

# Wellsford Greenways

Adopted by Rodney Local Board 6 July 2015



Front cover: Wellsford Centennial Park. Auckland Council Design Team, 2015.

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Figure 1. Looking south west over Wellsford Town Centre. Jay Farnworth, 2014.



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# 1.0 Introduction

Wellsford Greenways





Figure 2. Looking south west over the railway line towards the Wellsford Village. Jay Farnworth, 2014.



## 1.1 Purpose of the document

### Purpose

This is a visionary and guiding document intended for use by the local board, council departments, council-controlled organisations, community groups, private developers and other interested parties. The Wellsford Greenways Plan outlines the long-term Greenways Plan (often termed Greenways) for the Wellsford area. More greenways plans will be developed in the Rodney Local Board area.

### Visionary document

Greenways plans similar to this have been developed throughout the world, with Portland, Oregon being one of the most successful. Auckland greenways plans are a series of linked, visionary plans being driven from the 'ground up' by local boards with the long-term aim of greatly improving walking, cycling and ecological connections across the region.

### Guiding document

Following on from the local board's adoption of the greenways plan, the local board will be prioritising future projects and looking for opportunities to create connections. The council will also develop Open Space Network Plans for each of the local board areas. The network plans will sit under the Open Space Strategy, providing high level direction for improvements to the open space network, specific to each local board area.

## 1.2 Strategic fit

### Links to the Auckland Plan

The Auckland Plan sets the 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 improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

The Wellsford Greenways Plan implements priorities and directives from a number of chapters in the Auckland Plan, including:

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

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

#### Chapter 7: Auckland's environment

Priority 1: Value our natural heritage

Priority 2: Sustainably manage natural resources

Priority 3: Treasure our coastlines, harbours, islands and marine areas

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

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

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

#### Chapter 13: Auckland's transport

Priority 3: Prioritise and optimise investment across transport modes.

### Links to other initiatives

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

- former Rodney District Council plans and current Auckland Council documents such as the Auckland Plan;
- the Proposed Unitary Plan;
- the Rodney Local Board Plan;
- Wellsford Structure Plan;
- Wellsford Town Centre Development Plan;
- individual reserve management and development plans (i.e. Wellsford Centennial Park Management Plan).



### Local board aspirations

Each local board plan 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.

The Rodney Local Board Plan (2014) supports walkways, cycleways and bridleways as part of a greenways network listed under key initiatives and shown in figure 3.

## ROADS, PATHS AND PUBLIC TRANSPORT ENABLE US TO GET AROUND EASILY AND SAFELY

Our communities will be well connected by transport links and have a range of transport options available to them.				
WHAT WE WANT TO ACHIEVE	KEY INITIATIVES	LOCAL BOARD ROLE	OTHER KEY AGENCIES	POTENTIAL COST; FUNDING STATUS
Walkways and cycleways are a healthy and safe alternative	Build footpath and cycleway extensions in and between towns and villages to provide connectivity	Advocacy and decision maker	NZTA, Auckland Transport and community groups	\$2 million (over three years) local board funding in addition to Auckland Transport Funding
	Progress walkway/cycleway connections between Warkworth and both Snells Beach and Matakana within five years	Advocacy	Auckland Transport and Matakana Coast Trail Trust	Project not costed and requires community funding

## PARKS AND SPORTS FACILITIES ARE EASY TO ACCESS AND ENJOY

WHAT WE WANT TO ACHIEVE	KEY INITIATIVES	LOCAL BOARD ROLE	OTHER KEY AGENCIES	POTENTIAL COST; FUNDING STATUS
Walkways, cycleways and bridleways are used for leisure, health and well-being	Construct recreational walkways, fitness trails and bike trails and undertake plans to identify key linkages to determine areas of priority*	Decision maker and partnership	Community groups	\$450,000 (over three years)

Figure 3. Outcomes in the Rodney Local Board Plan, pages 22 and 24.



According to the Rodney Local Board Plan 2014:

Our rural areas are beautiful and productive areas between our towns and villages, but without a car they can be a barrier for residents to go about their daily business. Walkways and cycleways are a healthy alternative to vehicles. They provide safety for cyclists and students travelling to school. They are also fitness trails and a low-cost way for people to connect with each other without having to get into a car. Many of our rural villages have incomplete networks of footpaths that we need to complete. Footpaths are not a luxury but a basic need that will make a huge difference to our daily lives and that is why this is a key focus of this plan...

- Rodney Local Board, 2014.



Figure 4. Rodney Local Board



## 1.3 What is a greenways plan?

Greenways connect not only our local parks and reserves, they can connect the community to key destinations such as schools, local shops, libraries and other community facilities. From an environmental perspective, greenways encourage opportunities for ecological restoration as they align with streams, estuaries and other natural resources. Community organisations in an area may be interested in improving the natural environment and particularly the streams. The benefits of restoration are not limited to the natural environment - as these areas are looked after and as their natural beauty is restored, they will attract more people to the greenways network. This will, in turn, help to ensure their ongoing stewardship and build community support.

Current and future planned projects are a key part of planning for our greenways. The draft network incorporates proposed connections along future reserves and road corridors such as Centennial Park Management Plan and the land proposals in the Wellsford Structure Plan. Documents such as the proposed unitary plan are also integrated into the greenways planning process. Council-controlled organisations, Auckland Transport and Watercare, are also influential from a funding and timing perspective.

### Definition

The Wellsford Greenways Plan seeks to create a future network of greenways that will provide safe and enjoyable ways for people to get around, get active, and get engaged with the community and their environment. The network of greenways identifies the location and opportunity to:

- improve walking connections
- improve cycle connections
- improve bridle connections
- improve recreation opportunities
- improve ecological opportunities
- improve access to streams and waterways.

### Benefits of a greenway

There are many benefits to developing a network of neighbourhood greenways, 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 quality and reducing flooding events through low impact design (LID) measures, and by enhancing ecosystems, habitat sources and ecological niches;

#### Social

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

#### Health

Providing improved opportunities for activity and fitness;

#### Education

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

#### Economic

Improving local employment opportunities as areas become more desirable for businesses and shoppers. Greenways can also provide a tourist destination for international and national visitors.



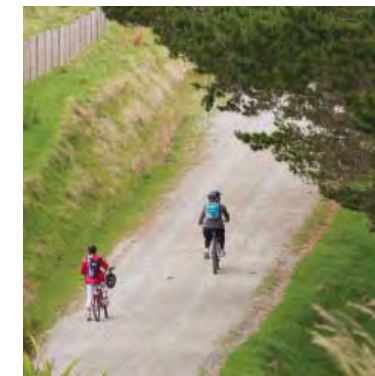
### What the greenways might look like

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

- parks and reserves and connecting to bush areas
- alongside streams and the railway corridor
- alongside industrial land or residential properties
- slow-speed traffic environments on minor roads.

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area.

It is important that the network is connected through appropriate way finding.



5	6	7
8	9	10
11	12	13

#### FIGURE LEGEND:

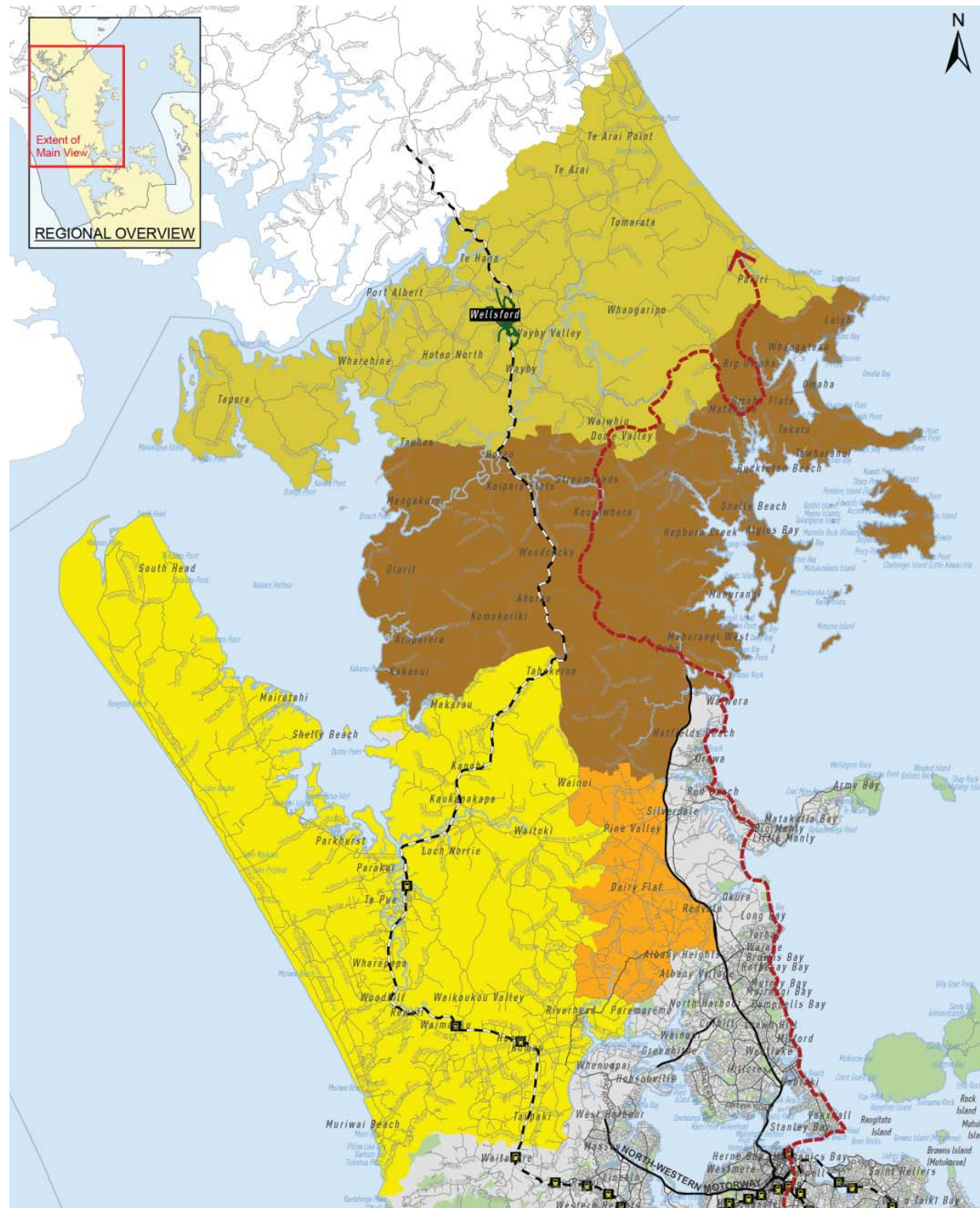
- Figure 5. Permeable path in a rural setting, Omana Walkway Auckland, 2011.
- Figure 6. Rural connection suitable for walking, cycling and horse riding Auckland, 2011.
- Figure 7. Existing connection at Wellsford Centennial Park, 2015.
- Figure 8. Walkway signage, 2011.
- Figure 9. Riverside walkway, Helensville, 2014.
- Figure 10. On-road cycling, Port Albert, 2012.
- Figure 11. Signage, Auckland, 2012.
- Figure 12. Riding on the road side Waiheke Island, 2014.
- Figure 13. Footpaths alongside residential, 2012.





Figure 14. View north towards Wellsford Village. Jay Farnworth, 2014.





LEGEND:

Not to scale

- |   |  |
|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; border: 1px solid black; margin-right: 5px;"></span> Wellsford Subdivision  | <span style="display: inline-block; width: 15px; border-bottom: 2px dashed red; margin-right: 5px;"></span> Te Araroa Walkway (national walkway) |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #8b4513; border: 1px solid black; margin-right: 5px;"></span> Warkworth Subdivision  | <span style="display: inline-block; width: 15px; border-bottom: 2px solid green; margin-right: 5px;"></span> Wellsford Greenways                 |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Kumeu Subdivision      | <span style="display: inline-block; width: 15px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Railway                            |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffa500; border: 1px solid black; margin-right: 5px;"></span> Dairy Flat Subdivision |  |

## 1.4 Auckland context

This map shows Wellsford in the wider context within Auckland, north and inland 20 minutes drive north of Warkworth within the Rodney Local Board area. To the west of Wellsford is Port Albert, which would be the closest coastline.

### Broader transport connections

The Northern Rail Line runs through the Rodney Local Board, however there is no public service north of Waitakere Station. Auckland Transport and Auckland Council are currently in discussions with KiwiRail about the potential for developing a cycleway along sections of the rail corridor, parallel to the railway tracks.

### Broader walking connections

The Te Araroa (the national walkway) does not traverse the Wellsford area, although those walking or cycling Te Araroa can connect to Wellsford via Mangawahi Road. Further south, Dome Valley offers trails through the Dome Forest and onward to Puhoi.

Curries Bush, east of Wellsford Village offers the most significant area of publicly assessable vegetation in Wellsford.

For more on walking tracks in Rodney, visit [www.auckland.council.govt.nz](http://www.auckland.council.govt.nz).





Figure 15. View over Wellsford War Memorial Park. Jay Farnworth, 2014.



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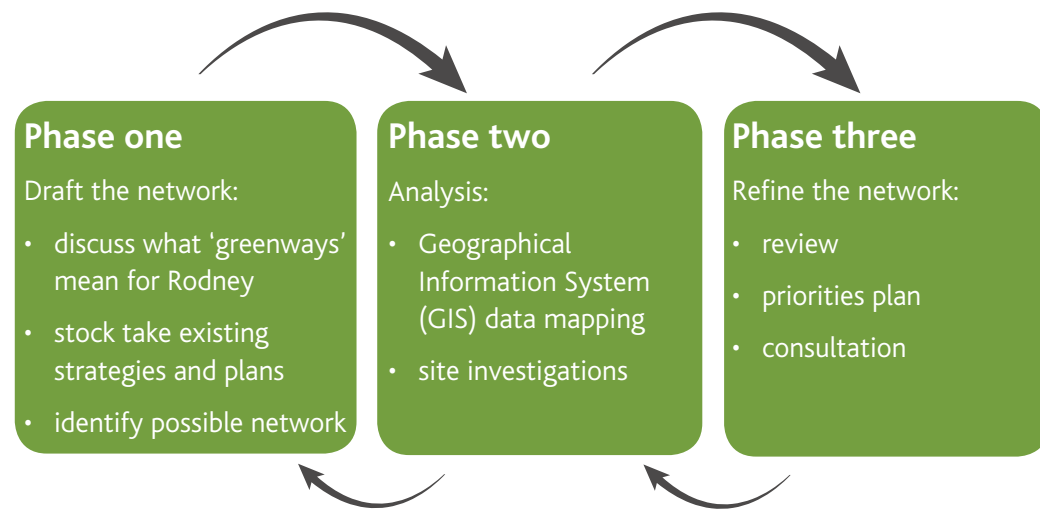
## 2.0 Methodology

Wellsford Greenways



## 2.1 The process

The Wellsford Greenways Plan was developed using a three-stage process, with feedback loops, as outlined below:



### Phase one - draft network

As a first step previous studies and planning documents relevant to the area were collected and reviewed. The Rodney Local Board Plan (2014) was reviewed to gain an understanding of both the strategic vision of the community and also its planned projects. After this, a definition for the Wellsford Greenways was discussed and agreed with the Rodney Local Board and a 'working party' set up, which met to review the plan as it developed.

