

# Devonport-Takapuna Local Board Workshop Programme

Date of Workshop: Tuesday 23 May 2023

Time: 10am – 3pm

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

Apologies:

Time	Workshop Item	Presenter	Governance role	Proposed Outcome(s)
10.00 – 11.00	<b>1. Parks and Community Facilities</b> - Ngataringa Park and Woodall Park <b>Attachments:</b> 1.1 Skatepark options analysis memo 1.2 Devonport-Takapuna Skate Assessment	<b>Xavier Choi</b> Project Manager <b>Keren Alleyne</b> Senior Project Manager	Local initiative / Preparing for specific decisions	Receive update on progress / Provide direction on preferred approach
11.00 – 12.00	<b>2. Connected Communities</b> - Libraries Update <b>Attachments:</b> 2.1 DT Libraries Presentation	<b>Deb Doyle</b> Community Broker <b>Arlee Turner</b> Manager Community Place – Library <b>Linda Hopkins</b> Librarian <b>Trina Schuster</b> Connected Communities Lead & Coach	Keeping informed	Receive update on progress
<b>1 hour break</b>				
1.00 – 2.00	<b>3. Parks and Community Facilities</b> - Becroft Reserve Toilets <b>Attachments:</b> 3.1 Becroft Reserve renewal project presentation	<b>Ravi Chandrappa</b> Senior Project Manager	Local initiative / Preparing for specific decisions	Receive update on progress / Provide direction on preferred approach

2.00 – 3.00	<b>4. Parks and Community Facilities</b> - Greenways Plan Refresh <b>Attachments:</b> <b>4.1</b> Devonport-Takapuna Greenways Plan Update Presentation <b>4.2</b> Draft DT Greenways Plan	<b>John McKellar</b> Parks and Places Specialist	Local initiative / Keeping informed	Receive update on progress
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**Next workshop:** 25 05 2023

**Role of Workshop:**

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

# Devonport-Takapuna Local Board Workshop Record

Date of Workshop: Tuesday 23 May 2023  
Time: 10am – 2.56pm  
Venue: Devonport-Takapuna Local Board Office, Ground Floor, 1 The Strand, Takapuna and MS Teams

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## Attendees

**Chairperson:** Toni van Tonder

**Deputy Chairperson:** Terence Harpur

**Members:** Peter Allen (online)

Gavin Busch

Melissa Powell

George Wood, CNZM

**Staff:** Maureen Buchanan – Senior Local Board Advisor

Henare King – Democracy Advisor

## Apologies

None

Workshop item	Presenters	Governance role	Summary of discussion and Action points
<p><b>1. Parks and Community Facilities</b></p> <ul style="list-style-type: none"> <li>- Ngataranga Park and Woodall Park</li> </ul>	<p><b>Xavier Choi</b> Project Manager <b>Sarah Jones</b> Manager Area Operations <b>Judy Waugh</b> Work Programme Lead</p>	<p>Local initiative / preparing for specific decisions</p>	<p>The local board was provided with an update on Skateparks in Devonport.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Clarified that, given recent weather events, the consenting process for building Council assets on a flood plain will likely be different.</li> <li>• Noted that local skaters had come to a previous iteration of the board to advocate for an upgrade to the Ngataranga skatepark, but Staff advised due to the closed landfill environment, trees and paths were a practical option on the site.</li> <li>• Concern at the proximity of the proposed location at Woodall Park to nearby homes. Staff note that the community will be consulted.</li> <li>• Note that given the Basketball courts at Woodall Park are also due for renewal, the site should be looked at holistically and any works are done simultaneously.</li> <li>• Clarified that the Woodall site was proposed due to the closed landfill constraints at Ngataranga Park, as well as its proximity to existing facilities.</li> <li>• Clarified intention of staff to consult current skatepark users to codesign elements for a new park, prior to consultation of the wider community.</li> <li>• Clarified the high demand in Devonport for a skatepark, noting that the next nearest skate facility is in Forrest Hill. Staff advised against removing the current facility at Ngataranga Park without a replacement.</li> <li>• Clarified that recapping Ngataranga Park would be a high-cost exercise.</li> <li>• Concern for the long-term future of Ngataranga Park. Staff noted a service assessment of the park and recommended it remain an open space.</li> <li>• Requested staff investigate the option of painting Pickleball lines on the existing courts, noting that it may take a while to fully realise the potential of the Woodall Site and there is an existing demand for Pickleball.</li> <li>• Members asked if the Ngataranga site could be made available for as long as possible, even if new site developed, given investment in repairs and drainage and local demand.</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Soil contamination investigation for the proposed site at Woodall Park</li> <li>• Communication planning for the local skater community</li> <li>• Staff to present and discuss findings at follow-up local board workshop.</li> </ul>

<p><b>2. Connected Communities</b></p> <p>- Libraries update</p>	<p><b>Deb Doyle</b> Community Broker <b>Arlee Turner</b> Manager Community Place – Library <b>Linda Hopkins</b> Librarian <b>Trina Schuster</b> Connected Communities Lead &amp; Coach</p>	<p>Keeping informed</p>	<p>The local board was provided with an update from the Devonport and Takapuna Libraries.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Noted the lack of marketing for some of the library events.</li> <li>• Noted desire to see the library websites updated.</li> <li>• Noted that libraries are evolving into community hubs rather than just a place for books.</li> <li>• Noted desire to see more support of neurodiversity at library events.</li> <li>• Clarified that mobile libraries are now operating under a different structure, and do not have regular stops.</li> <li>• Clarified there is some interaction/connecting with local retirement villages.</li> <li>• Clarified that the click-and-collect service is still getting usage post-COVID.</li> <li>• Asked staff what that would change about their respective libraries – both noted a desire for a commercial or shared kitchen space, and an internal playground.</li> <li>• Clarified that the research centre in Takapuna library is well used, while the Teen space is used but not occupied for long periods.</li> </ul>
<p><b>3. Parks and Community Facilities</b></p> <p>- Becroft Reserve Toilets</p>	<p><b>Ravi Chandrappa</b> Senior Project Manager <b>Kyle Kaliniak</b> Stellar Projects Ltd</p>	<p>Local initiative / Preparing for specific decisions</p>	<p>The local board was provided with an update on the Becroft Reserve toilet and changing room facility renewal project.</p> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Clarified that budget shortfalls noted in the presentation will be addressed by upcoming work programme budget adoption.</li> <li>• Clarified that, while the site is situated in a flood plain, the proposed option 4 structure will be flood tolerant and built to withstand inundation.</li> <li>• Clarified there are 4 toilets and 12 showers proposed in option 4. Staff noted that changing showers to additional toilets could be accommodated without issue.</li> <li>• Clarified that the facilities are accessible for wheelchair users.</li> <li>• Clarified that the facilities would be locked after 10pm as with other public toilets and changing rooms would follow sports club booking schedule.</li> <li>• Emphasised that this is a facility for the public, not exclusively a facility for the local sports clubs.</li> <li>• Discussed the option of user-pays hot showers in the facility.</li> <li>• Clarified that the inclusion of outside taps/showers could be accommodated without issue.</li> <li>• Concern for the proposed lifespan of the building. Staff clarified that a 50+ year lifespan for the building was achievable if properly maintained.</li> <li>• Overall support for proposed option 4</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• A report will come to a Local Board business meeting.</li> <li>• Staff to work on detailed design for option 4</li> </ul>

<p><b>4. Parks and Community Facilities</b></p> <ul style="list-style-type: none"> <li>- Greenways Plan update</li> </ul>	<p><b>John McKellar</b> Parks and Places Specialist</p>	<p>Local initiative / Keeping informed</p>	<p>The local board was provided with an update on the Devonport-Takapuna Greenways Plan.</p> <ul style="list-style-type: none"> <li>• Staff note that this is an interim document only.</li> </ul> <p>The local board raised the following points and questions in response to the presentation:</p> <ul style="list-style-type: none"> <li>• Clarified that a link between Henderson Park and The Promenade was feasible.</li> <li>• Questioned why the Henderson Park to Sylvan Park walkway was locked excluding public access and use. Staff were unsure as to the reason. Members would like this to be investigated by PSR staff prior to the finalisation of the local parks management plan as only in exceptional circumstances should the public be excluded.</li> <li>• Noted that the current Auckland Council pathfinding website is bad and unfinished. Desire to build a simple pathways app.</li> <li>• Noted that Owens Road is quite narrow, suggested Mozeley as a better option for cycle connection. Staff explained the steep reserve as the reason for directing towards Owens.</li> <li>• Noted that Greenways is a project all boards should get behind.</li> <li>• Clarified that the currently in-draft Local Parks Management Plan references the Greenways Plan.</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• On hold until the Board has more information regarding Harbour connections.</li> <li>• Staff to come back with a few low-cost, quick win paths and signages etc.</li> </ul>
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The workshop concluded at 2.56pm.

## Memorandum

23 May 2023

**To:** Devonport-Takapuna Local Board

**Subject:** To seek feedback from the local board on the high-level site options investigation and get direction on which sites to investigate further for a new suburb level skate facility

**From:** Xavier Choi – Project Manager

**Contact information:** [xavier.choi@aucklandcouncil.govt.nz](mailto:xavier.choi@aucklandcouncil.govt.nz)

### Purpose

1. To seek feedback from the Devonport-Takapuna Local Board on the high-level site options investigation and get direction on which sites to investigate further for a new suburb level skate facility.

### Summary

2. A project to investigate the skatepark use and location at Ngataranga Park was approved by the local board as part of their 2022/2023 Customer and Community Services work programme on 21 June 2022 (resolution number DT/2022/96).
3. The local board allocated \$846,000 from their ABS Capex renewals budget for the project. An additional \$250,000 has already been spent to improve the site drainage and keep the facility open at Ngataranga Park for a few more years.
4. An investigation is required to analyse the renewal and possible future location of the skate park as the current skate facility in Ngataranga park at 27B Lake Road is experiencing ongoing skatepark settlement, runoff and ponding.
5. Ngataranga Park and Woodall Park are the two options identified to accommodate a new suburb level skatepark for the local board to consider and give feedback on.
6. Both locations are closed landfill sites and sit in a 1-in-100 year coastal flooding area. Climate change mitigation and adaption will need to be investigated as a part of the project development.
7. Staff recommend that detailed soil contamination investigation is carried out for both proposed sites at Woodall Park (grassed open space adjacent to Wairoa Road) and the southern side of Ngataranga Park.
8. Findings of the soil contamination investigation will be discussed with the local board at a local board workshop.

### Context

9. Devonport-Takapuna Local Board approved a project 'Ngataranga Park – investigate the skatepark use and relocation' as part of their 2022/2023 Customer and Community Services work programme on 21 June 2022 (resolution number DT/2022/96). Funding of \$846,000 was allocated for the project from their ABS Capex renewals budget.
10. The previous project spend includes \$250,000 to improve the site drainage and keep the facility open for a few more years.

11. The current skate facility in Ngataringa Park at 27B Lake Road has been experiencing ongoing skatepark settlement, runoff and ponding. An assessment was undertaken by Bespoke Landscape Architects in March 2023 to review the option of renewing the existing skatepark in its current location, including the alternative of relocation of the skatepark to other sites within the local area.

## Discussion

### High level assessment of local parks suitability to facilitate a new skate park

12. The criteria used for the desktop investigation to determine the parks' suitability for a new suburb level skate facility included:

- park size (a minimum of 1000m<sup>2</sup> is required for a suburb level skate facility)
- catchment size
- accessibility and visibility
- existing complementary facilities/amenities.

