
Appendices

Waitemata Greenways

A. Analysis Maps

A1 Connecting Waitemata to Auckland

A1.1 Local Board Area



Legend:

- Waitemata Local Board Boundary
- Streams / rivers
- RS Railway and railway stations

This aerial photograph shows the broad landscape patterns of the Waitemata Local Board Area within its surrounding context. The area is bounded by the port and Waitemata Harbour in the north, and nested within a mixed built environment of residential and industrial uses in the south. There are a number of significant open space areas visible on this aerial including the Auckland Domain, Cox's Bay Reserve, Grey Lynn Park, Meola Reef and Western Springs. Auckland's commercial CBD is located in the centre north of the Waitemata Local Board area, cradled and isolated by motorway connections. To summarise, the Waitemata landscape can be categorised by four distinct patterns showing the landuse:

- Industry; including the central business district and the port
- Residential neighbourhoods
- Parks, reserves and public open spaces
- Transport corridors; including motorways and railways

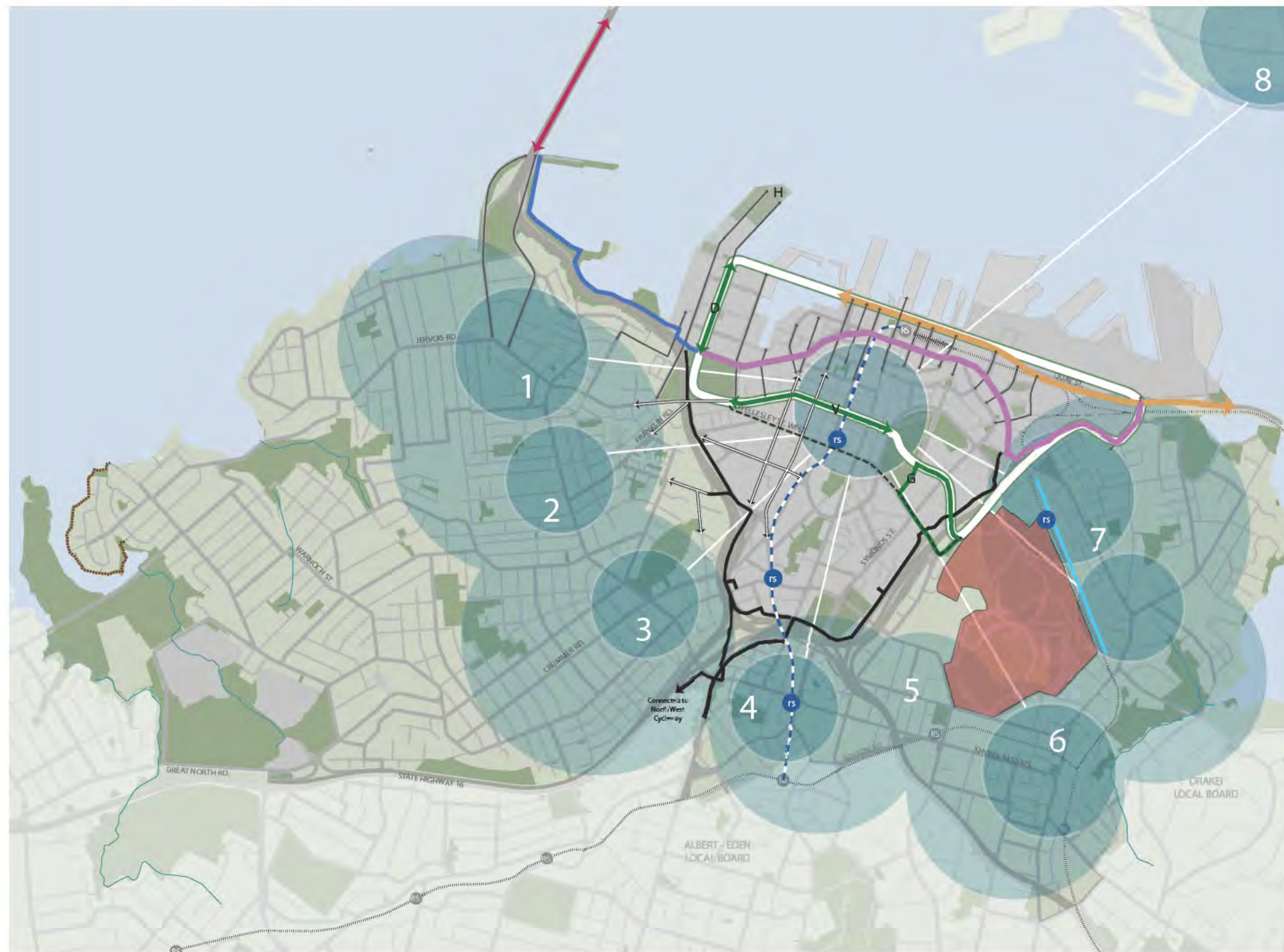
Waitemata connects to two other local board areas by land:

- Albert - Eden Local Board (to the south)
- Orakei Local Board (in the east)

Neighbouring local boards across the Waitemata Harbour are:

- Kaipatiki Local Board (to the north)
- Devonport - Takapuna Local Board (in the north/east)

Kaipatiki and Albert - Eden local boards have started planning their greenways networks and Orakei , Devonport - Takapuna and Upper Harbour local boards have expressed an interest in developing a greenways plan, and may allocate funding in the financial year 2013/2014.



This map was created using the companion documents; City Centre MasterPlan 2012 (CCMP) and the Waterfront Plan 2012 which supported by the overarching Auckland Plan. These plans reveal a 20 year vision that sets the direction for the future of the Auckland's city centre - a vision that is shared by a range of public and private sectors. The documents were prepared by Auckland Council and Waterfront Auckland, and endorsed by the Mayor of Auckland, Len Brown.

The CCMP highlights the importance to connect the following 'Key Fringe Villages and Supporting Centres' to the City Centre (refer attached map):

- | | | |
|---------------|-------------|-------------|
| 1 Three Lamps | 4 Newton | 7 Parnell |
| 2 Ponsonby | 5 Grafton | 8 Devonport |
| 3 Arch Hill | 6 Newmarket | |

Infrastructure projects of this scale are hinged on transport and rely on Auckland Transport (AT) and New Zealand Transport Authority (NZTA) for input or delivery. The planned City Rail Link will be a major move to be delivered by AT. The Grafton Gully Cycleway (delivered by NZTA), is an extension of the Northwestern Cycleway - and as shown in the adjacent map, there is feasibility to extend the cycleway through to the Waterfront. A connection to Kaipatiki and Takapuna could be achieved via implementation of the SkyPath, a project being driven by the Auckland Harbour Bridge Pathway Trust.

Besides the Greenways there are other initiatives driven by the Auckland Plan for 'greening' the streets and improving the experience for the pedestrian and cyclist. The Green Links and Linear Park (featured in the CCMP) aim to unite the central parks and open spaces through a network of tree-lined links. Greenways in the central CBD area were not reassessed in this document, as it is understood that these inner city projects will be delivered independently.



