Kaipara te Oranganui

KAIPARA DISTRICT

Two Oceans Two Harbours

Kaipara District Council Briefing Agenda

Date:	Wednesday 03 June 2020
Time:	9:30 a.m.
Location:	Northern Wairoa War Memorial Hall 37 Hokianga Road, Dargaville
Elected Members:	His Worship the Mayor Dr Jason Smith Deputy Mayor Anna Curnow Councillor Victoria del la Varis-Woodcock Councillor Karen Joyce-Paki Councillor Jonathan Larsen Councillor Mark Vincent Councillor Peter Wethey Councillor David Wills Councillor Eryn Wilson-Collins

For any queries regarding this meeting please contact the Kaipara District Council on (09) 439 7059

KAIPARA DISTRICT

Kaipara te Oranganui • Two Oceans Two Harbours

Wednesday, 3 June, 2020
9:30 am
Conference Room, Northern Wairoa Memorial Hall, Dargaville

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Northland Transportation Alliance benefits assessment

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Calvin Thomas, NTA Manager**

Purpose/Ngā whāinga

To provide Elected Members with a summary of benefits identified and assessed as being achieved to date through the formation and operation of the Northland Transportation Alliance (NTA), noting that Northland Regional Council were not included within the original Business Case and are therefore excluded from this assessment.

Context/Horopaki

The primary deliverable benefits identified within the "Northland Transport Collaboration Opportunities" Business case of 2016 were:

- More engaged and capable work force delivering superior asset management
- Improved transport/customer outcomes, enabling investment and social opportunities
- Improved Regional strategy, planning and procurement
- Transport infrastructure is more affordable.

Aligning with the intent outlined within the Business Case, the assessed monetary benefits have resulted in the ability to improve and maximize the value of spend on the respective transport networks and do not equate to savings or reduction of overall transport budgets.

For the purposes of the benefits assessment exercise, and aligning with the original business case:

- Benefit analysis relates to the activities of the three district councils only
- The annual operating costs of the Shared Services Business Unit (SSBU) have been accounted for as an additional cost, negatively impacting on benefit achievement. (Note – does not include any additional "support services costs" provided by existing departments of individual Councils)
- Values of Savings and Costs quoted are "Total Costs" being the combination of Council Local Share and NZTA subsidy.

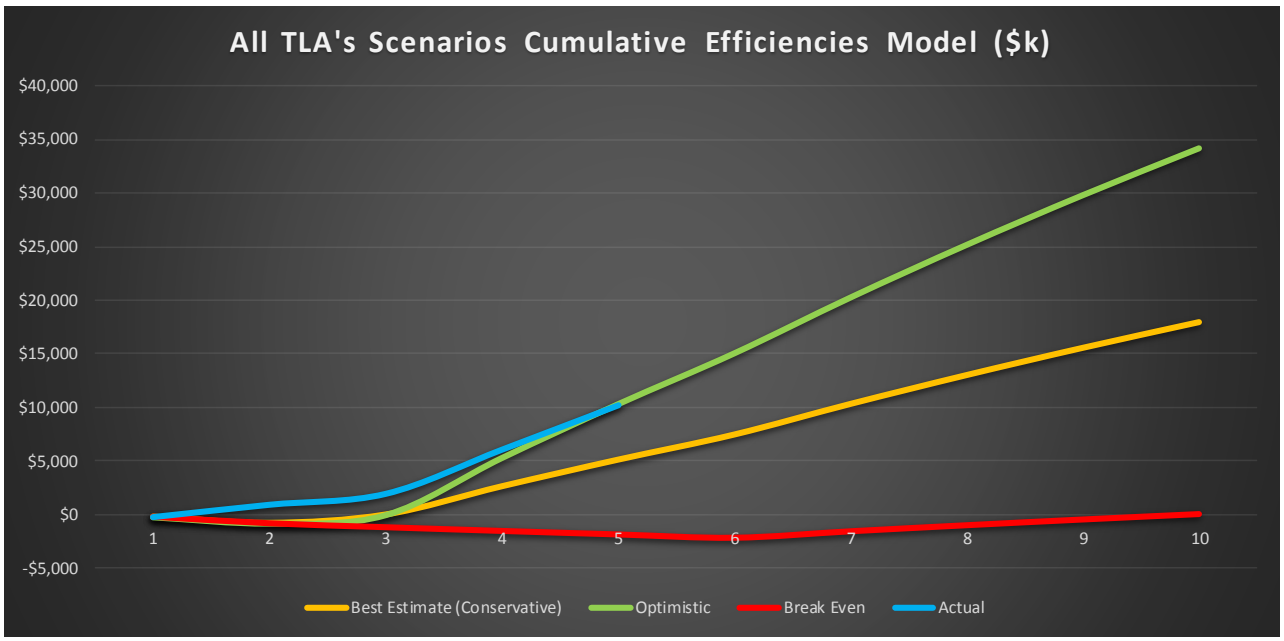
Discussion/Ngā kōrerorero

Summary

The completed assessment of benefits confirms the formation of the NTA has produced significant tangible and non-tangible Regional benefits to date, with an estimated circa $10M in cumulative savings being reinvested in Transportation activities across the three Northland districts in the four-year period from 1st July 2016 to 30th June 2020.

When compared with the 2019/20 projections contained within the Business Case, the calculated achieved benefits are approximately:

- Double the "All TLA's Best Estimate (conservative)".
- Equal to the "All TLA's Optimistic Case".



Analysis of these savings are further broken down within this paper to demonstrate the respective benefit achievement of standalone initiatives and the renewed Maintenance Contracts. The total summary by council is provided in Table 1.

Cummulative Benefit Summary	FNDC	KDC	WDC	Total
Non Maintenance Contract activities	-$575,035	$732,704	-$3,672,940	-$3,515,271
Maintenance Contract activities	$3,328,978	-$5,274,522	-$4,701,964	-$6,647,508
Total	**$2,753,943**	**-$4,541,818**	**-$8,374,904**	**-$10,162,779**

Table 1: Summarised cumulative benefits (1st July 2016 to 30th June 2020)

The assessment also confirms the realisation of several “non-tangible” benefits which are referenced within this paper.

The analysis has determined that the formation of the NTA has resulted in the achievement of significant and quantifiable monetary benefit at a regional level, noting that at present this is primarily driven by:

1. Savings associated with the ownership transfer to NZTA of Mangakahia Road
2. Changes in the calculated Maintenance Contract costs calculated at $/km
3. Annual operational costs introduced with the establishment of the SSBU
4. Developing area of savings through supplier & consultant discounting for regional project engagement (5-10% regional discounts being realised on common activities (e.g. footpath condition surveys, high speed data surveys, software licensing etc.) when awarded as a single contract across the Region.

As each of the first three items above are significant in value, the impact of a negative outcome in any of these for an individual Council is significant, and is summarised as follows:

- FNDC
  - Strong benefit realisation from combination of SSBU formation costs and non-Maintenance contract activity savings *negatively offset* by Maintenance contract cost increase *resulting in overall cumulative cost increase*.
  - Maintenance cost increase is primarily the result of the need to introduce a clearly defined, regionally consistent, higher level of Service Delivery expectations through the new inspection led, performance-based contract model, with clarified work specifications and certainty in increased levels of service.
- KDC
  - Negative benefit realisation from combination of SSBU formation costs and non-Maintenance contract activities *positively offset* by significant Maintenance contract savings *resulting in overall cumulative benefit realisation*.
- WDC
  - *Significant financial benefit realisation across all areas*.

Now the NTA is fully established and historic vacancies have been filled it is planned for further Regional initiatives to be initiated, the majority of which are expected to return on-going year-on-year benefits for all three Northland District Councils.

DETAILED ANALYSIS OF BENEFIT OPPORTUNITY AREAS

A. MORE ENGAGED AND CAPABLE WORK FORCE DELIVERING SUPERIOR ASSET MANAGEMENT

A.1. Development of engaged and capable work force

In early 2019 the NTA began the transition away from traditional roading department structures to a new functional based structure supporting the delivery of consistent transportation services to Northland. The structure is designed to support development opportunities for existing staff and ensures specialist technical skills are utilised across the entire Northland region.

Time sheet analysis (Table 2) of the first six months of the 2019/20 year show an average of 10% of total NTA staff time staff time is now being spent working on non-home council activities, with KDC and FNDC primarily benefiting through the utilisation of key WDC employed staff.

Total allocations - including Tier 2 Time				
District Councils - Inter Council Changing (6 Months - July 19 - Dec 19	**FNDC**	**KDC**	**WDC**	**Total**
Total Home Council Productive Hours	12,324.55	9,465.80	15,241.55	**37,031.90**
less Total Hours Credit (resource hours "sold" to other Councils)	- 531.50	- 1,100.44	- 2,161.65	**- 3,793.59**
Percentage of productive hours "sold" to other Councils	4.3%	11.6%	14.2%	
plus Total Hours Charged (utilising other Council's Resource)	1,510.14	1,416.45	867.00	**3,793.59**
Total Hours booked to Jobs	**13,303.19**	**9,781.81**	**13,946.90**	**37,031.90**
Percentage of Total job hours completed by other Council Staff	**11.4%**	**14.5%**	**6.2%**	**10.2%**

Table 2: Cross council TOTAL resource allocation summary (1st July 2019 to 31st December 2019)

Further analysis has been completed on the staff time allocation information for period of 1st July 2019 to 31st December 2019 to better understand the spread of operational resource time, i.e. with Tier 2 operational management time removed (Table 3).

This exercise has been completed to enable the provision of a true reflection of effort by operational staff and removes the "cross council charging anomaly" that results from the Capital Works and Procurement Manager (Greg Monteith) being employed by WDC but assigned as the key relationship manager for KDC. (Note – this Tier 2 role was originally intended to have KDC as the employing council)

Total allocations - excluding Tier 2 Time				
District Councils - Inter Council Changing (6 Months - July 19 - Dec 19	**FNDC**	**KDC**	**WDC**	**Total**
Total Home Council Productive Hours	11,871.55	9,465.80	14,188.05	35,525.40
less Total Hours Credit (resource hours "sold" to other Councils)	- 248.50	- 1,100.44	- 1,460.65	**- 2,809.59**
Percentage of productive hours "sold" to other Councils	2.1%	11.6%	10.3%	
plus Total Hours Charged (utilising other Council's Resource)	1,256.64	832.95	720.00	2,809.59
Total Hours booked to Jobs	**12,879.69**	**9,198.31**	**13,447.40**	**35,525.40**
Percentage of Total job hours completed by other Council Staff	**9.8%**	**9.1%**	**5.4%**	**7.9%**
Net productive hours over/under home Council resources	1,008.14	- 267.49	- 740.65	
Percentage of Net non-home council productive hours	**7.8%**	**-2.9%**	**-5.5%**	
Tier 2 Operational Management hours	**FNDC**	**KDC**	**WDC**	
Maintenance & Operations Manager (Aram Goes / FNDC)	453	136	147	
Capital Works & Procurement Manager (Greg Monteith / WDC)	176.5	413	293	
Strategy & Planning Manager (Jeff Devine / WDC)	77	34.5	760.5	

Table 3: Cross council OPERATIONAL resource allocation summary (1st July 2019 to 31st December 2019)

Removal of Tier 2 hours - Analysis Findings:

- At an operational level, FNDC is presently utilising the greatest percentage and total hours of other council operational resources to complete its works program.
- Both KDC and WDC allocate more of their own operational resources to other councils than they utilise in return.
- As expected, each of the Tier 2 Managers are spending a greater proportion of their time working for their assigned "relationship" council than the others.
- The reduced level of time booked to other Councils by the Strategy and Planning Manager is reflective of the historic vacancy of the WDC Asset Management Lead position, resulting in Jeff working at a more operational level than desired for the past 12 months. In the interim the regional support of Asset Management and Strategy has largely been covered by consultant resources, noting that with commencement of the newly recruited WDC Asset Management Lead on Monday 2nd March 2020 it is anticipated that Jeff Devine will fully transition into the more regionally focused role.

A.2. Recruitment

At the time of implementing the new structure (March 2019) 21 of the 64 identified NTA positions were vacant. Throughout 2019 significant recruitment activities were undertaken, with only one of the originally identified roles now remaining to be filled. The recruitment process enabled:

- Promotion of six existing staff into leadership roles
- External recruitment of 20 new staff, 15 of which have relocated to Northland from other parts of NZ or overseas.

Anecdotally, many external recruits stated they were attracted by the opportunity to work across the Region within the Alliance and would not likely have relocated for a single council position.

A.3. Delivering superior asset management

After finalisation of the 2018/21 Asset Management Plans NZTA completed a full audit and assessment of all submissions from across the country, with the result of this assessment ranking the WDC 2018/21 AMP as one of the top three in the country.

In addition to the assessment, NZTA identified required areas of improvement for each region that form the basis for development of the 2021/24 submissions. Utilising the original WDC 2018/21 plan as the base, the NTA Asset Management team are progressing completion of the identified improvement tasks to develop the 2021/24 submission. This submission will be in the form of a single Regional AMP document made up of:

- a single Regional Programme Business Case (defining the problem), and;
- the Detailed Business Case (specific funding requests for each Council's programme of works).

It is estimated that this will result in a saving of approximately $100k when compared with effort historically required to develop and submit individual Council AMP's.

B. IMPROVED TRANSPORT / CUSTOMER OUTCOMES

Analysis of Customer Interaction data (Period of 1st July -> 31 December) for each Council has identified a decrease across two of the three District Councils since the implementation of the new aligned Maintenance Contract Framework (1st July 2018).

1st July -> 31 Dec Customer Interactions	2017/18	2019/20	% Movement
Far North	2338	2163	-7.5%
Kaipara	1273	1181	-7.2%
Whangarei	2797	3147	12.5%
Total	**6408**	**6491**	**1.3%**

Customer Interaction per km network length	2019/20	Network Length (km's)	% Sealed	% Unsealed
FNDC	0.86	2508	35%	65%
KDC	0.75	1572	29%	68%
WDC	1.79	1761	60%	40%
Average	**1.11**	**5841**		

Customer Interaction per 1000 population	2019/20	Est. Population
FNDC	33.02	65500
KDC	51.35	23000
WDC	32.78	96000
Average	**35.18**	**184500**

Recognising Customer Interactions are only one form of measuring customer satisfaction / dissatisfaction, based on this analysis, the following observations have been made:

- Absolute Customer Interaction numbers – while FNDC & KDC Customer Interactions have reduced following implementation of the new maintenance contracts, WDC Customer Interactions have increased, largely due to the transition to a new Contractor (Downer) covering most of the network, specifically the Southern and Urban areas.
- Customer interactions per km network length - despite anecdotal belief that Customer Interaction volumes are predominantly driven by unsealed network issues, WDC has double the number of Customer Interactions per km with a significantly lower proportion of unsealed network.
- Customer interactions per 1000 population - with a significantly lower population than FNDC & WDC, KDC has a higher number of interactions per 1000 people.

C. IMPROVED REGIONAL STRETEGY, PLANNING AND PROCUREMENT

C.1. Linking Maintenance Outcomes to Asset Management Plan development

Key deliverables of the Maintenance, Operations and Renewals (MO&R) Contracts have been designed with the underlying principle of capturing and validating asset data to support informed asset condition assessment and increasing the quality of future Asset Management Plans to support required investment recommendations and decisions.

C.2. Development of Forward Work Plans

Forward Work Plans have been developed for each of the three District Council's 2019/20 Capital Works programs. These translate the individual Capital Works budgets into detailed programmes, identifying each individual project to be delivered. The developed FWP's provide:

- Forward visibility of work pipeline to Contractors
- Milestone reporting of project progress (inception through to construction)
- Project status updates and risk monitoring
- Project and budget item expenditure monitoring

From 2021, it is intended for FWP's to include extended horizon outlooks (up to three years) providing further surety for Contractors to enable them to make informed decisions for resource investments.

C.3. Maintenance, Operations & Renewals (MO&R) Contract Savings

While recognised that the re-tendering of Maintenance Contracts was required to be undertaken by each Council respectively, the combined NTA approach provided the opportunity to align scope, performance expectations and quality measures allowing Regional benchmarking to be undertaken to confirm relativity of tenders.