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

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

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

### Phase two - analysis

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

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

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

The draft network is further analysed for priority sections. The Wellsford Greenways Plan is a long-term project to be developed over the next 10 years, priority sections help the board focus on achieving sections of the network in its three year term. Priority sections are based on their costs, benefits, constraints, timing and opportunities.



### Phase three - refine the network

Following the analysis phase, the Rodney Local Board, and council officers from Parks, Sport and Recreation as well as Auckland Transport and New Zealand Transport Agency (NZTA) reviewed the proposed greenways routes in detail. Community engagement commenced on the evening of 14 May 2015 at the Old Wellsford Library. The feedback period was held open for a two week period to follow. A summary of the feedback is provided under Appendix 6.1.

The routes were refined to reflect the feedback provided by community where possible resulting in the Overall Wellsford Greenways Network plan on pages 20-28.

Other relevant community feedback relating to the road network and pedestrian safety has been provided to Auckland Transport and New Zealand Transport Agency (NZTA).



Figure 16. Maps being marked up by the Wellsford community at the Wellsford Greenways consultation held on 14 May 2015.





Figure 17. View north over Wellsford Village. Jay Farnworth, 2014.

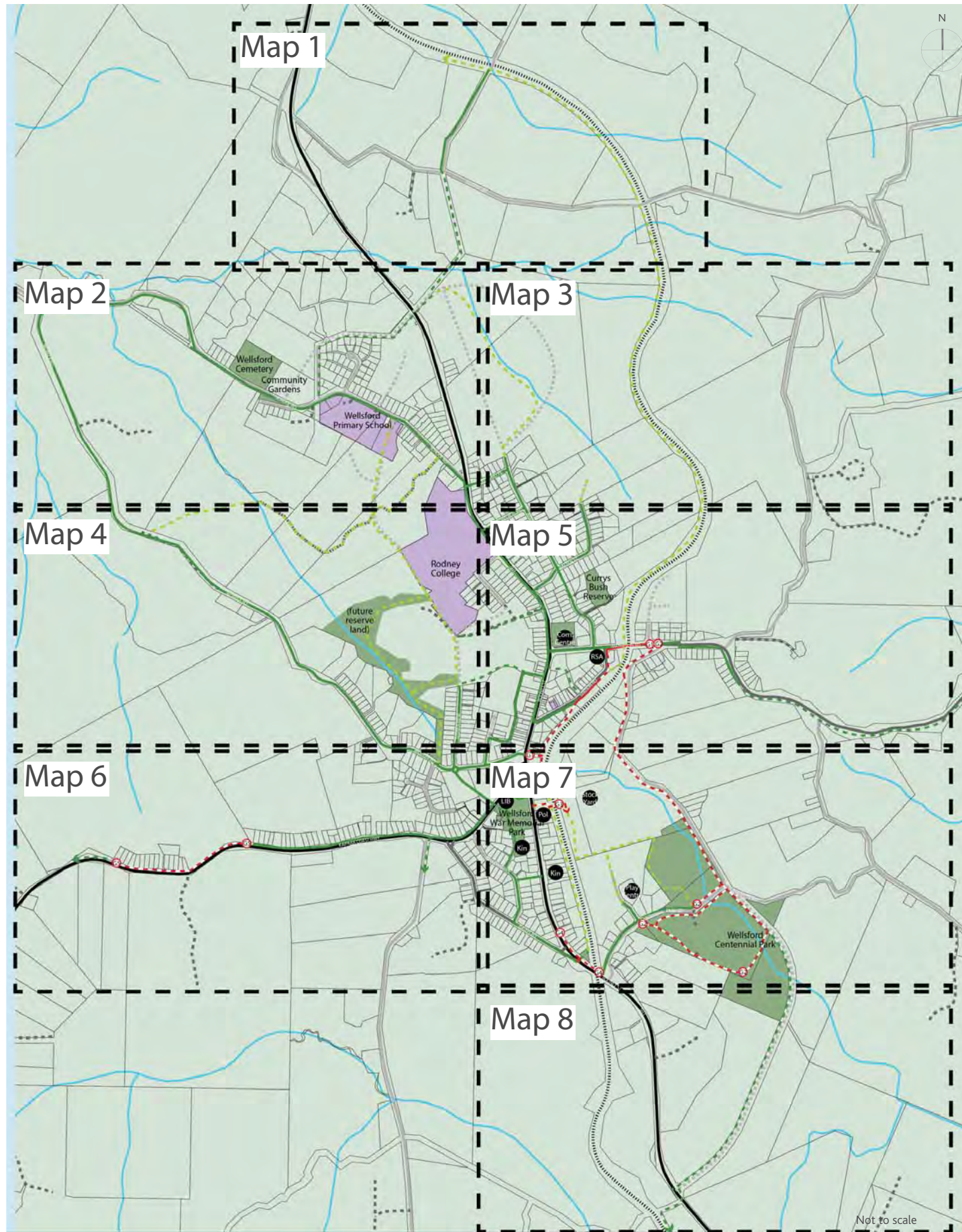


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## 3.0 Greenways mapping

Wellsford Greenways





### 3.1 Overall Wellsford Greenways Network

#### Introduction

The Overall Wellsford Greenways Network as shown on this map has been divided into eight maps over the following pages to allow the information to be shown at a larger scale.

The overall greenways network is an aspirational vision and will be reviewed on a regular basis as priority routes are constructed and as other related projects are completed. Key destinations are also shown on the draft greenways maps, and how the greenways can link these, including; schools, parks, community facilities and ecological areas.



# Map 1 - North Wellsford, Boshier Road



LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)

- Police Station / Fire Station
- Library
- Old Wellsford Library
- Kindergarten
- Schools (public and private)

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

- Overall greenways network cycling/walking route
- Priority greenways cycling/walking route
- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

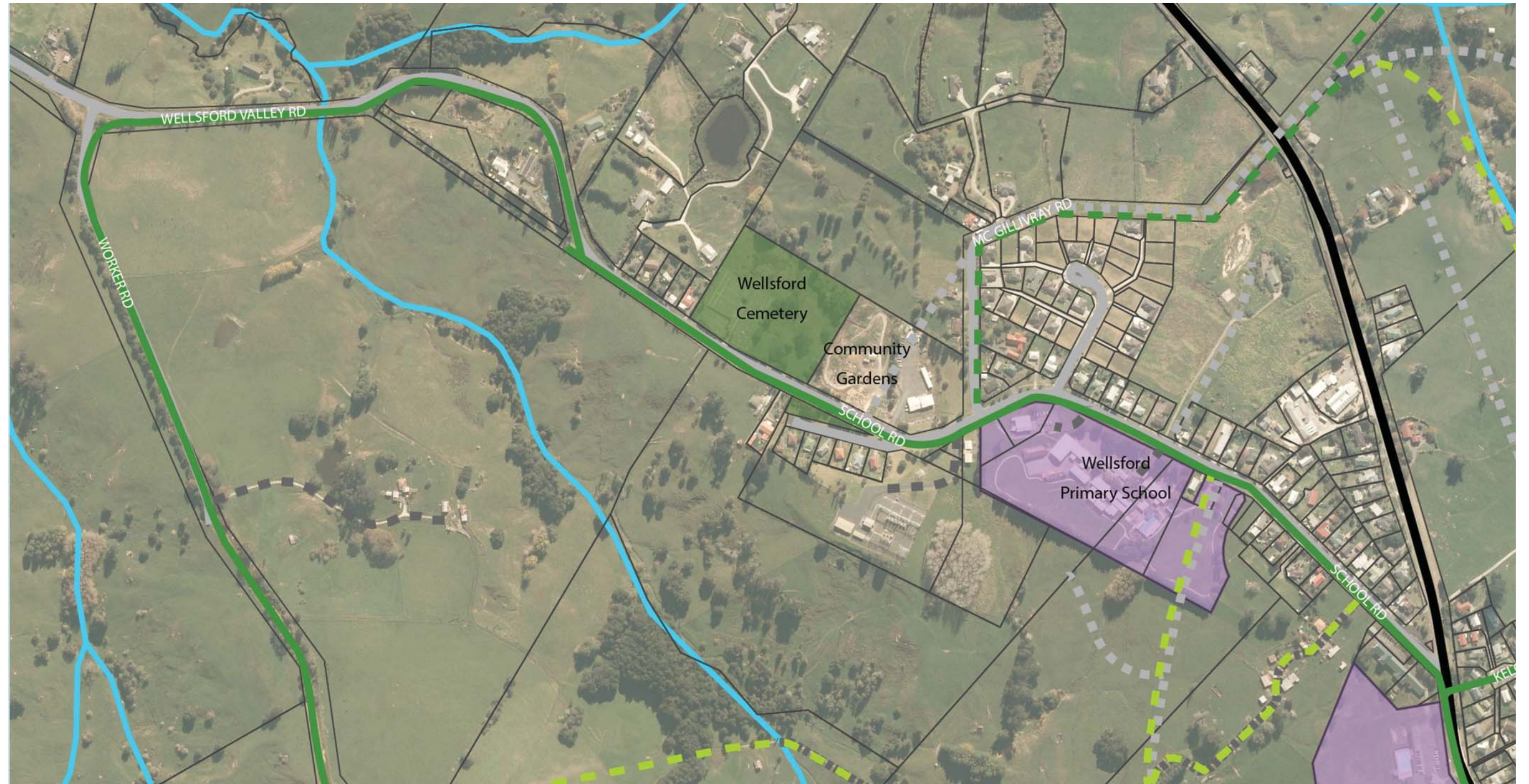
Scale: 1:5,000 @ A3

- map 1**
- map 2
- map 3
- map 4
- map 5
- map 6
- map 7
- map 8

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 2 - School Road



LEGEND:

<ul style="list-style-type: none"> <li> Stream</li> <li> Roads (existing)</li> <li> Roads (proposed)</li> <li> Highway (existing)</li> <li> Railway (industrial)</li> </ul>	<ul style="list-style-type: none"> <li> Police Station / Fire Station</li> <li> Library</li> <li> Old Wellsford Library</li> <li> Kindergarten</li> <li> Schools (public and private)</li> </ul>	<ul style="list-style-type: none"> <li> Connection utilising existing path/road network or path upgrade to a shared path</li> <li> Proposed connection where there is currently no formed path</li> <li> Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</li> </ul>	<ul style="list-style-type: none"> <li> Overall greenways network cycling/walking route</li> <li> Priority greenways cycling/walking route</li> <li> Priority connection utilising existing path/road network or path upgrade to a shared path</li> <li> Priority connection of a proposed path where there is currently no formed path</li> </ul>	<p>Scale: 1:5,000 @ A3</p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>map 1</p> <p><b>map 2</b></p> <p>map 3</p> <p>map 4</p> <p>map 5</p> <p>map 6</p> <p>map 7</p> <p>map 8</p> </div> </div>
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Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 3 - North Wellsford



LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)

- Pol Police Station / Fire Station
- Lib Library
- OWL Old Wellsford Library
- Kin Kindergarten
- Schools (public and private)

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

Overall greenways network cycling/walking route

Priority greenways cycling/walking route

Scale: 1:5,000 @ A3

- map 1
- map 2 **map 3**
- map 4
- map 5
- map 6
- map 7
- map 8

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 4 - Rodney College and future reserve land



LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)

- Police Station / Fire Station
- Library
- Old Wellsford Library
- Kindergarten
- Schools (public and private)

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

Overall greenways network cycling/walking route

Priority greenways cycling/walking route

Scale: 1:5,000 @ A3

- map 1
- map 2
- map 3
- map 4**
- map 5
- map 6
- map 7
- map 8

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 5 - Wellsford Village and Stockyards



LEGEND:

