

# Waiuku Te Ara Hikoi

## Waiuku Trails - an Aspirational Plan

December 2017



◀ *Cover image: View of Waiuku Estuary and Sandspit, Waiuku Yacht Club to the left, 2017.*



James Bright Lane, Waiuku, 2017.

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*Waiuku from aerial view, the estuary to the left, King Street in the centre, 2012.*

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## 1.0 Introduction

## 1.1 Purpose of the Document

### Purpose

This document is an aspirational local paths plan for the township of Waiuku, which lies within the Franklin Local Board area. – (such plans were formerly known as Greenways Plan).

The Waiuku Trails plan includes proposals for walking and cycling trails linking the foreshore area, open space, esplanade reserves, parks and residential streets with key destinations and the heart of Waiuku town centre itself. 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. It is part of the wider Auckland Council local paths initiative.

### Working with mana whenua

The Waiuku district has for many centuries provided a location of major significance to Māori, principally due to its positioning close to the Waikato River, the Tasman sea and the Manukau Harbour. Apart from the strategic considerations such a position confers, Waiuku has also provided abundant sources of sustenance from the sea and through cultivation of the land.

The Trails Plan, through continuing engagement with Ngati Te Ata Waiohau, will in its implementation, respect cultural sensitivities, and acknowledge in an appropriate manner the sites in the many locations previously occupied by Māori.

### Visionary document

Local paths plans, similar to this, have been successfully developed both in New Zealand and throughout the world. New Zealand examples include the Pohutukawa Coast Trails plan within the Franklin Local Board area and 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:

- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN);
- New Zealand Transport Authority (NZTA) proposals such as the Southern Corridor Improvements Project;
- Learn to ride initiative led by Auckland Transport at View Road School;
- Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area, July 2015.

## 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 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
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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
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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
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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 Waiuku Trails as one of the first priority areas. 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 6 aspirational connections within Waiuku, totalling approximately 16km of trail connections. These connections were developed by the Waiuku Trails Steering Group, and supported by the local community during consultation in March 2017. The aspirational connections area as follows:

- Section A - Western Trail
- Section B - Central Trail
- Section C - Eastern Trail
- Section D - Southern Trail
- Section E - Town Loop
- Section F - Portage Connection

Further details on the 6 trails are shown on pages 20-36.

## 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.

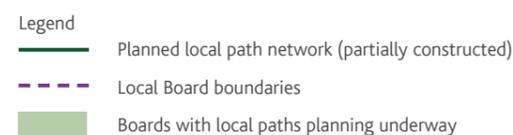
In rural areas bridle paths may form an important element of a local paths plan.

Implementation of the plan, apart from providing local linkages and recreational trails, will on a regional scale 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



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.

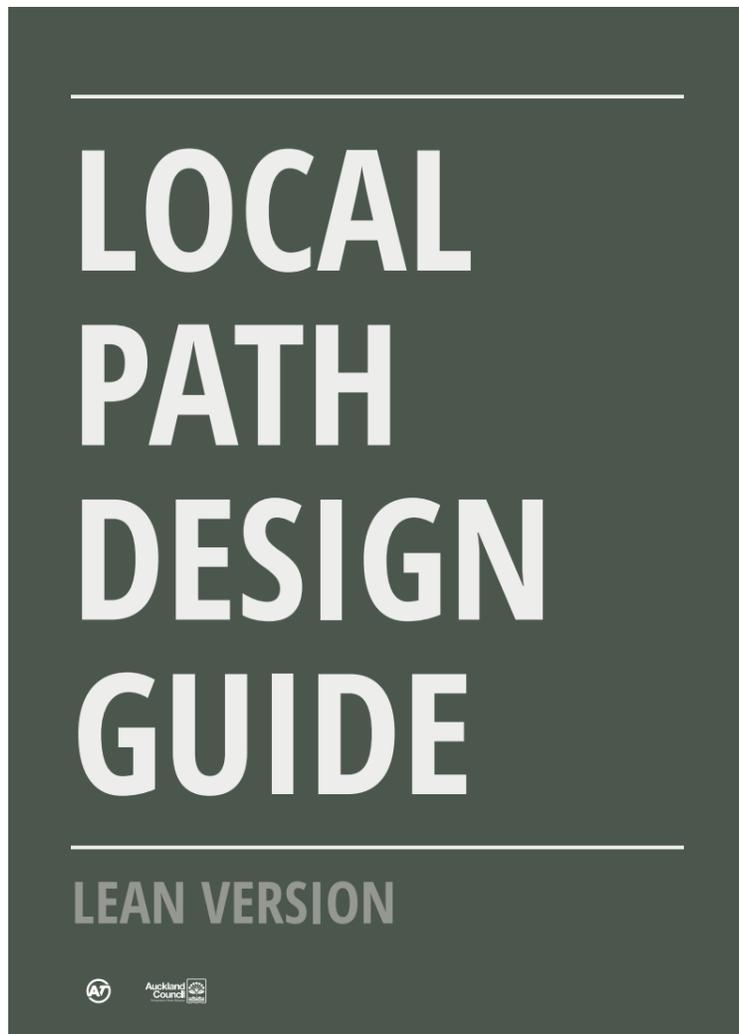


Cultural, educational and ecological opportunities

## 1.4 Local Path Design Guide

### Positioning local paths the Waiuku 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 Waiuku 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.

<b>Vehicle Volume:</b>	1,000 - 1,500
<b>Vehicle Speed (km/h):</b>	30-40
<b>Arterial Road Crossings:</b>	50-100 per hour
<b>Accessibility + Safety:</b>	Ministry of Justice 7 Qualities of Safe Spaces
<b>Green Infrastructure:</b>	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.

<b>Vehicle Volume:</b>	N/A
<b>Vehicle Speed (km/h):</b>	N/A
<b>Arterial Road Crossings:</b>	N/A
<b>Accessibility + Safety:</b>	20km/h design speed / 20m sightlines & stopping distance
<b>Green Infrastructure:</b>	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.

<b>Vehicle Volume:</b>	1,500+
<b>Vehicle Speed (km/h):</b>	40-60
<b>Arterial Road Crossings:</b>	50-100 per hour
<b>Accessibility + Safety:</b>	Ministry of Justice 7 Qualities of Safe Spaces
<b>Green Infrastructure:</b>	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.

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

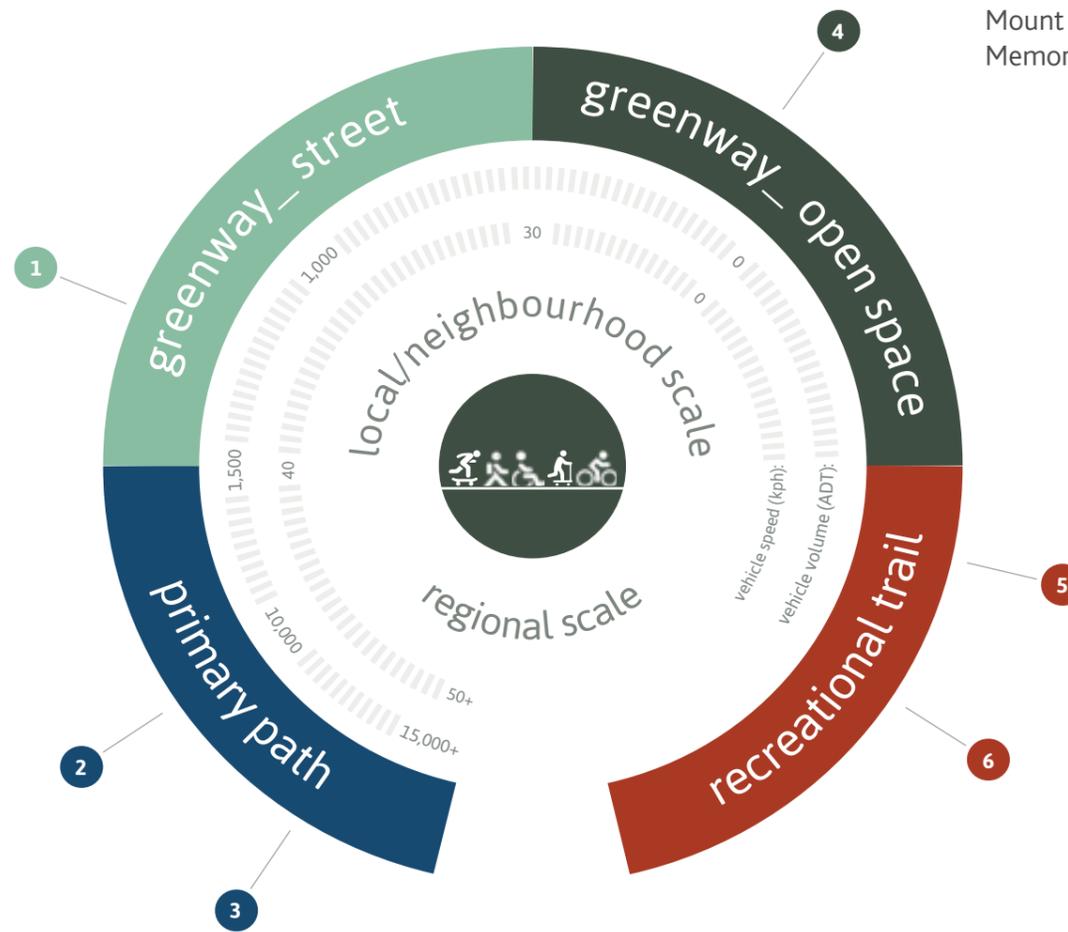
# Positioning Auckland's Walking and Cycling Connections



Sandringham, Auckland



Mount Roskill War Memorial Reserve



Beach Road Cycleway



Mahurangi East Track



Northwestern Cycleway



Henderson Creek / Opanuku Stream



*Waiuku Township, Queen Street located in the centre, 2012.*

## 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 Awhitu Peninsular and southern shores of the Manukau Harbour. It includes a number of inland and coastal settlements such as those on the Awhitu Peninsula, Karaka, Ardmore, Clevedon, Whitford, Maraetai, Kawakawa Bay and Orere Point, as well as the townships of Waiuku, Beachlands and Pukekohe.

