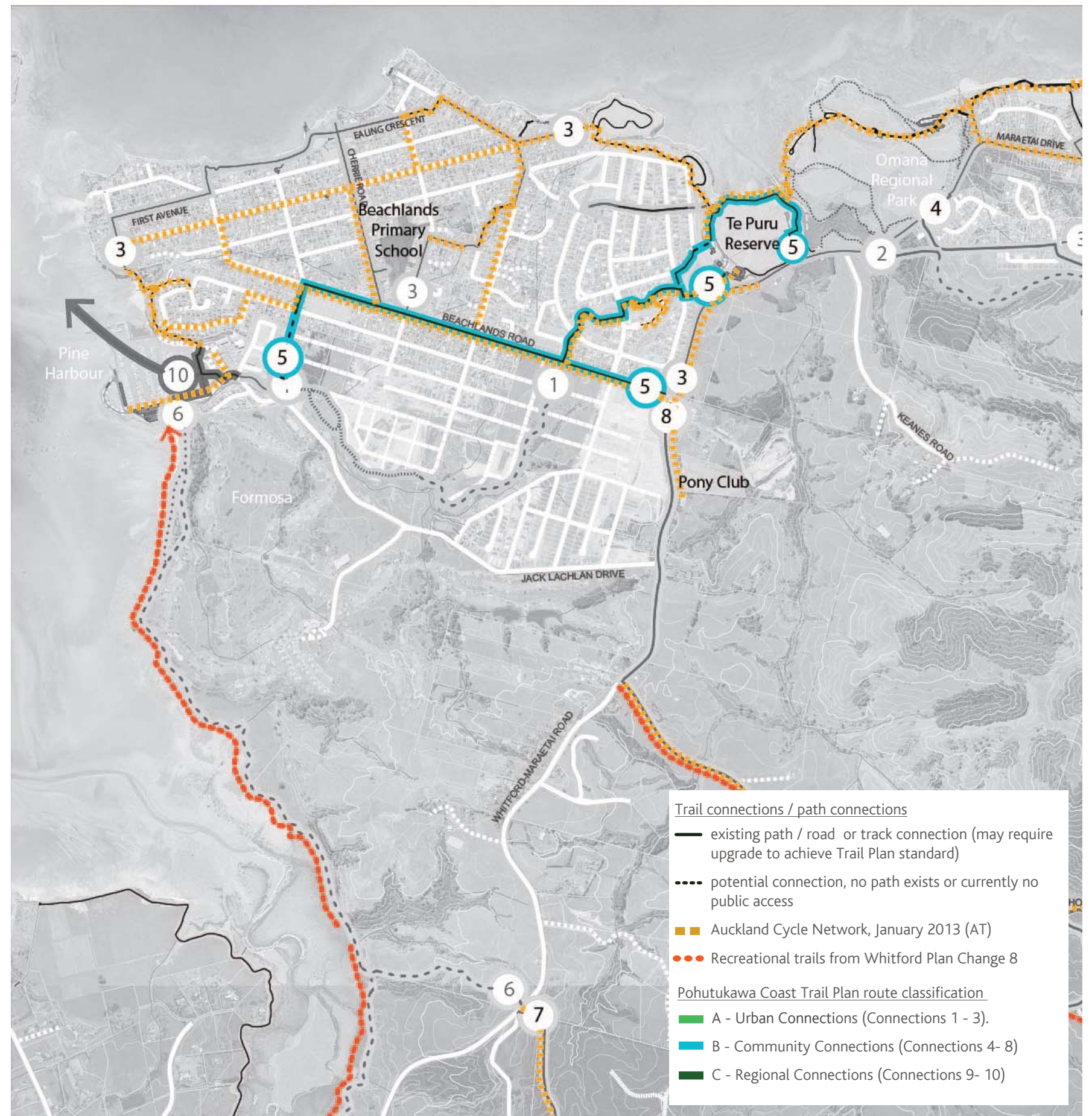
- Connection 5a timing is determined by the developer

Opportunities

- connections across new subdivision linking to existing street network and Pine Harbour
- potential to connect to Connection 1 (page 21) from Constellation Park
- enhancement of ecological linkages between Jack Lachlan and Te Puru
- the proposed footpath connection from Weatherly Drive to Te Puru Reserve facilities would enable pick up/ drop off to the facility in winter months, and complete the connection around Te Puru Reserve.

Deliverables (Refer to plan page 31 for sections 5a-5c)

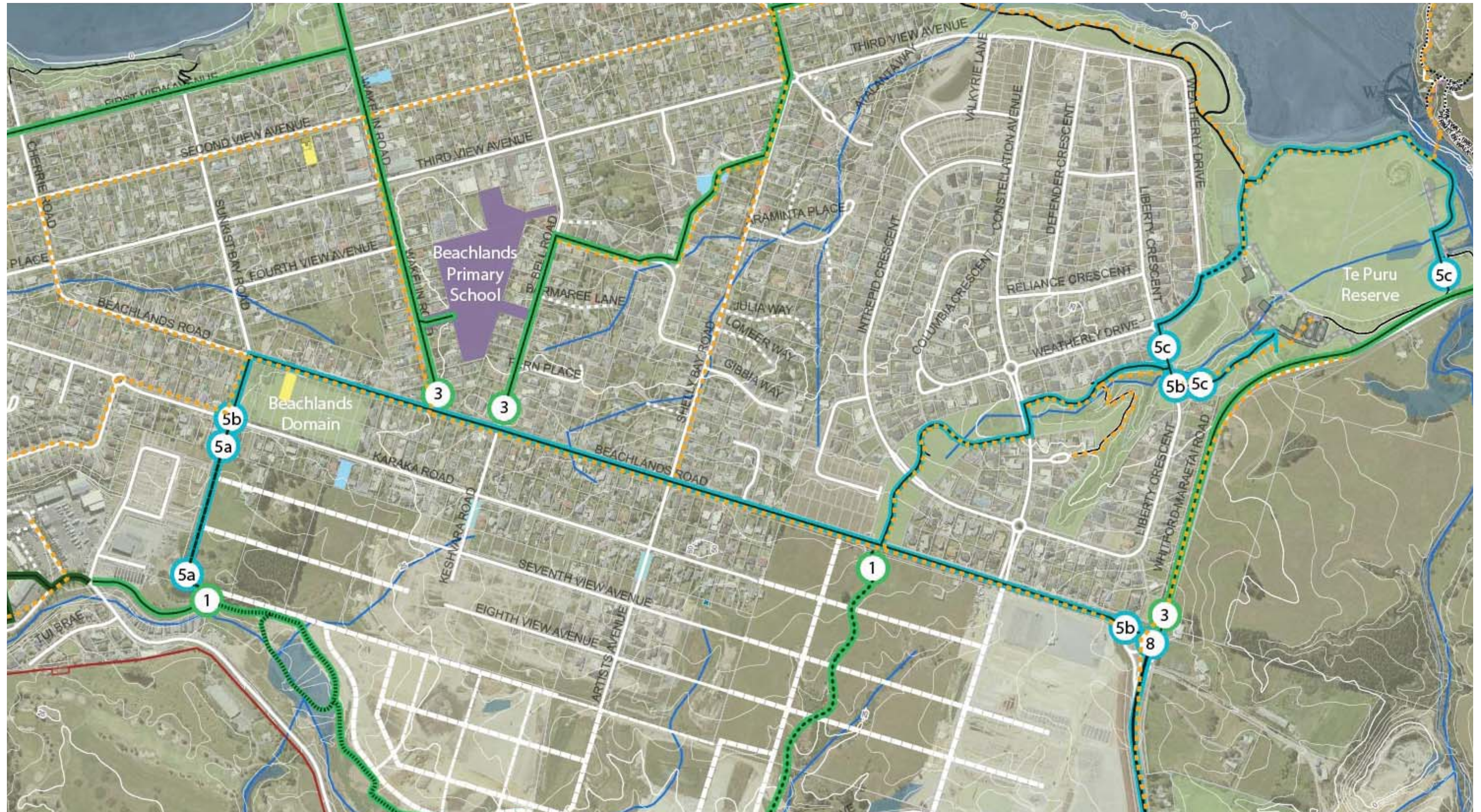
- Connection 5a - the connection through Jack Lachlan Subdivision 245m
- Connection 5b - the new path through Auckland Council land is 50m. The existing concrete path within Constellation Park is approx 1km, this would require widening. The remaining 2km is in the road corridor requiring footpath upgrades. Pedestrian crossings required to link the reserves
- Connection 5c - connection around existing path at Te Puru with the addition of 50m of new footpath from Weatherly Drive to Te Puru faculties
- additional low planting required in Constellation Drive.



