

Pukekohe-Paerata Paths Plan - an Aspirational Plan

Adopted December 2018



◀ *Cover image: View looking south across Colin Lawrie Fields toward Roosevelt Park, 2017.*

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Looking east towards Belmont with Pukekohe Township in the distance, 2014.

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Looking over the Pukekohe Stadium, 2014.

1.0 Introduction

1.1 Purpose of the Document

Purpose

This is a visionary and guiding document intended for use by the Franklin Local Board, council departments, council-controlled organisations (CCOs), community groups, private developers and other interested parties. The Pukekohe-Paerata Paths Plan outlines the long-term Local Path network for the Pukekohe-Paerata areas, within the Franklin Local Board area, with a view to setting priority projects up for funding and implementation over the coming years.

Visionary Document

Network plans similar to this, have been successfully developed throughout the world, with those in Portland, Oregon, being one of the most successfully implemented. Planning and delivery of an overall Auckland network called 'Local Paths' (formerly known as Greenways)* is now well underway across the city, where plans are being developed in a ground-up manner by local boards with a shared vision to greatly improve walking, cycling, and ecological connections throughout the region.

As the Franklin Ward covers a large area, the board has directed that paths plans be undertaken in specific areas. As such, this plan only addresses the Pukekohe-Paerata area.

Other paths plans that have been completed within Franklin include:

- Pohutukawa Coast Trails Plan (Beachlands/Maraetai) (June 2017), and
- Waiuku Trails Plan (December 2017).

1.2 Strategic Fit

Links to the Auckland Plan

The Auckland Plan June 2018 sets council's long-term strategic direction and sets out a vision to create the world's most liveable city. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all co-ordination.

Implementation of the projects contained within this local paths plan can deliver on a number of the aims of the Auckland Plan, including:

Belonging and participation

Focus area 1: *Create safe opportunities for people to meet, connect, participate in and enjoy community and civic life.*

Focus area 3: *Support and work with communities to develop the resilience to thrive in a changing world.*

Focus area 7: *Recognise the value of arts, culture, sport and recreation to quality of life.*

Maori Identity and wellbeing

Focus area 7: *Reflect mana whenua mātauranga and Māori design principles throughout Auckland.*

Transport and access

Focus area 4: *Make walking, cycling and public transport preferred choices for many more Aucklanders.*

Environment and cultural heritage

Focus area 1: *Encourage all Aucklanders to be stewards of the natural environment and to make sustainable choices.*

Focus area 2: *Focus on restoring environments as Auckland grows.*

Focus area 4: *Protect Auckland's significant natural environments¹ and sites of cultural heritage from further loss.*

Focus area 6: *Use green infrastructure² to deliver greater resilience, long-term cost savings and quality environmental outcomes.*

Links to other initiatives

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

- Auckland Unitary Plan;
- Pukekohe-Paerata Structure Plan and the Pukekohe/Paerata Structure Planning Feedback Summary (2017);
- Pukekohe Area Plan (October 2014);
- Runciman Precinct Plan - Map 2: reserves and connections
- Auckland Transport (AT) - Supporting Growth - Delivering Transport Networks - SOUTH (2017);
- New Zealand Transport Authority (NZTA) proposals such as the SH22/SH1 (Drury) to Paerata;
- Private development proposals such as Wesley SHA (housing development and township);
- New School in Belmont and relocation of an existing school at Paraeta as part of private development;
- Special Housing Areas (SHA): Wesley, Belmont and Anselmi Ridge;
- Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area (July 2015).

* The Franklin Local Board has chosen to rename its local path project as the Pukekohe-Paerata Paths Plan (PPTP), and will be referred to as such from here on in.

1 Places with intrinsic, ecological, recreational or cultural values.

2 For example: a green roof, rain garden or permeable path.

Local Board Aspirations

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

Successful implementation of high performance walking and cycling routes has the potential to fulfil a number of the aspirations set out in the Franklin Local Board Plan (2017), including:

Outcome 1: A Well-cared for natural environment

Objective:	Key initiative:
Improve connectivity between outdoor areas and help increase use.	Implement local paths plans to make open space connected, accessible and well used.
Reduce weeds and animal pests in our natural environment.	Raise awareness of good pest management practices, and support groups and individuals to control weed and animal pests.

Outcome 2: A thriving local economy

Objective:	Key initiative:
Increase tourist numbers and visitor spend in Franklin.	Support the promotion and linking of local attractions, events and heritage.

Pukekohe / Paerata Structure Plan 2017

The Pukekohe-Paerata Paths Plan has been developed alongside the Pukekohe / Paerata Structure Plan. The structure plan applies to approximately 1,300 ha of Future Urban Zoned (FUZ) land (refer page 20 for map).

Structure plans are an important method for establishing the pattern of land use, and the transport and services network within a defined area. They enable a detailed examination of the opportunities and constraints relating to the land, including its suitability for various activities, infrastructure provision, geotechnical issues and natural hazards.

Structure planning enables council to identify, investigate and address the potential effects of urbanisation and development on the natural and physical resources within the structure plan area. The effects on neighbouring areas, particularly those that have been scheduled in the Unitary Plan in relation to natural heritage, mana whenua, natural resources, coastal environment, historic heritage and special character can also be considered.

In 2017, a series of technical reports outlining opportunities and constraints for the Pukekohe/Paerata FUZ were prepared for consultation. These reports related to transport, stormwater and management of the freshwater environment, geotech, ecology, natural character, landscape and visual, heritage and archaeology, open space and community facilities.

Feedback from this consultation is currently being considered and the council will formulate a draft structure plan for further consultation. Following feedback analysis, a final structure plan will be completed and adopted by council. Council will subsequently initiate a formal plan change process to give effect to the structure plan by creating operative urban zonings.



1.3 Working with mana whenua

Mana whenua have a special cultural and spiritual relationship with the environment, which is a matter of national importance under the Resource Management Act.

This includes their relationship with their:

- waahi tapu (sacred sites)
- taonga (treasures)
- water
- ancestral lands.

The local board understands the importance of working with mana whenua in the development of the paths plan and the integration of the protection and enhancement of air (hau), land (whenua), water (wai), biodiversity, and wahi tapu and taonga in Pukekohe-Paerata. The early mapping and process for the paths plan was shared with mana whenua at the planning stage at a hui and the discussion will continue throughout the process of building the trails.

The draft paths plan was introduced at the Southern Mana Whenua Hui on 13 June 2018 and discussed at a second hui on 31 August 2018. Mana whenua were introduced to the Pukekohe-Paerata Paths Plan and asked how they would like to engage. The following points summarise the key points noted by the project team:




- reference to the volcanic cone field at Helvetia as being older than the cones of Auckland
- cultural connections to the Pukekohe East area, specifically Pa sites e.g the Bluff adjacent to Sim Road
- heritage trails and story telling in connection to Pukekohe – Ngati Tamaoho
- mindful of horses close to streams, protection of waterways with riparian planting as a buffer
- separate bridle paths are preferable, to avoid conflict with horses and other users
- preference for planting to be implemented first (prior trail) and allow for long term management of planting
- better visibility of parks in the new developments i.e parks bordering roads as opposed to land locked with poor passive surveillance
- future engagement should be with Nga Hau e Wha Marae - scoping and early design phase following adoption of this plan.

Te Aranga Design Principles

The Te Aranga Māori Design Principles are a set of outcome-based principles founded on intrinsic Māori cultural values and designed to provide practical guidance for enhancing outcomes for the design environment. The principles have arisen from a widely held desire to enhance mana whenua presence, visibility and participation in the design of the physical realm¹.

Te Aranga Design Principles shall be used as a guide as the paths plan is developed.

¹ Auckland Design Manual

1 MANA Rangatiratanga, Authority 	2 WHAKAPAPA Names and Naming 	3 TAIAO The Natural Environment 
Outcome: The status of iwi and hapū as mana whenua is recognised and respected.	Outcomes: Māori names are celebrated.	Outcome: The natural environment is protected, restored and enhanced.

4 MAURI TU
Environmental Health



Outcomes:
Environmental health is protected, maintained and/or enhanced.

6 MAHI TOI
Creative Expression



Outcome:
Iwi/hapū narratives are captured and expressed creatively and appropriately.

3 TOHU
The Wider Cultural Landscape



Outcomes:
Mana whenua significant sites and cultural landmarks are acknowledged.

7 AHI KA
The Living Presence



Outcomes:
Iwi/hapū have a living and enduring presence and are secure and valued within their rohe.

1.4 What is a 'Paths Plan'

Definition

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

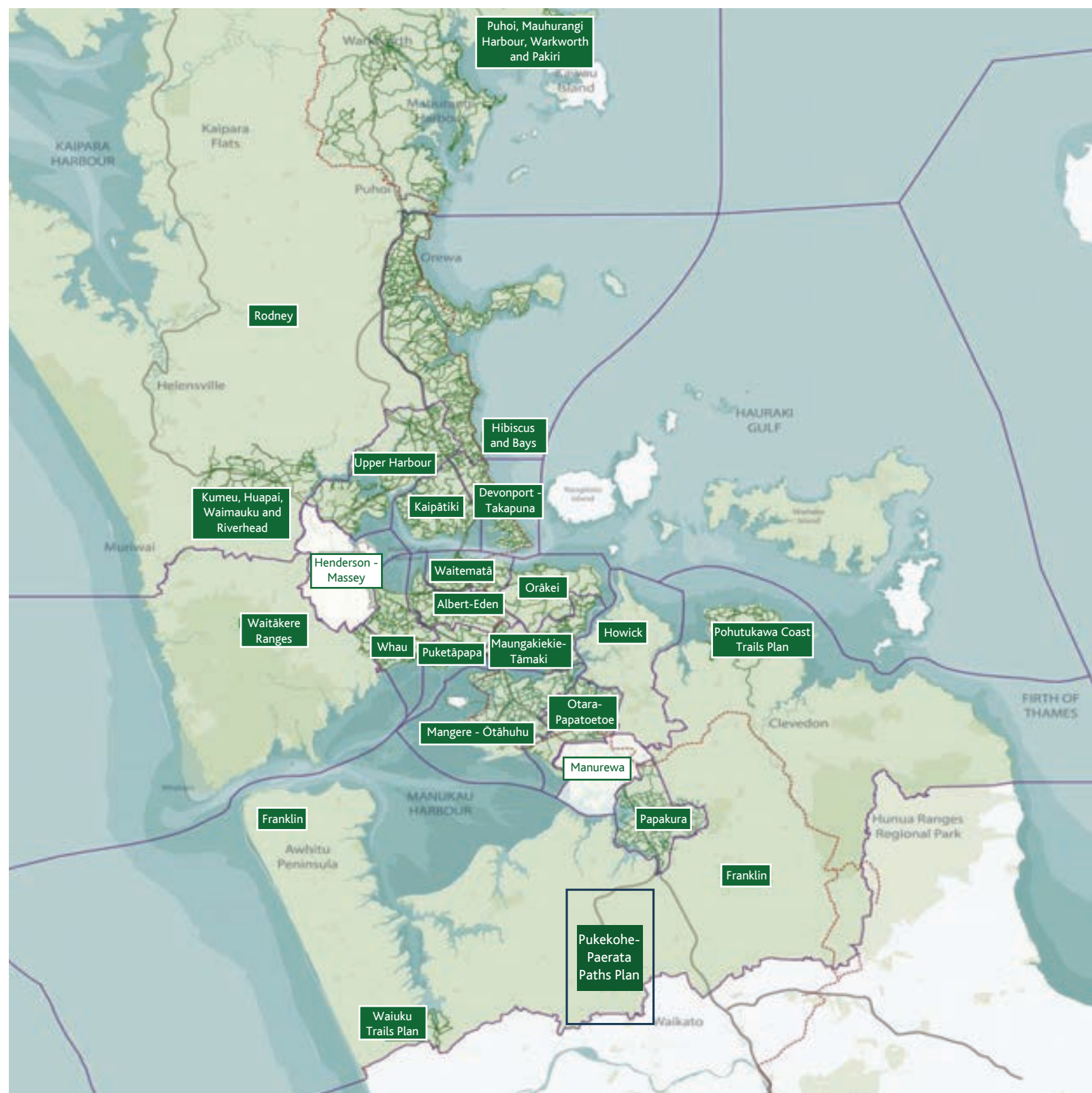
In rural areas bridle paths may form an important element of a local paths plan.

Implementation of the paths plan will better connect Pukekohe and Paerata to the rest of the Franklin ward, to neighbouring board areas, and will also connect to regional walking and cycling proposals for the greater Auckland area. The adjoining map shows other paths plans or local paths plans under development or adopted by participating local boards.

Benefits of a Trail Plan

There are many benefits from developing local paths, including:

- **Recreation** - Improving people's access to outdoor recreation and enjoyment close to their home;
- **Environmental** – reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving water and reducing flooding events through low impact design, and by improving ecosystems and habitats;
- **Social** – providing improved opportunities for people to get outside and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities;
- **Health** – providing improved opportunities for activity and fitness;
- **Education** – Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and
- **Economic** – Increasing local employment as areas become more desirable for businesses and shoppers. Local paths can also become a tourist destination for international and national visitors, and improve property values.



Legend

- Planned paths plans / local path network (partially constructed)
- Local Board boundaries

- Boards with local paths planning underway
- Te Araroa trail

Trail Plans / Local Paths Network, Auckland
not to scale





Connections in open spaces

What the Local Paths might look like

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

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



Connections in streets and transport corridors

The surface treatment will vary depending on site-specific aspects such as the location of the path, gradient and the existing character of an area. It is also important that the network is connected through appropriate way-finding signage and/or other forms of markers.

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



Cultural, educational and ecological opportunities

1.5 Local Path Design Guide

Positioning local paths in the Pukekohe-Paerata area

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

Local Path - Street

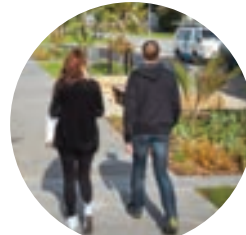
An on-street Local Path has pedestrians accommodated on footpaths with streets that are safe enough to cycle on without the need for separated cycle lanes. Traffic calming tools, pavement markings and signage are used to improve safety for all street users.

Local Path - Open Space

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-road street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.



Sandringham



Manukau



Mount Roskill War Memorial Reserve



Manurewa, Auckland

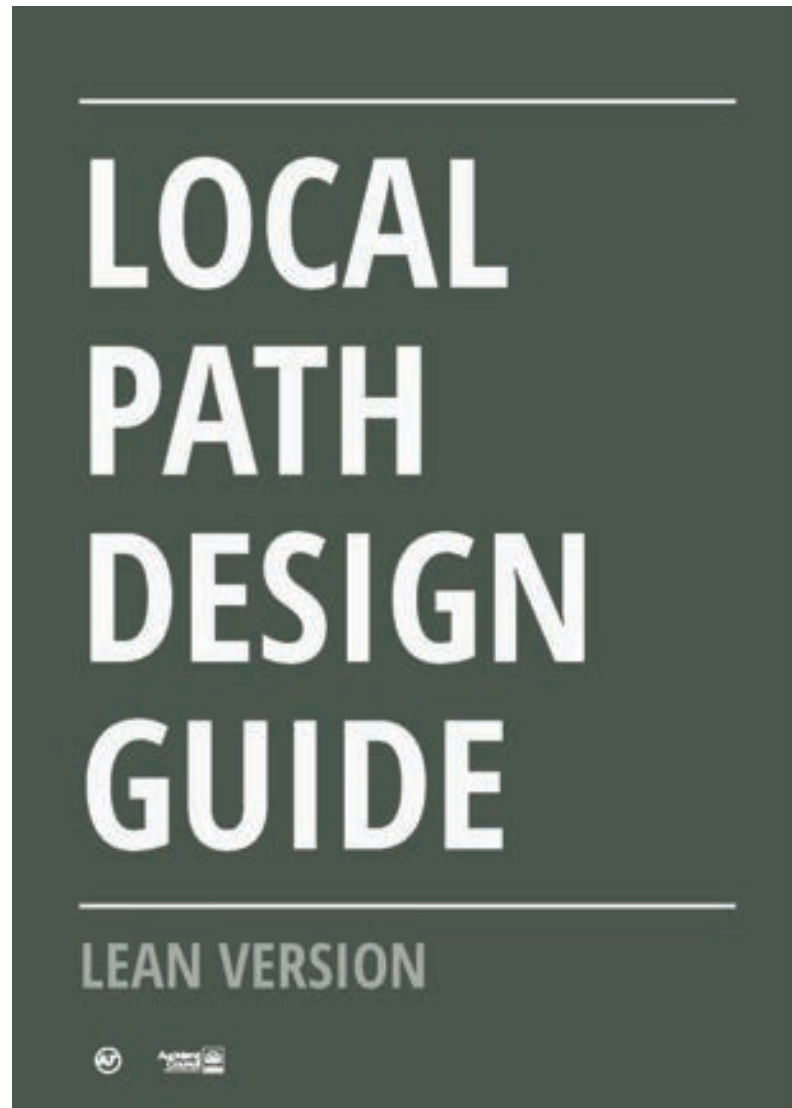


Express Path

Express Paths are cross-city connections that provide for both walking and cycling separated from vehicles. They provide for faster movement than Local Paths and create links to regional and local centres.

Trail

A trail is distinct from a Local Path in that it is found in rural or bush settings and is primarily for recreation. Many trails will connect to Local or Express Paths, but may also allow for horse-riding alongside walking and cycling. A trail can also be a bush walk which, due to topography, would not be shared by cyclists. Trails are not generally intended to form a connection between destinations, and often run in loops.



1.6 Auckland Context

This map shows the Franklin Local Board area within its wider regional context, sitting some 50km south of Auckland's CBD. It is predominantly a rural area, supported by towns, villages and hamlets. The Franklin ward is Auckland's southernmost ward. The area is bound by the Tasman Sea and Manukau Harbour to the west and north, and by the Firth of Thames to the east. It includes a number of inland and coastal settlements such as the Awhitu Peninsula, Karaka, Ardmore, Clevedon, Whitford, Maraetai, Kawakawa Bay and Orere Point, as well as the townships of Beachlands, Pukekohe and Waiuku.

Some of Auckland's critical infrastructure is located in this area, including the water reservoirs in the Hunua ranges, as well as gas, water, electricity and telecommunications lines.

Franklin is home to a growing number of residents seeking a rural lifestyle and its economy is dominated by activities related to agriculture. Pukekohe, Paraeta and surrounding areas are already experiencing major growth and are expecting more.

