I hereby give notice that an ordinary meeting of the Devonport-Takapuna Local Board will be held on:

**Date:** Tuesday, 19 November 2019  
**Time:** 2:00pm  
**Meeting Room:** Devonport-Takapuna Local Board Office  
**Venue:** 1 The Strand  
Takapuna

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Devonport-Takapuna Local Board  
OPEN ADDENDUM AGENDA

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**MEMBERSHIP**

Chairperson  
Aidan Bennett  
Deputy Chairperson  
George Wood, CNZM  
Members  
Trish Deans  
Ruth Jackson  
Jan O’Connor, QSM  
Toni van Tonder

(Quorum 3 members)

Rhiannon Foulstone-Guinness  
Democracy Advisor  

15 November 2019

Contact Telephone: 021 815 313  
Email: rhiannon.guinness@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
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Te take mō te pūrongo
Purpose of the report

1. An opportunity is provided for the members of the Devonport-Takapuna Local Board to provide updates on the projects and issues they have been involved in since the October 2019 Inaugural Meeting.

Ngā tūtohunga
Recommendation/s

That the Devonport-Takapuna Local Board:

a) receive and thank members T Deans for her written report

Ngā tāpirihanga
Attachments

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<td>Member T Deans Report - November 2019</td>
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Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Rhiannon Foulstone-Guinness - Democracy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Eric Perry - Relationship Manager</td>
</tr>
</tbody>
</table>
Trish Deans member report – November 2019

Report Period: From 28/10/2019 – To 14/11/2019

The Patuone Walkway Reserve Takapuna

I wish to raise the following concerns:
While there is a need to address the renewal and upgrade issues for the Patuone Walkway open space area, the upgrade must also be cognizant and have great awareness of current best practice in a designated ‘Significant Ecological Area.’ The removal of mangroves, the impact of significant adverse effects on indigenous biodiversity and the removal of between 12-20 mature (6-8m tall) Karaka trees is a more than minor activity. The SEA status reflects that the area is a ‘Matters of National Importance’ under s86 of the RMA. The mangroves provide a significant habitat to a number of native bird species, including the banded rail which are an ‘at risk-declining’ species and are known to inhabit this area. The work to be completed will include the construction of a wooden bridge through a mangrove area, the laying of a concrete path abutting the water’s edge and increasing the width of the upper walkway, these actions will have a significant adverse effect and will have a long-term impact on this environment. The Devonport Takapuna Local Board has not been informed of these impacts.

Background to the Significant Ecological Areas Overlay:
The RMA has an overriding purpose to promote the sustainable management of natural and physical resources, avoiding, remedying or mitigating any adverse effects of activities on the environment.” The Devonport Takapuna Local Board must meet its statutory obligations and responsibilities under the provisions of the RMA and its recognition of the importance of the Shoal Bay SEA area.
The importance of the SEA area is described as, “The coastal vegetation is an outstanding example of a saline community, and includes ecotone sequences from mangroves to saltmarsh/salt meadow to raupo wetlands…” (UP Schedule 4)
Unitary Plan Schedule describes Shoal Bay inclusive of Upper Shoal Bay, as SEA-M2. The Shell Banks supporting this extensive area are scheduled SEA-M1 D8 Significant Ecological Areas Overlay (UP) – “avoid adverse effects on indigenous biodiversity in the coastal environment.”
The purpose of these overarching policies that are the mainstay of the RMA and UP policies are to ensure the Shoal Bays are guaranteed that the coastal and marine environment is protected from adverse effects.
These natural ecosystems contribute to the character and identity of Auckland, they contribute to improved water quality, yet often these SEA areas suffer from on-going degradation. The proposed changes to the Walkway and its coastal environment will result in a degradation of the area.

The Patuone Reserve is primarily a conservation area and all plans to upgrade the access and paths must include strong Conservation objectives and methodology. A detailed plan for the integrated management of natural resources within the Patuone Reserve area must be established. This approach is missing from the Patuone Reserve Walkway and Cycleway Project.
The following questions must be addressed:

Does the current approved plan for Patuone Walkway meet the National Standards applied by the Coastal Protection Zone? Are we meeting the statutory requirements of Policy 6? Can Patuone Walkway be described as a marginal strip?