13. A summary of the desktop findings is shown in Table 1 below and the full report is attached.

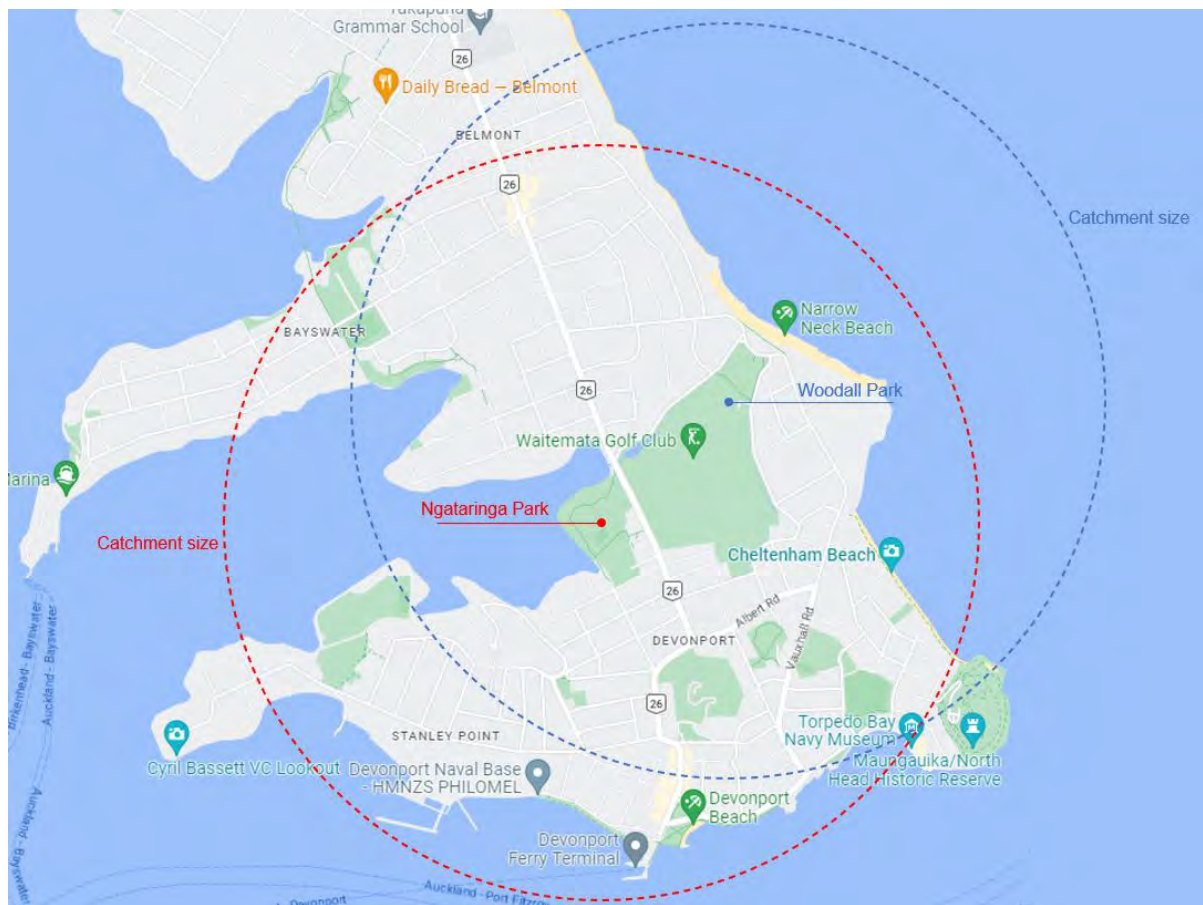
**Table 1: Desktop assessment of parks' suitability for a new suburb level skatepark**

Park	Assessment findings	Suitability
Achilles Crescent Reserve	Overlap with adjacent reserve catchments. No supporting facilities within reserve. Playspace and open area is clearly visible from the street network. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Not favoured in this location as existing facilities in the adjacent Woodall Park offer better potential to leverage off existing infrastructure.	No
Allenby Reserve	Playspace and open area is clearly visible from the street network. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Not favoured in this location as existing facilities in the adjacent Woodall Park offer better potential to leverage off existing infrastructure.	No
Bayswater Park	Overlap with adjacent reserve catchments. Park accommodates a wide range of age groups participating in sports (football and cricket). Extent of available open space precludes the development of a 1000m <sup>2</sup> suburb level skate facility.	No
Bath Street Reserve	No supporting facilities within reserve. Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility without removal of existing playspace.	No
Belmont Rose Gardens	Surrounded by multiple community and commercial facilities. Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility without removal of existing playspace.	No
Devonport Domain	Park accommodates a wide range of age groups participating in sports (bowls and cricket). Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility without removal of existing playspace.	No
Kawerau Reserve	Grass and open space is visible from the street network. Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility without removal of existing playspace.	No
Kiwi Reserve	Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No



Lake Town Green	Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No
Landsdowne Reserve	Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No
Melrose Reserve	Reserve has the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level skate facility. Absence of complementary activities and facilities/amenities	No
Montgomery Reserve	Overlap with adjacent neighbourhood parks. Grass and open space is visible from the street network. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Not favoured in this location as existing facilities in the adjacent Woodall Park offer better potential to leverage off existing infrastructure.	No
Narrow Neck Reserve	Grass and open space is visible from the street network. Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No
Ngataringa Park	Excellent catchment coverage from a geographic and accessibility perspective. No complementary activities, amenities or facilities on site. Open space and existing skate facility are not visible from the street network. Southern area of the reserve has the potential and capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	Yes
Quinton Park	Small catchment area associated with location. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Absence of complementary facilities and amenities.	No
Stanley Bay Reserve	Park hosts to a wide range of age groups participating in sports (football, cricket and tennis). Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No
Wairoa Road Reserve	Available open space does not have the capacity to accommodate the development of a 1000m <sup>2</sup> suburb level facility.	No
Windsor Reserve	Esplanade reserve adjacent to good public transport links and parking. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Skatepark development may compromise valuable flexible open space and the capacity to hold community events.	No
Woodall Park	Excellent catchment coverage from a geographic and accessibility perspective. Able to accommodate a 1000m <sup>2</sup> suburb level facility. Existing facilities and amenities will complement the provision of a skatepark.	Yes

- From a geographic coverage perspective, Ngataringa Park and Woodall Park are ideal locations to locate a skate facility (shown in Figure 1 below).



**Figure 1: Parks catchment size for Ngataringa Park and Woodall Park**

## Ngataringa Park

- Ngataringa Park (Devonport) accommodates a suburb scale skatepark facility. This means the park captures a 2.5km travel distance, or 10min cycle/skate at 15km/hr. Ngataringa Park's central location offers excellent catchment coverage from a geographic and accessibility perspective.
- Ngataringa Park is a closed landfill site. The approximate landfill extent covers the park's grassed open space area in its entirety.

## Issues

- The existing skate park continues to subside due to ongoing settlement pressures.
- Auckland Council closed landfill specialists have advised against rebuilding the skate facility on Ngataringa Park in its current location.
- There is a significant risk that a new skate facility would be subject to differential settlement due to depth of refuse-type material (including asbestos containing material).
- The landfill site was operational for a long period of time prior to closure, which increases the likelihood of encountering hazardous materials in the soil.
- The existing skate facility is not visible from Lake Road, has limited access points and lacks passive surveillance.
- The site is located within a 1-in-100 year coastal flooding area. Climate change mitigation and adaption will need to be investigated as a part of the project development.

## Suitability and next steps

23. The southern side of Ngataringa Park may be an appropriate location for a new skate facility due to the presence of reduced refuse thickness in this area and capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skatepark.
24. However, additional testing is required for development of a skate facility at the southern side of Ngataringa Park to determine the soil bearing capacity and soil contamination levels.



**Figure 2: Potential new skate facility site at Ngataringa Park**

## Woodall Park

25. Woodall Park is a closed landfill site. The approximate landfill extent covers the park's grassed open space area in its entirety.
26. Woodall Park is characterised as a generous grassed open space adjacent to Waitemata Golf Club. Tennis and basketball courts along with the Devonport Squash Club are located on site.
27. Woodall Park offers excellent catchment coverage from a geographic and accessibility perspective.
28. The grassed open space adjacent to Wairoa Road has the potential to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility.

## Issues

29. The Golf Club lease area extends into the eastern grassed open space and potential skate facility site at Woodall Park. Leaseholder approval will be required to enable the development of a skatepark facility as shown in Figure 3.
30. Results from preliminary soil sampling indicate that soil contamination exceeds the applicable standard in localised areas. Any development on site will require a Site Management Plan to manage any health risks.
31. A remedial action plan detailing remediating the soil contaminated with asbestos will need to be prepared to ensure the risks associated with the contaminated soils identified at the site are effectively mitigated.
32. The site is located within a 1-in-100 year coastal flooding area. Climate change mitigation and adaption will need to be investigated as a part of the project development.



## Suitability and next steps

33. Further detailed soil sampling is required to accurately determine the extent of asbestos contamination.
34. Current facilities at Woodall Park will complement the provision of a skate park.
35. Geotechnical reports indicate that soils in the potential skatepark development area (east of squash courts) of Woodall Park are generally stiff and may have capacity to bear skate park structures.
36. Woodall Park is considered the preferred site for Devonport's suburb level skate facility due to its geographic location and association with complementary recreational activities and infrastructure.



**Figure 3: Proposed new skate facility at Woodall Park**

## Next steps

37. Staff recommend that detailed soil contamination investigation is carried out for both Woodall Park (grassed open space adjacent to Wairoa Road) and the southern side of Ngataringa Park.
38. Staff will present and discuss the findings of the investigation at a local board workshop. A business report will then be presented at a local board meeting to confirm a final site recommendation.

## Attachments

Attachment A - 2023.03.21 Devonport Takapuna Skate Assessment

# DEVONPORT-TAKAPUNA SKATE ASSESSMENT

DEVONPORT-TAKAPUNA LOCAL BOARD AREA, TĀMAKI MAKĀURAU

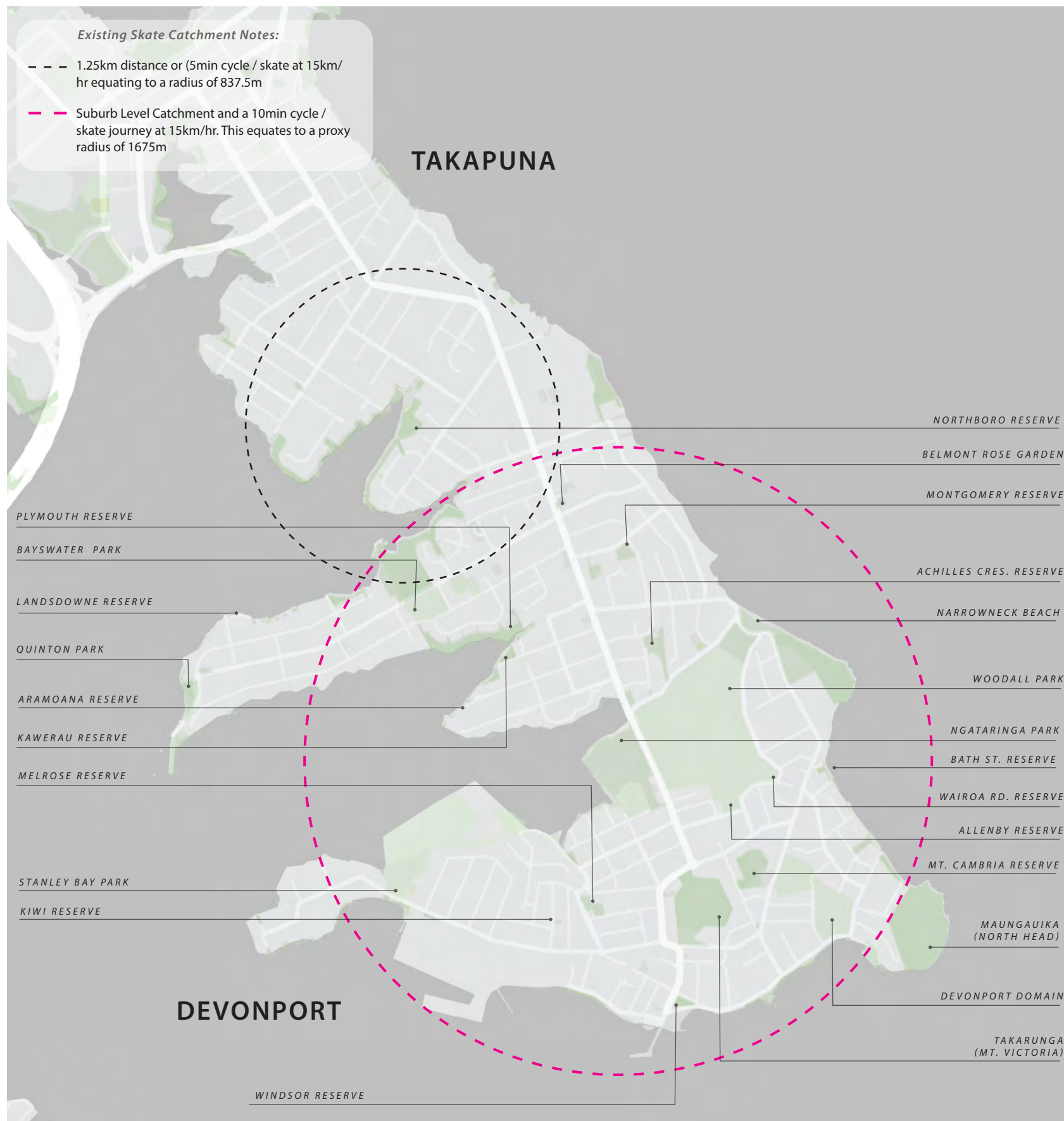
**bespoke**  
LANDSCAPE ARCHITECTS



**STUDY AND STRATEGIC ADVICE**

MARCH 2023





DEVONPORT AREA MAP

1 : 20,000 @ A3

# ASSESSMENT SUMMARY

## PURPOSE

Ongoing issues associated with skatepark settlement and management of runoff and ponding and Ngataringa Park are well documented. The purpose of this report is to investigate the renewal and possible future location of the skate park at Ngataringa Park.