Broader Transport Connections

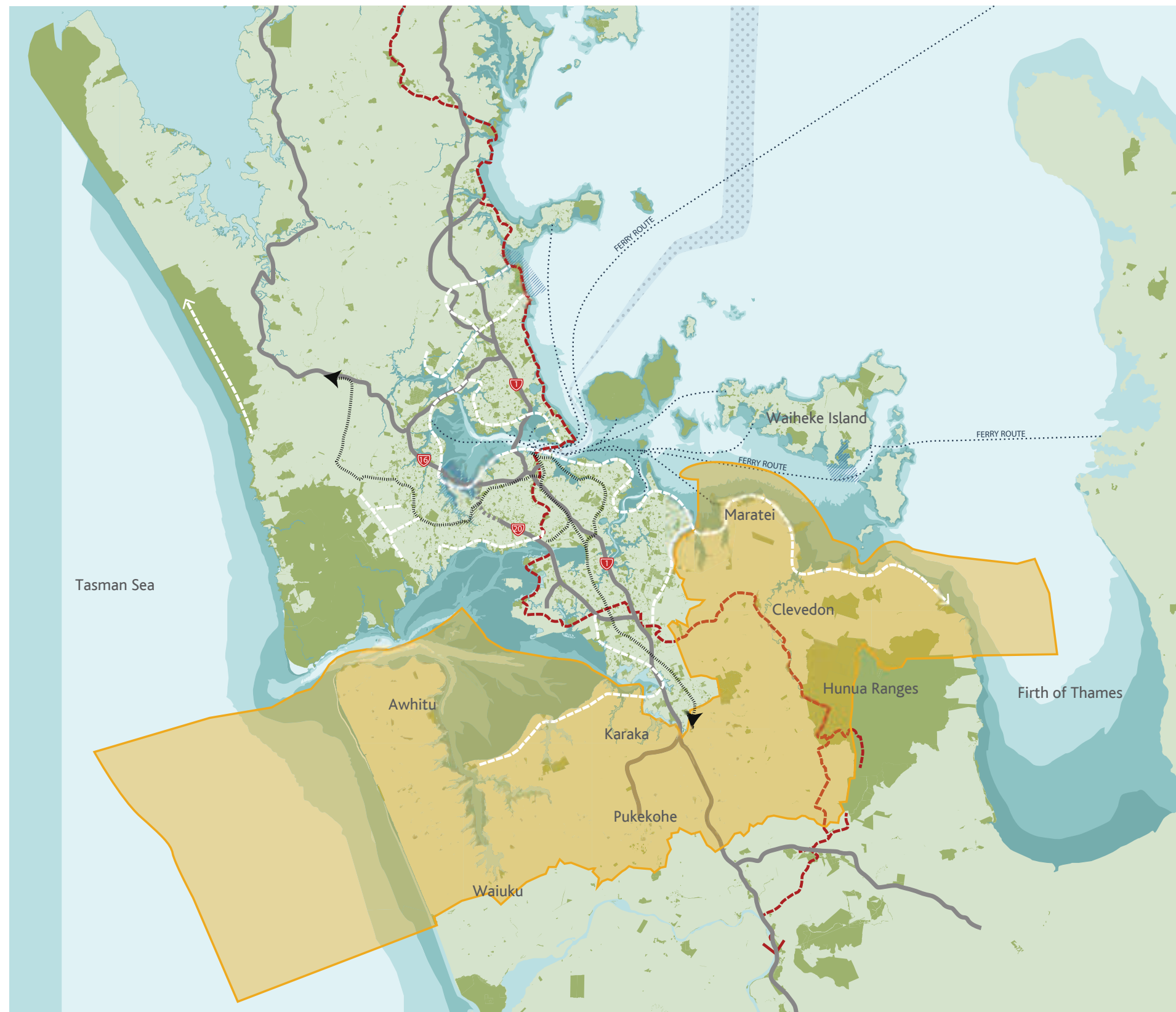
The Southern Motorway (SH1) and the North Island Main Trunk Railway line run through the board area and Pukekohe is the last stop for commuter trains running to and from Britomart. While these transport corridors present challenges from a local paths perspective, they also provide important transportation links which the paths can effectively link up with, to create an efficient continuation of transport routes available.

There are a number of transport projects identified within the Pukekohe-Paraeta area including;

- a new bus network in Pukekohe
- Pukekohe Train Station upgrade, and
- a new train station at Paerata, as part of the Wesley Special Housing Area.

Broader Walking and Cycling Connections

The 'Te Araroa' walking trail is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route will take some time to develop, there may be future potential to link local routes in with this national trail. The New Zealand Walking Access Commission is actively pursuing the development of trails between Taupo and North Auckland, this forming one segment of the Te Araroa walking trail.



Not to scale

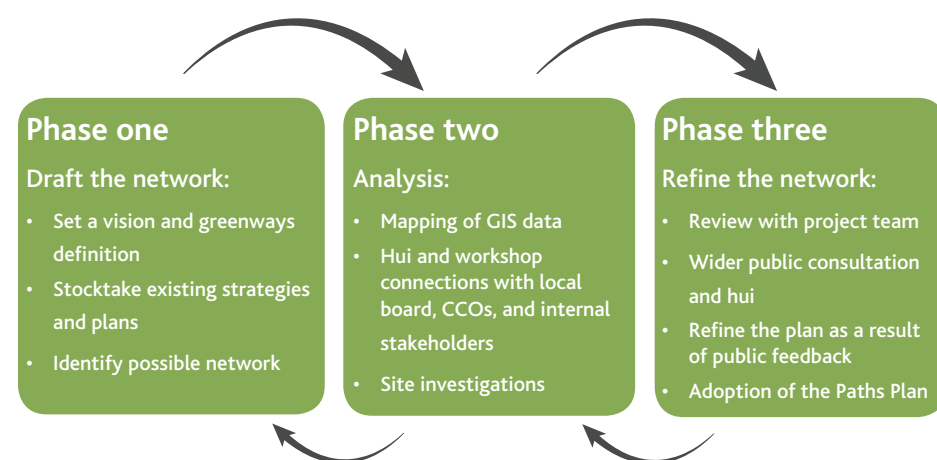


Looking west across Pukekohe CBD, King Street in the centre 2014.

2.0 Methodology

2.1 The Process

The Pukekohe-Paerata Paths Plan was developed using a three-stage process as outlined below:



Phase one - draft the network

As a first step, previous studies and planning documents relevant to the area were collected and reviewed. The Franklin Local Board Plan (2017) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years. After this, a definition for the Pukekohe-Paerata Paths Plan was discussed and agreed upon with the Local Board, and a 'working party' was set up, which met regularly to review the plan as it developed.

Next, a desktop study was carried out to map a high-level network of walking, cycling and bridle connections as per the agreed components set out in the paths plan definition. Ecological improvements were also given consideration, to improve links between existing areas of vegetation, wetlands, and streams. These desktop studies gave an understanding of the broad landscape patterns within the study area, and were used to guide phase two of the process, where the network was investigated on site.

This stage of the draft network plan was taken to the working party for review prior to undertaking site investigations, to ensure that it was aligned with the Board's aspirations and objectives for the project.

Phase two - analysis

Following the desktop mapping, the draft route was overlaid with GIS data to ensure that the network made appropriate connections to local destinations such as schools, community facilities, town centres and transport nodes.

A local board workshop was held to discuss the draft connections. The members provided guidance and local knowledge on the routes, which were then refined. During this phase, discussions were also held with Auckland Transport, Heritage, Biodiversity, Planning Central/South and other council officers to inform them of the project, and to understand related policies or projects that would affect the locations of potential pathways.

Connections on public land such as parks and road corridors were assessed on-site as 'ground-truthing' to ensure they provided practical and safe connections. This process involved an analysis of a number of aspects that could influence the suitability of the route, including topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of any roading corridors identified as routes.

Phase three - refine the network

Following the analysis phase, the Franklin Local Board and Council officers from Parks Sports and Recreation, Community Facilities and Local Board Services, as well as Auckland Transport, reviewed the proposed connections in detail, and a wider community consultation phase was then carried out.

2.2 Consultation feedback

A draft version of the mapped trail connections was made available for online comment from 18 June until 16 July 2018. There were 56 online submissions over a period of four weeks. The draft maps were also displayed at the Pukekohe Library for a three week period. Six paper forms were submitted.

During this time, the boards were also displayed on Saturday 7 July 2018 outside the Paper Plus Store on King Street and the Pukekohe PAK'nSAVE main entrance.

The project team visited five schools to learn how some of our young people are connecting to school and the challenges they face walking or riding to school. The following page shows two maps that were drawn on by students.

The schools visited by the project team included:

- Pukekohe Valley School
- Pukekohe Hill School
- Pukekohe North School
- Pukekohe Intermediate
- Pukekohe High School

Key themes emerging from consultation included:

- safety, lighting
- signage, footpath requests
- tourism opportunities
- family friendly cycling
- applying a holistic approach
- recognition of culture and history
- preservation of Franklin's rural flavour



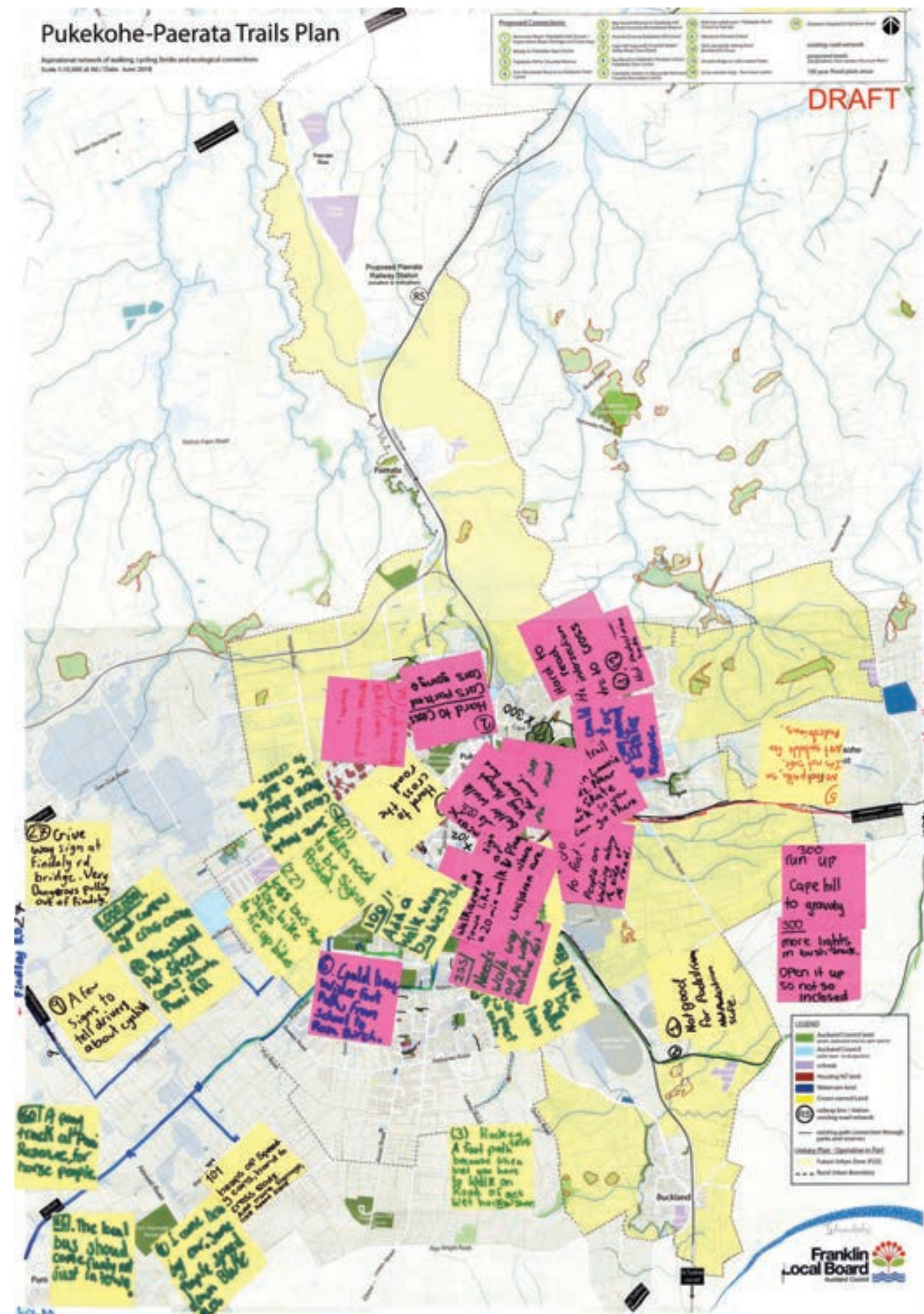
Consultation on King Street, 2018.



Consultation outside Pak'nSave, Pukekohe, 2018.



Consultation at Pukekohe Hill School, 2018.



Consultation at Pukekohe Intermediate School, 2018.



Looking across Ernies Reserve, Luke Harvey 2013.

3.0 Analysis mapping

3.1 Planning

This map shows the zones from the Auckland Unitary Plan (Operative in Part), potential designations for 'Future Urban Zones' (FUZ) within the area as a result of the Pukekohe / Paerata Structure Plan process, and the three Special Housing Areas (SHA).

The Auckland Unitary Plan (Operative in Part)

East Pukekohe is zoned 'Rural - Mixed Production Zone', the west is zoned 'Rural - Mixed Rural' and 'Rural - Countryside Living'. The land use relates to rural activities, including rural production, rural character and amenity, rural industry and services. There are pockets of open space, mainly 'Conservation'.

Central suburban Pukekohe is a mix of 'Residential' and 'Business' zones along the railway line, bookended by pockets of 'Light Industry' at the northern and southern ends of the township. There is 1118ha of existing open space in the Pukekohe central suburban area. The majority of these open spaces are 'Informal Recreation' (30) and 'Sport and Active Recreation' (5), which equate to 77% of this area (96.14ha).

Pukekohe / Paerata Structure Plan 2017

'Scenario 1' of the Pukekohe / Paerata Structure Plan (shown on the map adjacent) was consulted on in 2017. The structure plan area covers approximately 1300ha of FUZ areas within the Auckland Unitary Plan. This area wraps around the existing suburban area of Pukekohe under the 5 census area units: Buckland, Bledisloe Park, Pukekohe West, Pukekohe North, Paerata and Cape-Hill. The Parks and Open Space background report prepared to inform the 2017 draft structure plan suggested there could be up to 40 new neighbourhood parks and up to 5 new suburban parks in the FUZ.

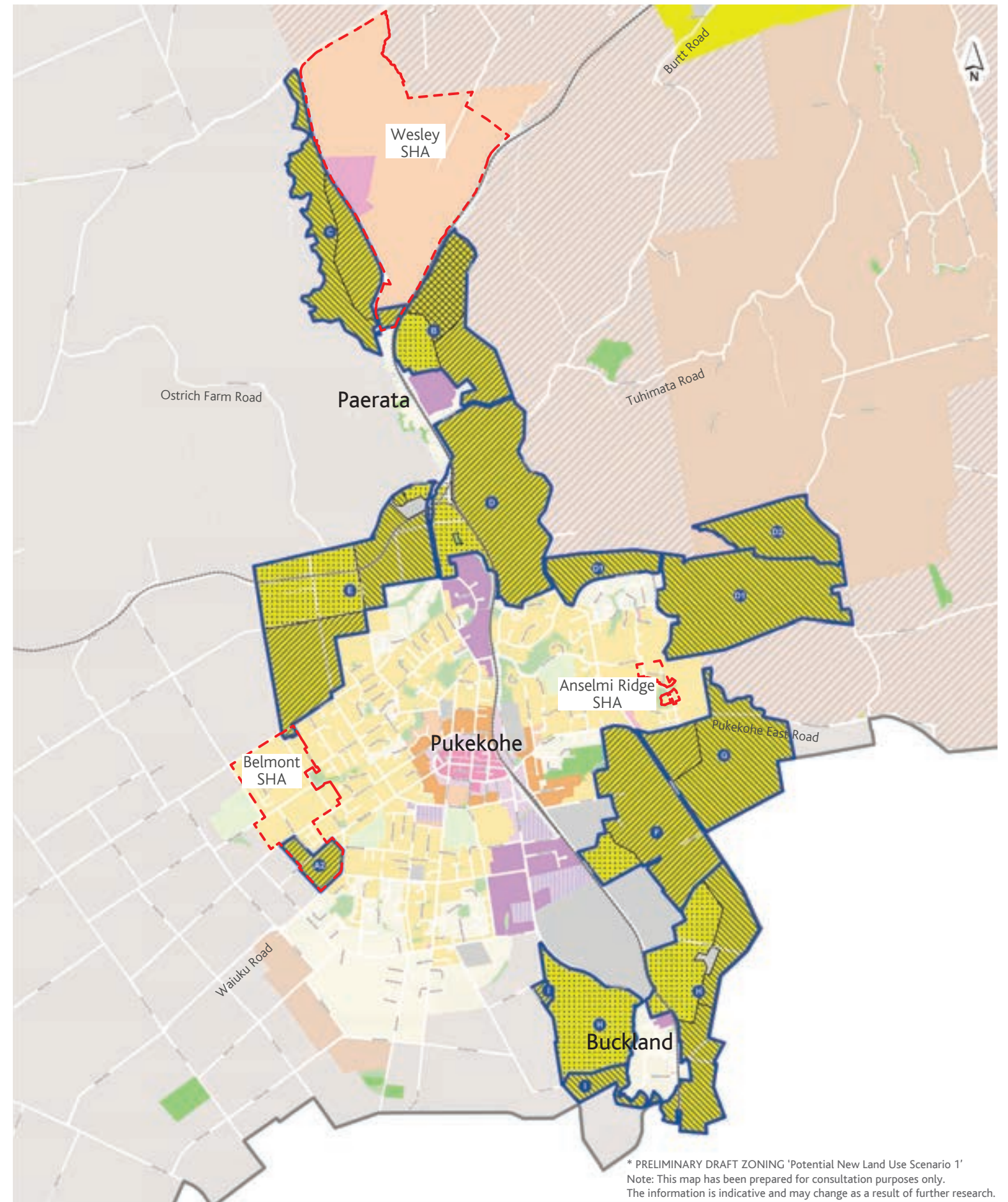
Once the structure plan has been completed and adopted, the council will subsequently initiate formal plan change processes to give effect to the structure plan by creating operative urban zonings. The paths plan will need review upon confirmation of the zoning.

Special Housing Areas (SHAs)

There are three SHAs within the area:

- Wesley SHA (currently undeveloped)
- Belmont SHA (partially developed)
- Anselmi Ridge SHA (partially developed)

Wesley SHA is the largest at 300ha. Future trail connections within road corridors and parks are not determined in this area as the development plan has not been finalised. While the future esplanade reserves can be assumed to be located alongside existing streams, the location of parks and open spaces is yet to be determined as the area is still under development. The Pukekohe / Paerata Structure Plan 2017 indicates up to 8 neighbourhood parks and 1 suburban park for the Wesley SHA.



* PRELIMINARY DRAFT ZONING 'Potential New Land Use Scenario 1'
 Note: This map has been prepared for consultation purposes only.
 The information is indicative and may change as a result of further research.

Auckland Unitary Plan (Operative in Part)		Pukekohe / Paerata Structure Plan - Scenario 1	
Residential - Mixed Housing Urban Zone	Business - Town Centre Zone	Business - Light Industry Zone	Potential Business
Residential - Terrace Housing and Apartment Buildings Zone	Business - Local Centre Zone	Future Urban Zone	Potential Residential High Density
Open Space - Conservation Zone	Business - Neighbourhood Centre Zone	Rural - Rural Production Zone	Potential Residential Low Density
Open Space - Informal Recreation Zone	Residential - Single House Zone	Rural - Mixed Rural Zone	Potential Residential Medium Density
Open Space - Sport and Active Recreation Zone	Residential - Mixed Housing Suburban Zone	Rural - Countryside Living Zone	Special Housing Area
Open Space - Civic Spaces Zone	Business - Mixed Use Zone		Structure Plan Sub Area
Open Space - Community Zone	Business - General Business Zone		Auckland Council Boundary

3.2 The Natural Environment

This map shows different aspects of the natural environment including:

- Geological features from the Pukekohe-Paerata Structure Plan, Landscape and Visual Assessment (by Opus)
- Significant Ecological Area (SEA) overlay from the Auckland Unitary Plan
- 'Biodiversity Focus Areas' for ecosystem management mapped by the Auckland Biodiversity Team, Council GIS
- Permanent and intermittent streams from Council GIS
- 100 year Flood Plain areas, Council GIS.

