Patuone Reserve Walkway Upgrade







Where is Patuone Reserve?



Seapath planned route



Seapath ends at Akoranga Drive



There are two main areas of concern with this upgrade plan:

- A Boardwalk will cut across mangroves in the middle of the walkway
- At the Takapuna end tree loss and habitat damage, we have now discovered will occur to allow this proposed upgrade.

The present boardwalk is in very poor condition, but what started as an upgrade discussion at Local Board level some years back, has now evolved into a 2.5 (possibly 3 metre upgrade) for future demand to meet the needs of a transport link with the 'mantra' of cycleways and e-vehicles.

On the AUP this reserve is designated as a Conservation Zone, and at the Takapuna end it is also designated as a Coastal Transition zone, but the intention is to create a transport link from Takapuna Centre to the proposed Seapath linking to Skypath over the harbour bridge. This is projected to be a very busy route for commuter and recreational usage.

The upgrade has never been discussed with the local community, except on the 20th August 2019 ,when local residents discovered that the Takapuna Devonport Board were discussing the options of signing off on a boardwalk/bridge option to cut a corner of the reserve as proposed by Auckland Council to create an interesting 'user experience'. A presentation by local environment concerned residents was made. Concern was also voiced about the amount of concrete that would be used in a so called 'Greenway'. An amendment to defer this decision by a board member was narrowl defeated by the chair using his extra vote.

What wasn't discussed on the 20th Aug 2019, and what we have since discovered, is that the apex of this inlet, the Takapuna end, will have a boardwalk pushed through to Como street (Auburn Reserve) requiring between 12 to 20 karaka trees to be destroyed.

This area is described in the book 'Auckland's Remarkable Urban Forest' by Mike Wilcox as a little rock forest with karaka, kohekohe and swamp maire. Kereru, tui, and banded rail inhabit this area, and Kaka have been recorded here. There is also a 100-200 year old kahikatea.

Volunteers have for several years been monitoring a bait line through this area as part of a North West Wild Link project ironically initially funded by the Local Board. This pest control is part of a coastal line extending around the coastal edge of Shoal Bay to Ngataringa Bay.

Philip Moll, Forest & Bird North Shore

Isthmus Group Plan 2018 showing existing path



Connection to key transport node as outlined within the Deverport-Takapuna Connector Plan

Patuone Walkway Site Plan November 2018



Site Plan & Long Section (Auckland Council)



Excerpts from discussion with the project manager, Auckland Council

 Is there any plan to remove existing trees to accommodate the widened walkway? If so, where?

- From the Arborist Report "The expectation is that up to 20 early mature karaka (height ≈ 6-8 m. DBH≈10-25 cm) will need to be removed to accommodate this.", but 12 trees are currently marked up to be removed at this stage.
- - What is the plan for cycling once out of the walkway onto Huron Street?
- Refer to attached plan. The path continues through Auburn Street Reserve, stopping at Huron Street.
- When will consents for this development be lodged and will they be notifiable?
- Consents are expected to be lodged in the next few weeks.

From Minutes of Devonport-Takapuna Local Board Meeting, 20 August 2019

- Resolution number DT/2019/136
- MOVED by Chairperson G Wood, seconded by Member M Sheehy:
- The Chairperson put the substantive motion.
- That the Devonport-Takapuna Local Board:
- a) approve Option One: Part alignment across the mangroves at a cost of
- \$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.
- CARRIED
- Note: Pursuant to Standing Order 1.8.6, Deputy Chairperson G Gillon, Member M Cohen
- and Member J O'Connor requested that their abstaining votes be recorded.

Option One - The approved pathway

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