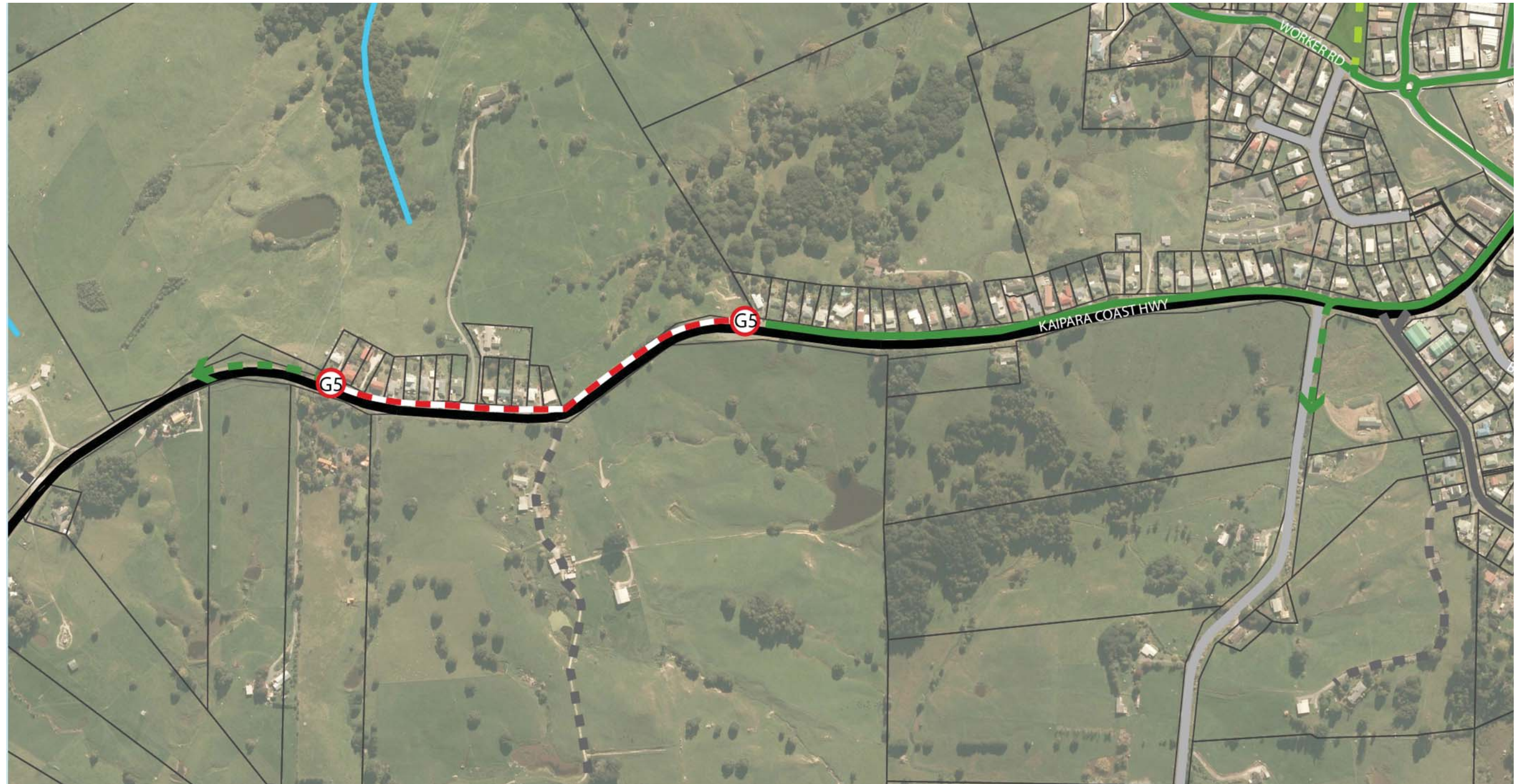
<ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Stream</li> <li><span style="border-bottom: 1px solid grey; width: 20px; display: inline-block;"></span> Roads (existing)</li> <li><span style="border-bottom: 1px dashed grey; width: 20px; display: inline-block;"></span> Roads (proposed)</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Highway (existing)</li> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> Railway (industrial)</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Pol</span> Police Station / Fire Station</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Lib</span> Library</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">OWL</span> Old Wellsford Library</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Kin</span> Kindergarten</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block;"></span> Schools (public and private)</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid green; width: 20px; display: inline-block;"></span> Connection utilising existing path/road network or path upgrade to a shared path</li> <li><span style="border-bottom: 2px dashed green; width: 20px; display: inline-block;"></span> Proposed connection where there is currently no formed path</li> <li><span style="border-bottom: 2px dashed yellow-green; width: 20px; display: inline-block;"></span> Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block;"></span> Priority connection utilising existing path/road network or path upgrade to a shared path</li> <li><span style="border-bottom: 2px dashed red; width: 20px; display: inline-block;"></span> Priority connection of a proposed path where there is currently no formed path</li> </ul>	<p>Scale: 1:5,000 @ A3</p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>Overall greenways network cycling/walking route <span style="font-size: 2em;">—</span> </p> </div> <div style="text-align: center;"> <p>Priority greenways cycling/walking route <span style="font-size: 2em;">—</span> </p> </div> </div>
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- map 1
- map 2
- map 3
- map 4
- map 5
- map 6
- map 7
- map 8

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 6 - Kaipara Highway



LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)

- Police Station / Fire Station
- Library
- Old Wellsford Library
- Kindergarten
- Schools (public and private)

Overall greenways network cycling/walking route

Priority greenways cycling/walking route

Scale: 1:5,000 @ A3

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

- map 1
- map 2
- map 3
- map 4
- map 5
- map 6**
- map 7
- map 8

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 7 - Wellsford Village, Stockyards and Wellsford Centennial Park



LEGEND:

<ul style="list-style-type: none"> <li> Stream</li> <li> Roads (existing)</li> <li> Roads (proposed)</li> <li> Highway (existing)</li> <li> Railway (industrial)</li> </ul>	<ul style="list-style-type: none"> <li> Pol Police Station / Fire Station</li> <li> Lib Library</li> <li> OWL Old Wellsford Library</li> <li> Kin Kindergarten</li> <li> Schools (public and private)</li> </ul>	<ul style="list-style-type: none"> <li> Connection utilising existing path/road network or path upgrade to a shared path</li> <li> Proposed connection where there is currently no formed path</li> <li> Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</li> </ul>	<ul style="list-style-type: none"> <li> Priority greenways cycling/walking route </li> <li> Priority connection utilising existing path/road network or path upgrade to a shared path</li> <li> Priority connection of a proposed path where there is currently no formed path</li> </ul>	<p>Scale: 1:5,000 @ A3</p> <p>map 1 map 2 map 3 map 4 map 5 map 6 <b>map 7</b> map 8</p>
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Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



# Map 8 - South Wellsford, Corry Block



LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)

- Police Station / Fire Station
- Library
- Old Wellsford Library
- Kindergarten
- Schools (public and private)

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

Overall greenways network cycling/walking route

Priority greenways cycling/walking route

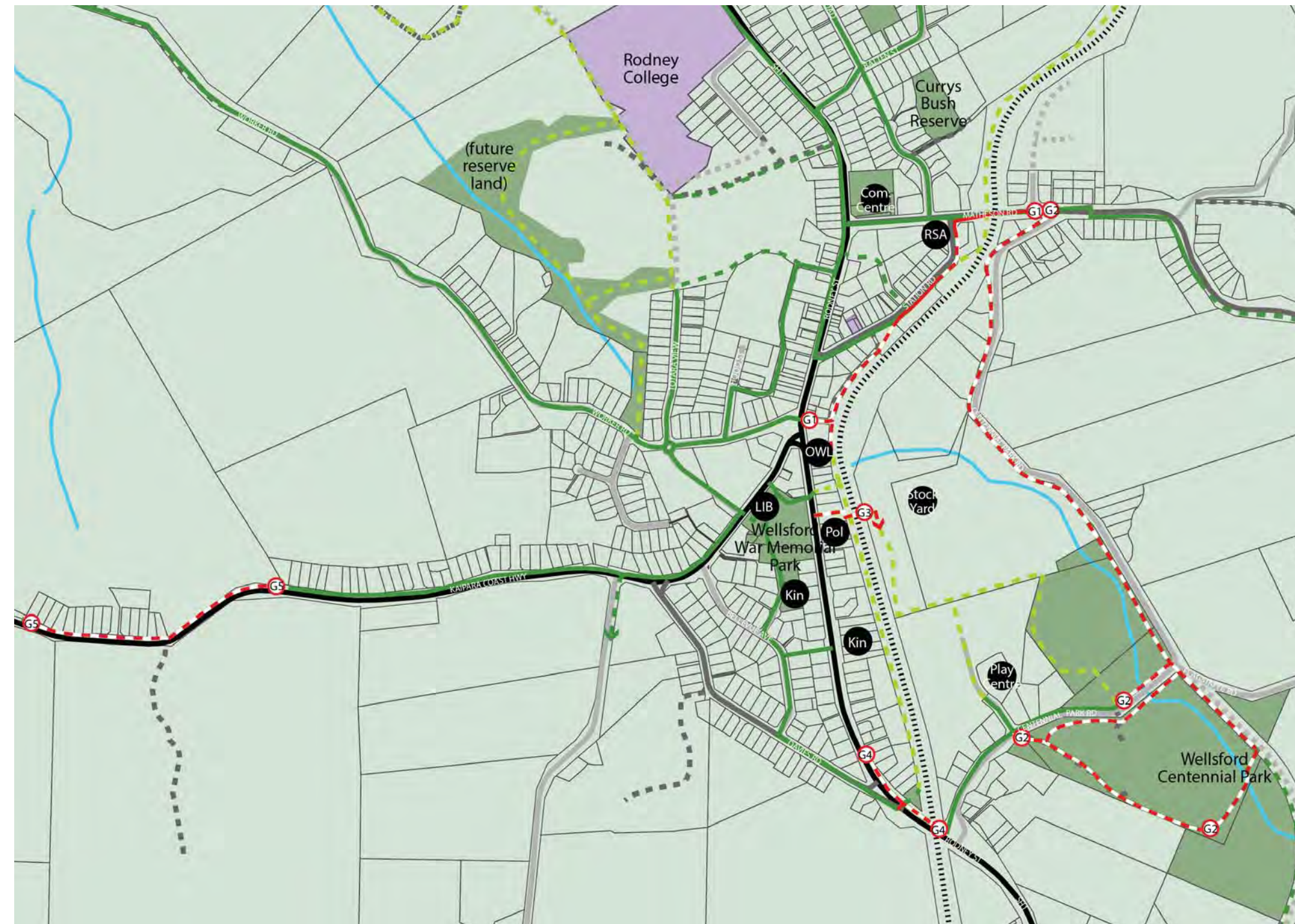
Scale: 1:5,000 @ A3

- map 1
- map 2
- map 3
- map 4
- map 5
- map 6
- map 7
- map 8**

Note: This is an aspirational and 'high level' network plan. Further investigation is required for each individual project, as the route may be influenced/modified by topography, vegetation, land ownership, timing of renewals funding and the like.



## 3.2 Wellsford Greenways - priority routes



The map shows priority routes selected from the overall network of the 'Overall Wellsford Greenways network'. There are five in total:

- G1 Matheson Road to Harrison Street via Olympus Road and Station Roads
- G2 Wellsford Centennial Park Road and Wellsford Centennial Park (complete a circuit within the Centennial Park)
- G3 Wellsford Village to Stockyards. Connection over the railway from town to Stockyards via overbridge (advocate to further connect into Centennial Park via Stockyards or adjacent land)
- G4 Connection over State Highway 1
- G5 Kaipara Highway (section of footpath)

Note: a selection of the above connections were identified in the 2014-2017 Long Term Plan consultation in relation to Greenways, and consulted on at the Wellsford Greenways Consultation which commenced 14 May 2014.

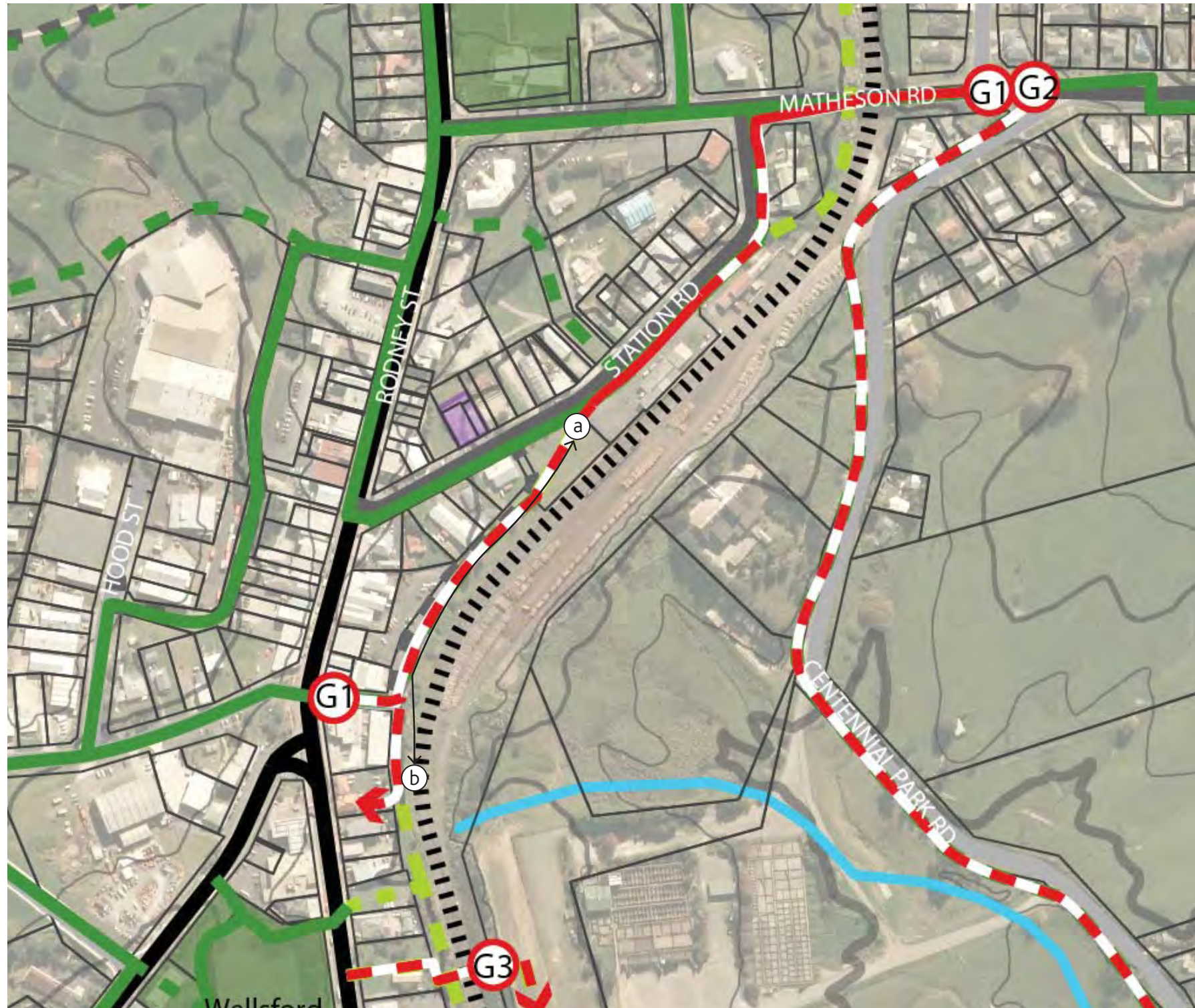
LEGEND:

<ul style="list-style-type: none"> <li> Stream</li> <li> Roads (existing)</li> <li> Roads (proposed)</li> <li> Highway (existing)</li> <li> Railway (industrial)</li> </ul>	<ul style="list-style-type: none"> <li> Police Station / Fire Station</li> <li> Library</li> <li> Old Wellsford Library</li> <li> Kindergarten</li> <li> Schools (public and private)</li> </ul>	<ul style="list-style-type: none"> <li> Priority connection utilising existing path/road network or path upgrade to a shared path</li> <li> Priority connection of a proposed path where there is currently no formed path</li> </ul> <p>(note: where this connection is on non council land negotiations for easement may be required or suitable alternative found)</p>
---	--	---

Priority greenways cycling/walking route Not to scale



# G1 Matheson Road to Harrison Street via Olympus and Station Roads



Not to scale

## Description of priority section G1

Location Description	Matheson Road overbridge adjacent the railway to Harrison Street via Olympus and Station Roads
----------------------	--

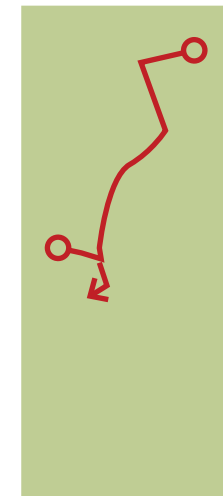


Figure 18. Looking south west from Matheson Road overbridge towards Wellsford Village

Ecology of the area	There is little vegetation aligning the street portions of route, other than a few small street trees. There is potential to create a swale on the southern side to collect runoff in lower parts of Olympus Road. The vegetation within the railway corridor is predominately weed species, planting native bird feeding species adjacent the proposed pathway would enhance the ecology of the area.
---------------------	--

Constraints	<ul style="list-style-type: none"> <li>would require easement and path connection on KiwiRail and Office of Treaty Settlements Land (as shown at 12 Station Road, location of point 'a')</li> </ul>
-------------	---

Opportunities	<ul style="list-style-type: none"> <li>potential to continue south towards Wellsford Centennial Park, running parallel to the tracks</li> <li>connects residents east of the village to main street and the Old Wellsford Library</li> <li>Timing: Auckland Transport have planned works for the entire length of Olympus Road</li> </ul>
---------------	---

Budget Requirements (Capex)	<ul style="list-style-type: none"> <li>AT to deliver road to road connections</li> <li>The length of a path adjacent the corridor (from a-b) is 300m. A 2.5m wide shared concrete path \$90,000 and \$45,000 for a 3m wide planting strip 300m in length</li> </ul>
-----------------------------	---

LEGEND:

<p>Stream</p> <p>Roads (existing)</p> <p>Existing highway</p> <p>Roads (proposed)</p> <p>Railway (industrial)</p>	<p>Schools (public and private)</p> <p>Parks, reserves and open spaces</p>	<p>Overall greenways network cycling/walking route</p> <p>Connection utilising existing path/road network or path upgrade to a shared path</p> <p>Proposed connection where there is currently no formed path</p> <p>Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</p>	<p>Priority greenways cycling/walking route</p> <p>Connection utilising existing path/road network or path upgrade to a shared path</p> <p>Proposed connection where there is currently no formed path</p>
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NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting estimated budgets. They are subject to feasibility, consultation and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access.