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.5 Connection 5 - Omana Regional Park to Pine Harbour



- Base information:**
- rivers / streams
 - roads
 - proposed roads (*Jack Lachlan Subdivision*)
 - track or paper road
 - parks and reserves
 - Auckland Council land (*other than parks / reserves*)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:8,750 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.6 Connection 6 - Pine Harbour to Whitford and forest

Location and description

The connection follows the 'recreational trail' marked out as part of Whitford Plan Change 8. It starts in Pine Harbour and goes over the Jack Lachlan Esplanade Reserve and follows the coastline adjacent to Formosa, the proposed Ahuareka Village and those properties bordering the Waikopua Estuary. The connection branches inland at Ahuareka to Whitford Maraetai Road (in addition to Whitford Plan Change 8.). Refer to page 33-34 for sections 6a-6d of Connection 6.

Ecology and cultural considerations

The Waikopua Estuary has intertidal feeding areas for both coastal wading birds and invertebrates. Ahuareka Village land is presently largely pasture, although indigenous coastal broadleaved forest remain in the steep gullies adjacent to Connection 6. On coastal embankments there are copses of pine.

There are recorded historic heritage / archaeological sites within the vicinity of Connection 6 due to the locality within a coastal environment. The majority of these recorded sites are shell middens, with numerous associated pits and terraces and up to two pa sites.

Constraints

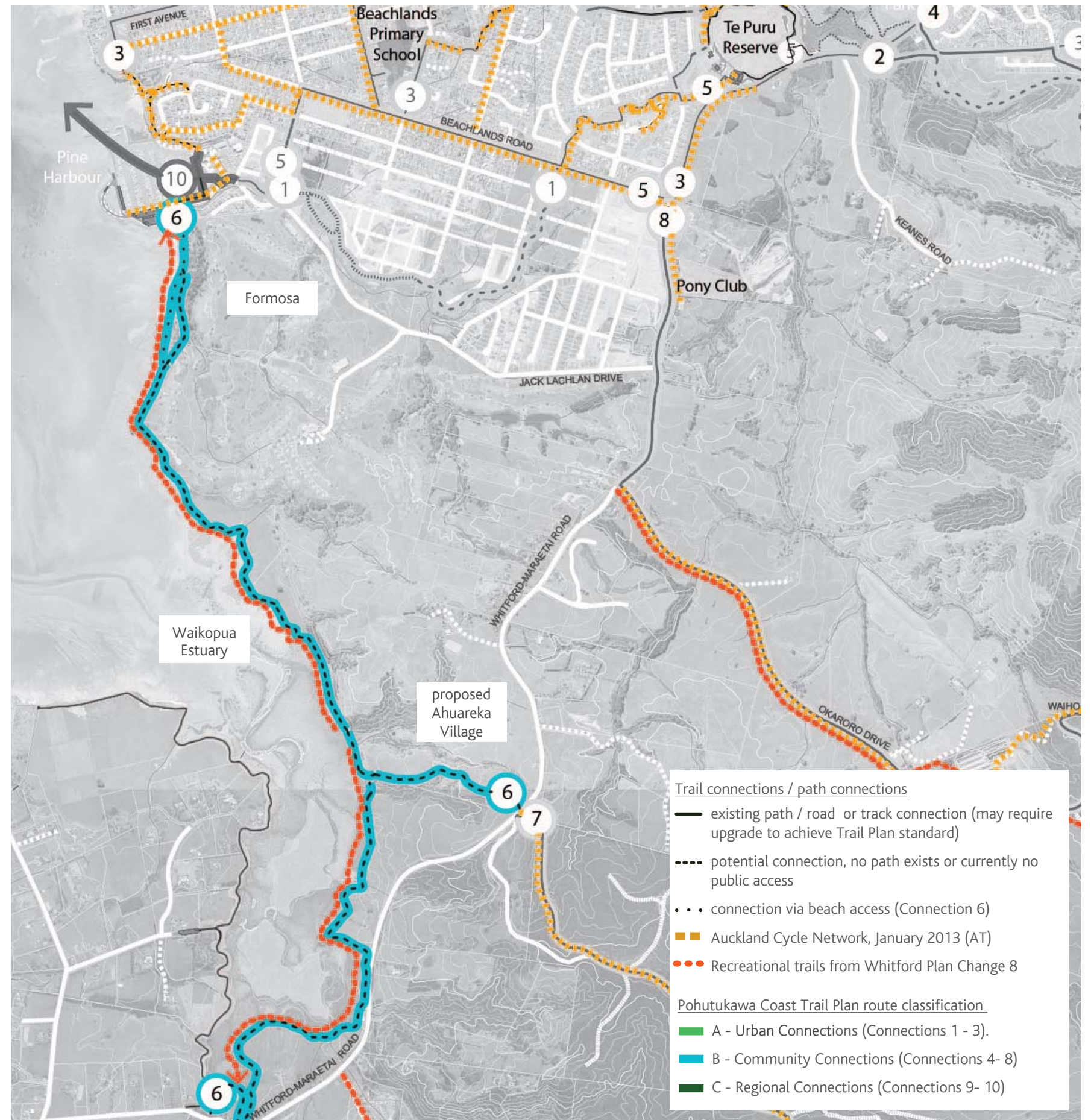
- due to the undulating grade and available space in the coastal environment, the path may need to reduce in width at pinch points
- possible bridging required

Opportunities

- connect to the coastal walkway leading to Porterfield Road Esplanade Reserve
- the trail may also be accessible for horses
- protect and enhance existing natural areas with native planting and pest management.

Deliverables (Refer to plan pages 33-34 for sections 6a-6d)