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.

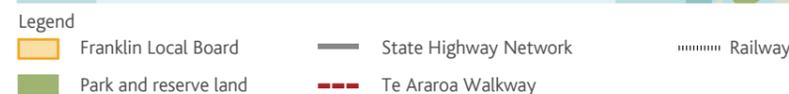
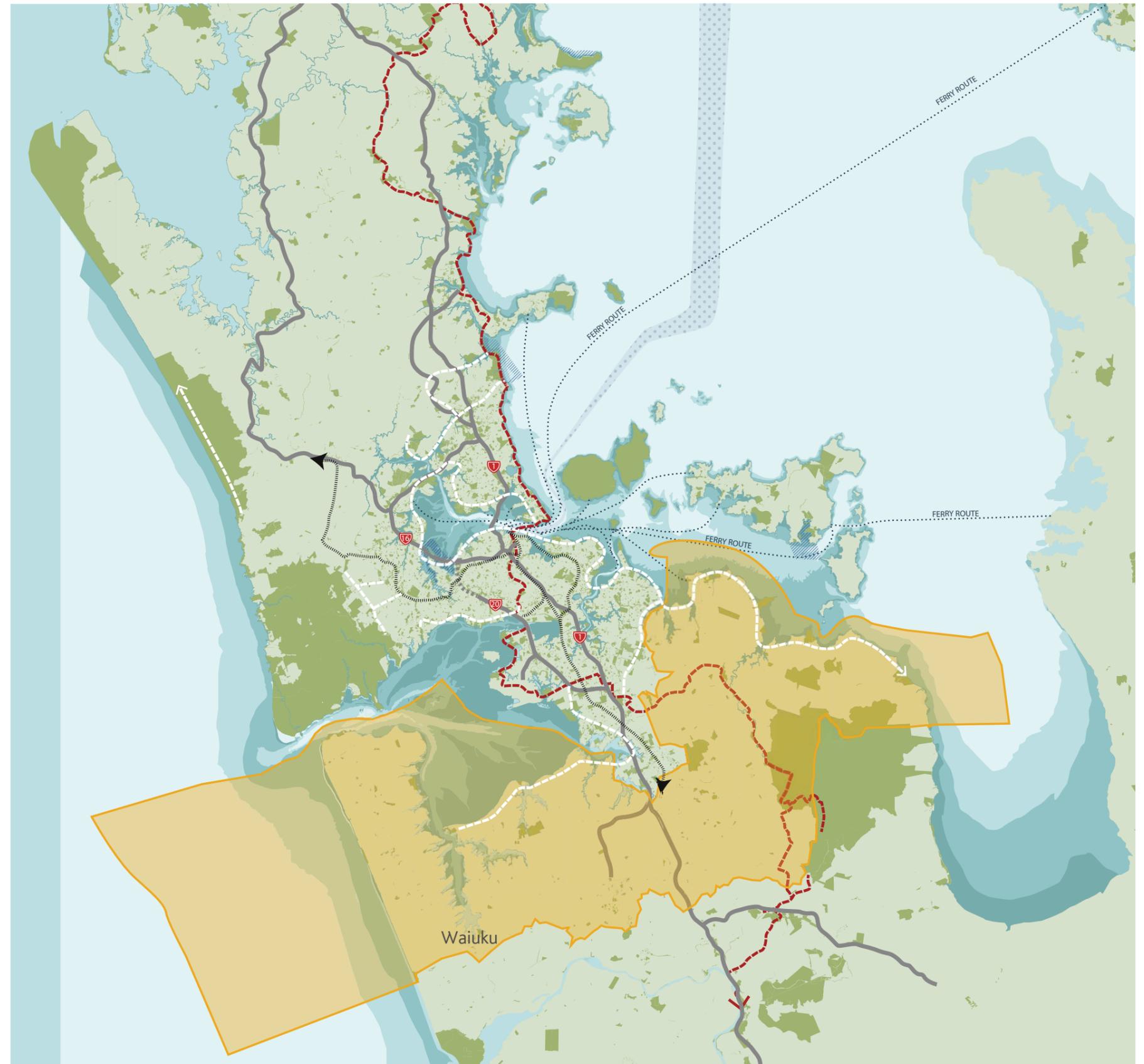
Some of the critical infrastructure supporting Auckland is located in the Franklin Board area such as the water reservoirs in the Hunua ranges, as well as gas, water, electricity and telecommunications lines.

### 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 walking trail, known as 'Te Araroa,' is to be a continuous 3,000 km track spanning the length of New Zealand, with connections from the greater Auckland area to Northland and Waikato. While this route will take some time to develop, and whilst it is located some distance from the Waiuku, there may be future potential for the Waiuku Trails Plan to link with broader connections in Franklin Local Board area that connect with this national trail.



Not to scale



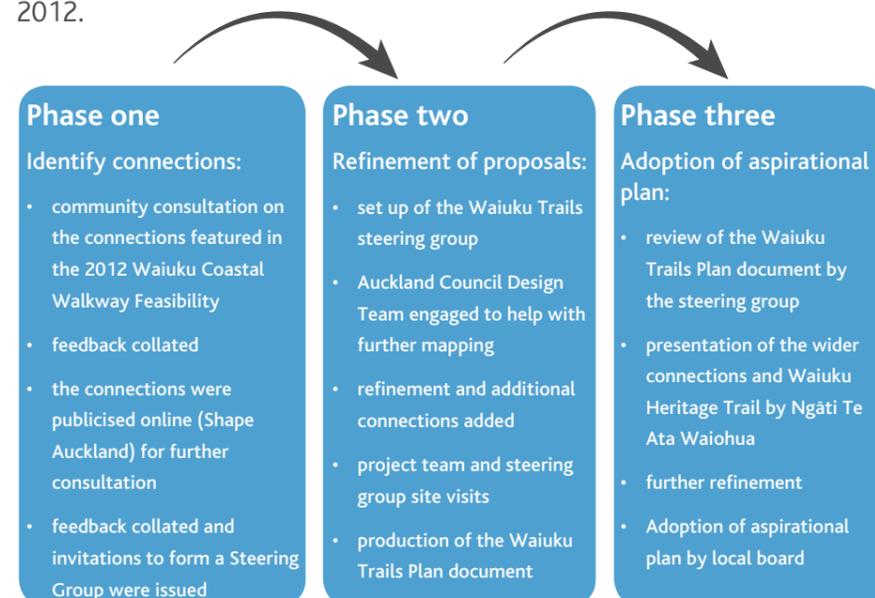
*Waiuku, view of Queen Street, 2012.*

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## 2.0 Methodology

## 2.1 The Process

The Waiuku Trails Plan was developed essentially using the three stage process outlined below. The core of the plan had its genesis in a foreshore coastal walkway proposal commissioned by the Franklin Local Board in 2012.



### Phase one - Public input and identification of connections

Following initial street level consultation in March 2017, the 2012 plan was expanded to include all practicable suggestions received in this consultative process. These included proposals from the many community organisations who were canvassed in the process.

The 2012 plan had been publicised after its completion and the community were generally well informed as to its existence and were entirely supportive of the present initiative. There was no negative response.

In April 2017 the Plan was placed online in Shape Auckland for further consultation and this attracted some 31 separate responses across various sectors of the Community. Again the proposals were met with positive support and enthusiasm. Invitations to form a Steering Group were then issued.

### Phase two - Refinement of proposals

The Waiuku Trails Steering Group was set up, consisting of key stakeholders under the Chairmanship of a local board member. The steering group met monthly to further develop the pathway connections and make the final recommendations on these.

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.

The organisations that formed the steering group were as follows:

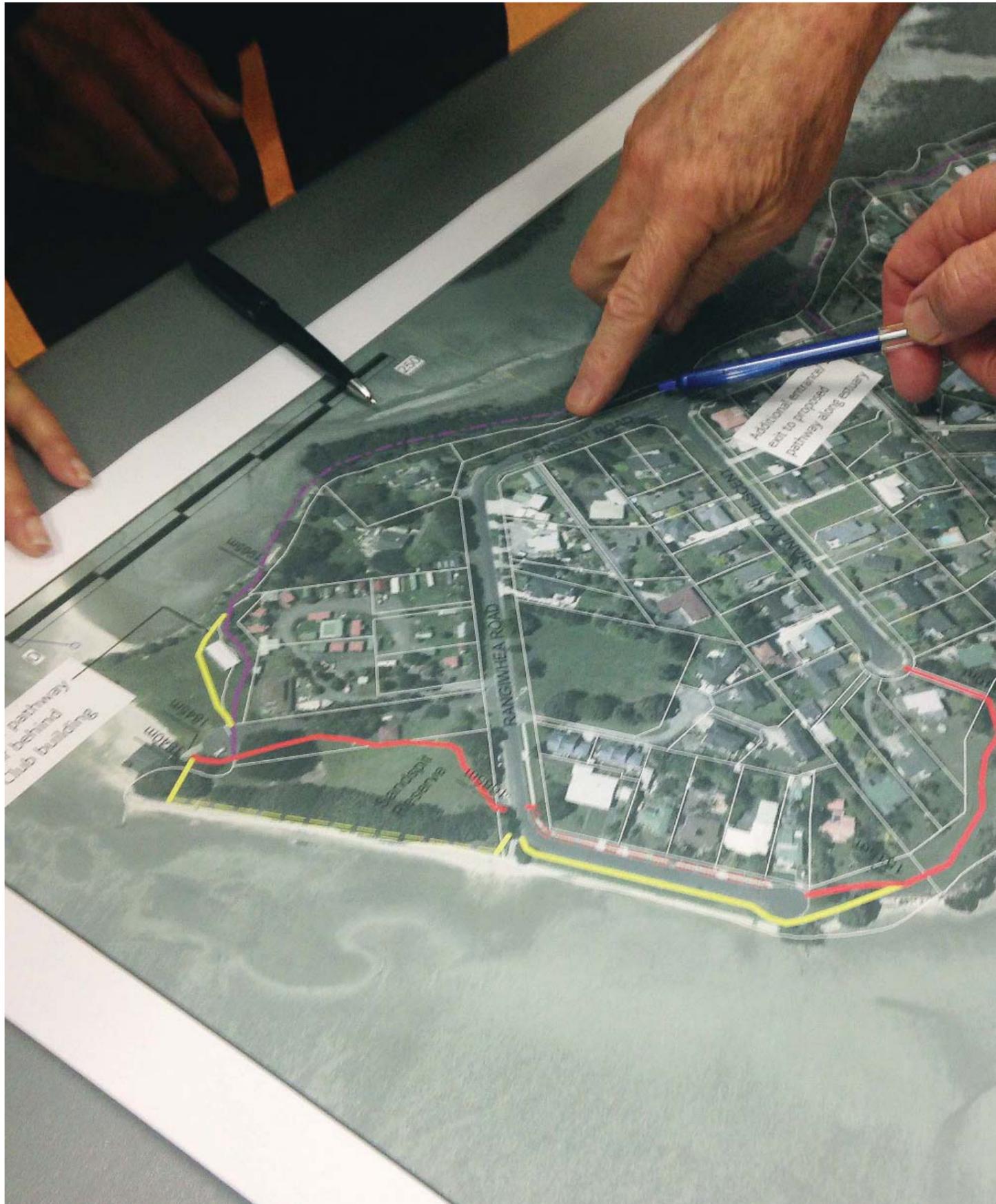
- Ngāti Te Ata Waiohū
- Waiuku Waterfront & Reserves Management Committee
- Waikuku Estuary Restoration Society (The Mudlarks)
- Waiuku Rotary
- Te Marama Hou Ministries
- Waiuku Lions
- Waiuku Museum Society
- Sandspit Road Primary School
- Waiuku College
- Waiuku Yacht Club
- St John's
- West Franklin Community Trust
- Waiuku Golf & Squash Club
- Waiuku Rugby League
- View Road School
- Glenbrook Vintage Railway