D. TRANSPORT INFRASTRUCTURE IS MORE AFFORDABLE

D.1. Savings & Cost Benefit Analysis – Overall

Table 4 provides the Annual and Cumulative benefits associated with activities undertaken by the NTA in the four financial years commencing 1st July 2016.

Region	2016/17	2017/18	2018/19	2019/20
Annual Savings/Cost	-$918,868	-$1,014,699	-$4,108,146	-$4,121,067
Cumulative Savings/Cost	-$918,868	-$1,933,567	-$6,041,712	-$10,162,779
KDC	**2016/17**	**2017/18**	**2018/19**	**2019/20**
Annual Savings/Cost	$189,236	$143,981	-$2,470,427	-$2,404,608
Cumulative Savings/Cost	$189,236	$333,216	-$2,137,210	-$4,541,818

Table 4: Summarised cumulative benefits (1st July 2016 to 30th June 2020)

D.2. Detailed Savings and Cost benefit Analysis

– NTA Initiatives (excludes Maintenance Contracts)

Table 5 summarises the total Annual and cumulative savings achieved over four financial years. The two largest drivers of this relate to:

- Savings associated with the ownership transfer to NZTA of Mangakahia Road.
- Annual operational costs associated with the establishment of the SSBU.

With KDC not benefiting from the savings associated with the ownership transfer of Mangakahia Road, this component resulted in an increased cost, noting that prior to the establishment of the NTA the Transport services were outsourced by KDC and overhead recovery costs included in the calculations below were previously included in consultancy charge out rates.

Region	2016/17	2017/18	2018/19	2019/20
Annual Savings/Cost	-$918,868	-$1,014,699	-$784,392	-$797,313
Cumulative Savings/Cost	-$918,868	-$1,933,567	-$2,717,958	-$3,515,271
KDC	**2016/17**	**2017/18**	**2018/19**	**2019/20**
Annual Savings/Cost	$189,236	$143,981	$166,834	$232,653
Cumulative Savings/Cost	$189,236	$333,216	$500,051	$732,704

Table 5: Annual and Cumulative benefit achievement analysis

D.2.1. On-going savings / cost details

Table 6 provides a summary of quantified monetary savings (and additional costs where appropriate) resulting from the formation of the NTA and the subsequent collaborative and improvement work completed, and excludes:

- any savings that would otherwise have been obtained through the traditional council operations (e.g. LED streetlight power savings).
- any benefits to a specific Council resulting from the NTA's ability to provide cross council coverage for vacant roles and activities.

These are "Annual Savings" and, once achieved, are on-going and cumulative.

Project	Classification	Year Achieved	Total value	Savings %	Dollars Saved	Reinvestment comments	Starting Year
HSD survey	Regional Efficiency	Supplier provided a 8% reduction in rates to undertake collection for three networks as one commission	$145,494	8%	-$11,640	Savings used to partially offset the increase inc cost moving from Manual to HSD process.	2016/17
Otaika Valley Rd Divestment - WDC	Ceased activity	Historic per annum maintenance and renewals	$1,150,000	100%	-$1,150,000	Reinvested into the Forestry roads remaining in the district - Sealed and Unsealed.	2016/17
Mangakahia Rd Divestment - FNDC	Ceased activity	Historic per annum maintenance and renewals	$350,000	100%	-$350,000	Reinvested into the Forestry roads remaining in the district - Sealed and Unsealed.	2016/17
Maintenance Management Reporting Tools	Reduced Effort	40hrs FTE * 5 Contracts	$26,000	80%	-$20,800	information an analysis tools to deliver further efficient from contracts.	2019/20
SSBU Operations	New Activity	Average annual value of $/yr.	$660,760	100%	$660,760	Cost shared across Alliance Partners as outlined within MoU	2016/17

Table 6: Identified "on-going" savings and costs attributed to the establishment of NTA

D.2.2. One-Off savings / cost detail

Table 6 provides a summary of quantified monetary savings (and additional costs where appropriate) for discrete and completed "one off" activities achieved through the NTA.

Project	Classification	Project Description	Total value	Savings %	Saving	Reinvestment
Maintenance Management Reporting Tools	One-off Cost	Cost to develop Automated Maintenance tools	$100,000	100%	$100,000	One off cost funded through Maintenance Contract Savings
Footpath Condition Surveys	Regional Efficiency	Collection of Footpath asset condition data utilised to assess and prioritise forward work programmes (3 yearly activity) - Supplier provided a 6.3% reduction in rates to undertake collection for three networks as one.	$46,518	6%	-$2,954	Savings reinvested in other Transport Activities
LED Procurement & Installation	On-off Savings	(better buying power and shipping)and by jointly procuring Lux Mapping surveys. More savings are expected due to the V-Cat infill lights being combined into two joint council contracts which tendered at same time.	$80,000	100%	-$80,000	Savings reinvested in other Transport Activities
2018/21 AMP Development	On-off Savings	Estimated 6 weeks of worked saved through use of the WDC 2018/21 AMP as the basis for FNDC AMP.	$36,000	100%	-$36,000	Resolved FNDC Asset Management resource gaps
2021/24 AMP Development	On-off Savings	Conservatively estimated savings through combining into one Regional 2021/24 Regional AMP instead of having 3 separate AMPs	$72,000	100%	-$72,000	Savings reinvested in other Transport Activities

Table 6: Identified "one-off" savings and costs attributed to the establishment of NTA

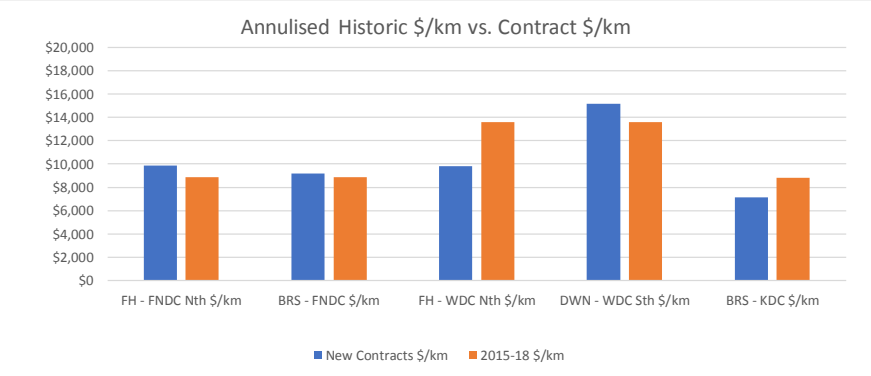
D.3. Savings and Cost benefit Analysis – Maintenance Contract renewals

Table 7 provides detail on the annual and cumulative impact of the new Maintenance Contracts compared with previous individual contracts.

Region	2018/19	2019/20
Annual Savings/Cost	-$3,323,754	-$3,323,754
Cumulative Savings/Cost	-$3,323,754	-$6,647,508
KDC	**2018/19**	**2019/20**
Annual Savings/Cost	-$2,637,261	-$2,637,261
Cumulative Savings/Cost	-$2,637,261	-$5,274,522

Table 7: Comparative Annual Savings / Cost Increase – calculated as cost/km

Comparative analysis below compares "Cost per kilometer" of new Maintenance contract rates with historic rates from previous contracts for each of the five maintenance contracts.



Next steps/E whaiake nei

It is requested for Councillors to note the contents of the report detailing the assessment of benefits achieved since formation of the Northland Transportation Alliance compared with benefit projections contained within the "Northland Transport Collaboration Opportunities" Business Case of 2016.

Kaipara KickStart Programme update

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Diane Bussey, Kaipara KickStart Programme Manager**

Purpose/Ngā whāinga

To provide an update on progress and performance of the Kaipara KickStart Programme as of 15 May 2020.

Discussion/Ngā kōrerorero

The Kaipara KickStart Programme is progressing as planned, delivering to scope and budget. With physical work sites closed under COVID Level 4, the schedule has slipped by 3% when comparing actual delivery to that planned. However, this gap is currently closing, and all contracted deliverables and reporting obligations are being delivered to contracted timeframes. The latest financial estimate shows a favourable variance to 30 April of $305,000, of which $112,000 relates to delays with the physical works.

Communication and engagement activities, especially under COVID Level 4, have been challenging to complete to a quality level. Ultimately the engagements completed were very successful and have enabled the team to have confidence in presenting the resulting deliverables to governance. An updated communications and engagement plan has been completed and this is attached (**Attachment A**).

The investigation and business case deliverables of the programme are all expected to be completed by the end of June 2020. Transition planning is well underway to smooth the handover of implementation projects to operational management, supported by the Programme Management Office.

Key Deliverables – Progress Update

Kaipara Wharves

- Final Feasibility Study and Programme Business Case – to be presented to Programme Steering Group 19 May. On confirmation, documentation will be made available to elected members and is included in Council Briefing. MBIE decision on programme investment will enable establishment of further implementation projects to progress delivery of agreed infrastructure.
- Dargaville Pontoon – Procurement process to appoint Head Contractor for construction has reached evaluation recommendation. Delivery timeframes and conditions precedent will be determined once appointments are completed.

Kaipara Kai

- Final Feasibility Study submitted to MBIE.
- Draft Activation Plan – to be presented to PSG 19 May, with final document required by the end of June.
- Kaipara Kai Funding Agreement will expire 30 June 2020.

Kaipara Kai Water

- Evaluation methodology for demonstration site selection to PSG 19 May.
- Demonstration sites selected in June.

Roading Package

- Pouto Stage 2 – investigation funding released for strategic business case development, contractor appointed.
- Delays with pavement testing Pouto Phase 1 and Waipoua River Road due to COVID-19 now underway, leading to commencement of detailed design next month.
- Centre of Excellence Stage 1 – completed.

Significant Risks

Two significant risks (assessed as highly likely to occur and would have a high impact) have been assessed this month.

a) Escalation of capital costs –A recent procurement within the Kaipara Wharves project indicated revised costs to complete well above that estimated 3 months ago. This particular procurement was completed amid COVID Levels 4 and 3 and may not be representative of future procurements. Mitigation actions include combining future procurements to attract more respondents, review of contingencies, and closer financial and contractor monitoring.

b) Securing Unsealed Network funding $ 8.06m (PGF $3.15m NLTF $4.91m). KDC/NTA are awaiting an NZTA decision regarding attraction of NLTF for the prioritised roads. This risk was assessed as a programme escalation as confirming NZTA funding is now very urgent if work is to commence in Spring of 2020. Once the level of NZTA funding is confirmed, further discussions can take place with MBIE regards any funding gaps.

Next steps/E whaiake nei

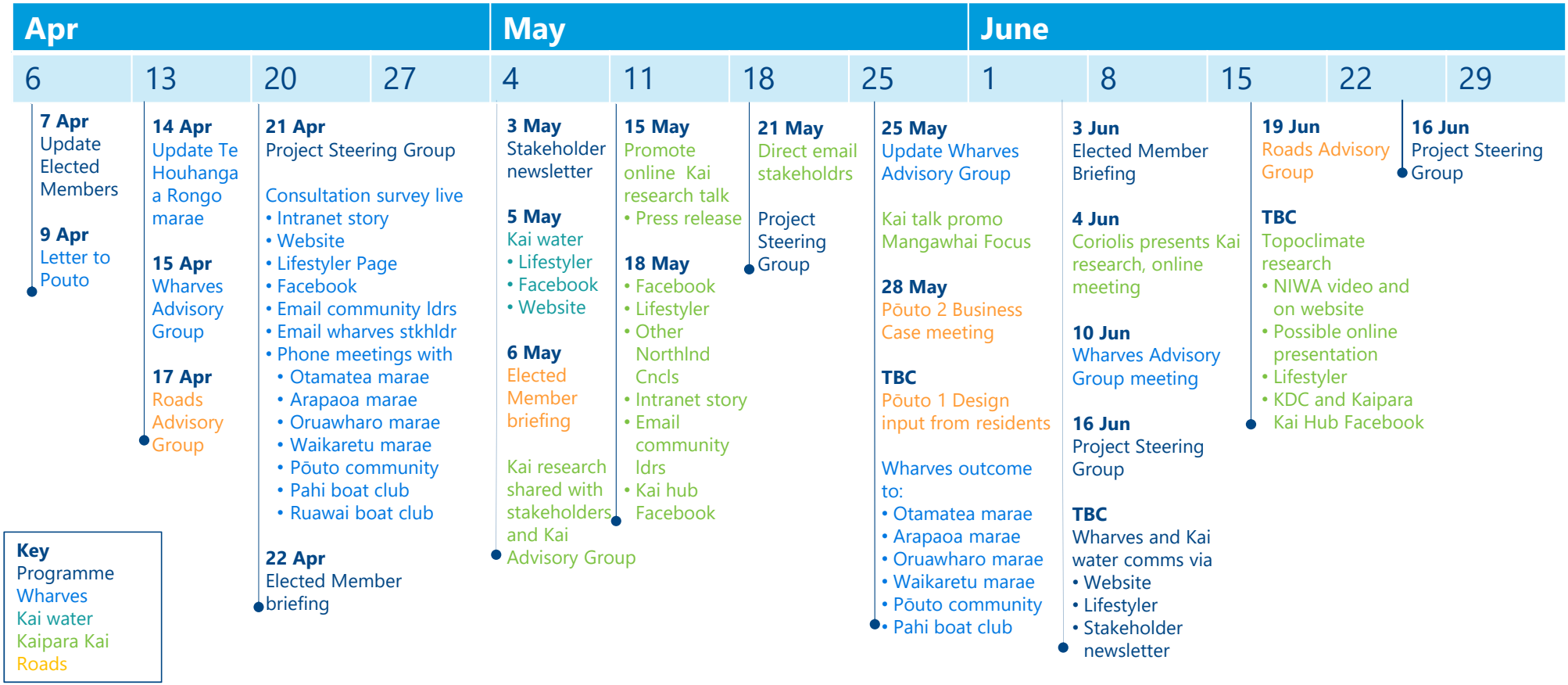
Kaipara KickStart programme will continue to work on the programme deliverables as scheduled, focusing on reducing the schedule performance gap.

Mitigation actions for the significant risks will be implemented. Transition actions will be completed to ensure quality handover is completed and the implementation projects are well supported.

Attachments/Ngā tapiritanga

	Title
A	Communications and Engagement Plan – Quarter 4

Communications plan – Quarter 4



Kaipara Wharves – Final Programme Business Case and Feasibility Study

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Diane Bussey, Acting Wharves Project Manager**

Purpose/Ngā whāinga

To provide the Kaipara Wharves - Final Programme Business Case and Feasibility Study for information.

Context/Horopaki

The Wharves Feasibility Study and Programme Business Case document was presented in draft form to the Programme Steering Group (PSG) on 17 March 2020. A further update was provided to PSG meeting on 21 April outlining a revised engagement approach post Alert Level 4 due to COVID-19.

The revised engagement approach was included in the April briefing to elected members. Some concerns were expressed as to the level of iwi engagement, which were taken into consideration in completing the engagement logistics, and additional engagements were added.

These engagements have now been completed, including virtual 'Zoom' meetings, phone calls and follow up discussions. A two-week feedback period was monitored, and feedback further encouraged through several means, including emailed reminders, social media and Lifestyler advertisements. The feedback period closed on 8 May.

The feedback has subsequently been analysed and the programme business case findings updated and final document prepared.

It is acknowledged that the programme team, KDC operational staff in Customer Services and AR & Associates have worked under pressure to complete this work to a quality standard without schedule slippage.

Discussion/Ngā kōrerorero

Significant levels of community engagement have resulted in 122 responses being received from individuals and community groups on the draft feasibility study and programme business case (106 online and 16 detailed emailed).