# G2 Wellsford Centennial Road and Wellsford Centennial Park



Not to scale

## Description of priority section G2

Location Description	Centennial Park Road and Centennial Park (Complete a circuit within the Centennial Park)
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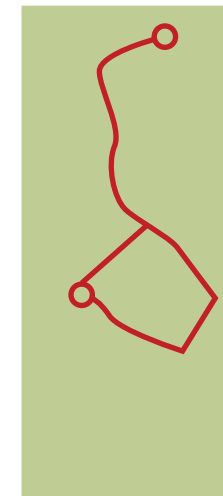


Figure 19. Location of path connection around Wellsford Centennial Park

Ecology of the area	Centennial Park offers the largest open space in Wellsford, including mature specimen trees and open drainage channels which could be planted with natives riparian plants to increase aquatic species and improve stream water quality. The established native planting along the northern side of Centennial Park bordering Centennial Park Road features a successful strip of native planting that collects drainage from the field and road.
---------------------	---

Constraints	<ul style="list-style-type: none"> <li>width of the path in some places will pinch down i.e behind the netball courts adjacent the gravel road)</li> <li>Centennial Park Road is a route is heavily used by stock trucks, thus concerns for predestine safety crossing the road and space for a shared path in sections</li> </ul>
-------------	--

Opportunities	<ul style="list-style-type: none"> <li>potential to enhance ecology and better stream quality</li> <li>Timing: The Wellsford Structure Plan and the Proposed Unitary Plan shows future planned development in this area. The safe guarding of pedestrian connections prior to further development could ensure desired connections are secured in the future by developer contributions</li> </ul>
---------------	--

Budget Requirements (Capex)	<ul style="list-style-type: none"> <li>AT to deliver road to road connections</li> <li>The length of a gravel path around Centennial Park is approx 1000m. A 2.5m wide shared gravel path would be \$225,000 and \$52,500 for a 3m wide for a riparian planting strip 350m in length at the location shown</li> </ul>
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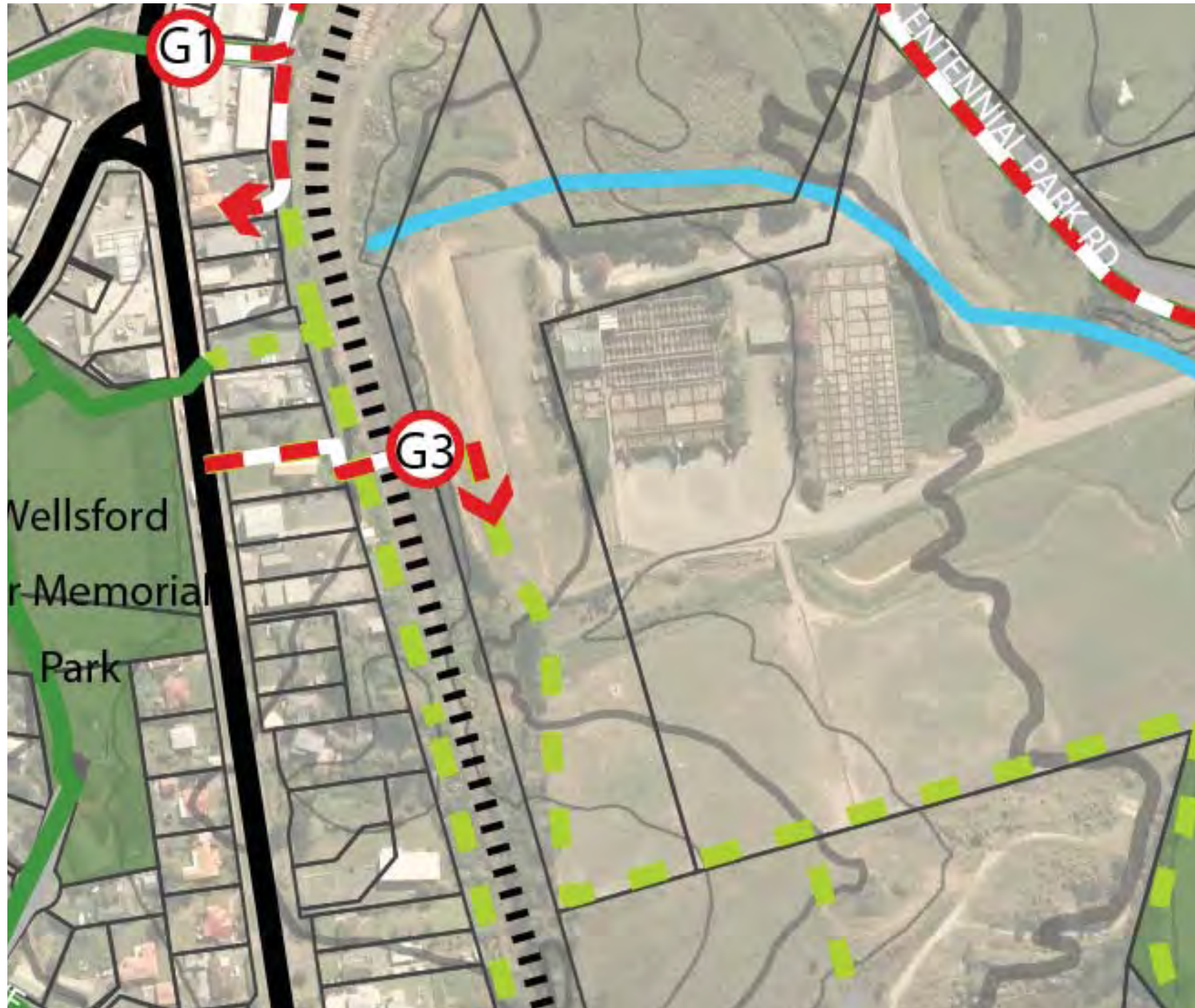
LEGEND:

<p>Stream</p> <p>Roads (existing)</p> <p>Roads (proposed)</p> <p>Highway (existing)</p> <p>Railway (industrial)</p>	<p>Schools (public and private)</p> <p>Parks, reserves and open spaces</p>	<p>Overall greenways network cycling/walking route</p> <p>Connection utilising existing path/road network or path upgrade to a shared path</p> <p>Proposed connection where there is currently no formed path</p> <p>Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</p>	<p>Priority greenways cycling/walking route</p> <p>Priority connection utilising existing path/road network or path upgrade to a shared path</p> <p>Priority connection of a proposed path where there is currently no formed path</p>
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NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting estimated budgets. They are subject to feasibility, consultation and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access.



# G3 Wellsford Village to Stockyards



## Description of priority section G3

**Location Description** Connection over the railway from town to Stockyards via overbridge (advocate to further connect into Centennial Park via Stockyards or adjacent land)



Figure 20. Looking west towards the Police and Fire Station

**Ecology of the area** Wellsford Memorial Park is lined with Mature Pohutukawa, offering habitat to nesting birds. Much of the vegetation in the road corridor in and adjacent properties is exotic, which offers coverage and nesting areas, however not necessarily a food source for native birds. Native planting along the railway corridor adjacent the proposed pathway would enhance the ecology of the area.

**Constraints**

- would require easement and path connection on through the Crown Police Department land

**Opportunities**

- potential to continue connection east into the stockyards and onwards to Wellsford Centennial Park
- potential to improve biodiversity in the area by planting appropriate natives and bird feeding species

**Budget Requirements (Capex)**

- The length of a path across the Crown Police 65m. A 2.5m wide shared concrete path \$19,500 and \$10,000 for a 3m wide planting strip alongside the pathway
- pedestrian overbridge requires further scoping to determine cost estimate
- Auckland Transport to provide cost estimate for crossing over SH1 to Wellsford Memorial Park

Not to scale

**LEGEND:**

<p>— Stream</p> <p>— Roads (existing)</p> <p>--- Roads (proposed)</p> <p>— Highway (existing)</p> <p>▬▬▬ Railway (industrial)</p>	<p>▭ Schools (public and private)</p> <p>▭ Parks, reserves and open spaces</p>	<p>— Overall greenways network cycling/walking route </p> <p>— Connection utilising existing path/road network or path upgrade to a shared path</p> <p>— Proposed connection where there is currently no formed path</p> <p>— Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</p>	<p>— Priority greenways cycling/walking route </p> <p>— Priority connection utilising existing path/road network or path upgrade to a shared path</p> <p>— Priority connection of a proposed path where there is currently no formed path</p>
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NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting estimated budgets. They are subject to feasibility, consultation and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access.



# G4 Connection over State Highway 1



Not to scale

## Description of priority section G4

Location Description	Connection over State Highway 1
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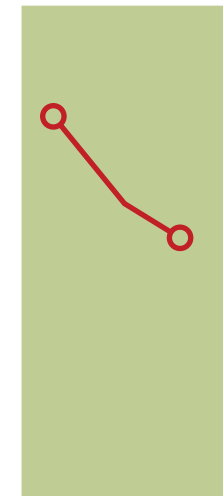


Figure 21. View over State Highway 1 (SH1) and Centennial Park Road

Ecology of the area	Tree coverage in the area provides habitat for native birds and invertebrates, however native tree species are preferred over invasive exotic species like private, of which dominate the railway corridor
Constraints	<ul style="list-style-type: none"> <li>the current overbridge is narrow, a path is desired on the eastern side where there is no pedestrian footpath</li> <li>SH1 is a very busy road and cars tend to exceed the 50km speed limit into the village (residents have suggested moving this 50km sign further south to slow before the bridge)</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>Address safety concerns for residents wanting to cross the road where there is currently no footpath</li> <li>a safe connection here would encourage Centennial Park users to walk / cycle to Centennial Park vs drive</li> </ul>
Budget Requirements (Capex)	<ul style="list-style-type: none"> <li>AT to deliver road to road connections and cost estimate for sperate pedestrian bridge - or alternative pedestrian option</li> <li>AT to provide cost and width of footpath from 68 SH1 to the overbridge / corner of Centennial Park Road</li> </ul>

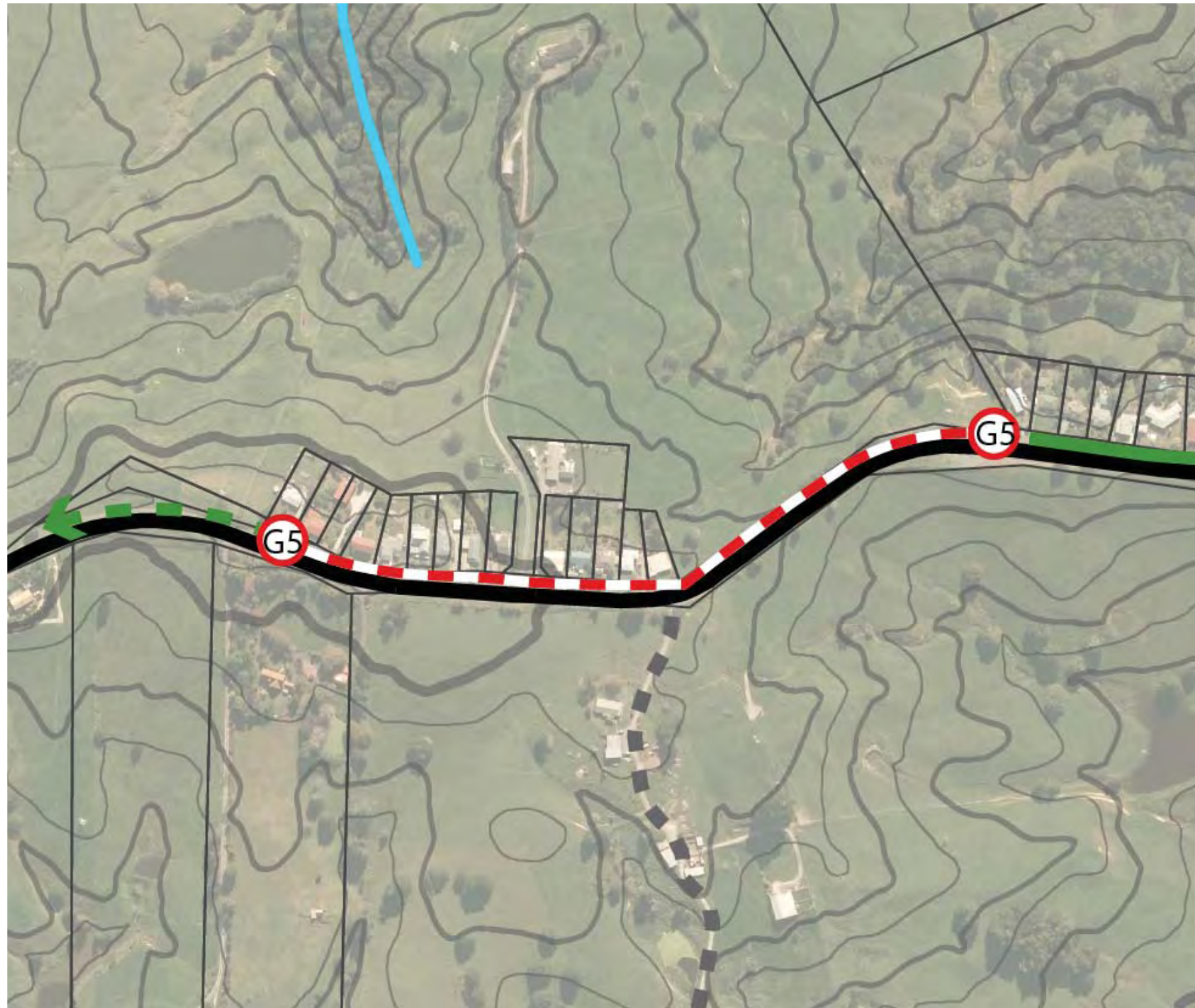
LEGEND:

<p>Stream</p> <p>Roads (existing)</p> <p>Roads (proposed)</p> <p>Highway (existing)</p> <p>Railway (industrial)</p>	<p>Schools (public and private)</p> <p>Parks, reserves and open spaces</p>	<p>Overall greenways network cycling/walking route</p> <p>Connection utilising existing path/road network or path upgrade to a shared path</p> <p>Proposed connection where there is currently no formed path</p> <p>Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)</p>	<p>Priority greenways cycling/walking route</p> <p>Priority connection utilising existing path/road network or path upgrade to a shared path</p> <p>Priority connection of a proposed path where there is currently no formed path</p>
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NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting estimated budgets. They are subject to feasibility, consultation and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access.