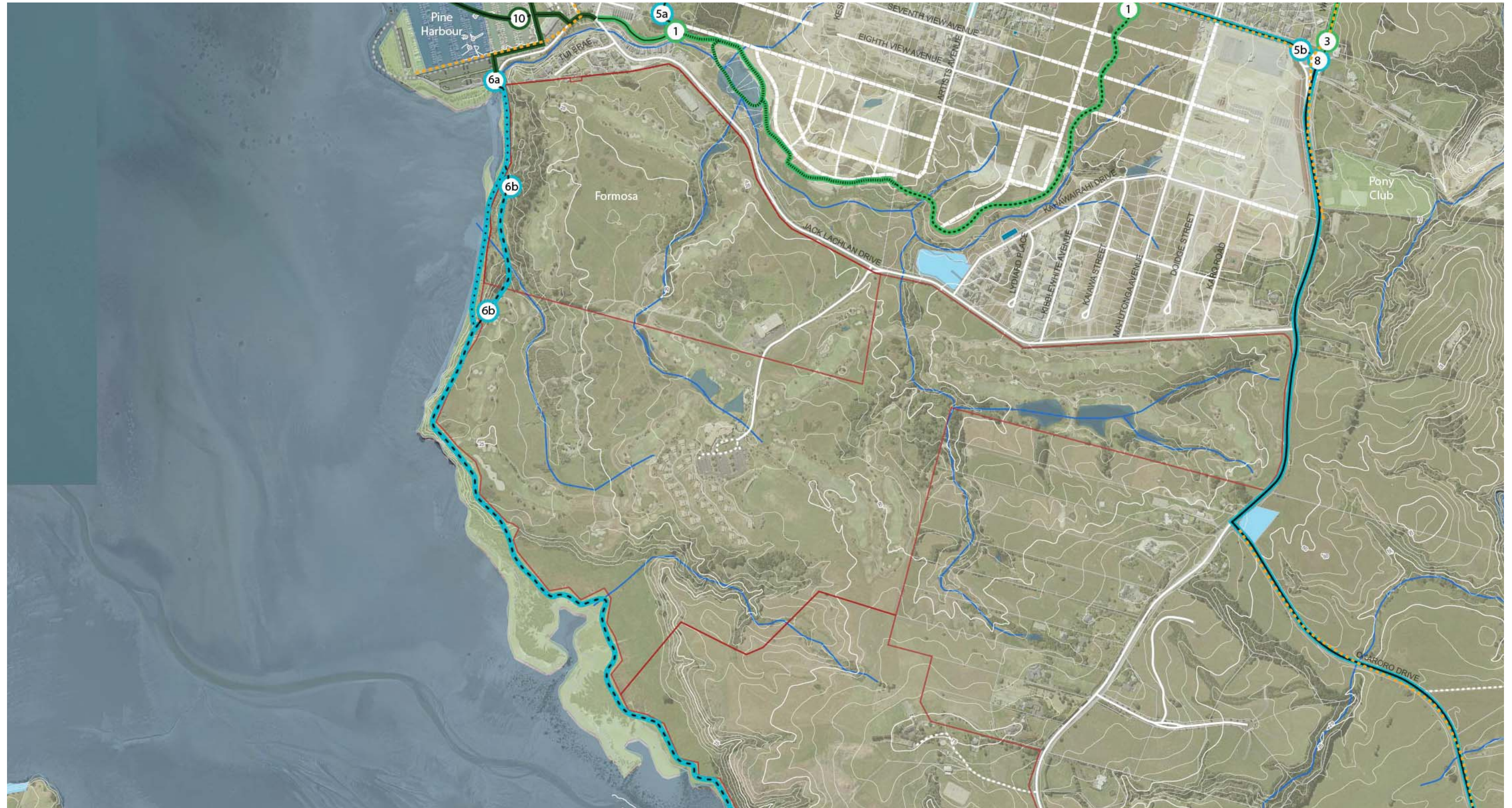
- Connection 6 is 5.25km of coastal walkway
- Section 6b would be an optional route to the foreshore route of 6a, this connection would require an easement at Formosa for 450m of gravel path. Steep grade may also require steps
- Connection 6c is an inland section through the proposed Ahuareka Village is approx 750m and is likely to be delivered as part of the development.



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.6 Connection 6 - Pine Harbour to Whitford and forest



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

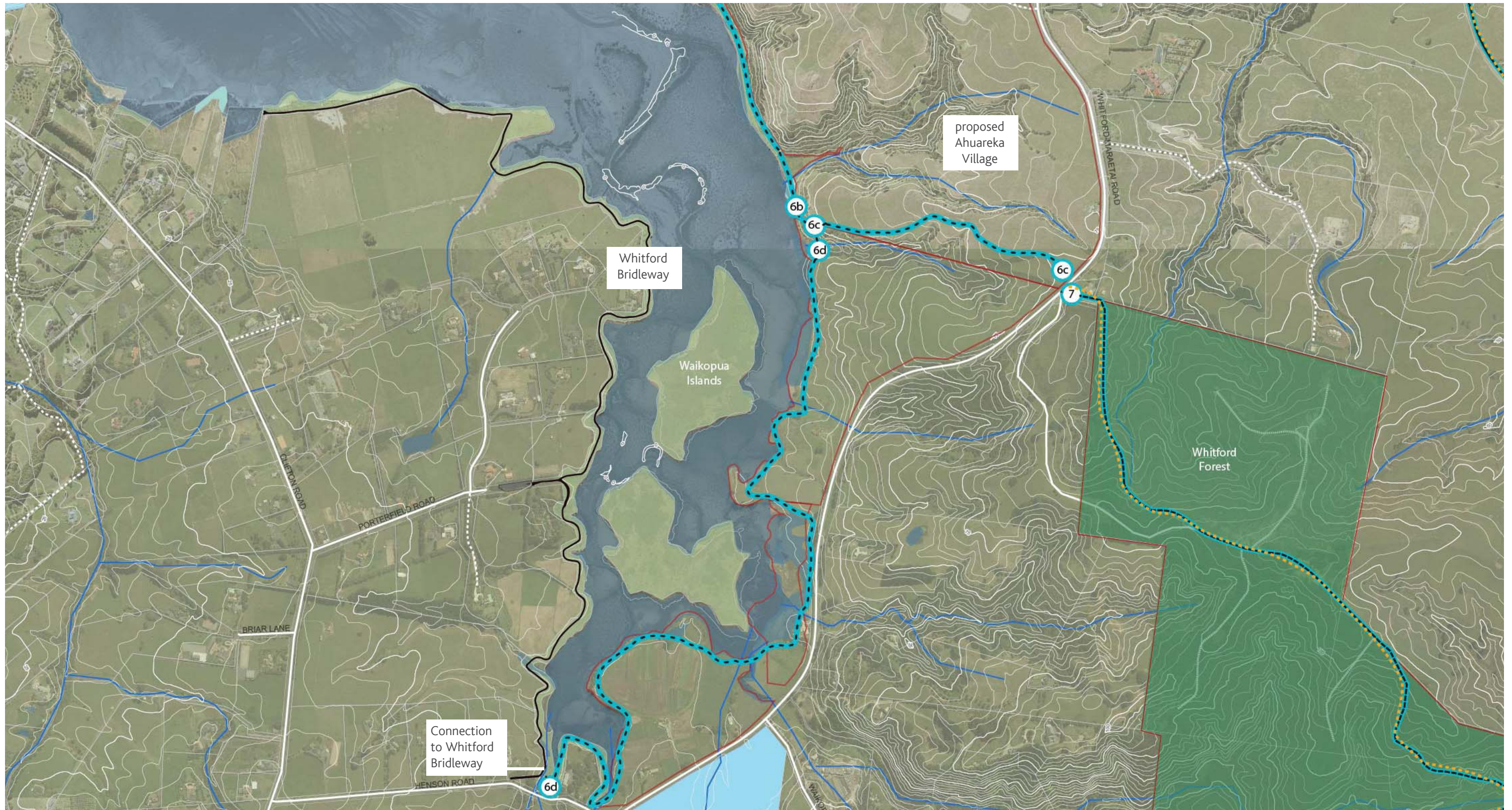
- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:10,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.6 Connection 6 - Pine Harbour to Whitford and forest



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:10,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas

Location and description

Connection through Whitford Forest from the northern Waiho Forest block in Maraetai through to the southern Te Maraunga block via Watercare owned land and one private land title. The connection for the most part follows existing forestry roads and farm tracks. Refer to pages 36-37 for sections 7a-7d of Connection 7.

Ecology and cultural considerations

Largely pine plantation or pasture with small areas of native bush around the gullies and the fringes of the pine forests.

Inland routes also have the potential to contain sites related to the pre-European Maori history of the area due to their locality to ridgelines and waterways. Known cultural heritage records here are associated with the gold mining history of the area.

Constraints

- forestry operations in 7a and 7d may restrict public access at times
- requires access across farm land at 7c which is private land
- creating safe multi use of the tracks and existing forestry roads for horse riders, runners/walkers and mountain bikers
- the Waiho and Te Maraunga blocks of Whitford Forest are currently for sale, there is not certainty whether future public access is guaranteed.