This requires assessment of existing skate facilities including review of renewal existing skatepark in current location, the distribution of facilities in relation to catchment, and review of the existing reserve network to identify potential synergies and alternative location of facilities within the Devonport and Takapuna area.

## CATCHMENT ASSESSMENT PARAMETERS

Based on review of empirical research that investigate the theory behind traveling distances, the following catchment provisions have been adopted to assess high level gaps in network provision:

### Neighbourhood Level

- A 1.25km distance (or 5min cycle / skate @ 15km / hr). This equates to a radial proxy assessment radius of 837.5m

### Suburb Level

- A 2.5km distance (or 10min cycle / skate @ 15km / hr). This equates to a radial proxy assessment radius of 1675m

Distances represent global thinking on acceptable traveling distances as they relate to the travel / time accessibility of public facilities and destinations

Research indicates that travel times for skate and non-commuter / recreational cycling are comparable. Assessments have therefore been carried out on this basis.

## EXISTING PROVISION

The current provision of Skate facilities within Devonport and Takapuna Area is as follows:

- Northboro Reserve (Takapuna) accommodates minor provision of skate and Learn to Ride features.
- Ngataringa Park (Devonport) accommodates a suburb scale skatepark facility.

As indicated by the location and catchment of the Ngataringa skatepark, a suburb level facility located centrally on the devonport peninsula would provide the best catchment coverage, and it is acknowledged that most age groups using this type of facility will travel further distances, particularly given this would be facilitated by the use of wheeled transport (bikes, scooters and skateboards).

## RESERVE NETWORK AND RECOMMENDATION

Following review of the reserve network (Appendix A), there are limited open space sites with the capacity to accommodate the minimum 1000m<sup>2</sup> area required for a suburb level skate facility (of similar scale to Ngataringa Park). Of parks that have capacity, most do not have supporting infrastructure or amenities to accommodate suburb / youth based activities, or the space required may impact on the functionality of existing activities.

Geographically, Ngataringa and Woodall Parks are a ideal locations to locate a skate facility from a catchment coverage perspective. Both sites have development complexities associated with legacy landfill activities and stormwater management. However, Woodall Park has better associations with complementary recreational activities and infrastructure.

On this basis, it is recommended that Woodall Park be considered as the preferred site for Devonport's suburb level skate facility. It is also noted that Ngataringa Park is the logical second choice due to geographic location, with potential to establish complementary facilities in association with adjacent open space (Dacre Park) development and access improvements. Refer to location plans for proposed position of facilities within the Parks.







# **APPENDIX A**

## **RESERVE NETWORK REVIEW**



# RESERVE NETWORK REVIEW

The following provides a high-level assessment of existing reserves and their potential to accommodate a suburb level skatepark facility.

## ACHILLES CRESCENT RESERVE

- Achilles Crescent Reserve is located a short distance from a main arterial route (Lake Road) and amenities, with significant overlap with adjacent reserve catchments.
- The site is characterised by gently sloping grassed open space to the street with connecting pathways and localised specimen tree planting. There are no ancillary activities or supporting facilities within the reserve.
- The playspace and grassed open space area of the reserve is clearly visible from the street network and adjacent residential properties.
- Although the park is well located in proximity to public transport and has the capacity to accommodate a 1000m<sup>2</sup> suburb level facility, it is not favoured in this location as activities and existing facilities in adjacent Woodall Park offer better synergies and potential to leverage off existing infrastructure.

## ALLENBY RESERVE

- Allenby Reserve is a corner-lot neighbourhood reserve a short distance from Wairoa Reserve and immediately adjacent Scout Den / Girl Guiding and Golf Course facilities.
- The playspace and grassed open space is clearly legible and visible from the street network and adjacent properties.
- The site is characterised by gently sloping grassed open space flanked by specimen tree planting.
- Again, the park is well located in proximity to public transport and has the capacity to accommodate a 1000m<sup>2</sup> suburb level facility, however activities and existing facilities in adjacent Woodall Park offer better synergies and potential to leverage off existing infrastructure.

## BAYSWATER PARK

- Bayswater Park is located on Bayswater Avenue and public transport route to marina and associated ferry terminal. The park has notable overlap with adjacent reserve catchments.
- The park accommodates sports activities (football / soccer and cricket) and is home to resident clubs, subject to visitation from outside of catchment, and therefore host to a wide range of age groups participating in active sports recreation. Facilities are visible from the street network and located adjacent the Devonport-Takapuna Green Route.
- Site is characterised by a flat green open space associated with sports fields and ancillary facilities.
- The parks activities and facilities would complement the provision of a skate park in this location, however the extent of available open space adjacent dedicated sports fields precludes the development of a 1000m<sup>2</sup> suburb level skate facility,

## BATH STREET RESERVE

- Bath Street Reserve is located off Vauxhall Road, a main route (including public transport) connecting Narrow Neck Beach to Devonport, and close to several cafés and small businesses.
- The reserve is located in close proximity to Wairoa and Allenby Reserves and there is significant catchment overlap between the three facilities.
- The reserve, playspace and associated access is not explicit from the street network.
- Site is characterised by a flat grass terrace with sloped / retained grade transition to the beach.
- Access and legibility of reserve, playspace and beach access from the street requires improvement. A vehicular right of way to residential properties provides access from the street but there is no signage, dedicated pedestrian path or formal connection to play equipment.
- Available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility without removal of existing playspace
- Due to the above and absence of complementary activities / facilities, this Reserve is not considered suitable for the establishment of a skate facility.

## BELMONT ROSE GARDENS

- Belmont Rose Gardens is located within Belmont's suburban centre, the playspace is surrounded by multiple community and commercial facilities, including Belmont Primary School and associated range of play facilities.
- The park catchment overlaps with Montgomery and Plymouth Reserves at a neighbourhood level.
- The site is characterised by 'flat' grassed open space dissected by circulation pathways with rose garden beds to street interface.
- Available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility without removal of existing playspace and gardens.
- Due to the above, this Reserve is not considered suitable for the establishment of a skate facility.

## DEVONPORT DOMAIN

- Devonport Domain is flanked by Cambridge Terrace, Cheltenham Road and King Edward Parade, and located a short walk from North Head, Windsor Reserve, ferry terminal and associated cafes and amenities
- The park accommodates sports activities (bowls, cricket) and is home to resident clubs, subject to visitation from outside of catchment, and therefore host to a range of age groups participating in active sports recreation. Facilities are generally visible from the street network
- A playspace is located within a the grassed open space connection between King Edward Parade and sports field platforms and associated North Shore Cricket Club immediately adjacent.
- The site is characterised by a flat grass terrace flanked by residential properties and sloped grade transition to sports fields with specimen tree planting.

- The playspace is clearly legible and visible from the street network and a central island refuge enables cross corridor access to a small swimming beach.
- The parks activities, location and facilities would complement the provision of a skate park in this location, however the extent of available open space adjacent dedicated sports fields and playspace precludes the development of a 1000m<sup>2</sup> suburb level skate facility without redevelopment of the playspace area in its entirety and the provision of dedicated toilet facilities.

## KAWERAU RESERVE

- Kawerau reserve is located in close proximity to Plymouth and Aramoana Reserves and there is significant catchment overlap between the three parks.
- The grassed open space and existing playspace is clearly visible from the street network and is located immediately adjacent to the Devonport-Takapuna Green Route
- Site is characterised by a flat grass terrace with grass bank transition coastal mangrove edge.
- Available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility without redevelopment of open space and recently upgraded playspace.
- Due to the above and absence of complementary activities / facilities, this Reserve is not considered suitable for the establishment of a skate facility.

## KIWI RESERVE

- Kiwi Reserve is a small reserve located between two residential properties and has significant catchment overlap with nearby Melrose Reserve, and falls within Windsor Reserve's catchment.
- The site is characterised by flat grassed open space with playspace and specimen tree planting.
- Available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility and the Reserve is not considered suitable for the establishment of a skate facility on this basis.

## LAKE TOWN GREEN

- Lake Town Green is located at southern end of Hauraki residential area and accommodates the sole playspace of this suburb.
- Site is characterised by flat grassed open space with shade sail structures and low fencing to the street.
- Available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility and the Reserve is not considered suitable for the establishment of a skate facility on this basis.

## LANDSDOWNE RESERVE

- Landsdowne Reserve is located on a narrow section of esplanade between Shoal Bay and Lansdowne Street.
- The narrow width of Lansdowne Reserve does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility and the Reserve is not considered suitable for the establishment of a skate facility on this basis.

## MELROSE RESERVE

- Melrose Reserve playspace is located adjacent New Zealand Defence Force and Navy facilities. on a corner-lot that forms part of the wider Melrose neighbourhood reserve. There are limited amenities within walking distance.
- Site is characterised by gently sloping grassed open space with significant mature specimen tree planting to playspace and street interface.
- Although the reserve has the capacity to accommodate a the development of a 1000m<sup>2</sup> suburb level skate facility, **this Reserve is not considered suitable for the establishment of a skate facility due to location and absence of complementary activities and facilities / amenities.**

## MONTGOMERY RESERVE

- Montgomery Reserve is located on a corner-lot neighbourhood reserve within walking distance of the Belmont shops on Lake Road, with significant overlap between adjacent neighbourhood parks.
- The grassed open space and existing playspace is clearly visible from the street network and adjacent residential properties.
- The site is characterised by gently sloping grassed open space with central pathway and peripheral specimen tree planting.
- Although the reserve has the capacity to accommodate a the development of a 1000m<sup>2</sup> suburb level skate facility, **activities and existing facilities in adjacent Woodall Park offer better synergies and potential to leverage off existing infrastructure.**
- Due to the above and absence of complementary activities / facilities, the establishment of a skate facility is not favoured in this location.

## NARROW NECK RESERVE

- **Narrow Neck Beach playspace is an esplanade reserve with toilet / changing room facilities, Café, Boating Club and car parking facilities.** The park and beach is a destination in its own right and services a wide range of user groups.
- The site is characterised by 'flat' grassed open space transition to beach and facilities with localised specimen tree planting.
- The grassed open space and playspace are clearly visible from the street network and adjacent properties.
- Although primary facilities and beach attractions / activities would complement a skate park, **available open space does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility** and the Reserve is not considered suitable for the establishment of a skate facility on this basis.

## NGATARINGA PARK

- **Ngataringa Park is a closed landfill site** located on the main arterial route (Lake Road) and public transport route. The parks central location on the Devonport Peninsula offers excellent catchment coverage from a geographic and accessibility perspective. Other than the maze garden there are no complementary activities, facilities or amenities on site.

