
6.0 Appendices

Hibiscus Coast Subdivision



Figure 33. Army Bay. Charlotte Grieve, 2016.

6.3 Priority Maps

PRIORITY GREENWAY PROJECTS

Location

SH1 connection Waiwera to Orewa, ecological improvements only

Description

This is an advocacy project as it sits within NZTA land. Parts of this route are already complete ecologically, but there is scope to finish the planting to create a continuous wildlife corridor. Due to the nearby walking and cycling routes shown in P2, coupled with the difficult terrain in places (viaduct, steep cuttings), walking and cycling is not recommended for this route.

Ecology and cultural considerations

As only planting is proposed, the net impacts of this proposal would be positive.

Constraints

- Not council-controlled land, requires advocacy.

Opportunities

- Continuous wildlife corridor connecting the Waiwera River with the large native bush area around Alice Eaves Scenic Reserve

Budget Requirements (approx)

- None, advocacy only

Funding and Delivery Options

NZTA funding required, reduces maintenance obligations. Recently the Auckland Maintenance Alliance (AMA) who maintain the highways network have been planting grassed areas to reduce operational costs.

NB: Contours placed every 25m



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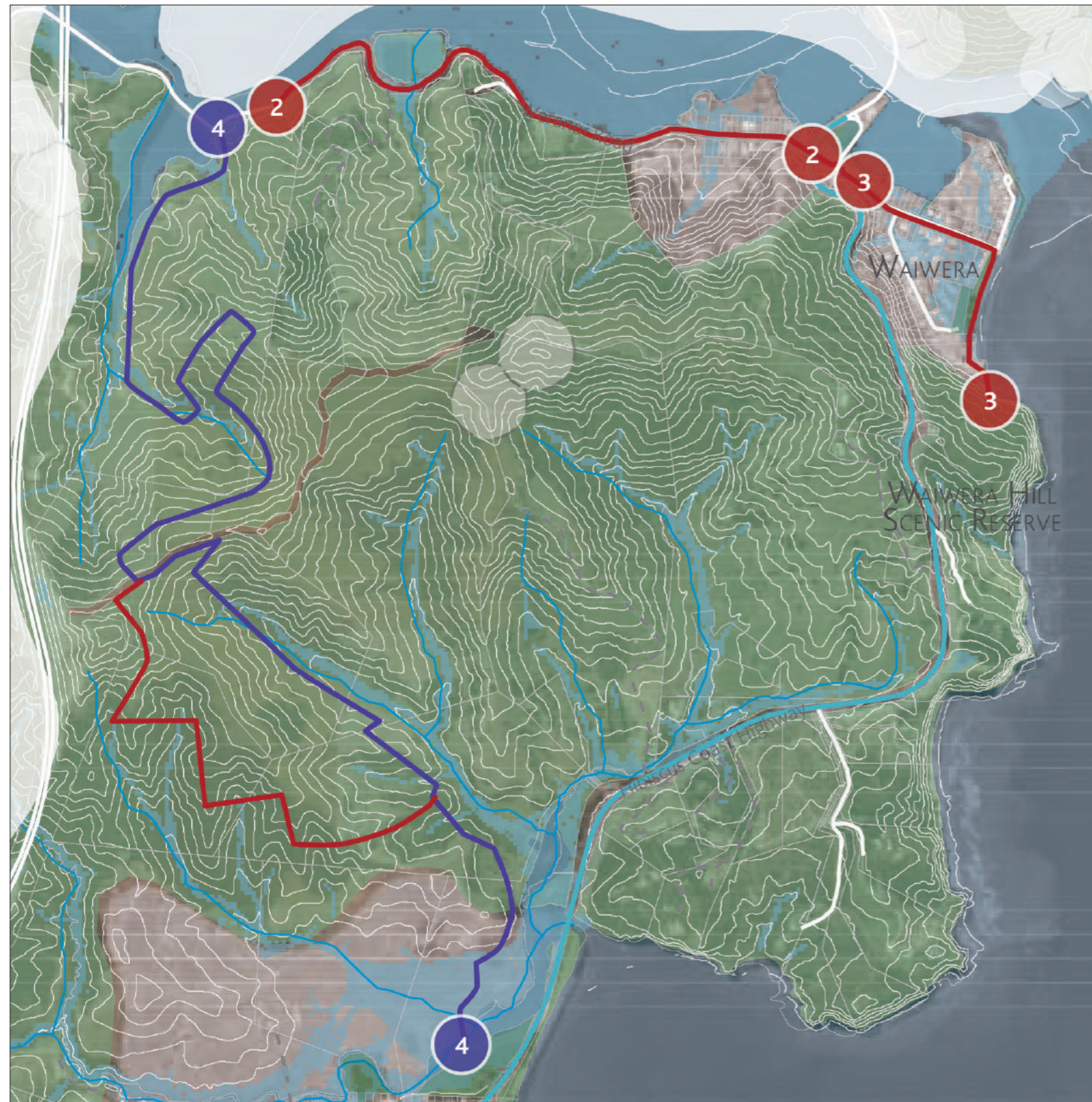
Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)





LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS



Location

Hatfield Beach to Waiwera

Description

Three priority routes are combined here, in the interests of brevity. They have been split into discrete projects for potential delivery, but they form part of one overall 'route'. Priorities 2 and 3 require roading improvements, while P4 is the proposed 'Chin Hill' track, and would likely be a gravel/hoggin surface.

Ecology and cultural considerations

Routes 2 and 3 are modifications to the road corridor, and should be positive overall. P4 passes through an Outstanding Natural Landscape (ONL), and the link path in the south passes through a Significant Ecological Area (SEA). There are no cultural sites affected, but the Waiwera River was of significance historically. These aspects would need to be considered at a project phase.

Constraints

- Improvements to the road corridor need to be discussed and agreed with AT.
- P3 - would be low tide access around the holiday park initially.