Topography and Geological Features

The natural Pukekohe landscape is diverse. There are flat open pastoral lowlands, native forest, vegetated pockets, stream valleys, hill slopes and volcanic features. In the north, the Paerata township is surrounded by the lower reaches of the gullies, the area is flat or gently rolling. Similarly, the area surrounding Buckland township is flat or gently rolling. Undulating pastoral or urban landscape character forms inwards towards the Pukekohe town centre.

Distinct geological features include tuff rings, shield volcanoes and the Pukekohe East explosion crater, which is an Outstanding Nature Feature (ONF).

Vegetation

Originally the entire area would have been covered in vegetation, mainly puriri, taraire, tawa and podocarp forest. The lower areas would have been swamp lands.

The only remaining indigenous vegetation includes small tracts of puriri forest, kahikatea/pukatea forest and taraire/tawa/podocarp forests that are located east and west of the urban areas, and are classed as SEAs. These areas are prioritised for management under council's Biodiversity Unit Ecosystem Prioritisation Management Programme.

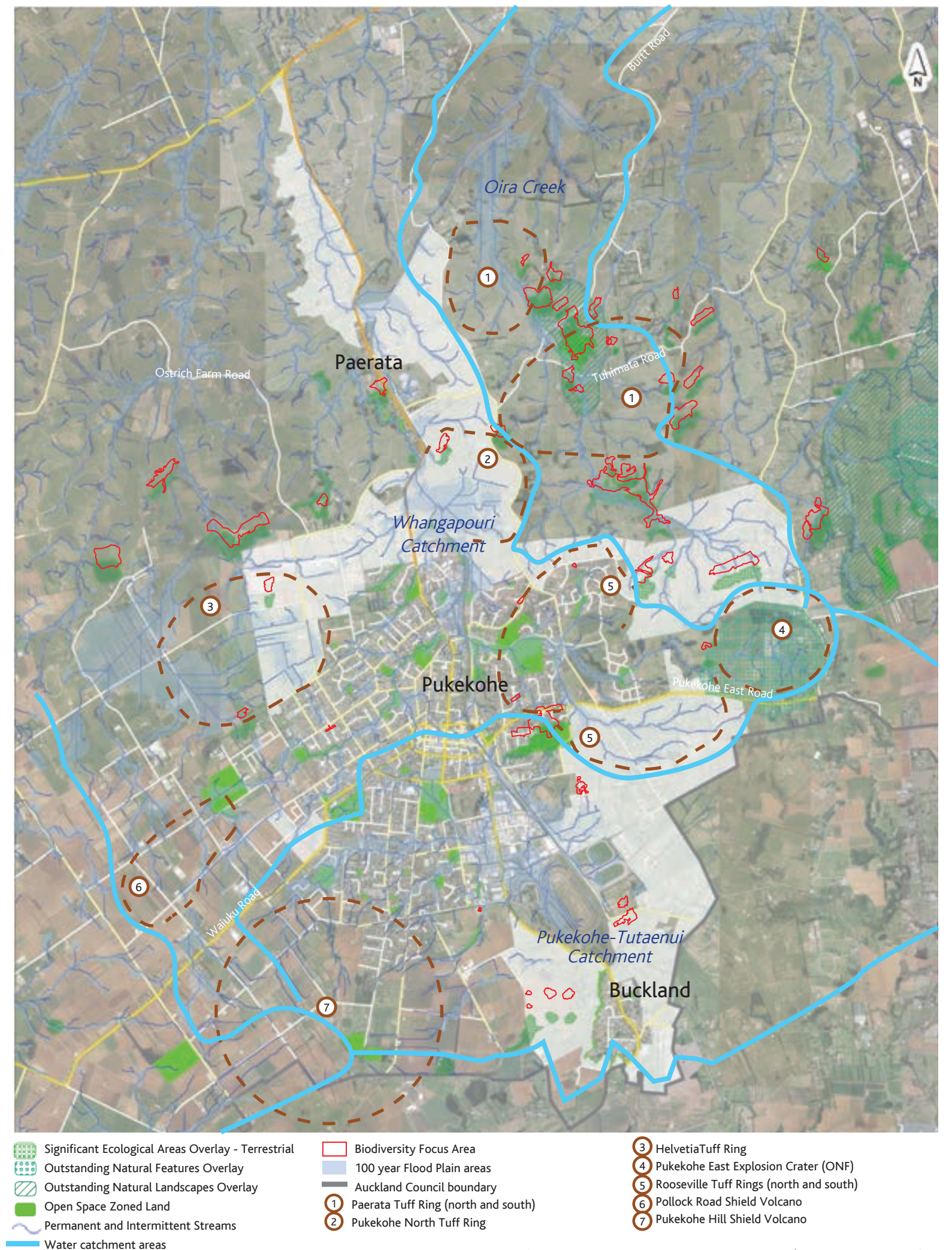
Weed invasion, pest and edge dieback have resulted in the degradation of these areas. The paths plan and development adjacent present an opportunity to restore connectivity with planting, and better pest management.

Watercourses

The Pukekohe-Paerata area is comprised of three catchments:

- Pukekohe-Tutaenui catchment (which flows south to the Waikato region)
- Whangapouri Creek catchment (largest, central catchment)
- Oira Creek (north of Pukekohe East Tuff Crater to Drury)

The majority of the watercourses drain to the Whangapouri Creek Catchment as the headwaters reach the east and west of the town centre and flow north to Paerata. At Paerata, the stream flows west of the township and forms a broad floodplain. There is opportunity to establish bridle, walk and cycleways along the natural waterways to link to the future open spaces at Wesley SHA.



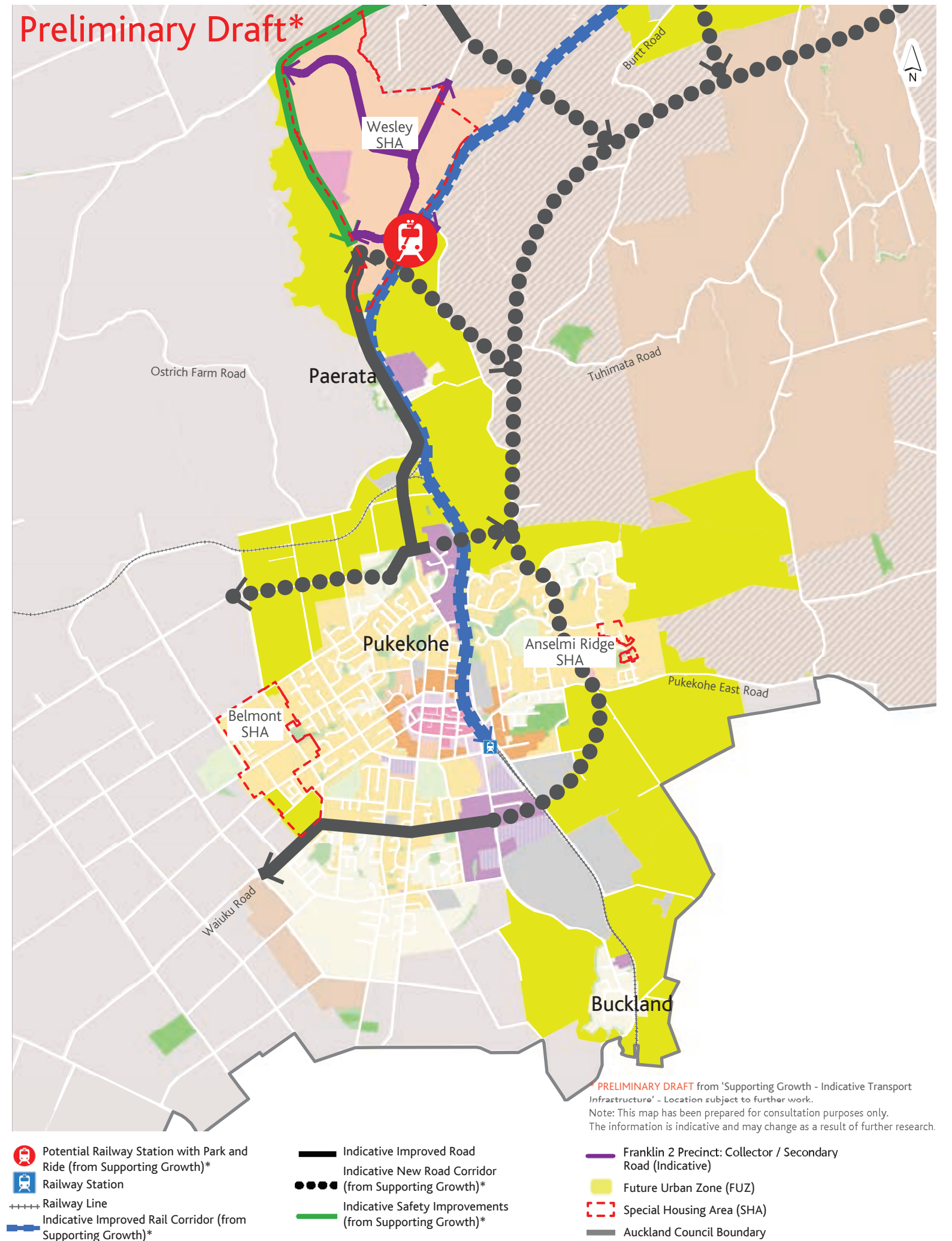
3.3 Transport

This map shows the Auckland Unitary Plan (Operative in Part) zoning overlay with Auckland Transport's Support Growth - Delivering Transport Networks, South (Preliminary Draft). It includes the 'Future Urban Zones' and the Special Housing Areas as they have an influence on roading and public transport infrastructure.

The following are Auckland Transport's long-term plans as identified in the Support Growth document:

- Potential Railway Station with Park and Ride* (including electrification)
- Indicative Improved Rail Corridor*
- Indicative Improved Road Corridor* (improving connections around Pukekohe)
- Indicative New Road Corridor* (Mill Road designation and new north-south corridor between Manukau, Drury and Pukekohe)
- Indicative Safety Improvements* (improved safety of SH1)
- Franklin 2 Precinct: Collector / Secondary Road (Indicative)

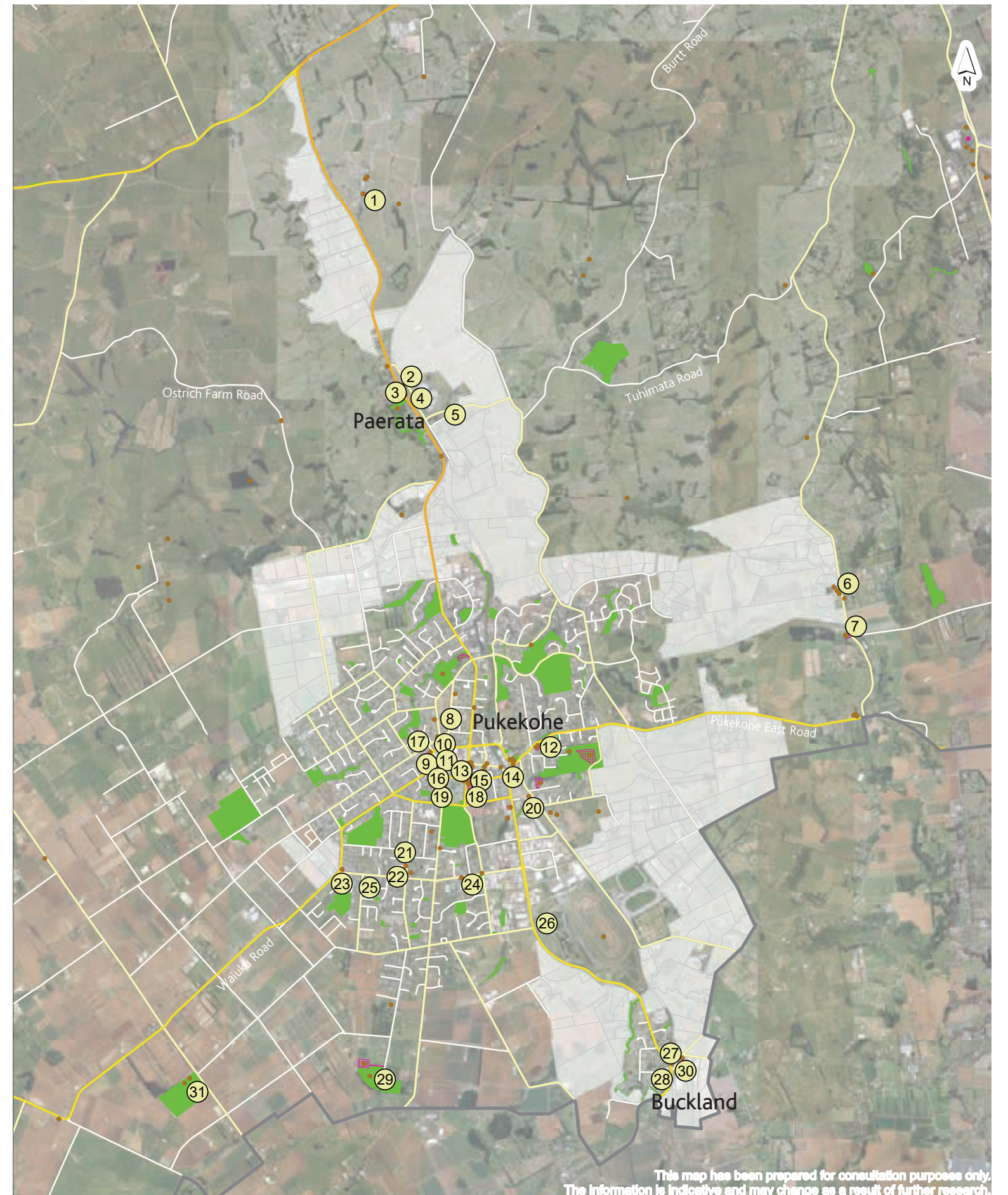
* Indicative Transport Infrastructure - Location Subject to Further Work



3.4 Historic Heritage

This map shows a selection of sites of historic heritage significance from the 2014 Pukekohe Heritage Survey. The sites are located near or on the potential connections. It also includes sites in the Council GIS Cultural Heritage Inventory (CHI). In addition, scheduled historic heritage places, and associated 'extent of place' from the Auckland Unitary Plan are also set out.

1. Wesley College Chapel
2. Railway workers housing cluster
3. Site of former Paerata Train Station
4. Rock and plaque commemorate the indicative location where the American soldiers came to the Paerata Camp during World War II
5. Dairy Factory workers housing along Tuhimata and Anchor Roads. Aspects of the former Paerata Dairy Factory also still present
6. Former Pukekohe East School building
7. Pukekohe East Presbyterian Church and graves. Land Wars battle site.
8. Catholic Cemetery and site of original Catholic Church
9. Brick residence at 12 Harrington Avenue
10. Seddon Memorial Lamp
11. O'Connors Building
12. Pioneer Cottage within Roulston Reserve. Also includes remnants of original World War I gates (then rebuilt/relocated to Pukekohe War Memorial Hall)
13. Perkins Building
14. Entrance into the town centre containing a number of commercial buildings of interest
15. Former Pukekohe Fire Station
16. St Andrews Church, vicarage and war memorial archway
17. Former Pukekohe Borough Council and Library building
18. Pukekohe War Memorial Hall
19. Pukekohe Intermediate School First World War memorial
20. Pukekohe Train Station
21. First Pukekohe Anglican Church site plaque
22. Pukekohe Cemetery
23. Nehru Hall
24. Plinth recognising site of First Presbyterian Church site
25. Former Pukekohe Māori School
26. Pukekohe Raceway
27. Buckland War Memorial
28. Former Buckland Methodist Church
29. Peak of Pukekohe Hill - shield volcano with artwork, a local Kaumatua (by Ted Ngataki, of Ngati Tamaoho)
30. St Paul's Anglican Church
31. Puni pā and former tennis pavilion and courts.



- Historic Heritage Overlay Place
- Historic Heritage Overlay Extent of Place
- Cultural Heritage Inventory (CHI)
*CHI locations do not reflect additional places of interest identified through the Pukekohe Heritage Survey (2014)
- Sites of interest along potential trails routes (refer to text adjacent for place name/description)
- Auckland Council boundary
- Open Space Zoned Land

4.0 Network mapping

Overall Map

The Pukekohe-Paerata area has been broken down into a series of ten enlarged maps in order to present this plan at a legible scale.

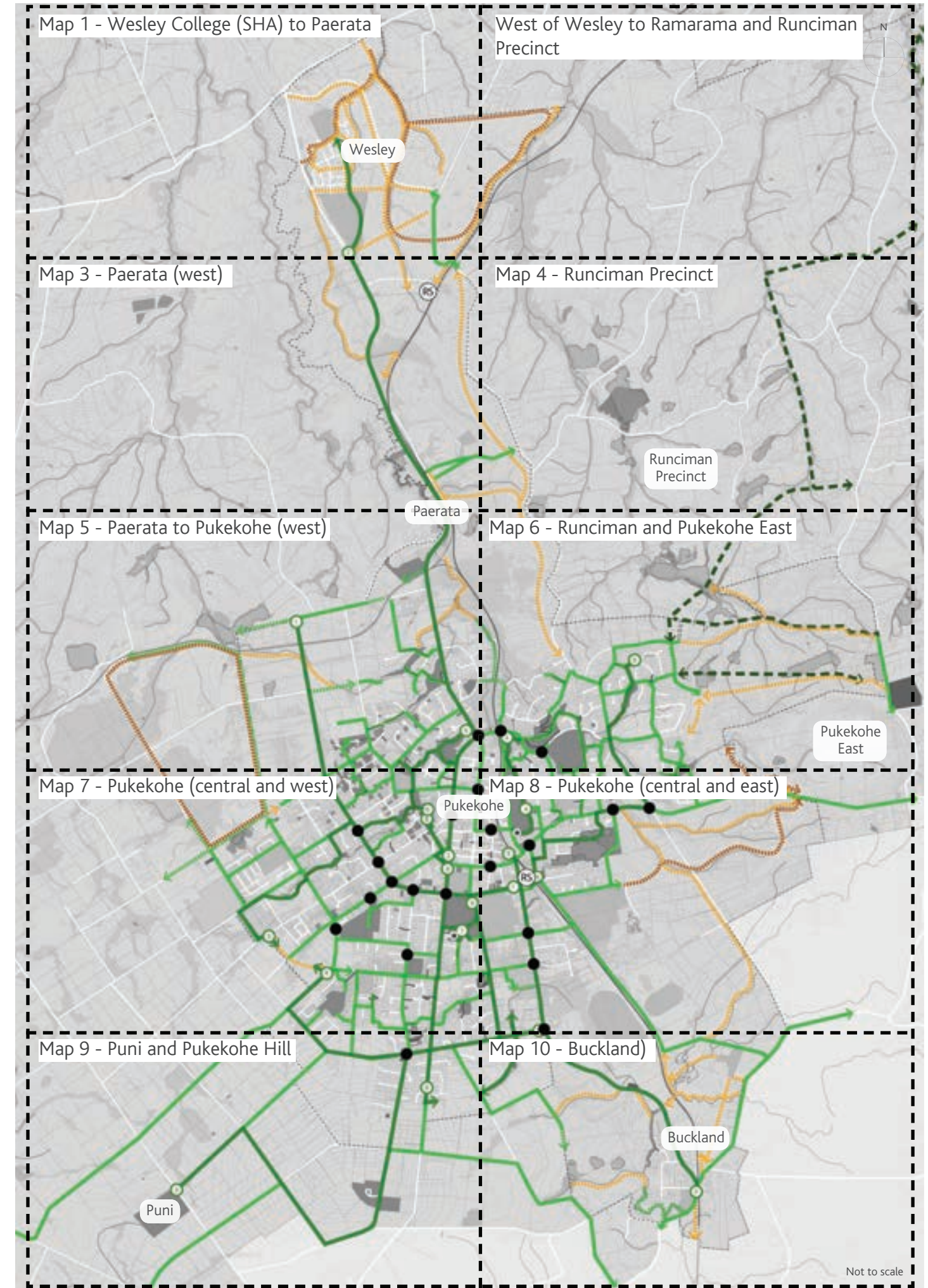
The draft routes were initially developed by the project team in consultation with Auckland Council staff, Council Controlled Organisations (CCO) and workshops, and refined as a result by public consultation. Public consultation helped to identify a selection of priority connection projects for further scoping. These are shown on pages 38-46.

