Priorities

This map shows the location of nine routes that Waitakere Ranges Local Board have identified as priority and these are detailed on the following pages:

- **G1** Parrs Park and Sherrybrook Esplanade to Sunnyvale Station
- **G2** Western Rail Corridor shared path (between Sunnyvale and Glen Eden)
- **G3** Titirangi Village to Glen Eden Town Centre
- **G4** Little Muddy Creek Walkway, Rimata Place Walkway (Huia Road) to Landings Road Walkway
- **G5** Parker Road Oratia to Arataki Visitor Centre
- **G6** Swanson Foothills Walkway
- **G7** Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway
- **G8** Singer Park to Harold Moody Reserve alongside Waikumete Stream
- **G9** Glen Eden Town Centre: Verdale Circle to Glendale Road
G1 - Parrs Park and Sherrybrook Esplanade to Sunnyvale Station

Location and description
This route runs from West Coast Road through Parrs Park / Sherrybrook Esplanade to the Sunnyvale Station. The connection utilises the existing 2-2.5m wide concrete path through Parrs Park to Benita Place (refer p 36) and there are two options for completing the connection to West Coast Road:

- **Option 1:** widening of the existing 1.8m wide concrete path to 2.5m around the sports fields and a proposed 50m section of new shared path to meet the existing path network
- **Option 2:** reallocation of a shared path within the 2.5m wide park road surface, or a 2.5m shared path running parallel to the park road surface - 420m in length.

Ecology and cultural considerations
Three streams run through the area, these being:
- the Waikumete Stream flowing through the north eastern corner of Parrs Park
- the Sherrybrook Stream which flows north into the Waikumete Stream at Sherrybrook Esplanade Reserve
- the Parrs Stream flows north into the Waikumete Stream just east of the Parrs Park boundary.

Tree cover is fairly abundant within the park, there is a mix of native and non-native species and the riparian margins are planted. Eucalyptus species align the West Coast Road boundary and a large shelterbelt of Macaranga trees line the northern end. The northern half of Parrs Park was previously grazed as a pony club.

No archaeological sites are documented, however the area is of great importance to the identity of Te Kaverau-a-Maki, as it sits within the wider Waitakere/West Auckland area. Ngāti Whāitu o kaipara and Ngāti Whāitu o Ōrākei also have kaitiakitanga (guardianship) over the land. The Park is bordered by Hoani Waititi Marae and Te Kura Kaupapa Primary School to the east.

Constraints
- widening of the existing path around the playing fields may infringe on the ‘buffer zone’ of the sports fields (further scoping required)
- any shared path along the park road may require tree root bridges or permeable paving where the path comes within the drip line of specimen trees
- *Auckland Transport* plan to create a shared path within the railway corridor, although the location (north or south side of the railway) and timing for this is uncertain. The plan would involve the connection to Sherrybrook Esplanade to the Station. The alternate route to the station is from Parrs Park Seymour Road entrance to Sunnyvale Station via Seymour Road corridor utilising approximately 420m of existing footpath (refer p 1c page 36).

Opportunities
The greenway connects into the wider cycling network to complete a long distance commuter and recreational route from rural Orakei into the city centre. At a local scale, this greenway connects Orakei and Glen Eden Residents to Sunnyvale station and Sunnyvale residents to Parrs Park via shared path.

Deliverables (refer page 36-37 for the locations of 1a-1c)
- **1a** Option 1: 340m existing concrete footpath around the sports field widened to 2.5m and an additional 50m of 2.5m concrete footpath.
- **1a** Option 2: 420m in length of 2.5m concrete shared path alongside existing park road. Alternatively this park road could become a shared cycleway with clearly marked surfacing for cyclists, with pedestrians using the existing path around the sports fields.
- **1c** 400m of existing footpath in the road corridor would require upgrading by Auckland Transport, transport, Auckland transport to provide cost or works within the road corridor.

*NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting budget estimates. They are subject to feasibility, consultation/landholders' agreements and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access, walking tracks are shown where cycling is thought to be achievable.*
G2 - Western Rail Corridor shared path (between Sunnyvale to Glen Eden)

Location and description
The Western Rail corridor connects three Local Board areas, Waitākere Ranges, Henderson-Massey and Whau. Within the Waitākere Ranges Local Board area, priority is given to the connection between Sunnyvale and Glen Eden, on the northern side of the railway line.