A2 Connecting open space, ecological corridors and coastal edges

A2.1 Natural environment



The Waitemata Harbour forms part of the Hauraki Gulf and is classified as a Marine Park. The Waitemata land area is classified in the Auckland Plan 2012 as a Volcanic landscape, with a number of outstanding natural landscapes and significant volcanic features. The location for Auckland's volcanic landscape features were taken into consideration when planning the routes for Greenways. The volcanic features give rise to a number of viewshafts across the Waitemata Harbour, adding value to the pedestrian and cyclist experience.

There are a number of archaeological sites, shown in the adjacent map, identified in the Auckland Council District Plan (Isthmus Section). The Auckland Domain has been identified as an 'Archaeological and Geological Feature'. Other significant volcanic features include Albert Park (Ranipuke), Auckland Domain (Pukekawa), Grafton Volcano / Outhwaite Park Scoria Cone and Mt. Eden (Maungawhau). The lava flow known as Meola Reef / Western Springs (Waiorea) was collectively formed from Three Kings and Mt. St John (Te Kopuke) eruptions, and is the largest lava flow in Auckland's volcanic field. The tidal aspect of Meola Reef has given rise to valuable mangrove habitat, and as it hosts a range of wading birds - it is classified as Significant Coastal Ecological Area - see Map A2.2 overleaf.

This map was created using the Auckland Council GIS Database, 'Volcanoes of Auckland - The Essential Guide', the District Plan and the Auckland Plan 2012. Reference has been made to the following maps within the Auckland Plan:

- Map 7.2 Significant recreational and public open space areas
- Map 7.3 Significant landscapes and natural features
- Map 7.1.1 Additional environmental considerations
- Map 7.5 Auckland's marine and coastal environment

Legend:

- Park and reserve land
- Streams / rivers
- Railway and railway stations
- Road network (including motorways, arterial and minor roads)

Auckland Plan:

- Volcanic footprints (Including lava flows)
- Volcanic feature (Scoria Cone, tuff ring or crater)
- Outstanding Natural Landscapes / Features (Natural features, high natural character and significant coastal landscapes)

District Plan:

- Hauraki Gulf Marine Park / Medium Nearshore Coastal Significance
- Archaeological and Geological Features
- Archaeological sites
- View Protection Controls (Volcanic Cones Affected Areas - shown as 'Significant View' in the Auckland Plan)

scale 1:30,000 @ A3



A2.2 Significant ecological areas



There are a number of 'Significant Terrestrial Ecological Areas' in Waitemata, as identified in the Auckland Plan 2012, for example, Meola Reef and Judges Bay which offer important habitat for wading birds. In the wider context there is an ecological corridor that connects Waitemata to the Waitakere Ranges. Western Springs (to the south-west) includes a wetland, which is a key rest point/habitat along this Waitemata to Waitakere corridor. Just south of this, the SH16 motorway corridor has potential to provide a continuous vegetative passage for wildlife, making it ideal for the ecological aspect of a Greenway connection. The Greenways project can support and link these ecological 'nodes', strengthening resilience of the network as a whole.

The Auckland Regional Policy Statement (ARPS) lists the following birds as commonly sighted in the Waitemata Harbour coastal environment; pied shag, little black shag, little shag, pied stilt, black-backed gull and red-billed gull. Pukeko, mallard duck and kingfisher are commonly found in the area's tidal creeks and mangroves.

This map was created using the Auckland Council GIS Database, the District Plan and the Auckland Plan 2012. Reference has been made to the following Maps within the Auckland Plan:

- Map 7.1 Auckland's environment
- Map 7.2 Significant recreational and public open space areas
- Map 7.4 Significant Ecological Areas

Legend:

- Park and reserve land
- Streams / rivers
- Railway and railway stations
- Road network (including; motorways, arterial and minor roads)

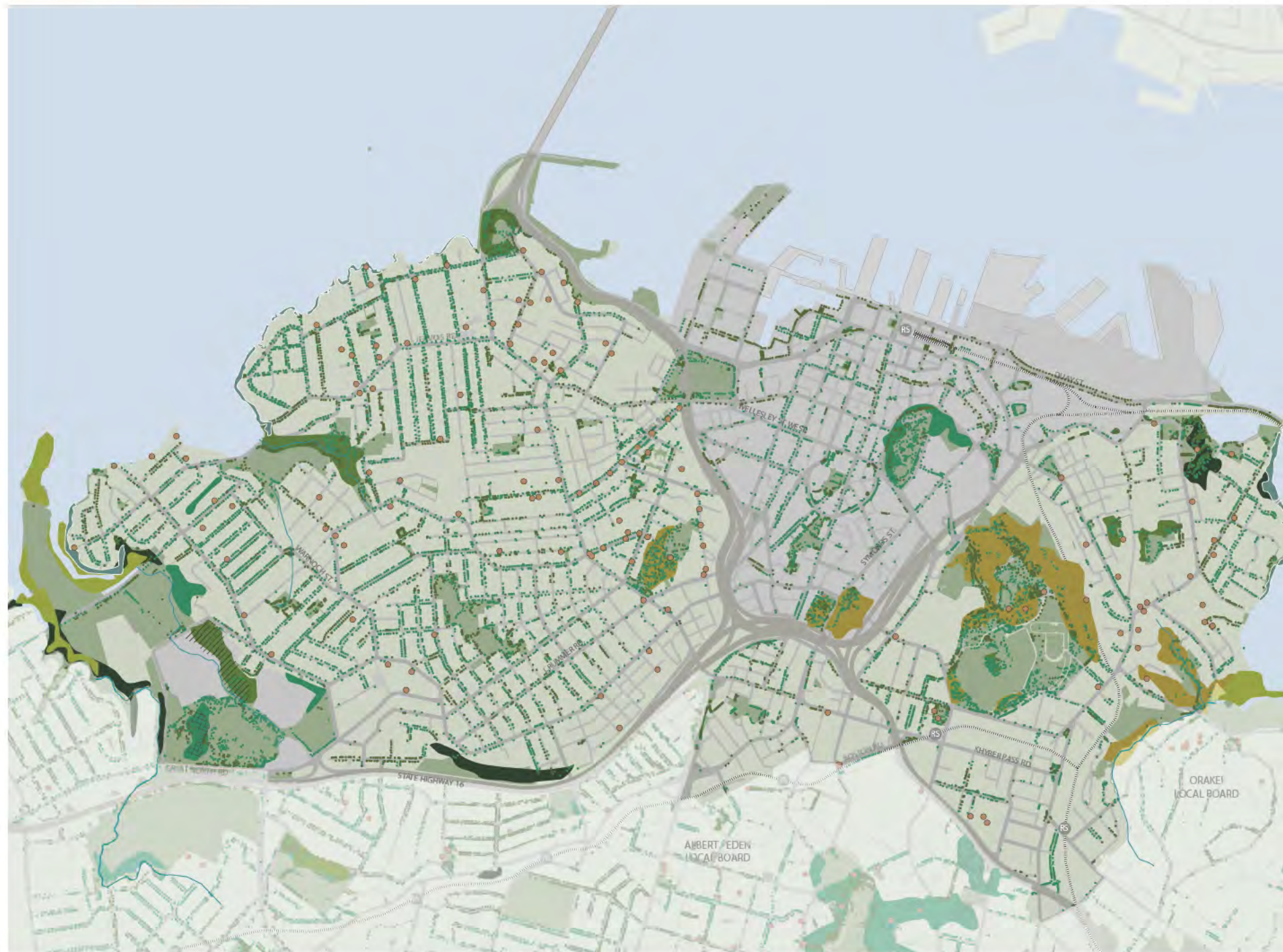
Auckland Plan:

- Significant Terrestrial Ecological Areas (existing and potential areas)
- Significant Coastal Ecological Areas
- Significant Bird Wading Areas
- Significant Freshwater Ecological Areas

scale 1:30,000 @ A3



A2.3 Vegetation class



This map was produced using information from the Land Cover Database (LCDB3, 2001/2), the Natural Heritage Fund mapping (NHF) and the Tree Location layer from the Auckland Council Asset Management Information System (AMIS, 2008).

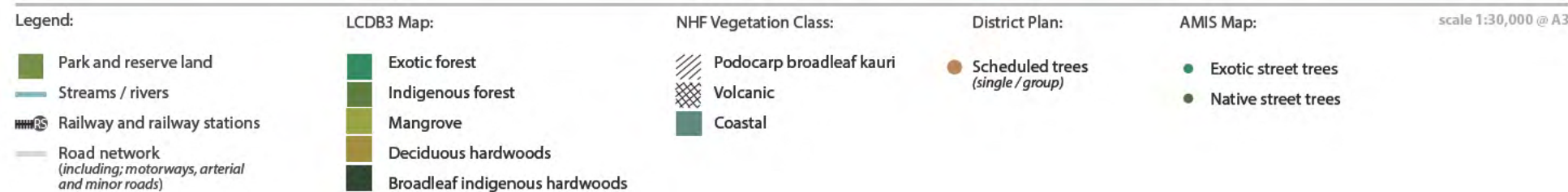
Existing vegetation classes within the Waitemata area include the following:

- Exotic forest
- Indigenous forest (native)
- Mangrove
- Broadleaf indigenous hardwoods
- Deciduous hardwoods
- Podocarp broadleaf kauri
- Volcanic
- Coastal

In general terms, tree cover predominantly flanks the road corridor, and intensifies within the parks and reserves. The AMIS database provides information about specific locations of street trees and their origin (native vs exotic). The majority of street tree planting in the study area is exotic, while some more recent native street tree planting also exists. The Auckland Domain and Western Springs / Meola Reef area offer the largest areas of existing tree cover.

There has been significant planting within the Waitemata area in recent years, which is not yet on the database, such as along the SH16 motorway corridor. Closer inspection is required at ground level to determine the vegetation class of these recently planted areas.

For amenity pedestrian/cyclist safety and ecological purposes, the proposed Greenways running through areas with little vegetation cover will benefit from a significant investment in planting.





Legend:

Streams / rivers	Pumiceous mud, sand and gravel	Lapilli tuff	Lava flow below mean sea level	Intertidal lenses of shells with quartz / feldspar sand
Railway and railway stations	Sandstone mudstone grit	Sand silt clay peat	Construction fill (clay / gravel)	Original Shore Line
Road network (including: motorways, arterial and minor roads)	Intertidal Mud and Harbour	Basanite	Land fill material	

scale 1:30,000 @ A3

The underlying geomorphology of the Waitemata area is heavily influenced by the volcanic history of Auckland. For the most part, alternating sandstone, mudstone and interbedded grit overlay a majority of Waitemata's volcanic foundations, with the exception of the Auckland Domain and Albert Park, where there areas of lapilli tuff surround a basanite and mix of sand, silt, clay and peat.

Predominant volcanic landscape features within Waitemata area include:

- Albert Park (Ranipuke)
- Auckland Domain (Pukekawa)
- Grafton Volcano / Outhwaite Park Scoria Cone
- Meola Reef (Te Tokaroa)

Volcanic features outside of the area which have contributed significantly to the geomorphological make up of the Waitemata area include the following:

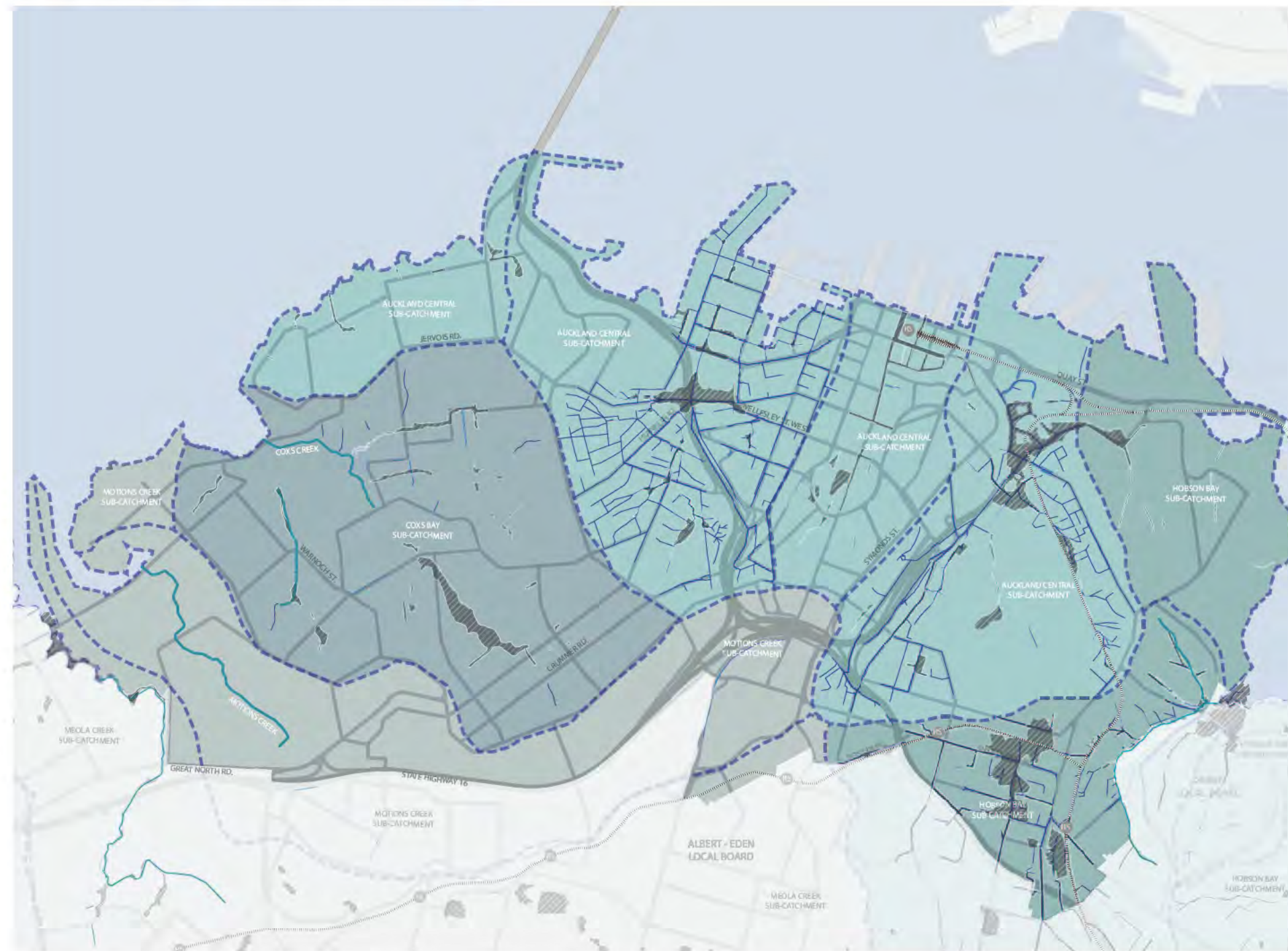
- Mt. Eden (Maungawhau)
- Big King
- Mt. St John (Te Kopuke)