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 the existing trails and aspirational trails in Waiuku area were undertaken by the project team and the steering group to gain a better understanding of how the trails can be developed and used.



Open Day for the Waiuku Trails Plan, March 2017.



Waiuku Trails workshop, August 2017.

### Phase three - Adoption of aspirational plan

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

The Waiuku Trails Plan is a long-term project, to be completed in phases as resources permit over the next twenty years and beyond. The trails plan consist of 6 sections, A to F (refer to pages 20-36).



*View of Waiuku from the coast, Rangiwheea Creek on the right, 2012.*

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## 3.0 Aspirational Trails Mapping

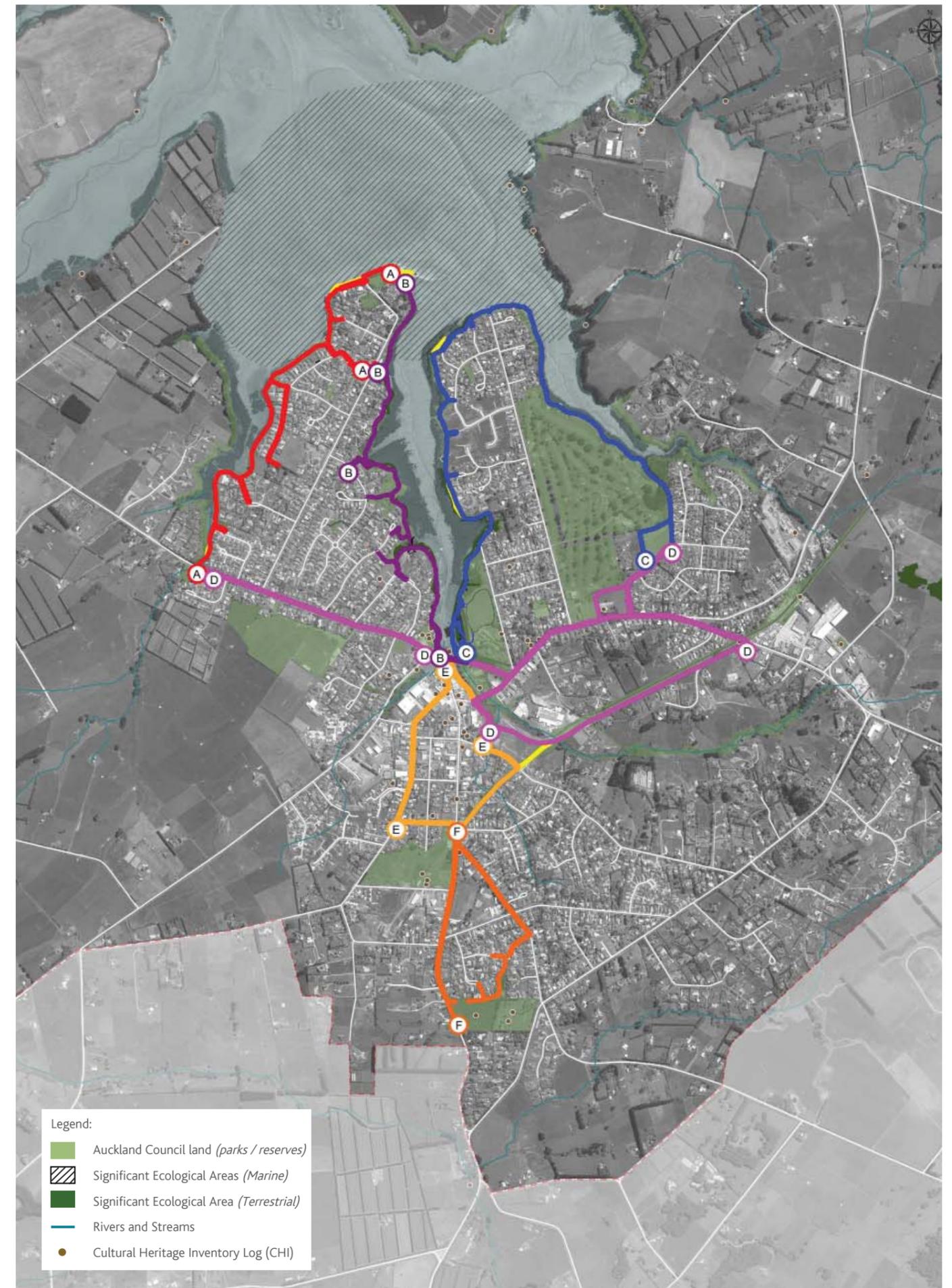
# Waiuku Trails - an Aspirational Plan

## Overall Sheet of the Trail Sections

The Waiuku Trails Steering Group has drafted the trails into 6 sections - Sections A-F. The map adjacent shows the locations of these connections in the wider context. Each section is shown in more detail on pages 20-36. Where alternative connections are shown, feasibility study is recommended to determine the most suitable location.

Refer to the Waiuku Coastal Feasibility Report (June 2012) for further detail for Sections A-C.

- A Western Trail
- B Central Trail
- C Eastern Trail
- D Southern Trail
- E Town Loop
- F Portage Connection
- Alternative route options



# Waiuku Trails - an Aspirational Plan

## Section A - Western Trail

### Location and description

The Western Trail is predominantly on esplanade reserve bordering Rangiwhea Creek. The connection runs generally north/south from the Waiuku Yacht Club and Sandspit Reserve in the north to King Street in the south. There are number of existing east - west connections from the residential street network and Sandspit School to the esplanade reserve.

### Ecology and cultural considerations

This route is located in a Quality-Sensitive Aquifer Management Area, and runs parallel to the Rangiwhea Creek Estuary which is a Significant Ecological Marine Area. The esplanade reserve has sufficient width for a path and planting with out compromising open space amenity, averaging around 20 metres in width.

There is a 'wharf site' located in the esplanade scheduled in the Auckland Council Cultural Heritage Inventory (CHI). While the coastline was of significance to mana whenua, this area does not feature any known archaeological CHI logs.

### Constraints

- Connection along the seawall. The current width is narrow and the path and wall require upgrading. Potential tree root bridges or cantilever boardwalk may be required as connection would fall within the Pohutukawa tree dripline
- Steep and narrow esplanade with dense vegetation at the southern end connecting to King Street. Retaining walls are necessary to ensure that the earthworks required to form the walkway do not impact the private retaining walls above or undermine the boundary.