This issue has not been addressed. Marginal strips are strips of land adjoining the coast, larger than eight hectares in area, and greater than three metres in width. Marginal strips are administered by the Department of Conservation (DOC). Aug 2019.

Is the Devonport Takapuna Local Board meeting the requirements to restore, create and connect healthy habitats inclusive of the Hauraki Gulf Island and Waitakere Ranges? The Devonport Takapuna Local Board is a signatory to the North West Link initiative.

The Patuone Reserve Area is primarily a conservation area and has the following significant features of a natural ecosystem:

The Patuone Reserve walkway extends from Auburn Street in Takapuna to Esmonde Road. There is a steep walkway access point at Greydene Place off Barry’s Point Rd.

- The Patuone Reserve borders the Upper Shoa Bay inlet that flows beneath Esmonde Rd.
- It is tree-lined with mature Pohutukawa & Rata species present. At the Auburn Street entrance there are mature Karaka trees and number of significant mature Kohokohoe trees that are a species particular to this area. A significant and large Kahikatea is also present.
- Local volunteers look after a bait line through this reserve to protect this wildlife rich tidal mangrove habitat and to support the North West Wild-link.
- Banded Rail have been recorded here by Council Biodiversity staff, they are an endangered bird species and only exist in mangrove environments, they now exist only in mangrove environments from Auckland and North of Auckland. They have also been recorded as inhabiting the Warehouse car park area.
- Shoa Bay is designated as an SSWI (A Site of Significant Wildlife Interest).

The Proposed Plans
http://infocouncil.aucklandcouncil.govt.nz/Open/2019/08/DT_20190820_AGN_7356_AT.PDF

The proposed upgrading options of this walkway to a shared walkway/cycleway and whatever vehicle way, as proposed by Takapuna Devonport Local Board raises concern

The Concerns

The Walkway becomes a transport link

- Proposed upgrading of this quiet walkway to a busy transport link.
- Shared pathways between cyclists and walkers are not ideal

Currently:

- Patuone Reserve can be compared to Tuft Crater which is characterized by a slow-paced environment and an area respectful of wild life, and the North West link.
- The reserve is a quiet walking area, it’s a natural ecosystem, it contributes to the character and identity of Auckland, it contributes to improved water quality of the wider area. This ecosystem needs protection form adverse effects

Proposed 2.5 Boardwalk and Pathway

- The Local Board’s proposal of a 2.5 walking/cycle path must be kept to this width and not expanded. The proposal intends to increase the walkway to 3 meters in the future. The 2.5 path will require the removal of an unspecified number of trees and will allow for supporting stilts to be placed through tree roots. This contradicts the Local Boards commitment to the SEA policies and support of the North-West link.
As a walkway it will provide an important link to Akoranga Bus Station, the proposed Sea Path and SkyPath, it should also become a walking path connection to the proposed Francis Street development. The proposed cycle route is not needed as the preferred option for the cyclists will become Fred Thomas Drive. Bike Auckland is aware that Patuone Walkway is not a primary link for cyclists.

**Does concrete really have a place on a Greenway?**
- Concrete is an impervious surface and contribute to run-off, unsuitable for a conservation area.

**There is a better alternative: Split Cycleway and Walkway:**
In 2010 a report commissioned for this area for storm water & pathway upgrade by Boffa Miskell who suggested a split cycle and walkway to negotiate this pinch point area of the now proposed bridge across the mangroves.
This Boffa Miskell 2010 report suggests an upper path for cyclists, avoiding the pinch points that cause problems when cyclists and walkers share the same space. This avoids the need for the construction of a bridge over the mangroves and the intrusion into the sensitive mangrove area.

A zig zag fence at the intersection of the two paths would ensure the split between cyclists and pedestrians occurred.

The upper path for cyclists does not require the removal of trees in the lower or upper areas.

This would also allow for the path to remain at 1.5m for the section allocated to the walkers.