There are a number of clay capped landfill sites in the Waitemata, including: Meola Reef, Seddon Fields and Cox's Bay. These areas now form valuable open space and park land, but there are restrictions placed on their development.

Areas of reclamation also exist, with the CBD waterfront area being the most the most extensive. Construction fill (mixed clay and gravels) make up this land area, which has been for the most part occupied by the marine and port industry. Reclamation came about in the 19th to early 20th centuries with the development of rail connections, and construction of motorways and the Harbour Bridge. The original shore line can be see on the adjacent map. There have been recent efforts to remediate the contamination as public usage of this area increases.

This map has been created with reference to 'Volcanoes of Auckland - the Essential Guide', the Auckland Council GIS Database and 'Auckland City Heritage Walks - Auckland's Original Shoreline' pamphlet.

A2.5 Natural drainage catchments and surface hydrology



Legend:

- | | | |
|---|--------------------------------|---|
| Streams / rivers | Auckland Central Sub Catchment | 100 year floodplain (from ARC) |
| Railway and railway stations | Cox's Bay Sub Catchment | Surface Water Channel Route (from AMIS) |
| Road network (including motorways and arterial roads) | Motions Creek Sub Catchment | Overland flowpath (from District Plan) |
| Catchment Boundaries | Hobson Bay Sub Catchment | |

scale 1:30,000 @ A3

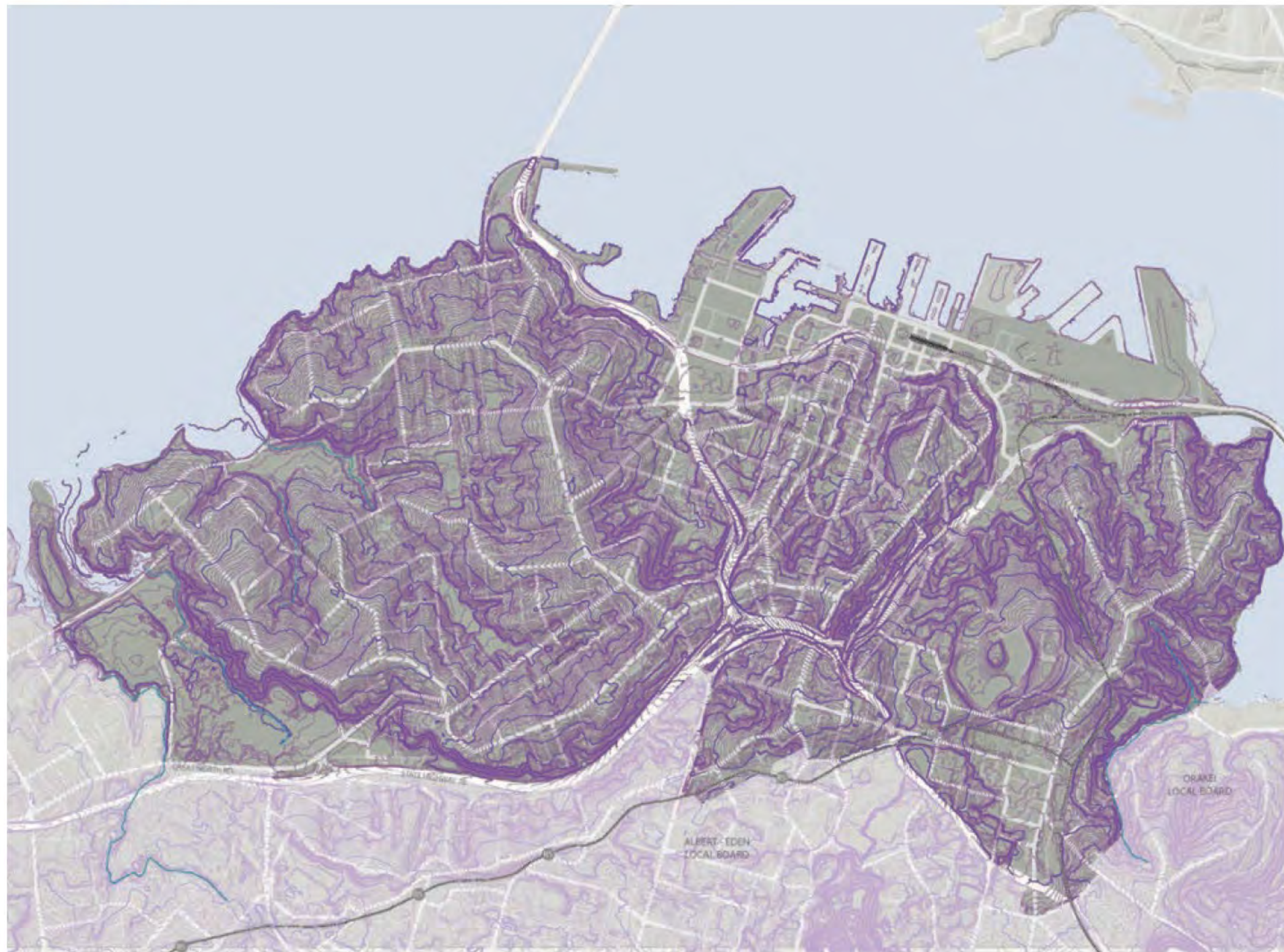
This map shows stormwater sub-catchments, the 100 year flood plain and overland flow paths. Many of the streams and tributaries of Waitemata sub-catchments have been significantly modified - either straightened, lined or piped. The Waitemata Local Board are working towards rehabilitating streams through "daylighting". The Waipapa Stream in Parnell and Edgars Stream in Grey Lynn are two streams mentioned in the 2011 Local Board Plan. Watercare are a key council controlled organisation responsible for drinking water and wastewater services.