The key changes incorporated in the final document, as a result of these discussions and feedback received are:-

1. Funding for management interventions – in the draft document, funding was indicated as being provided from the capital fund. Funding has been removed from being a charge against the available capital fund of $4.0m. Although operational funding is unconfirmed at this time, ongoing discussions with GM Infrastructure Services have indicated that there are a number of planned KDC initiatives that would benefit from this work and could potentially share the cost for these deliverables.
2. Priority investments – the preferred investment options for the Primary network development have not changed, being Dargaville Wharf pontoon and Pahi wharf renewals, new wharf at Pōuto Point, investigation of beach landing sites at Otamatea marae, Arapaoa marae and Oruawharo marae. However, the engagement process has shown Ruawai as the next prioritised investment opportunity. This is explained further in section 4.10.8 (Page 90).
3. Revised Economic case – the tender process for Dargaville Pontoon construction has been evaluated and a recommendation to proceed has been issued. The estimated costs for this

investment have been increased to $629,850 a significant increase on the estimated costs in the draft document of $304,000. Further modelling has been completed based on feedback received and this section has subsequently been revised. Section 4 (Page 58).

4. A new section has been added that provides the engagement analysis of responses received. Section 4.10 (Page 89).

The final Kaipara Wharves Feasibility Study and Programme Business Case provides a 30-year strategic development approach for Kaipara Moana. This strategic perspective will have long term value for the Kaipara district in identifying further investment opportunities and also a platform for connecting with other KDC development initiatives.

Next steps/E whaiake nei

Subject to the direction provided by PSG the next steps would be:-

1. The final Kaipara Wharves Feasibility Study and Programme Business Case will be submitted to MBIE – to confirm the recommended preferred investment options and to meet a funding deliverable requirement due by 30 May 2020.
2. Community communication and engagement regarding the feedback received and decisions made – to close the feedback loop. Next engagement steps to be provided to those most impacted by the investment decisions.
3. Development of implementation projects for those investment options, not yet established. Dargaville Pontoon implementation will continue in parallel. Implementation timeframes to be confirmed and communicated.

Attachments/Ngā tapiritanga

	Title
A	Final Kaipara Wharves Feasibility Study and Programme Business Case

Kaipara District Council

Kaipara Water Transport Network & Wharves Feasibility Study / Programme Business Case

Prepared by:	AR & Associates + Partners
Prepared for:	Kaipara District Council
Date:	12 May 2020
Version:	*2.7*
Status:	Final Draft

This study has been developed by AR & Associates, supported by Pure Activation, Abley Transportation, Market Economics, Resilio Studio, Visitor Solutions and Black Quay Consulting.

Kaipara District Council

Kaipara Water Transport Network & Wharves Feasibility Study / Programme Business Case

Document Control

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1 Executive Summary

This Kaipara Water Transport Network and Wharves Feasibility Study and Programme Business Case (PBC) seeks approval to:

- invest $4 million of Provincial Growth Fund (PGF) allocation into priority wharf developments that will form the foundation of a water transport network.
- the priority wharf developments are the Dargaville Wharf pontoon & Pahi wharf renewals, new wharf at Pōuto Point, investigation of beach landing sites at Otamatea marae, Arapaoa marae and Oruawharo marae.
- invest approximately $4.64 million in ongoing targeted development in marine facilities and asset management initiatives as part of a 30-year water transport network delivery programme.

This PBC will support increased economic, social and environmental resilience for the district as part of the broader Kaipara Kickstart programme. It also supports the strategic direction for Northland provided by the Tai Tokerau Economic Development Action Plan, the Maori Economic Development Strategy for Northland, the district's Long-Term Plan and numerous regional transport planning initiatives.

1.1 The case for change

As a district, Kaipara is lagging behind its neighbours and it needs to generate new sustainable economic activity to bring it back to its former strength.

The district has pockets of deep deprivation and its labour force (working population) is shrinking. There is a strong local desire to support initiatives that can support growth in jobs, retain youth and build local capability while nurturing the character and the health of the district.

Without financially viable and commercial tourism products, well promoted attractions and efficient transport connections, the Kaipara is seeing tourism spending and economic development opportunities pass it by in favour of other, more advanced districts. In order to unlock the district's latent potential, the transport connections must be improved.

The once flourishing Kaipara water transport that connected the district to itself, Auckland and the world, has fallen into disrepair as the economic environment has changed. The business activity that underpinned the historical water travel have been lost and the Kaipara now needs to gradually rebuild its connection with the Harbour.

The district is now heavily dependent on travel by motorcar, which has led to significant driving times and growing isolation from Auckland and disconnection between the district's towns and its Ancestral Marae.

The health of the harbour is also declining and the spiritual connection for mana whenua is suffering. The people are seeking the opportunity to reconnect with the water and to help heal the harbour through an integrated approach to water and land management.

The district also contains significant levels of deprivation and its working population is shrinking. There is a strong local desire to support initiatives that can support growth in jobs, retain youth and build local capability while nurturing the character and the health of the district.

The small population and economy cannot support a water passenger transport network commercially. But through targeted wharf investment, improved management of marine

assets and a new tourism direction, the Kaipara can create a sustainable tourism and recreation focused water transport network.

Kaipara District Council itself does not have the funds to create this change, but the Provincial Growth Funded Kaipara Kickstart Programme provides the opportunity to make catalytic investment to progressively rebuild Kaipara's market offering and the water transport network. This report outlines how this can occur.

1.2 Finding a value for money solution

The investigations into potential solutions has been focused on considering what options can deliver against the investment objectives below identified through an investment logic mapping workshop held on 20 January 2020:

1. **Improved connectivity to major centres, between marae and across the district.**
2. **Building Kaipara's unique value proposition.**
3. **Improved economic, social & environmental resilience.**
4. **Improved marine facility experiences through enhanced standards.**

Through several stakeholder/partner workshops, industry interviews and benchmarking research, a wide range of investment options have been developed, evaluated and refined to provide a draft Preferred Way Forward for consideration.

The advice provided to the project team from industry experts emphasised the significant start-up costs and operational obligations for passenger ferry services, the commercial thresholds required to make them feasible and the potential for tourism to support progressive growth in water travel on the Kaipara Harbour.

1.2.1 Potential programme options

Within the potential scope of this proposal, the main programme options were identified by key stakeholders and partners at workshops held in January and February 2020. The potential programme options identified include:

1. *Do nothing (status quo)*
2. *Do Minimum*
3. *Local skills, real experiences, low investment*
4. *Targeted investments to develop a water transport network*
5. *Significant investment in marine and landside infrastructure & attractions*
6. *Fast connections, freight and land activation*
7. *All previous options plus Vehicular Ferry*

1.2.2 The preferred way forward

The programme options were evaluated against the investment objectives, business needs, costs, delivery time, risks and dependencies to determine the preferred approach.

The analysis and evaluation indicate that to deliver a feasible and sustainable water transport network, KDC and its partners should focus on a scalable, district water travel network focused on developing tourism, improving safety, building local skills, improving local connectivity and enhancing places. This approach is best presented by option 4 - Targeted investments to develop a water transport network. The diagram below shows where the proposed primary and secondary investments would occur.

This programme includes the following components:

Component	Inclusions	Delivery Timing	Capital Cost Estimate
Primary Marine Facility Developments	**Dargaville wharf upgrade, including:** • Upgrade of existing wharf • New concrete pontoon **Pahi wharf upgrade, including:** • Upgrade of existing jetty (new railings, replace any deficient elements) • New concrete pontoon and associated gangway • Sealed car park **Pōuto Point wharf development, including:** • A new wharf structure • Sealed track to wharf • Metal carparking **Improvement of Beach Landing Locations (further investigation through consultation period to tease out possibilities), including:** • Arapaoa marae • Oruawharo marae • Otamatea marae	1-2 years	$4.0m
Management Interventions	• Development of a Tourism Destination Management Plan and supporting tools • Development of an agreed Marine Asset Management Plan and Operation Policy • Progress land use change opportunities through Spatial Planning, including supporting development of campgrounds, residential subdivisions, and new office/commercial space.	1-2 years	$200k for the Tourism Destination Management Plan and implementation is to be sourced from external funders. Existing KDC budgets for the Marine Asset Management Plan and spatial planning.
Secondary (progressive) network improvements	• Staged development of Ruawai marine facilities. • Minor upgrades to improve access and operations at Kelly's Bay.	3-25 years	$4.64m

Component	Inclusions	Delivery Timing	Capital Cost Estimate
	• Upgrade of boat ramp carpark, new toilets, and reserve at Oneriri • Wharf and access road upgrades at Maungaturoto, Te Koporu and Tinopai.		

This network would need to build progressively through growing existing charter services, and wharf based activities through to potential on-demand services, while working closely with tourism operators to define and leverage a distinct offering that embraces water travel and connects to land-based attractions.

1.2.3 Economic impacts

Economic impact analysis of the preferred programme completed by Market Economics has shown that the proposed investment in the District's wharves will provide a short-term economic impulse, generating economic impacts. But the true value of the investment is that it will enable growth and development of latent visitor market opportunities.

Using a scenario approach, the analysis illustrates the potential economic impacts of lifting the visitor sector to be material, with a potential to add to the district's GDP. This potential lift is estimated at between $5.8m and $10.0m. But, due to the uncertainty in the potential outcomes, the uplift has a large spread between the scenarios between - $4.7m to $19.9m.

Regardless, of the uncertainty, the analysis shows that enabling the visitor sector will deliver positive impacts.

1.3 The delivery deal

It is proposed the KDC can leverage its new Procurement Strategy to use a partnership approach to deliver wharf upgrades and associated improvements through:

- engaging proven suppliers through the relevant pre-approved panel
- supporting local capability where it is available to develop local skills and support increased local employment
- providing plenty of notice to the market
- combining works packages to improve attractiveness
- sharing risk through early involvement
- involving the community and affected parties such as the Pahi Regatta Club in development of planning, design and construction phases.

1.4 Funding the programme

The high-level costs for the preferred programme are $8,004,320 million in capital expenditure and $636,901 in operational expenditure, resulting in an $8,641,221 million investment over 30 years.

The preferred programme will firstly make use of the lead infrastructure funds provided by the PGF ($4 million) to fund the primary developments in the Dargaville Wharf pontoon, Pahi wharf renewals and new wharf at Pōuto Point. Investigation of the potential for beach landing sites at Otamatea marae, Arapaoa marae and Oruawharo marae is also included to explore

the possibility of water and marae based cultural tourism opportunities. The management interventions within this primary programme also includes the development of a Tourism Designation Management Plan to support the branding, promotion and destination management for water-based wharf locations and the land side tourism facilities. The cost of this plan and its implementation cannot be funded through the initial $4m Provincial Growth Funds (as this is infrastructure-focused), so it is recommended that KDC works with Central Government to identify and make use of funding sources to support the recovery of domestic tourism following the impacts of COVID-19It is proposed that the remainder of the programme is funded through a mix of external sources, including a mix of government and private investment. Several strategically aligned funding sources have been identified in the development of a Programme Business Case. Community and Iwi investment also has the potential to play a role, particularly where marine assets or adjacent landholdings are under community or Iwi ownership. Importantly, development of new or improved marine assets will result in increased operational costs for the Council which need to be factored into future budgets.

1.5 Making it happen

KDC will leverage the governance arrangements established for the Kaipara Kickstart Programme, in addition to making use of its Project Management Office (PMO) to deliver this programme and its targeted projects. Benefits will be managed by KDC PMO using the agreed benefit management process.

A detailed delivery schedule will be developed by KDC for each of the wharf infrastructure projects. KDC PMO will support and manage the delivery programmes/projects in accordance with agreed PMO methodology and standards.

The implementation project for the Dargaville Pontoon is already underway, with support from KDC PMO and KDC Infrastructure team and KDC will look to deliver the remainder in parallel.

KDC will also need to successfully manage significant changes in marine asset management, tourism visitor sector growth and environmental management. KDC is already moving to address each of these areas with its partners.

The KDC Risk Management Framework will be applied to the preferred programme and it will leverage the risk management already occurring through the PMO.

2 The Strategic Case – making the Case for Change

2.1 Purpose and scope of this Feasibility Study

This study case considers the feasibility of investing in water-based transport on the Kaipara Harbour. The study's' objectives are:

a) To develop a strategic plan that creates a vision for water transport on the Kaipara Harbour.

b) Investigation into a potential network that may include passenger, vehicle, and freight transport.

c) Identification of high value, priority wharf investments and the related land-based activities that would support this.

The desire to reinvigorate water-based transport forms one part of the Kaipara KickStart programme, which is explained further in section 2.1.4.

The Kaipara District Council is investigating the potential for passenger, freight and vehicle transport and identifying locations for infrastructure that will benefit Kaipara communities by reinstating wharf connections that once existed or creating new connections.

2.1.1 Functional scope

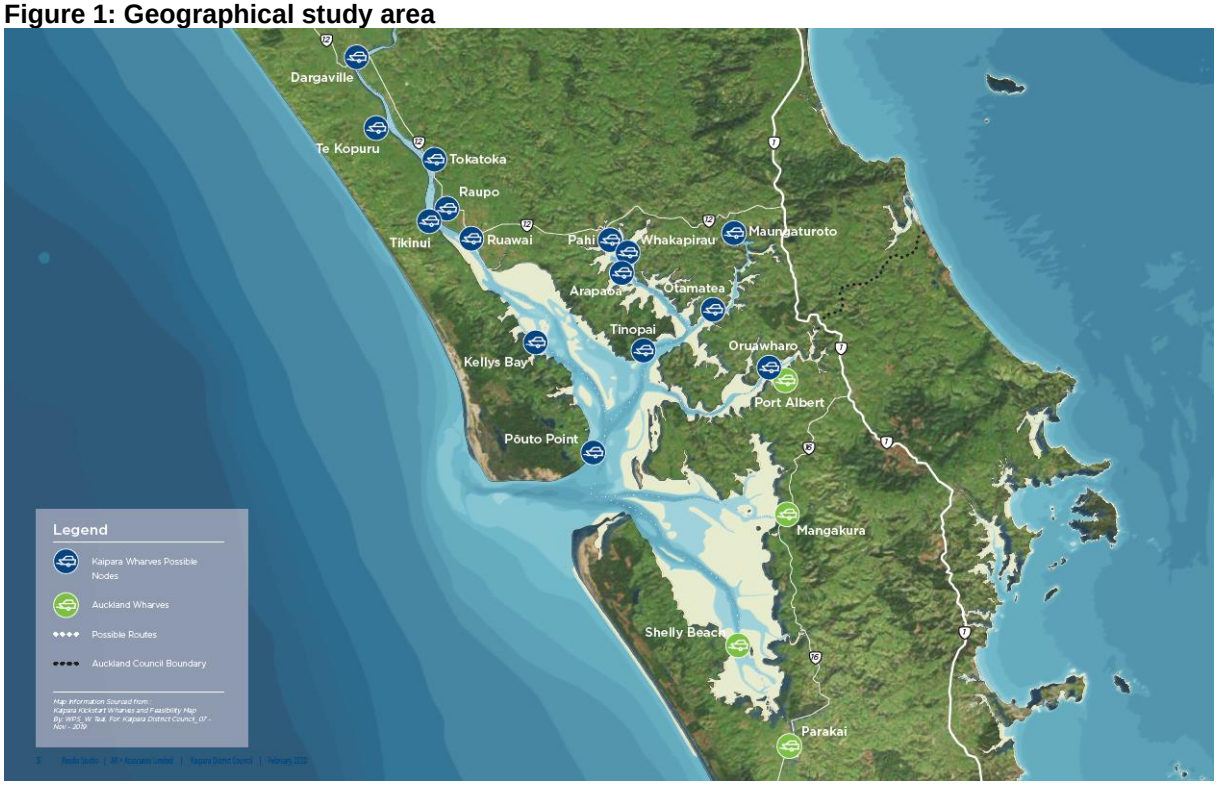
This study is focused on identifying an achievable water-based transport network for the district that supports its aspirations while ensuring it can be sustained using the resources of the council and its partners. It also includes a consideration of the landside developments that would be required to make this network successful. However, while it is supportive of many complimentary actions, the scope of this study does not include:

- Major road upgrades.
- Cycling facilities aside from minor facilities alongside wharf upgrades.
- Major environmental improvement programmes.

2.1.2 Geographical scope

The map below demonstrates the area considered for this study, in addition to the sites suggested for closer investigation. This study also considers the nearby influence of Whangārei as the region's main economic centre.

Figure 1: Geographical study area



2.1.3 Kaipara Kickstart Programme background

Kaipara Kickstart is a programme aimed at lifting the district's economic performance so that it:

- creates employment
- lifts tourism activities
- increases kai (food) businesses (in horticulture and aquaculture)
- improves roads for more reliable routes and safer journeys
- increases wharf infrastructure for communities to connect and enjoy.