Opportunities

- In the future, if the holiday park land developed, esplanade reserve could be used to complete an 'all tide' link.
- Work with multiple parties to achieve significant connection

Budget Requirements (approx)

- [P2] requires scoping/feasibility study by AT at a project level (1890m)
- [P3] Pathway 140K, Ecological allowance 25K, Consenting and professional services 20K, Total 185K. NB road section requires scoping by AT.
- [P4] Pathway 1010K, ecological allowance 700K, earthworks and sundries 600K Consenting and professional services 290K, Total 2600K

Funding and Delivery Options

Transport Discretionary Initiative, Urban Cycleway Fund, Parks Growth Programme (Greenways), Individual LTP line item, volunteer/partnership with landowner

NB: Contours placed every 10m

PRIORITY GREENWAY PROJECTS

Location

Alice Eaves Scenic Reserve to Hatfield Bay

Description

This connection runs from Alice Eaves Scenic Reserve at the northern end of Orewa Beach up to the start of the proposed Chin Hill walking/biking track (P4), and is a mixture of on and off-road connections.

Ecology and cultural considerations

Both Alice Eaves Scenic Reserve and the small reserve at the northern end of this connection are listed as SEAs in the Unitary Plan. There is also a site of cultural significance to be considered at a project phase.

Constraints

- Some areas of difficult contour, particularly around Alice Eaves Reserve
- On road sections have been developed recently, not to a greenways standard, but of a standard that is acceptable in the interim.

Opportunities

- Improved connections along Otanerua Rd, to link to the northern reserve.
- Completes link to the Chin Hill project

Budget Requirements (CAPEX)

- [P5] Pathway 180K, earthworks and sundries 60K ecological allowance 80K, PS and consenting 40K. Total 360K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Transport Discretionary Initiative, Urban Cycleway Fund, Parks Growth Programme (Greenways), Individual LTP line item

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Flood Plains
- Park and reserve land
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS

Location

Alice Eaves Scenic Reserve to West Hoe Heights

Description

This connection will link the rapidly-developing area around West Hoe with the coast, and the Chin Hill project, and is a perfect growth funding opportunity. It also has potential to be delivered in partnership with the developers as this area is opened up.

Ecology and cultural considerations

The Nukumea Stream and its margins are classed as an SEA, as is the forested area north of this, and so any connections along this area would need to be very carefully planned.

Constraints

- Lack of an esplanade strip along the southern bank of the Nukumea Stream
- Much of Westhoe is well under construction, so opportunities for input/ collaborative work with developers may have passed.

Opportunities

- Further ecological enhancement of the waterways in this area
- Broader connections to the Chin Hill project
- Possible partnership project with developers

Budget Requirements (Capex)

- Pathworks 510K, earthworks and sundries 80K ecological allowance 250K, PS and consenting 110K. Total 950K

Funding and Delivery Options

Parks Growth Programme (Greenways), Transport Discretionary Initiative, Urban Cycleway Fund, Local Development Initiatives (LDI) CAPEX, Individual LTP line item

NB: Contours placed every 10m



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- - - Proposed greenway route (complex delivery)
- Proposed greenway route (collaborative delivery)



PRIORITY GREENWAY PROJECTS

Location

Te Ara Tahuna Walkway and Cycleway to Grand Drive

Description

This connection, while somewhat difficult to achieve, would open up the developing areas around West Hoe to the Te Ara Tahuna walkway, while also linking this walkway to Orewa Primary - improving walkability to school.

Ecology and cultural considerations

This route is generally highly modified and there are no ecological considerations to be taken into account. The riparian route in the eastern portion has potential ecologically, and would benefit from this proposal. A site of interest to MW is included in this riparian area, and this would need to be considered carefully at the project phase.

Constraints

- Difficult road crossing (busy intersction) at Grand Drive
- Maire Road is a high speed environment, and not particularly 'people friendly'
- Riparian margin to the west is not in Council ownership - this would need to be discussed and agreed as part of development plans

Opportunities

- Grand Drive intersection would be perfect for a 'big gesture'
- Potential collaboration with developers as pastoral land is built upon.

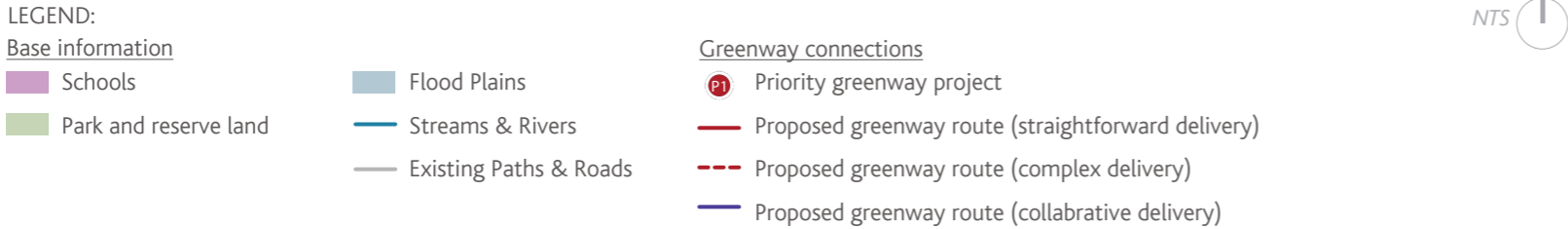
Budget Requirements (Capex)

- Pathworks 140K, earthworks and sundries 60K ecological allowance 90K, PS and consenting 35K. Total 325K. NB: Maire Rd requires scoping bt AT, 1400m

Funding and Delivery Options

Transport Discretionary Initiative, Parks Growth Programme (Greenways), Individual LTP line item, volunteer/partnership with developer

NB: Contours placed every 5m



PRIORITY GREENWAY PROJECTS

Location

Millwater Parkway to Kingsway School

Description

This connection improves upon the Te Ara Tahuna walking and cycling route, by replacing an 'on road' section with a coastal loop, along the coastal edge of Metro Park

Ecology and cultural considerations

The Orewa River in this location is classified as an SEA, and care around construction impacts would need to be taken accordingly. There are also sites of significance to MW present, and this entire waterway should be considered in this context.