Key Aspirations of the 2011 Local Board Plan in relation to water quality are:

- ensuring clean water, free from pollutants such as road run-off, sewage, litter and pathogens including botulism.
- encouraging Watercare to complete stormwater and wastewater catchment studies to help identify the best ways to improve the water quality in our streams and beaches
- encourage swales (natural filtration systems), earth sinks, green roofs, green walls, grey water tanks and tree planting around streams to improve water quality in the Waitemata area.

These goals can be achieved through the implementation of Low Impact Design (LID) stormwater management, to detain peak flows and reduce contaminant runoff into local water bodies.

Stormwater Catchment Management Plans (SWCMPs) have also identified opportunities for stream restoration and enhanced public access. SWCMPs should be referred to when delivering each individual portion of the Greenways plan, and where possible, projects should be integrated. Other opportunities for integration with the stormwater team exist where LID measures can be used to reduce known flooding hazards.



Legend:

- Streams / rivers
- Contours at 1m intervals
- Railway and railway stations
- Contours at 10m intervals

scale 1:30,000 @ A3

The adjacent map shows the topography of the Waitemata Board area. Contours run from sea level along the coast to the highest points around the Grafton area, and bordering the Albert Eden Board area, where contours climb towards Mt Eden.

From a Greenways perspective, the undulating topography of Waitemata presents challenges, as some gradients may not be suitable for all ages and physical abilities. There are a number of valleys and ridges, which present a substantial physical challenge to beginner cyclists, wheelchair users and some walkers. Wherever possible, the routes have been selected to minimise vertical climb, and are oriented along cross slopes or within valleys.

Major arterial routes such as Karangahape Road, Ponsonby Road and parts of Great North Road present a challenge in greenway route planning as they offer ideal connections with flatter gradients, and therefore provide a physically 'easier' route, however they conflict with the Greenways criteria of selecting calmer streets for safety and amenity reasons.

In terms of the proposed greenway routes, further investigation is required in places at a detailed stage to determine the feasibility of providing cycle access. There will be walking-only tracks where cycling is deemed to be unachievable.

A3 Connecting commuters, transport nodes, town centres and schools

A3.1 Road hierarchy



Legend:

- | | |
|--|--|
|  Park and reserve land |  Motorway |
|  Streams / rivers |  Major, Medium and Arterial Roads |
|  Railway and railway stations |  Minor Roads |

scale 1:30,000 @ A3

Existing road hierarchy has been considered when determining the Greenways routes, in order to create safe, desirable and high-amenity environments, encouraging use by as many Aucklanders as possible.

Major and arterial roads are typically busy roads that provide for a range of transport types, including cars, buses and trucks. Careful consideration needs to be taken where the green links network intersects or runs along these roads, to ensure desirable/safe routes are formed, and Greenways generally avoid these routes.

Minor or local roads are slower speed environments with lower traffic flows and typically provide more desirable Greenway connections. While these tend to be prioritised when planning Greenway routes, careful consideration at the design stage will still be required in order to ensure adequate passive surveillance and motorist awareness of pedestrians, cyclists and recreational users.

The road hierarchy also affects potential for street 'greening' initiatives to support the green links network. Methods for providing safe crossing points will also be affected by the road hierarchy - for instance, un-signalised crossings are unlikely to be permitted on arterial roads.

A3.2 Public transport



Existing public transport routes are illustrated on the adjacent map, showing that the city centre is relatively well served by ferry, bus and train services. The port and lower CBD area in particular is well served by ferry, bus and train operations with Britomart acting as the CBD's central transport hub. Currently, commuters in the upper CBD areas, such as Ponsonby, are linked by bus to Britomart Station and the ferry terminal, however these areas will benefit greatly from the proposed City Rail Link.

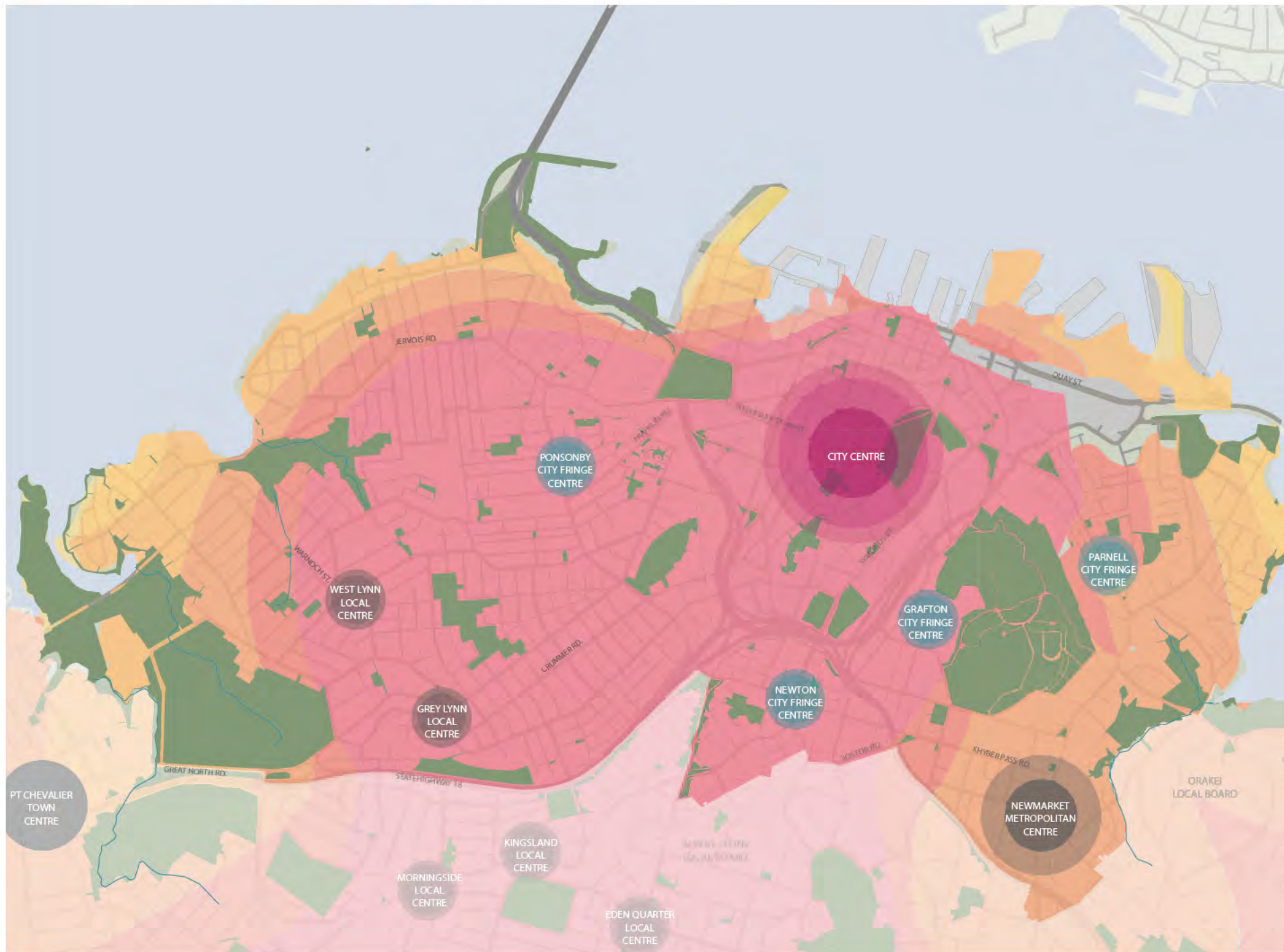
In planning the greenways routes, train stations in particular were taken into account as these are less regularly distributed than bus stops, and have potential to bring visitors into the area on 'day trips', to walk the greenways network - particularly the more scenic coastal routes. Bus routes were also taken into consideration, as these offer less potential for creating 'slow speed' Greenways street environments, and offer more risk to cyclists. On-road Greenways were therefore avoided wherever possible, although links to bus stops have been considered.