Figure 2: Kaipara KickStart Strategic Outcomes

The Kaipara KickStart programme currently has three pillars:

1. Roads
2. Kai for Kaipara, and
3. Kaipara Wharves.

The three interlocked projects – Kai (Growing the Kai in Kaipara), Wharves (Kaipara Moana Activation Plan) and Roads – are like the three legs of a stool. The step-change effect of the combination of these three projects is greater than the sum of its parts. These three initiatives have a collective investment fund of approximately $28M and will benefit not only the communities within Kaipara but the wider Northland region.

Kaipara District Council is driving the Kaipara KickStart Programme with the support of the following key partners and investors:

- Ministry of Business, Innovation and Employment via the Provincial Growth Fund
- Northland Regional Council
- Northland Inc.
- Te Uri O Hau Settlement Trust
- Te Roroa Settlement Trust

2.2 Strategic Alignment

The proposed investment proposal aligns to the following Government/sectoral/ regional/organisational policies, strategies and goals:

- Kaipara Kickstart Programme
- Tai Tokerau Northland Economic Action Plan
- He Tangata, He Whenua, He Oranga, the Maori Economic Development Strategy for Northland
- KDC Long Term Plan
- KDC Annual Plan
- KDC District Plan
- KDC Infrastructure Strategy & Asset Management Plan
- Kaipara District Spatial Plan
- Northland Journeys Tourism Strategy
- Aotearoa New Zealand Government Tourism Strategy
- Northland Land Transport Plan
- Northland Regional Policy Statement
- Multiple Kaipara District town's structure, placemaking and township plans
- Kaipara and Northland Cycling Strategies and action plans

2.3 Background and setting

2.3.1 Kaipara District

Kaipara District is in the rolling hills around the northern shores of the Kaipara Harbour, a large natural harbour opens to the Tasman Sea. Kaipara District Council shares management of the harbour with various other organisations, most notably Northland Regional Council (in the north) and Auckland Council to the south.

The triangular district stretches from a thinning of the Northland Peninsula south of Kaiwaka and Mangawhai in the southeast to the Waipoua Forest in the northwest. The District's

western boundary is defined by Ripiro Beach which stretches down Northland's west coast from Maunganui Bluff and the Waipoua Forest in the North, to Pōuto at the entrance to the Kaipara Harbour. The region is bisected by the Northern Wairoa River and its tributaries, which flow into the northern end of the Kaipara Harbour.

The Kaipara District covers around 3,200km2 along the northern shores of the Kaipara harbour. According to the latest Census (2018), 22,500 people occupy the area, living in approximately 9,000 households. Despite making up 23% of Northland's area, Kaipara accounts for the smallest portion (13%) of Northland's population, with Whangārei District making up the largest proportion (51%), followed by Far North District (37%).

Kaipara has two main population centres at Dargaville and Mangawhai. A fifth (21%) of Kaipara's population resides in Dargaville and a fifth (21%) in Mangawhai and Mangawhai Rural. Maungaturoto and Kaiwaka act as secondary centres for the district. Kaipara Coastal accounts for a large share of the population (16%), but the catchment covers a very large area, stretching from Pōuto in the south, up the west coast to Waipoua in the North, implying a very low population density.

Kaipara District is located to the north of Auckland, New Zealand's largest economic centre. It forms part of the Northland region, which is historically, a lagging region. Several central government initiatives aiming to improve the economic (and social) performance of Northland are underway. Kaipara's location between Auckland and Whangārei, Northland's main economic centre, suggests that it should be able to capitalise on and capture a portion of the between-city flows, maximising local benefits.

2.4 Kaipara Harbour and its history

The Kaipara Harbour is New Zealand's largest estuarine ecosystem and is the receiving environment of a massive 640,000ha catchment that extends across the Auckland and Northland regions. The indigenous Māori people of the Kaipara, Ngāti Whātua, are spiritually and physically intertwined with their most sacred treasure – the Kaipara Harbour.

The harbour extends for some 60 kilometres (37 mi) from north to south. Several large arms extend into the interior of the peninsula at the northeast of the harbour, one of them ending near the town of Maungaturoto, only ten kilometres (6 mi) from the Pacific Ocean coast. The harbour has extensive catchments feeding five rivers and over a hundred streams, and includes large estuaries formed by the Wairoa, Otamatea, Oruawharo, Tauhoa (Channel) and Kaipara.

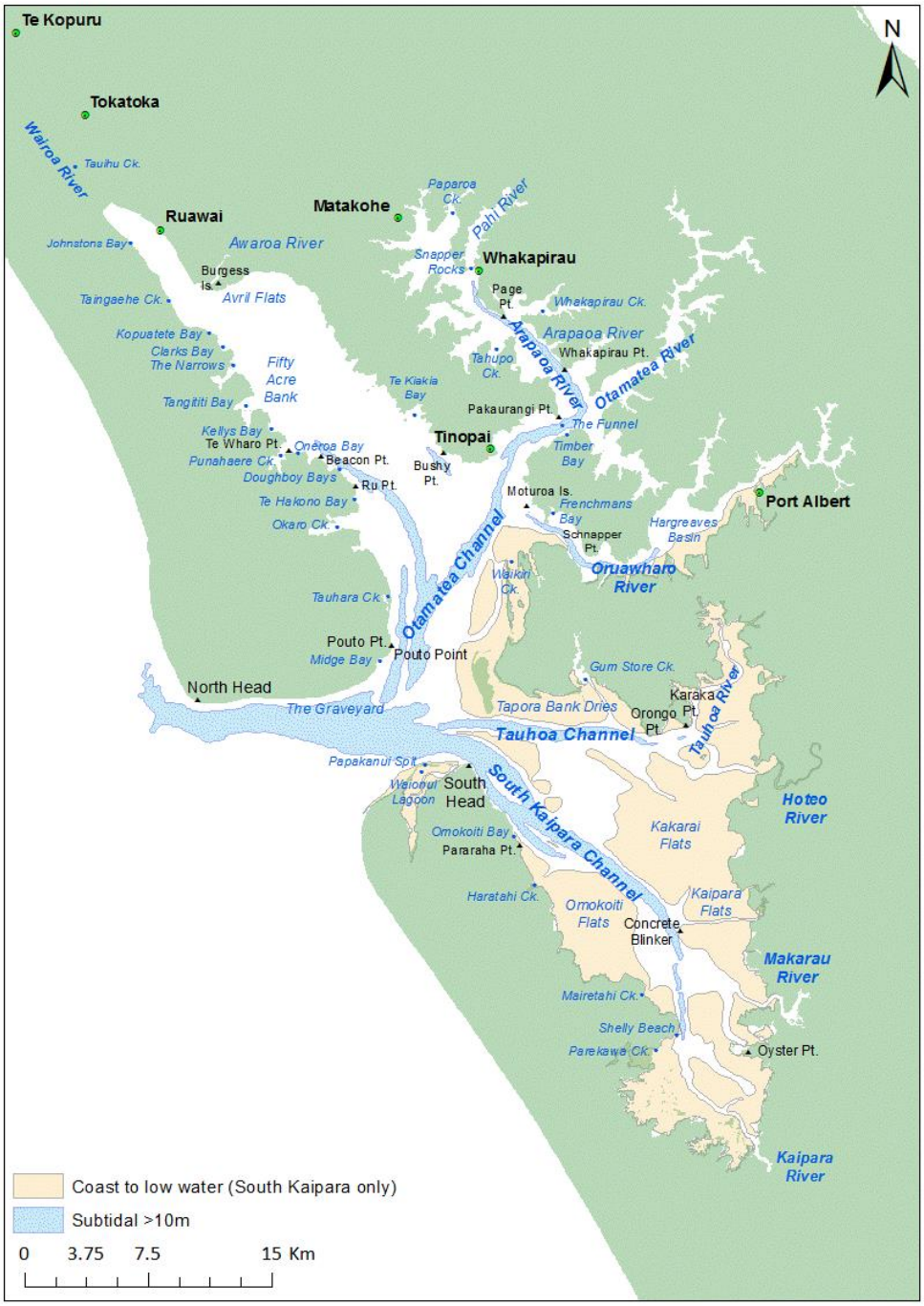
The Kaipara also contains some of the rarest ecosystems in New Zealand namely sand dune, seagrass, freshwater and estuarine wetland ecosystems. Evidence exists that the Kaipara Harbour plays a significant fisheries role in the wider west coast north island ecosystem as a nursery ground for key commercial and recreational species – snapper, grey mullet, flounder, white shark, hammerhead shark and rig.

Socially and economically, the Kaipara predominantly supports pastoral farming, agriculture and fisheries. It is governed by six government departments: Kaipara District Council, Whangarei District Council, Auckland Council, Northland Regional Council, Department of Conservation, and Ministry of Fisheries.

The harbour head is known as a hostile place. Big waves from the Tasman Sea break over large sandbanks about five metres below the surface, two to five kilometres from the shore. The sand in these sandbanks comes mainly from the Waikato River. Sand discharged from this river is transported northward by the prevailing coastal currents. Some of this sand is carried into the Kaipara harbour entrance, but mostly cycles out again and then continues

moving northwards along the west coast. The southern sandbanks at the entrance are constantly accumulating and releasing this sand. These treacherous sandbanks shift and change position and are known locally as the graveyard. The graveyard is responsible for more shipwrecks than any other place in New Zealand and for this reason, a lighthouse was built in 1884 on the northern arm of the entrance (Pōuto Peninsula).

Figure 3: Map of the Kaipara Harbour and major channels (Source: IKHMG website)



2.4.1 Kaipara Harbour Water Transport History

Water transport holds a special place in the history of Kaipara District. In fact, it was the primary mode for people and products for both Maori and early European settlers until the mid-1940's when the road that is now State Highway 1 was built over the Brynderwyn Hills.

There is a desire in the district to re-establish the water superhighways of the past in order to improve the district's economic and social resilience.

Figure 4: Tokatoka wharf, northern Kaipara Harbour c 1880's Photo: Northern Advocate, Drummond Te Wake collection

Figure 5: Historical view of Pahi Hotel and Wharf c 1880's Photo: Northern Advocate, Drummond Te Wake collection

As noted in a Local Democracy Article published on 28 January 2020, Kaipara's wharves and jetties provided the foundation for several Kaipara-based thriving industries[1].

Wharves and jetties were a critical part of early infrastructure for the many industries that operated on its shores. The harbour was an important transport link, in the absence of roads, for marae and later early European settlers who started arriving from the 1830s for the kauri timber trade.

Kaipara was New Zealand's largest single timber export port in the late 1800s and early 1900s, and an important contributor to the national economy. It was one of the country's major waterways, crowded with the tall spars of sailing ships laden with timber and steamers ferrying passengers around its waters. Northern Wairoa kauri was used to build cities including Wellington, Christchurch, Auckland, Sydney and Melbourne. Kauri gum was also traded as diggers from around the world came to the harbour.

Historical coastal sawmill settlements - with wharves for harbour transport access - were set up around the harbour at places in Northland including Tinopai, Batley, Matakohe, Pahi, Paparoa and Whakapirau.

Figure 6: Collecting kauri from Aoroa wharf, Kaipara Harbour, south of Dargaville in 1890s. Photo: Northern Advocate

[1] https://www.rnz.co.nz/news/ldr/408341/kaipara-wharves-4-point-95m-project-begins-construction

2.5 Organisational overview

2.5.1 Kaipara District Council (KDC)

The Council's Vision is: "Thriving communities working together".

The three community outcomes it aims to deliver are:

1. A district with welcoming and strong communities
    - Assisting and supporting community involvement
    - Maintaining and improving infrastructure
    - Recognising and supporting achievement
2. A trusted Council making good decisions for the future
    - Making it simpler to work with us
    - Open, transparent and engaged with communities and business
    - Intent of lifting Kaipara's wellbeing
3. A district with plenty of active outdoor opportunities
    - Partnering with communities to develop sports and recreation facilities
    - Protecting and enhancing our natural assets and open space

2.6 Challenges for the District

2.6.1 Constrained resources

Given its small rating base and modest economic activity, Kaipara District Council is not able to fund significant infrastructure programmes without the support of government or external funding partners.

In addition to the low levels of financial capital, the District Council is also working hard to rebuild the required social capital or social licence required to gain the trust and support of its constituents following a four-year period of commissioner-led administration (2012-2016).

As described in the excerpt below from the New Zealand Auditor-General's Inquiry into the Mangawhai community wastewater scheme, this failed initiative had far-reaching impacts on the district and the need to rebuild the community's trust in the Council and its capability to deliver infrastructure is well recognised.

"The overall costs are not just financial. They include a failed council, councillors who have been replaced with commissioners, the departure of a chief executive, a severely damaged relationship between the council and community, an organisation that has needed to be rebuilt, and much more".

On 6 September 2012, commissioners were appointed by the Minister of Local Government to take over the governance of the Kaipara District Council and the firm focus of this 4-year administration was paying down debt and sustainable council operations. Under the guidance of the current Councillors and through the funding provided by the Provincial Growth Fund, there is an opportunity to engage productively with the community and invest in catalytic infrastructure to improve the prosperity of the district.

The small rating base means that it is difficult to increase spending without transferring additional funding load onto ratepayers.

2.6.2 Lagging economy

Overall, the Kaipara District is missing out on economic opportunities and intervention is required to address a lagging economy. The District's potential has been constrained by geographic isolation and under investment. The district has been falling behind Northland and NZ with economic growth significantly slower than the regional and national growth rates.

Kaipara accounted for almost 10% of Northland's GDP in 2018, with the Whangarei District making up the bulk (61%). The remaining 29% is contributed by the Far North District. Kaipara's relative importance in the regional economy is declining. In 2003 Kaipara contributed 16% of Northland's GDP. While Kaipara's economy is growing, it is not keeping up with Northland.

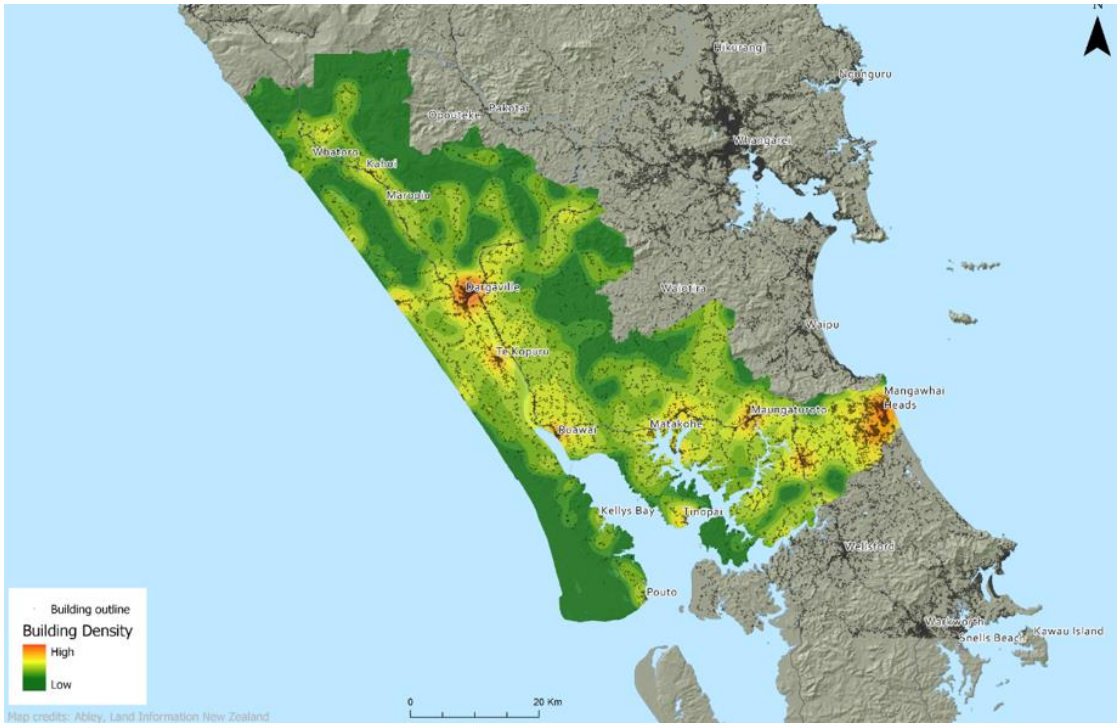
Table 1: GDP comparisons with Northland and NZ

15 years (2003-2018)	Change in GDP	Change in Employment
Kaipara	+44%	+20%
Northland	+124%	+23%
NZ	+111%	+22%

2.6.2.1 Unbalanced growth

The district is spatially dispersed, covering a large area. It has a modest population size and the economic activity concentrated in a small number of urban areas. There is a clear divide between the western and eastern settlements (see figure 7), with the growth gravitating towards the east, i.e. Mangawhai and surrounds. Without appropriate intervention, the growth patterns will continue, and the western parts will be left behind.