In conclusion:
It is important for the Devonport Takapuna Local Board to establish its reputation as a well informed and conversant group of representatives of its local community. This Local Board will need to find sound answers to many challenging environmental issues and it is imperative that we meet the standards for addressing environmental issues. The Patuone Walkway proposed plans needs to be revisited as currently the outcome is being challenged by Forest and Bird and affected local residents. Neither group respect or approve of these plans for Patuone, as they too see the lack of care and understanding that has produced a result that will have adverse results for a conservation area. The Devonport Takapuna is risking its credibility in managing stretches of coastline that are designated as Significant Ecological Areas. The Devonport Takapuna at the very least must propose and support that when this proposal becomes a notified application.

Attachments

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<tr>
<td>A</td>
<td>AUP Shoal Marine 1 &amp; 2 Overlays &amp; Terrestrial</td>
</tr>
<tr>
<td>B</td>
<td>Devonport-Takapuna Local Board agenda report August 2019 – Patuone Board Walk</td>
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Signatories

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<tbody>
<tr>
<td>Author</td>
<td>Member Trish Deans, Devonport-Takapuna Local Board</td>
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</table>
Patuone Boardwalk
File No.: CP2019/13181

Te take mō te pūrongo
Purpose of the report

1. To seek approval for the concept design for the renewal and upgrade of the Patuone Reserve walkway.

Whakarāpopototanga matua
Executive summary

2. Auckland Council’s Community Facilities department is currently undertaking a renewal of the Patuone Reserve walkway, Takapuna, as part of the local board’s 2019/2020 Community Facilities work programme.

3. The walkway and its associated assets have been identified for renewal due to the:
   - degrading condition of the timber walkway, which is becoming a hazard and health and safety issue;
   - existing hoggin path is in poor condition; and
   - poor visual amenity and associated safety issues identified through Crime Prevention Through Environmental Design (CPTED) guidelines.

4. The scope of the renewal is to address the existing condition issues of the walkway and its associated assets.

5. During work programme discussions, the local board and staff also identified the opportunity to enhance the scope of the renewal so that it could significantly improve walking and cycling provision along the walkway (resolution number DT/2018/47).

6. Upgrading the Patuone Reserve walkway has been identified as a key project for the local board, and this is reflected in the following strategic documents:
   - 2017-2020 Devonport-Takapuna Local Board Plan: Improve connections from Esmonde Road to Auburn Reserve (page 17); and
   - Devonport-Takapuna Greenways Plan: route G8, Auburn and Patuone Reserves to Esmonde Road (page 33).

7. Please refer to Attachment B for extracts from relevant sections of the local board plan, and Greenways Plan.

8. Upgrading the walkway will also create a safe and accessible off-road alternative pedestrian and cycle route from central Takapuna to Esmonde and Barry’s Point roads. This upgraded walkway will also provide an important link to the:
   - Akoranga Bus Station;
   - proposed SeaPath and SkyPaths; and
   - local board’s proposed connection from Esmonde Road to Francis Street.

9. The local board supported the enhanced renewal to enable a 2.5 metre boardwalk for improved walking and cycling provision at Patuone Reserve, and at their August 2018 business meeting (resolution number DT/2018/144) allocated the following:
   - $877,406 from the board’s locally driven initiatives (LDI) capital fund; and
   - $122,594 from the Auckland Transport Local Board Transport Capital Fund (LBATCF).
10. The concept design outlines the realignment and improvement to adjacent ecology to meet the recommendations set out in the Greenways Plan.

11. Following further design work, two potential route options and their respective costings have been developed. The design was prepared to assess the options for the shared cycle and pedestrian walkway. Safety in design principles, planning requirements and construction cost estimates were prepared.

12. The following image outlines the two route options: Option One in green and Option Two in blue below:

13. It is important to note that matters such as tree pruning, maintenance (i.e. rubbish and litter removal) and estuary restoration are outside the scope of the renewal. These matters can be addressed through working with council’s operational maintenance and volunteering teams.