Constraints

- Some sections of boardwalk may be required to span minor inlets
- Relatively complex ecological/cultural overlays in this area

Opportunities

- Addition to popular existing walking and cycling route

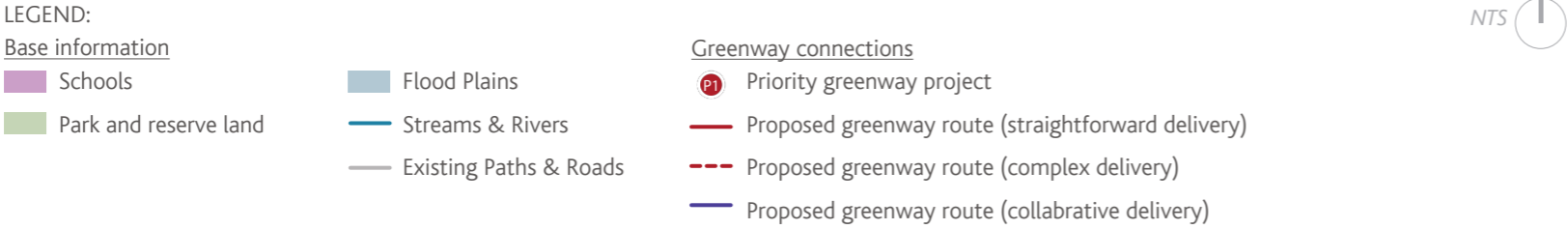
Budget Requirements (Capex)

- Pathworks 300K, earthworks and riverbank reinforcement 130K ecological allowance 120K, PS and consenting 70K. Total 620K

Funding and Delivery Options

Transport Discretionary Initiative, Urban Cycleway Fund, Parks Growth Programme (Greenways), Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)

NB: Contours placed every 5m



PRIORITY GREENWAY PROJECTS

Location

Silverdale to Weiti River Paper road

Description

This route takes in a near-continuous esplanade strip on the northern bank of the Weiti River. It terminates at a paper road end, which could in future be used to link up with Whangaparaoa. This route could also continue eastward via an esplanade strip, as these become available (currently part-available)

Ecology and cultural considerations

The Weiti River in the eastern portion of this route is classed as an SEA, and consideration will need to be given accordingly to minimising construction impacts. No CHI sites are recorded, but Mana whenua will have an interest in any development around this waterway.

Constraints

- Esplanade strip is not in continuous council landholding - one section along the river is missing.
- steep topography in parts, and some mature trees
- Industrial neighbour limit passive surveillance and amenity along northern edge

Opportunities

- weed removal and restoration of native bush along the riparian edge

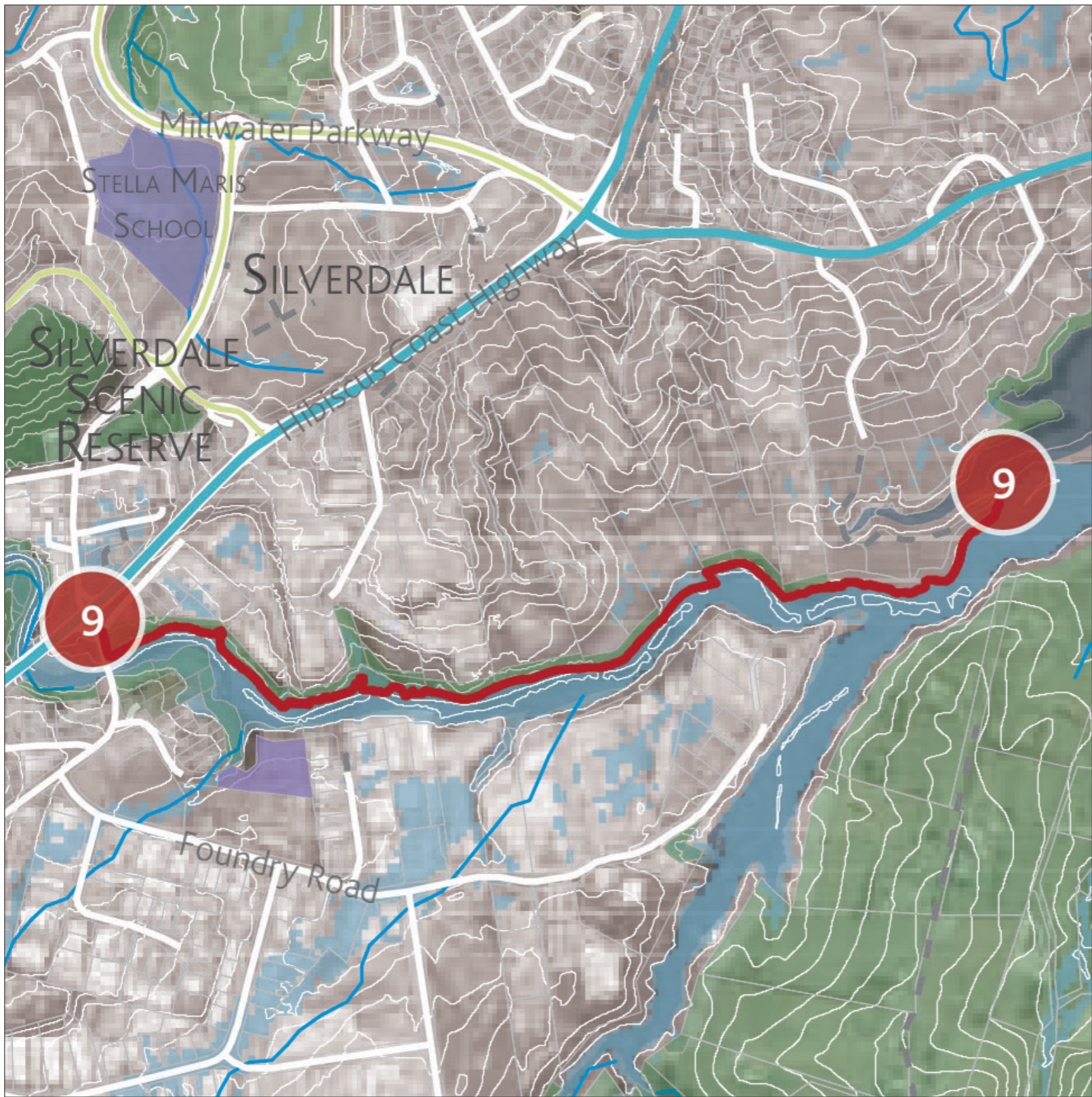
Budget Requirements (Capex)

- Boardwalk 450K, Pathworks 200K, earthworks and bank reinforcement 230K ecological allowance 200K, crossings 50K, PS and consenting 230K. Total 1460K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting),

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land

- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS



Location

Weiti River Paths

Description

These connections take in esplanade strips to both sides of the Weiti River. None could be delivered immediately, due to 'missing sections' of esplanade strip, but these should be added as a priority so as to prioritise acquisition of esplanade strips.