The maps include connections which have existing walking and/or cycling provision but that could be improved and/or promoted as trails, as well as proposed connections where there is currently no walking / cycling or bridle provision (mainly undeveloped farm land in the Future Urban Zones). East-west connections are limited within the Paerata area. It is an opportune time to bring trail plans to the attention of the land development sector to take into account as part of their street network planning. Likewise, the north-south connections around the fringe of Pukekohe will become apparent as land is further subdivided.

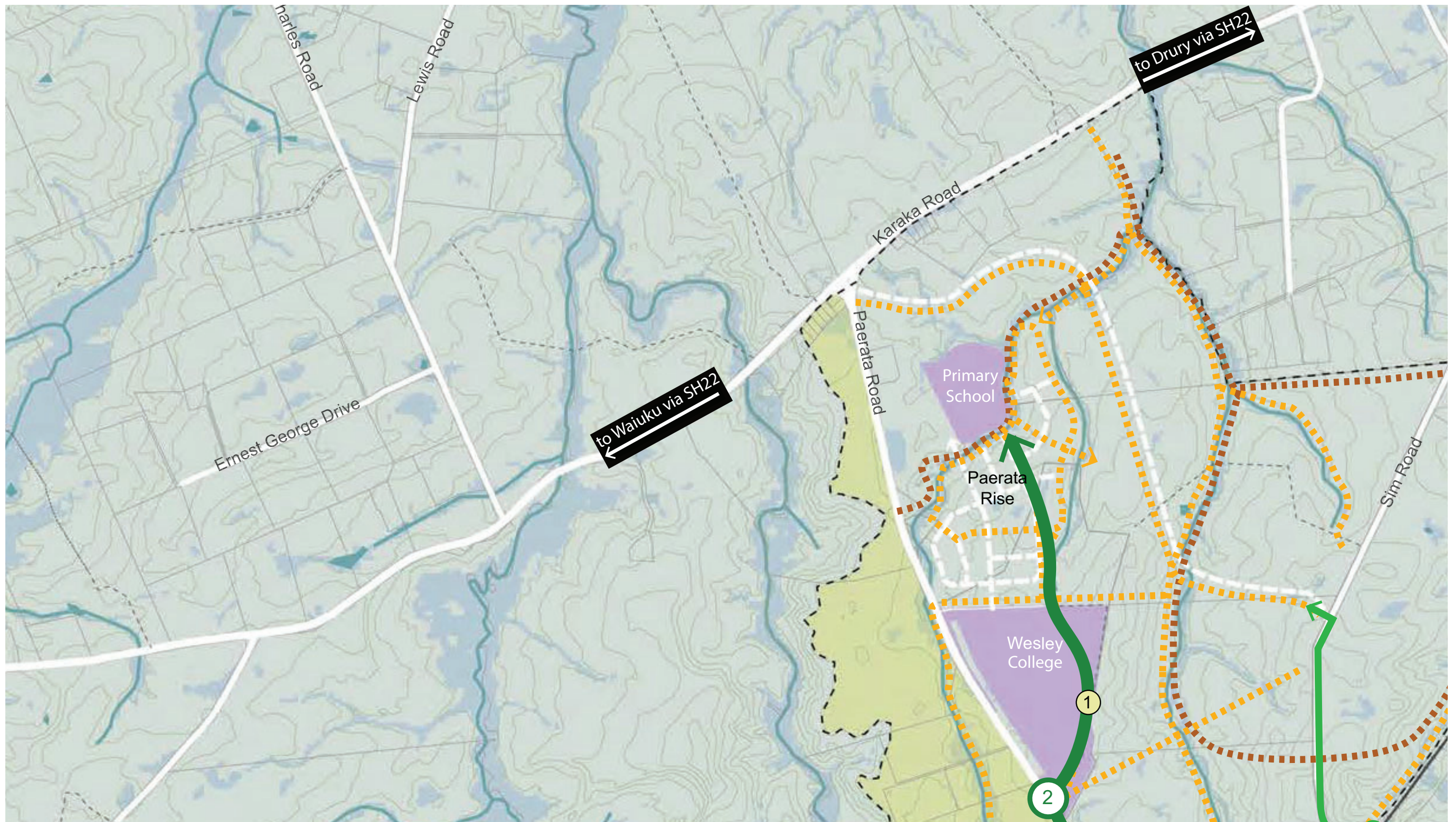
The proposed network is an aspirational vision and will be reviewed on a regular basis as areas are developed, and as other related projects such as the Pukekohe / Paerata Structure Plan are completed.

While the zoning for the FUZ area is still underway through the Pukekohe / Paerata Structure Plan process, it can be assumed that trails may be located along the esplanade strips in the FUZ areas. Esplanade strips will be a minimum of 10m or, where there is ecological interest or flood plain, the strip will be an additional 10m, resulting in a minimum of 20m. This would be substantial space for bridle, walking and recreational cycleways connections.

The maps also show key destinations that trails in this area may connect to. These include schools, parks, major transport nodes, community facilities, and historical and cultural sites of interest. Where proposed connections occur across land owned by Ministry of Education, Housing New Zealand, NZTA or other non-council properties, easements or other agreements would need to be negotiated during the detailed route assessment phase, on a project by project basis. If these negotiations cannot be concluded successfully, an alternate route would be selected.



4.1 Map 1 - Wesley College (SHA) to Paerata



Scale 1:10,500 @ A3

Base information:

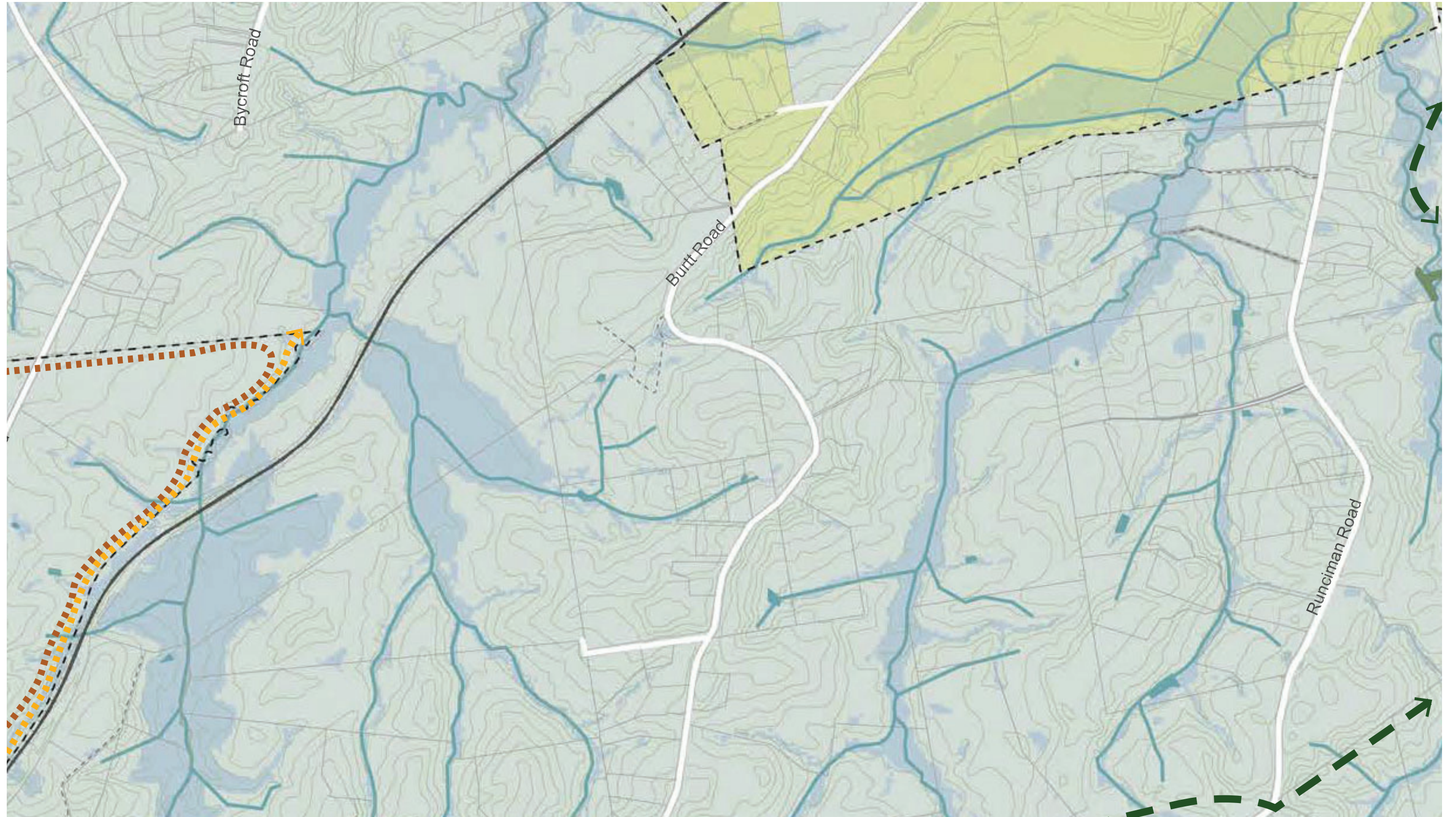
- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)

- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.2 Map 2 - West of Wesley to Ramarama and Runciman Precinct



Scale 1:10,500 @ A3

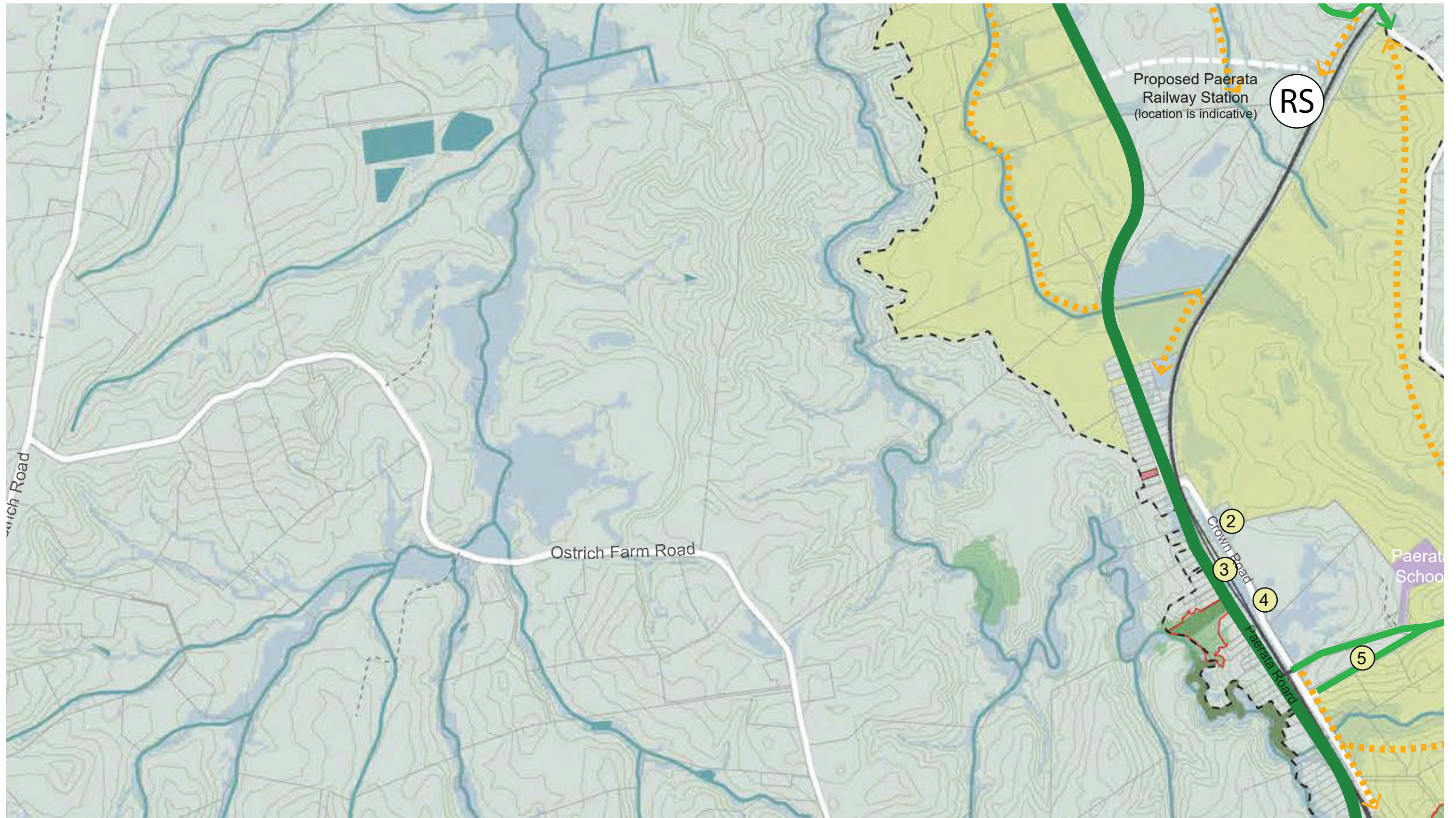
Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)
- connections where no track or pathway exists on public land
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)

4.3 Map 3 - Paerata (west)



Scale 1:10,500 @ A3

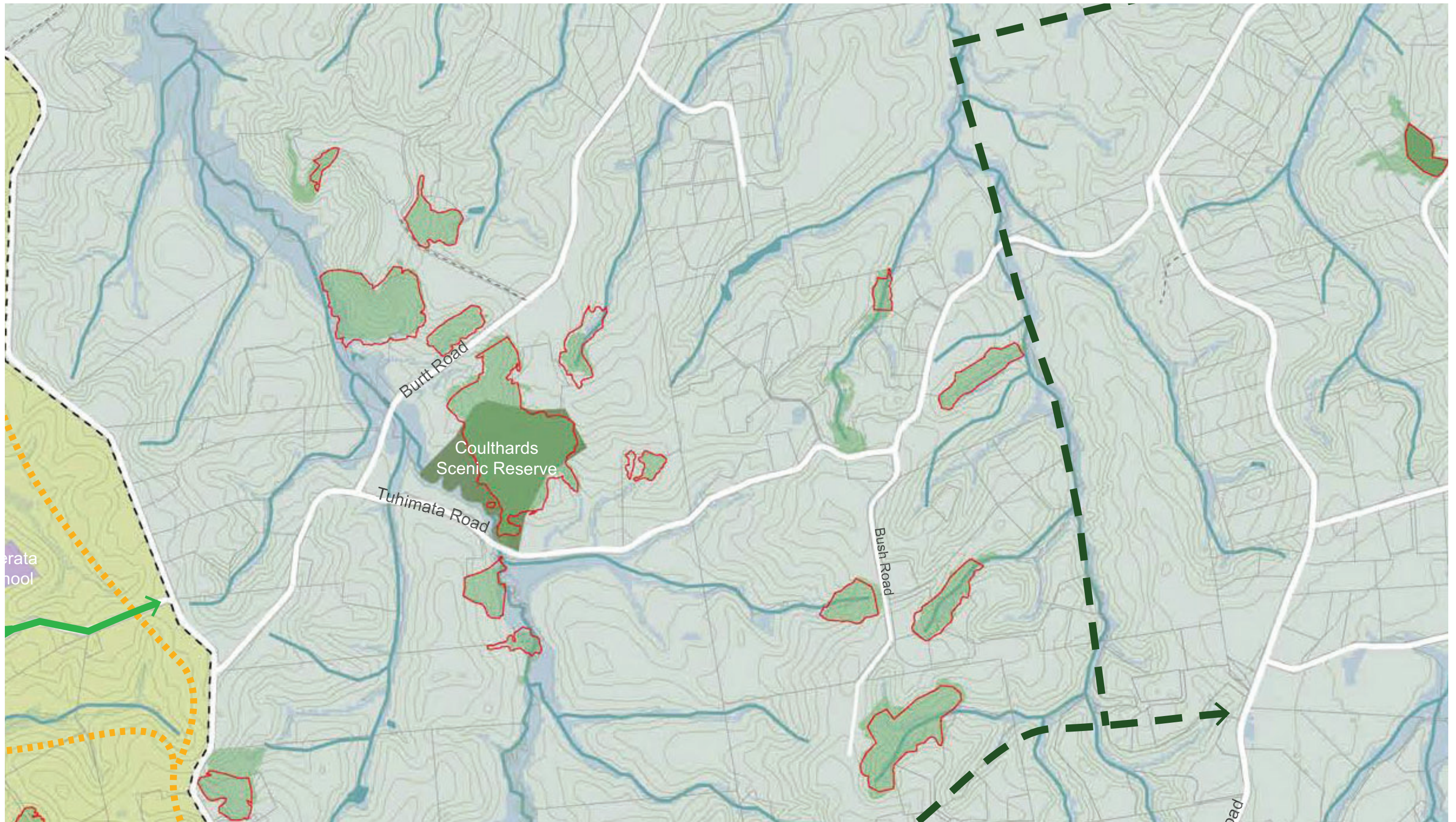
Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.4 Map 4 - Runciman Precinct (east)



Base information:

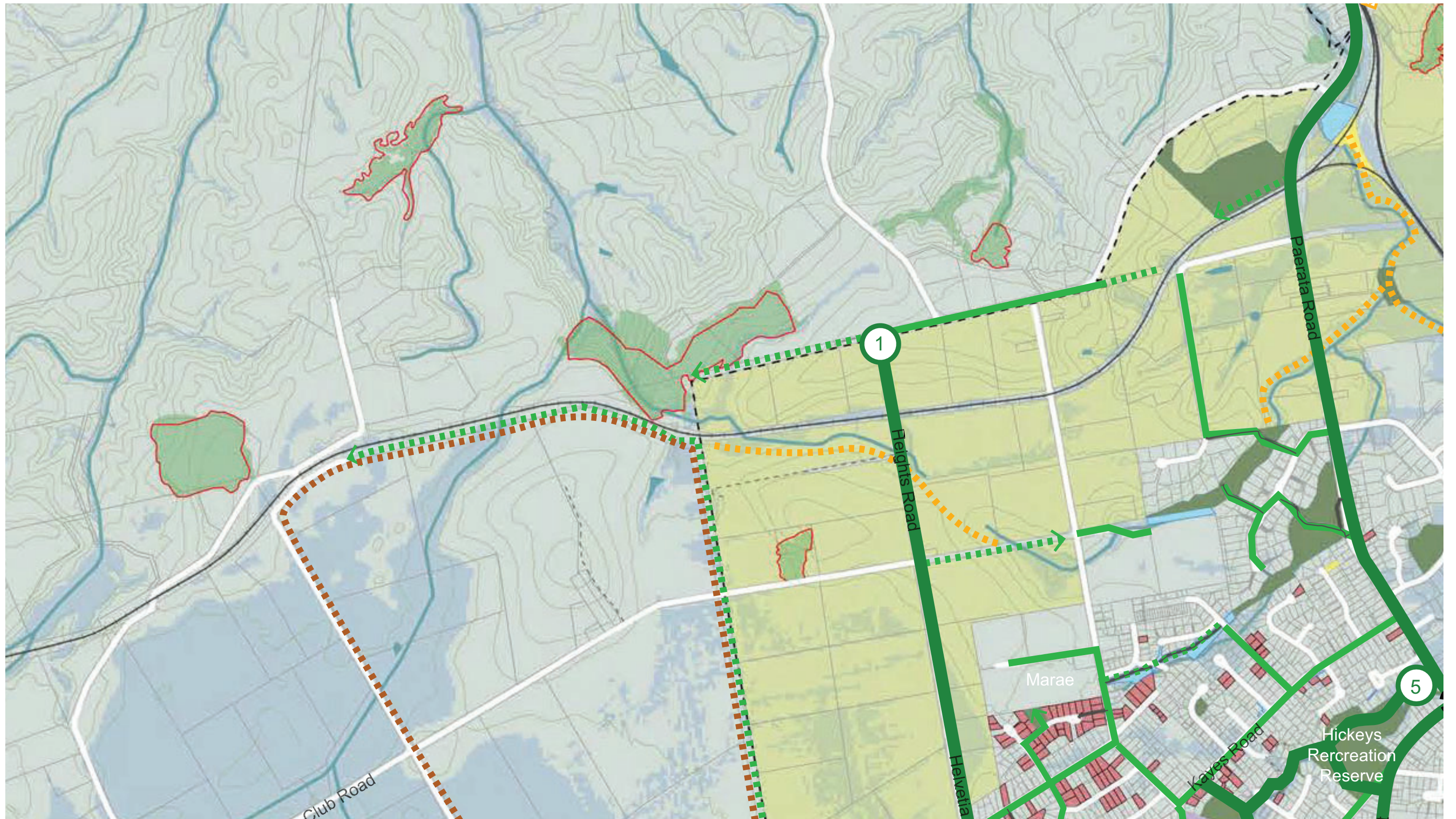
- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