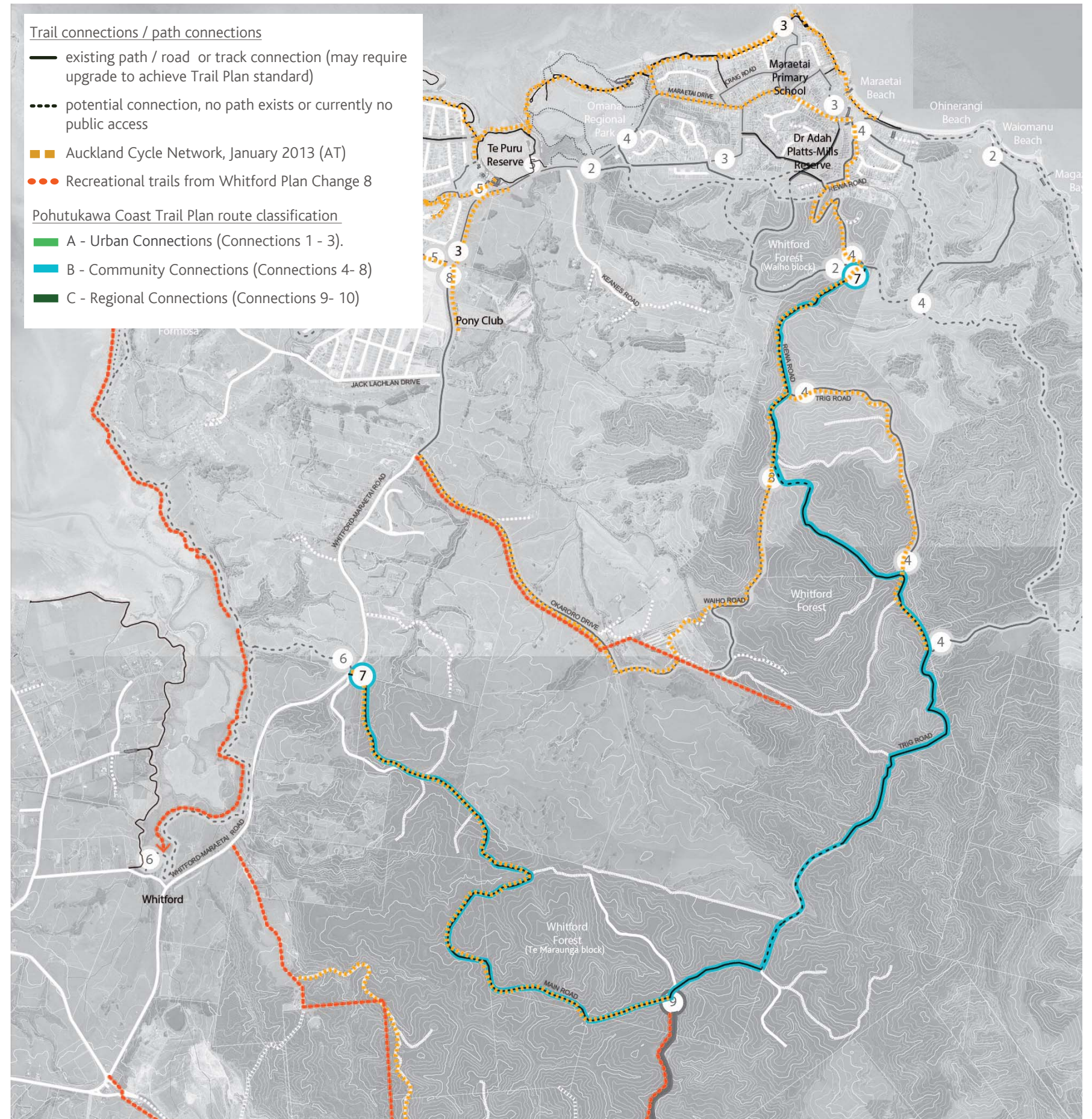
Opportunities

- connect Whitford and Waiho forest areas
- incorporation of mountain bike trails and bridleways
- enhance native bush reserves
- areas of interest for the public: Memory Grove/Ridge Line track/mine shafts/areas of native bush
- has the potential to connect Beachlands/Maraetai with Clevedon and Whitford via forest if easement is granted (also refer Connection 9 Page 41)
- there are no water infrastructure operations near the vicinity of the connection shown - 7d
- a mountain bike trail at the edge of and through the bush in this area.

Deliverables (Refer to plan pages 36-37 for sections 7a-7d)

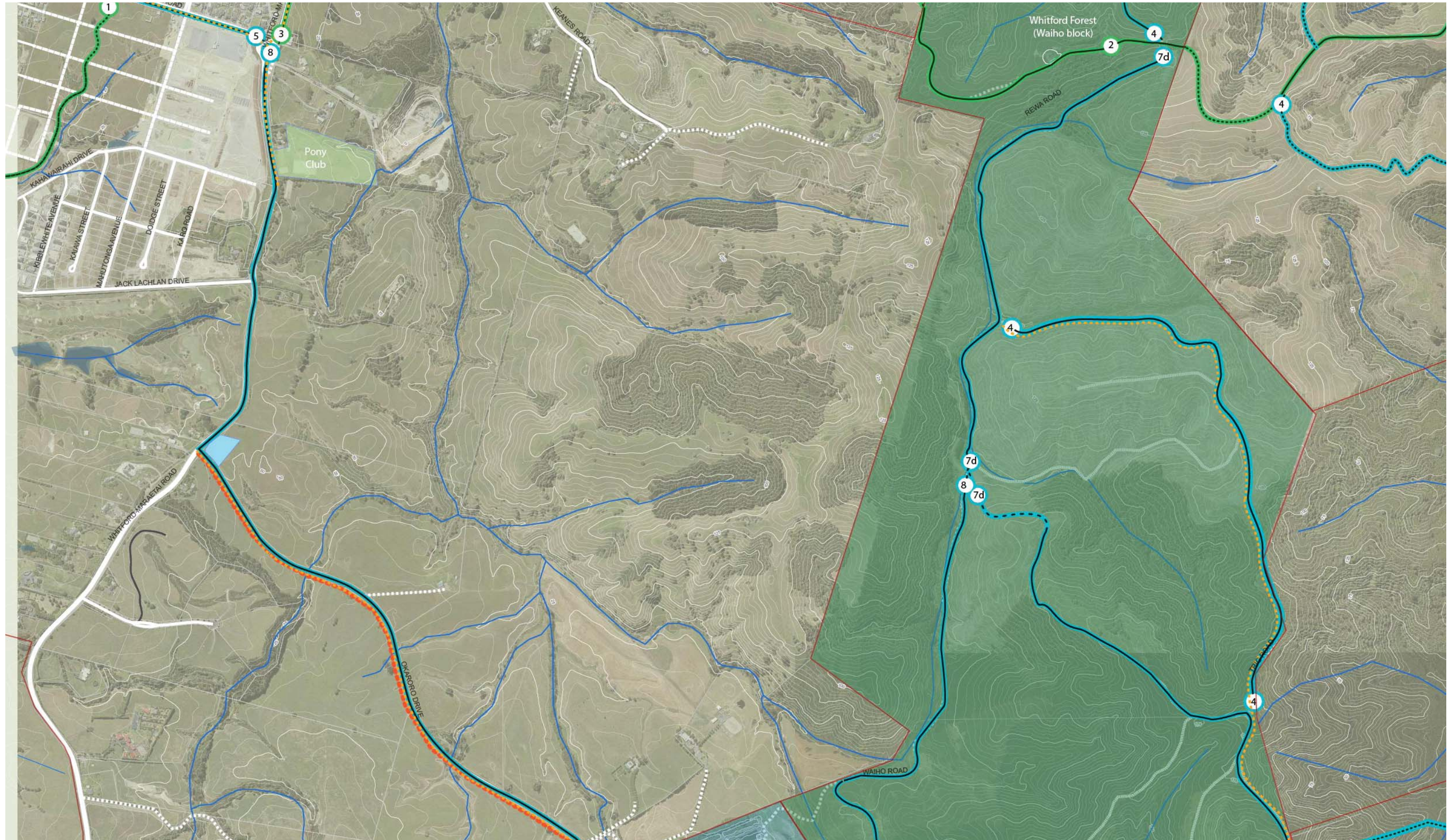
Refer to plan overleaf for the following sections of Connection 7:

- Connection 7a - 5.5km on forestry road of Whitford Forest (private land)
- Connection 7b - 730m on private land, small section of farm track exists, however a new track would be required through native bush for the most part
- Connection 7c - 600m of new track required on Watercare land
- Connection 7d - 4km on forestry road of Whitford Forest (private land)
- Revegetation planting would be extensive.