Ecology and cultural considerations
The connection runs through the vegetated rail corridor, which for the most part, borders the southern side of Waikumete Cemetery which is a "Significant Ecological Area". The cemetery has a number of native and exotic plantings that have either local or national significance, including naturalised wildflowers and 18 species of eucalyptus. Fungi, trees and plants in the cemetery have significance through their cultural associations, being species traditionally utilised in cemeteries of the Victorian era, with many having strong associations with loss and death. (Waikumete Cemetery Reserve Management Plan, May 2015). The stream gullies and riparian margins here comprise a dense mix of native and exotic vegetation. The rail corridor is a mix of native, exotic and weed species. Recent revegetation planting are situated along the Waikumete Stream in the sunnyvale end, by the park and ride carpark. Waikumete Cemetery is a place of "Historic Heritage" within the Auckland Unitary Plan.

The railway corridor is a highly modified landscape. There are no recorded "Sites or Places of Value to Mana Whenua" recorded along this connection under the Auckland Unitary Plan.

Constraints
- the timing and location of the 'metro' route along the rail line Auckland Transport is uncertain. Note: Auckland Transport's Rail Corridor Walk/Cycleway Study (2010) identified three route options for a shared path connection from Sunnyvale to Glen Eden. G2 is in alignment with the option north of the railway line.
- space constraints: electrification regulations require the path to be a safe distance from the masts
- construction within a 'Significant Ecological Area' (this applies if the connection is located as shown on the Waikumete side of the railway line).

Opportunities
- commuting option for cyclists offering minimal interruption/cross over with vehicle traffic
- connect to the existing path to Sunnyvale Station on the Waitākere Ranges Local Board side
- removal of weed species in the rail corridor as part of contractual works would improve the ecology between 'Significant Ecological Areas', and improve the quality of stream health with appropriate native planting in riparian margins
- connect to Te Whau Pathway at Harnel Espanade from Glenview Road and Sibilite Road, which on a regional scale will connect Glen Eden to the North West Cycleway at Te Atatu with completion of Te Whau Pathway.

Deliverables (refer page 39-40 for the locations of 2a-2c)
- 2a) 1.5km of the connection follows the rail corridor. The requirement would be a 3m shared pathway (2a and 2c). 100m of this greenway section could be located along the southern boundary of Clayburn Reserve with a 3m shared concrete path.
- 2b) 800m within along the road corridor - 500m of the connection is on the existing footpaths of Waikumete, Clayburn and Brandon roads. 300m of the connection is on Waikumete Road, where there is no footpath (refer annotation on 2a). Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor.

Greenways cycling/walking
- proposed greenways route (pathway exists)
- proposed greenway route (no current path)
- priority route
- greenway by neighbouring local board (out of scope)
- connection via non Council land (access or easement required)
- existing shared path connections (2.5-3m wide)
- existing path connections (standard footpaths)

Walking only
- existing or proposed lowandi route
- informal track or beach - unlikely to upgraded to greenways width / surface
- existing track or trail

DRAFT ACN (by Auckland Transport)
- feeder routes (within parks)
- connector routes (arterial routes)
- metro routes (rail corridor)
- Auckland Transport path upgrade projects

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G3 - Titirangi Village to Glen Eden Town Centre

Location and description
Connection from Titirangi Village down Atkinson Road, through Kaurilands to connect to the Twin Streams walkway / cycleway and onwards for 1.1km to Glen Eden Town Centre. This route is predominately on the road network, passing three schools and connecting through Ceramco Park.

Ecology and cultural considerations
The Titirangi / Kaurilands area, is a bush clad with large blocks of native vegetation, gullies, ecosystems and stream tributaries that flow to the Glen Eden area. The tributaries run through both private and public land joining to the Waikumete Stream at Ceramco Park. The Titirangi portion of the connection falls within the Waitākere Ranges Protection Area.

The road corridor is a modified landscape and there are no recorded archaeological sites along this route under the Auckland Unitary Plan.