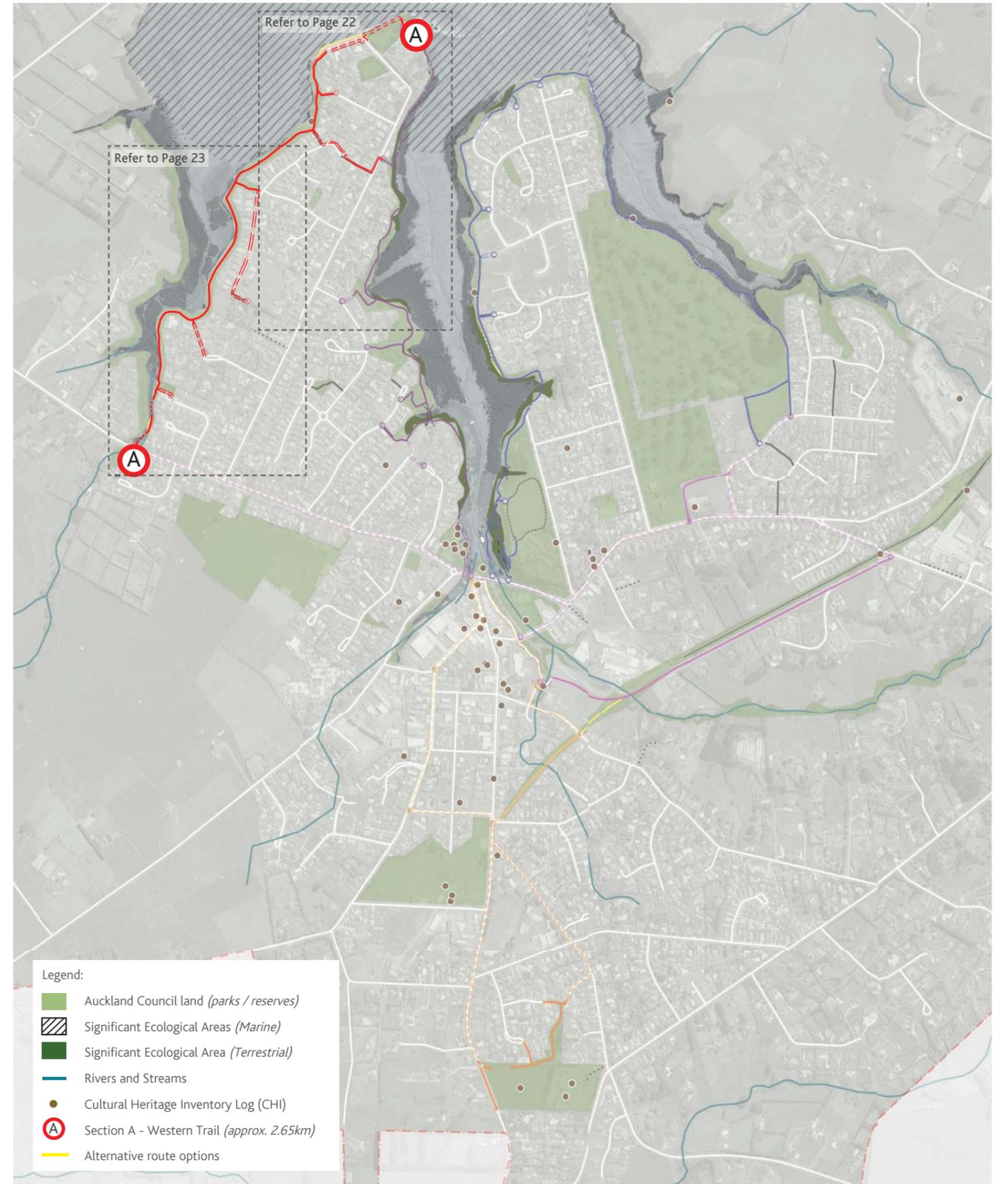
### Opportunities

- Improve the coastal ecology and habitat with appropriate revegetation planting along the esplanade margin

### Deliverables

2km of the connection sits within Auckland Council parks and reserves land and 650m within the road corridor.

Refer to the Waiuku Coastal Feasibility Report (June 2012) for further detail.



not to scale

# Waiuku Trails - an Aspirational Plan

## Section A - Western Trail



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section A - Western Trail



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section B - Central Trail

### Location and description

The Central Trail runs north/south from the Waiuku Yacht Club in the north to King Street in the south on esplanade reserve. It requires a 500m section within the Coastal Marine area on the west coast of Waiuku River. There are frequent east/west connections to the adjacent residential street network including.

### Ecology and cultural considerations

The esplanade reserve is a Significant Ecological Terrestrial Area and Quality-Sensitive Aquifer Management Area.

Tamakae Reserve contains several archaeological and historical sites scheduled under Auckland Council's Cultural Heritage Inventory. The reserve is logged as 'waahi tapu' CHI - a Māori Heritage area as it is significant to Ngāti Te Ata Waiohū and the legend of Tamakae. A carving of Tamakae made from swamp kauri currently stands at the entrance off King Street.

### Constraints

- access restrictions for two options of path connection: around the foreshore or grass adjacent to the Yacht Club will require 'temporary restrictions' on Regatta days
- the connection will need to occur in the Coastal Marine Area in sections where riparian rights and erosion make it difficult to accommodate a shared path connection
- a path exists at Tamakae Reserve. Any earthworks to widen path or further cultural interpretation will require significant mana whenua input as it is a wahi tapu site.

### Opportunities

- restoration of native bush along this coastal edge and improvements to the ecology along SEA.
- historical and cultural interpretation expression/signage opportunities in connection with any works at Tamakae Reserve.

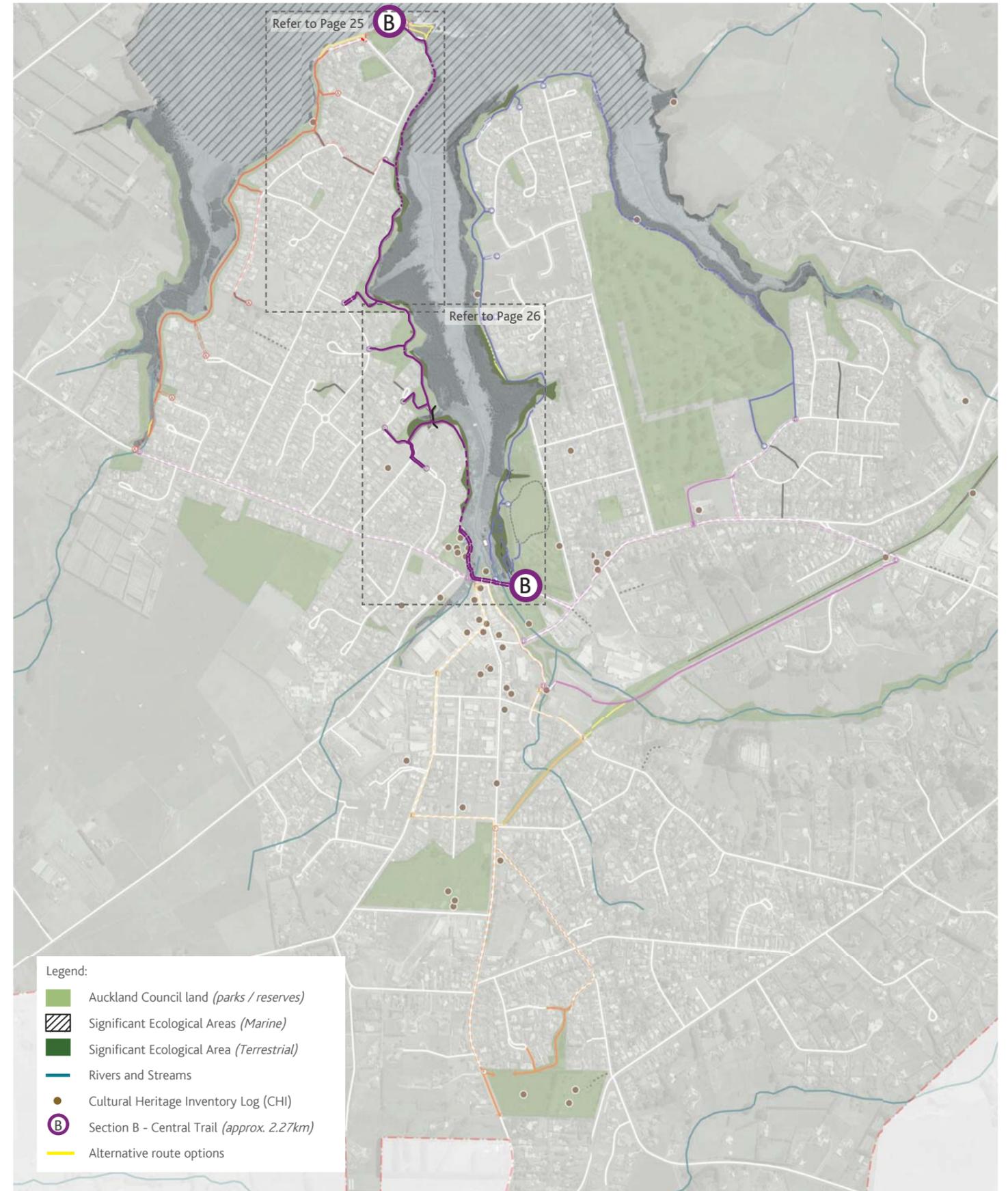
### Deliverables

2.1km of the connection is within Auckland Council parks and reserves land, including a 270m long existing aggregate path to the Historic Village in Tamakae Reserve that would require upgrading. 500m is within the Coastal Marine Area. 170m sits within the road corridor.

There are three options for links around the Waiuku Yacht Club:

- coastal edge path
- path in front of shed
- path behind shed

Refer to the Waiuku Coastal Feasibility Report (June 2012) for further detail.