Legend:

- Park and reserve land
- Streams / rivers
- Road network (including: motorways, arterial and minor roads)
- Public railway service
- RS Railway Stations
- BT Bus terminal (major connections)
- FS New Rail Stations
- Bus routes (stops not shown)
- City Rail Link (proposed)
- Ferry routes
- F Ferry terminal

scale 1:30,000 @ A3

A3.3 Built environment - population density and growth centres



Legend:

- Park and reserve land
- Streams / rivers
- Population density:
- ▾ Low Density to High Density based (indicative only)

Auckland's Network of Urban Centres

- City Centre
- Metropolitan centre
- Town centre
- City fringe centre
- Local centre

scale 1:30,000 @ A3



This map, sourced from the Auckland Plan 2012, shows the classification of town centres in the area, along with population densities based on the 2006 Census meshblock data.

Population density is important in Greenways planning as it shows where potential users will be coming from, and it is logical to focus efforts in these areas (in addition to providing strategic regional connections, which are not as influenced by proximity to housing).

In general, as a city intensifies, residential section sizes become smaller, and residents require recreation facilities beyond their backyard. While this can be perceived as a negative impact of intensification, if well planned, these public open spaces can actually build communities by providing locations and facilities where people from different communities can come together and meet.

This map also illustrates the relative significance of the various town centres within the Waitemata area.

A3.4 Schools and community facilities



This map shows community facilities in the Waitemata Local Board area, including community halls, places of worship, community centres, libraries, swimming pools, recreation facilities and Maraes.

Schools and community facilities are critical points in the Greenways plan, providing both an opportunity to create connections via easements, while also providing destinations in their own right. These facilities are visited on a frequent basis, and providing safer, higher amenity and more accessible connections has great potential to reduce reliance on private vehicles.

Proposed connections to schools may be influenced by existing 'walking school bus' routes (these are featured on Map A4.2). Auckland Transport makes funding available for walking school bus routes, and it is possible that some connections could be supplemented by this funding stream.

Any easement proposal within the boundaries of a community facility would need to be firstly consulted with the landowner or leaseholder, and needs to be carefully considered to ensure the safety of students/facility users, and minimise any risk of property damage. Some accesses may need to be limited to certain times of day for these reasons.

Legend:

- Park and reserve land
- Primary Schools (Years 1 - 6)
- Tertiary Institutions
- Streams / rivers
- Full Primary (Years 1 - 8)
- Places of Worship
- Railway and railway stations
- Intermediate Schools (Years 7 - 8)
- ch Community Halls
- Secondary Schools (Years 7 - 15)
- C Community Centres
- Secondary Schools (Years 9 - 15)
- L Libraries
- Composite Schools (Years 1 - 15)
- M Marae

scale 1:30,000 @ A3

A3.5 Community groups



Legend:

- Park and reserve land
- EcoCare Groups
- Wai Care Sites
- Environment Initiative Fund (EIF)
- Streams / rivers
- Railway and railway stations
- Road network (including; motorways, arterial and minor roads)

scale 1:30,000 @ A3

This map shows community groups listed on Auckland Council's GIS database. In terms of relevance to Greenways plans, these groups can be viewed as stakeholders, or interested parties. Their level of interest depends on the cause of the group and their location within the area. By connecting with these groups throughout the consultation phase of the Greenways Plan, the Local Board can gain insight to specific areas.

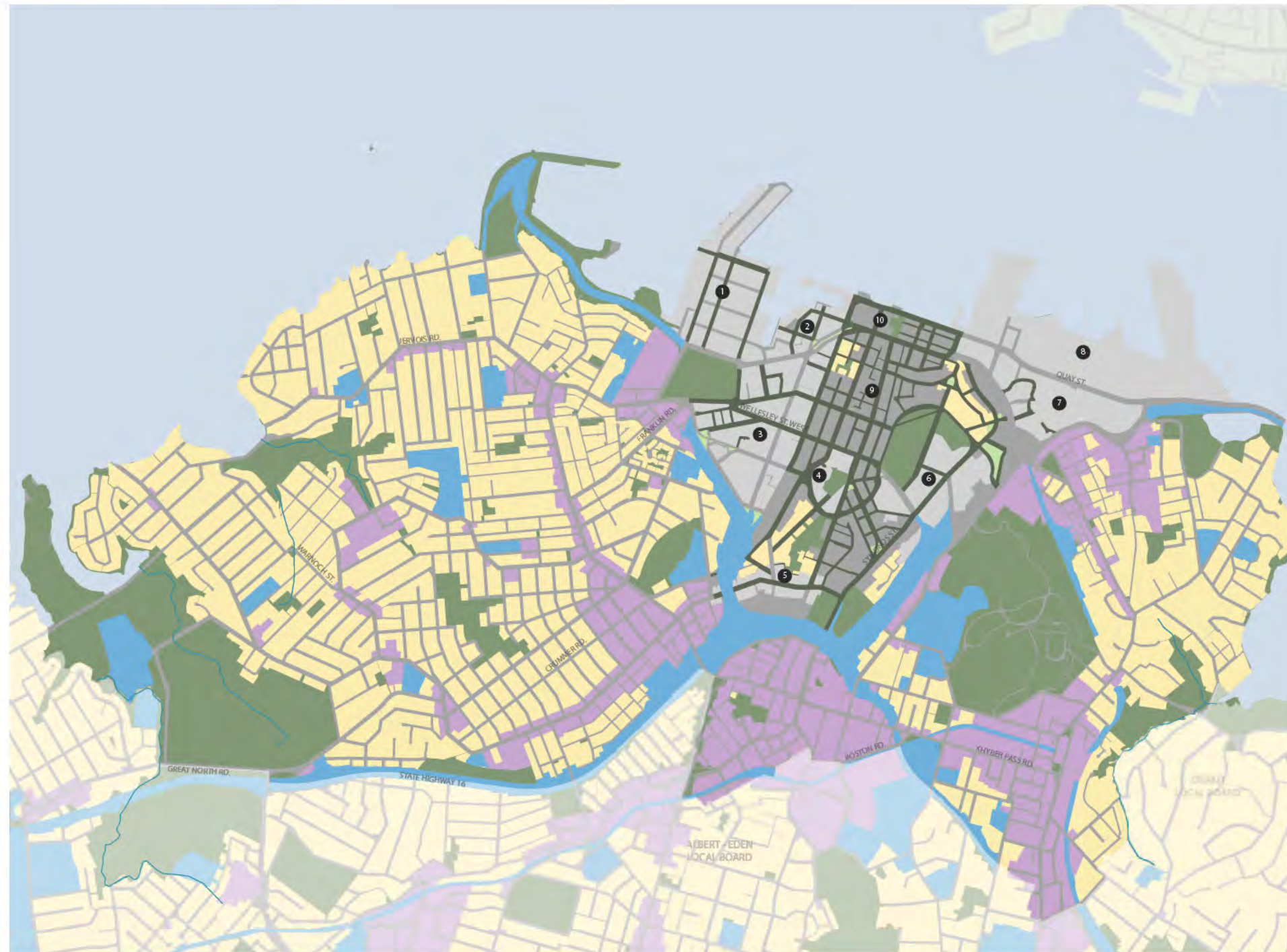
'EcoCare Groups' is a Council GIS layer encompassing collectives from the following categories;