Figure 7: Building densities in the Kaipara District



2.6.2.2 Decreasing workforce

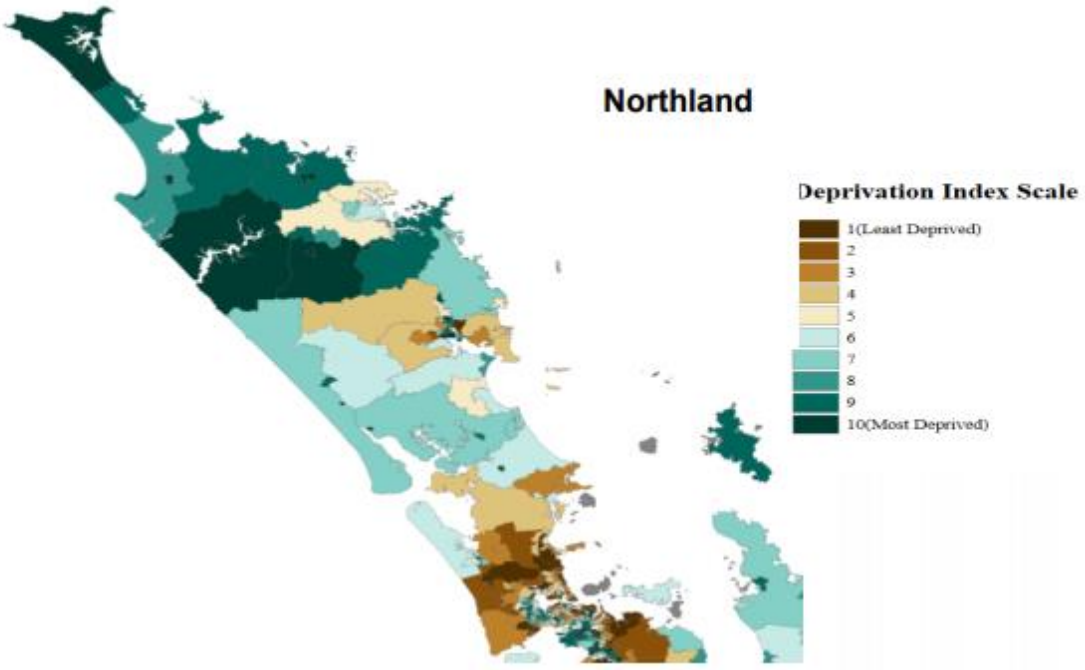
Currently, 23% of Kaipara's population is over the age of 65 years (compared to 20% in the rest of Northland). The over 65s demographic are growing faster than other age cohorts - 38% of population in 2043. Therefore, the level of available labour force expected to decrease and finding enough workers between 20 and 65 could restrict growth.

In 2018, Dargaville generated more than a third (37%) of the district's GDP. This proportion has been increasing steadily over the past 15 years, increasing from 34%. Mangawhai (including Mangawhai Rural) on the east coast also contributes a significant share (11%), up from 4% in 2003. Northwest Kaipara generated 23% of the district's GDP.

2.6.2.3 Deprivation

As noted in the 2015 KDC Environmental Scan, most of Kaipara scores between 8 and 9 on the Deprivation Index (a score of 10 means that the area is in the most deprived 10% of areas in New Zealand). The same scan noted that in 2014, about 46% of Northland's working age population derive some of their income from benefits compared to 37% across New Zealand as a whole, while only around 47% of Northland's working age population derived some of their personal income from wages or salaries compared to 57% across New Zealand as a whole.

Figure 8: Deprivation Index scale (image: New Zealand Herald)



2.6.2.4 Lack of tourism products and strategy

Currently, the district's visitor sector is under pressure, struggling to maintain its market share (against Northland) with the region growing faster than the district. This suggests that many local visitor experiences / products (especially those inland and in the west) may not been kept current or aligned to changing consumer demands. This has occurred while other Northland locations have grown (such as visitor hubs like Paihia).

The supply in visitor products are concentrated around Mangawhai. The analysis suggests that the visitor market has re-orientated, shifting employment from west to the eastern areas. For most visitors to Northland the western Kaipara lacks a strong experiential value

proposition (in general it lacks experiences / products to pull large numbers of visitors off the main State Highway and to encourage them to stop).

To grow the visitor market in Kaipara requires planning and a co-ordinated approach. The transport infrastructure can enable such development, and the delivery should be aligned with critical visitor markets, thresholds, and milestones. Developing recognisable experiences / products, such as unique tourism offerings in Kaipara will be key to attracting visitors to the District. For example, the isolate and ruggedness of coastal Kaipara could be used as part of a visitor attraction with appropriately scaled wharf infrastructure supporting the roll-out. Some opportunities in the visitor market that could be unlocked by a wharf network, include:

- Slow tourism.
- Cultural tourism.
- Adventure tourism.

Developing the district wharves can provide the infrastructure unlocking opportunities, for private operators to develop recognisable (unique) tourism products, attracting more and or higher paying visitors to the western areas of Kaipara. However, it will be critical to apply a co-ordinated visitor strategy to activate the sector. Merely building (or upgrading) wharves will not result in a lift in visitor numbers. It is also important to remember that in areas of high deprivation small dispersed tourism gains can have significant impacts on the lives of individuals and families. Successful tourism in the western Kaipara is unlikely to be based on a high-volume visitor model.

2.6.3 Aging marine assets and mixed ownership

A review of the Kaipara's marine assets has demonstrated that several sites have fallen into disrepair and the assets are owned and /or operated by a wide range of organisations. The combination of these two factors is acting as a huge constraint on collective improvement of the assets and the water transport operations and experience that they support.

An agreed integrated management approach is required to provide a consistent level of service for these assets, in addition to making decisions around which ones need to be invested in and what role they will play in a future network.

Given the council's limited budget, the decision to invest will be anchored in what can be reasonably maintained through ongoing operational budgets. While the drive to unlock the district is important, the long-term affordability of the investment (i.e. ongoing costs) is critical. Avoiding large sunk costs and not committing to large ongoing maintenance programmes is important in the face of the small ratepayer base.

2.6.4 Environmental impacts

The Kaipara harbour has experienced significant environmental impacts in recent decades. According to the Kaipara Integrated Harbour Management Group, existing environmental issues include declining fish stocks, environmental effects of fishing, increasing land-based derived sedimentation and declining water quality; increasing resource use and development; unhealthy mauri and loss of biodiversity.

2.6.5 Climate change threats

Given many of the district's settlements are in low lying or coastal areas, Kaipara stands to be heavily impacts by sea level rises resulting from a changing climate. There is a desire to proactively plan for infrastructure that can provide alternate access to settlements and across

the district despite rising waters. Wharves and a water transport network can play a significant role in providing this resilience.

2.7 Economic context

Overall, the Kaipara District is missing out on economic opportunities and intervention is required to address a lagging economy. The District's potential has been constrained by geographic isolation and under investment. The district has been falling behind Northland and NZ with economic growth significantly slower than the regional and national growth rates.

Kaipara accounted for almost 10% of Northland's GDP in 2018, with the Whangarei District making up the bulk (61%). The remaining 29% is contributed by the Far North District. Kaipara's relative importance in the regional economy is declining. In 2003 Kaipara contributed 16% of Northland's GDP. While Kaipara's economy is growing, it is not keeping up with Northland.

The district is spatially dispersed, covering a large area. It has a modest population size and the economic activity concentrated in a small number of urban areas. There is a clear divide between the western and eastern settlements (see figure 7), with the growth gravitating towards the east, i.e. Mangawhai and surrounds. The growth is gravitating towards the areas with strong natural endowments and this trend is expected to continue. Over time, this will increase district inequalities and disparities.

Table 2: GDP comparisons with Northland and NZ

15 years (2003-2018)	Change in GDP	Change in Employment
Kaipara	+44%	+20%
Northland	+124%	+23%
NZ	+111%	+22%

In 2018, Dargaville generated more than a third (37%) of the district's GDP. This proportion has been increasing steadily over the past 15 years, increasing from 34%. Mangawhai (including Mangawhai Rural) on the east coast also contributes a significant share (11%), up from 4% in 2003. Northwest Kaipara generated 23% of the district's GDP.

The spatial distribution of economic activity mirrors the population patterns i.e. it is unevenly distributed; concentrated in the two main population centres.

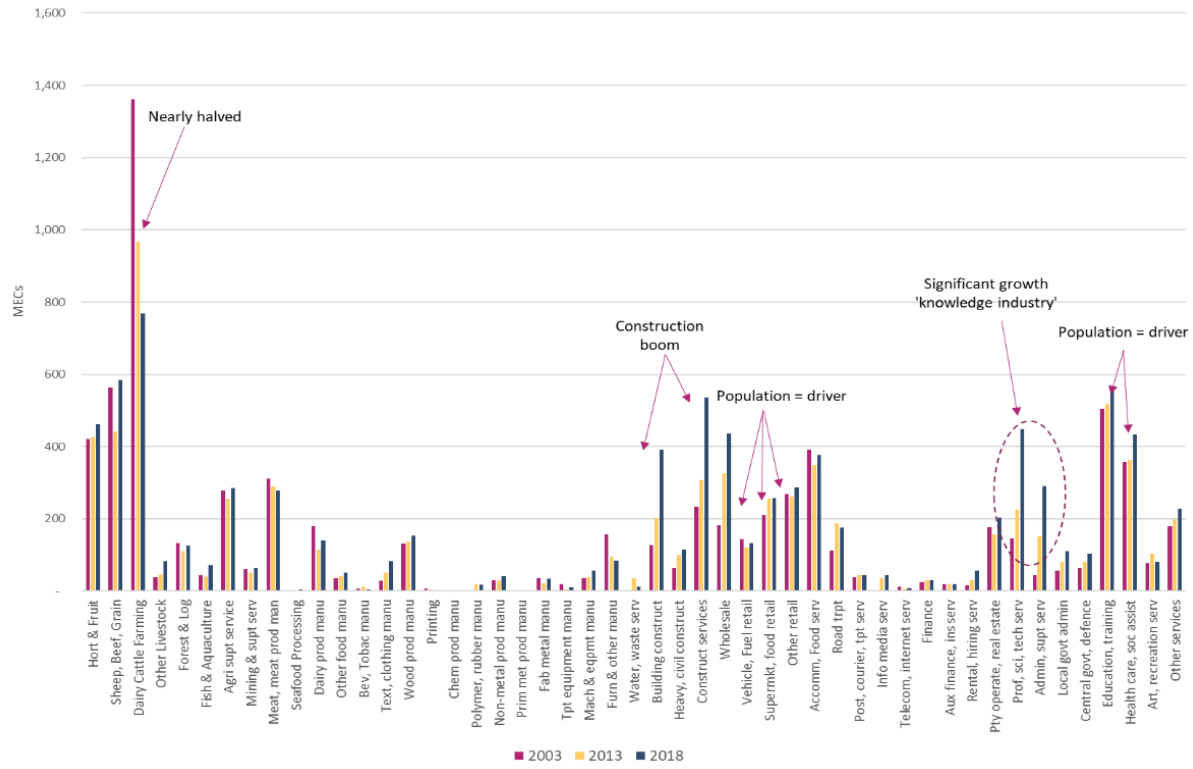
Official employment statistics reveal that over the past 15 years, local employment increased from around 7,350 Modified Employee Counts (MECs[2]) in 2003 to 8,800 in 2018. This equals a percentage shift of 19.7% or a compound growth rate of 1.2% p.a.

By comparison, over the same period, the rest of Northland's total employment expanded by 23.0% (1.4% p.a.) and New Zealand's total employment expanded by 21.5% (1.3% compound annual growth).

[2] Modified Employment Count is the employment count from Stats NZ which is adjusted to include working proprietors.

Again, this suggests employment in Kaipara is growing somewhat slower than Northland and the rest of NZ. But the growth rate differential is not as pronounced as for GDP suggesting that the district's productivity growth is lower.

Figure 9: Trends in employment (2003,2013,2018)



At a broad sector level (ANZSIC 1D) Agriculture, Forestry and Fishing is the largest sector, employing around 2,400 workers in 2018. Between 2003 and 2013 employment in this sector decreased by around 20%, bouncing back somewhat over the past five years, but still resulting in an overall fall of around 16% between 2003 and 2018. Dairy farming is responsible for the large decline in this sector, with employment nearly halving (-43%) between 2003 and 2018. While employment in most other sub-sectors grew, it was not enough to offset the large contraction in dairy farming.

Construction is the second largest employer, making up 12% of MECs in Kaipara (2018). Employment has more than doubled (+145%) over the past 15 years. This is consistent with the strong growth in 'construction activity and the investment in Mangawhai and Dargaville.

The spatial distribution of economic activity (excluding agriculture) is in the main urban areas of the district. Dargaville (31%), Mangawhai (12%) and Kaipara Coastal (12%) host the most, over half of the district's employees.

The figure suggests that the employment growth has been in the urbanised areas, with pockets of growth in rural areas. This (rural) growth has been associated with shifts in agricultural activity and development of new land-based farming activity. The catchments with the biggest change were:

- Kaipara Coastal -170,
- Ruawai-Matakohe -130,
- Mangawhai Rural 360,
- Dargaville 390, and
- Mangawhai 390.

One potential sector with potentially strong links to the wharf infrastructure and, economic development of Kaipara is tourism and the visitor market. The employment trends in visitor related sectors such as accommodation and food services sector, suggest that the visitor economy in the western parts of Kaipara District is shrinking, while the visitor sector (using employment as a proxy[3]) in Mangawhai is growing. Table 3 shows the change in employment over the past 15 years in the visitor sector.

Table 3: Employment in the Visitor Sector

Catchment	Visitor Employment (MECs) 2018	Change in Visitor Sector employment 2003-2018
Kaipara Coastal	20	-10
Mangawhai	0	0
Dargaville	110	10
Ruawai-Matakohe	10	-10
Otamatea (Kaipara District)	10	0
Kaiwaka	20	-20
Maungaturoto	10	-10
Mangawhai Rural	10	0
Mangawhai	110	40
Total	300	0

Accommodation and food services are associated with the visitor sector. Kaipara's employment in this sector has been trending downward for the past 15 years or so. In 2003, 390 MECs[4] worked in the sector, and by 2018 this had fallen to 375 MECs.

It is worthwhile to mention, that Mangawhai has experienced significant growth in this sector, consistent with anecdotal evidence that it is becoming a holiday hotspot.

MBIE's Commercial Accommodation Monitor (CAM) confirms the district-wide downward trend in the sector. In 2001, CAM reported 27 accommodation providers in Kaipara, and by September 2019 it had fallen to 20. Arts and recreation have been stagnant, with limited employment growth since 2003. The sector includes attractions and activities that would attract visitors to the District.

The Kaipara's visitor sector employment has remained relatively stable over the past 15-years. The change that did occur resulted in a spatial re-orientation of activity. The spatial shift was from rural Kaipara to the urban areas (i.e. Dargaville). Mangawhai captured 40 new visitor sector jobs.

Figures from the Commercial Accommodation Monitor reveal steady growth in local guest nights. Whangārei District and Far North both recorded strong growth since 2011 (i.e. post Global Financial Crises) in Far North. Kaipara experienced growth between 2011 and 2016, before slipping over the past two years.

[3] We used accommodation, takeaway

[4] A Modified Employee Count (MEC) is the number of full-time and part-time employees as well as working proprietors on an annual basis.