# Waiuku Trails - an Aspirational Plan

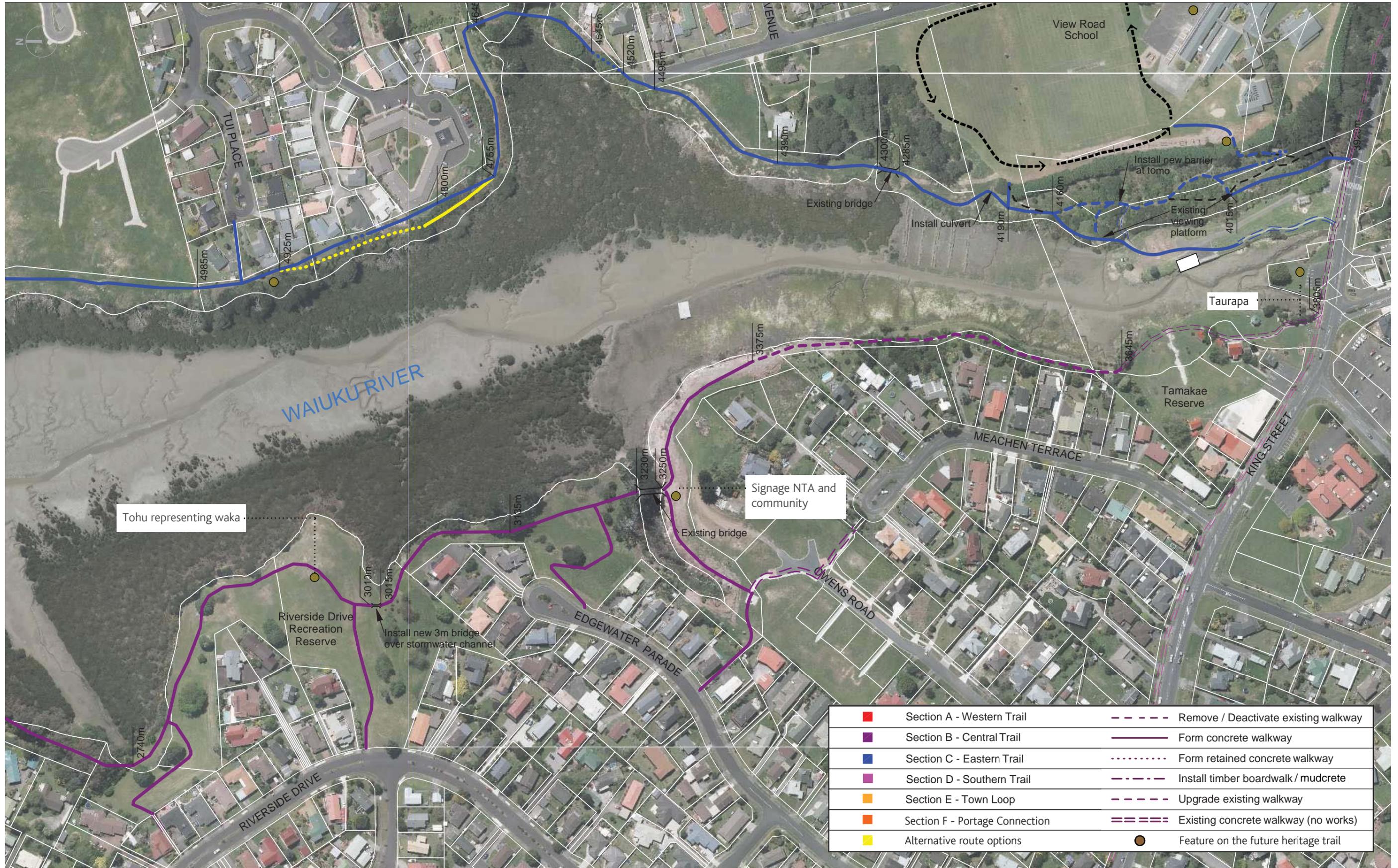
## Section B - Central Trail



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section B - Central Walkway



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section C - Eastern Trail

### Location and description

The Eastern Trail route is generally located on Parks and Reserve land, Esplanade Reserve or the Coastal Marine Area. There is a small section that links to View Road School.

### Ecology and cultural considerations

1km of the connection sits within the Coastal Marine Area. The northern portion of this section is noted as 'Wading Bird' habitat under the Regional Coastal Plan. Wading bird habitat refers to intertidal shore bird feeding areas, which also contain most high tide roosts. The Regional Coastal Plan states: *these areas benefit from remaining mangrove free to secure the long term integrity of shore bird habitat. This type of vegetation can threaten the integrity of high quality feeding and roosting sites.*

There are two 'Midden' sites, a 'wharf' site, four 'tree' sites and 'building sites' scheduled under the Auckland Council Cultural Heritage Inventory.

### Constraints

- Construction in marine environment
- Steep gradient along the east side of the connection along the golf course and esplanade strip. Geotechnical challenges along the Esplanade near Tui Place
- Safety issues for the pedestrians and cyclist around the golf course
- The concrete seawall at the northern end is currently badly scoured

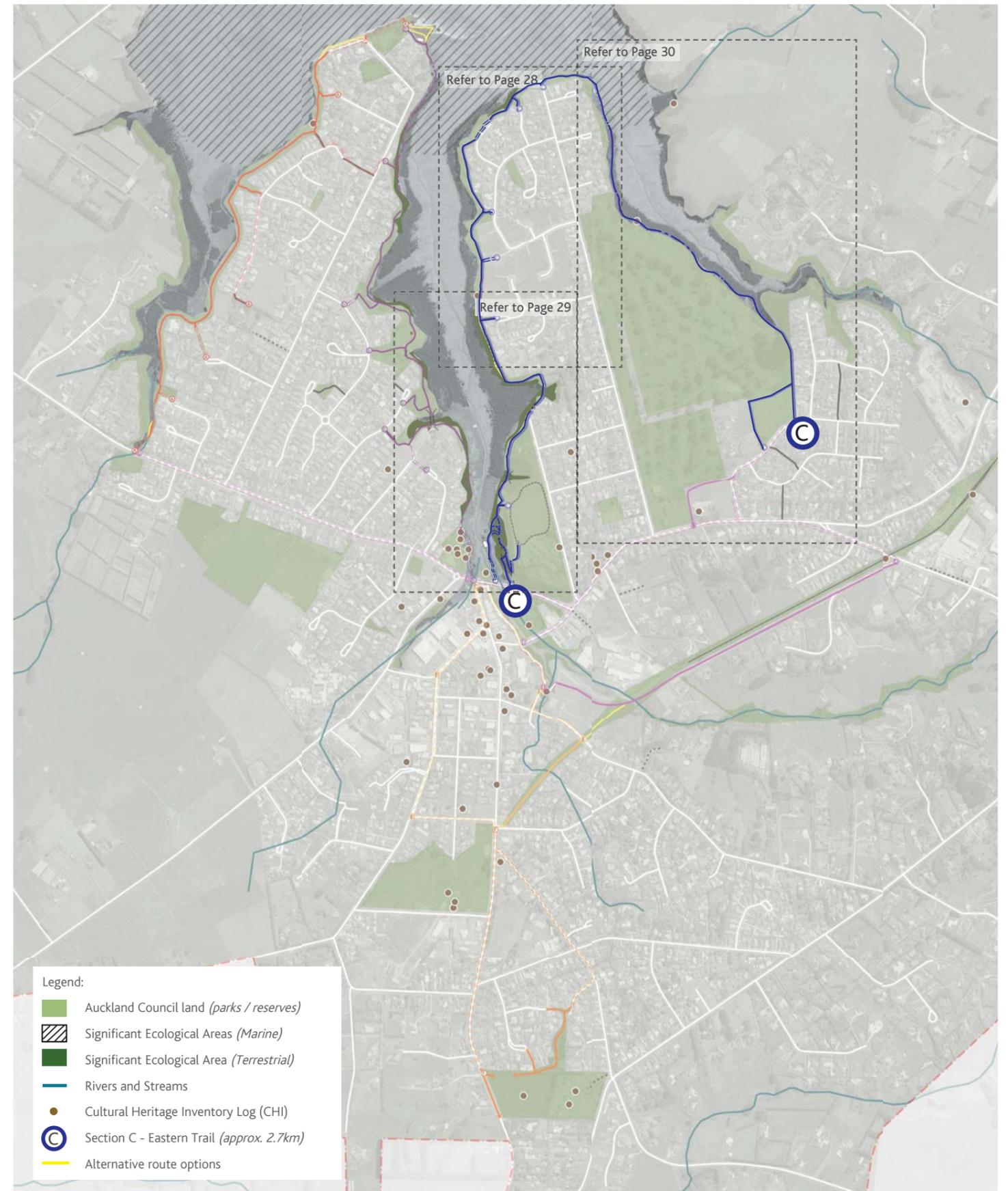
### Opportunities

- weed removal and establishment of native species along the intertidal areas to improve ecology
- historical and cultural interpretation expression/signage opportunities to educate users as to the area's history.

### Deliverables

2.7km of the connection is within Auckland Council parks and reserves land. 1km sits within the Coastal Marine Area.

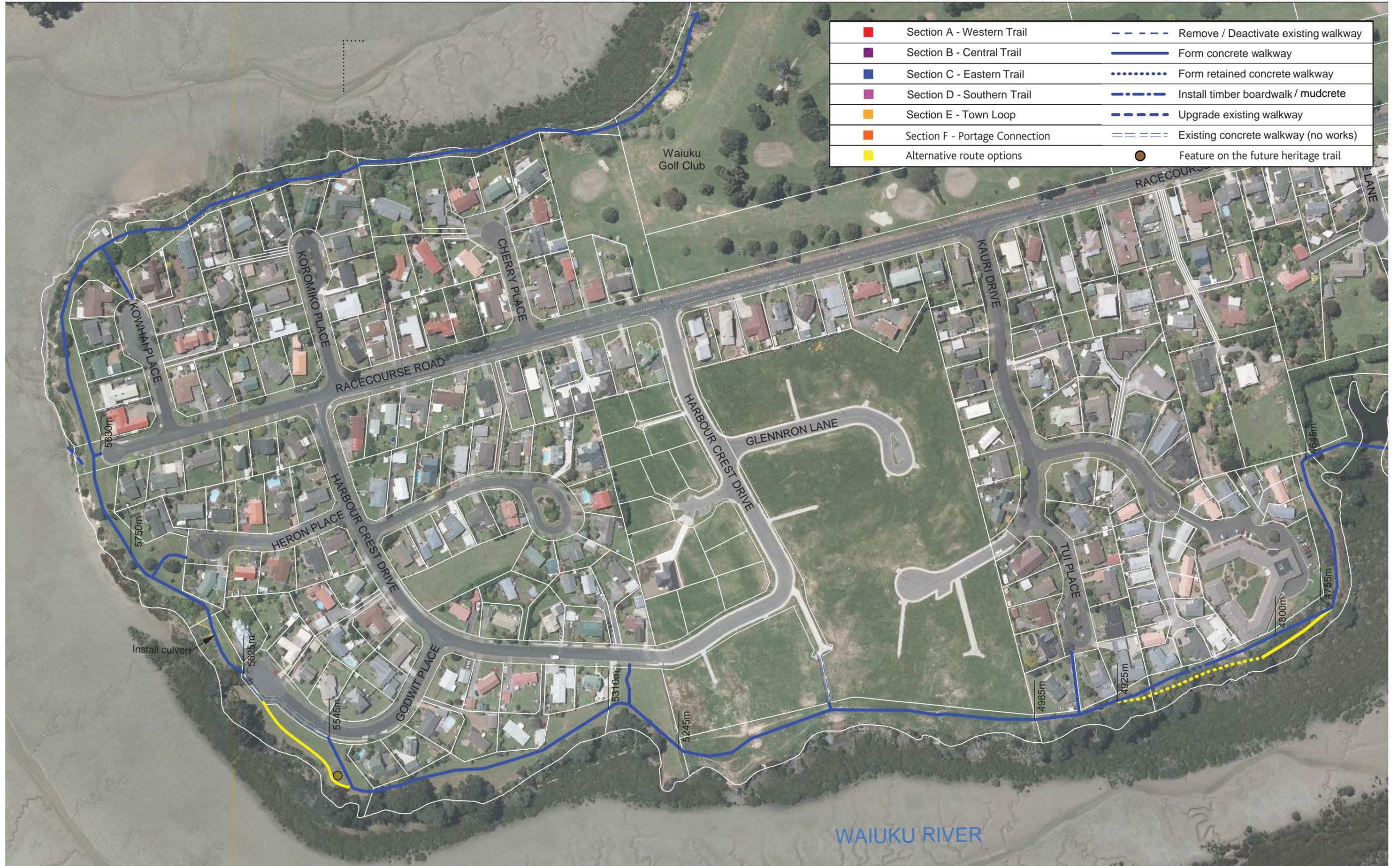
Refer to the Waiuku Coastal Feasibility Report (June 2012) for further detail.