Ngā tūtohunga
Recommendation/s

That the Devonport-Takapuna Local Board:

a) approve Option One: Part alignment across the mangroves $2,600,000, as it provides walkway users a different experience and is the most economical way to provide this link, as shown in the concept plan provided as Attachment A to the agenda report.
Horopaki Context

14. Auckland Council’s Community Facilities department is currently undertaking a renewal of the Patuone Reserve walkway, Takapuna, as part of the local board’s 2019/2020 Community Facilities work programme.

15. The walkway and its associated assets have been identified for renewal due to the:
   - degrading condition of the timber walkway, which is becoming a hazard and health and safety issue;
   - existing hogggin path is in poor condition; and
   - poor visual amenity and associated safety issues identified through Crime Prevention Through Environmental Design (CPTED) guidelines.

16. The scope of the renewal is to address the existing condition issues of the walkway and its associated assets.

17. During work programme discussions, the local board and staff also identified the opportunity to enhance the scope of the renewal so that it could significantly improve walking and cycling provision along the walkway.

18. Upgrading the Patuone Reserve walkway has been identified as a key project for the local board, and this is reflected in the following strategic documents:
   - 2017-2020 Devonport-Takapuna Local Board Plan: Improve connections from Esmonde Road to Auburn Reserve (page 17); and
   - Devonport-Takapuna Greenways Plan: route G8, Auburn and Patuone Reserves to Esmonde Road (page 33).

19. Upgrading the walkway will also create a safe and accessible off-road alternative pedestrian and cycle route from central Takapuna to Esmonde and Barry’s Point roads. This upgraded walkway will also provide an important link to the:
   - Akoranga Bus Station
   - Proposed SeaPath and SkyPaths; and
   - Local board’s proposed connection from Esmonde Road to Francis Street.

20. The local board supported the enhanced renewal to enable a 2.5 metre boardwalk for improved walking and cycling provision at Patuone Reserve, and at their August 2018 business meeting (resolution number DT/2018/144) allocated the following:
   - $877,406 from the locally driven initiatives (LDI) capital fund; and
   - $122,594 from the Auckland Transport Local Board Transport Capital Fund (LBTCF).

21. The concept design outlines the realignment and improvement to adjacent ecology to meet the recommendations set out in the Greenways Plan.

22. The budget for this project was approved in the Community Facilities 2019/2020 work programme, as adopted in June 2019.

Tātaritanga me ngā tohutohu
Analysis and advice

23. It is proposed that the walkway that runs through Patuone Reserve is widened to 2.5 metres to form a shared path from its starting point at Esmonde Road to the south of the site through to its exiting point to the north at Auburn Reserve. The realignment will utilise the existing topography and navigate its way through existing trees and vegetation whilst trying to minimise the need for tree removal.
24. A combination of concrete pathway and timber boardwalk will be used to form the walkway depending on the existing topography and ground conditions. The proposed walkway will not impact on the amenity of Patuone Reserve, nor detract other users from enjoying the area as a passive recreational experience.

25. The walkway improvement and suggested alignment will also provide the opportunity for the inclusion of two viewing areas to take advantage of the visual amenity of the site, and to provide the base for educational signage that relates to the surrounding environment.

26. Improvements to the two reserve access points from Esmonde Road and Auburn Street Reserve have also been proposed. This includes widening and formalisation of an entry point from Esmonde Road and the rearrangement of existing parking spaces along Auburn Street Reserve to provide a consistent 2.5m wide access route to the reserve’s northern entry from Auburn Street.

27. The walkway gradient will be a maximum of 8% which meets the requirements to provide all abilities access from Auburn Street Reserve through to Esmonde Road. The short feeder path from Greydene Place will be steeper at a maximum 23% due to site constraints.

28. Planting will also be improved throughout the site, with a strong focus on planting native species that support existing birdlife. Throughout the site, planting is proposed along the estuary edge and below existing trees to improve the existing environment, mitigate tree or shrub loss during construction and enhance the amenity value of the walkway.