- The grassed open space and existing skate facility are not visible from Lake Road and there are limited views at termination of 27 Lake Road access way. This presents CPTED and passive surveillance issues.
- **An existing skate park sits to the north of the central open grass area and continues to subside due to ongoing settlement pressures.**
- **The approximate landfill extent covers the park's grassed open space area in its entirety** other than immediate interface with Lake Road. Landfill activities are listed under Hazardous Activities and Industries List (HAIL) and subject to National Environmental Standards, associated management and monitoring requirements that will need to be addressed in consenting and approvals process for any new development
- It was communicated by Auckland Council closed landfill specialists that **the operational time frame of the landfill prior to closure increases the likelihood of encountering hazardous materials due to the nature of materials interred at this time.** Settlement, gas, leachate and stormwater issues also limit the type of structures and activities that can occur on site, with ongoing maintenance and monitoring required.
- It is noted that Auckland Council closed **landfill specialists have advised against rebuilding the skate facility on this park in its current location as the landfill cap is not sufficient and there is significant risk that a new skate facility would also be subject to uneven settlement due to depth of refuse.** However, Legacy landfill and geotechnical reporting indicates that **the southern side of the park may be an appropriate location due to the presence of reduced refuse thickness in this area.** New works could also seek to increase cap thickness in this area with structures designed to reduce load in so far as practical.
- **Additional testing is required in the potential southern development area to determine bearing capacity** and potential to accommodate skatepark facilities.
- It is also noted that a potential development site in the southeastern area of the reserve would likely sit within, or partially within overland flow path, flood prone / floodplain overlay, 50-100 year return ARI plus 2m sea level rise, and 1% AEP plus 2m sea level rise coastal inundation control areas
- Overall, the southern area of the reserve has the potential and capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility. However, the **absence of supporting community facilities and associated investment to improve access, Woodall Park offers better synergies and potential to leverage off existing facilities and infrastructure, with lower level of known and perceived risk associated with development on a closed landfill site.**

## QUINTON PARK

- Quinton park is located on Sir Peter Blake Drive and public transport route in close proximity to marina and associated ferry terminal.
- Site is characterised by gently sloping grassed open space with adjacent on street parking, existing amenity and specimen tree planting to coastal interface.
- Although the reserve has the capacity to accommodate a the development of a 1000m<sup>2</sup> suburb level skate facility, **the establishment of a skate facility is not favoured due to extent of catchment coverage associated with location and the absence of complementary facilities / amenities.**

## STANLEY BAY RESERVE / NGATARINGA SPORTSFIELD

- Stanley Bay Park and Ngataringa Sportsfields are located off Calliope and Ngataringa Access Bay Roads respectively.
- The park accommodates football, cricket and (adjacent) tennis activities subject to visitation from outside of catchment, and therefore host to a wide range of age groups participating in active sports recreation.
- The open spaces are is characterised by a flat green open space associated with sports fields and ancillary facilities.
- The parks activities and facilities would complement the provision of a skate park in this location. However, **the extent of available open space adjacent dedicated sports fields precludes the development of a 1000m<sup>2</sup> suburb level skate facility,** and catchment coverage is not as extensive as other potential sites.

## WAIROA ROAD RESERVE

- Wairoa Road Reserve playspace is located on an old bowling green site with the former club house now occupied by a Plunket Clinic.
- The site is characterised by 'flat' grassed open space area, specimen tree planting, perimeter fencing and integrated playspace / Plunket facilities.
- Available open space **does not have the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility** and the Reserve is not considered suitable for the establishment of a skate facility on this basis.z

## WINDSOR RESERVE

- **Windsor Reserve an esplanade reserve adjacent good transport links (ferry and bus), parking options and close connections to beach, library and village shops.**
- Site is characterised by a generous flat grass terrace with sloped / retained grade transition to the beach, playspace and significant mature trees to play area and street interface.
- Adjacent facilities, amenities, proximity to the beach and transport network would complement the provision of a skate park in this location. However, **although the reserve has the capacity to accommodate the development of a 1000m<sup>2</sup> suburb level skate facility, this may compromise valuable flexible open space and the capacity to hold community events.** For this reason Windsor Reserve is not favoured over alternative options.

## WOODALL PARK

- **Woodall Park is a closed landfill site** located between Seabreeze Road, Wairoa Road and Old Lake Road, and forms a contiguous green open space with Waitemata Golf Club, associated pump track, Devonport Squash Club (with associated gym, tennis and basketball courts) and Wairoa Road Reserve.
- Site is characterised by generous grassed open space with notable areas of amenity planting, primarily on the park's perimeter with a large cluster of trees separating Woodall Park from Waitemata Golf Club.
- The parks central location on the Devonport Peninsula and association with Narrow Neck Beach as a destination in its own right **offers excellent catchment coverage** from a geographic and accessibility perspective and the parks

activities and facilities would complement the provision of a skate park in this location.

- Existing courts associated with the squash club are under review for renewal at the time of this report and adjacent grassed open space to the street offers potential additional capacity for extension of facilities and the development of a 1000m<sup>2</sup> suburb level skate facility. It is noted however that the Golf Club lease area extends into the eastern grassed open space and potential skate facility site. Leaseholder approval will therefore be required to enable the development of a facility in this area.
- The approximate landfill extent covers the park's grassed open space area in its entirety. Landfill activities are listed under Hazardous Activities and Industries List (HAIL) and subject to National Environmental Standards, associated management and monitoring requirements that will need to be addressed in consenting and approvals process for any new development
- It was communicated by Auckland Council closed landfill specialists that the operational time frame of the landfill prior to closure has presents a reduced level of risk of probability in encountering hazardous materials compared to Ngataringa park due to the nature of materials interred at this time.
- Recent soil sample testing and reporting commissioned as part of outdoor court renewal investigation (adjacent squash club) indicates elevated level of contaminants in several areas across the site. Any development will require a Site Management Plan (SMP) to manage health risks in an appropriate manner.
- Associated geotechnical reporting indicates that no landfill material was observed in the court development area, and that soils in the potential skatepark development site (to the east of courts) are generally stiff, indicating they may have capacity to bear skate park structures subject to review of detailed development plans.
- It is noted that the potential skatepark development site sits within overland flow path, flood prone / floodplain overlay and 5 year return ARI and 1% AEP coastal inundation control areas.
- Although there are specific development requirements to be considered due to closed landfill and floodplain context, Woodall Park is considered a suitable site for the relocation of skate facilities from Ngataringa Park due to geographic location and association with nearby court and complementary recreational activities.





Connected Communities 2025

A thriving, inclusive and  
safe community.

## OUR VISION – *Why we exist*

All Aucklanders living their best lives, through the power of community

## OUR OUTCOMES – *What achieving our vision looks like*

### Manaakitanga

All Aucklanders can participate in society, enjoy and celebrate their identity and fulfil their potential

### Whanaungatanga

All Aucklanders are connected and feel as though they belong

### Kaitiakitanga

All Aucklanders are connected to and care for our taonga, spaces and places

## OUR STRATEGY – *How we'll get there*

## OUR PRIORITIES – *What we need to focus on first*

### EQUITY OF ACCESS + PARTICIPATION

Focus on enabling communities to use our physical and digital spaces to nurture full participation

### CONNECTING COMMUNITIES WITH THEMSELVES AND EACH OTHER

Creating opportunities for all Aucklanders to connect, learn, discover and celebrate the diversity of Tamaki Makaurau

### ENABLING LEADERSHIP + INNOVATION

Growing a leadership mindset and digital and innovation capabilities to support Aucklanders to make change that matters

## *Kia Ora Te Whānau*

Leading a programme that supports whānau Māori to be resilient, confident and successful



# Keeping Ourselves Accountable and On Track

Local Board  
report  
appropriate  
wording

Strategy  
Session at  
each  
monthly  
hui

Telling our  
stories –  
how/where  
/to whom  
(internal &  
external)



**“Having sustainability as our focus is a way of being. How we work, how we get to work, our daily practices”**



# Why Public Libraries Are Important



Promotes  
civic  
engagement



Social  
wellbeing,  
inclusion and  
belonging



Promotes  
literacy and  
digital  
literacy

“I find the advice and assistance given to me by the librarians I talk to, very helpful indeed. Their suggestions and willingness to look up titles on data bases I wouldn't have accessed on my own, often makes the difference between whether I can access material I'm interested in or not. Going to the Devonport library is a big chunk of my enjoyment of this community”





# DT Libraries: What makes us proud







# COMMUNITY LIVING ROOM

DEVONPORT LIBRARY





# CHILDREN & YOUTH

DEVONPORT LIBRARY – COMMUNITY LIVING ROOM





# ADULTS

DEVONPORT LIBRARY – COMMUNITY LIVING ROOM

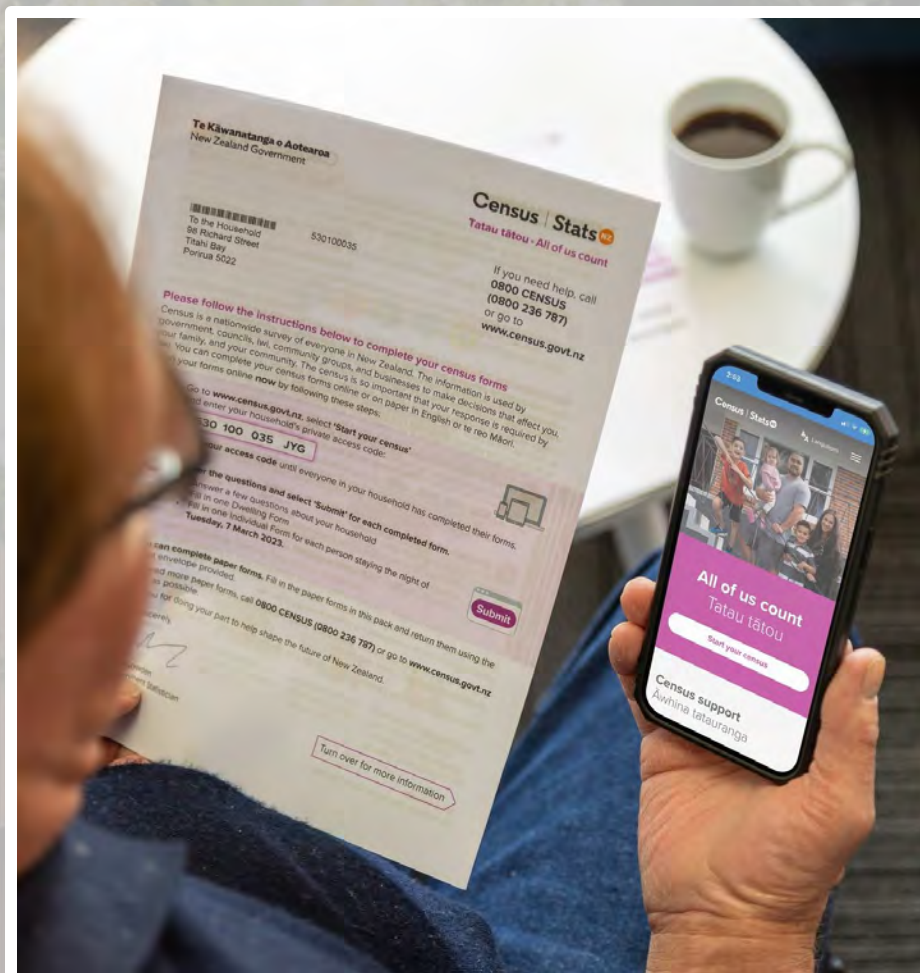
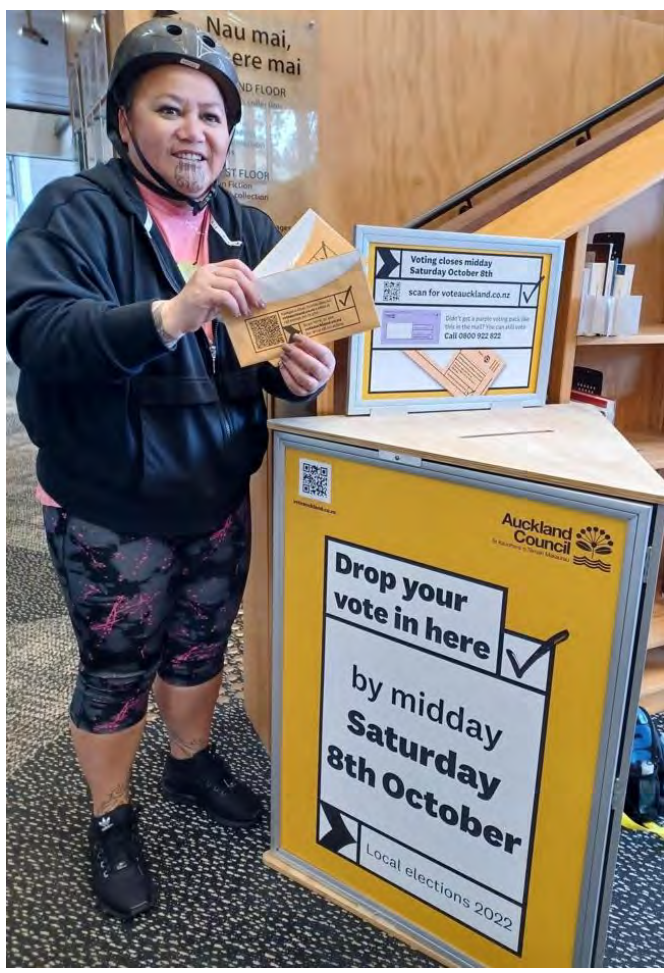