Ecology and cultural considerations

The entire Weiti River in this area is listed as an SEA, as are some of the terrestrial forested sections. No CHI logs are shown here, although this may be more due to the lack of investigations than any lack of habitation.

Constraints

- uncontinuous esplanade strips to all priority sections
- Steep contour in places, particularly around P11.

Opportunities

- Some bridge/boardwalk sections may speed up delivery where land does not become available

Budget Requirements (Capex)

- [P10] Boardwalk 500K, Pathway 650K, Ecological allowance 360K, Earthworks, riverbank enforcement and sundries 350K, PS and consenting 230K, Total 2090K
- [P11] Improvement of existing path 20K, Rebuild of existing path 240K, Pathway 75K, Ecological allowance 140K, Earthworks, riverbank enforcement and sundries 140K, PS and consenting 80K, Total 695K
- [P12] Boardwalk 600K, Pathway 750K, Ecological allowance 440K, Earthworks, bank enforcement and sundries 490K, PS and consenting 225K, Total 2505K

Funding and Delivery Options

Urban Cycleways Fund, Transport Discretionary Initiative, Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways)

NB: Contours placed every 10m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS



Location

Gulf Harbour Marina to Pinecrest Drive

Description

This route has been broken into two discrete sections, due to the need for a complex bridge structure at the Gulf Harbour marina entry, which may delay that section. Each section could be delivered independently.

Ecology and cultural considerations

The coastal vegetation along the eastern end of P14 is listed as an SEA. There is also a site of significance to Mana Whenua on the point, both of which would require consideration.

Constraints

- Steep topography - some steps/bike gutters may be required at the Gulf Harbour end of P14. Erosion may also be an issue.
- Marina bridge would require significant investment, and would need to be carefully consulted

Opportunities

- Forms part of a connection to link the residential areas of Whangaparapaoa around to Shakespear Regional Park, without needing to use the busy and high speed Whangaparaoa Rd.
- Ecological improvements along cliff edge

Budget Requirements (Capex)

- [P13] Pathway 350K, Ecological allowance 80K, Earthworks and sundries 300K
Consenting and professional services 90K, Total 820K + Boat bridge 1500-2000K
- [P14] Pathway 115K, Pathway with rail 300K, Ecological allowance 45K
Earthworks and sundries 70K PS and consenting 65K, Total 595K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways)

NB: Contours placed every 5m

PRIORITY GREENWAY PROJECTS

Location

Island View Drive to Clansman Terrace

Description

This route completes a discrete coastal section of the long-term route between the residential sections of Whangaparaoa and Shakespear Regional Park.

Ecology and cultural considerations

The coastal vegetation along the cliffs between Bellemer Place and Clansman Tce form part of an SEA, and Okoromai Bay is in itself a marine SEA. No CHI logs exist in this area.

Constraints

- Contours at the southern end of this section look somewhat problematic - possible structure required, will need geotech testing at the project stage.

Opportunities

- Most of the route is flat and grassed, allowing for easy construction, and there are some existing paths which may be able to be upgraded, reducing overall costs.

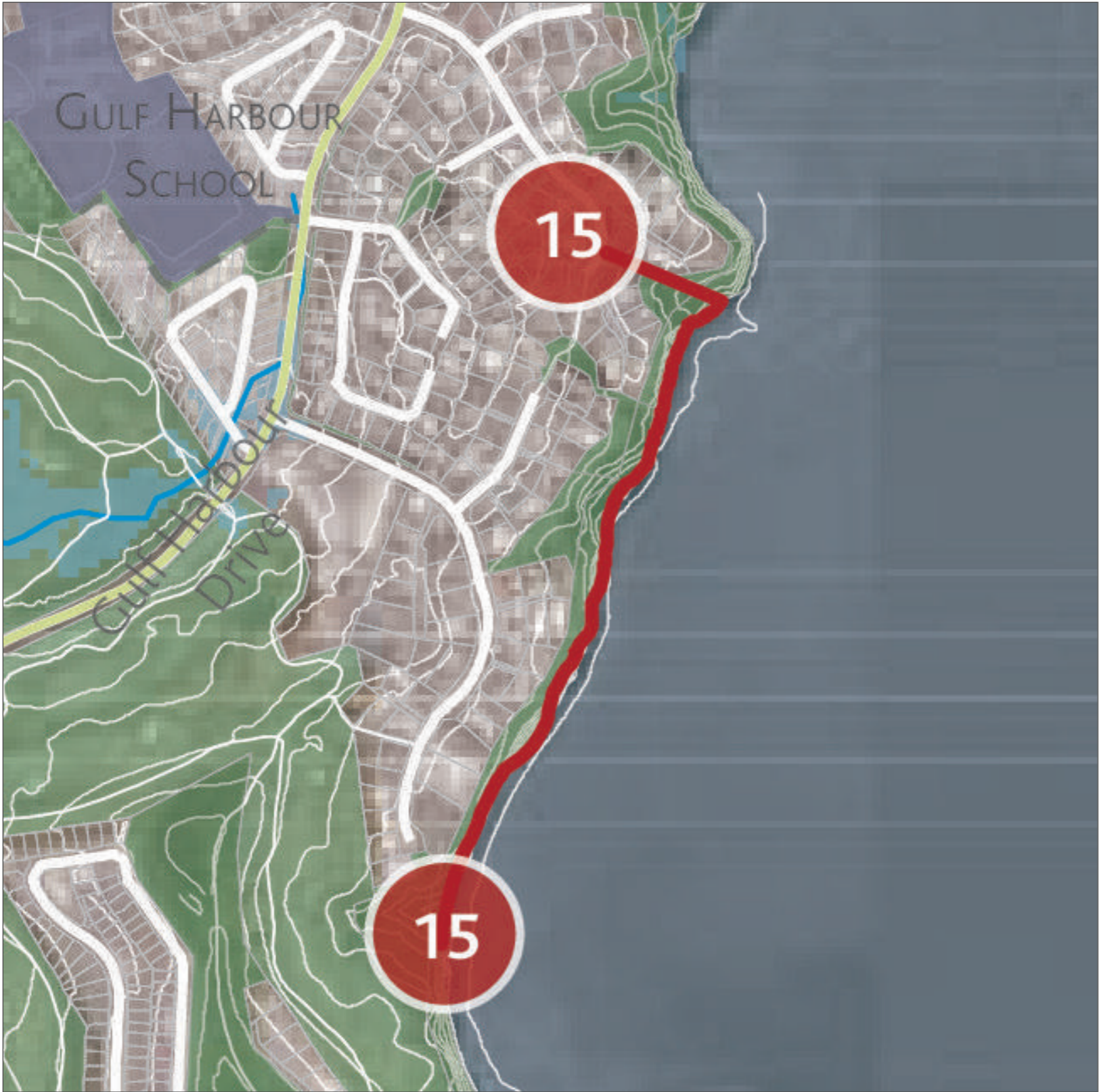
Budget Requirements (Capex)