Constraints
- vehicles can reach high speeds on Atkinson Road. Speed bumps have reduced speeds in some areas; however further traffic calming may be required
- widening of the path in Ceramco Park may be restricted due to the proximity of existing skateboarding assets and established trees that line the existing path

Opportunities
- provide safe connections for the three schools located on this route including; Titirangi Primary, Kaurilands Primary and Glen Eden Intermediate
- connecting to Glen Eden Train Station via existing cycleway / walkway
- improve water quality via the filtration of runoff from road surface runoff i.e. swales in the road corridor

Deliverables (refers page 42-44 the locations of 3a-3i)

- 3a) 300m of existing 1.2-1.8m path within Ceramco Park would require upgrade to shared path width 2.5m. 100m of shared path would be required around the carpark area to complete the connection, for a 2.5m wide concrete path.
- 3b) approximately 2.3km of shared path required along Atkinson, Kaurilands Roads and Meadow Rise within the road corridor. Auckland Transport to provide cost estimates of proposed or upgraded walking/cycling connections within the road corridor. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor.

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G4 - Little Muddy Creek Walkway, Rimataka Place Walkway (Huia Road) to Landing Road Walkway

Location and description
Connection from Rimataka Place Walkway at Huia Road to the Landing Road Walkway via Tangiwai Reserve, Gill Esplanade and Landing Road Reserve. This link is part of the Little Muddy Creek Walkway stages 2 and 3.

Ecology and cultural considerations
The connection involves ecological corridors identified in the Little Muddy Creek Plan and "Significant Ecological Areas" (SEA) within the Auckland Unitary Plan. It falls within the Waitakere Ranges Protection Area. Cultural Heritage (CH) logs exist in this area. Construction within close proximity to CH and within an SEA would require the consenting and monitoring of the to minimise the impacts construction in the environment.

The area is of great importance to the identity of Te Kauerau-a-Maki, as it sits within the wider Waitakere/West Auckland area. Ngāti Whātua o Hauraki and Ngāti Whātua o Ōrākei also have kaitiakitanga (guardianship) over the land.

Constraints
- Creating a safe connection over Huia Road from Tangiwai Reserve and Gill Esplanade

Opportunities
- Connect to the existing Landing Road Walkway as part of a larger planned walking network in the Little Muddy Creek area
- Strengthen this ecological connection along the stream with riparian planting
- Improve the link between residential areas of Woodlands Park and South Tiritiri
- There is significant opportunity to improve the habitat, stream condition and water quality to restore the health of the waterway
- Ecological improvements could be made within the road corridor through stormwater filtration of road runoff in road sections i.e. swales

Deliverables (refer page 46 for the location of 4a-4d)
- 4a) approximately 380m of shared path required along Huia Road with a road crossing at Tangiwai Reserve to Gill Esplanade. There is an existing footpath of standard width. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor
- 4b) Tangiwai Reserve path section 300m in length
- 4c) approximately 300m of path connection through Gill Esplanade and Landing Road Reserve
- 4d) approximately 115m of shared path required along Landing Road where there is no footpath, and provision for walking on 70m on private road connecting to Landing Road Walkway. Auckland Transport to provide cost estimate of proposed or upgraded walking/cycling connections within the road corridor

Funding and Delivery Options: AT Renewals, Local Board Transport Capital Fund (LBCF).

NOTE: These plans are indicative only for the purposes of identifying opportunities, constraints and setting budget estimates. They are subject to feasibility consultation and holding agreements and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be feasible.
**G5 - Parker Road Oratia to Arataki Visitor Centre**

**Location and description**
Connection via Parker Road between West Coast Road Oratia to Arataki Visitors Centre. From here, users can access the Beveridge Track, Exhibition Drive and more remotely Titirangi Village.

**Ecology and cultural considerations**
The connection falls within the Waitākere Ranges Protection Area and borders both a ‘Significant Ecological Areas’ and a ‘Natural Stream Management Area’. There are Outstanding Natural Landscapes in the lowland valleys either side of the private properties off Parker Road as there is much native bush in these valleys. Residential and horticultural users cover the higher ground.

Both Te Kawerau a Maki and Ngāti Whātua o kaipara have mana whenua status in the Waitākere Ranges, Ngāti Whātua o kaipara and Ngāti Whātua o Ōrākei also have kaitiakitanga (guardianship) over the land. There are no recorded archaeological sites along this route under the Auckland Unitary Plan.