# COMMUNITY AND COLLABORATION

DEVONPORT LIBRARY – COMMUNITY LIVING ROOM





# COUNCIL SERVICES

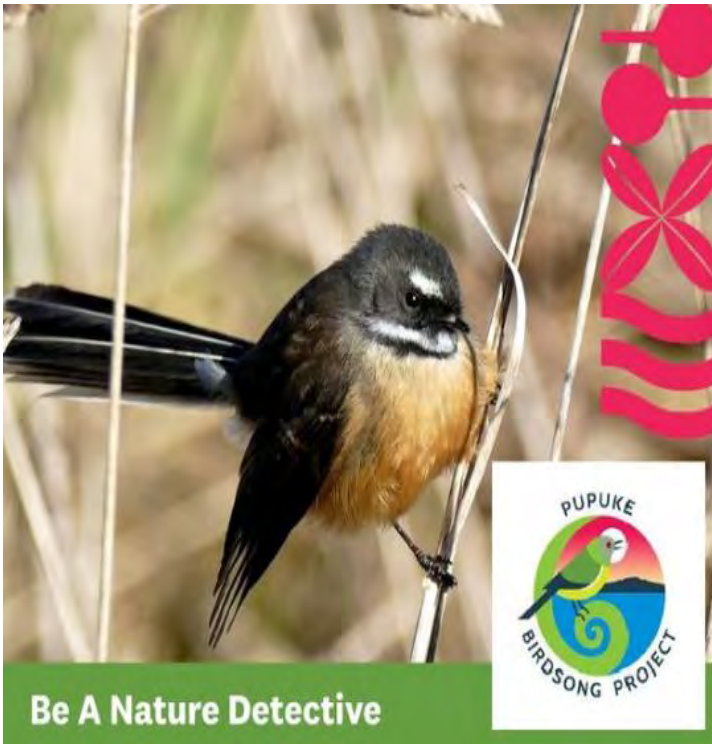
DEVONPORT LIBRARY – COMMUNITY LIVING ROOM





**Takapuna Library**  
Published by James Dunning · April 19 at 11:45 AM · 🌐

Thanks to everyone who came and helped with our school holidays beach clean today! Although we only had a small number of people, we found a lot of rubbish! Our beautiful moana is near and dear to our heart, so we're sad to see just how much rubbish there is - and happy we were able to do a little bit of mahi to help.



# TAKAPUNA LIBRARY: CLIMATE RESILIENT COMMUNITIES



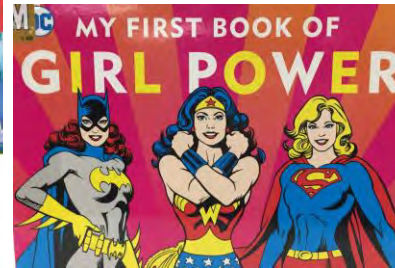


Fun Craft Friday



Kaipātiki, Takapuna and Devonport Libraries Present

**RHYMETIME IN THE LIBRARY**



# CHILDRENS



# Invitation

Want to learn more about how we're working to improve the health of your local waterways and beaches by reducing wastewater overflows?



SAT, NOV 26, 2022

Drop-In Session: Watercare



**Philosophical  
Academy of Auckland**

## Well-being & Mindfulness

A course for people who are looking for answers to the existential questions of life, who want to understand why things happen and live a more mindful and purposeful life, or who just want to live better.

See how your life improves by putting what you learn into practice.

For  
Free!

It begins on March 16th



Takapuna Library - Rangitoto Room



PHILOSOPHICALACADEMY@GMAIL.COM



## IceZealand Exhibition



## Book Chat

@Takapuna Library

Do you love talking about the books you've read? Would you like to hear about books others have enjoyed? Come along to Takapuna Library's monthly book chat to meet interesting people and discover the best new reads! Everyone welcome.



## Adults

"I was actually thinking to give feedback at the time I went to the library as I had such great service. Last week I went to the library to collect a couple of books I'd ordered and collect a new card. The librarian gave me excellent suggestions on books I might enjoy, explained each section of the library, and then showed me multiple areas of the AKL Library website including the apps so that I can download books and watch movies. She spent over 20 minutes with me going over these areas and it definitely made me want to use the library and online resources more."





**STAFF ENGAGEMENT & WELLBEING**  
An innovative approach to changing work culture

# Local Board Outcomes: Now...

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**Outcome 1:  
Environment  
and heritage**

**Outcome 3:  
Community  
Participation  
and Wellbeing**

**Outcome 6:  
Māori values  
Nga tikanga a  
te Māori**

“The librarian James was incredible! So helpful. I also found some books from my iwi which was an unexpected find!”

“I love the staff at the Devonport library. Always kind and approachable. They do a great job. Also appreciate the kids programs, wriggle and rhyme and LEGO club. Offering a free service that allows kids to interact, learn and enjoy the library.”





# Local Board Outcomes: ...and in the future

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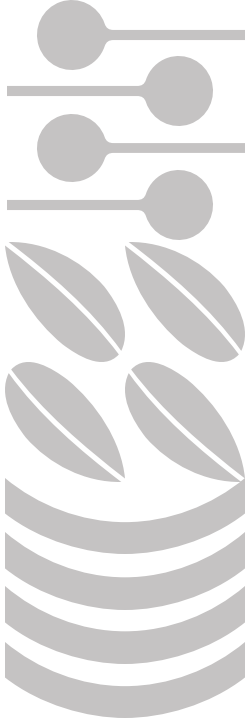
**Our People**  
Telling our stories

**Our Environment**  
Sustainability as a priority

**Our Community**  
Stronger relationships with ethnic communities

**Our Places**  
Outreach events across board area

**Our Economy**  
Continue partnering with BIDS



Patai?



# **Becroft Reserve**

# **Renewal of toilets & changing rooms**

Devonport-Takapuna Local Board workshop

Ravi Chandrappa

Senior Project Manager, Parks and Community Facilities

May 2023



# Purpose

To present and receive feedback from the Devonport-Takapuna Local Board on the options for the renewal of the toilets and changing rooms at Becroft Reserve.



Existing toilets and changing rooms facility



# Project background

- The existing toilet facility structure at Becroft Reserve was constructed in 1991 and has deteriorated in condition and is reaching the end of its asset life.
- A condition assessment was undertaken to assess the existing toilets and changing rooms facility.
- Investigations found that the building, overall is in a very poor condition and nearing the end of its serviceable life.
- An options assessment was carried out and presented to the Devonport-Takapuna Local Board at a workshop on 9 August 2022. The local board requested that staff carry out further investigations on the existing structure and refine the options.



# Further investigation findings

- The facility remains in a very poor condition
- Four options are proposed of which Option 4 is considered to provide the best value in terms of time, cost, long-term maintenance and risks.

	Option 1: Do nothing	Option 2: Do minimum	Option 3: Refurbish the existing facility	Option 4: Rebuild facility as prefabricated block
Cost	NA	\$500,000.00 - 600,000.00	\$1,070,000.00	\$1,560,000.00
Estimated delivery timeframe (design and construct)	NA	8-10 months	17-21 months	9-15 months
Construction timeframe	NA	2-3 months	5-6 months	3-5 months
Construction risk	NA	Medium	High	Medium
Disruption	NA	Medium	High	Medium
Maintenance cost	High	Medium	High	Low
Building life	1-2 years	4-5 years	15-20 years	35 years or more
Usability of the facility	Very low	Medium	Medium - High	High





# Renewal Options

## Option 1 – do nothing – no value to community

Facility is nearing the end of its serviceable life.

Significant issues and health and safety risks to be addressed include:

- Rusted roof
- Non-compliant drainage issues
- Easy access to power board panel

## Option 2 – minimum renewals – no additional value to community

Significant upgrades required include replacement of:

- Existing toilets and internal walls
- Water supply, heaters, hot water cylinders, wastewater and stormwater pipes
- Electrical fit-out

## Option 3 – refurbish existing facility – additional value to facility

- Provides a longer building life than options 1 and 2
- Estimated cost \$1,102,920.48
- Refurbishment requires less budget than rebuilding the facility but would result in **higher maintenance costs** in the long term.



# Option 3 – refurbish existing facility will require:

- Replacement of the:
  - entire roof
  - wastewater and stormwater pipes outside the building
  - existing toilets and internal walls
  - concrete slab and shallow foundation for the addition / extension to the building
  - water heater in each changing room and few other minor works.
- Altering the changing room's internal walls to allow for two additional showers
- New strip drains for changing rooms, water supply lines and hot water cylinders
- New electrical fit-out including cables in conduit, switchboard and lighting
- Wall painting, floor refinish, graffiti protection and waterproof membrane
- New exterior and interior doors



# Option 3 - Refurbishment Plan

## LEGEND:

EXISTING

REMAIN

AutoCAD SHX Text

EXISTING

BE REMOVED

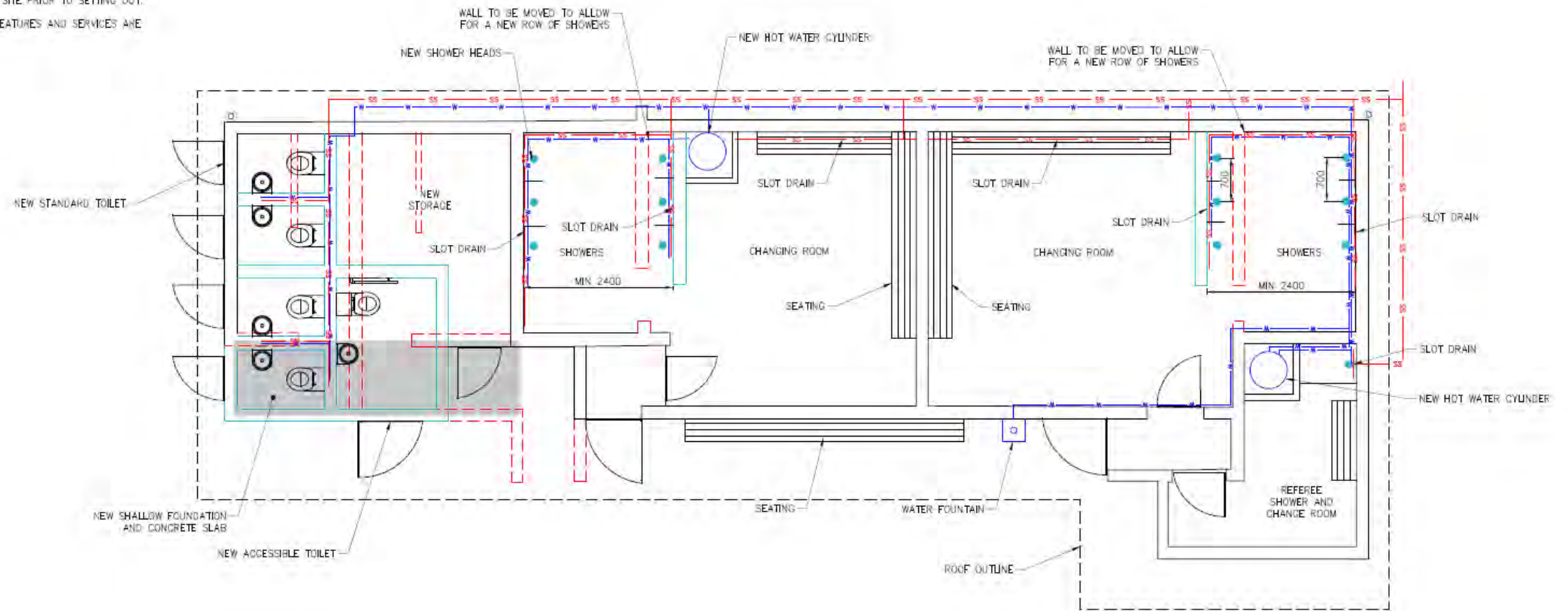
LEGEND: : EXISTING WALL TO REMAIN

EXISTING WALL TO BE REMOVED

PROPOSED WALL

## GENERAL NOTES:

1. ALL DIMENSIONS ARE TO BE READ FROM DRAWINGS AND NOT SCALED FROM THEM. ALL DIMENSIONS ARE TO BE CHECKED ON SITE PRIOR TO SETTING OUT.
2. THE POSITIONS OF FEATURES AND SERVICES ARE INDICATIVE ONLY.