Pathway with partial rail 390K, Ecological allowance 70K, Earthworks and sundries 60K PS and consenting 70K, Total 590K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting), Parks Growth Programme (Greenways)

NB: Contours placed every 5m



LEGEND:

<u>Base information</u>		<u>Greenway connections</u>	
Schools	Flood Plains	Priority greenway project	
Park and reserve land	Streams & Rivers	Proposed greenway route (straightforward delivery)	
Existing Paths & Roads		Proposed greenway route (complex delivery)	
		Proposed greenway route (collabrative delivery)	



PRIORITY GREENWAY PROJECTS

Location

Army Bay to Fishermans Rock Reserve

Description

This route is an all-weather access alternative to that which can be gained along the coastline currently. Formation of this route would open access up to a wider range of users.

Ecology and cultural considerations

Most of the coastal edge vegetation is listed as part of an SEA, however this route would run inland from the vegetation, and the proposal could strengthen and enhance this SEA. No CHI logs exist in this area.

Constraints

- Contours between Army Bay and Pacific Parade are steep, specialist structures may be required in this area

Opportunities

- Some existing paths exist here, and the remainder of the area appears unencumbered and easy to develop
- Opportunity to improve the coastal edge planting further.

Budget Requirements (Capex)

- Pathway with rail 320K, Pathway 470K, Ecological allowance 60K, Earthworks and sundries 120K PS and consenting 120K, Total 1090K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/ partnership work (planting), Parks Growth Programme (Greenways)

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS

Location

Coal Mine Bay path

Description

This access is likely to be a longer term project, due to the lack of a continuous esplanade strip - but it is worth prioritising so as to set a watch for esplanade strip priorities. Due to contours, this would likely be a walking path only, but it could offer an all weather/tide access around the coast that is not currently available.

Ecology and cultural considerations

Pockets of native forest in the southwest reach of this route are classed as SEAs, but the remainder of the route is generally unencumbered, and would benefit from some ecological improvements. No CHI logs exist in this area.

Constraints

- Steep topography rules out a cycleway in this area, although a foorpath connection appears feasible.
- Non-continuous landholding - this link could not be delivered until land became available, although ecological improvements could occur in advance.

Opportunities

- work with neighbours to carry out ecological improvements as early works.

Budget Requirements (Capex)

- Pathway 405K, Ecological allowance 90K, Earthworks and sundries 130K PS and consenting 80K, Total 705K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/ partnership work (planting), Parks Growth Programme (Greenways)

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)

PRIORITY GREENWAY PROJECTS

Location

Tindalls Bay Paths

Description

These two connections form the initial priorities for a wider Tindalls Bay connection, and can be advanced due to the presence of public landholding in these areas. P18 would be largely renewals based improvements to The Esplanade, while P19 would be an offroad connection through parkland.

Ecology and cultural considerations

The native bush flanking the cliffs along P19 is part of an SEA, although this would not be disturbed by the proposed route, and could be supported by enhancement planting as part of the project.

Constraints

- P18 would ideally be phased with the road renewal, which would affect timing
- some areas of steep contour and existing bush around P19, and protection from falling required above cliffs

Opportunities

- revegetation and habitat creation to support existing native planting and dune protection work