# G5 Kaipara State Highway



Not to scale

## Description of priority section G5

Location	Kaipara State Highway (section of footpath)
Description	



Figure 22. Looking east along Kaipara State Highway where there is currently no footpath on the northern side for residents

Ecology of the area	This area is predominately farm land, no public land exists other than that road corridor, of which there is little vegetation. raingarden swales could be installed to filter road runoff
---------------------	--

Constraints	<ul style="list-style-type: none"> <li>safety concerns for pedestrians walking / cycling within a high speed environment . The youth feedback was that this road is unsafe</li> </ul>
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Opportunities	<ul style="list-style-type: none"> <li>connect residents to Wellsford Village where there is currently not footpath connection</li> </ul>
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Budget Requirements (Capex)	<ul style="list-style-type: none"> <li>AT to deliver road to road connections</li> </ul>
-----------------------------	--

### LEGEND:

- Stream
- Roads (existing)
- Roads (proposed)
- Highway (existing)
- Railway (industrial)
- Schools (public and private)
- Parks, reserves and open spaces

Overall greenways network cycling/walking route Priority greenways cycling/walking route

- Connection utilising existing path/road network or path upgrade to a shared path
- Proposed connection where there is currently no formed path
- Connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)
- Priority connection utilising existing path/road network or path upgrade to a shared path
- Priority connection of a proposed path where there is currently no formed path

NOTE: These plans are indicative only, for the purposes of identifying opportunities, constraints and setting estimated budgets. They are subject to feasibility, consultation and detailed design, which may alter the routes shown. Further investigation is needed to determine the feasibility of cycle access.





Figure 23. View over Rodney College. Jay Farnworth, 2014.



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## 4.0 Future development

Wellsford Greenways



## 4.1 Future development

The Wellsford Greenways Plan will be implemented overtime to achieve (in part) the outcomes envisaged in the Rodney Local Board Plan. Implementation of the greenways plan will include the upgrade of existing walking and cycling connections (both on and off-road), as well as the creation of new connections within open space land, through designation areas and/or via property easements.

Successful implementation of the greenway plan requires co-ordination and commitment from the Rodney Local Board in conjunction with Auckland Council and council-controlled organisations (CCOs), as well as key related public/utility organisations such as the New Zealand Transport Agency (NZTA), KiwiRail, Watercare, Transpower and Vector.

The following section gives an overview over the future development and implementation of the Wellsford Greenways Plan over the next 10 years, including best practice for implementation, stakeholder involvement and funding availability, related case studies and the 10-year prioritisation strategy.

### Best practice for implementation

Successful implementation of the greenways plan relies on a co-ordinated approach between Auckland Council's Parks, Sports and Recreation (PSR), Stormwater, Community Policy and Planning departments, as well as Auckland Transport. Future detailed planning will take into consideration best practice guidelines, which include:

- Walking and Cycling Code of Practice (draft document by Auckland Transport)
- Stormwater Code of Practice (draft document by Stormwater Team)
- Parkland Design Guidelines (draft document by Community and Cultural Policy/PSR)

In addition to all relevant Unitary Plan controls and area-specific policies, there are related 'best practice' documents that will also be taken into account as designs develop, including:

- Bridging the Gap – NZTA Urban Design Guidelines (document by New Zealand Transport Agency)
- Caring for Archaeological Sites (document by Department of Conservation)
- National Guidelines for Crime Prevention through Environmental Design (CPTED) (document by Ministry of Justices New Zealand).



Figure 24. Community consultation on the Greenways at the old Wellsford Library, May 2015



### Stakeholder involvement and funding

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the Wellsford Greenways. Likely stakeholders include:

- Iwi (correspondence has been sent, asking for comment)
- local residents and business associations
- operators of community facilities, including schools
- Crown Police Department
- Stockyards operators: Wrightson Limited
- Ministry of Education
- Department of Conservation
- Forest & Bird.

Grass-roots community involvement is very important to ensure the ongoing success of the greenways 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.

Some funding has already been allocated for greenways including footpaths across Rodney in the Rodney Local Board budget. Other funding avenues include Auckland Transport and NZTA's regional cycleways fund.



Figure 25. Community consultation on the Greenways at the Old Wellsford Library, May 2015





Figure 26. View over School Road and Rodney College. Jay Farnworth, 2014.



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## 5.0 References

Wellsford Greenways



## Text References

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<http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/plansstrategies/DistrictRegionalPlans/rodneydistrictplan/planmaps/Pages/districtplanmapshome.aspx>

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<http://www.teararoa.org.nz/index.cfm>

## Image References

Cover page

Auckland Council Design Team (2012). *Wellsford Centennial Park*.

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Figure 1. Jay Farnworth (2014). *Looking South West over Wellsford Town Centre*.  
Page 6

Figure 2. Jay Farnworth (2014). *Looking South west over the railway line towards the Wellsford Village*.

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Figure 3. Rodney Local Board (2014). *Outcomes in the Rodney Local Board Plan, pages 22 and 24. Rodney Local Board Plan*.

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Figure 4. Jay Farnworth (2013). *Rodney Local Board*.

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Figure 5. Jay Farnworth (2011). *Permeable path in a rural setting, Omana Walkway*.

Figure 6. Jay Farnworth (2011). *Rural connection suitable for walking, cycling and horse riding Auckland*.

Figure 7. Auckland Council Design Team (2015). *Existing connection at Wellsford Centennial Park*.

Figure 8. Jay Farnworth (2012). *Walking signage*.

Figure 9. Jay Farnworth (2014). *Riverside walkway, Helensville*

Figure 10. Jay Farnworth (2012). *On-road cycling, Port Albert*.

Figure 11. Jay Farnworth (2012). *Signage, Auckland*.

Figure 12. Richard Leonard (2014) *Riding on the road side Waiheke Island*.

Figure 13. Jay Farnworth (2012). *Footpaths alongside residential*.

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Figure 14. Jay Farnworth (2014). *View north towards Wellsford Village*

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Figure 15. Jay Farnworth (2014). *View over Wellsford War Memorial Park*.

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Figure 16. Jay Farnworth (2015). *Maps being marked up by the Wellsford community at the Wellsford Greenways consultation held on 14 May 2015*.

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Figure 17. Jay Farnworth (2014). *View north over Wellsford Village*.



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Figure 18. Jay Farnworth (2014). *Looking south west from Matheson Road overbridge towards Wellsford Village.*

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Figure 19. Auckland Council Design Team (2015) *Location of path connection around Wellsford Centennial Park*

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Figure 20. Jay Farnworth (2014). *Looking west towards the Police and Fire Station.*

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Figure 21. Jay Farnworth (2014). *View over State Highway 1 (SH1) and Centennial Park Road*

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Figure 22. Jay Farnworth (2014). *Looking east along Kaipara State Highway where there is currently no footpath on the northern side for residents.*

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Figure 23. Jay Farnworth (2014). *View over Rodney College.*

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Figure 24. Jay Farnworth (2015). *Community Consultation for the Greenways at the OLD Wellsford Library, May 2015*

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Figure 25. Jay Farnworth (2015). *Community Consultation for the Greenways at the OLD Wellsford Library, May 2015*

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Figure 26. Jay Farnworth (2014) *View over School Road and Rodney College.*

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Figure 27. Jay Farnworth (2014) *View looking south over State Highway 1.*

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Figure 28. Auckland Council (2013). *Auckland Unitary Plan Zoning Key*





Figure 27. View looking south over State Highway 1. Jay Farnworth, 2014.







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## 6.0 Appendices

Wellsford Greenways



## 6.1 Feedback Summary

The Wellsford Greenways Plan was consulted over a two week period, starting with an open evening at the Old Wellsford Library on the 14 May. The maps provided for mark up on the evening are featured on pages 48-52. The table opposite summarises information obtained from the evening and via email or telephone correspondence throughout the feedback period.

Much of the feedback received during the evening related to pedestrian safety including crossing the road or the lack of the footpaths in the road corridor. There was not a lot of feedback in relation to location for bridle connections in the Wellsford area. For this reason the Wellsford Greenways Plan does not identify bridle trails.

Auckland Transport and the New Zealand Transport Agency (NZTA) were also consulted on the proposed Greenways plan. Auckland Transport has advised that a connection from the town centre along SH1 to Rodney College would be recommended as this would also connect the town centre with the Community Centre. Auckland Transport has also advised that some of the proposed routes could potentially be included in the Auckland Transport's new footpaths programme.

The New Zealand Transport Agency (NZTA) has advised that there is a possibility of including walking and cycling tracks on the Warkworth to Wellsford section of the Roads of National Significance (RONS), and that when this is progressed to the building stage that NZTA will look into including the relevant sections of the Wellsford Greenways plan.

Feedback provided from 14 May - 29th May 2015	Feedback to be passed on to:			
	Parks (Auckland Council)	Auckland Transport	Local Board	NZTA
Walking / cycling connection need in Pricor Road / Wayby Station and Oldfield which could connect Hotoe Recreation Reserve	✓			
Opening up some fresh ways leading from Astrid Lane, cross-country if possible	✓	✓		
Clean water fountains in Wellsford Memorial Park and Wellsford Centennial Park	✓			
Remove grass verges and make half footpath for kids to cycle and the other half for pedestrians		✓		
Wellsford Valley Road - finish sealing to Port Albert Rugby Club - cycle access. Need more verge on sealed Port Albert to rugby club		✓		
Junction of SH1/School Road: It is dangerous getting out of School Road and traffic not local to Wellsford, don't realise they are outside of schools. Speed limit needs to be 70km further down the hill		✓		
SH1/Bridge over railway: Footpaths need finishing and a separate foot traffic bridge so pedestrians don't need to cross in a 70km zone on a busy road on a bridge with no safety rail separating pedestrians from traffic		✓		
Cycle connection to Port Albert Rugby Club on Kaipara Highway (lack of verge unsafe for kids)		✓	✓	
No pedestrian connection on a section of Kaipara Highway (opposite residents)		✓		✓
SH1: Crossing it is dangerous		✓		
Consider a round about at SH1 and Centennial Park Road intersection		✓		
Consider a round about at SH1 and Kaipara Highway intersection		✓		
Consider a round about at SH1 and Matheson Road intersection		✓		
Worker Road: section in middle too muddy for cycling		✓		
Worker Road: make a cycling route		✓		
SH1: issues cycling of SH1, need footpath to be widened				✓
Want walking and cycling to Wellsford Centennial Park - large trucks are an issue		✓		
Whangaripo Valley Road: cycle connection to Whangaripo and Tomarata Valley			✓	✓
Keep Wellsford Centennial Park as park area and have tracks going around / through this area	✓			
Corry Block: make this xtrail with fitness stations. A destination park with dog walking, seating - a recreational area, potential bridle way	✓			
SH1: traffic island needed by the Four Square - not pedestrian crossing		✓		
Worker Road: Young people concerned about this track		✓		
Loops - rural cycling - Kaipara Flats / Old Woodcocks- avoid steep ridges			✓	✓
Te Hana Bridges SH1: safe negotiation of bridges - possible conversion of old bridge to pedestrian / cycleway				✓
Wellsford Centennial Park - possible kids cycle track and fitness stations / free boot camp	✓			
Centennial Park Road (south end) need street lighting all the way down road		✓		
Wellsford needs a bypass: Divert traffic via Centennial Park Road and Matheson Road (install roundabouts at each intersection). Allow for Tour Bus and Truck Parking behind the stockyards adjacent the railway (Wellsford Village can be accessed via pedestrian overbridge at this location, over railway)		✓	✓	✓
Worker Road: Don't like right hand turn into Worker Road from heading north from SH1		✓		
Walkway to Te Hana				✓
SH1: too much traffic, poor access to parallel parking, no parking for buses which creates problems for through traffic.		✓		✓
Ticketing on SH1 in Wellsford Village by Auckland Transport. This is a rural town, there should be no time limitations		✓		
Public toilets overused due to lack of alternatives elsewhere			✓	
The railway line is a barrier for the local community: need another connection by shops, southern bridge is too dangerous due to the 70km speed zone, people are crossing the railway as there is no alternative, logging operation too close to town		✓	✓	
There is a lack of alternative safe walking routes for pedestrians and cyclists to access schools, library, shops and Centennial Park	✓	✓	✓	











Young peoples feed into Greens Ways!



Bike riding to school - sports practice.  
Proposed cycling loop!

Young peoples connect on this track!

New path!