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# Waiuku Trails - an Aspirational Plan

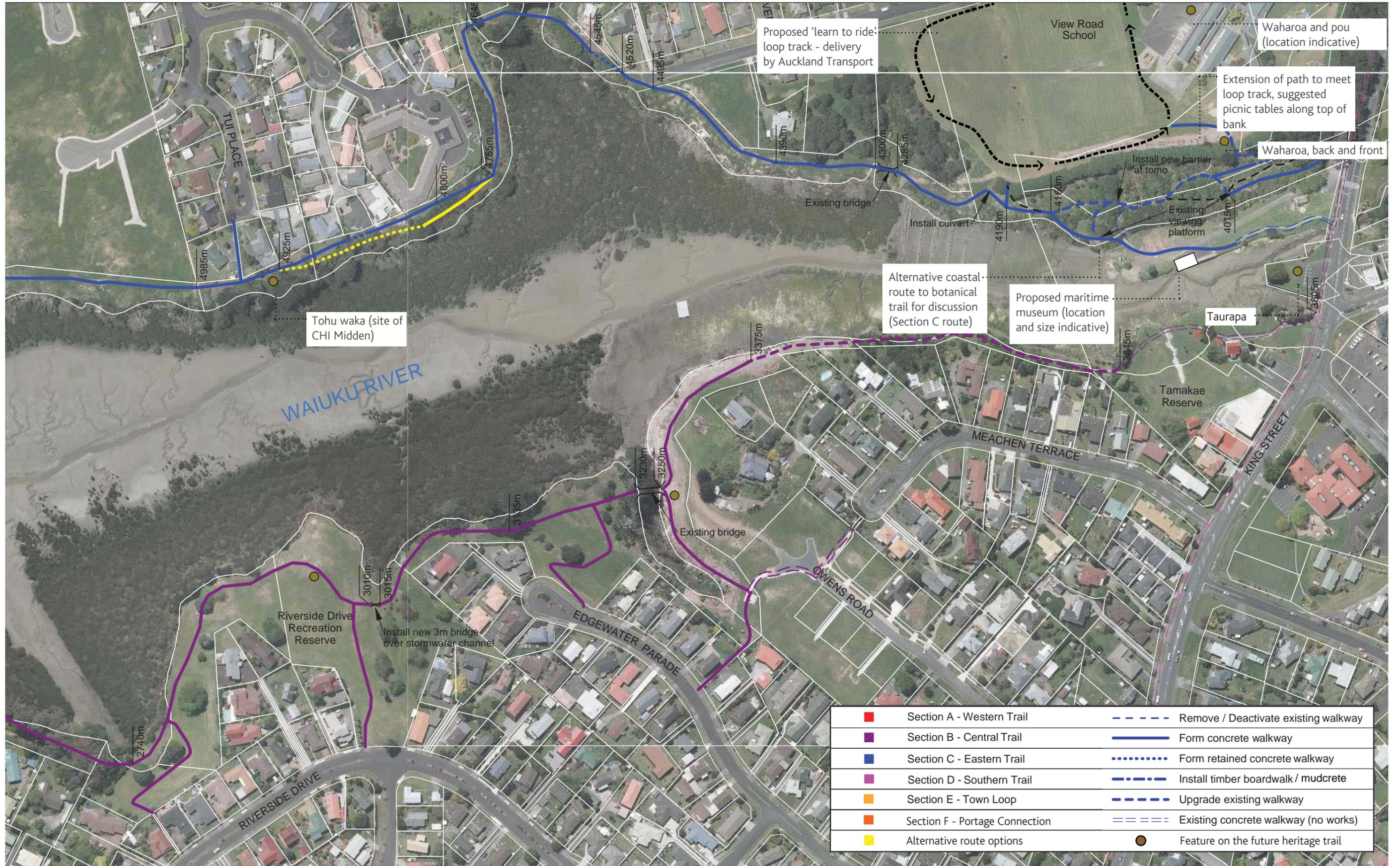
## Section C - Eastern Trail



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section C - Eastern Trail



Scale 1:2500 @A3

# Waiuku Trails - an Aspirational Plan

## Section C - Eastern Trail



Scale 1:5000 @A3

# Waiuku Trails - an Aspirational Plan

## Section D - Southern Trail

### Location and description

The Southern Trail runs predominantly within the road corridor on existing footpath on King Street, Kitchener Road, Hamilton Drive and James Bright Lane. It connects to Sections A, B and C, and Section E which is the Town Loop at Bowen Street and River Lane.

### Ecology and cultural considerations

The Kitchener Road and James Bright Lane sections fall within the High Use Aquifer Management Areas overlay. The connection crosses Rangiwhea Stream in several locations via road or pedestrian bridge.

The historic bridge along the Glenbrook Railway is a recorded CHI Structure. The Auckland Health Board building is registered as a Historic Building.

The Waiuku stream portage is a significant waterway and both stream and portage route are of particular significance connection to mana whenua. There is a Portage CHI log north of Victoria Avenue.

### Constraints

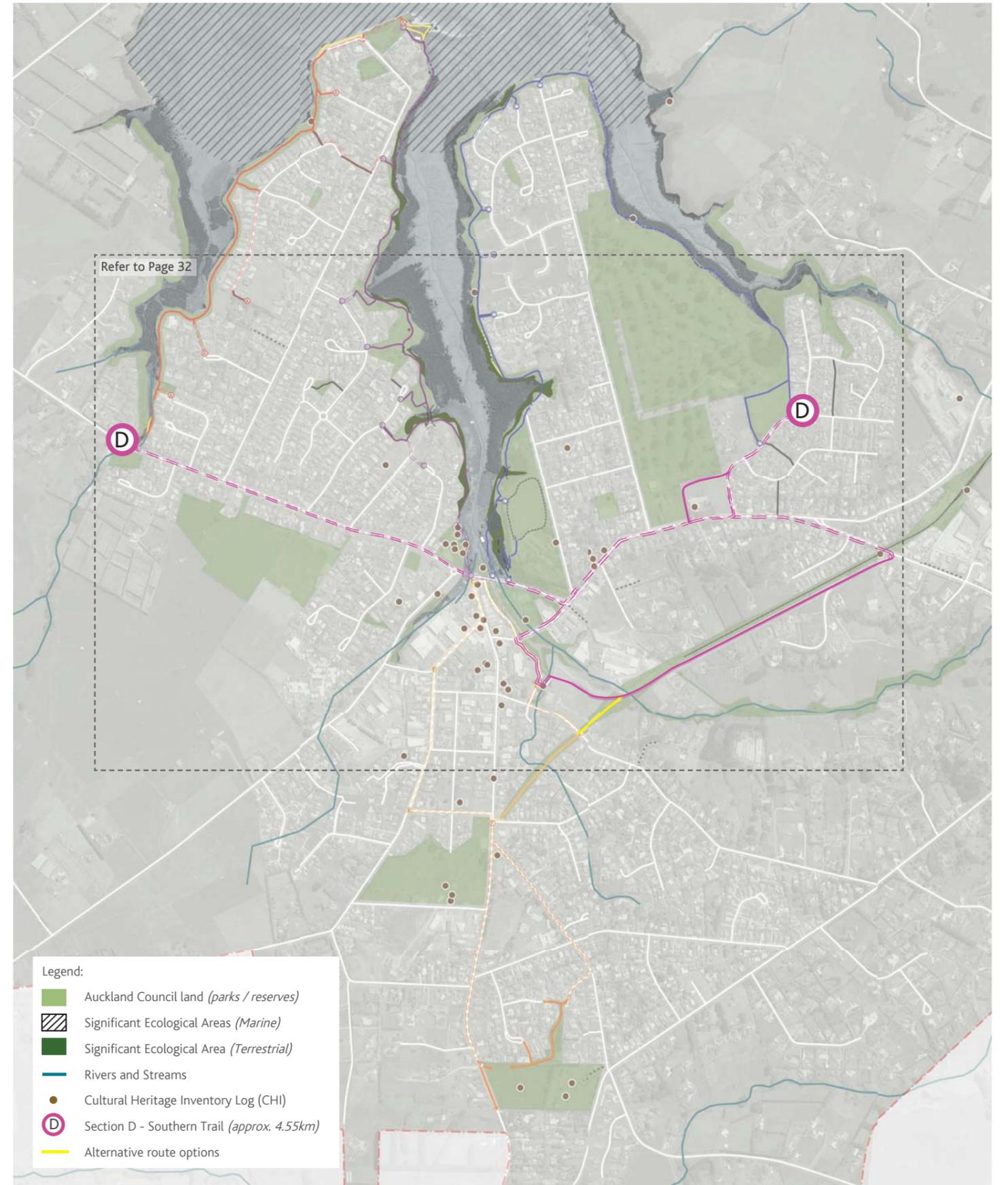
- private land from Court Street through to James Bright Lane
- safety for pedestrians crossing roads coming into town where the traffic speeds remain high

### Opportunities

- historical interpretation and cultural expression built into the walkway along Glenbrook Railway
- connecting the town and residents from the east and west to the coastal walkways of Sections A-C
- improve the ecology of the area by revegetation planting along the stream adjacent to the path.