# Option 4 – Rebuild facility as pre-fabricated block

Option 4 is recommended because a pre-fabricated block:

- provides the best value
- can be constructed faster so less disruptive to reserve users
- will be comparatively less expensive to maintain than a refurbished facility.

Items	Cost estimate
Professional services (detailed design, building consent, stakeholders' liaisons, Project Management etc)	\$100,000.00
Contract Management (15% of the physical works)	\$150,000.00
Site Preparation and demolition	\$70,000.00
Building supply, deliver and install new building	\$890,000.00
Footpath construction, line markings and other minor works	\$90,000.00
Contingency (25%)	\$260,000.00
<b>Total Cost</b>	<b>\$1,560,000.00</b>
<b>Available Budget</b>	<b>\$1,102,920.48</b>
<b>Budget shortfall</b>	<b>\$457,079.52</b>



# Option 4 - Recommended Pre-Fabricated Block - Concept Floor Plan



Floor plan Scale 1:50



# Option 4 - Recommended Pre-Fabricated Block - Concept Elevation Plan





# Option 4 - Recommended Pre-Fabricated Block – 3D Visual Model



Proposed Location & Angle of Photo



Existing Photo





# Project Funding

Financial Year 2022	Financial Year 2023	Financial Year 2024	Financial Year 2025	Financial Year 2026	Financial Year 2027	TOTAL
\$46,984.00	\$116,829.80	\$100,000.00	\$120,000.00	\$700,000.00	\$900,000.00	<b>\$1,982,195.14</b>

## High level cost estimate

Items	Cost estimate
Professional services (detailed design, building consent, stakeholders' liaisons, Project Management etc)	\$100,000.00
Contract Management(15% of the physical works)	\$150,000.00
Site Preparation & Demolition	\$70,000.00
Building supply, Deliver & Install new building	\$890,000.00
Footpath construction, line markings and other minor works	\$90,000.00
Contingency (25%)	\$260,000.00
<b>TOTAL Cost</b>	<b>\$1,560,000.00</b>

**\$1,982,195.14**  
 Total budget has been added to the work programme for design and construction FY24 to FY27



# Next steps

**Seek local  
board  
feedback on  
the way  
forward**

May 2023

**Seek formal  
approval  
from the  
local board**

June- July 2023

**Consultation**

Aug- Oct 2023

**Detailed  
Design &  
Consenting**

Nov- June 2024

**Physical  
works**

Sep- Dec 2024



**Thank you**

**Ngā mihi**





**Devonport-Takapuna  
Greenways Plan Update  
May 2023**

# Purpose

- ▶ This document identifies the current and future planning goals relating to the main pedestrian and cycle routes connecting the Auckland Council parks network with the Auckland Transport pedestrian, cycling and wider transport network in the Devonport Takapuna Local Board area.
- ▶ This is intended for use by elected members, Auckland Council and Council Controlled Organisations (CCO), community and volunteer groups, and other interested parties.
- ▶ In 2020, the local board identified a need to update their 2015 Greenways Plan
- ▶ It was anticipated that this updated document would capture the status of those routes which have been completed since 2015 and reaffirm the cycling and walking routes that are yet to be implemented.



# Benefits

## Recreation

Improving people's access to outdoor recreation and enjoyment close to their home.

## Environmental

Reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving water quality, and reducing flooding events and by enhancing ecosystems.

## Social

Providing improved opportunities for people to get out of their cars and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities.

## Health

Providing improved opportunities for activity and fitness.

## Education

Providing opportunities to learn about the vegetation, wildlife, ecology, history, and people of the landscapes that they pass through; and

## Economic

High-performing greenways can create improved local employment opportunities as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors.

# Strategic fit

## The Auckland Plan

### Chapter 12: Auckland's physical and social Infrastructure

Priority 2: Protect, enable, align, integrate, and provide social and community infrastructure for present and future generations.

Directive 12.8: Maintain and extend the public open space network, walkways and trails in line with growth needs.

### Chapter 13: Auckland's transport

Priority 3: Prioritise and optimise investment across transport modes.

# The Devonport-Takapuna Open Space Network Plan (2019)

## Connect

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

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

- Parks and open spaces
- Biodiversity
- Healthy waters
- Transport
- Greenways

# Devonport-Takapuna Local Board Plan (2020)

## Active transport options

Well planned, designed and maintained walking and cycling paths will enhance our open spaces, increase travel choices, and improve our health and fitness.

The network, if extended and improved in line with the initiatives in the Devonport-Takapuna Local Board Greenways Plan, will allow people to move safely to their desired destinations.

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

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

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

## Greenways and sustainability

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

The Devonport-Takapuna network of greenways will:

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



## 2.4. Connecting and sharing open spaces Walking and cycling gaps

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

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

## Section 3 Prioritised Actions

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

### 3.6 Medium priority actions

Develop east to west walking and cycling routes.

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

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

# Mapping

The sections of the greenways network which have been completed since adoption of the 2015 plan are identified in the draft document attached to this memo. These key changes are in the following areas:

- Sunnynook Park
- Milford Reserve
- Smales Farm Station
- Northcote Road around Smales Farm
- Quarry Lake Reserve
- Patuone Reserve/Auburn Street Reserve
- Barrys Point Reserve
- Francis Street
- Northboro Reserve
- O'Neill's Cemetery Park
- Bayswater Park
- Kawarau Reserve

Some new routes have been proposed in the draft document. These include locations in or around the following areas or reserves:

- Lyford Reserve (Sunnynook Bush), Sunnynook
- Milford Estuary/ Omana Road, Milford
- Killarney Park, Takapuna
- Auburn Street Reserve, Takapuna

Other routes have been identified as pedestrian only routes as these are considered to have environmental constraints that make cycling connectivity impractical. These include locations in the following reserves:

- The Lake Pupuke foreshore between Henderson Park and The Promenade in Takapuna
- The Henderson Park to Sylvan Park Walkway, Milford
- Kitchener Park, Milford



Since the 2015 plan was developed, several routes are either no longer feasible or have been replaced by alternative options. These include these locations:

- Wakakura Crescent, Devonport
- Aramoana Reserve, Devonport
- Takapuna Beachfront Reserve, Takapuna

'On Road' Greenways have been proposed in several areas including these areas: Sunnynook Station to Kennedy Park

- Becroft Park /Tristan Ave to Milford Beach
- Quarry Lake to The Promenade in Takapuna
- Ngataringa Park to Narrow Neck Beach
- Stanley Bay Beach to Cheltenham Beach via Ngataringa Bay

These are routes that do not feature in Auckland Transport's 'Future Connect' plans, but would connect the 'parks greenway' routes via connecting roads.

Further work with Auckland Transport is needed to define the standard and specifications of how this might be implemented on roadways. Implementation is anticipated to be minimal (e.g., signage, linemarking and wayfinding).



An aerial photograph showing the coastal city of Devonport-Takapuna. The image captures a dense urban area with a mix of residential and commercial buildings, interspersed with green spaces. The city is situated on a narrow peninsula that tapers towards the top of the frame, where it meets a large body of blue water. A prominent white skyscraper is visible in the city center. The foreground shows a dark, possibly forested or undeveloped area, while the background features a wide expanse of water and distant landmasses under a clear blue sky.

**Devonport-Takapuna Greenways Plan Update**  
**May 2023**



# Contents

## Section 1.0 Introduction

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

## Section 2.0 Methodology

- 2.1 The process.....Page 14

## Section 3.0 Greenways mapping

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

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

# 1.0 Introduction

## 1.1 Purpose of the document

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

### What is a greenways plan?

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

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

### Why an 'updated' document.

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

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

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

## The Devonport Takapuna Greenways Plan

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

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



## Network benefits

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

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

## 1.2 Strategic fit

### The Auckland Plan

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

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

#### Chapter 5: Auckland's recreation and sport

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

#### Chapter 7: Auckland's environment

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

#### Chapter 12: Auckland's physical and social Infrastructure

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

#### Chapter 13: Auckland's transport

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

## The Devonport-Takapuna Local Board Plan (2020)

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

### ***Whakaotinga whā: Te ikiiki me te āheinga***

#### ***Outcome four: Transport and access***

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

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

#### ***Active transport options***

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

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

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

#### ***Opportunities***

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

#### ***Challenges***

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

## Devonport-Takapuna Open Space Network Plan (2019)

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

### Section 1: Strategic Context (Page 23/24)

#### Connect

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

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

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

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

#### Lake Road

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

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

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

### Section 2 – Key moves

#### **2.1. Four key moves**

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

#### **Connecting and sharing open spaces**

- *develop east to west walking and cycling routes.*



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

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

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

### **Connecting to the coast**

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

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

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

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

### **Greenways and sustainability**

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

The Devonport-Takapuna network of greenways will:

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

### **2.4. Connecting and sharing open spaces Walking and cycling gaps**

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

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

- *Narrow Neck*
- *Stanley Bay to Mt Victoria.*

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

*Strategy which aims to:*

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

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

### **Section 3 Prioritised Actions**

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

#### **3.6 Medium priority actions**

*Develop east to west walking and cycling routes.*

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

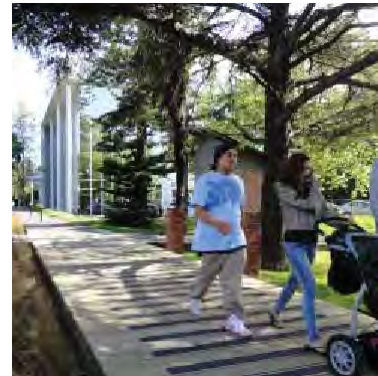
- *Sunnynook to Campbells Bay*
- *Forrest Hill to Castor Bay*
- *Westlake to Milford Hauraki*
- *Bayswater to Belmont*
- *Narrow Neck*
- *Stanley Bay to Mt Victoria.*