29. The walkway improvement works will also provide opportunity for further improvements to existing storm water infrastructure, with the possible inclusion of gross pollutant traps to the north end of the site to reduce scouring and contamination, of the upper estuary. Existing storm water outlets will also be cleared of any contamination and overgrown and invasive species will be removed and replanted with suitable riparian planting. The inlets will also be lined with rip rap (rocks) to slow further contaminants from entering the estuary. Additional grass swales are also being proposed at the base of existing steep batters to reduce surface water run-off.

Route options

30. Following further design work, two potential route options and their respective costings have been developed. The report was prepared to assess the options for the shared cycle and pedestrian walkway. Safety in design principles, planning requirements and construction cost estimates were prepared.

31. The following table represents an overview of the options, benefits, impacts and implications:

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost to implement option</th>
<th>Benefits</th>
<th>Impacts and implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option one: Part alignment across the mangroves Depicted in green in the map below Recommended option</td>
<td>$2,800,000</td>
<td>Provides cost savings of $250,000 from Option 2 Offers walkway users a different experience for a section of the boardwalk across the mangroves Avoids the high ecological value sites along the foreshore Provides an accessible route as the boardwalk will be ramped down at a 1:12 gradient from Auburn Street Reserve end An ecological assessment supports this option therefore obtaining resource consent is not expected to be an issue</td>
<td>New alignment would require some mangroves to be removed to create boardwalk</td>
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</tbody>
</table>
Option | Cost to implement option | Benefits | Impacts and implications
--- | --- | --- | ---
Option two: Alignment along the foreshore Depicted in blue in the map below | $2,850,000 | - Follows the existing path alignment - Provides an accessible route as the boardwalk will be ramped down at a 1:12 gradient from Auburn Street Reserve end | Works will be undertaken on the foreshore in high valued ecological area Insufficient budget for this option

32. The following image outlines the two route options, option one in green and option two in blue below:

![Image of route options]

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

33. Community Facilities staff have also discussed the upgrade with both Bike North Shore and Bike Auckland, and they have informally supported the proposal.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

34. Local board views and preferences have been sought through a workshop 5 February 2019, and development of this project, and as part of the proposed recommendations in this report.

35. Local residents and visitors will benefit from the developed walkway as it will provide an improved level of service.

Tauākī whakaaweawe Māori
Māori impact statement

36. Engagement with mana whenua will be undertaken in the next phase of the project and will be required for resource consent.
Ngā ritenga ā-pūtea

Financial implications

37. A total budget of $2,767,406.76 has been approved, made up from:

<table>
<thead>
<tr>
<th>Financial Year</th>
<th>Capital Works Renewals</th>
<th>Locally Driven Initiatives</th>
<th>Auckland Transport Local Board Transport Capital Fund</th>
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<tbody>
<tr>
<td>2019 and prior</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>$100,000</td>
<td>$877,406</td>
<td>$122,594</td>
</tr>
<tr>
<td>2021</td>
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<td>2022</td>
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<tr>
<td>Total</td>
<td>$1,767,406.76</td>
<td>$877,406</td>
<td>$122,594</td>
</tr>
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</table>

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

38. Should the local board not support either option, this will subsequently delay and extend the timeframes to deliver the project.

39. The new path will be 2.5m wide, which is considered a minimum width for shared pedestrian and cycling pathway. There is potential this width will not be adequate for the number of users and will have to be retrospectively widened to accommodate numbers. The foundations can be designed to accommodate a 3m wide boardwalk that can be refitted in the future, to minimise the risk of the investment.

Ngā koringa ā-muri

Next steps

40. If the recommendation is supported by the local board, the project will be progressed through the detailed design, consultation and procurement phases to enable construction to commence in 2020.

41. The local community, neighbouring residents and owners will also be informed of the local board’s decision, and the proposed time frame for construction.

Ngā tāpirihanga

Attachments

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<td>Devonport-Takapuna Local Board Plan Extract</td>
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Patuone Boardwalk
Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Julie Crabb – Principal Project Manager Park Facilities</th>
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<tbody>
<tr>
<td>Authorisers</td>
<td>Rod Sheridan - General Manager Community Facilities</td>
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<td></td>
<td>Eric Perry - Relationship Manager</td>
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