**Constraints**
- width of road corridor on Parker Road is very narrow, there is very little room from no. 162 to the upper end
- safety of pedestrians on along Park Road with blind corners and high speeds travelled by vehicles
- steep topography in parts
- future parking constraints - with the increase of track network there will be a requirement for more parking spaces.

**Opportunities**
- Watercare planned works in the Parker Road area could provide future path funding opportunities through proposed infrastructure in the area
- strengthen ecological connections along this link via the removal of weeds and replacement with native species.

**Deliverables** (refer page 48-50 for the locations of 5a-5c)
- **5a)** 2.88km within the road corridor
- **5b)** 1.65km of proposed 1.5m wide gravel track through bush. Bush clearance required
- **5c)** 575m within existing road corridor of North Road from Parker Road (paper section) to the Beveridge Track. Auckland Transport to provide cost estimate / feasibility.

NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting budget estimates. They are subject to feasibility, consultation/landholding agreements and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be unachievable.
G6 - Swanson Foothills Walkway

Location and description
This route follows the track through Henderson Scenic Reserve from the lower end of Candia Road up to the corner of Vineyard Road, along vineyard road on to Seibel Road. It travels the full length of Seibel Road and meanders uphill through Seibel Reserve to Isabel Road (unformed) to Coulter Road. The connection follows Coulter Road east to Perris Road Walkway for 1.5km (newly formed connection) and onto the northern end of Coulter Road to Candia Road and Pook's Road to the Pooks Road / ONeill's Road intersection where it meets the existing shared path at Peniwhana North which connects to Swanson Railway Station.

Ecology and cultural considerations
The connection sits within the Waitākere Ranges Protection Area. The landscape is recognised for the pastoral areas of undulating lower valley and reserve areas of native bush and includes the Henderson Valley Scenic Reserve and Seibel Scenic Reserve (owned by Department of Conservation). The connections follow the ‘Sensitive Ridgeline’ of Coulter Road and Perris Road.

The Valley is rich in archaeological and heritage sites and is a cultural landscape of some significance. It has a number of historic structures and botanical sites, as well as evidence of a range of past activities. ‘The area was part of the realms of the great forest of Tiriwa, accessed only by the grace and favour of Te Kawerau a Maki, who were also famous gardeners. Cultivation and settlement occurred within the valley and there is evidence of kainga and storage pits on what is now the Welsh Hills area’

Constraints
• Substantial earthworks are required to create a safe connection for pedestrians along Candia and Coulter Roads.

Opportunities
• Implement initiatives / actions to improve ecological outcomes within the Henderson Valley/Opanuku Local Area Plan, including:
  - restore and connect natural areas to provide improved habitat, corridors and linkages
  - achieve integrated weed and pest management and control on private and public land
• Connections to the new Perris Road Walkway and to the Peniwhana North Development area
• Future connection to the Project Twin Streams / Henderson Valley walkway that follows Henderson Valley Road
• steep topography in parts

Deliverables (refer page 52-54 for the locations of 6a-6e)
@ 6. Upgrade current footpath to shared width on the southern side of Pook's Road from Candia Road intersection to meet the shared path at Peniwhana North. Auckland Transport to provide cost.
@ 6a/ Candia and Coulter Roads - 820m of shared path or trail along the grass verge, substantial earthworks required in some sections. Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location.
@ 6b South side of Coulter Road - 600m of shared path required to connect to Seibel Reserve from Perris Road Walkway. Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location including the road section of Perris Road Walkway.
@ 6c Seibel Reserve - 500m of existing 1-1.5m gravel track / stairs through bush on Department of Conservation land. Recent works carried out as part of the Foothills Walkway, although 100m of gravel path required at the southern end to complete the connection to Seibel Road entrance.
@ 6d Vineyard and Seibel Roads 1.1km within existing road corridor from existing Candia Road Footpath to Seibel Reserve. Auckland Transport to provide the updated cost estimate for provision of a trail/shared path in this location.
@ 6e Connection through Henderson Valley Scenic Reserve - current renewals for the track from Vineyard Road to Candia Road.

NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting budget estimates. They are subject to feasibility, consultation/banding agreements and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access. Walking tracks are shown where cycling is thought to be unachievable.
G7 - Glen Eden Train Station to Upper Waikumete Stream Walk and Cycleway

Location and description
This route Greenway links Clayburn Road and the Glen Eden train station to the Upper Waikumete Stream Walk and Cycleway via Captain Scott Road, Oates Road and Harold Moody Reserve / Duck Park.

Ecology and cultural considerations
This route follows the Waikumete Stream through Harold Moody Reserve and Duck Park. The Upper Waikumete Stream has had a significant amount of restoration (native planting and weed removal) as part of the Project Twin Streams and this is an ongoing project. The stream is then piped under the town centre - an area with significant impervious surface, and very little in the way of ecology. The Glen Eden Town Centre Plan has initiatives for reducing its ecological impact, including increased planting and pedestrian / cycling facilities, such as overhead canopies and bike lockers.

No archaeological sites are documented. That said, there is significant opportunity to improve the habitat, stream condition and water quality overall, and this would be of interest to Mana whenua in terms of restoring the health of the waterway.

Constraints
• Easement or acquisition would be required through private property on Oates Road, with the alternative route taking in sections of C6 and C8 greenways.

Opportunities
• improve the safety of pedestrian crossing at the Glenview / West Coast Road intersection to better connect passengers to the station
• G7 aligns with sections of the Auckland Transport ‘feeder’ route (ACN), and the proposed cyclepath along the north end of Captain Scott Road - potential AT funding
• timing for works - current Watercare works along Glendale Road and the Upper Waikumete Stream
• connect to the Upper Waikumete Stream Walk and Cycleway at Savoy Road (Project Twin Streams) and continue the restoration of the stream along Duck Park - much community support for this
• implement related actions from the Glen Eden Town Centre Plan, such as ‘Low Impact Design’ stormwater management. This could include swales in the streets and carpark to filter rainwater runoff. Other opportunities identified in the plan that support the aims of the greenways include: - carpark area: provide shade trees and other planting at ground level (currently raised planters) - walkways: provide weather protection to footpaths where appropriate
• cycleways: signage and integrate cycle facilities i.e. lockers and sheltered bike racks to buildings
• connect to Greenways G2 (Western Rail Corridor) and C6 which continues down Waikumete Stream and across to Singer Park.

Deliverables (refer page 56-57 the locations of 7a-7e)
• 7a) 500m of existing footpath requiring upgrade to shared path on Glen View Road, Captain Scott Road (section excluding 50m of 1.8m cyclelane) and Oates Roads. Feeder route shown for cycleway along Clayburn to West Coast Road. Connection along Oates Road does not align with Auckland Transport ‘feeder route’, alternatively the ‘feeder’ route is shown through Glenmall Place Carpark (Feeder realignment to be considered). Auckland Transport to provide cost within road corridor.
  Note: Glenmall Place project would be a combined Local Board and Auckland Transport Project. Refer to the Glen Eden Town Centre Implementation Plan for project summary and cost.
• 7b) approx. 50m shared path through private land. Easements or acquisition required (not costed). Note: Auckland Transport ‘feeder route’ shown through to Oates Road also requires acquisition.
• 7c) 280m through Duck Park, along side the stream to Savoy Road to connect to Upper Waikumete Cycleway Walkway, crossing stream in 2-3 places - bridging required. Additional revegetation planting of the stream margin approx. $40 per m2. Potential easement along stream margin at S7 Savoy Road.

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G8 - Singer Park to Harold Moody Reserve alongside Waikumete Stream

**Location and description**
This route starts at Singer Park and crosses West Coast Road to the connect to esplanade reserve alongside Waikumete Stream until Lucinda Place, from here it joins to Glen Eden Picnic Ground via the existing footpath and crossing at Glendale Road to Harold Moody Reserve. From this point, G8 connects to G7 priority Greenway.

**Ecology and cultural considerations**
The Waikumete Stream which forms part of the Glen Eden catchment, flows the length of this connection towards Henderson via Parris Park. Restoration (native planting and weed removal) has been undertaken along sections of the Upper Waikumete Stream as part of the Project Twin Streams with the legacy Council, and spray-free weed removal is carried out by community groups to maintain the streamside vegetation in the Glen Eden area.