## What the greenways might look like

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

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

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







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





## Auckland Context

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

### Broader transport connections

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

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

### Broader walking connections

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



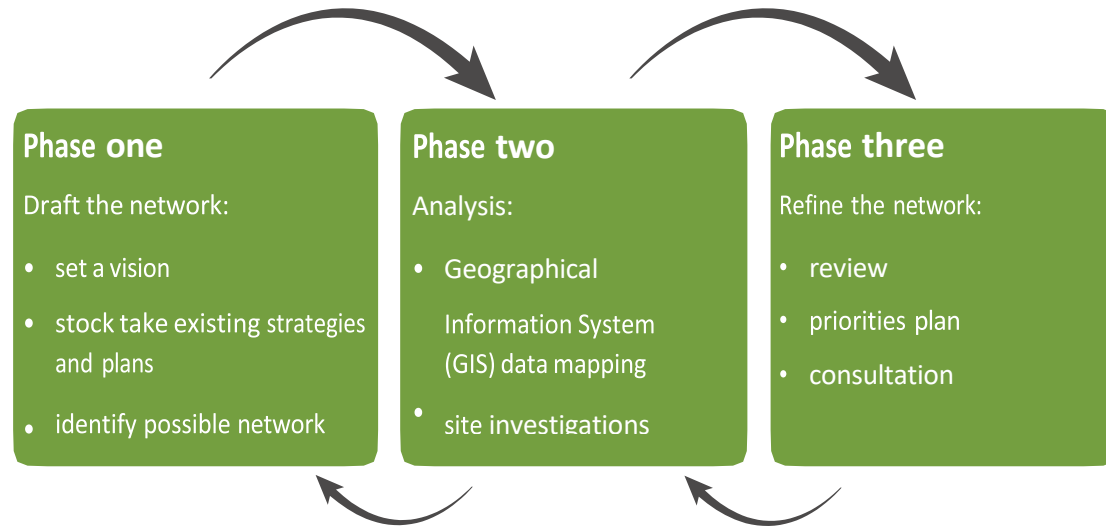




# 2.0 Methodology

## 2.1 The process

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



### Phase one - draft network

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

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

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

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

## Phase two - analysis

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

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

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

## Phase three - refine the network.

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

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

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





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



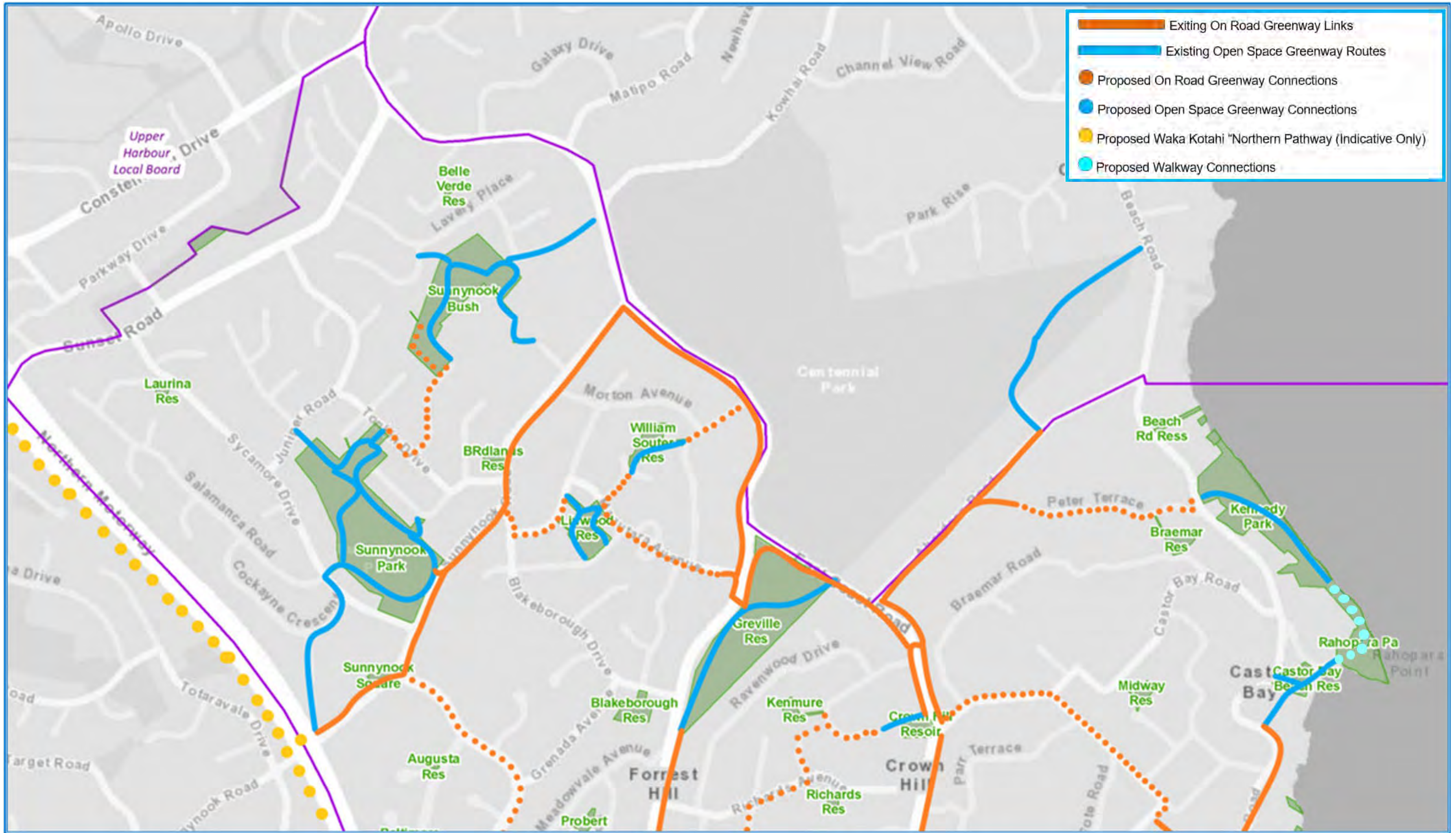
# 3.0 Greenways Mapping

## Introduction

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

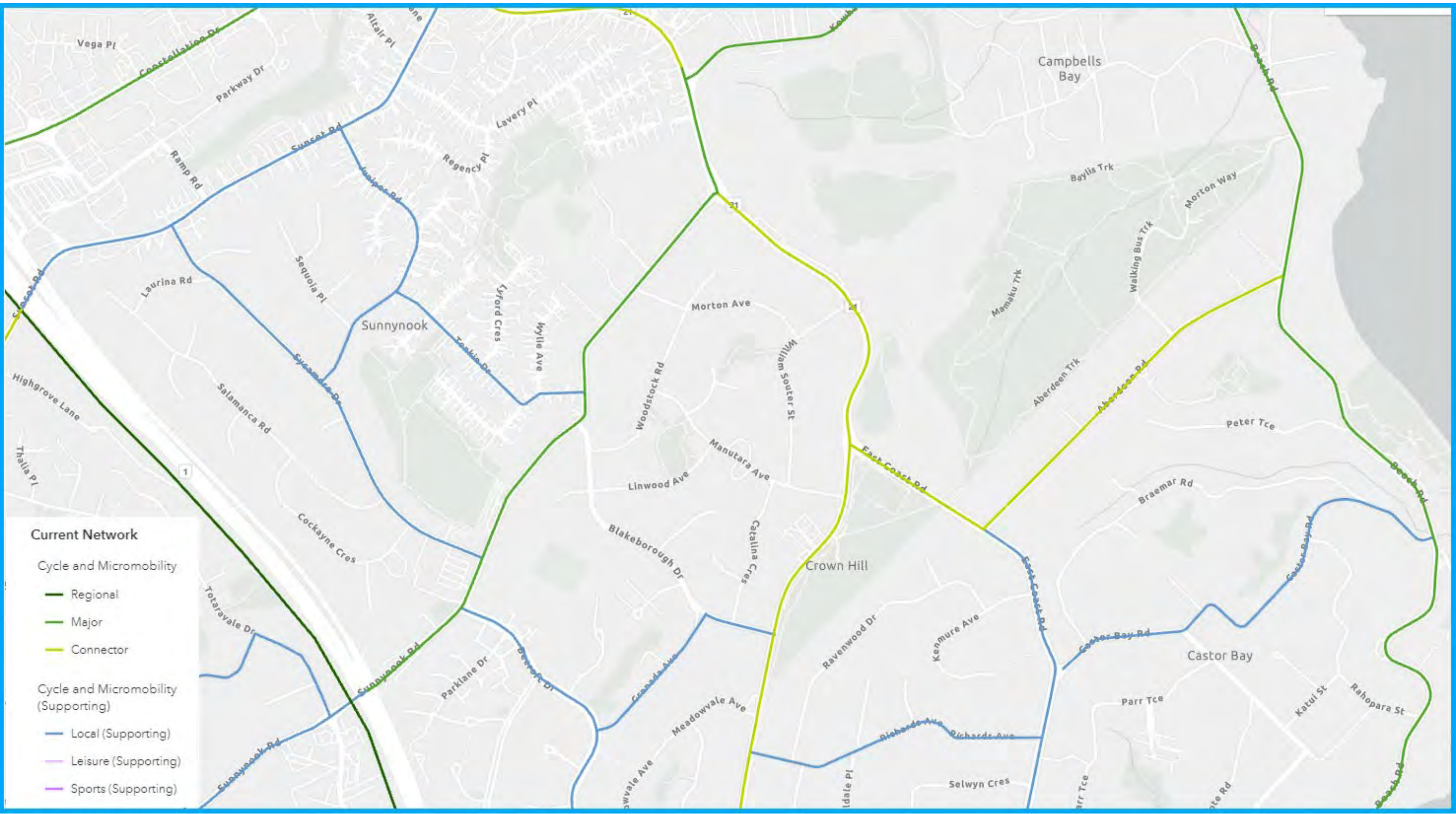
Also shown on separate maps are the Auckland Transport 'Future Connect' network showing the greenways often overlap with the Auckland Transport planned routes.

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



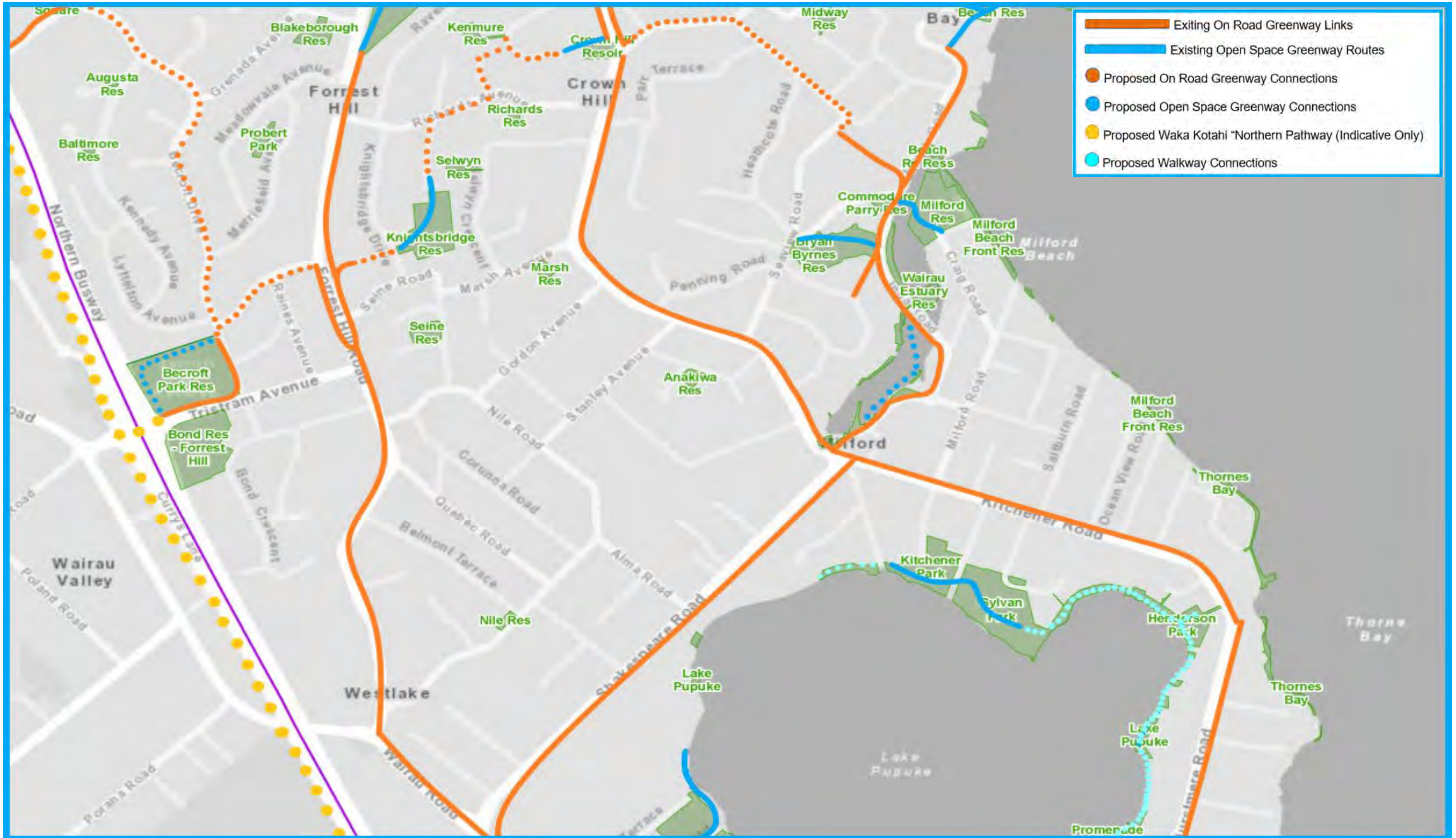


Map 2 Auckland Transport 'Future Connect' Network- Sunnynook, Forrest Hill and Castor