Figure 10: Kaipara guest nights 2001-2018

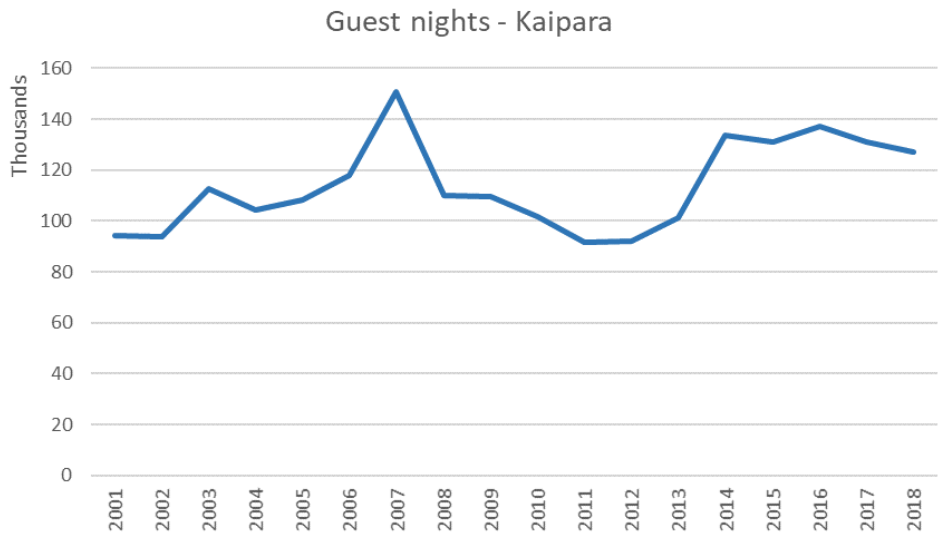
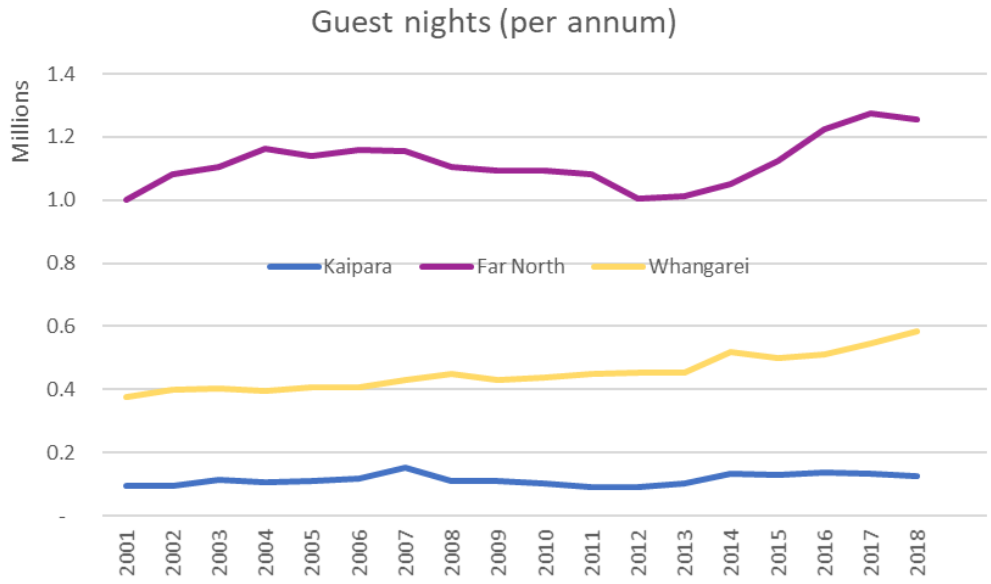


Figure 11: Guest nights per annum



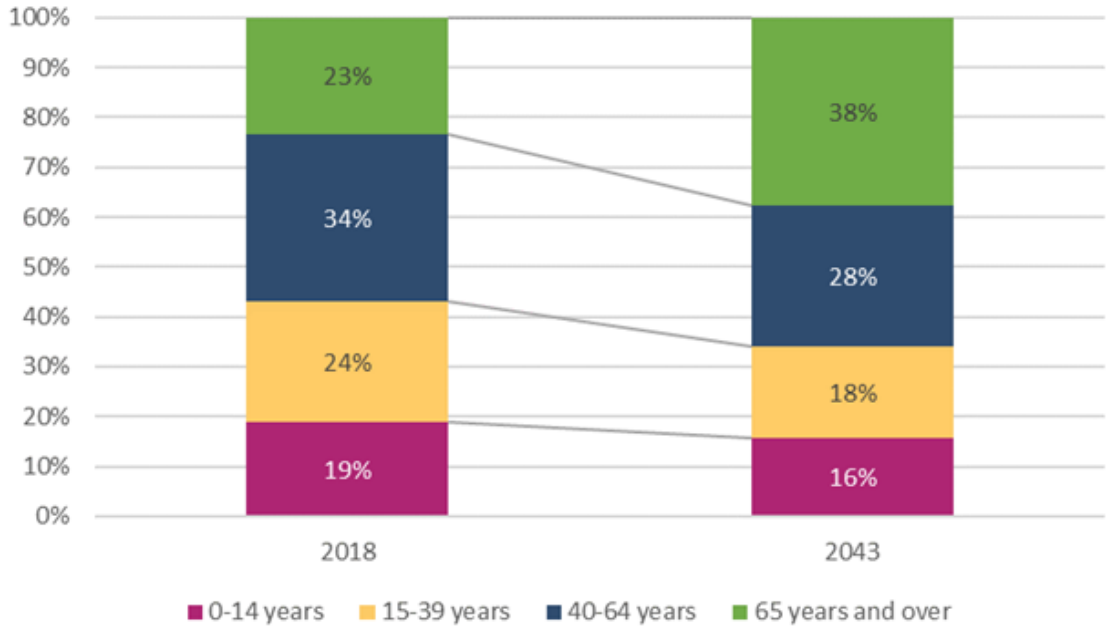
Compared to the rest of the region, Kaipara's share of visitor activity has declined over the past 5 years or so. The share increased from 6.4% in 2001 to a maximum of 8.7% in 2007 and a second highest share of 7.8% in 2014. Since then, the share has declined steadily to sit at 6.5% currently.

2.7.1 Ageing population

Currently, 23% of Kaipara's population is over the age of 65 years (compared to 20% in the rest of Northland). The over 65s demographic are growing faster than other age cohorts - 38% of population in 2043. Therefore, the level of available labour force expected to decrease relative to the total population.

A by-product of the ageing population is that it constrains the labour force (number of people available to work). it will also change how people interact with the transport system i.e. the demand for transport services and activities.

Figure 12: Kaipara Population structure by broad cohort



The population figures and growth outlook suggest that:

- Looking forward, most of the residential demand pressures will be around the Mangawhai area and, to a lesser extent, the rest of the Kaipara.
- The nature of the population will change, with an ageing population changing the types of demands placed on community amenities and assets. For example, the ageing population will lift the pressures on the local health services, requiring fast and reliable accessibility to these services.
- The rural areas of Kaipara[5] will see some growth and over 25 years, the population is expected to increase by 1,400. This growth is despite a decline in Maungaturoto and will account for 56% of the Kaipara's growth. The overall growth in the rural areas is only slightly higher than the anticipated growth around Mangawhai (1,400 vs 1,100), pointing to the concentrated growth that is occurring in the east.

[5] Excluding Dargaville and Mangawhai and Mangawhai Rural.

2.8 Transport context

2.8.1 Connections to Auckland

The Kaipara District shares borders with both the Whangārei District and Auckland, both of which contain Main Urban Areas (Whangārei and Auckland respectively) and are accessed by road from Kaipara. The Kaipara Moana spans across both Kaipara and Auckland, with close access to the Kaipara Moana from Helensville and Wellsford in Auckland.

2.8.2 Road Connections

Overall, the Kaipara district is heavily reliant on private vehicle transport to travel within the district and to nearby centres. State Highways 12, 14 and 1 provide access by road from within the Kaipara District to the neighbouring main urban areas. To access Auckland from the western part of the Kaipara District, reasonable routes by road all travel through Kaiwaka on SH1. Travel to and from Auckland can be subject to delay and journey time reliability issues, particularly at peak times.

To demonstrate accessibility by road across the district to nearby main urban areas, Abley Transportation Consultants we have conducted accessibility modelling, see Annex 4. Apart from the westernmost part of the district, much of Kaipara (58% of the population) is within 1.5 to 2 hours' drive of Albany, and Dargaville is just over 2 hours from Albany. Albany is used in the analysis in Auckland as it represents the upper edge of Auckland's continuous urban area. Travel times can be extrapolated to understand access to other parts of Auckland e.g. the city centre or the Airport.

Anticipated improvements on the road network that will improve travel to Auckland include:

- Extending the 4-lane motorway north to Warkworth on SH1, currently under construction.
- Addressing safety issues on SH1 from the Brynderwyns south to Te Hana
- Twin Coast Discovery Route business cases to support Northland's visitor economy

Access to Kaipara Moana Wharves:

- Most of the district has good access to the Kaipara Moana wharves (48% of population within 15mins drive of a wharf).
- However, if using water transport, the challenge of landside transport once at the destination wharf remains and issue for connecting across the district more widely.

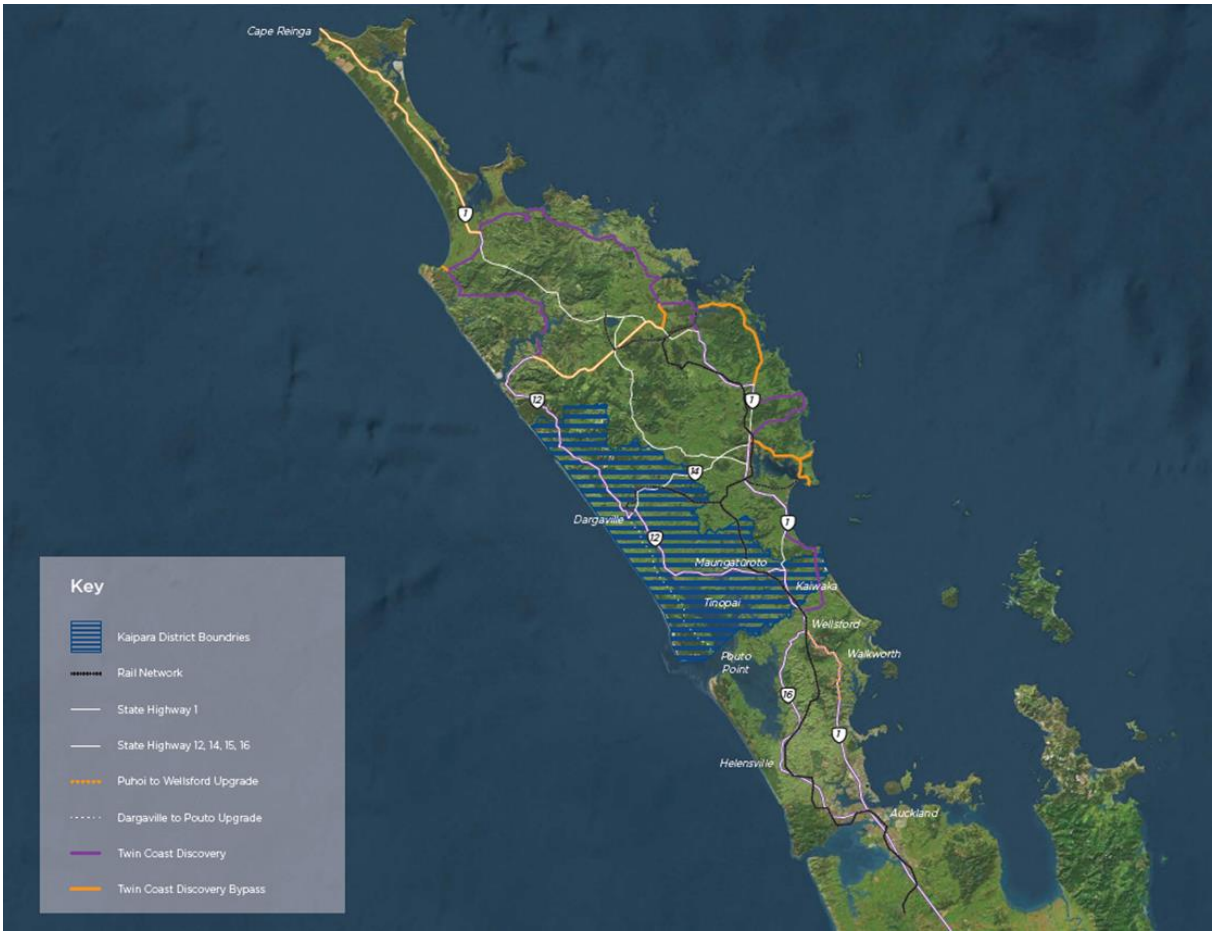
2.8.3 Rail Connections

Rail infrastructure (the North Auckland Line) also passes through the district running between Auckland and Whangarei, with a spur to Dargaville (currently closed). Currently a single weekday freight service operates on the North Auckland Line.

The Government has announced $109.7 million from the Provincial Growth Fund (PGF) to be invested in Northland Rail. This investment includes $94.8 million to improve line speeds between Whangarei and Auckland and bring rail infrastructure out of a state of managed decline. The investment will be targeted at freight between Auckland and Whangārei, however the Ministry of Transport's North Auckland Line business case signals consideration of re-opening the Dargaville spur in the medium-longer term. New rail investment is also set in the context of the potential to relocate Port of Auckland activities to Northport at Marsden Point, near Whangarei. Improved rail infrastructure and a greater focus on Marsden Point would reduce demand for any potential water-freight services from Kaipara to Auckland.

Regular passenger rail services do not currently operate on the North Auckland Line, with Auckland public transport rail services terminating at Swanson. A passenger rail service to Helensville, at the south of Kaipara Moana, was trialled in 2008/09, however the service was cancelled due to low patronage and uncompetitive journey times.

Figure 13: Transport routes in the Northland Region



2.8.4 Water Transport

Currently a single operator (Kaipara Cruises) operates a vessel on the Kaipara Moana, including some routes connecting Kaipara District to Parakai north of Helensville. Existing cruise services include day trips, overnight trips and a ferry connection for cyclists completing the 'Missing Link' Heartland Ride. Note that the Kaipara Cruises services are targeted at tourism and do not operate as public transport services. Anecdotal evidence also suggests some cyclists are deterred from the Kaipara Missing Link trail due to the cost of chartering a boat. Some of Kaipara Cruises listed trips include:

- Helensville to Shelly Beach cruise (selected dates up to five times per month, 5 hours round trip, $35 per person)
- Helensville to Dargaville cruise (selected dates up to two times per month, 2 days round trip, $295 per person)
- Pōuto to Helensville as part of Missing Link Cycleway and Tour Aotearoa (multiple dates during Tour Aotearoa (February/March), 3 hours one-way, $50 per person)
- Pahi River cruise (selected dates at selected times of year, 4 hours, $35 per person)
- Day cruise charter (round trip Helensville via Dargaville or Dargaville via Helensville)

All cruises/services above are also available as charter services on other dates. It is understood that 'fast cat' services have previously established on the route between Kaipara and Auckland on Kaipara Moana. However, these business models have not been able to sustain a service long term.

Recreational water transport provides an enjoyable and efficient travel mode between Kaipara destinations e.g. on water it will take about 5 minutes between Pahi and Whakapirau, but by road the 23km trip takes around 30 minutes. However, these communities are very small and most larger communities such as Matakohe and Ruawai are well serviced by road connections. Given the small rate payer base and usually resident population it is unlikely that a water-based public transport system would be economically justifiable (based on population figures).

2.8.5 Connectivity within Kaipara District

The geography of the Kaipara District means that travel by road between certain areas can be time consuming, even if the areas are in relatively close proximity as the crow flies. Access, to economic and social opportunities, transport choice, and providing resilience is a key strategic priority in the 2018 Government Policy Statement on Land Transport (GPS). Accessibility analysis shows that while connecting between remote parts of the district is a challenge, the majority of the district has relatively low drive times to at least one of Kaipara's centres (Dargaville, Mangawhai, Kaiwaka or Maungaturoto), see Annex 4. The southern end of the Pōuto peninsula is the most remote part of the district across all accessibility analyses, however the population in the 60-90-minute drive time catchment is only 135 people based on 2018 census data. Tinopai is also relatively remote from the larger centres of Dargaville and Mangawhai.