- climate / energy and transport
- coastcare
- cultural heritage
- Enviroschools
- natural heritage
- Pacific and ethnic groups
- parks and tree care groups
- local areas (eg Motions Creek Group)

Wai Care is an organisation that monitors water quality generally and provides education and action plans for community groups. Data is collected from other environmental groups, Auckland Council, universities, and government agencies such as Landcare Research and the Department of Conservation.

The Environment Initiative Fund (EIF) offers support to individuals and groups to improve and care for the region's natural, cultural and physical environments. Examples include:

- worm farming and school waste projects
- restoration of cultural heritage buildings
- native forest restoration
- edible garden projects
- plant and animal pest control



This map shows Auckland Council District Plan Zoning, which will be superseded by the Unitary Plan in the future. The areas are summarised as:

Business Zone: Relates to commercial and industrial activities, including retailing, servicing, offices, warehousing, manufacturing and research orientated activities.

Residential Zone: Is the largest land use, and relates to areas that are predominately but not exclusively used for residential activity.

Open Space Zone: Relates to a range of open space used for recreation activities, and conservation and visual purposes, and applies to both public and privately-owned land.

Special Purpose Zone: Relates to sites or areas that require special treatment and are of particular consequence to the communities well-being, health and safety but do not conform to the provisions of the standard zones.

CBD Precincts: The CBD Precinct from the District Plan are sectioned into 'Precincts and Quarters', each with a different set of conditions and regulations in terms of planning outcomes. These areas have been referred to in the current City Centre Master Plan (CCMP), although some of the names have been altered to reflect the current state of the city infrastructure and built environment. The map below from the CCMP illustrates this.

- 01 Aotea Quarter
- 02 Victoria Quarter
- 03 Learning Quarter
- 04 The Engine Room
- 05 Karangahape Road
- 06 Quay Park
- 07 Newton
- 08 The Waterfront



Legend:

- Park and reserve land
- Streams / rivers
- Road network (including; motorways, arterial and minor roads)

Auckland City Council District Plan Zoning:

- Business
- Residential
- Special purpose
- CBD precincts
- Public Open Space 1
- Public Open Space 2
- Public Open Space 3

CBD Precincts and Quarters:

- 1 Wynyard Quarter
- 2 Viaduct Harbour
- 3 Victoria Quarter
- 4 Aotea Precinct
- 5 K Road Precinct
- 6 Tertiary Education
- 7 Quay Park
- 8 Port
- 9 Queen Street Valley
- 10 Britomart

scale 1:30,000 @ A3

A3.7 Land ownership



Legend:

- Streams / rivers
- Railway and railway stations
- Road network (including: motorways, arterial and minor roads)

District Plan Zoning:

- New Zealand Transport Authority Land (NZTA)
- Housing New Zealand Land (HNZ)
- Auckland Council and CCO owned properties (not including parks)

- Ministry of Education owned properties
- Open Space (not all Council owned)

scale 1:30,000 @ A3



This map provides details of land within the Waiemata Local Board area that is in some form in public ownership. This information is of key importance, as connections on publicly-owned land are more readily achieved than those on privately-owned property.

Five different public ownership types exist within the study area:

Auckland Council Land, Zoned Open Space: No access arrangements required to improve connections, although resource consent may be required, dependent on the proposal.

Auckland Council and CCO owned properties: This land may be available for Greenway connections, dependent on the current or proposed usage of the site.

Ministry of Education land: Educational institutions generally feature large areas of open space, and discussions may be held regarding public use and/or connection easements over this land.

New Zealand Transport Authority land (NZTA): NZTA holds land adjacent the motorways. Connection such as the Grafton Gully Cycleway have come from NZTA land designations, and there is potential for further connections along other motorway connections.

Additionally, **Housing New Zealand (HNZ) land** exists (not mapped). In areas where there is a cluster of HNZ properties, discussions may be held regarding redevelopment of housing stock, and the redistribution of public open space to a layout which suits both housing and recreational purposes better.

A4 Connecting communities

A4.1 Cycle routes



Legend:

- Park and reserve land
- Streams / rivers
- Railway and railway stations
- Road network (including; motorways, arterial and minor roads)

Auckland Cycle Network (ACN):

- Feeder
- Connectors
- Highways
- Highways 2030

Great Urban Rides:

- Waitemata Harbour Loop
- Ponsonby Heritage Loop
- Maungawhau Volcanic Ride

scale 1:30,000 @ A3

This map combines the draft Auckland Cycle Network (ACN), and Auckland's 'Great Urban Rides'. Great Urban Rides are unmarked cycle routes which have been developed as part of the New Zealand Cycleway Project. Auckland Council's Transport Committee has endorsed the project, and funding has been set aside to deliver the signage.

The routes which enter the Waitemata Local Board area include:

- The Waitemata Harbour Loop
- The Ponsonby Heritage Loop
- Maungawhau Volcanic Ride

The draft ACN is based on the Regional Cycle Network (RCN), developed by the former Auckland Regional Transport Authority in conjunction with former legacy Auckland councils and the NZTA. The draft ACN is driven by the Auckland Plan growth projections and the Auckland Integrated Transport Plan 'One Network' approach, both of which share an estimated completion date of 2040.

The draft ACN (shown on the adjoining map) is broken into three types of cycleways:

- Cycle highways
- Connectors
- Feeders

'Cycle highways' offer the highest level of service to the cyclist, in that they are dedicated connections, continuous, direct and traffic free. They would exist along motorway or railway corridors. 'Connectors' follow arterial routes, and are designed to connect people quickly and directly to key destinations and public transport nodes. They are 'on road' connections. A number of these exist already, many in shared bus lanes, such as those along Great North Road.