Pohutukawa Coast Trails - an Aspirational Plan

3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

Auckland Council land (other than parks / reserves)

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

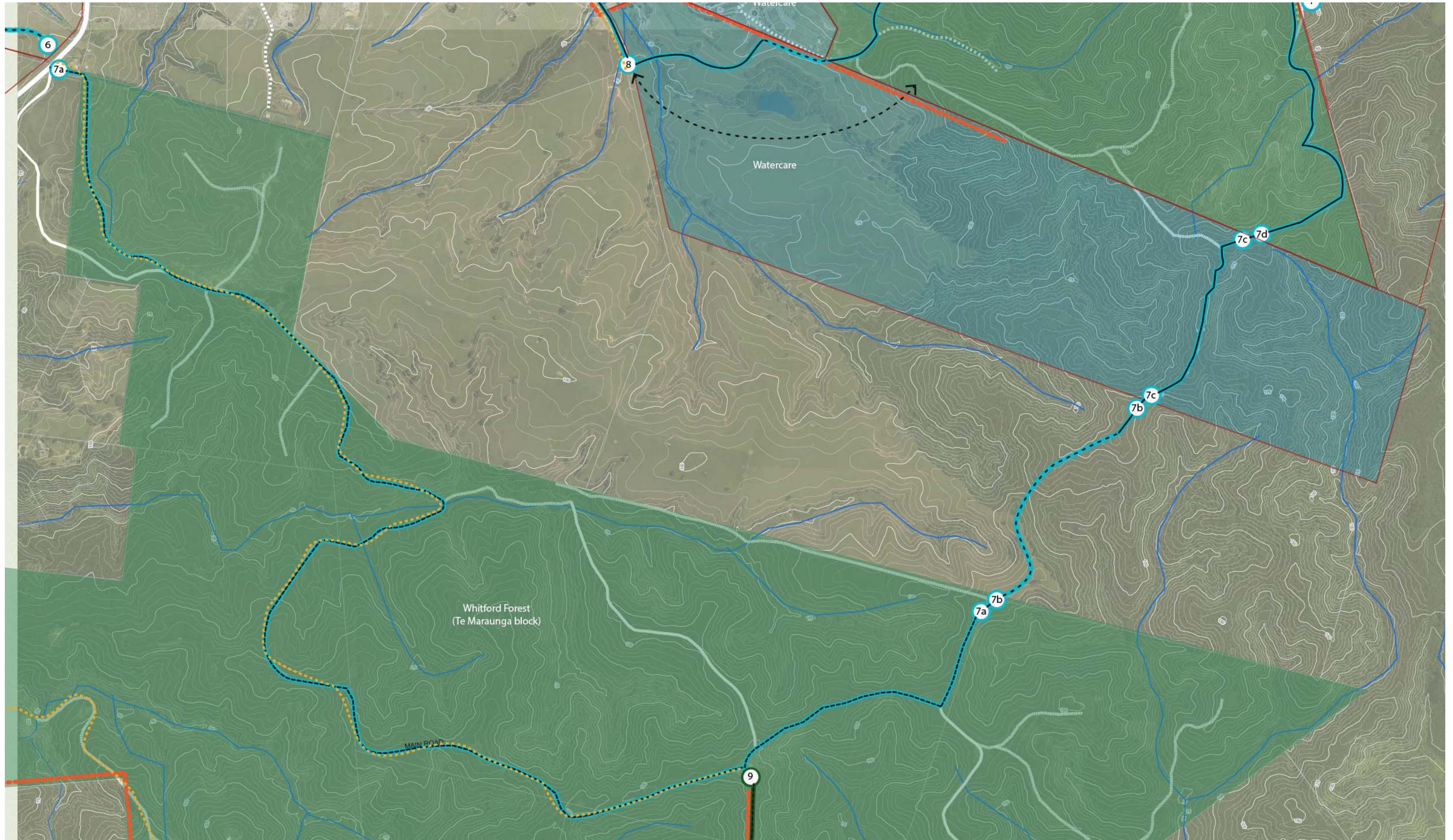
Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4 - 8)
- C - Regional Connections (Connections 9 - 10)

Scale 1:11,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

Land ownership:

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4 - 8)
- C - Regional Connections (Connections 9 - 10)

Scale 1:11,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.8 Connection 8 - Recreational forest loop aspiration

Location and description

Starting from Whitford-Maraetai Road and along Okaroro Road to connect to the existing internal road in Watercare land and up to the Whitford Forest block. This connection forms a recreational loop with Connections 3 (Whitford-Maraetai Road), 2 (Maraetai and Omana) and 7 (Whitford Forest). Refer to pages 39-40 for sections 8a-8c of Connection 8.

Ecology and cultural considerations

Pasture with small areas of native bush around the gullies and the fringes of the pine forests.

Inland routes also have the potential to contain sites related to the pre-European Maori history of the area due to their locality to ridgelines and waterways. Known cultural heritage records here are associated with the gold mining history of the area.