Scale 1:10,500 @ A3

4.5 Map 5 - Paerata to Pukekohe (west)



Scale 1:10,500 @ A3

Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

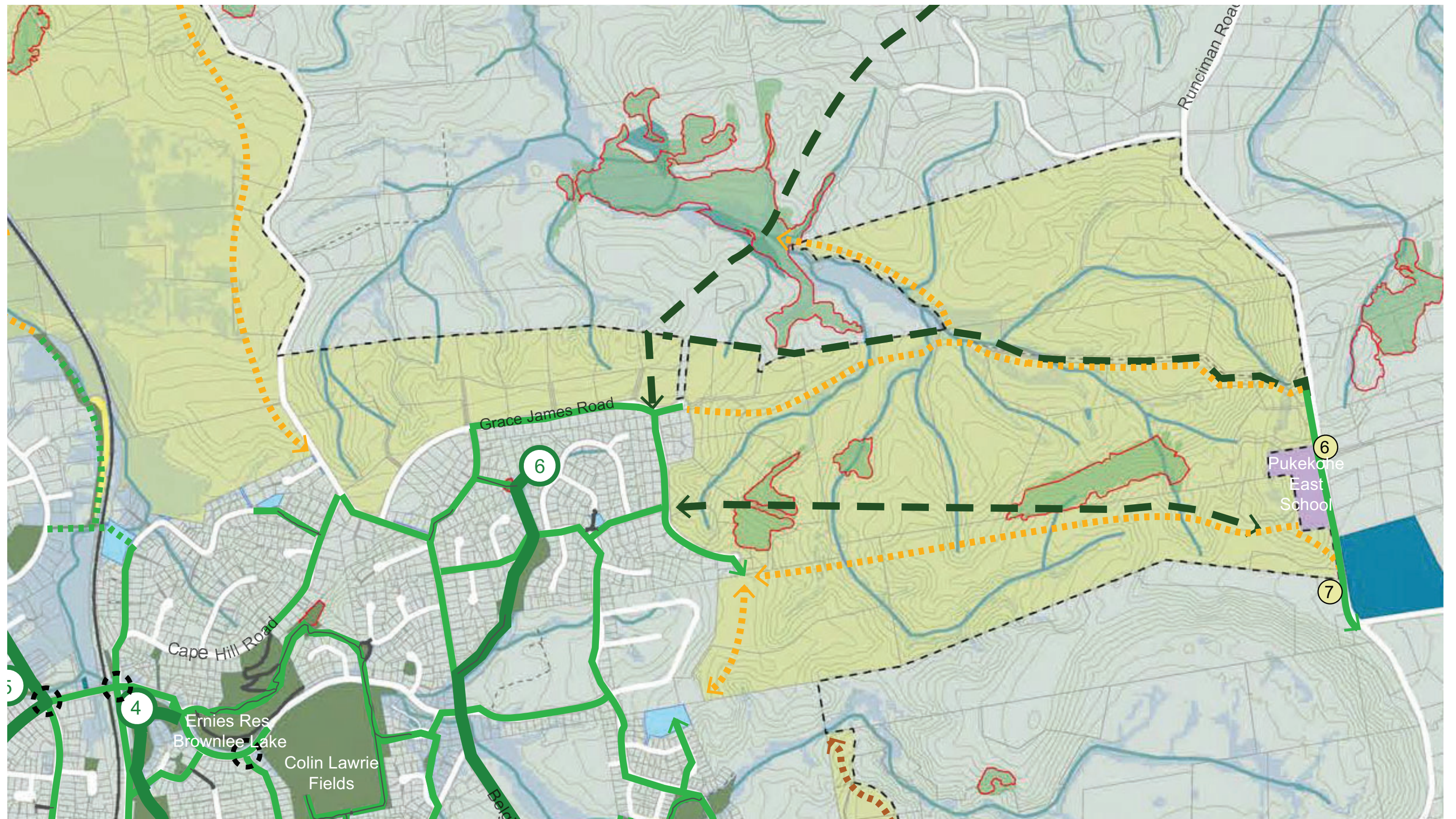
Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)

- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)

- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.6 Map 6 - Runciman and Pukekohe East



Scale 1:10,500 @ A3

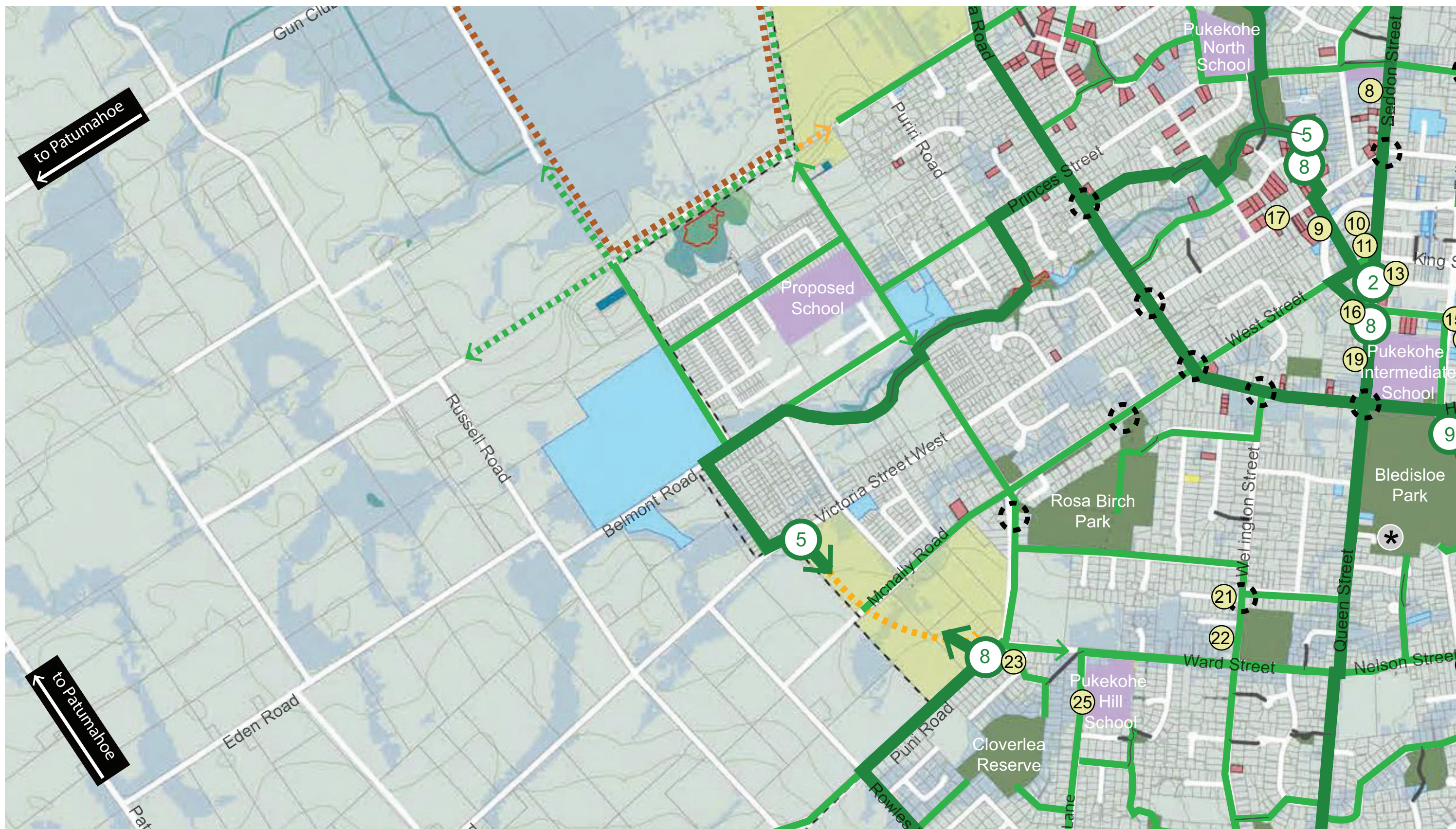
Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.7 Map 7 - Pukekohe (central and west)



Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

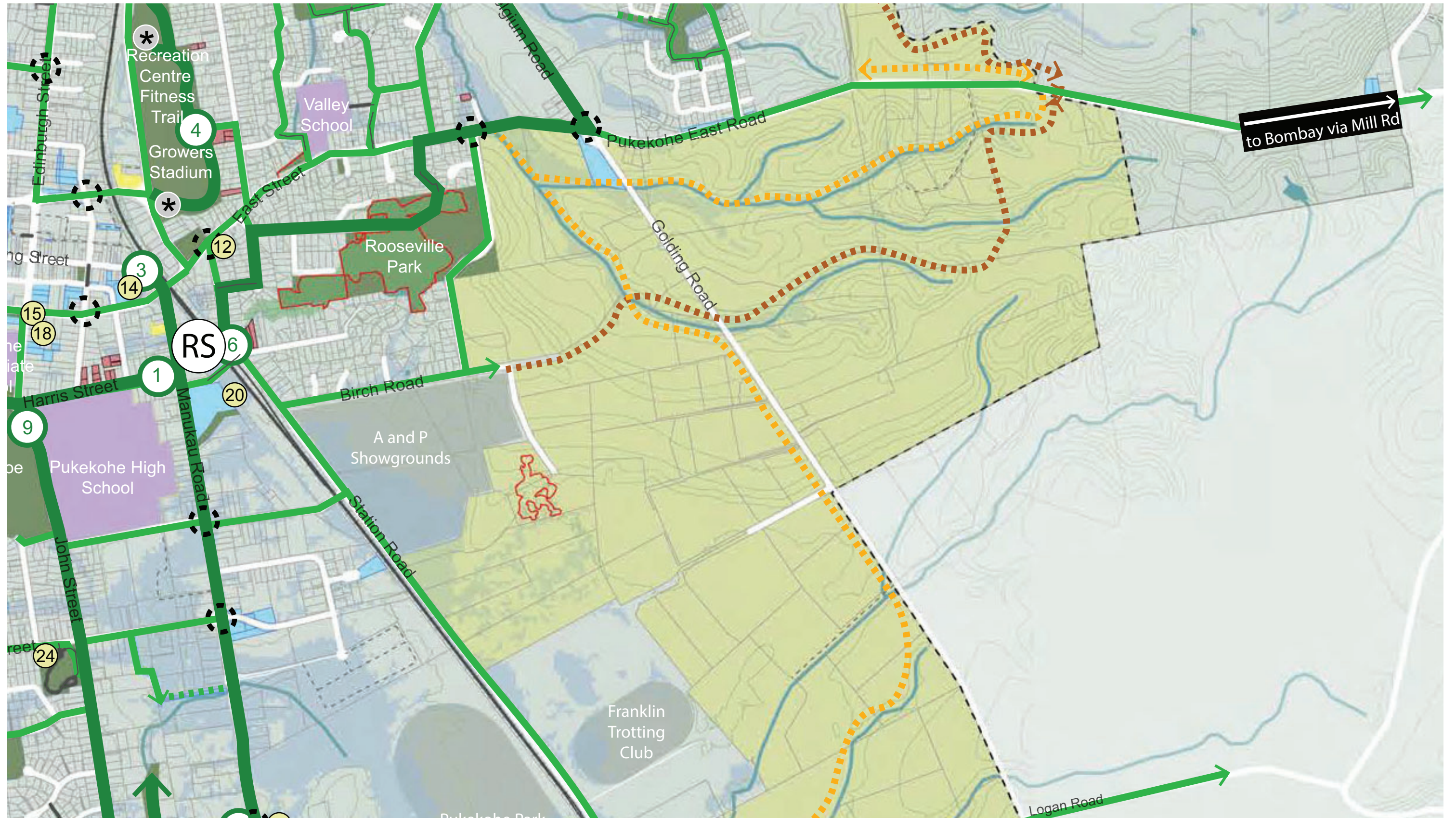
- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)

- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

Scale 1:10,500 @ A3



4.8 Map 8 - Pukekohe (central and east)



Scale 1:10,500 @ A3

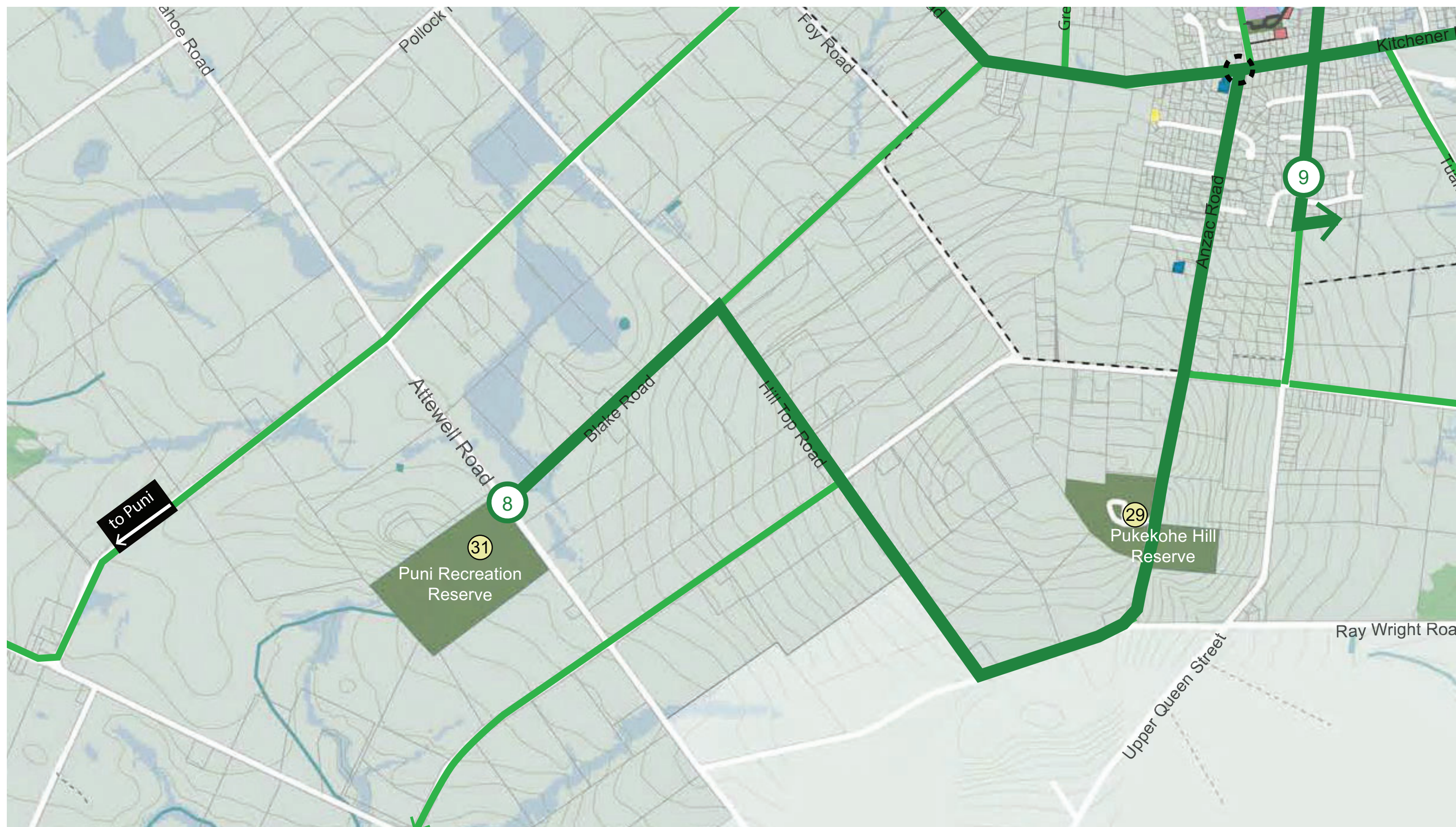
Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.9 Map 9 - Puni and Pukekohe Hill



Scale 1:10,500 @ A3

Base information:

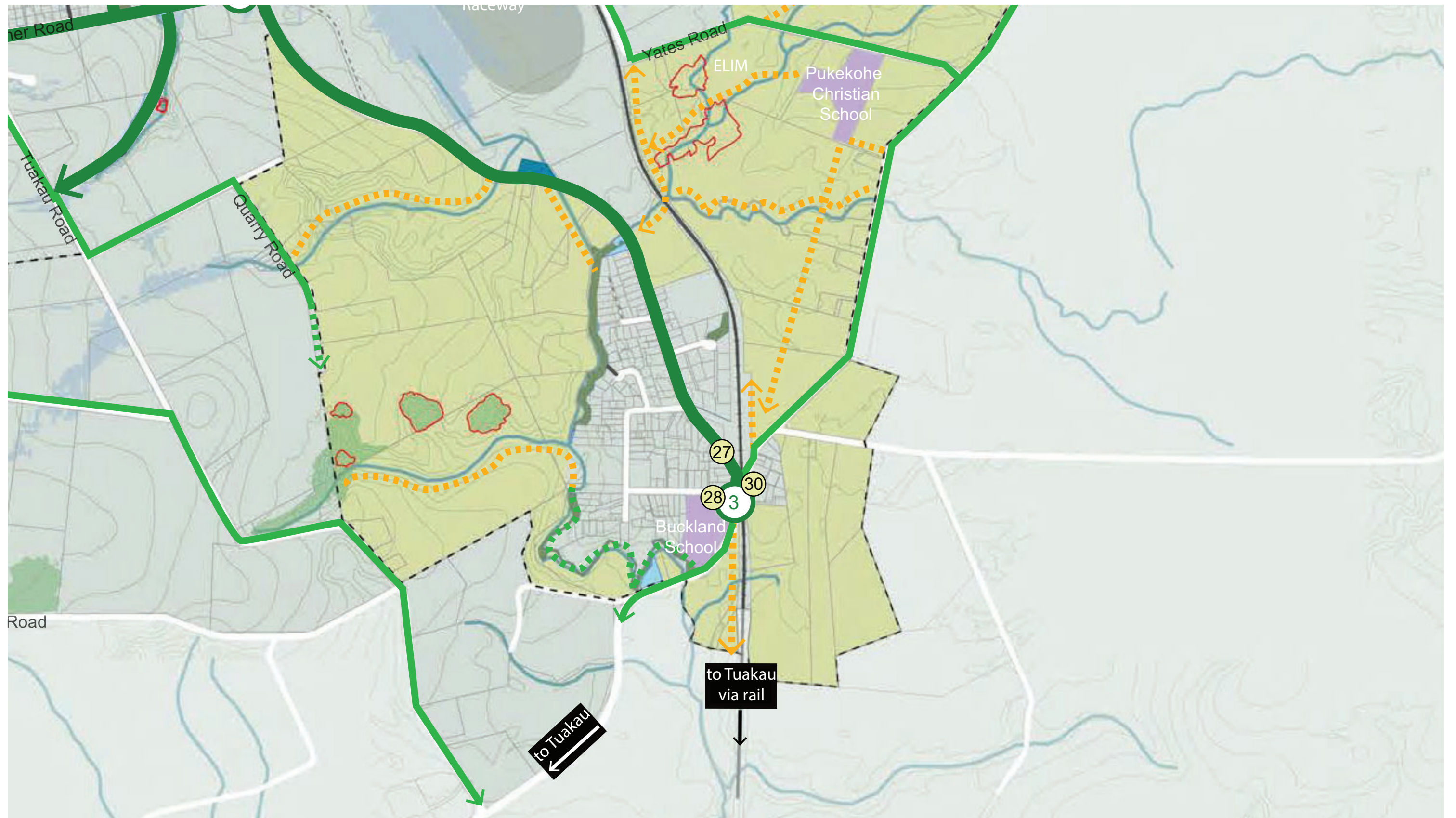
- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)

- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

4.10 Map 10 - Buckland



Scale 1:10,500 @ A3

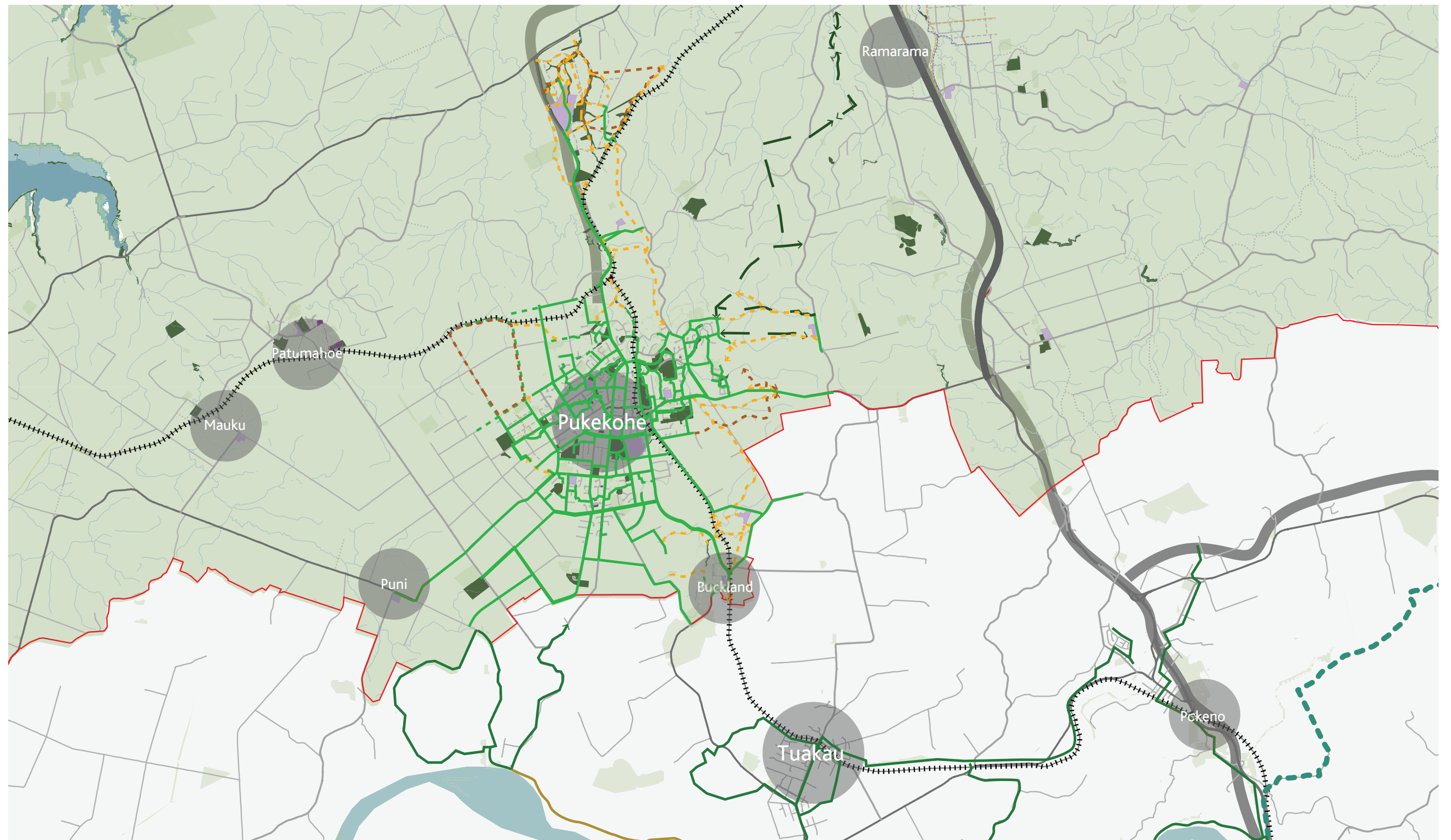
Base information:

- rivers / streams
- roads
- proposed roads
- parks and reserves
- Auckland Council land (other than parks / reserves)
- Watercare land
- Crown land
- schools
- Housing NZ property
- Future Urban Zone (FUZ) (Auckland Unitary Plan - Operative in Part)
- flood plain (100 year event)
- Sites of Interest along potential trails (refer page 23 for place name description)
- Significant Ecological Areas
- Biodiversity Focus Area
- key recreational destinations

Aspirational trail connections:

- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- pedestrian safety improvements required (Local board to advocate to AT)
- priority connection or project (refer to Section 5 priority connection projects, page 37 for more detail)

Wider connections to the Waikato District



- Base information:
- rivers / streams
 - roads
 - proposed roads
 - parks and reserves

- Aspirational trail connections:
- Pukekohe-Paerata Trail Plan connections
 - connections over FUZ land (to be delivered with future development)
 - potential future bridle trails (over land in private ownership or FUZ)

- 'indicative route of trail' proposed under the Runciman Precinct Plan
- Waikato District Council 'Draft Trails Strategy 2016 - Walkways, Cycleways and Bridle Trails
- Te Araroa (New Zealand National Trail)

Not to scale

5.0 Priority connection projects

PRIORITY ROUTE 1

Location

Heights Road, Helvetia Road and Harris Street (shared path)

Description

3.8km shared path leading from Heights Road, Helvetia Road and Harris Street connecting to the train station, Bledisloe Park, and Pukekohe Intermediate and High Schools. This connection is a relatively straightforward widening of an existing path in the road corridor.

Ecology and Cultural Considerations

The landscape is highly modified as road corridor and no known ecological or cultural features of note exist here.

Constraints

- the route may conflict with freight routes at the northern end
- high traffic volumes along this road
- future roundabout at Princes Street.

Opportunities

- connect Future Urban Areas to the Pukekohe Train Station
- improve pedestrian 5x crossing points on Harris Road (refer map for locations)
- connect people to Bledisloe Park
- connect students/staff to Pukekohe Intermediate and Pukekohe High Schools.

Budget Requirements

This project requires scoping and budget estimating by Auckland Transport (AT) at a project phase. Route approximately 3.8km in length.













Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF).



Not to scale

Aspirational trail connections

- | | | |
|--|---|--|
|  priority route |  connections on existing paths / roads or informal track in public ownership |  'indicative route of trail' proposed under the Runciman Precinct Plan |
|  Sites of interest |  connections where no track or pathway exists on public land |  existing path connection through parks and reserves |
|  Significant Ecological Areas |  connections over FUZ land (to be delivered with future development) |  intersections and nodes indicated as difficult to cross (noted during public consultation) |
|  Biodiversity Focus Area |  potential future bridle trails (over land in private ownership or FUZ) | |
|  Key recreational destinations | | |

PRIORITY ROUTE 2

Location

Between Paerata and Pukekohe Township (interim project*)

Description

7.5km walking/cycling connection between Paerata and Pukekohe via Paerata Road and Seddon Street.

Option for shared path or separated cycleway and walkway.

Ecology and Cultural Considerations

Significant Ecological Areas and Biodiversity Focus Areas border this connection at the site of Paerata Reserve. Sites of interest are located along this route and could form part of a heritage trail. Cultural features of note here include:

1. Wesley College Chapel
2. Railway workers housing cluster
3. Site of former Paerata Train Station
4. Rock and plaque commemorate the indicative location where the American soldiers came to the Paerata Camp during World War II
8. Catholic Cemetery and site of original Catholic Church
10. Seddon Memorial Lamp
11. O'Connors Building
13. Perkins Building.

Constraints

- the route may conflict with freight routes
- high traffic volumes, high speeds reached on Paerata Road.

Opportunities

- connect the Future Urban Area Zone areas
- improve pedestrian crossing points (refer map for locations)
- connect communities
- sites of interest located along route, could form part of a heritage trail
- timely to work with the Paerata Rise developer to ensure secure placement.

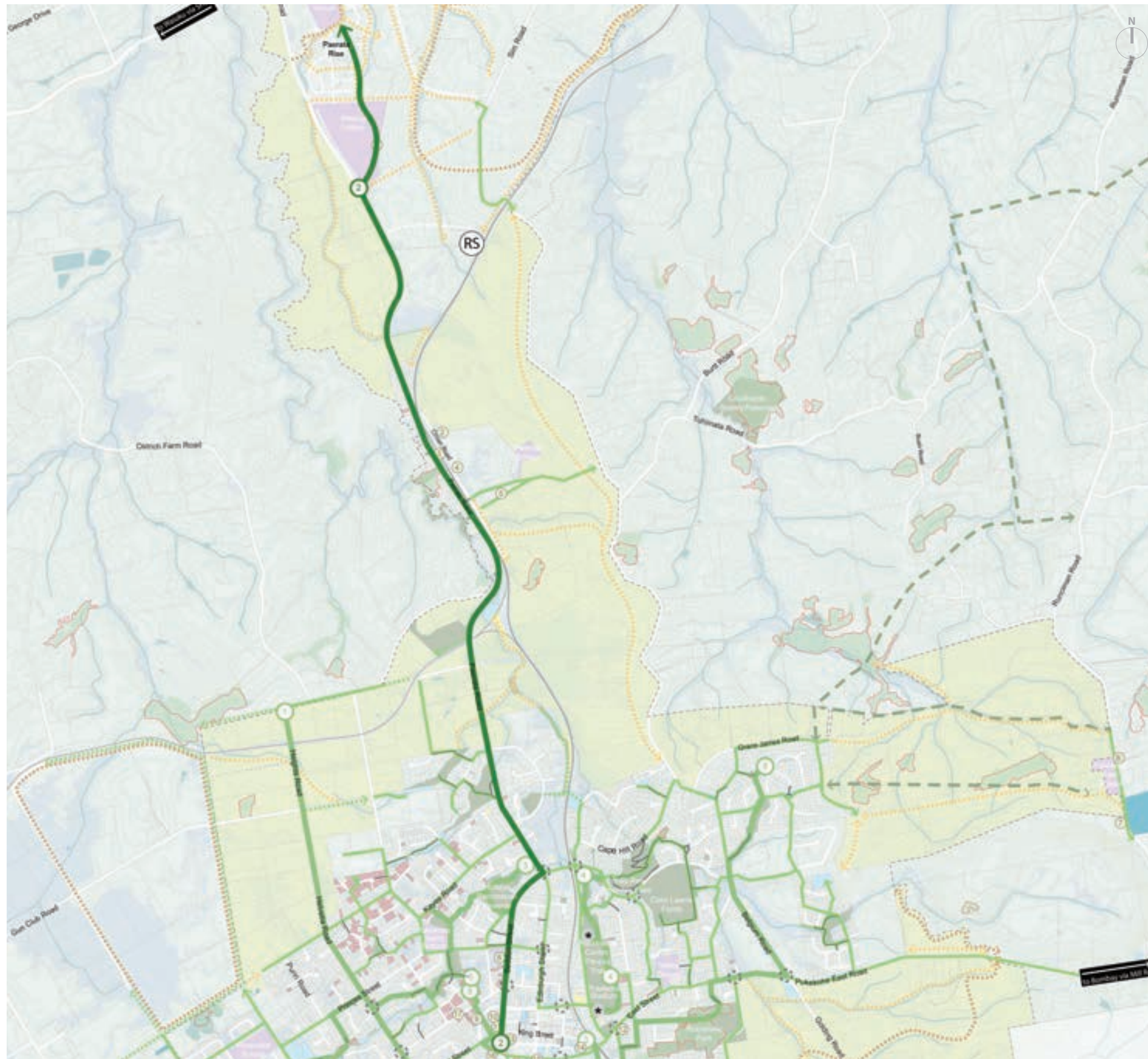
Budget Requirements

This project requires scoping and budget estimating by Auckland Transport (AT) at a project phase. Route approximately 7.5km in length.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF).

*This route is based on current infrastructure, which may be superseded by future projects undertaken by NZTA, AT and Auckland Council.

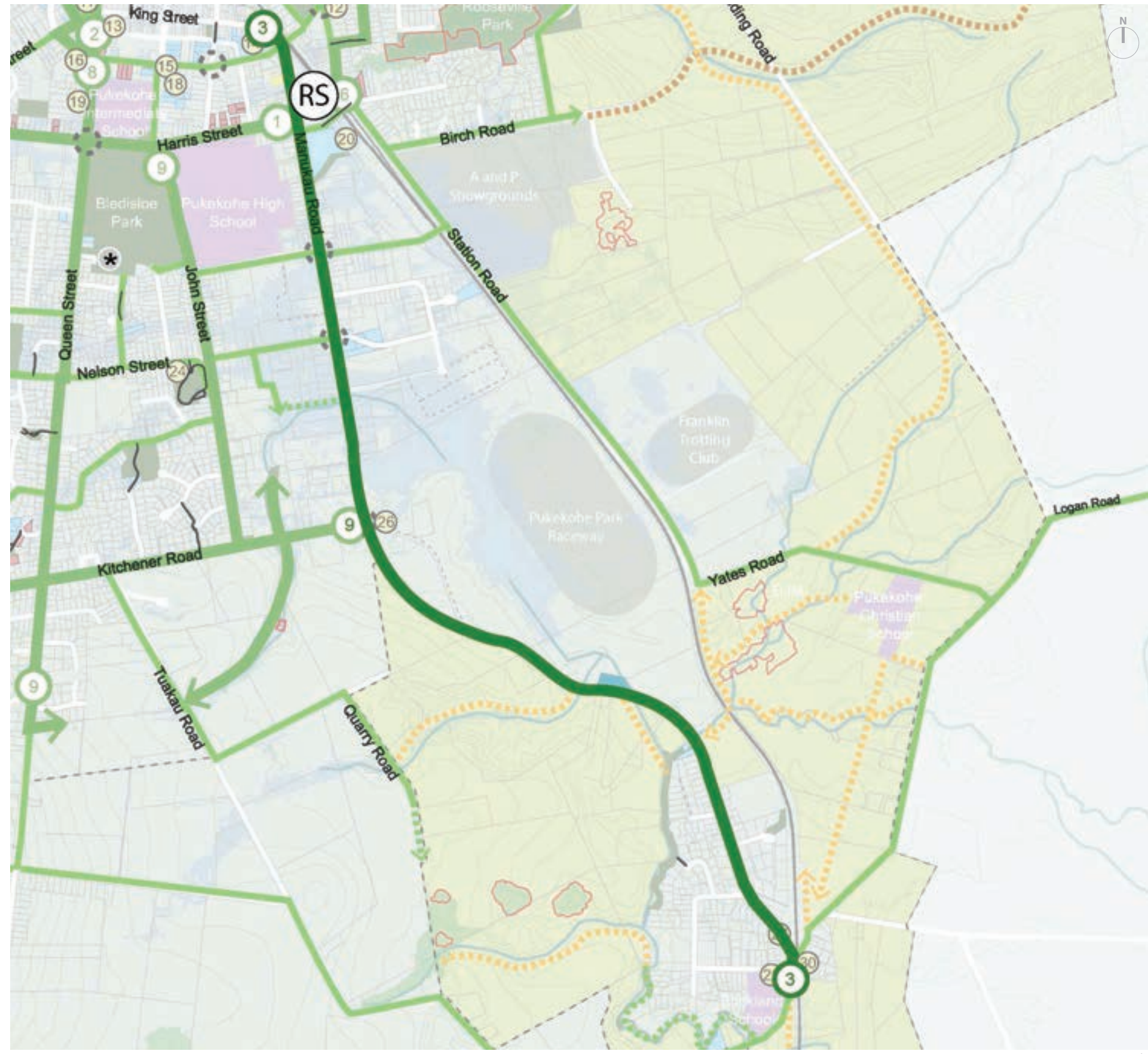


Not to scale

Aspirational trail connections

- | | | | | | |
|--|-------------------------------|--|---|--|--|
| | priority route | | connections on existing paths / roads or informal track in public ownership | | 'indicative route of trail' proposed under the Runciman Precinct Plan |
| | Sites of interest | | connections where no track or pathway exists on public land | | existing path connection through parks and reserves |
| | Significant Ecological Areas | | connections over FUZ land (to be delivered with future development) | | intersections and nodes indicated as difficult to cross (noted during public consultation) |
| | Biodiversity Focus Area | | potential future bridle trails (over land in private ownership or FUZ) | | |
| | Key recreational destinations | | | | |

PRIORITY ROUTE 3



Not to scale

Aspirational trail connections

- priority route
- Sites of interest
- Significant Ecological Areas
- Biodiversity Focus Area
- * Key recreational destinations
- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- intersections and nodes indicated as difficult to cross (noted during public consultation)

Location

Between Pukekohe Township and Buckland (shared path).

Description

3.8m shared path along Manukau and Buckland Roads.

Ecology and Cultural Considerations

Sites of interest are located along this route and could form part of a heritage trail. Cultural features of note here include:

14. Entrance into the town centre containing a number of commercial buildings of interest
26. Pukekohe Raceway
27. Buckland War Memorial
28. Former Buckland Methodist Church
30. St Paul's Anglican Church

No ecological areas are noted in this location.

Constraints

- high traffic volumes along Manukau and Buckland Roads
- industrial activity along the road frontage i.e trucks
- sections of narrow road corridor restrict space and would need to consider easement along Pukekohe Raceway
- Sites of interest are located along this route and could form part of a heritage trail.

Opportunities

- connect the Future Urban Areas to Pukekohe Train Station
- improve pedestrian crossing points x3 on Manukau Road (refer map for locations)
- sites of interest located along route, could form part of a heritage trail
- connect students/staff to Pukekohe High and Buckland Schools
- connect people to the Pukekohe Raceway
- no current footpath along Buckland Road.

Budget Requirements

This project requires scoping and budget estimating by Auckland Transport (AT) at a project phase. Route approximately 3.8km in length.

Funding and Delivery Options

AT Renewals, Local Board Transport Capital Fund (LBTCF).