'Feeders' are local neighbourhood connections. These may include and/or double up with Greenways routes. 'Feeder routes' are intended to connect open spaces /parks, and like Greenways, are likely to follow quieter streets.

Within internal officer workshops for the development of the Greenways, Auckland Transport has expressed an interest adjusting their 'feeder' routes to align with those routes chosen in the Greenways plans.

A4.2 Walking routes



This map shows existing walking routes within the Waitemata area. The intent of the Greenways plans in this area will be to overlap with (or connect to) these established walking routes wherever possible.

Walking School Bus (WSB) routes have been developed by Auckland Transport, to provide a safe and healthy environment for children to walk to and from school along quiet streets, under the supervision of an adult.

The remainder of the map information has been compiled from Auckland Council and Auckland Transport GIS, and also transcribed from a number of 'Auckland Council Heritage Walk' pamphlets, and the Auckland Heritage Festival 2012, 'Tours and Walks' brochure. Twelve sites from the 'Tours and Walks' brochure have been highlighted on the map.

Many of the heritage walks have been surveyed and put forward by community groups. There are a number of these walks within the study area, and they traverse many of the most significant natural, cultural and built heritage areas to be found locally.

Legend:

- Park and reserve land
- Streams / rivers
- Railway and railways stations
- Road network (including; motorways, arterial and minor roads)
- Existing walkways (through park and reserve land)
- - - Coast To Coast Walkway (CBD to Onehunga. Forms part of the Te Araroa)
- Schools and universities
- - - 'Walking school bus' routes

Sites for Walking Tours:

- 1 Grey Lynn
- 2 Ponsonby Road
- 3 Karangahape Road
- 4 Original foreshore
- 5 Wynyard Quarter
- 6 Britomart
- 7 Quay Street
- 8 Judges Bay
- 9 Parnell: Streams and Gullies
- 10 Auckland Domain
- 11 Grafton
- 12 Mt. Eden

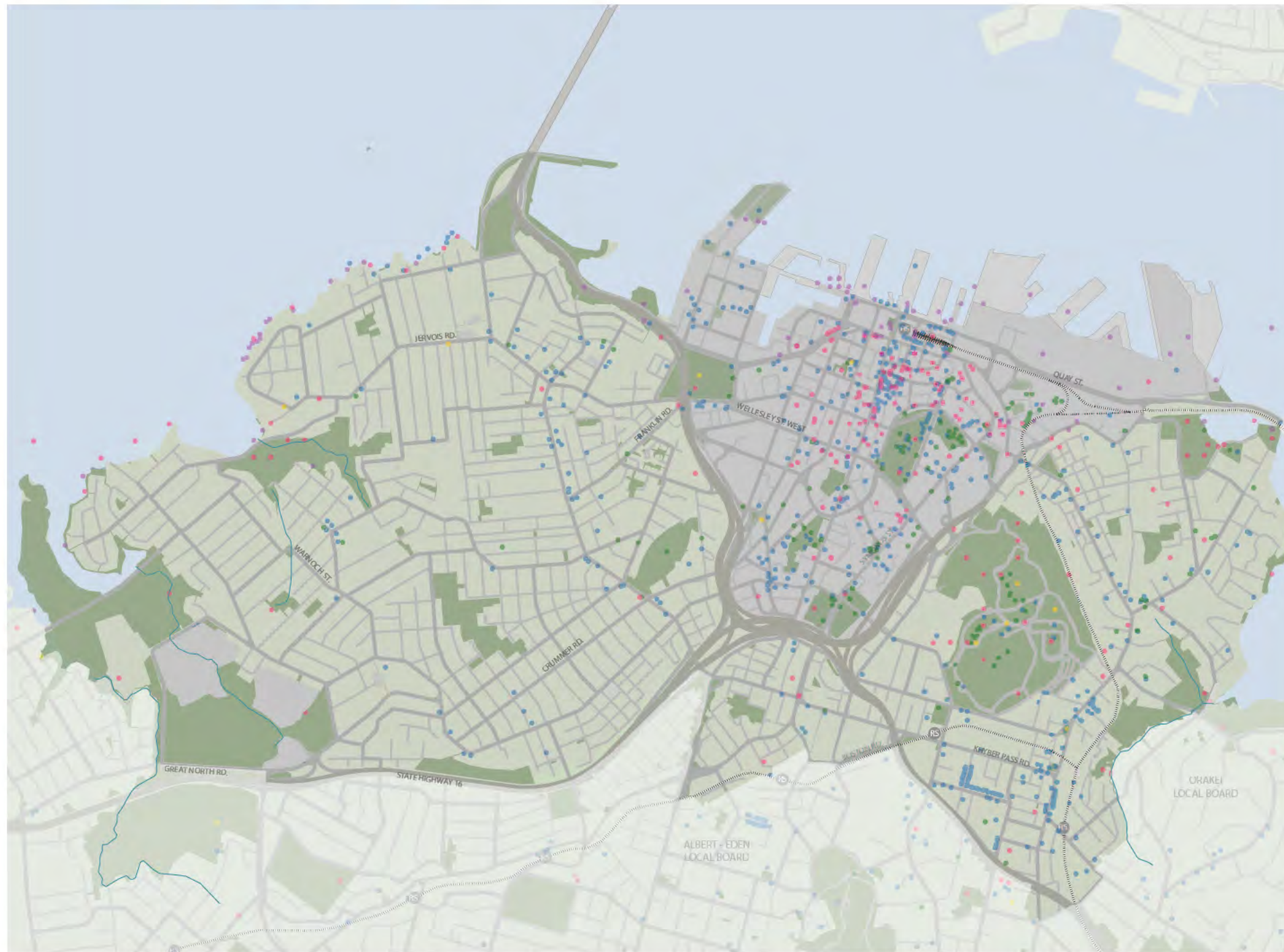
Auckland Council Heritage Walks:

- Downtown
- Midtown
- Uptown

scale 1:30,000 @ A3



A4.3 Cultural Heritage Inventory and historical sites



This map shows sites that have been identified for their cultural heritage value. The Auckland Council GIS database has a Cultural Heritage Inventory (CHI) layer, that was created by the former Auckland Regional Council. The CHI was established to promote sustainable management of cultural heritage by providing easy access to cultural heritage information and should be used as a resource when developing the network.

CHI sites are classified as follows:

- Archaeological Sites recorded under the New Zealand Archaeological Site Recording Scheme (e.g. midden, pa sites)
- Historic Botanical Sites (e.g. specimen trees in parks)
- Built Heritage Sites (typically early European buildings)
- Maritime Sites (e.g. shipwrecks, wharfs, boatsheds)
- Reported Historic Sites (e.g. known locations of battles)

Legend:

- Park and reserve land
- Streams / rivers
- Railway and railway stations
- Road network (including; motorways, arterial and minor roads)

CHI Sites:

- Archaeological Site
- Historic Botanical Site
- Historic Structure
- Maritime Site
- Reported Historic Site

scale 1:30,000 @ A3