**BASE INFORMATION**

- Schools (including public and private schools)
- AC land (banks, reserves, open spaces)
- Library
- Old Wellsford Library
- stream
- existing road network
- existing highway
- proposed road network (developed Structure Plan and Centennial Park Masterplan)

**GREENWAY CONNECTIONS**

- route utilising existing path / road network (paths may require width approval)
- priority route
- proposed new route (no form new paths)
- connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternative route will be found)

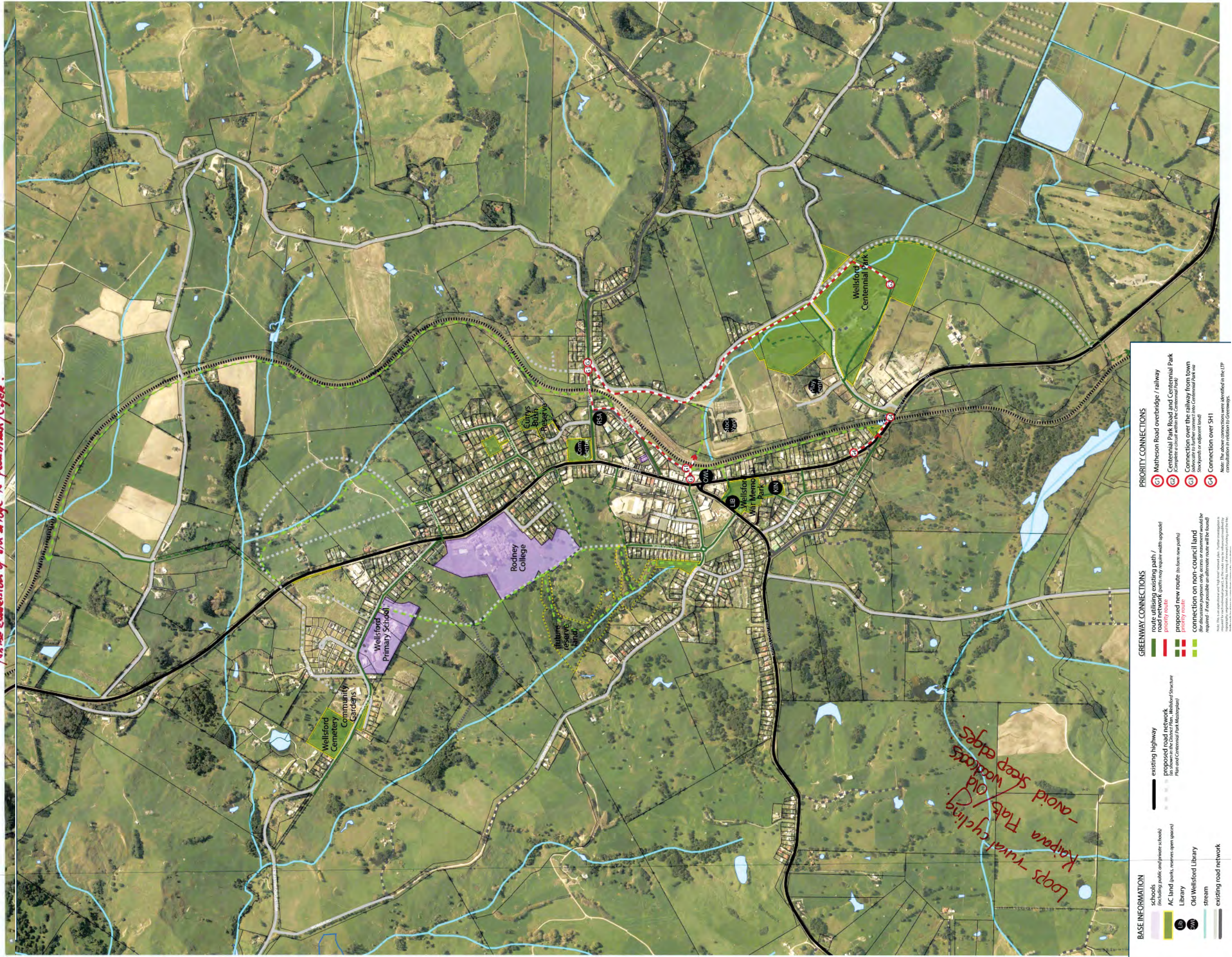
**PRIORITY CONNECTIONS**

- Matheson Road overbridge / railway
- Centennial Park Road and Centennial Park (Complete or Circle within the Centennial Park)
- Connection over the railway from town (discussable to further connect into Centennial Park via Stockpans or adjacent land)
- Connection over SH1

Note: The above connections were identified on the LPF consultation as priorities for Council.



*Te Hema Bridges with Safe Negotiation of Bridges?  
Possible conversion of old bridge to pedestrian/cycle!*



**BASE INFORMATION**

- schools (including public and private schools)
- AC land (parks, reserves open spaces)
- Library
- Old Wellsford Library
- stream
- existing road network
- existing highway
- proposed road network (as shown in the District Plan, Wellsford Structure Plan and Centennial Park Masterplan)

**GREENWAY CONNECTIONS**

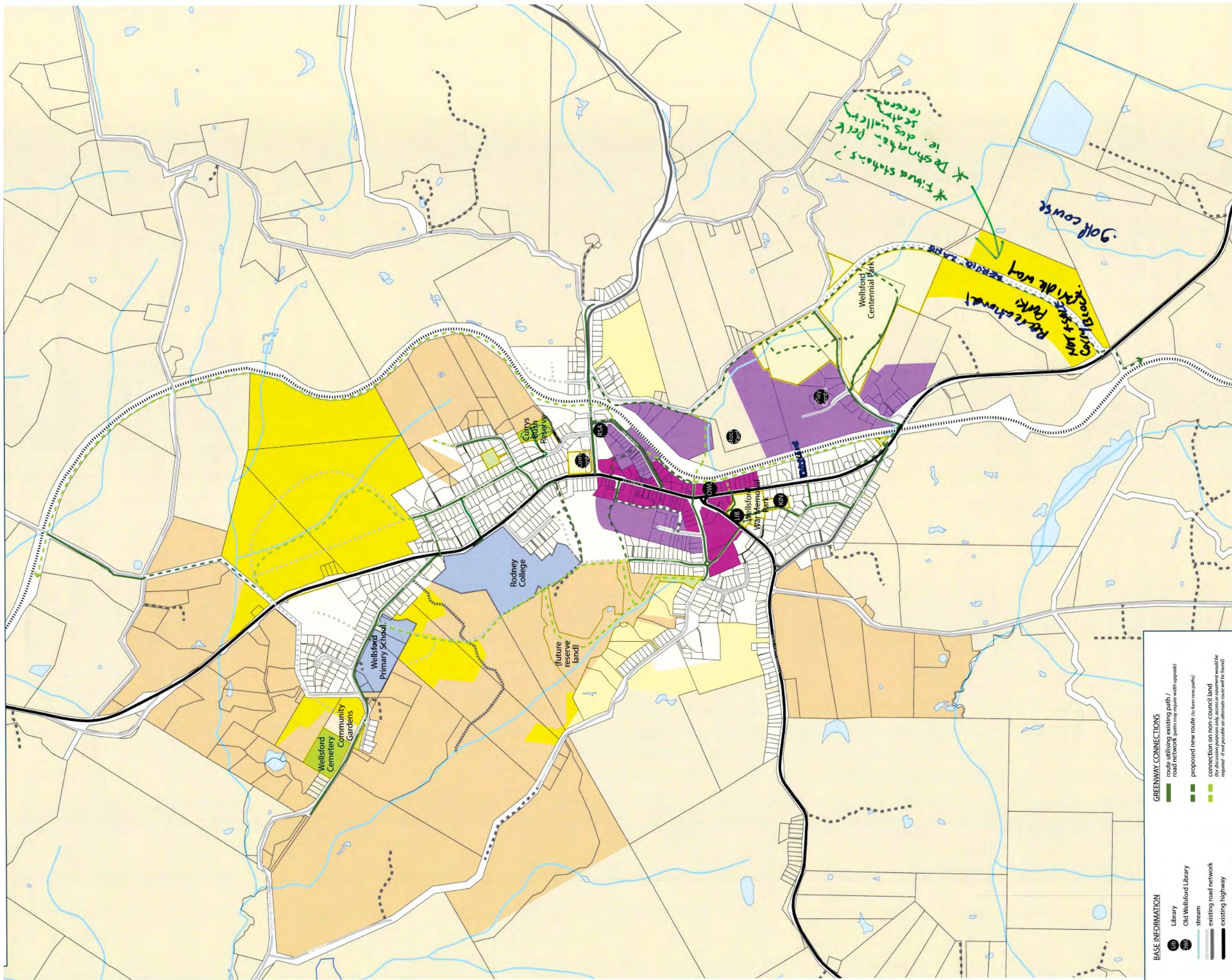
- route utilising existing path / road network (paths may require width upgrades)
  - priority route
- proposed new route (to form new path)
  - priority route
- connection on non-council land (to be confirmed by the relevant landowner. If not possible an alternate route will be found)
  - priority route

**PRIORITY CONNECTIONS**

- Matheson Road overbridge / railway
- Centennial Park road and Centennial Park (complete or start within the Centennial Park)
- Connection over the railway from town (to connect to further connect into Centennial Park via bridge or overpass)
- Connection over SH1

Note: The above connections were identified in the JTP consultation in relation to Greenways.





**BASE INFORMATION**

- Library
- Old Wellsford Library
- stream
- existing road network
- existing highway
- proposed road network
- as shown in the Council Plan - Wellsford Structure

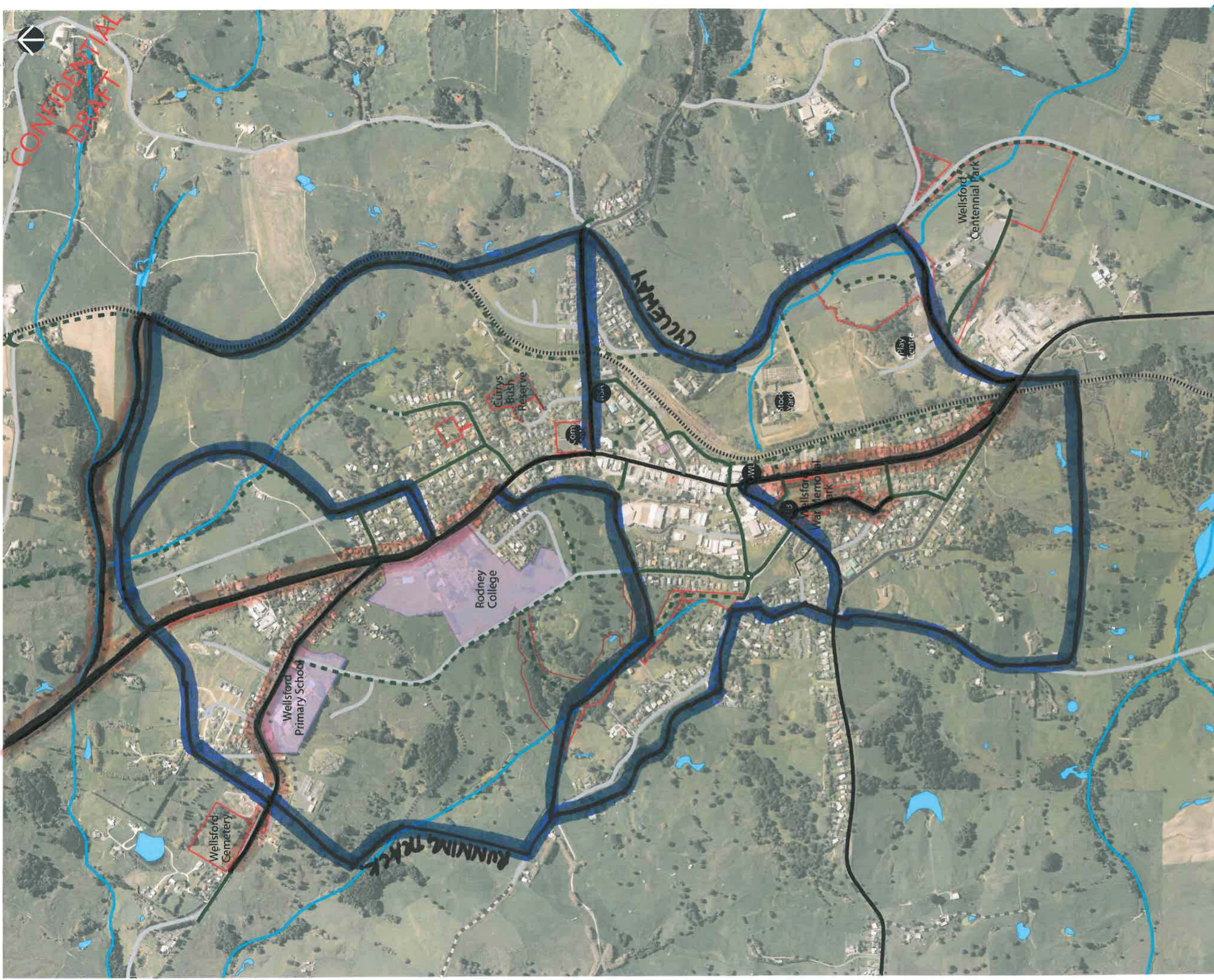
**GREENWAY CONNECTIONS**

- route utilising existing path / road network (paths may require width upgrades)
- proposed new route (to form new paths)
- connection on non-council land (for discussion purposes only, access or easement would be required - if not possible an alternate route will be found)

Note: This is a preliminary plan and subject to change. It is not a guarantee of funding or implementation. It is for discussion purposes only. It is not a guarantee of funding or implementation. It is for discussion purposes only.





6.3 Findings from the in house session with Rodney Local Board Youth Advisory Panel



**DRAFT - Wellsford Greenways**

Visionary network of walking, cycling, bridle and ecological connections

-  **CYCLE TRACK**
-  **WALKWAY**



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## 6.4

## Analysis plans

Wellsford Greenways







## Aerial

The aerial shows the broad landscape patterns of Wellsford. The land surrounding the country town is serves as farming and horticultural land predominately.

Wellsford is the northernmost town in the Auckland region, situated inland along State Highway 1, thus it is often overflowing with travellers who stop for fuel, use the rest stop and take advantage of the shops that line the main street.