PRIORITY ROUTE 4

Location

Pukekohe Stadium to Ernies Reserve, Reynolds Road Reserve / Cape Hill

Description

Shared path or trail through the stadium grounds to Reynolds Road via existing path with extension through to Reynolds Road Reserve.

Ecology and Cultural Considerations

No known cultural features or noted ecological areas along this connection. There is potential to enhance the stream habitat with riparian planting to improve ecology and water health in alignment with the Te Aranga Design Principles. Planting to improve water quality and habitat should be carried out as part of the physical works.

Constraints

- path works may fall within the drip line of large trees, tree root bridging may be required.

Opportunities

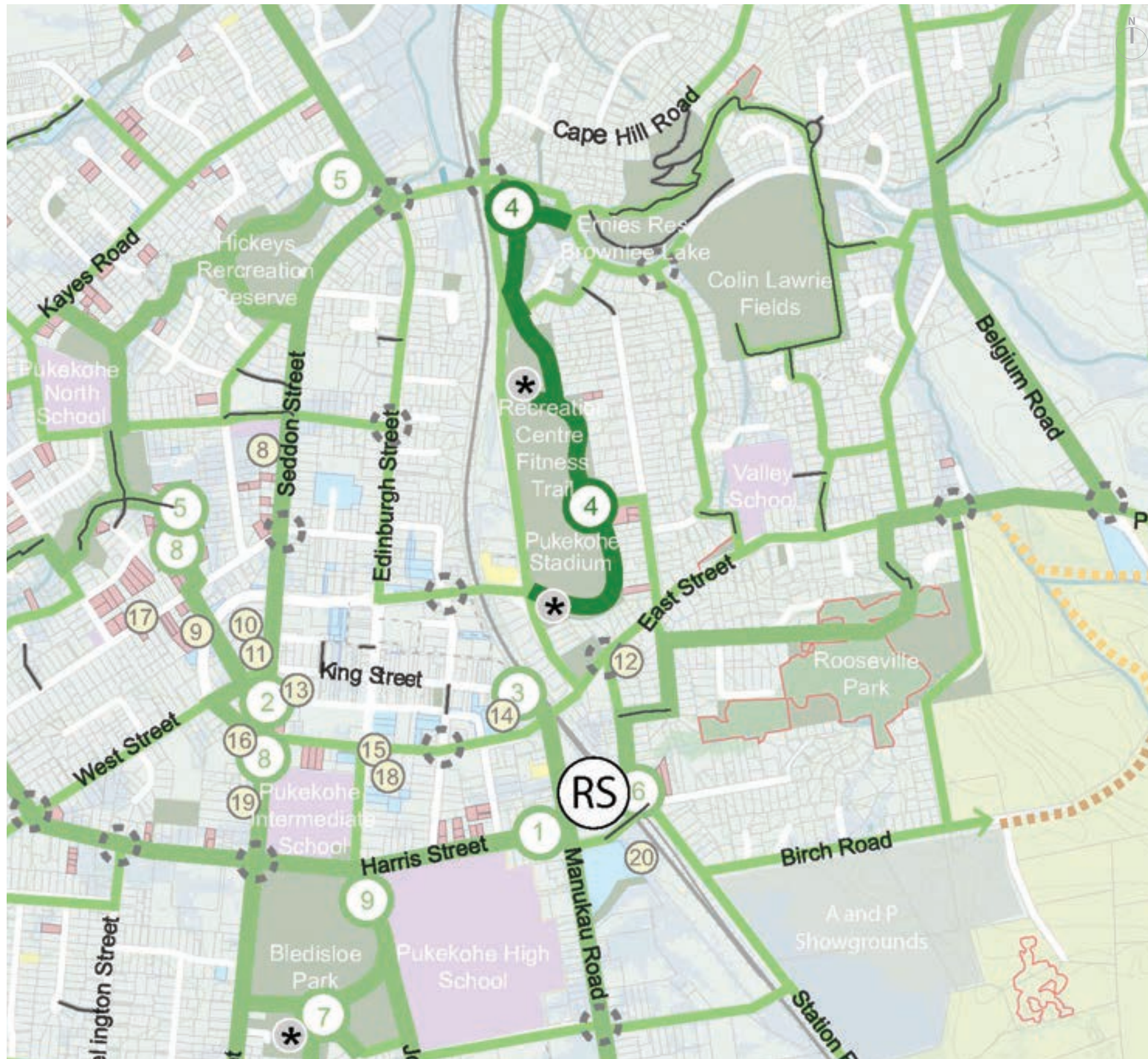
- connect people from key destinations within the park (i.e Franklin Leisure Centre, Squash Club and the Stadium)
- ecological improvements along stream edge with riparian planting.

Budget Requirements (Capex)

Path work within park land includes 950m of new shared path from the Skate Park around the stadium to Reynolds Road Reserve. 300m of the connection is on existing path and will require upgrade to shared path width.

Funding and Delivery Options

Urban Cycleways fund, Auckland Transport, Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting).



Not to scale

Aspirational trail connections

- | | | | | | |
|--|-------------------------------|--|---|--|--|
| | priority route | | connections on existing paths / roads or informal track in public ownership | | 'indicative route of trail' proposed under the Runciman Precinct Plan |
| | Sites of interest | | connections where no track or pathway exists on public land | | existing path connection through parks and reserves |
| | Significant Ecological Areas | | connections over FUZ land (to be delivered with future development) | | intersections and nodes indicated as difficult to cross (noted during public consultation) |
| | Biodiversity Focus Area | | potential future bridle trails (over land in private ownership or FUZ) | | |
| | Key recreational destinations | | | | |

PRIORITY ROUTE 5

Location

Hickey's Recreational Reserve to Princes Street Reserve.

Description

2.7km connection predominantly within parkland and reserves including; Hickeys Reserve, Kayes Reserve, Kennelly Reserve, Princes Street Reserve and esplanade reserve. 950m of this connection is via the road corridor.

Ecology and Cultural Considerations

A small area of Significant Ecological and Biodiversity Focus Areas is located along the esplanade reserve. No cultural features of note exist here.

Good health of waterways is of great importance to mana whenua and to achieve this is in alignment with the Te Aranga Design Principles. Ecological restoration through planting to improve water quality should be carried out as part of the physical works.

Constraints

- some steep and narrow sections of esplanade reserve.

Opportunities

- improve pedestrian crossing point on Helvetia (refer map for locations)
- connecting students to Pukekohe North School and the new school at the end of Princes Street
- improve ecology and water quality with riparian planting
- connect to Priority Route 8 through FUZ bordering Victoria Street West.

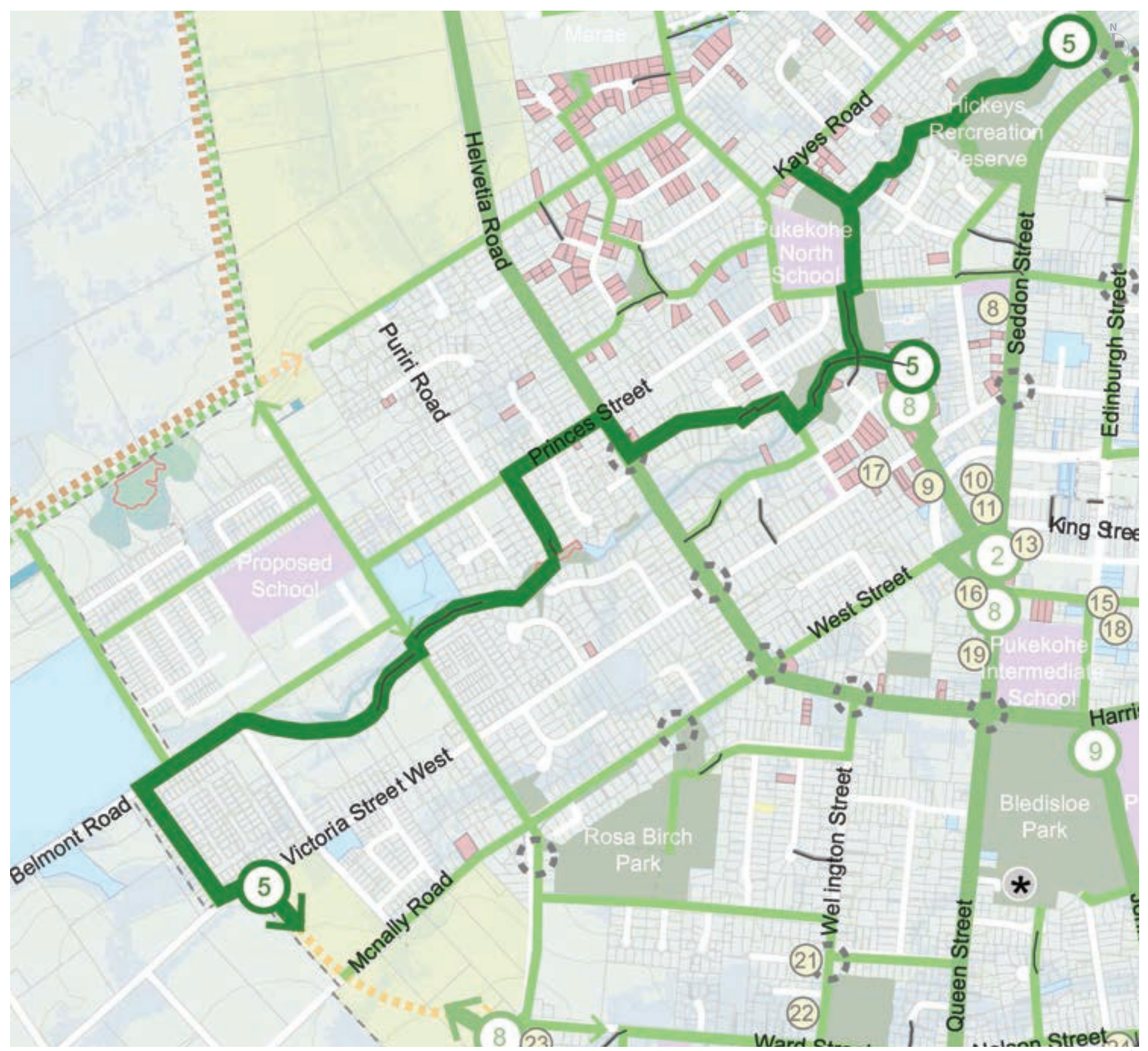
Budget Requirements (Capex)

Path works in parks and reserve land includes 1.25km of new shared path and 520m of existing path requiring upgrade to shared path width.

The road sections of this project require scoping and budget estimating by Auckland Transport (AT) at a project phase.

Funding and Delivery Options

AT Renewals, Urban Cycleways fund, AT Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting).



Aspirational trail connections

- priority route
- Sites of interest
- Significant Ecological Areas
- Biodiversity Focus Area
- * Key recreational destinations
- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- intersections and nodes indicated as difficult to cross (noted during public consultation)

PRIORITY ROUTE 6

Location

Cape Hill to the train station connecting through Roosevelt Park.

Description

Shared path predominantly within the road corridor of Station Road, Len Brown Place or Ngahere Road, Matatea Avenue, Totara Avenue, Pukehohe East Road, Belgium Road and Valley Road. Utilising the existing connection through Roosevelt Park, the Possum Bourne Retirement Village (220m) and a new path connection through Ina Ville Drive Reserve.

Ecology and Cultural Considerations

Potential to make further ecological improvements within Ina Ville Drive Reserve and add to the existing substantial wildlife habitat at Roosevelt Park.

Sites of interest are located along this route and could form part of a heritage trail.

Cultural features of note here include:

- 20. Pukekohe Train Station.

Constraints

- the connection through to Len Brown Place is not formed or identifiable. An alternative route would be via Ngahere Road to East Street
- contour through Ina Ville Drive Reserve.

Opportunities

- improve the fringe of the Significant Ecological Area at Roosevelt Park
- connect Cape Hill residents to the Pukekohe Train Station
- sites of interest located along route, could form part of a heritage trail.

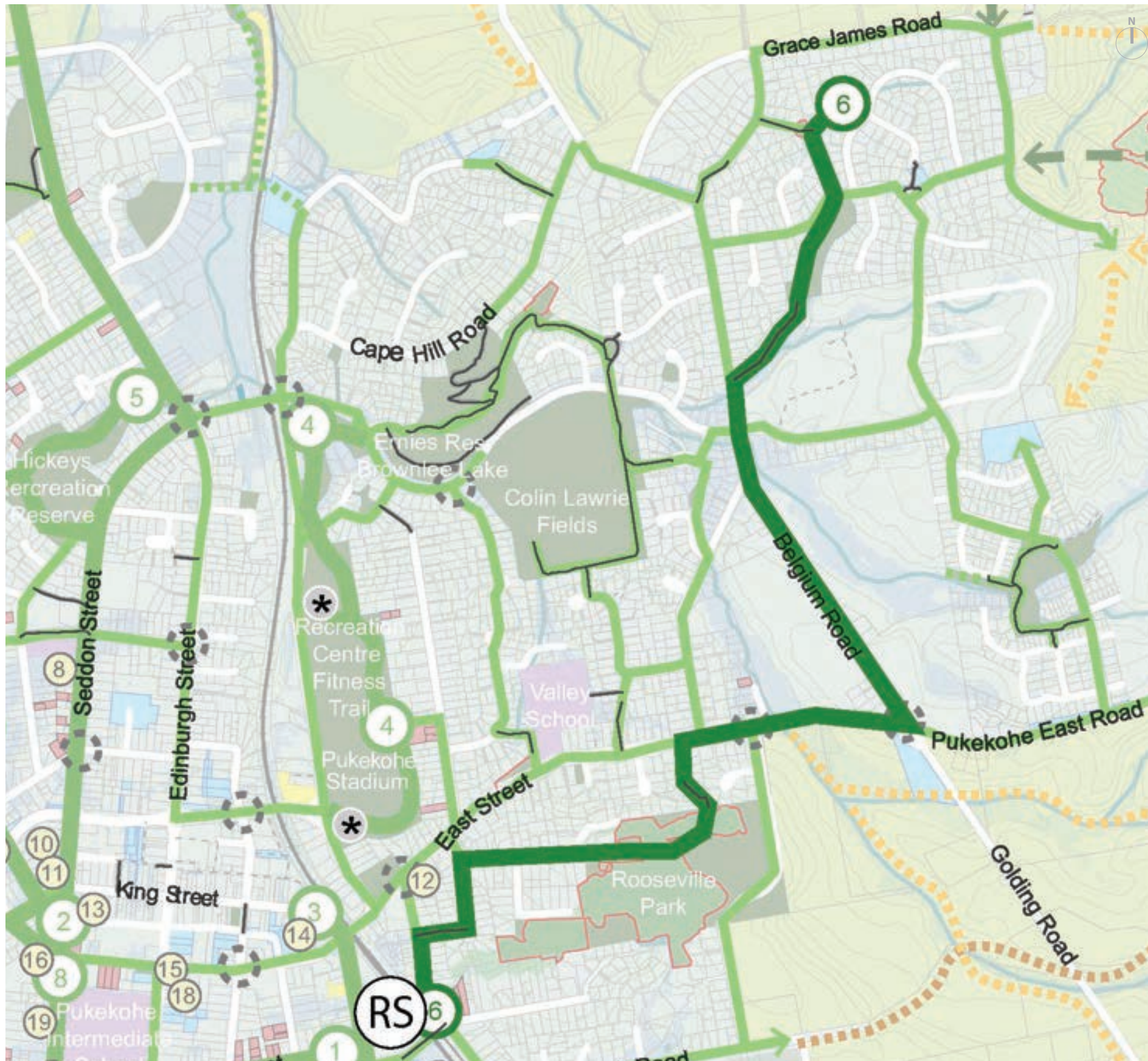
Budget Requirements (Capex)

Path works in reserve land include potential upgrade of 200m of existing path within Roosevelt Park and 90m of new path to connect the existing path to Len Brown Place. A new shared path of 560m required through Ina Ville Drive Reserve.

The road sections of this project require scoping and budget estimating by Auckland Transport (AT) at a project phase.

Funding and Delivery Options

AT Renewals, Urban Cycleways fund, AT Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting).

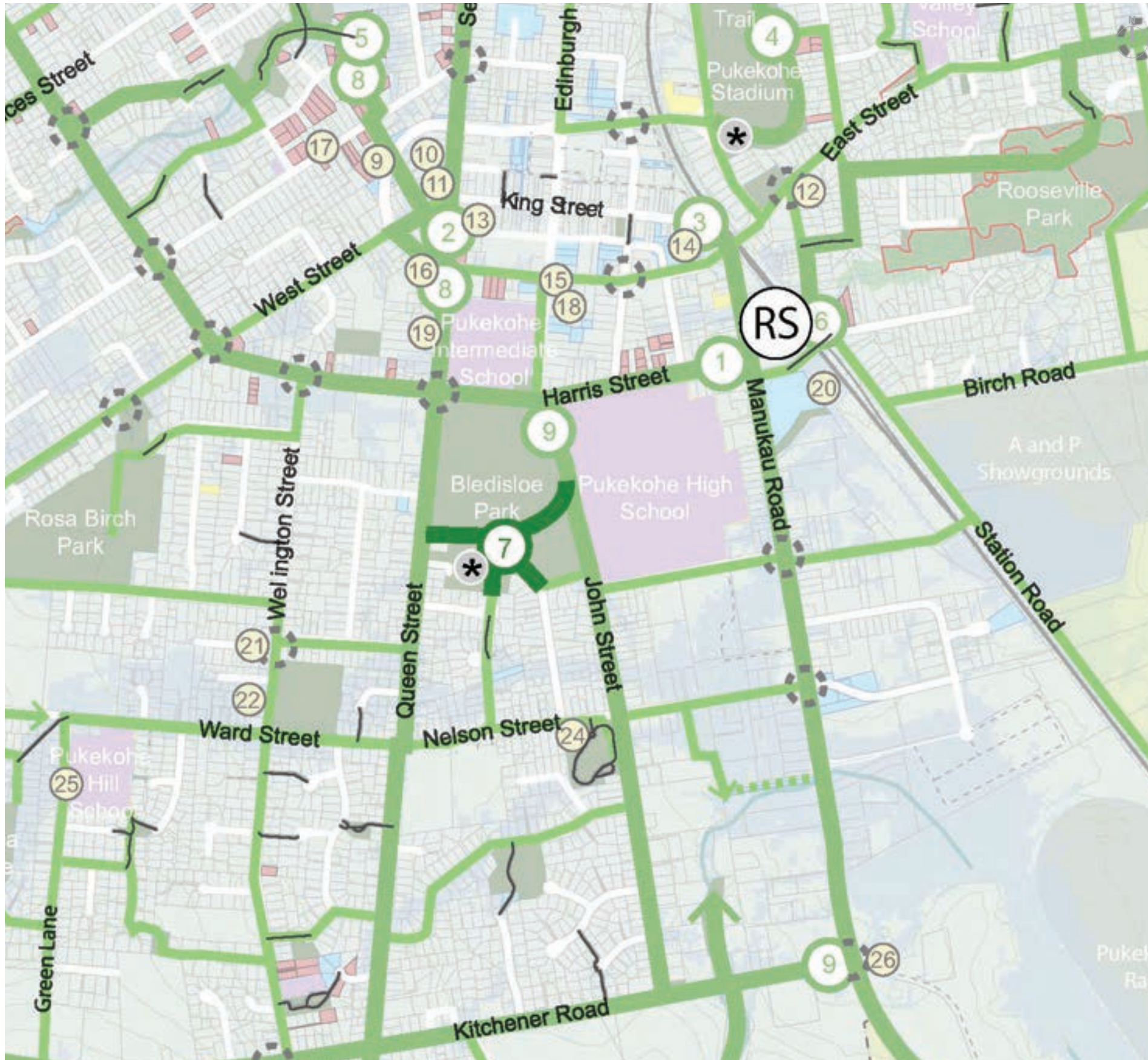


Not to scale

Aspirational trail connections

- | | | | |
|--|-------------------------------|--|--|
| | priority route | | 'indicative route of trail' proposed under the Runciman Precinct Plan |
| | Sites of interest | | connections where no track or pathway exists on public land |
| | Significant Ecological Areas | | connections over FUZ land (to be delivered with future development) |
| | Biodiversity Focus Area | | potential future bridle trails (over land in private ownership or FUZ) |
| | Key recreational destinations | | existing path connection through parks and reserves |
| | | | intersections and nodes indicated as difficult to cross (noted during public consultation) |

PRIORITY ROUTE 7



Not to scale

Aspirational trail connections

- priority route
- Sites of interest
- Significant Ecological Areas
- Biodiversity Focus Area
- * Key recreational destinations
- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- intersections and nodes indicated as difficult to cross (noted during public consultation)

Location

Bledisloe Park.