Constraints

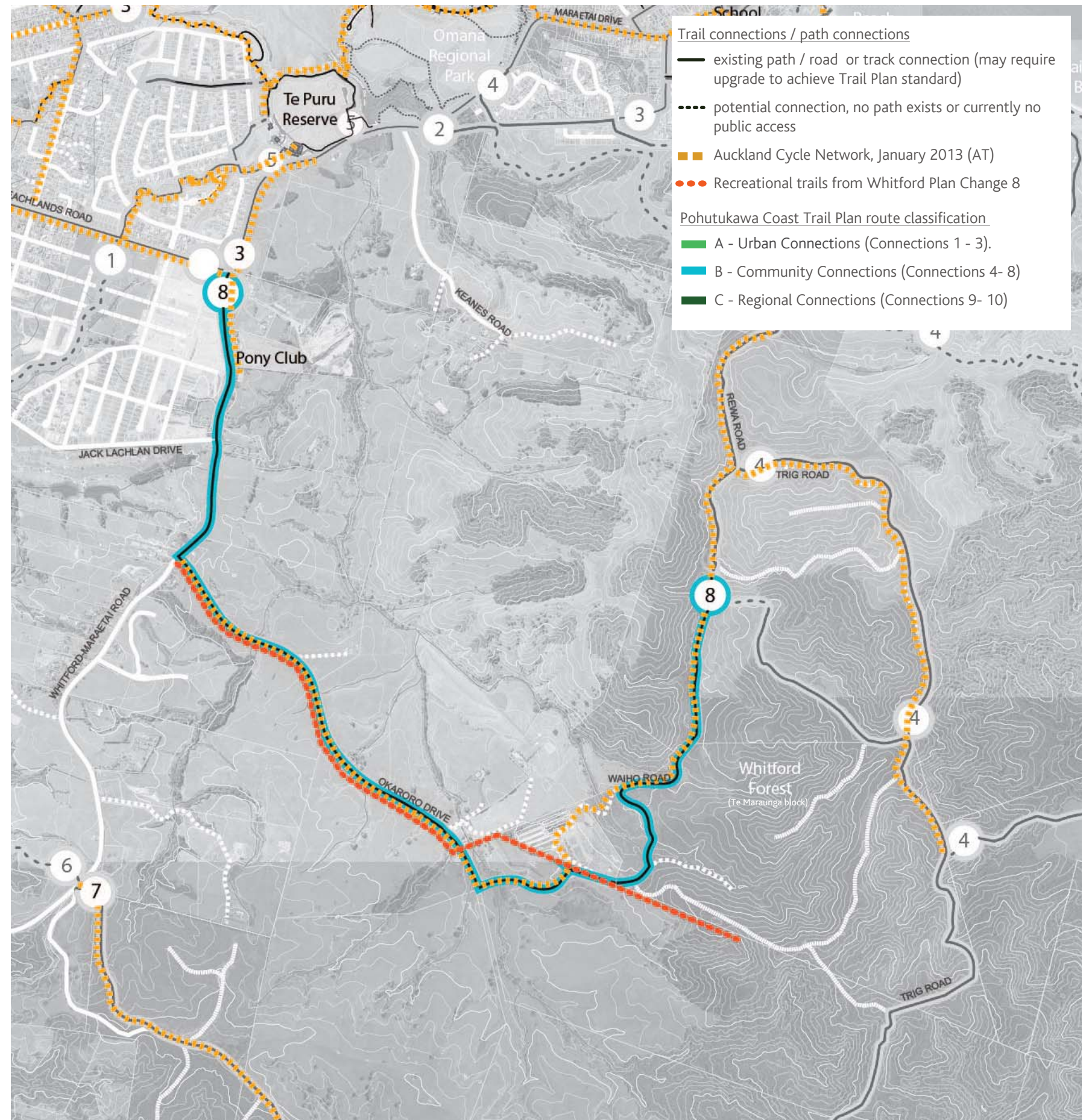
- needs improved access and parking off Okaroro Drive entry point
- forestry operations in 8c may restrict public access at times

Opportunities

- link to Connection 6 through the proposed Ahuareka Village to the coast
- incorporation of mountain bike trails and bridleways
- enhance native bush reserves
- Watercare are supportive of the connection as long as access is not permitted to the northern portion of the site where operations take place around the ponds
- a mountain bike trail at the edge of and through the bush at the rear of the property
- future development in Whitford Forest may present opportunity to create a connection from the forest to Okaroro Drive through land owned by Watercare.

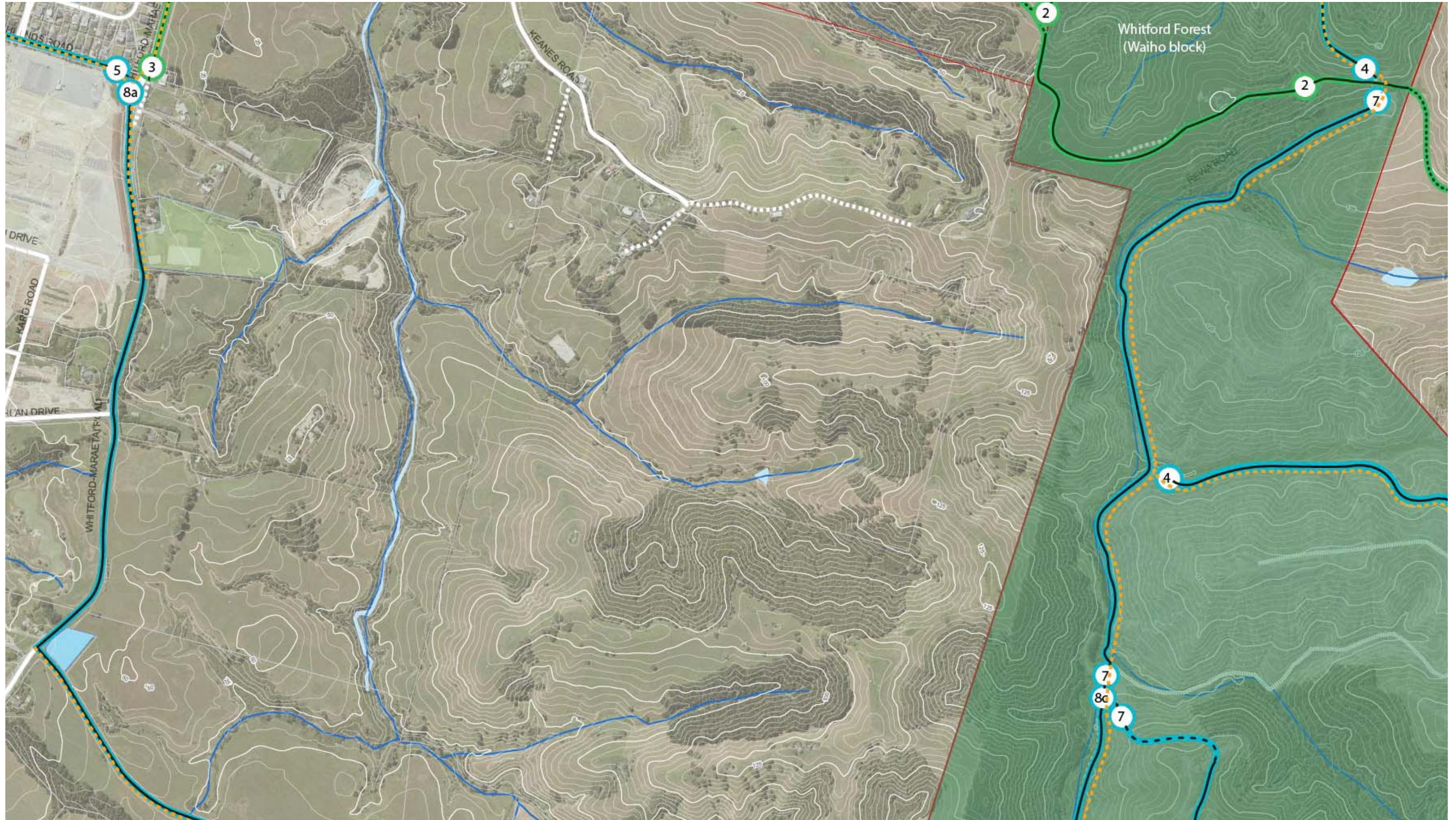
Description (Refer to plan pages 39-40 for sections 8a-8c)

- Connection 8a - 3.3km along Okaroro Drive and along Whitford-Maraetai Road
- Connection 8b - 670m through land owned by Watercare 200m of this would be new track leading from the formed road to the Waiho Whitford Forest block
- Connection 8c - 2km of existing forestry road on the Waiho Whitford Forest block.