### Deliverables

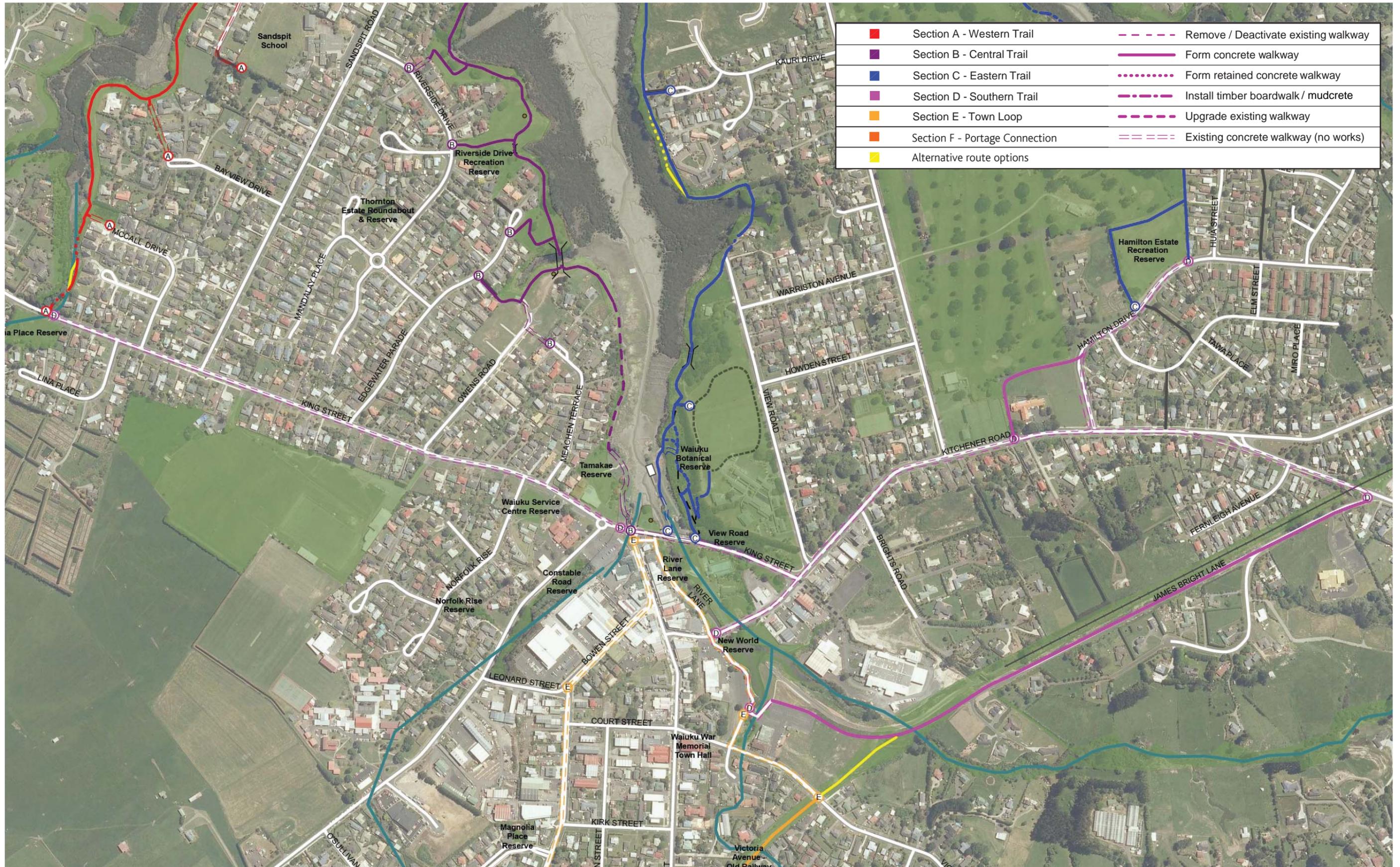
150m of the connection exists within Auckland Council parks and reserves land adjacent to River Lane. 3.7km of the connection is within the road corridor, and 700m is within Private land from Court Street through to James Bright Lane adjacent to the Glenbrook Railway and around the Auckland Health Care land.



not to scale

# Waiuku Trails - an Aspirational Plan

## Section D - Southern Trail



Scale 1:6000 @A3

# Waiuku Trails - an Aspirational Plan

## Section E - Town Loop

### Location and description

The Town Loop circles the town centre from Bowen Street to River Lane, Victoria Avenue and the old railway and Massey Park, closing the loop at Martyn/Bowen Streets.

### Ecology and cultural considerations

This connection is located within a Quality-Sensitive Aquifer Management Area. The town loop follows the Waiuku Stream along River Lane which is part of the Waiuku Portage (or Te Pai O Kaiwaka Portage). This was and still is an important connection across the narrow stretch of land between the Waiuku River and the Awaroa Stream for Ngāti Te Ata Waiohua and other tribes who used this connection.

### Constraints

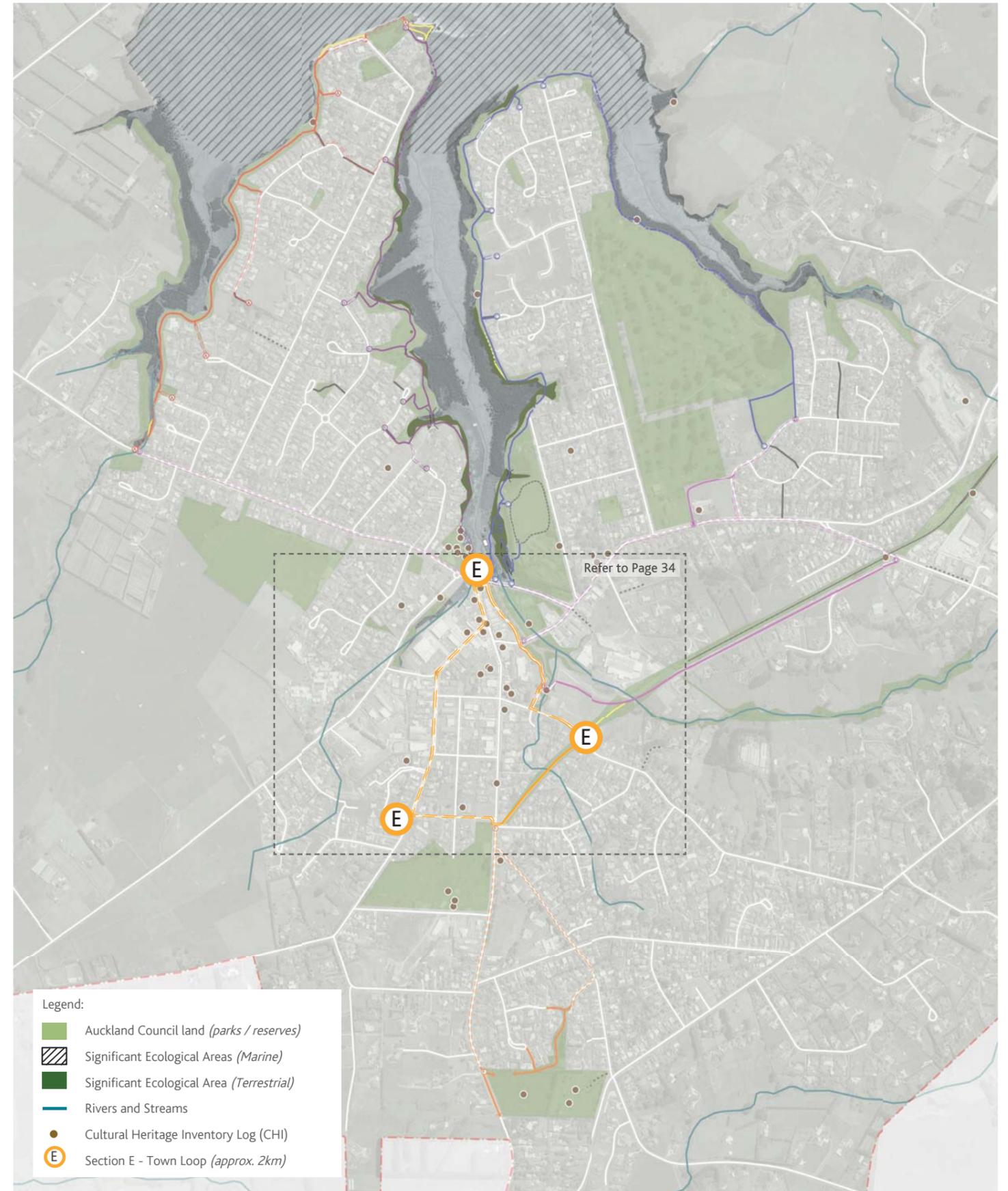
- achieving shared path width in a built urban environment
- safety and feasibility of a footpath connection along high speed roads i.e Waiuku-Otaua Road.

### Opportunities

- improvements to stormwater quality through swales for filtration of runoff on impervious surfaces
- work with Ngāti Te Ata Waiohua to develop historical interpretation and cultural expression of the Portage connection and other significant sites
- develop historical interpretation for the the walkway along the Old Victoria Railway.