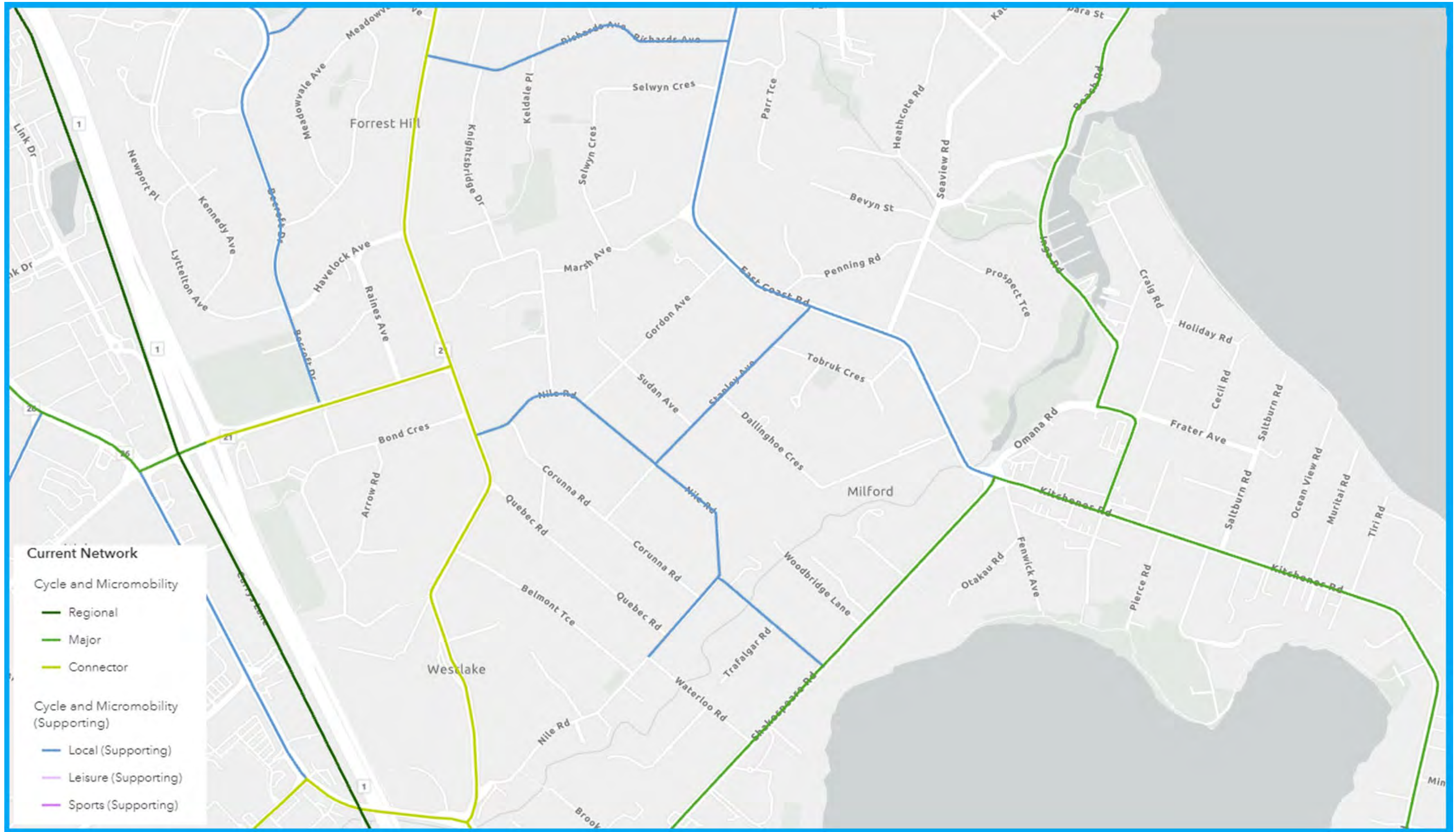


Map 3. Greenways Network- Westlake and Milford



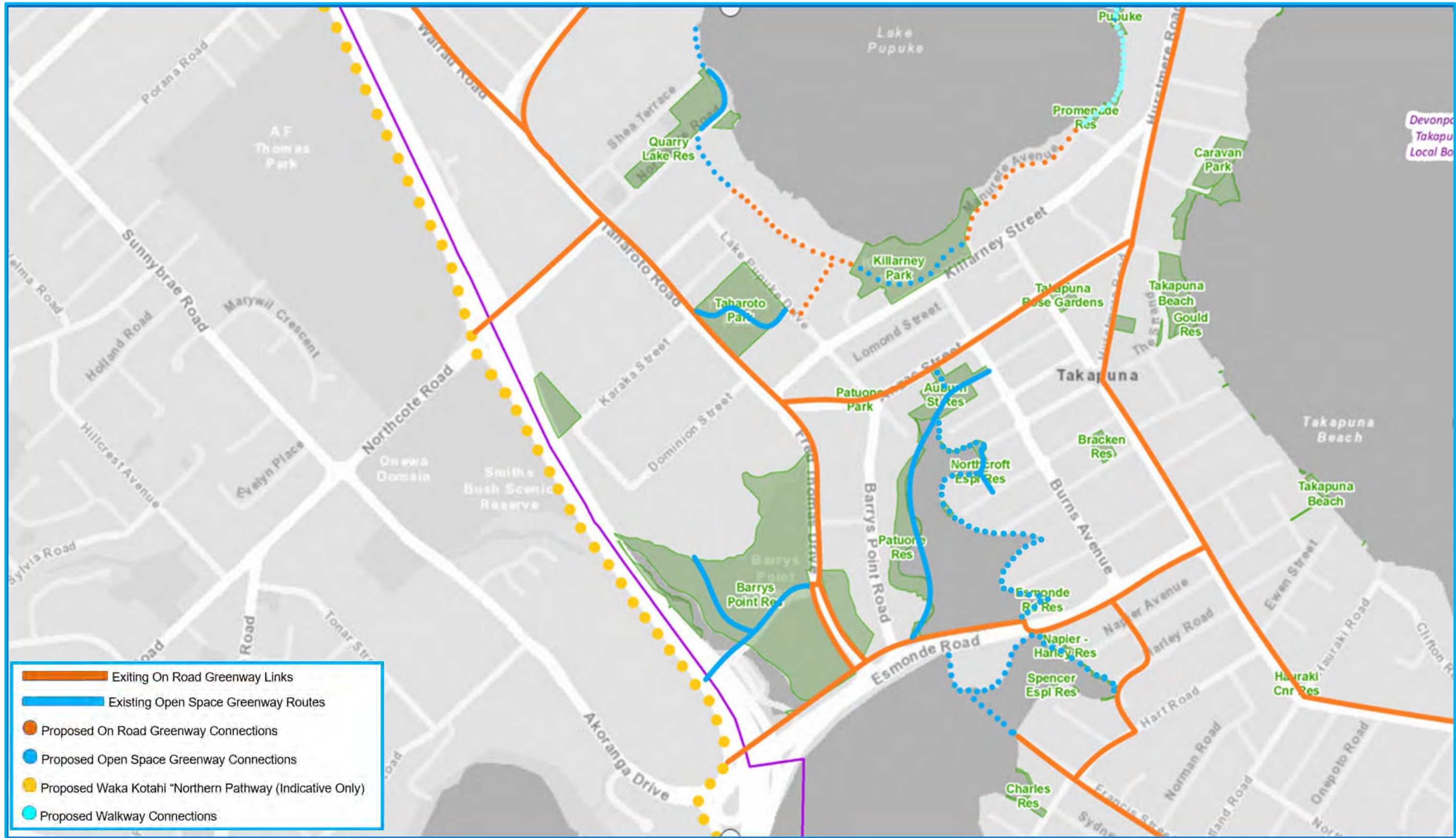


Map 4. Auckland Transport 'Future Connect' Network- Westlake and Milford





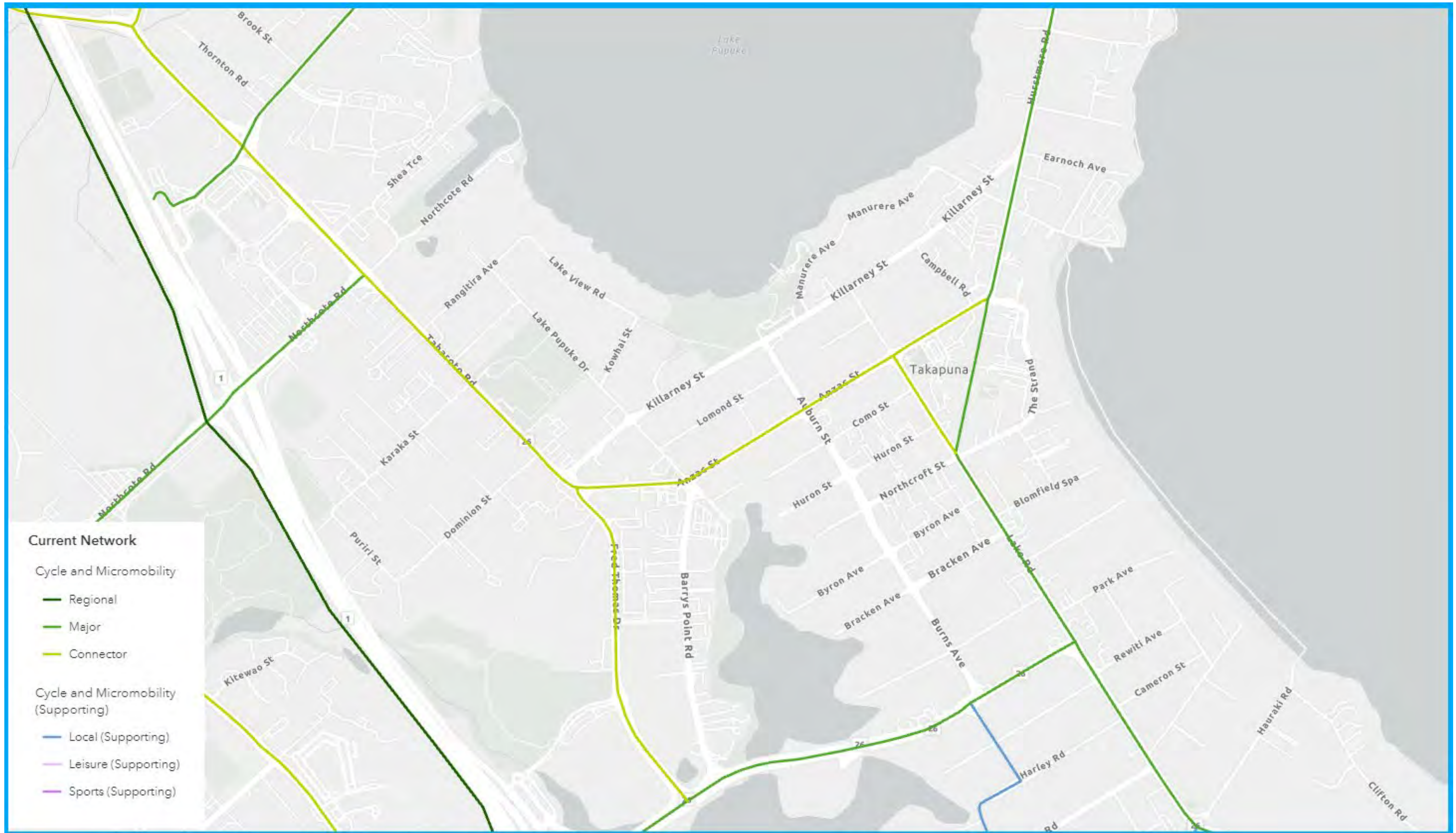
Map 5. Greenways Network -Takapuna



Devonport  
Takapuna  
Local Board



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





Map 7 Greenways Network Hauraki and Belmont





Map 8 Auckland Transport 'Future Connect' Network Hauraki and Belmont





Map 9 Greenways Network Bayswater, and Narrow Neck











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