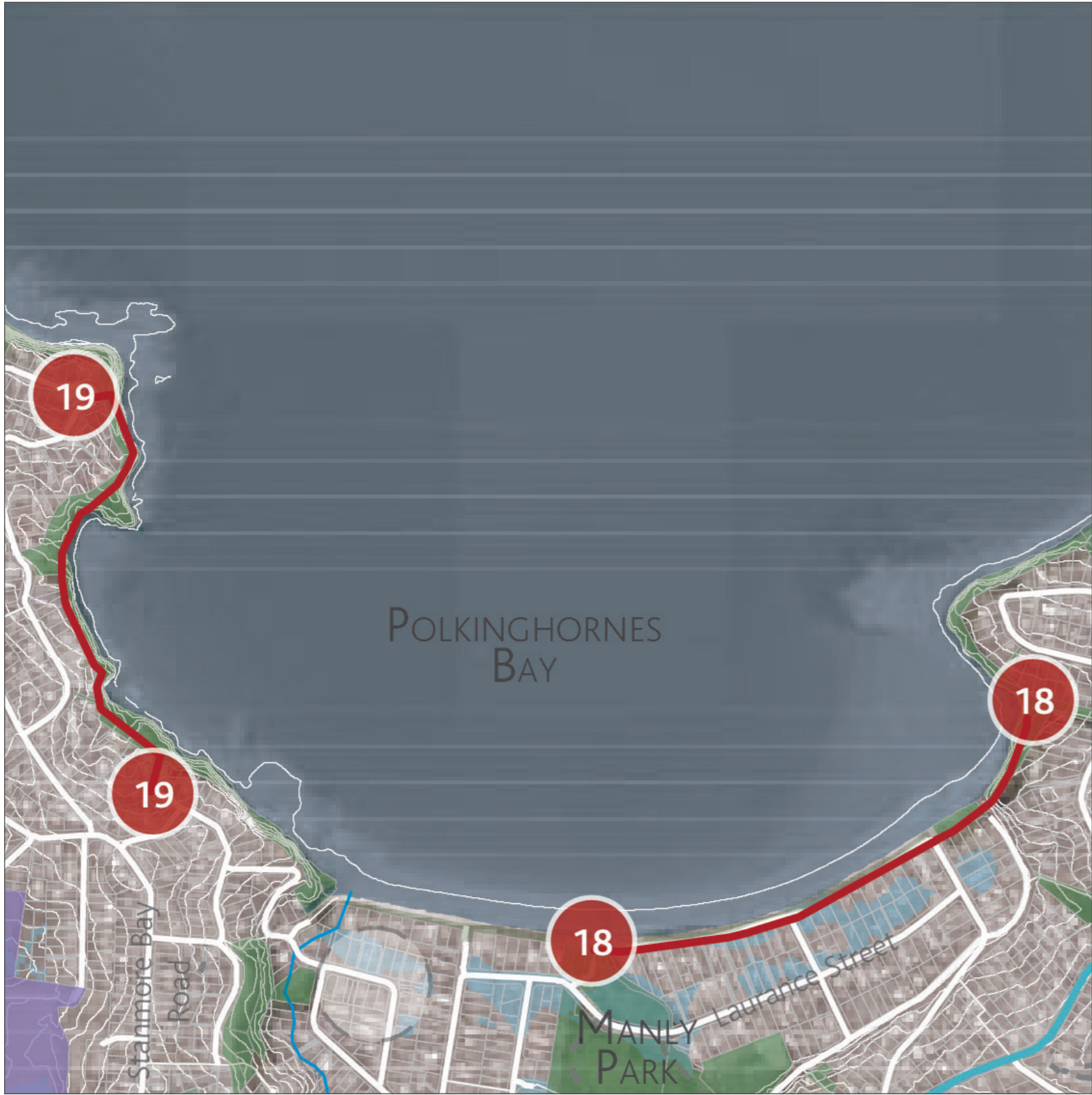
Budget Requirements (Capex)

- [P18] Pathway 160K, Improvement of existing path 90K, Ecological allowance 40K, Earthworks and sundries 30K PS and consenting 40K, Total 360K
- [P19] Pathway with rail 220K, Ecological allowance 10K, Earthworks and sundries 30K PS and consenting 30K, Total 290K

Funding and Delivery Options

Renewals, Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)

PRIORITY GREENWAY PROJECTS

Location

Penlink

Description

Planning for the Penlink route is well advanced, and as part of this project, walking and cycling routes should be included, as well as ecological improvements - to ensure that it caters for more than just the private vehicle user.

Ecology and cultural considerations

Considered as part of the current project planning.

Constraints

Considered as part of the current project planning.

Opportunities

- Consider addition of a greenway route as part of mitigation for project.

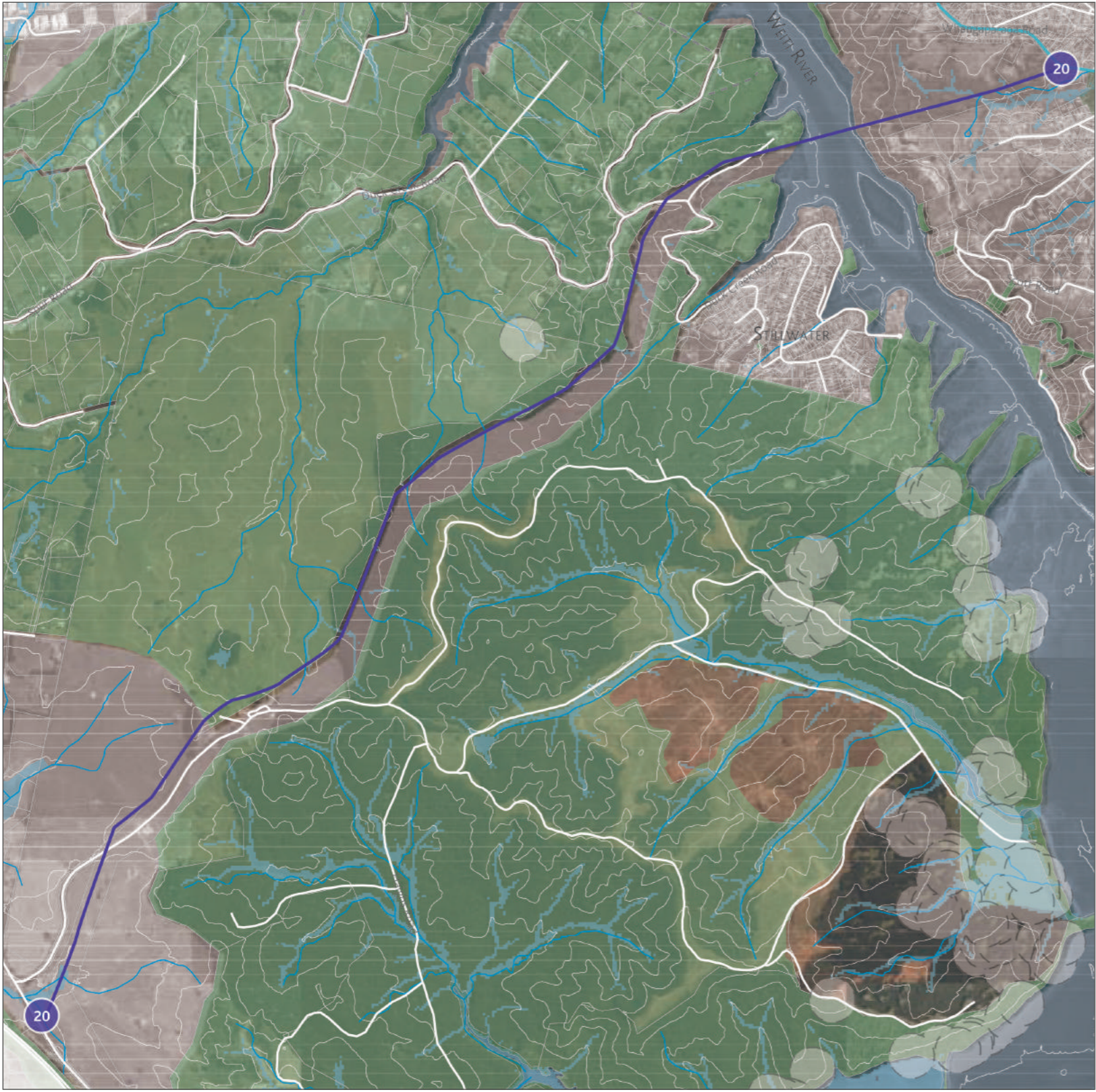
Budget Requirements (Capex)