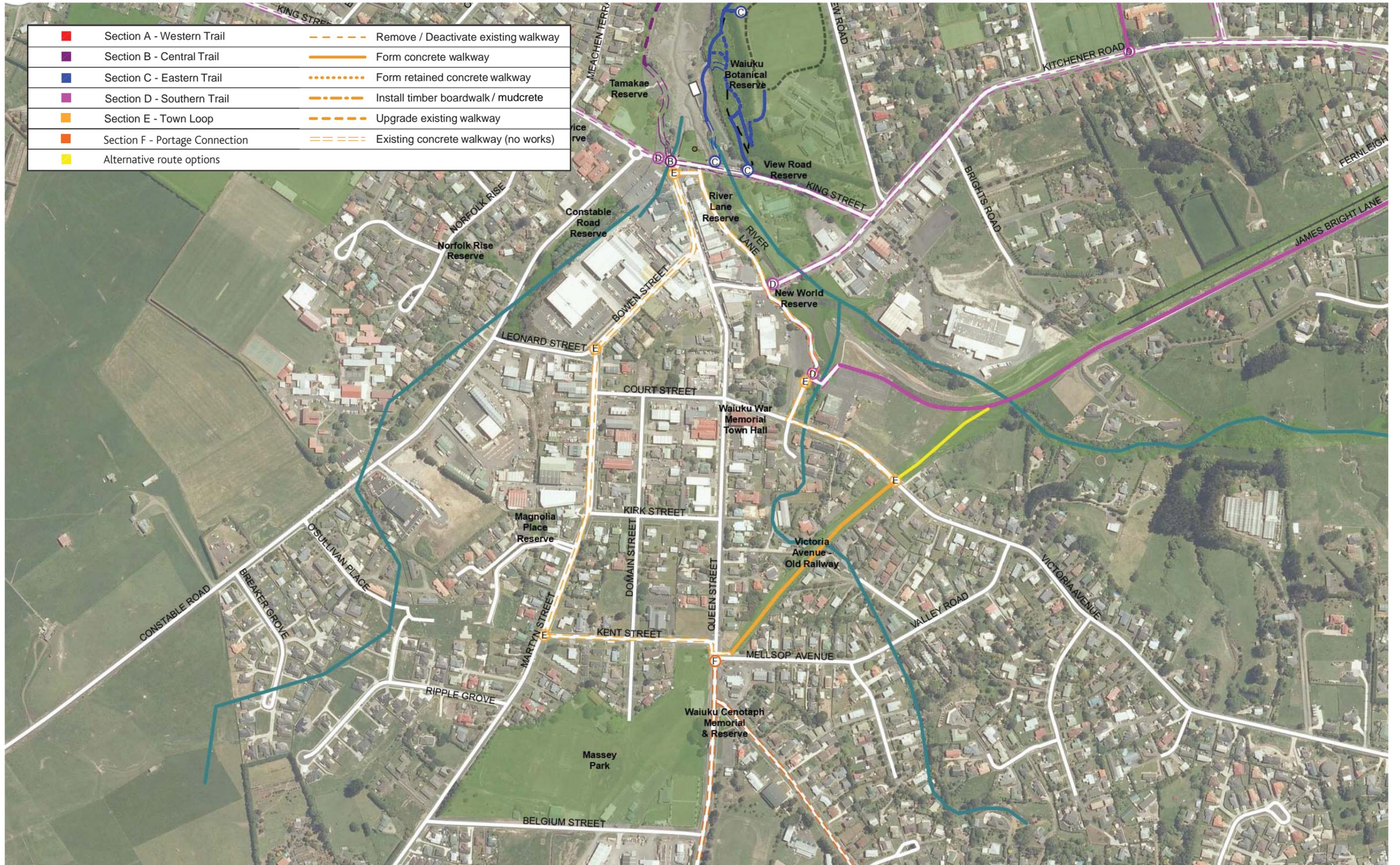
### Deliverables

340m of this connection sits within Auckland Council parks and reserves land. 1.6km remains within the road corridor and 70m is within private land.



# Waiuku Trails - an Aspirational Plan

## Section E - Town Loop



Scale 1:6000 @A3

# Waiuku Trails - an Aspirational Plan

## Section F - Portage Connection

### Location and description

The Portage Connection links from Town Centre to the Awaroa Portage site via street network and the Waiuku Cemetery and Cenotaph.

### Ecology and cultural considerations

Although this connection is not located within Significant Ecological Area (SEA) there are Terrestrial SEA areas located further down stream on the Waiuku River and Estuary.

The Waiuku Portage (or Te Pai O Kaiwaka Portage) was an important connection across the narrow stretch of land between the Waiuku River and the Awaroa Stream. The Awaroa Stream is a tributary of the Waikato River.

*People reaching the Manukau Harbour and heading south entered the Waiuku River, hauled their vessels over the portage to Purapura on the Awaroa Stream, and from there, gained access to the Waikato River and its tributaries, the Waipa, and the Mangawara, as well as tributaries of these rivers.*

Auckland Historical Society, Auckland-Waikato Historical Journal No. 70 (September 1997).

### Constraints

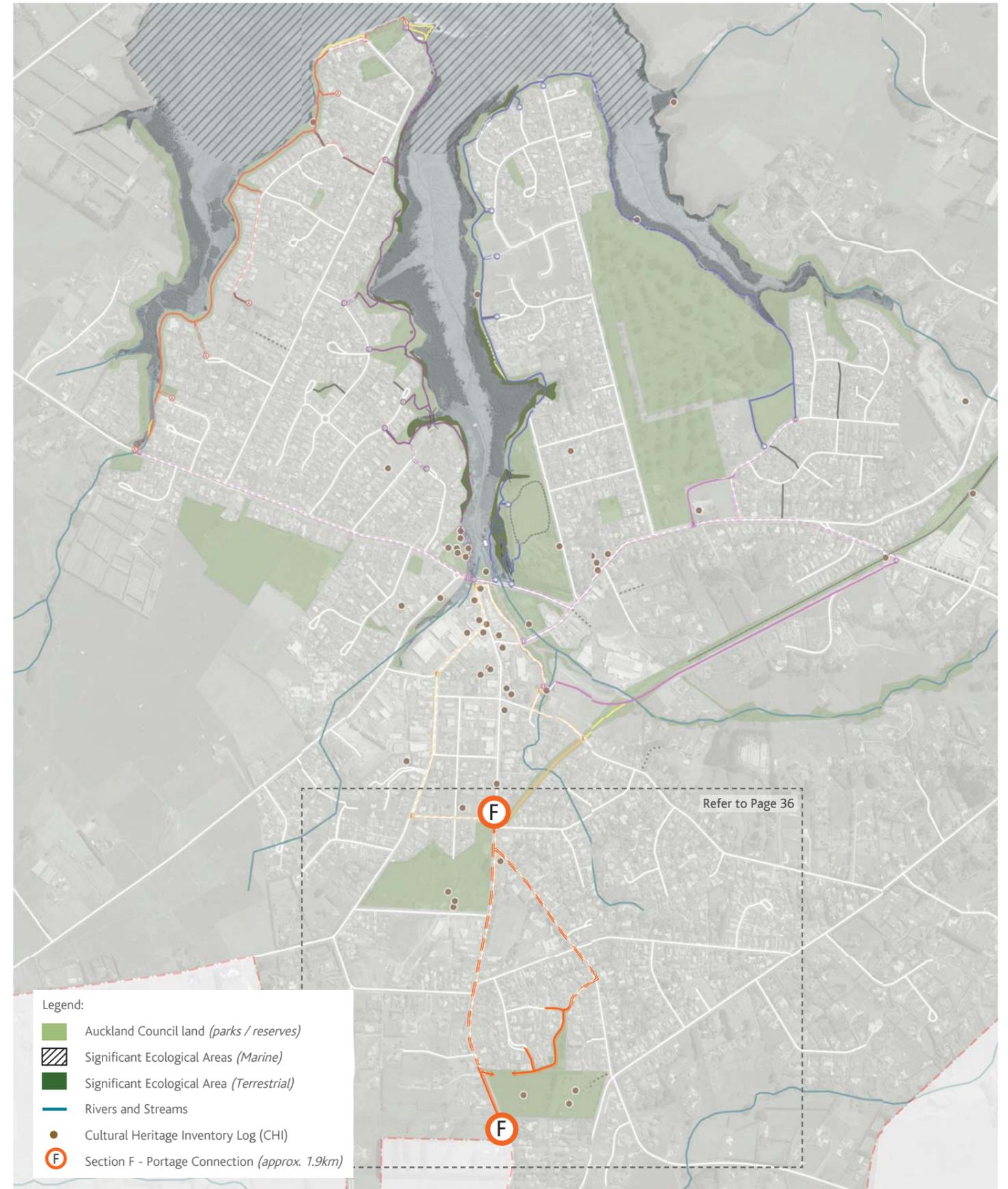
- livestock currently grazing this area that will need fencing off

### Opportunities

- connect from the town centre to the historical site
- connect the adjoining Brooksmith Drive Reserve
- work with Ngāti Te Ata Waiohua to develop historical interpretation and cultural expression of the Portage connection and other significant sites
- timing: potential to build sections of the trail at Waiuku Cemetery during the works associated with the proposed basalt stone and plaque.

### Deliverables

400m of path connection required within Auckland Council parks and reserves land. 1.5km of the connection sits within the road corridor. 180m of this connection exists where there is no footpath.



not to scale

# Waiuku Trails - an Aspirational Plan

## Section F - Portage Connection



Scale 1:6000 @A3



*View of Waiuku Township, Waiuku Estuary and King Street on the left, 2012.*

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## 4.0 Next Steps

## 4.1 Implementation

Successful implementation of the plan will rely on a co-ordinated approach between the community, the Waiuku 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 Waiuku 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.



*View of Waiuku looking north, Country Club Lane to the front left, 2012.*

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## References

## Image reference

Cover Page

Photographer - Lowe, Greg (2017) *View of Waiuku Estuary and Sandspit, Waiuku Yacht Club to the left.*

Page 3

Photographer - Hjelmström, Esther (2017). *James Bright Lane, Waiuku.*

Page 4

Auckland Council stock images (2012). *Waiuku from aerial view, the estuary to the left, King Street in the Centre.*

Page 9

Auckland Council stock images (2012/16).  
- Connections to open spaces  
- Connections in streets and public transport corridors  
- Cultural, educational and ecological opportunities

Page 10/11

Local Path Design Guide (2016). *Positioning Auckland's Walking and Cycling Network.*

Page 12

Auckland Council stock images (2012). *Waiuku Township, Queen Street located in the centre.*

Page 14

Auckland Council stock images (2012). *Waiuku, view of Queen Street.*

Page 17

Auckland Council (2017). *Waiuku Trails workshop, August 2017.*

Page 18

Auckland Council stock images (2012). *View of Waiuku from the coast, Rangiwheea Creek on the right.*

Page 37

Auckland Council stock images (2012). *View of Waiuku Township, Waiuku Estuary and King Street on the left.*

Page 40

Auckland Council stock images (2012). *View of Waiuku looking north, Country Club Lane to the front left.*

Back Cover

Photographer - Lowe, Greg (2017) *Tamakae Reserve, Waiuku.*

## Text reference

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Tamakae Reserve, Waiuku 2017.