2.8.6 Aging Population

The Kaipara District has an aging population. As the population ages accessibility and mobility needs will increase, with reduced ability to drive and accessibility requirements for infrastructure design. In order to service the local community, any wharf infrastructure should consider these needs as part of design.

2.8.7 Public Transport

Currently there is a single public transport service operating in Kaipara, a weekly bus service trial from Kaiwaka to Whangārei, via Mangawhai. The Regional Land Transport Plan (RLTP) notes the challenges of making a public transport service business case in rural areas and analysis conducted for this study demonstrates that districts with populations of less than 40,000 are rarely able to support regular public transport services, see Annex 4. Current trends in public transport also show some movement towards on-demand as opposed to timetabled services, particularly in lower-demand areas.

2.8.8 Walking and Cycling

The Kaipara district is renowned for its numerous walking tracks that showcase stunning natural landscapes. These include tracks in Waipoua Forest, Trounson Park, Kai Iwi Lakes, Mt Tutamoe, Baylys Beach, Tokatoka, Maungaraho Rock, Paparoa, and Mangawhai coastal environment. Alongside walking experiences, there is much potential to grow recreational and tourism-based cycling in the Kaipara District. Like many rural regions in Australia and New Zealand, the Northland Region has recognised the economic and social benefits that increased cycling facilities can bring.

The Kaipara Walking and Cycling Strategy (2017) has a vision to 'become a walking and cycling destination to support economic growth and provide transport and lifestyle choices.' The Kaipara district contains numerous picturesque walking tracks and two on road 'Heartland Rides', these are cycle trails that are advertised nationally alongside the New Zealand Cycle Trail. They are:

- Kauri Coast Cycleway – A 113km Heartland Ride from Rawene on the Hokianga Harbour to Dargaville. This route uses low volume roads and passes through Kauri forest and secluded coastal settlements.
- Missing Link Cycleway – A 118km Heartland Ride from Dargaville to Central Auckland with a segment by boat across Kaipara Moana from Pōuto to Parakai. It is understood that the increase in forestry vehicles on the Pōuto Peninsula is raising safety concerns for cyclists sharing the road. It is also understood that the cost of connecting across Kaipara Moana can be a deterrent for some cyclists on this route, where a charter service is required.

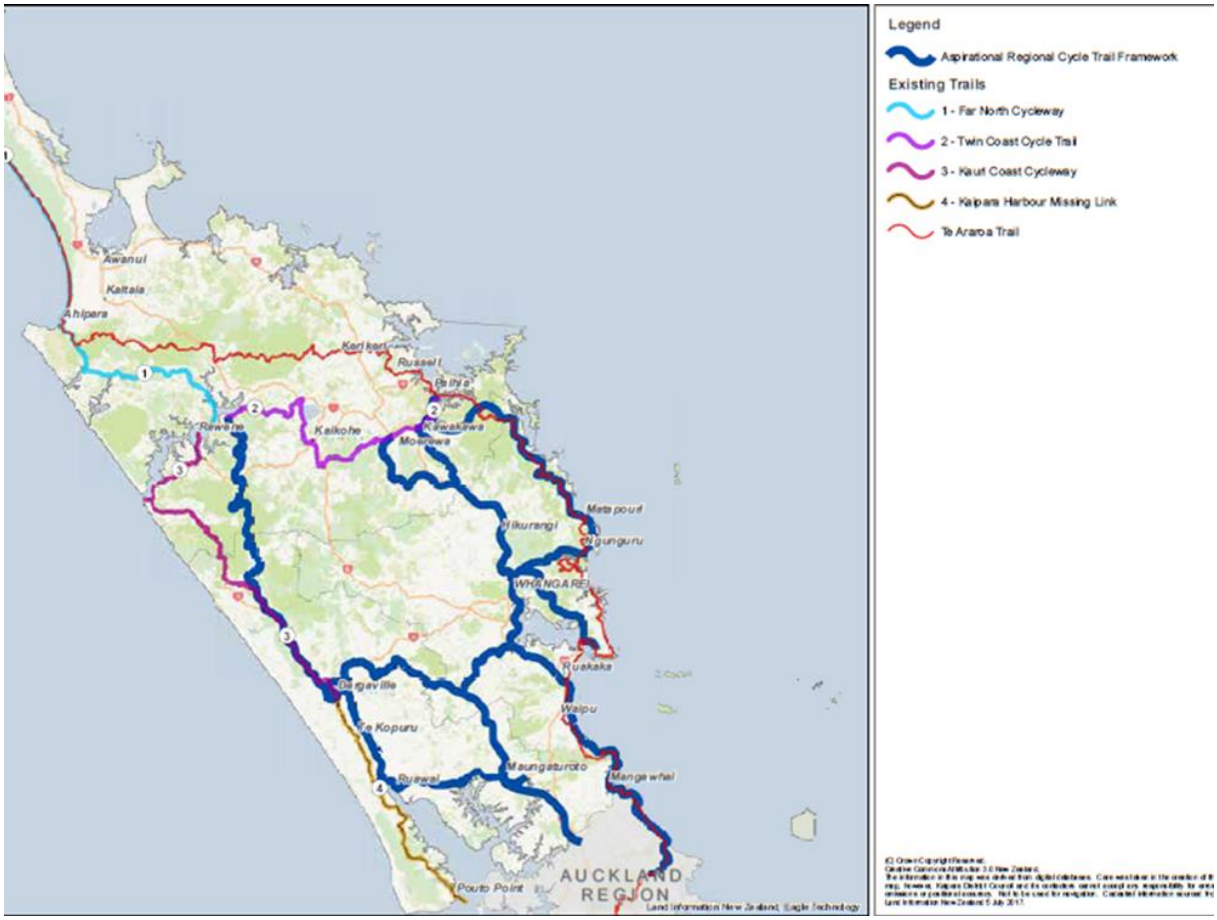
These Heartland rides also form part of the 'Tour Aotearoa' route that accommodates a bi-annual brevet event. In 2018, 500 people rode this event and in February 2020, 950 entrants had been recorded.

Kaipara District Council have identified the potential for cycle trails to be further supported by water transport, including the identification of Tinopai as a potential gateway. During the ILM workshop the potential for further cycle 'round-trips' in the district was also discussed, where water-transport would form a leg of the journey. Water transport to support cycle tourism is not uncommon in New Zealand with routes such as the Kaipara Missing Link, Mountains to Sea (bridge to nowhere) and Roxburgh Gorge Trail all relying on water transport for part of the route, see examples in Figure 14. Note that the example images shown utilise small vessels to offer this service.

Figure 14: New Zealand examples of water transport for cycle tourism

The Northland Cycling Implementation Plan (2019) seeks to share in the success of cycleways nationally citing MBIE's 2016 evaluation of the New Zealand Cycle Trails, which show strong and lasting returns from investment in regional trails: In 2015, there were approximately 1.3 million trail users, 13.5% were international visitors, and the overall benefits were $3.55 for every $1 invested. The Northland Cycling Implementation Plan (2019) seeks to benefit from a network effect of cycleways established across the region, not just individually by route or district. The map below shows the aspirations for regional trails in Northland.

Figure 15: Northland Region Aspirational Cycling Trail Framework (Source WSP)



2.8.9 Road Safety

Road safety is a concern in the Kaipara, and is identified in a number of strategies and documents including the Northland Primary Collectors Corridor Management Plan, considerations in the Twin Coast Discovery Route package to identify safe passing and overtaking opportunities and turning zones and issues raised in the Kaipara Walking and Cycling Strategy. A review of key road safety metrics across the district highlights issues, particularly on peninsula roads and in terms of the Infrastructure Risk Rating metric, see Annex 4.

Ratings against three key metrics used by the NZ Transport Agency to understand road safety include:

- Collective Safety Risk – risk density measured as the number of fatal and serious casualties over a distance, e.g. deaths and serious injuries (DSI) per kilometre
- Personal Safety Risk – risk to the individual of fatal or serious casualties per million vehicle kilometres travelled on a link/corridor
- Infrastructure Risk Rating (IRR) –a proactive measure of risk based on land use and geometry. IRR aligns with personal risk but does not rely on (and is less sensitive to) crash history.

Personal risk and collective risk are low for many roads in the Kaipara study area due to the low traffic volumes, however considering IRR alone, the majority of the study area is classified in the medium to high risk categories. Poor IRR performance is common across many rural areas of New Zealand. This analysis shows some of the key peninsula roads

have identified road safety issues. A large section of Pōuto Road from Dargaville south is assessed as high personal risk and medium high collective risk. Tinopai Road has medium high personal risk and Petley Road, Bickerstaffe Road and a section of Pahi Road all have medium personal risk. In seeking to attract tourists to Kaipara Moana the suitability of roads for unfamiliar drivers needs to be considered. This is identified as general issue across Northland in the RLTP.

2.9 Implications for Kaipara Water Transport Network and Wharves

This study takes a 30-year view of opportunities to develop wharf infrastructure to support water and wharf-based activities. Based on the transport context set out above and Annex 4 the implications for the following water-transport operations are considered in this section:

- Kaipara-Auckland ferry
- Water-based transport for local connectivity (i.e. public transport within the Kaipara)
- Water-based transport for tourism

2.9.1 Kaipara – Auckland Ferry

Overall, the Kaipara district is heavily reliant on private vehicle transport to travel within the district and to nearby centres. Identified investment in state highways will support the safety and reliability of road journeys. However not all issues associated with road safety, unsealed roads and travel time reliability to Auckland will be resolved by this investment. Regardless, the majority of the Kaipara district has access to the northern extent of the continuous urban area in Auckland within c. 2 hours' drive time.

In addition to road transport, the Government has committed $94.8million to upgrade the North Auckland Rail line. This will be targeted at freight between Auckland and Whangarei, however the Ministry of Transport's North Auckland Line business case signals consideration of re-opening the Dargaville spur in the medium-longer term. New rail investment is also set in the context of the potential to relocate Port of Auckland activities to Northport at Marsden Point, near Whangarei.

A ferry from the northern Kaipara Moana to Parakai was tabled as an option in stakeholder early workshops in this study. When considering ferry services for 'transport' (as opposed to a cruise) the competitiveness of travel times relative to the car need to be considered. Ferry travel time on this route is anticipated to be upwards of 2.5/3 hours plus waiting, loading and interchange penalty time.

On the basis of the current transport context, and potential for more freight activities to relocate to Northport, it would be difficult to develop a commercially viable Kaipara-Auckland ferry service. A key factor in this conclusion is inability for any ferry service to compete in terms of travel time relative to the private vehicle. The Kaipara population is also very low to support such a service currently. However, an existing cruise service operates on this route and is anticipated to continue to do so.

While travel time reliability on the road network to Auckland is a challenge, the ferry service may also face reliability issues related to weather and harbour conditions. Travel time reliability on the road network between Parakai and destinations in Auckland may also be an issue.

2.9.2 Water Based Transport for Local Connectivity

Currently there is a single public transport service operating in Kaipara, a weekly bus service trial from Kaiwaka to Whangarei, via Mangawhai. The RLTP notes the challenges of making a public transport service business case in rural areas and analysis conducted for this study demonstrates that districts with populations of less than 40,000 are rarely able to support regular public transport services. On this basis, in a district of 22,500, a water-based public transport service aimed at servicing local trips only is unlikely to be viable. However, there may be an opportunity for local public transport trips to supplement tourism demand for any services that establish.

Accessibility analysis highlights Pōuto and Tinopai as remote areas of the district. These areas would likely benefit the most from shorter travel times offered by water-based transport to some destinations, however these remote areas contain lower populations and therefore would struggle to support regular public transport services. Any services to/from these areas would need to be dual purpose (e.g. local transport and tourism) to assist with commercial viability.

Current trends in public transport also show some movement towards on-demand as opposed to timetabled services, particularly in lower-demand areas, for example the Timaru 'MyWay' trial and global moves by Uber to implement car-pool services to fill gas in public transport networks. If on-demand services in the form of 'water taxis' establish as part of tourism activities these may also serve local access needs. Kaipara District Council should monitor these opportunities going forward and work with operators if opportunities arise.

It is anticipated that subsidies may be required for locals using tourism services. If infrastructure and operators enable trips between population centres and key services, demand for local travel in the order of 25,000 trips per annum could be anticipated in the longer term. This estimate assumes access between multiple destinations in the district and development of activities at or near wharves.

2.9.3 Water Transport for Tourism

In addition to supporting cycle tourism, tourist water transport may include trips to picturesque, uniquely Kaipara destinations on the harbour that utilise small vessels. Transport benefits of encouraging tourists to use water transport to access key attractions may include:

- Road safety benefits due to fewer unfamiliar drivers on Kaipara's rural roads with high infrastructure risk ratings
- Travel time savings where destinations are quicker to reach by water transport. This may translate to increased demand due to reduced drive times.
- Benefits to locals who are also able to utilise services established primarily for tourism.

2.9.4 Conclusion

Overall, it is anticipated that across the 30-year view of this study water-based transport in the northern Kaipara Moana may expand from the current single-operator cruise offering. It is envisaged that this could occur through establishment of small charter operations that operate to transport tourists to destinations on the harbour, complete cycle trails and operate as on-demand water-taxis for local and tourist travel. Based on the current evidence it is unlikely that frequent timetabled public transport services within the Kaipara district or to Auckland will be viable within the horizons of this study.

From a transport perspective, wharf infrastructure recommended as part of this feasibility study will support water-based transport through:

- Reducing health and safety risks of tourists boarding vessels, particularly in rough sea conditions. This will support safeguarding the existing water-based tourism in the study area
- Increasing the ease of loading bicycles/luggage etc to support cycle trails and accommodation near wharves
- Ensuring accessibility requirements are accommodated for the aging population and those who are physically and/or mentally less able.

Transport benefits of encouraging tourists to use water transport to access key attractions may include:

- Road safety benefits due to fewer unfamiliar drivers on Kaipara's rural roads with high infrastructure risk ratings
- Travel time savings where destinations are quicker to reach by water transport. This may translate to increased demand due to reduced drive times.
- Benefits to locals who are also able to utilise services established primarily for tourism. Note that subsidies for local trips may be required and these could be in the order of $50-$110 per trip based on the costs of water-based tourism services considered in this analysis. It is anticipated that in the order of 25,000 trips per annum could be attracted by a public transport service running on the Kaipara Moana in the longer term, however this will depend on origins and destinations served by the water transport operations.

2.9.5 Dargaville Wharf Upgrade

One of the projects under the Kaipara Kickstart Programme is the Dargaville Wharf. The Wharf Upgrade is PGF-funded and is the first infrastructure investment under the Kaipara Wharves project. It is anticipated that the existing wharf and new pontoon will be the 'hub' for a water-based activity on the Kaipara Moana.

The Dargaville Wharf Pontoon Upgrade Project is estimated to cost approximately $653,732, with an estimated five (5) months to construct. The scope of the project includes upgrading the wharf through the addition of a new pontoon and supporting pylons and berthing dolphins. Some landside improvements have also been identified that may be developed later to support the activation of this wharf. These improvements were identified as part of both the Dargaville Spatial Planning (KDC) and the Dargaville Improvement Plan (NZTA & KDC). Both of these processes are yet to be adopted but it is hoped that further funding and initiatives will be forthcoming and included in the draft Long Term Plan and associated Infrastructure Strategy.