- Advocacy role

Funding and Delivery Options

Urban Cycleways fund, AT Auckland Cycle Network funding, Transport Discretionary Initiative, Local Development Initiatives (LDI) CAPEX, Individual LTP line item, embedded within project, volunteer/partnership work (planting)

NB: Contours placed every 25m



LEGEND:

<u>Base information</u>		<u>Greenway connections</u>	
Schools	Flood Plains	Priority greenway project	Proposed greenway route (straightforward delivery)
Park and reserve land	Streams & Rivers	Proposed greenway route (complex delivery)	Proposed greenway route (collabrative delivery)
	Existing Paths & Roads		

PRIORITY GREENWAY PROJECTS

Location

Long Bay and 'Crimson Walkway' paths

Description

These linked priority routes are somewhat complex to achieve, but would be of great public value when completed. P21 completes a 'Long Bay circuit', most of which would need to be arranged with the developer to the west of the reserve. P22 is a longer term project, which would link Long Bay to the existing Okura walkway, via the coastal edge. This runs adjacent to the Okura Inlet was explored in a feasibility study by Opus Consultants in 2013.

Ecology and cultural considerations

This is a complex area ecologically and culturally. The Long Bay headland was of great significance to Mana whenua, as referenced by the near-continuous array of archaeological sites. The mouth of Vaughan Stream is a Sensitive Ecological Area (SEA), and parts of the Regional Park also form a Coastal Natural Character area. So development needs to tread very sensitively.

Constraints

- Section of non-council owned land in the southern half of P21 would require easement negotiations or similar.
- Sections of P22 are not in public ownership, and would most likely need to be staged until these sections develop and esplanade strip becomes available
- Complex character overlays

Opportunities

- Work with developer to part deliver P21.
- Ecological improvements could greatly improve the coastal margin

Budget Requirements (Capex)

- [P21] Pathway (grass) 65K, Ecological allowance 80K, Earthworks and sundries 50K PS and consenting 25K, Total 220K. Remainder of project requires scoping by AT at a project phase, and delivery in partnership with developer (2300 m)
- [P22] Paths (mixture of grass, concrete and gravel) 1315K, ecological allowance 250K, boardwalks/bridges 1325K PS and consenting 500K, Total 3390K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, Parks Growth Programme (Greenways), volunteer work (planting), developer partnerships

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



PRIORITY GREENWAY PROJECTS

Location

Browns Bay to Sharon Rd, via Manly Esplanade and Lotus Walk

Description

This route exists in a physical sense, but improvements could greatly assist its amenity, legibility and use. Manly Esplanade’s 90 degree carparking creates an inhospitable atmosphere for walking and cycling.

Ecology of the area

The native bush along the cliff line at Lotus Walk is part of an SEA, so construction impacts here would need to be carefully managed. No CHI records exist in this area, although the beachfront just south of Manly Esplanade is an archaeological site.

Constraints

- Vehicle/people conflicts at Manly Esplanade

Opportunities

- Improve ecology along Lotus Walk

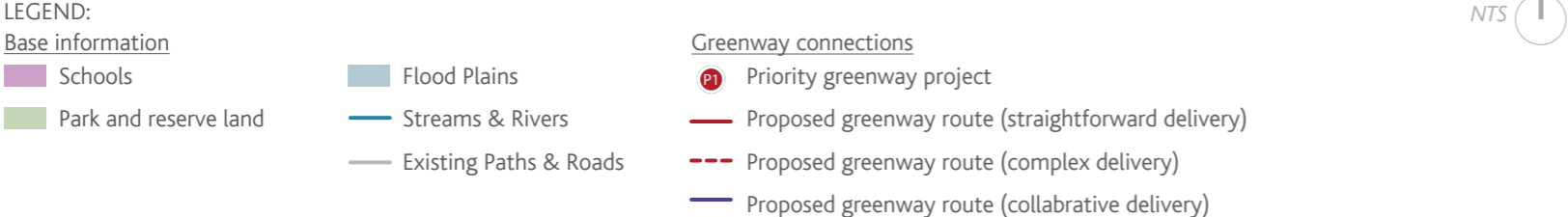
Budget Requirements (Capex)

- Improvements to existing path (with railing) 45K, improvements without railing 30K, ecological allowance 15K, earthworks and sundries 20K, PS and consenting 15K, Total 125K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/ partnership work (planting), Transport Discretionary Initiative

NB: Contours placed every 5m



PRIORITY GREENWAY PROJECTS

Location

Taiapotea Creek Path

Description

This priority could be delivered in sections. The eastern portion behind the Browns Bay shops would require redevelopment/riparian rights to be acquired. The sections through Freyberg Park and Sherwood Reserve could be delivered in advance of this.

Ecology of the area

No ecological or CHI logs of note exist here, due to the highly modified environment.

Constraints

- lack of landholding in the eastern section, and no certainty over timing or nature of any adjoining development

Opportunities

- Western section appears to have a number of quick wins available
- Degraded stream environment offers much potential for improvement
- Fantastic connection from large residential areas to the coast and shopping centre

Budget Requirements (Capex)

- Pathway with railing 290K, ecological allowance 30K, earthworks, bank enforcement and sundries 50K PS and consenting 40K, Total 410K. NB: Partly requires scoping/budget estimating by AT at a project phase (1050m)

Funding and Delivery Options

Transport Discretionary Initiative, Local Development Initiatives (LDI) CAPEX, Individual LTP line item, Parks Growth Programme (Greenways), volunteer planting partnership with developers, renewals

NB: Contours placed every 5m



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collaborative delivery)



PRIORITY GREENWAY PROJECTS

Location

Murrays to Churchill path

Description

There is a network of footpaths in this area, which could be upgraded upon renewal, and ecological enhancements carried out to create a greenway link in this area.