### LEGEND:

-  Roads (existing)
-  Roads (proposed)
-  Highway (existing)
-  Railway (industrial)
























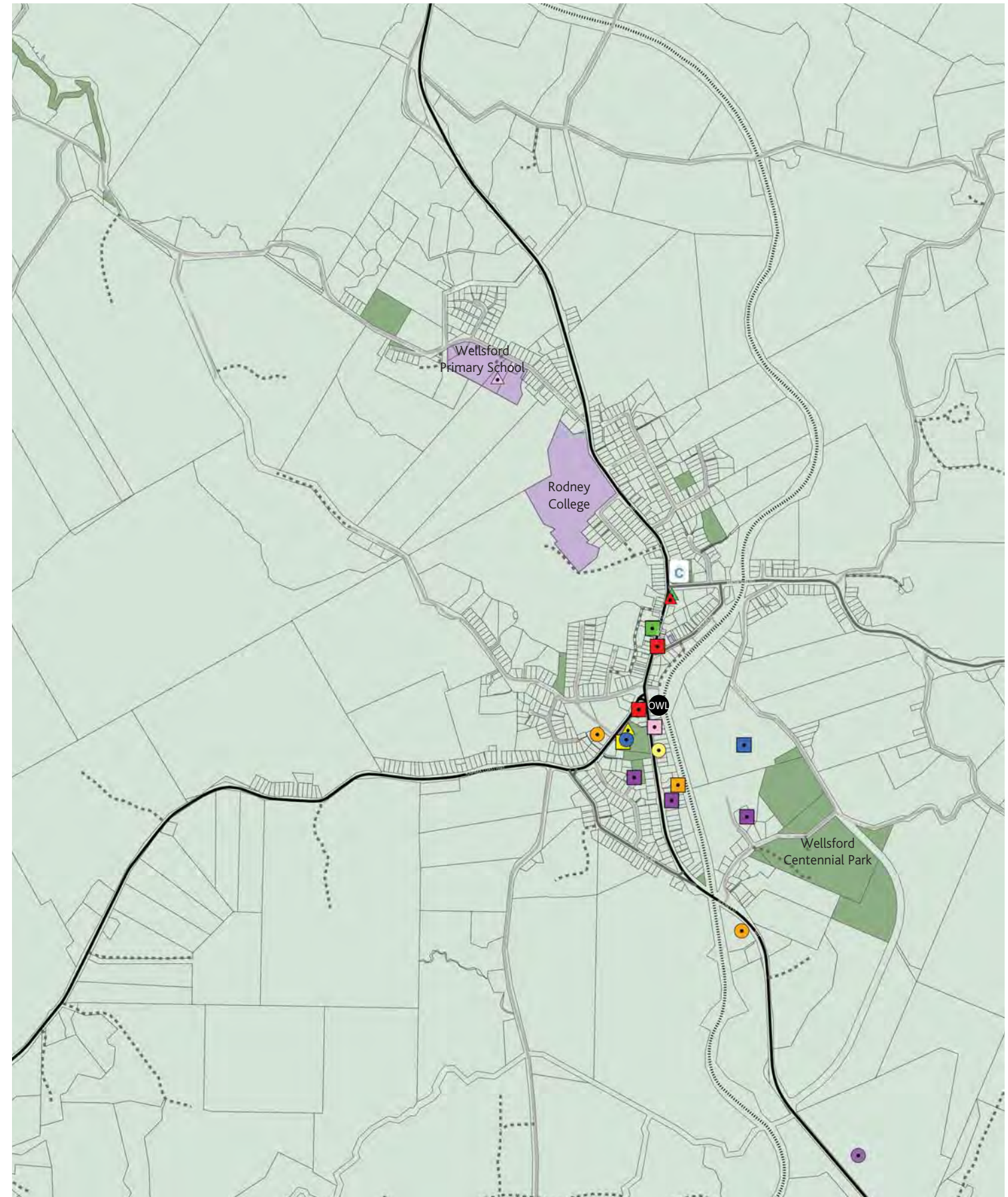
### Community facilities

The adjacent map shows community facilities that are located primarily along State Highway 1. The newest facility is the Wellsford War Memorial Library, a purpose-built community facility, located in the War Memorial Park, adjacent to the Albertland and Districts Museum.

Wellsford Centennial Park offers the largest area of public open space including sports fields and tennis/netball courts.

#### LEGEND:

- |   |                    |   |                                   |
|---|--------------------|---|-----------------------------------|
|  | Schools            |  | Public Toilets                    |
|  | Parks and reserves |  | Truck stop (effluent disposal)    |
|  | Railway            |  | Hospital / accident and emergency |
|  | Golf course        |  | Library                           |
|  | Motel              |  | Pool (school)                     |
|  | Museum             |  | Primary health                    |
|  | Petrol station     |  | Old Wellsford Library (OWL)       |
|  | Playground         |  | Community centre                  |
|  | Police             |   |                                   |
|  | Post shop          |   |                                   |
|  | Preschool          |   |                                   |





## Proposed Auckland Unitary Plan - zoning

This map shows proposed Auckland Unitary Plan Zoning. The centre of Wellsford is zoned Town Centre. The surrounding business land on Hood Street and Centennial Park Road is zoned Light Industry. The residential area is predominately zoned Single House with some areas of Large Lot Residential on Worker Road and Matheson Road.

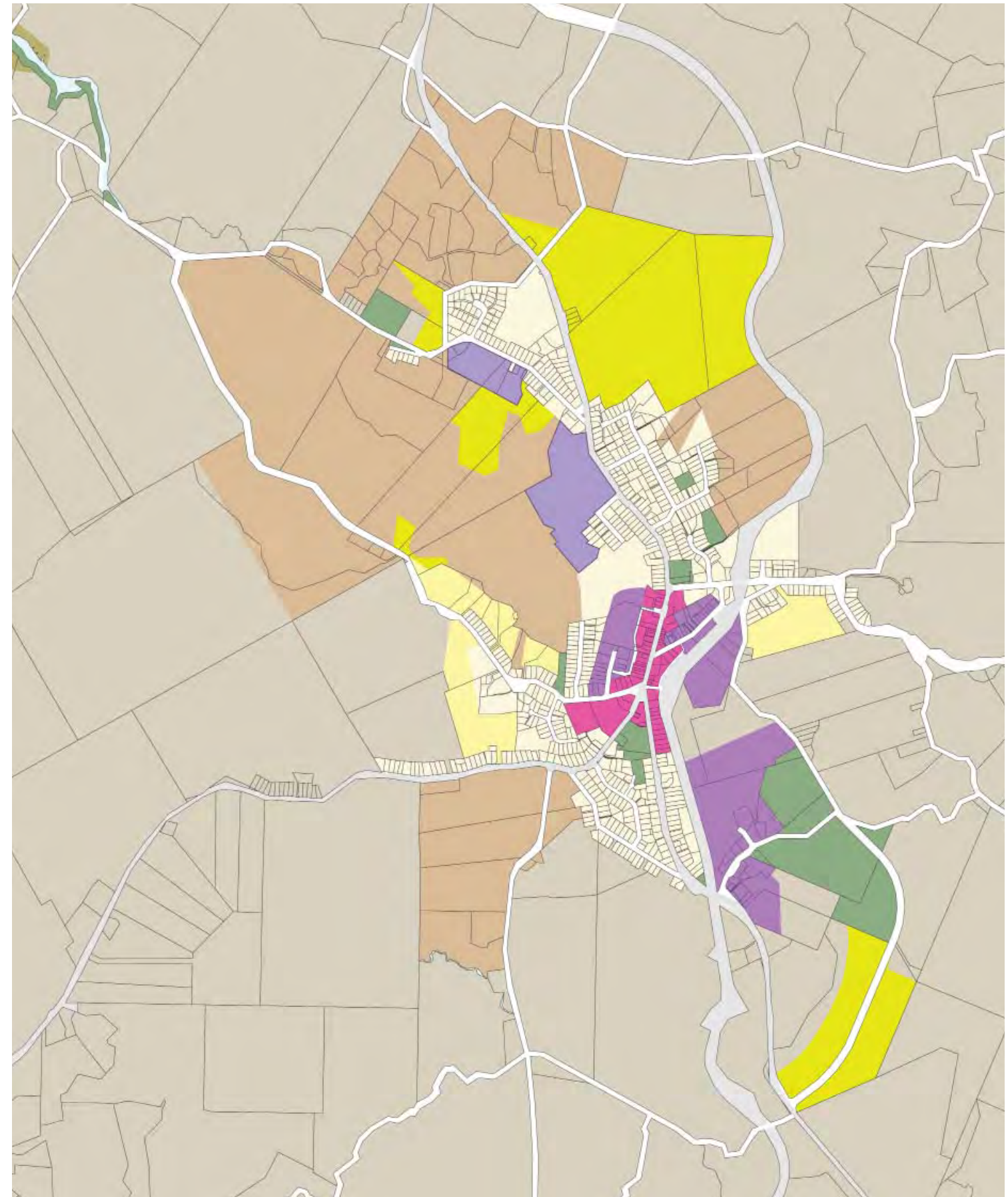
Areas identified for future growth are zoned Future Urban. These are mostly based around the Corry Block to the south and between SH1 and the railway to the north of the town. Countryside Living zones are located on the fringe of the town and further out the zoning is Rural Production. The land on the edge of the Whakapirau Creek is zoned Rural Coastal.

A summary of the zones:

- **Special Purpose:** schools; Wellsford Primary and Rodney College
- **Business:** town centre along State Highway 1 (SH1) and light industry adjacent the railway corridor and behind the shops west of SH1
- **Public Open Space:** large land parcels of sport and active recreation comprising Wellsford Centennial Park and pockets of conservation and informal recreation
- **Residential:** both Single House and Large Lot areas concentrated around the town centre and along SH1
- **Rural:** Rural Production and Countryside Living buffer the town centre and residential zones
- **New Growth:** Future Urban is designated in the north and the south, including the 'Corry Block', which was shown as 'General Industry' in the Wellsford Structure Plan.

Figure 28. Auckland Unitary Plan Legend

 Special Purpose	 Mixed Use	 Public Open Space - Civic Spaces
 Large Lot	 General Business	 Strategic Transport Corridor
 Single House	 Business Park	 Road [i]
 Mixed Housing Suburban	 Light Industry	 Defence [rcp/dp]
 Mixed Housing Urban	 Heavy Industry	 Ferry Terminal [rcp/dp]
 Terrace Housing and Apartment Buildings	 Rural Conservation	 Minor Port [rcp/dp]
 Future Urban	 Countryside Living	 Marina [rcp/dp]
 Green Infrastructure Corridor	 Rural Coastal	 Mooring [rcp]
 Rural and Coastal Settlement	 Mixed Rural	 General Coastal Marine [rcp]
 Neighbourhood Centre	 Rural Production	 Water [i]
 Local Centre	 Public Open Space - Conservation	 Coastal Transition
 Town Centre	 Public Open Space - Informal Recreation	
 Metropolitan Centre	 Public Open Space - Sport and Active Recreat	
 City Centre	 Public Open Space - Community	











### Future growth

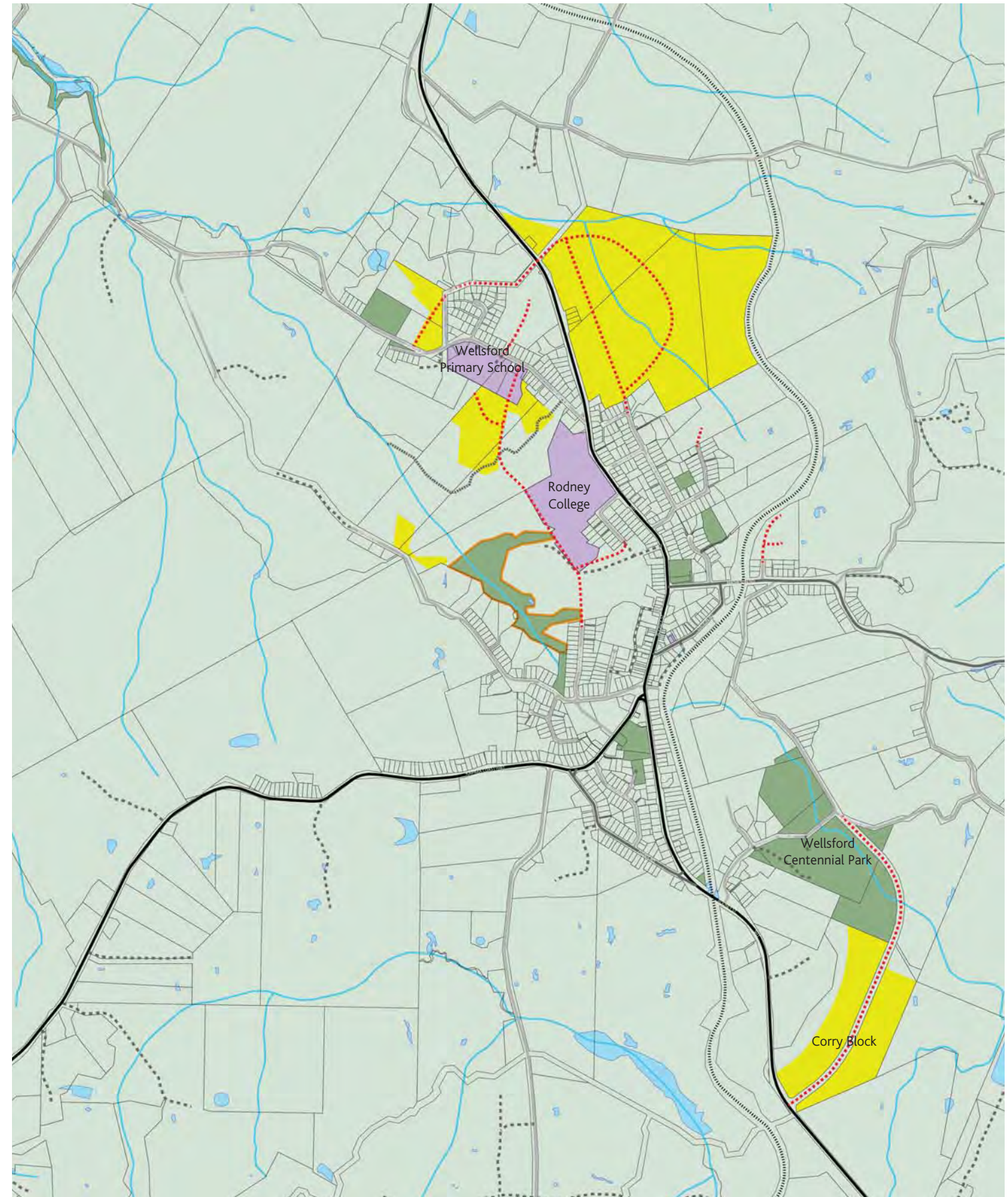
Wellsford is a town of growth, and has been identified as a business improvement district (BID) within the Rodney Local Board Plan, for future planning focus. The local board plan also states 'future business land must be identified and provided to meet the demands of growth in Wellsford'.

This maps combines the Future Urban areas from the Proposed Auckland Unitary Plan with the proposed roads from the Rodney District Plan, Wellsford Town Centre Development Plan and the Wellsford Structure Plan.

Future Reserve land identified in the Wellsford Structure Plan has also been incorporated (location indicative).