Pohutukawa Coast Trails - an Aspirational Plan

3.8 Connection 8 - Recreational forest loop aspiration



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

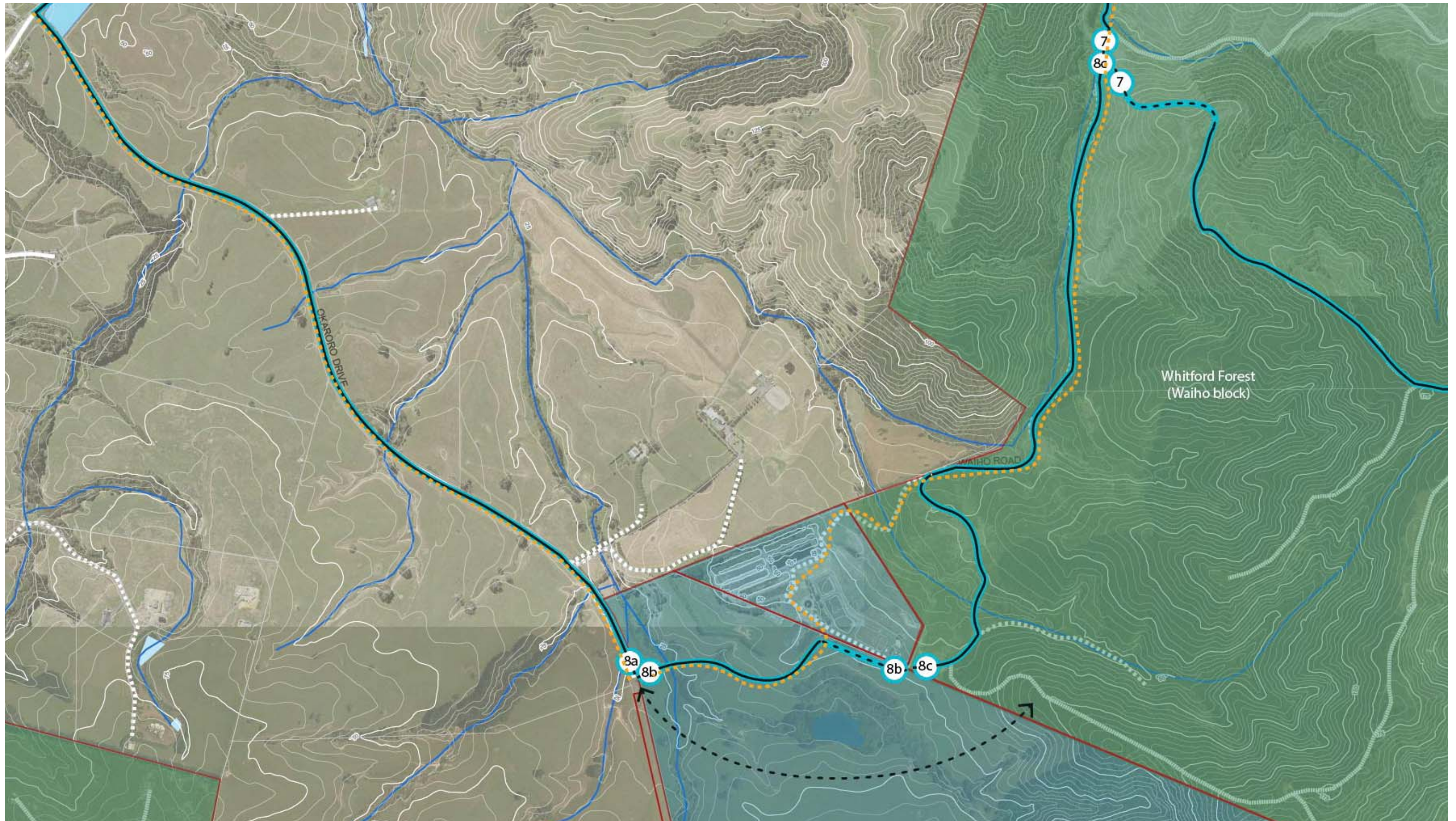
Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4- 8)
- C - Regional Connections (Connections 9- 10)

Scale 1:8,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.8 Connection 8 - Recreational forest loop aspiration



Base information:
 - rivers / streams
 - roads
 - parks and reserves
 - track or paper road
 - location of future road (subject to development of Whitford Forest)

- Auckland Council land (other than parks / reserves)
 - Watercare land
 - forestry land
 - land parcels where a connection would require easement

Trail connections / path connections
 - existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification
 - A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:8,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.9 Connection 9 - Connections to Te Araroa (National trail) from Beachlands/Maraetai to Clevedon

Location and description

Connection along Main Road (forestry road) with potential to connect to Clevedon Scenic Reserve and onward to Te Araroa (National Trail), from Kimpton Road.

Ecology and cultural considerations

The connection itself is through pine plantation and patches of native bush to the west, and regeneration bush to the east. The southern end of the connection meets Clevedon Scenic Reserve, owned by the Department of Conservation. The reserve contains dense vegetative cover, mainly lowland broadleaf forest, including taraire, puriri, kohekohe and karaka.

The reserve also contains ecologically valuable stands of trees belonging to the conifer/podcarp group, as well as a viable population of king fern, is on the decline.

Constraints

- forestry operations may restrict public access at times

Opportunities

- connect to the Te Araroa in Clevedon Scenic Reserve
- revegetation in areas of retired pine forest to connect up to the lowland broadleaf forest at Clevedon Scenic Reserve.

Base information:

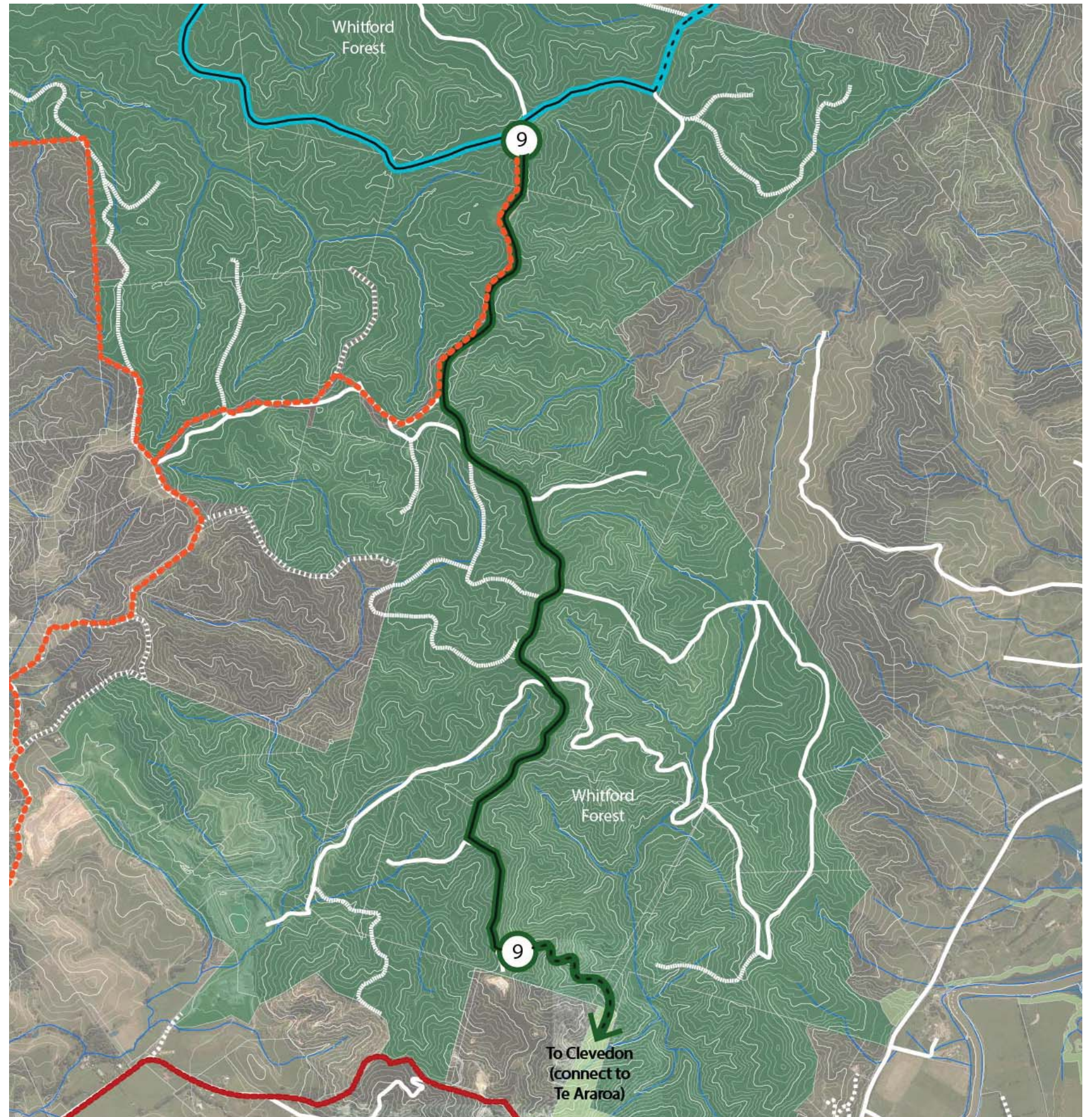
- rivers / streams
- roads
- Watercare land
- Auckland Council land (other than parks / reserves)
- land parcels where a connection would require easement
- Recreational trails from Whitford Plan Change 8
- Te Araroa Walkway
- parks and reserves
- track or paper road
- forestry land

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4- 8)
- C - Regional Connections (Connections 9- 10)



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.10 Connection 10 - Pine Harbour ferry connections

Location and description

Connection at Pine Harbour via ferry to Auckland.