Ecology of the area

The coastal clifftop vegetation along this route forms part of an SEA, and there is opportunity for further enhancement. No CHI logs exist in this area.

Constraints

- Steep topography down to the coast, safety from falling required in places.
- Timing may be dependent on renewals

Opportunities

- Paths exist, meaning renewals funding could be partially applied

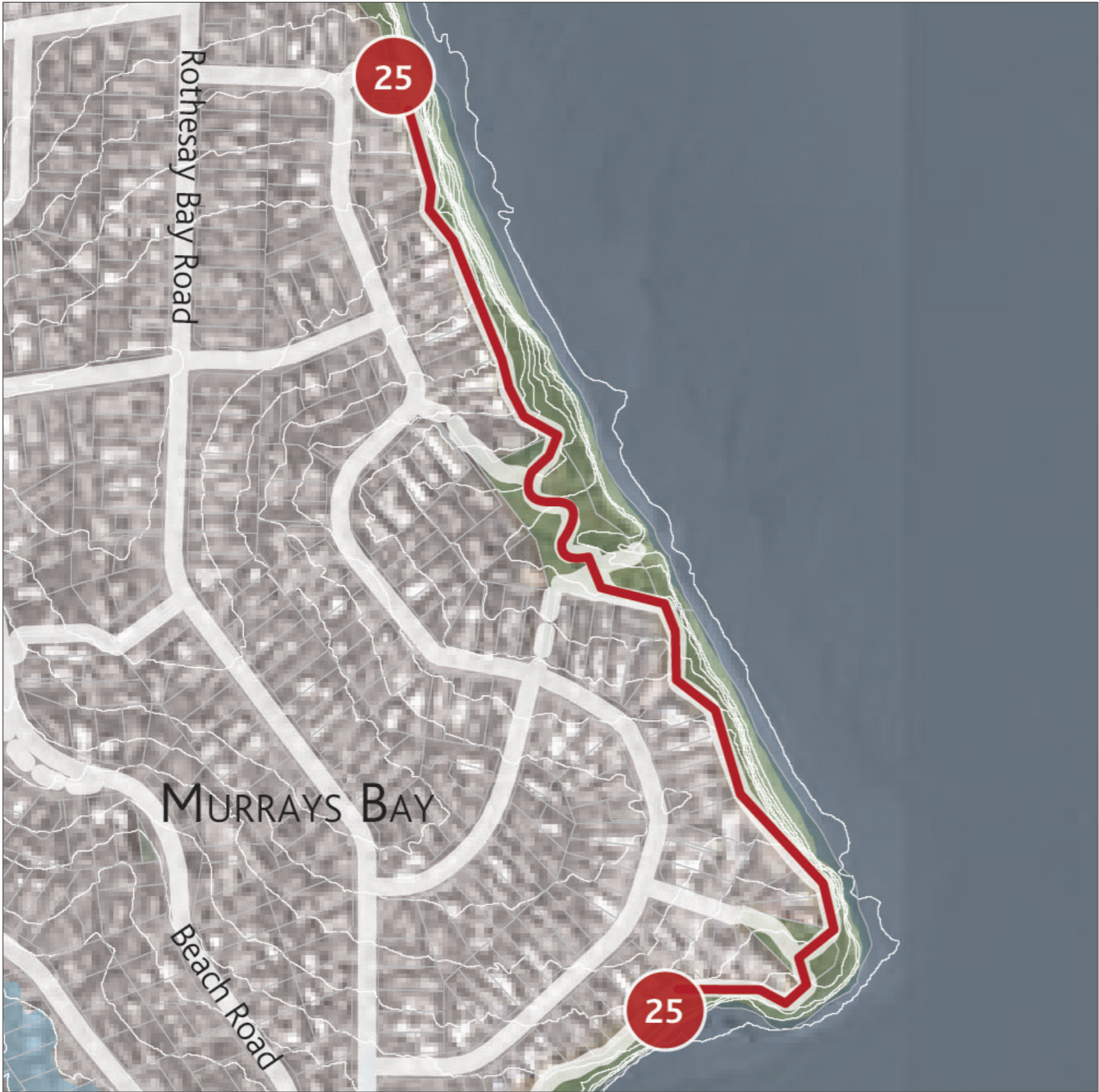
Budget Requirements (Capex)

- Improvement and railing of existing path 60K, Improvement of existing path 120K, Ecological allowance 20K, Earthworks and sundries 20K PS and consenting 30K, Total 250K

Funding and Delivery Options

Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting), renewals

NB: Contours placed every 5m



LEGEND:

<u>Base information</u>		<u>Greenway connections</u>	
Schools	Flood Plains	Priority greenway project	Proposed greenway route (straightforward delivery)
Park and reserve land	Streams & Rivers	Proposed greenway route (complex delivery)	Proposed greenway route (collabrative delivery)
	Existing Paths & Roads		



PRIORITY GREENWAY PROJECTS

Location

Sentinel Park path (Pupuke Golf Course)

Description

There is a network of footpaths in this area, which could be upgraded upon renewal, and ecological enhancements carried out to create a greenway link in this area.

Ecology of the area

The coastal clifftop vegetation along this route forms part of an SEA, and there is opportunity for further enhancement. No CHI logs exist in this area.

Constraints

- Steep topography down to the coast, safety from falling required in places.

Opportunities

- Partial connection already exists in the southern half of P22 (gravel)
- revegetation and habitat creation possible in P22, much of P23 is relatively high functioning.

Budget Requirements (Capex)

- [P22] Pathworks 200K, earthworks and sundries 25K, ecological allowance 300K (10m riparian planting), PS and consenting 50K. Total 575K* NB lower than usual spec, 2.5m wide, hoggin to suit semi-rural nature of area

Funding and Delivery Options

Transport Discretionary Initiative, Local Development Initiatives (LDI) CAPEX, Individual LTP line item, volunteer/partnership work (planting)



LEGEND:

Base information

- Schools
- Park and reserve land
- Flood Plains
- Streams & Rivers
- Existing Paths & Roads

Greenway connections

- P1 Priority greenway project
- Proposed greenway route (straightforward delivery)
- Proposed greenway route (complex delivery)
- Proposed greenway route (collabrative delivery)



NB: Contours placed every 5m