#### LEGEND:

-  Parks and reserves
-  Existing Schools
-  Future reserve land (location indicative)
-  Future Urban zoning
-  Railway
-  Proposed roads














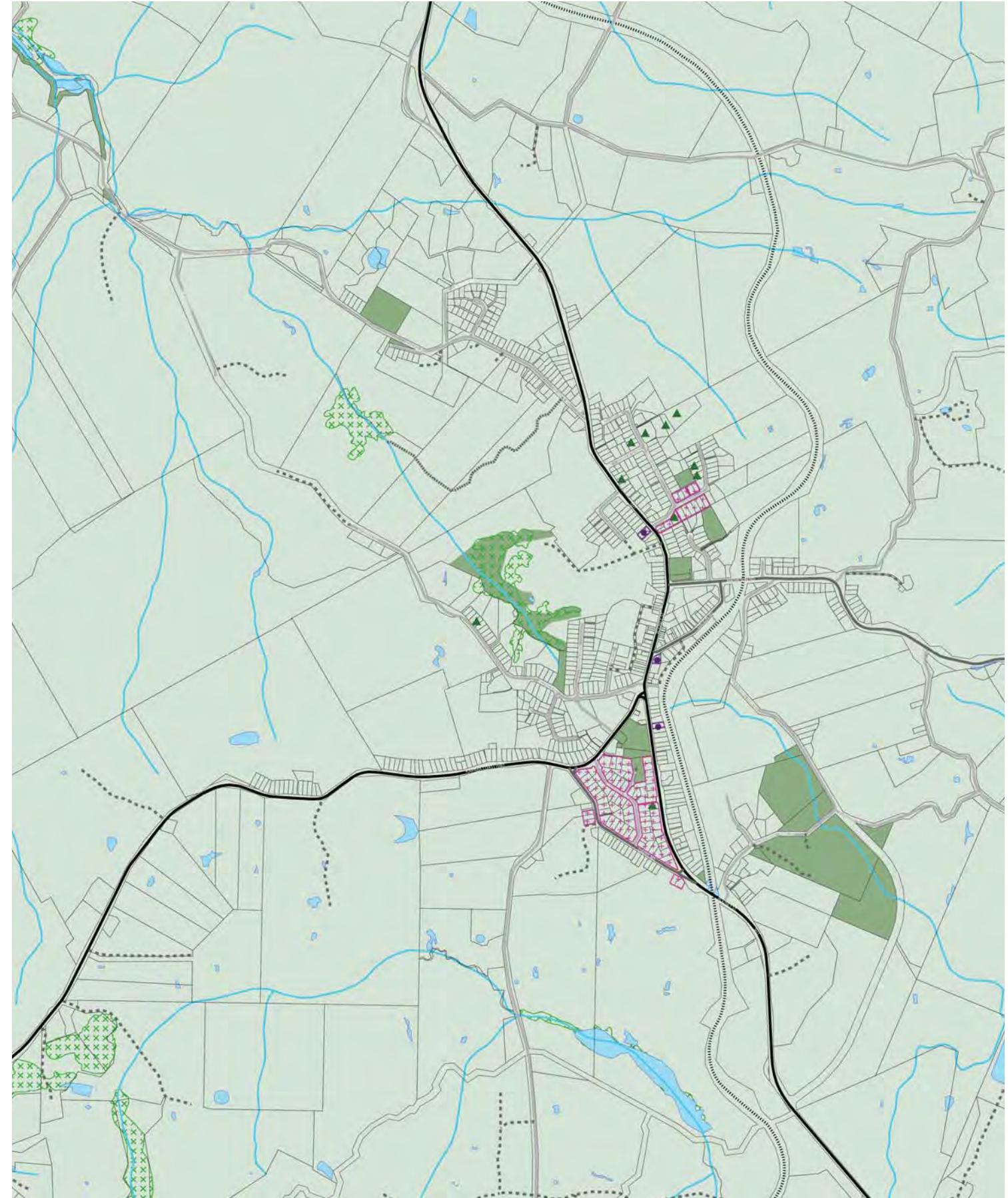
### Historic Heritage, Natural Heritage and Natural Resources

This map shows Historic Heritage, Natural Heritage and Natural Resources overlays from the proposed Auckland Unitary Plan. It also shows streams, lakes, reserves and proposed reserve land.

- **Natural Heritage:** there is protection for a number of sites including the Former Post Office and a pre-1944 demolition control around Bellevue Avenue and Batten Street.
- **Natural Heritage:** shows the individual trees and groups of trees that have met the notable tree criteria are considered to be among the most significant trees in Auckland. These trees have been specifically identified to ensure the benefits they provide are retained for future generations. There is a concentration of this north of the town centre, near Armitage Road.
- **Natural Resources:** this overlay includes the management of aquifers, streams, wetlands and lakes. No specific management areas relating to hydrology are mapped over the Wellsford area, however there are several Significant Ecological Areas (SEA), west of State Highway 1, including future reserve land shown west of Rodney College.

#### LEGEND:

- |  |   |
|--|---|
|  Parks and reserves (including future reserve land - location indicative) |  Notable Trees                     |
|  Significant Ecological Areas (SEA)                                       |  pre-1944 demolition control       |
|  Streams  |  Historic Heritage Place (rcp/dp)  |
|  Lakes  |  Historic heritage Extent of Place |
|  Railway  |   |









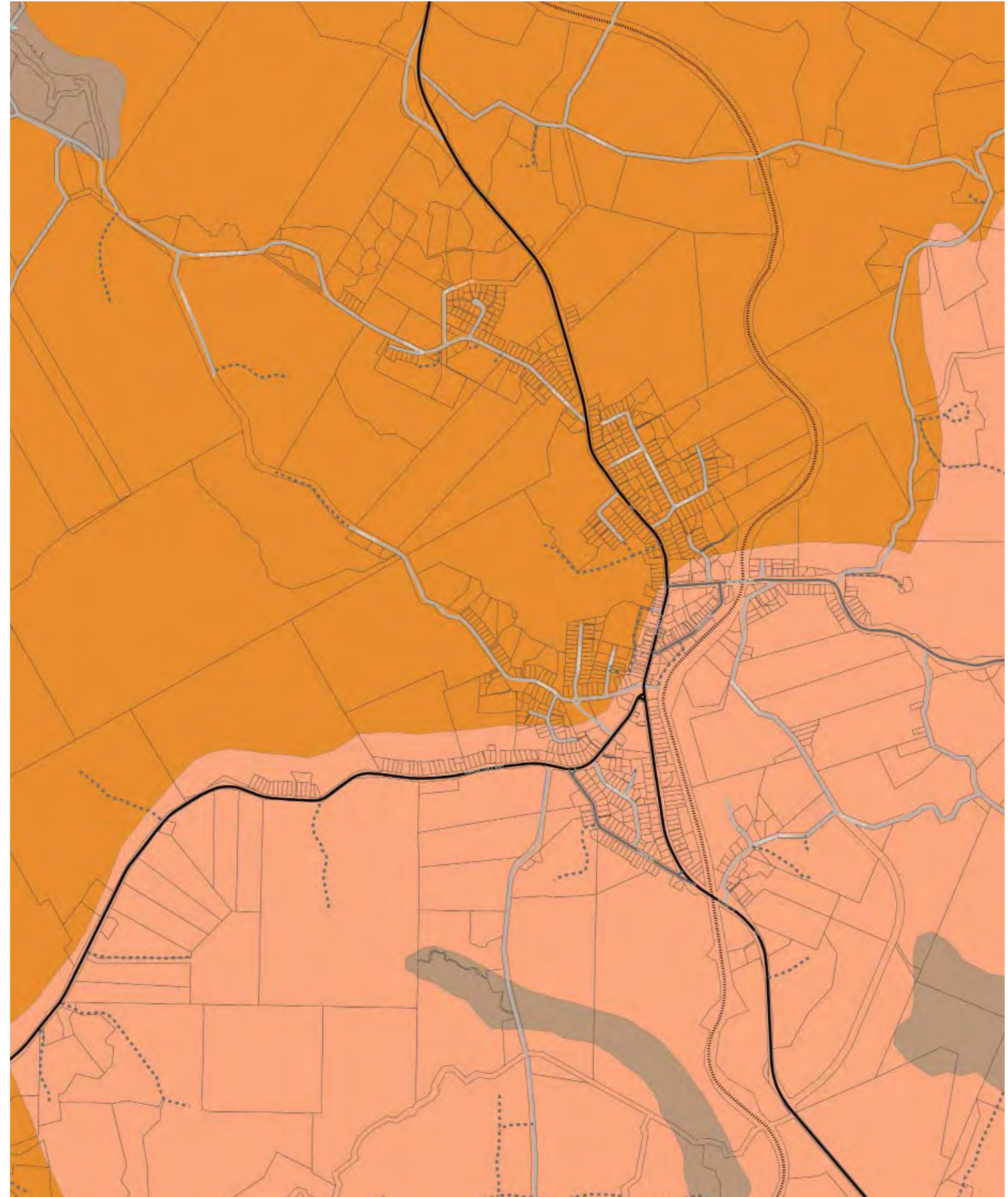
## Geology

This map shows soil groups in the Wellsford area, which can be categorised in three ways; Waitematā residual soils, isthmus volcanic soils, and alluvial soils. The residual soils of the Waitematā Group are predominantly made up of mudstone and lithic sandstone, and while relatively fertile, are readily eroded due to the soft nature of this subgrade. Isthmus volcanic soils are predominately derived from basalt and basanite scoria, and would have originally been colonised by coastal forest, dominated by pohutukawa which colonise most easily in rocky ground. The areas of alluvial soils are a mix of mud sand and gravel, often with organic matter, and provide the most fertile areas found locally. These would have typically been colonised by kahikatea and other broadleaf species.

This map has been created using Auckland Council GIS database, with further detail regarding the geology sourced from '*Geology of the Auckland Urban Area*' (Kermode, 1992).

### LEGEND:

-  Waitematā residual soils
-  Isthmus volcanic soils
-  Alluvial soils
-  Railway





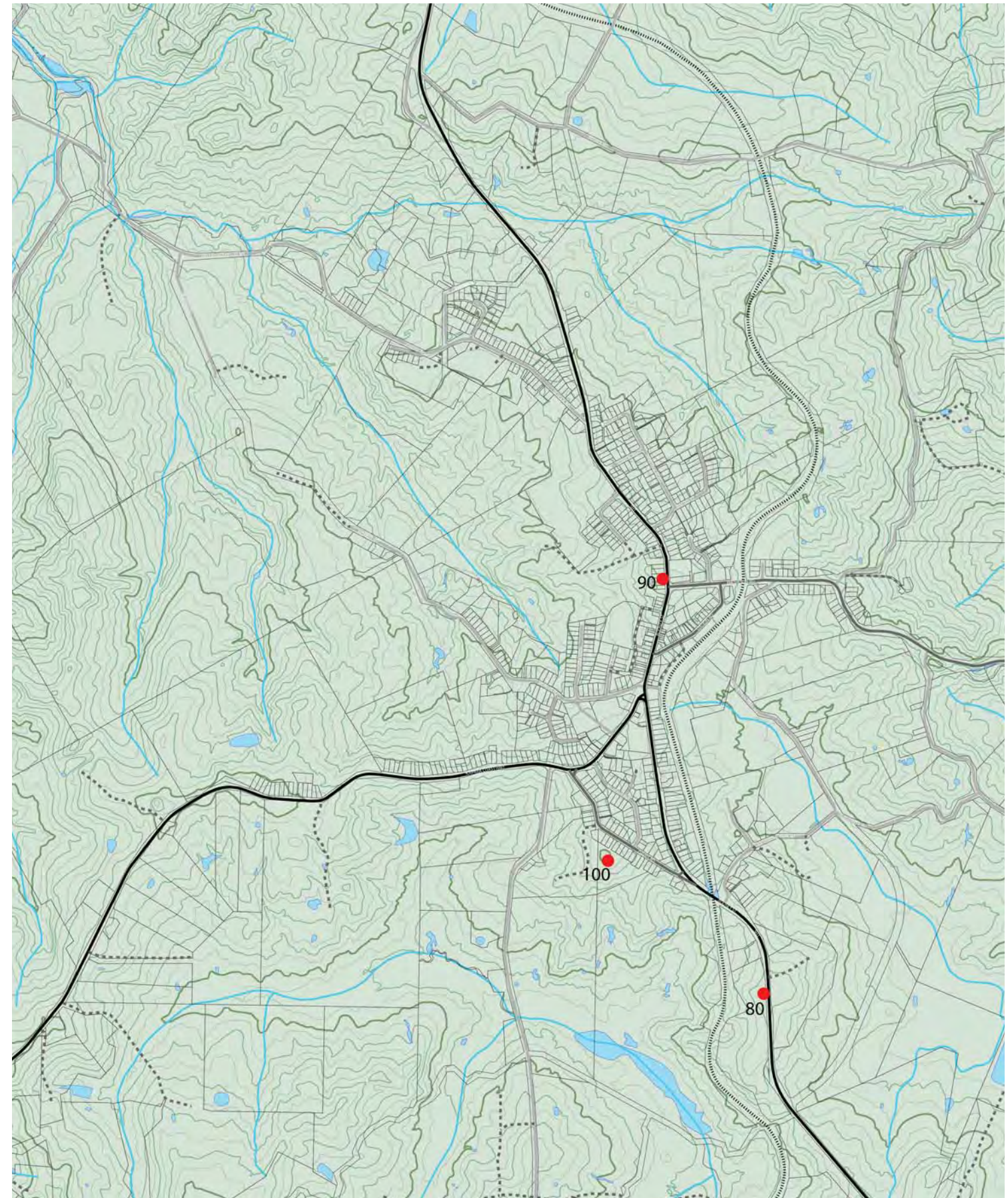
## Topography

The adjacent map shows the topography of the Wellsford area. The highest point in Wellsford is located off Davies Road, 100m above sea level. The highest publicly accessible vantage points are situated along State Highway 1 ridge line, 90m above sea level at the north end, 80m in the south (refer map for location). The low lying areas in Wellsford include the valley west of the town centre and Wellsford Centennial Park.

From a greenways perspective this topography presents challenges, as some gradients may not be suitable for all ages and physical abilities - particularly for cyclists. In terms of the proposed greenways, further investigation is required in places at a detailed stage to determine the feasibility of providing cycle access. These may become walking-only tracks where cycling is deemed to be unachievable.

### LEGEND:

- Contours at 5m
- Contours at 10m
- Highest points
- Streams
- Lakes
- ▬ Railway





### Tree height

This map shows the Urban Forest 2012 Vegetation from the Auckland Council Geographical Information System (GIS).

The tallest stands of vegetation in the Wellsford area exist in the valley off Worker Road,. This area is also designated as a Significant Ecological Area SEA. Notable specimens can be found north the town centre, also in private ownership.

#### LEGEND:

Tree height in meters