Glen Eden Picnic Ground features two unlisted sites under the Cultural Heritage Inventory (CHI). Botanical site (trees) and Historic Structure (Flax Mill). There is significant opportunity to improve the habitat, stream condition and water quality overall, and this would be of interest to Mana whenua in terms of restoring the health of the waterway.

**Constraints**
- safe crossing of West Coast Road required - pedestrian crossing or island (Auckland Transport to provide guidance)
- safe crossing of Glendale Road required at the low point on a corner, sightlines may be an issue
- potential path / tree root conflict for widening existing path to shared width at the Glen Eden Picnic Ground (Botanical site listed under CHI).

**Opportunities**
- connect Banea Circle and Verdale Circle residential areas to the route
- restoration of the stream esplanade reserve could be achieved in partnership with community groups as it is an extension of Project Twin Streams (e.g. EcoMatters and Glen Eden Transition Town)
- potential to join to the future Western Rail Corridor cycleway / walkway at Singer Park (G2)
- potential to connect to G7 Greenway at Harold Moody Reserve, which connects to the Upper Waikumete Stream and Glen Eden Town Centre.

** Deliverables** (refer page 59-60 the locations of 8a-8d)
- **8a** 250m of 3m wide shared concrete path required within Singer Park to connect to the future Western Rail Corridor cycleway / walkway
- **8b** 150m of shared concrete path on existing gravel park track to West Coast Road
- **8c** 460m of concrete shared path required along esplanade reserve. Potential boardwalk sections required if connection is located across grade. Connection can align next to Banea /Verdale Circle carriageways. Vegetation clearance required
- **8d** 125m of existing 1.5m footpath to upgraded to shared path width at Glen Eden Picnic Ground. Auckland Transport to cost Lucinda Place footpath upgrade.

**Diagram Notes**
- Streams/rivers
- Schools / education purpose land
- Train station
- A.C land (parks and reserves)
- A.C land (other than parks)
- Watercare land
- Housing New Zealand
- Crown land
G9 - Glen Eden Town Centre: Verdale Circle to Glendale Road

Location and description
This route connects the residential area at Verdale Circle to Glendale Road and the Glen Eden Town Centre via 300 West Coast Road and Glen Eden Playhouse Theatre.

Ecology and cultural considerations
This connection crosses the natural gully system situated behind the Playhouse Theatre in Auckland Council land, running from West Coast Road towards the Glen Eden Bowling Club. This gently contoured site features a combination of established exotic trees and native shrubs along the stream banks. Additional native planting and removal of invasive species such as bamboo on the periphery will improve both the ecology of the area and sightlines.

No archaeological sites are documented, although the Glen Eden Playhouse Theatre is listed as a Historic Places under the Unitary Plan. There is significant opportunity to improve the habitat, stream condition and water quality overall, and this would be of interest to Mana whenua in terms of restoring the health of the waterway.

Constraints
• easement required along the Glen Eden Playhouse driveway (Waitakere Playhouse Theatre Trust)
• potential bridge required over the ephemeral stream (further scoping required)

Opportunities
• provide a key link between the town centre to the adjacent medium density housing area, encouraging walking and cycling for short shopping trips
• potential traffic calming and street trees envisaged for Glendale Road within the Glen Eden Town Centre Plan will improve pedestrian safety, clarity and experience for this greenway
• implement interpretive signage as indicated in the Glen Eden Town Centre Plan (located along greenway)
• potential to extend connection to West Coast Road (as indicated on adjacent map)
• improve passive surveillance of the park area from adjacent residential areas with removal of bamboo and other invasive species from the park land
• future connection to G8 Greenway along the Waikumete Stream
• improve the habitat, stream condition and water quality overall by restoration with native planting

Deliverables
• 9a) 75m along existing footpath on Verdale Circle to G8 Greenway. Auckland Transport to cost footpath upgrade to shared path width or provision for cyclists on quiet road with improvements to footpath for pedestrians
• 9b) 150m of 3m wide shared concrete path required through park. Removal of bamboo required, with replacement amenity planting $90 per msq. Additional revegetation planting of gully area required
• 9c) 50m along existing asphalt driveway at Glen Eden Playhouse Theatre, 50m over existing asphalt Auckland Council owned carpark.