Description

East-west connection through Bledisloe Park with connections to Bledisloe Court and Collie Road.

Ecology and Cultural Considerations

The sports park is a highly modified area, no ecological or cultural features of note exist here.

Constraints

- restrictions to paths at sports field edge (5m buffer zone)
- works in close proximity to the drip line of large trees.

Opportunities

- connecting Pukekohe High School students to Queen Street via Bledisloe Park
- link areas of the park.

Budget Requirements (Capex)

Path works include 590m of new path through Bledisloe Park.

Funding and Delivery Options

Auckland Transport (AT) Renewals, Local Board Transport Capital Fund (LBTCF).

PRIORITY ROUTE 8

Location

Pukekohe Township to Puni Recreational Reserve via Pukekohe Hill Reserve.

Description

8km shared path within the road corridor to two significant landmarks and destinations; Pukekohe Hill and Puni Recreational Reserve.

Ecology and Cultural Considerations

Sites of interest located along route, could form part of a heritage trail, these include:

- 29. Peak of Pukekohe Hill - shield volcano with artwork, a local Kaumatua (by Ted Ngataki, of Ngati Tamaoho)
- 31. Puni pā and former tennis pavilion and courts.

Potential to work with mana whenua to tell the story of significant maunga Pukekohe Hill and history of Puni pā. No Significant Ecological Areas have been identified along this route.

Constraints

- topography - gradient is steep, a challenge for accessibility.

Opportunities

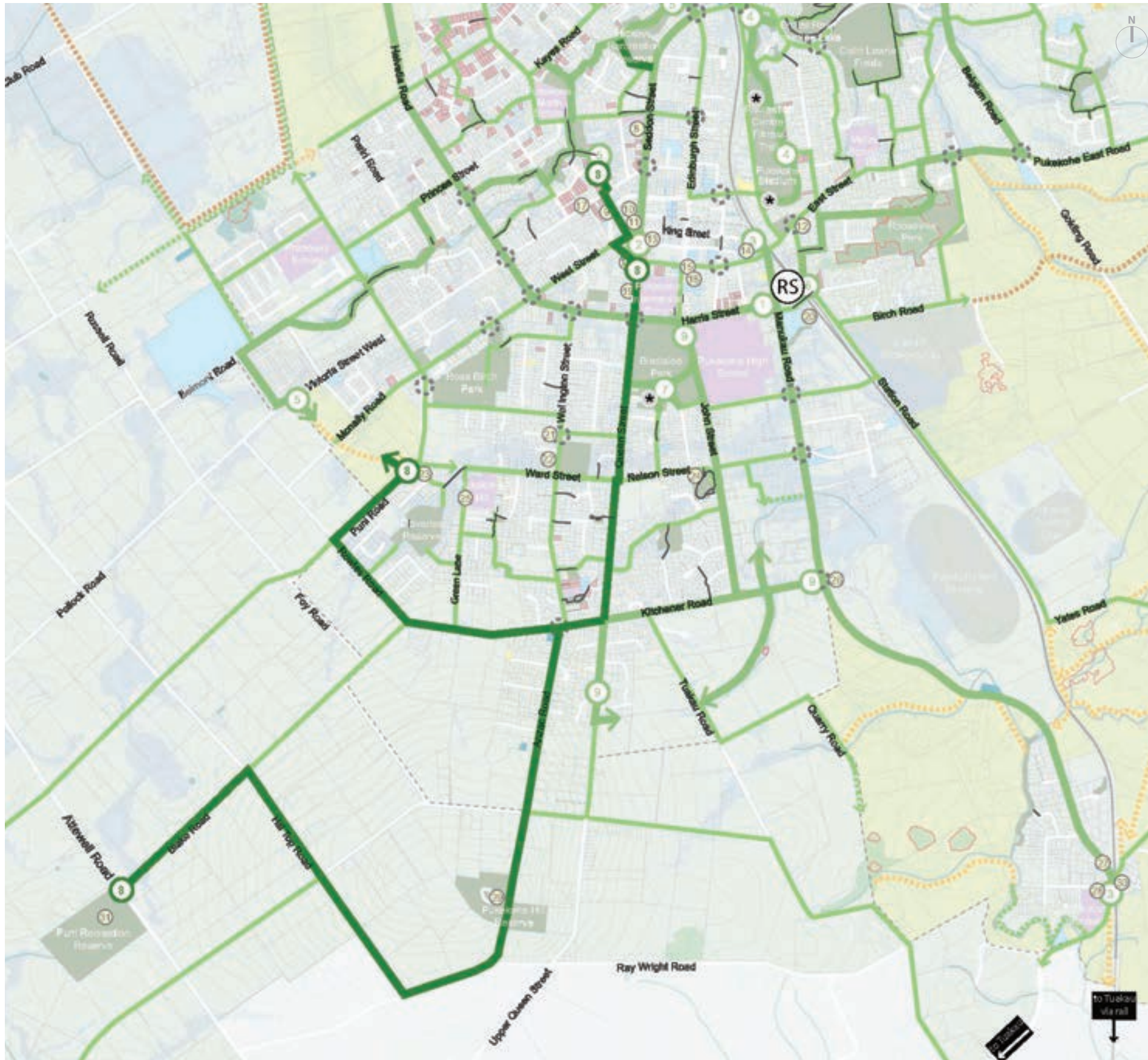
- cultural interpretation - work with mana whenua to tell the story of significant maunga Pukekohe Hill and Puni pā
- connect the community and tourists to key destinations via a safe cycleway and walking route
- connect to Priority Route 5 through FUZ bordering Puni Road.

Budget Requirements

This project requires scoping and budget estimating by AT at a project phase.

Funding and Delivery Options

Auckland Transport (AT) Renewals, Local Board Transport Capital Fund (LBTCF).



Aspirational trail connections

- | | | | | | |
|--|-------------------------------|--|---|--|--|
| | priority route | | connections on existing paths / roads or informal track in public ownership | | 'indicative route of trail' proposed under the Runciman Precinct Plan |
| | Sites of interest | | connections where no track or pathway exists on public land | | existing path connection through parks and reserves |
| | Significant Ecological Areas | | connections over FUZ land (to be delivered with future development) | | intersections and nodes indicated as difficult to cross (noted during public consultation) |
| | Biodiversity Focus Area | | potential future bridle trails (over land in private ownership or FUZ) | | |
| | Key recreational destinations | | | | |

PRIORITY ROUTE 9

Location

John Street and Kitchener Road to Upper Queen Street and Tuakau Road via stream section and planted swale.

Description

3.3km shared path connection along footpath on John Street, Kitchener Road and Upper Queen Street. Section of esplanade strip leading to Tuakau Road.

Ecology and Cultural Considerations

Potential to greatly improve ecology and water quality through riparian planting, in alignment with mana whenua values, as illustrated in the Te Aranga Design Principles.

Sites of interest located along route, could form part of a heritage trail. Cultural features of note include:
26. Pukekohe Raceway.

Constraints

- land acquisition would be needed to link the land in the north to a street (refer plan for location).

Opportunities

- connect people to Bledisloe Park and Pukekohe Raceway
- improve ecology through planted swale
- interested members of the public to implement the swale connection
- site of interest located along route, could form part of a heritage trail.

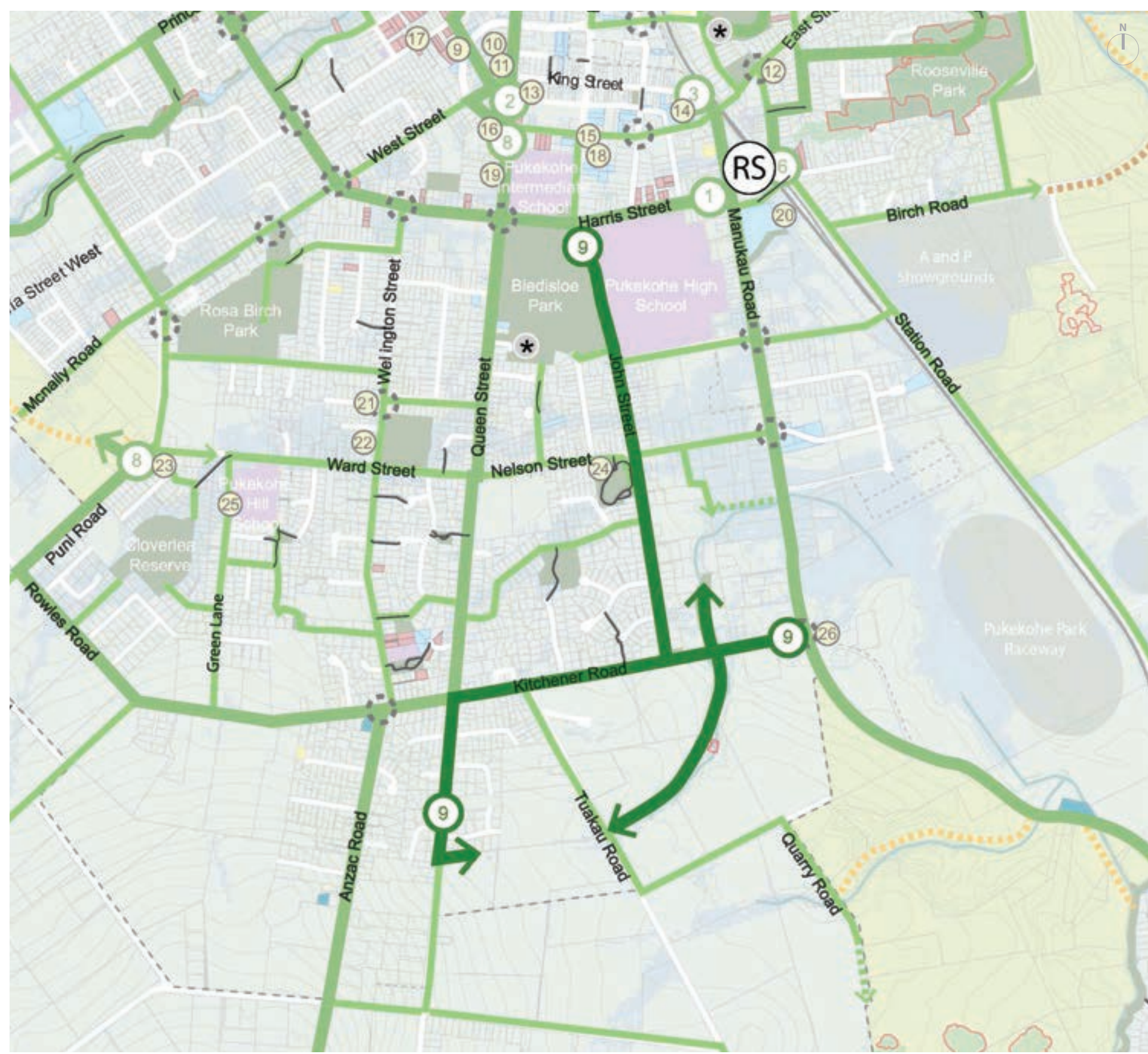
Budget Requirements (Capex)

Path works require 900m of new shared path through Council Esplanade Reserve. A boardwalk may be required.

This project requires scoping and budget estimating by Auckland Transport (AT) at a project phase. 2.4km of this connection is in the road corridor.

Funding and Delivery Options

AT Renewals, Urban Cycleways fund, AT Auckland Cycle Network funding, Local Board Transport Capital Fund (LBTCF), Locally Driven Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting).



Not to scale

Aspirational trail connections

- priority route
- Sites of interest
- Significant Ecological Areas
- Biodiversity Focus Area
- * Key recreational destinations
- connections on existing paths / roads or informal track in public ownership
- connections where no track or pathway exists on public land
- connections over FUZ land (to be delivered with future development)
- potential future bridle trails (over land in private ownership or FUZ)
- 'indicative route of trail' proposed under the Runciman Precinct Plan
- existing path connection through parks and reserves
- intersections and nodes indicated as difficult to cross (noted during public consultation)

6.0 Additional opportunities

Additional opportunities - trail plans on a national scale

Working with Waikato District Council

The Franklin Local Board recognises that to achieve trails on a national scale, a more holistic approach is needed to ensure connection beyond the Franklin Local Board area into neighbouring local boards areas and areas outside of Auckland, i.e. Waikato District Council. The map on page 36 'Wider connections to Waikato District' shows where these connections may take place.

Waikato District Council developed the 'Draft Trails Strategy 2016', a document with maps showing the locations of existing and aspirational walking, cycling, and bridle trails. These routes were considered for the Pukekohe - Paerata Paths Plan.

Like the delivery of Franklin's trail plans, Waikato District Council states that it will 'provide guidance to assist communities in situations where there is a local desire for new and/or expanded trail networks'. Guidance on a national scale for both councils would involve liaison with The New Zealand Walking Access Commission.

Wider connections were supported by Franklin residents:

Linking Pukekohe to the river at Tuakau would be an amazing ride. Then to the north to the new cycleway at Karaka via Paerata trails.

- local resident

Working with Walking Access Commission

The Franklin Local Board will support the Franklin community in working with The New Zealand Walking Access Commission to obtain connections throughout Franklin on a national scale.

The New Zealand Walking Access Commission is the Crown entity that plays a lead role in protecting this heritage by promoting free, certain, enduring and practical access to the outdoors. They work to strengthen the links between rural and urban New Zealand by identifying publicly accessible land, providing information about public access rights and responsibilities, assisting with dispute resolution and facilitating new opportunities for people to access and enjoy the great outdoors.

- The New Zealand Walking Access Commission, www.walkingaccess.govt.nz

Additional opportunities - other projects

Cycle tourism

Franklin is a popular cycling destination, however, the roads are becoming busier. Throughout the consultation process, cycle tourism was highlighted as a great economic opportunity for Franklin in that it would also benefit the cafés, coffee shops and other retailers.

If there is safer access through the Franklin towns, particularly Pukekohe, it could become an even better hub for cycle touring. Pukekohe is well placed to become a cycling hub because of the railway station.

- Auckland Cycle Touring Association

Heritage Trails

The Pukekohe-Paerata area is rich in natural and cultural heritage. Prior to European colonisation there was a large Māori population in the wider area. Several tribal groups have affiliations with the area. Mana whenua have expressed interest in telling their story of the local area, in connection to Pukekohe – Ngāti Tamaoho. There is opportunity to work with Ngāti Tamaoho in this regard.

Throughout the workshops and consultation process the local board, mana whenua and the local community have expressed interest in a cultural heritage trail between the volcanic features. There are six geological features identified in the Pukekohe Heritage Survey having particular note, these include volcanoes (maunga), craters and bluffs (refer to page 21 for the location of these features).

Signage

The local board will advocate for safety signage on existing infrastructure to create safer cycle and walking trails. Safety was a key theme in the consultation feedback:

Ideally Pukekohe needs some well signposted safe cycling routes from the station and central area that can lead out to the country roads and local sites. It would be good if these routes could be identified and marked for cyclists and signposted. This would also help motorists to know which routes to expect cyclists on.

- Auckland Cycle Touring Association

As part of implementation of the paths plan, the local board has recognised the opportunity to include other forms of signage i.e. route wayfinding signage, dual name signage or interpretation signage, as part of the heritage trail. The meaning of place names could also be incorporated i.e. Pukekohe - 'puke kohekoe', which translates in English to 'hill of the koekoe tree', and Paerata meaning 'pae' ridge or resting place, and 'rata', named after the large rata tree that grew on the ridge on Burt Road, Paerata.

7.0 Next Steps

7.1 Best Practice for Implementation

The Pukekohe-Paerata Paths Plan is a long-term project, to be developed over the next ten-twenty years and beyond.

The following section gives an overview of the future development and implementation of the Pukekohe-Paerata Paths Plan over the next 10 years, including best practice for implementation, stakeholder involvement and funding availability.

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

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

- Local Paths Design Guide (Auckland Council and Auckland Transport)
- Auckland Transport Code of Practice
- Auckland Council Stormwater Code of Practice (Healthy Waters)
- Auckland Council Parkland Design Guidelines (Community and Cultural Policy, Draft)
- Te Aranga Design Principles (Auckland Design Manual)
- Iwi Environmental Management Plans.

In addition to the above, and all relevant Unitary Plan controls, there are related 'best practice' documents developed by external agencies that should also be taken into account as designs develop, including:

- Bridging the Gap – Urban Design Guidelines for Bridges (New Zealand Transport Agency)
- Caring for Archaeological Sites (Department of Conservation), and
- National Guidelines for Crime Prevention through Environmental Design (CPTED) (Ministry of Justice).

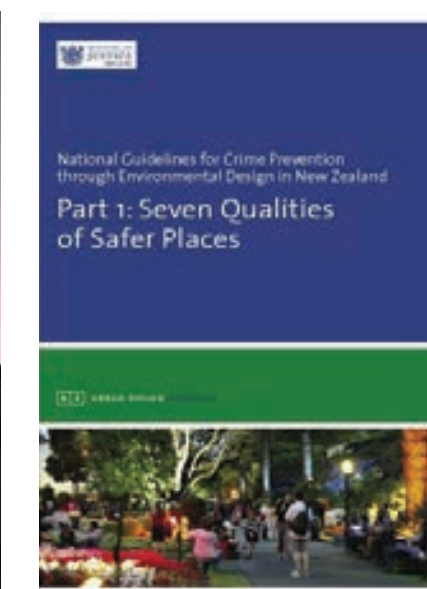
7.2 Stakeholder Funding and Information

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the Pukekohe-Paerata Paths Plan. Likely stakeholders include:

- Neighbouring local boards (Papakura, Howick and Manurewa)
- Mana whenua
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- The Walking Access Commission
- Ministry of Education
- Department of Conservation (DoC)
- Housing New Zealand (HNZ)
- Local residents and business associations
- Forest & Bird.

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

Funding has been allocated for roading improvements in the Board area in Auckland Council's Long Term Plan (LTP) for the next 10 years, and some of this will be used to implement the Greenways. Other funding avenues include Auckland Transport and the NZTA's regional cycleways fund. In addition the Local Board has planned open space projects to assist with implementation of the priority sections of this Plan.





Ernies Reserve, Luke Harvey 2013.

References

Image reference

Cover Page

Auckland Council (2017). *View looking south across Colin Lawrie Fields towards Roosevelt Park.*

Page 3

Auckland Council (2014). *Looking east towards Belmont, Pukekohe Township in the distance.*

Page 4

Auckland Council (2014). *Looking over the Pukekohe Stadium.*

Page 11

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Page 12

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Page 14

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Page 16/17

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- *Consultation on King Street, 2018*
- *Consultation outside Pak'nSave, Pukekohe, 2018.*

Page 18

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Page 51

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