Ecology and cultural considerations

The coastal environment

Constraints

- the bike storage on the ferry is exposed to salt spray - this damages the bikes, which is a deterrent for passengers wishing to carry a bike

Opportunities

- potential to be regionally connected to north/west e.g. visitors from greater Auckland visiting via the ferry
- the ferry service at Pine Harbour could provide walking and cycling connections to north and central parts of Auckland
- encourage more commuters to use the ferry following upgrades

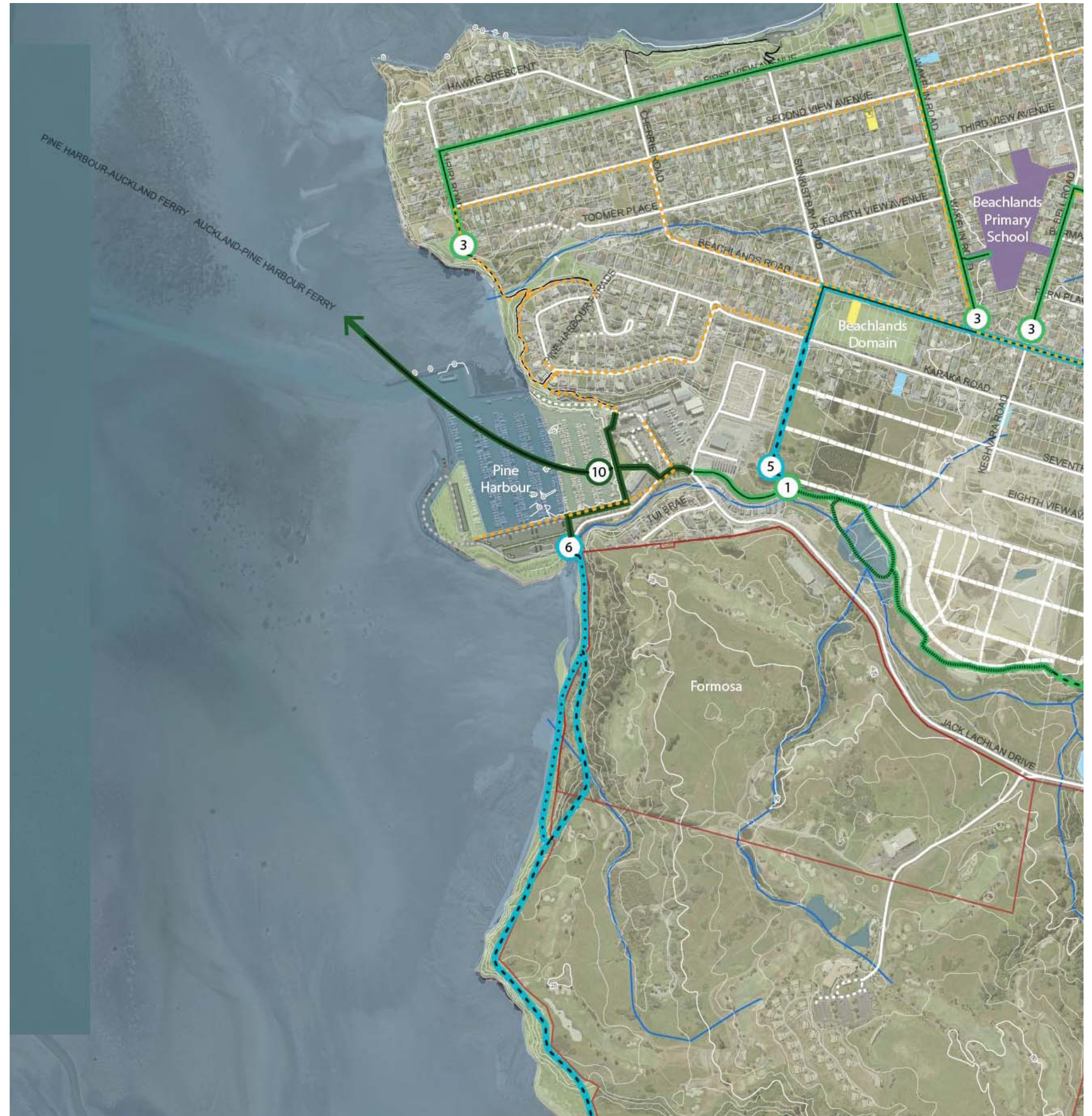
Deliverables

- Bike facilities require upgrading, both storage at the ferry terminal and on the ferry.

- Base information:**
- rivers / streams
 - roads
 - Watercare land
 - Auckland Council land (other than parks / reserves)
 - parks and reserves
 - forestry land
 - track or paper road
 - land parcels where a connection would require easement
 - Recreational trails from Whitford Plan Change 8
 - Auckland Cycle Network, January 2013 (AT)

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - path connection in progress (Connection 1)
 - low tide connection (Connection 6)

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)



Pohutukawa Coast Trails - an Aspirational Plan

4.0 Next Steps

Pohutukawa Coast Trails - an Aspirational Plan

4.1 Implementation

Successful implementation of the plan will rely on a co-ordinated approach between the community, the Pohutukawa Coast Trails Steering Group, mana whenua, Auckland Council's Parks, Healthy Waters (Stormwater) and Community and Cultural Policy departments, as well as Auckland Transport. The Walking Access Commission is also able to play a role including providing leadership and advice, facilitating resolution of disputes, and publishing maps and information.

Future detailed planning shall take into consideration best practice guidelines, which include:

- Local Paths Design Guide (Auckland Council)
- Auckland Transport Code of Practice
- Stormwater Code of Practice (Healthy Waters)
- Parkland Design Guidelines (Community and Cultural Policy, Draft)

Related 'best practice' documents such as NZTA's 'Bridging the Gap – Urban Design Guidelines', Department of Conservation's 'Caring for Archaeological Sites' report, and the Ministry of Justice's 'National Guidelines for Crime Prevention Through Environmental Design (CPTED) in New Zealand' shall also be taken into account as designs develop, in addition to all relevant Unitary Plan controls and area-specific policies.

The Pohutukawa Coast Trails Plan is a long-term project, to be developed over the next ten-twenty years and beyond.

4.2 Key Stakeholders

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the plan.

Likely stakeholders, other than those previously mentioned, include:

- Neighbouring local board areas
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- The Walking Access Commission
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest and Bird

Grass-roots community involvement is very important to ensure the ongoing success of the plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, 'adopt a stream/street' groups, fundraising, lobbying and artistic input.



**Leigh Auton
Reserve**

Pohutukawa Coast Trails - an Aspirational Plan

References

Pohutukawa Coast Trails - an Aspirational Plan

Image reference

Cover Page

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