Figure 16: Preliminary design for the Dargaville Wharf Pontoon Upgrade

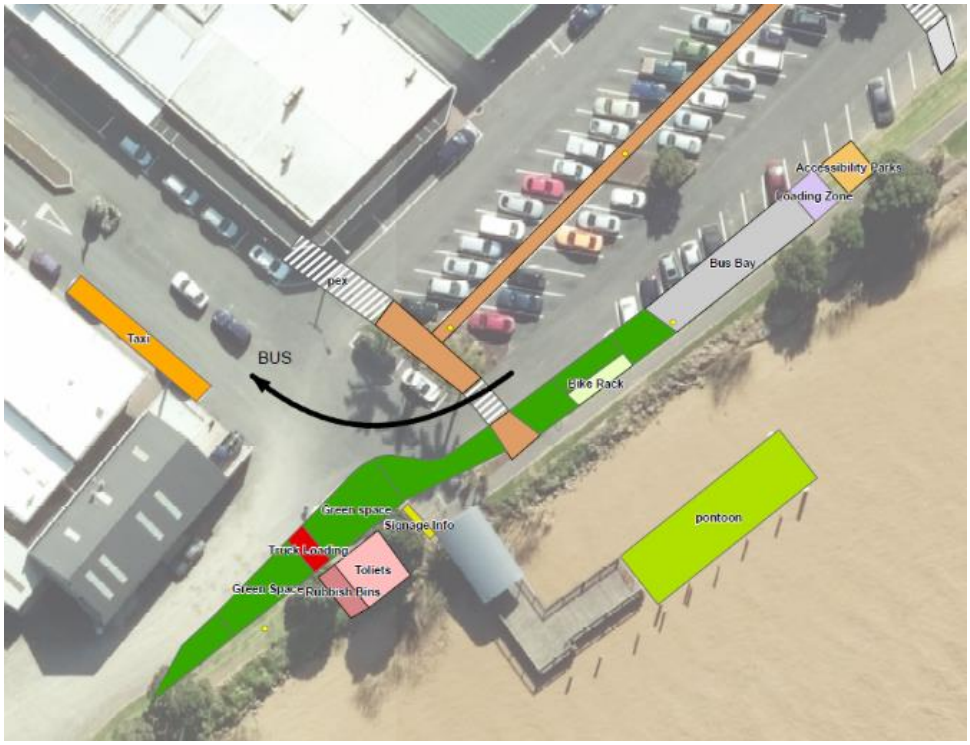
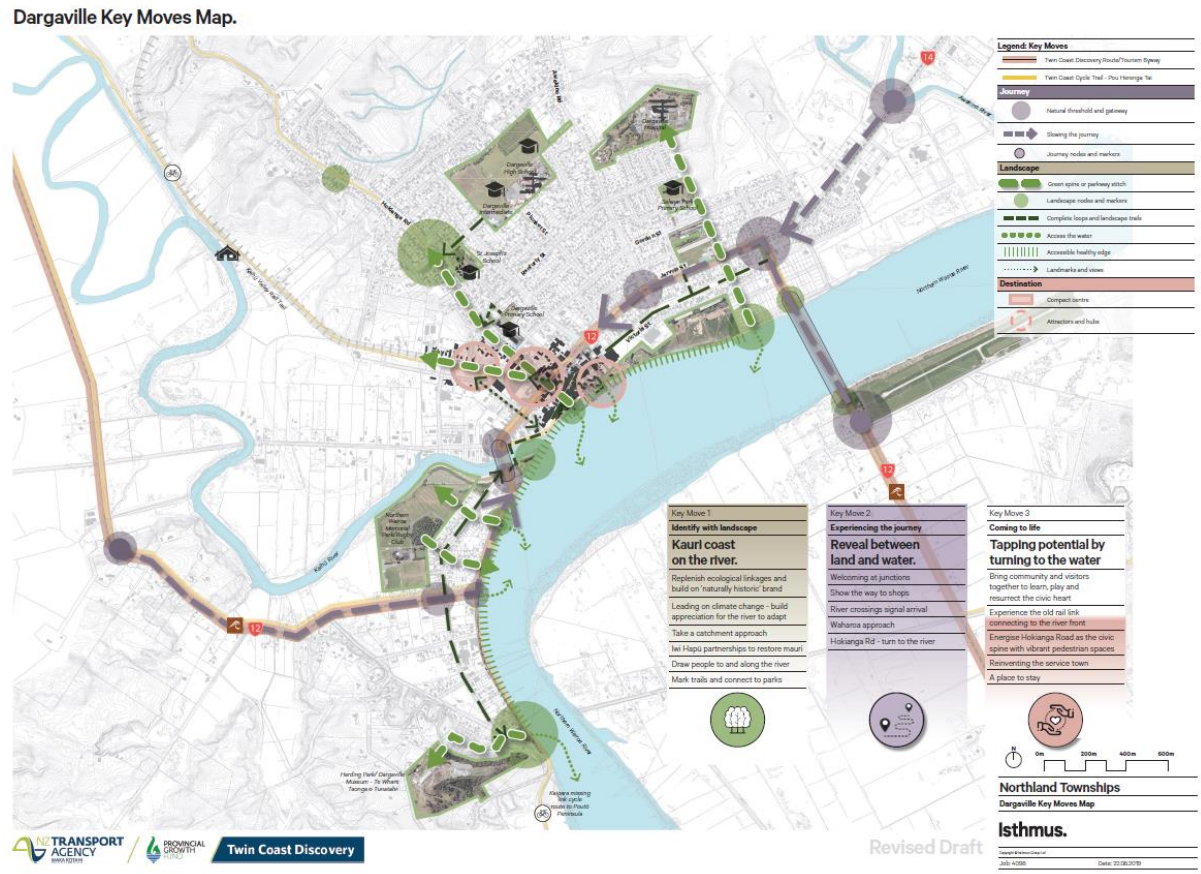


Figure 17 Dargaville Improvement Plan (Source NZTA & Isthmus)



2.10 Tourism context and opportunities

2.10.1 The current state

Tourism is an untapped opportunity for the Kaipara region. While growth is occurring in tourism activities, it is occurring from a low base and there is much room to grow. Analysis from *Visitor Solutions* provided the following supply summary for this study.

2.10.1.1 Physical Setting

Recreation and tourism opportunities and experiences on and around the Kaipara Moana stem primarily from the physical characteristics of the harbour and its tributaries. A second distinguishing experiential layer is added by the cultures and stories of the people living in the area.

The harbour is a large enclosed harbour/estuary complex on the north western coast of the North Island. By area, the Kaipara Moana is one of the largest harbours in the world. It covers 947 square kilometres at high tide, with 409 square kilometres exposed as mudflats and sandflats at low tide (refer main text Section 2.4: Figure 3 for map). It extends around 60km from the Pahi/Dargaville in the north to the Shelley Beach/Parakai/Helensville area in the south.

Basic wharf and jetty facilities located at these towns provide the primary recreational access points to the Harbour and an all-tides connection (subject to vessel draft). The Harbour also incorporates several large arms that extend into the interior of Northland and North Auckland, with numerous small settlements located near the shoreline. Some of these have (mostly small) launching ramps, wharves and jetties, although most are only usable subject to higher tides (and/or condition/maintenance).

The relatively shallow depth of most of the harbour combined with its large tidal flows represent key physical constraints to recreation activity. Only a few major tidal channels and tributary rivers are always accessible and navigable. Access to open water during the lower tidal periods is impractical from much of the harbour's shoreline due to mudflats and mangroves.

Further out towards the deeper waters at the harbour mouth the sea conditions can be hazardous, with a very expansive and always-changing sandbar complex. Large swells, surf and tidal volumes can make harbour entry and exit practically challenging for any but the most capable vessels and crews. This area has become historically known as 'the graveyard' due the numerous shipwrecks that have taken place there over the years.

The following content summarises the main recreation/tourism activities associated with Kaipara Harbour.

2.10.1.2 Fishing

Fishing in the very tidal Kaipara Harbour is largely determined by the tides, the weather and the type of fishing experience sought. Opportunities for shallow water mudflat fishing and seafood gathering abound. Fishing the tidal flow channels when tides are in or out adds a further dimension while more extensive deeper water fishing is available at the harbour mouth and some of the deeper channels (for those using capable vessels). The presence of a sometimes-dangerous bar crossing does limit the offshore fishing opportunities, with high dependence on vessel crew experience and weather conditions.

There are numerous small slipways and boat ramps around the many arms and tributaries of the harbour, although the high tidal range limits the use of many. It also limits the practical

availability of shore-based fishing options when tides are out (other than perhaps shellfish gathering or floundering).

While many fishing options are constrained at certain times, the harbour is a highly productive part of the marine ecosystem. Local knowledge gained from experience appears to be a key requirement for successful fishing on Kaipara Moana (finding the 'good spots' at different tide stages, knowing fish travel and feeding patterns, avoiding running aground and to safely handle conditions near the bar and in areas of high tidal flows). These requirements suggest that guided fishing experiences may be an important opportunity.

Currently however there are hardly any charter boat fishing operations. The only current fishing charter options found were:

- 'Kaipara Kat Fishing Charters' at Parakai/Shelly Beach – single vessel (only around 40min drive from Auckland to Parakai).
- 'Ali Kat Fishing Charters' at Parakai, Helensville which appears to have recently closed.
- A directory listing for 'Hanson's Harbour & Ocean Fishing' in Maungaturoto, but no online information.

Note: In the last five years there have been several fatalities associated with fishing charters on the Kaipara Moana.

2.10.1.3 Boating

Boating use is highly dependent on the extent of navigable waterways. As discussed above the Kaipara's more sheltered waterways are often highly tidal, limiting easy navigation to the top of the tide. Most activity is associated with accessible tributary, channel areas and the mid and outer harbour. Different jetty, wharf, slipway, and beach launch options are available, but of variable quality.

There are a small number of commercial cruise services, including:

- 'Kaipara Cruises' at Parakai (Helensville) featuring a small number of cruise options (plus charter cruise options):
    - Half-day trip from Parakai (Helensville) to Shelly Beach,
    - Overnight return trip to Pahi (coach to Dargaville accommodation),
    - Bike shuttles from Pōuto Point to Parakai (scheduled and charter, times subject to tides),
    - Sometimes short cruises around Pahi/Pahi River/Whakapirau.
- 'Port Dargaville Cruises' with a small 12m vessel cruising on the upper Wairoa River around Dargaville. Part of a joint operation also featuring rail cart journeys on a 30km unused line.

Note: The number of boating service providers has declined over recent years (with a recent example of closure being Ali Kat Charters in Parakai), as well as several ferry proposals evaluated and withdrawn.

Yachting and kayak/kayak-fishing is relatively rare given the harbour's physical constraints of exposed tidal mudflats and strong tidal flows. Smaller scale kayak/boat trips between some of the small settlements along some of the harbour's arm may be attractive (subject to any associated onshore experience offers being developed – e.g. historic sites, marae, other attractions such as the Kauri Museum at Matakohe). Some recreational kayaking clubs

reported on small club trips that they had done that followed such a paddle, hop out and paddle type model. This could potentially be replicated commercially. A kayak hire option is available out of Dargaville, however little other commercial activity is evident.

2.10.1.4 Biking

Most larger towns in the area have small local cycle options but the highest profile cycling option in the Kaipara harbour area is the 'Kaipara Missing Link'. This is a section of the New Zealand Cycle trail route that travels south from Dargaville down the coastal Pōuto Peninsula to Pōuto, before crossing via a boat shuttle to Parakai. This connects the Northland and Auckland sections of the NZ Cycle Trail, and also Northland's Kauri Coast, Far North and Twin Coast 'Cycleways' to Auckland. The only notable boat shuttle is with Kaipara Cruises, which requires advance booking for a short scheduled-trip day season or for specially arranged pick-ups (also possible via other boat charters). However, cycling is a general growth area and more route initiatives around the District are anticipated.

Other attractions – miscellaneous examples:

Dargaville

- Trounson Kauri Park - a DOC 'mainland island' 32km north of Dargaville with walks and camping featuring Kauri stands and seasonal night nature walks. The iconic Kauri sites in Waipoua Forest are located outside of Kaipara District another 30km past Trounson.
- Dargaville Museum – presenting a variety of local cultural and historic heritage stories, artefacts and displays.
- Miscellaneous Kauri attractions – a variety of kauri timber and gum-themed stores and sites in and around Dargaville.
- Kaipara Rail & Cruises – a small scale river cruise offer.

Kauri Museum

- Located in the very small settlement of Matakohe, the Kauri Museum is a community museum and experience featuring the history of Kauri and settlement in Northland. It features stories of the Kauri Industry – both timber and gum with many displays of the industries, their equipment, life size dioramas and products from both timber and gum (including art).
- Access by boat is very limited at Matakohe itself, but it only a few kilometres to boat landing wharves/jetties at Dargaville and Pahi.

Gibbs Sculpture Farm (Note: Not in KDC)

- Located around 10km North of Kaukapakapa on the eastern side of Kaipara Moana (around 1hr from Auckland), this attraction hosts the large-scale commissioned sculptures of many prominent artists in an open farmland/harbour setting. Gibbs Farm is a private property, open monthly by prior appointment only to artists, educational institutions, charities and the public. There is no fee for visiting Gibbs Farm but scheduled visiting times for bookings are limited.
- Located just a few km South is another smaller-scale sculpture garden and forest conservation track attraction – the 'Kaipara Coast Sculpture Gardens'. It is part of the Kaipara Coast Planet Centre and has a changing portfolio of displayed works.

Hot Spring Attractions (around Parakai) **(Note: Not in KDC)**

- Parakai Springs and Palm Springs are two natural hot pools, wellness, picnic and water play attractions in Parakai

South Kaipara Horse Treks (Note: Not in KDC)

- Half-day, Full day and Overnight Treks in the South Kaipara area, operating out of Helensville and including inland and coastal/beach areas from Muriwai up to South Head on the southern side of Kaipara Moana entrance.

Pōuto Beach Driving

- Road access to Pōuto Point allows an option for beach driving back up towards Dargaville (4wd recommended) in the expansive sandy landscapes. DOC provides a brochure for this.
- It was noted that a previous tourism offering in this area (Pōuto Sand Safaris) closed in recent years.

2.10.1.5 Current Demand Summary

This briefly describes some high-level trends in potential domestic and international visitor catchments that may have a bearing on visitation within the Kaipara Moana area.

Base Domestic Population Catchment

Visitor attractions within the Kaipara area are very close to the bulk of New Zealand's domestic population. While the local population is not large it has been increasing. Growth is also reflected in wider areas around Northland and further afield across the Auckland, Waikato and Bay of Plenty Regions.

Taken together the cumulative Domestic base population catchment is approaching 2.5 million residents. Most residents in this Upper North Island domestic population are located between 2-4 hours' drive of sites in the Kaipara Moana area.

Table 4: Recent Population totals and trends

	Census 2006	Census 2018	Change 2006-18	% Change	Cum. pop (2018)
Kaipara District	18,135	22,869	4,734	26	22,869
Far North/Whangarei Districts	130,308	156,210	25,902	20	179,079
Auckland Region	1,304,958	1,571,718	266,760	20	1,727,928
Waikato/Bay of Plenty Regions	638,202	766,701	128,499	20	2,338,419

Source: Statistics New Zealand – Census 2018

Looking forward, Table 5 shows that this pattern of population growth is projected to continue at reduced growth rates locally. However, in Auckland and Waikato higher growth rates will be maintained. Overall, in the next 20 years the domestic population in this Upper North Island catchment is projected to increase to over 3 million.

Table 5: Projected population totals and trends

	Proj. Pop. 2023	Proj. Pop. 2043	Proj. change 2023-43	Projected % change	Proj. cum. pop (2043)
Kaipara District	23,600	25,200	1,600	7	25,200
Far North/Whangarei Districts	159,600	171,500	11,900	7	196,700
Auckland Region	1,859,300	2,326,200	466,900	25	2,497,700
Waikato/Bay of Plenty Regions	811,900	915,200	103,300	13	3,241,400

Source: Statistics New Zealand Projections – (Medium Series, 2013 base, 2018 Update)

While data for recreation participation preferences for the domestic population are only available in a high-level summary context, the Sport New Zealand Active New Zealand Survey found that Fishing was the 6th most highly reported sport or active recreation activity among Auckland Region[6] residents (after Walking; Swimming; Equipment-based exercise; Jogging/ running; and Cycling). Over 18% of all Aucklanders, representing over 200,000 individuals were estimated to be engaged in fishing. This proportion was estimated to be relatively highest among men (~28%), those aged 50-64 (~24%), Maori (28%) and people with higher levels of indicative socio-economic status (~24%).

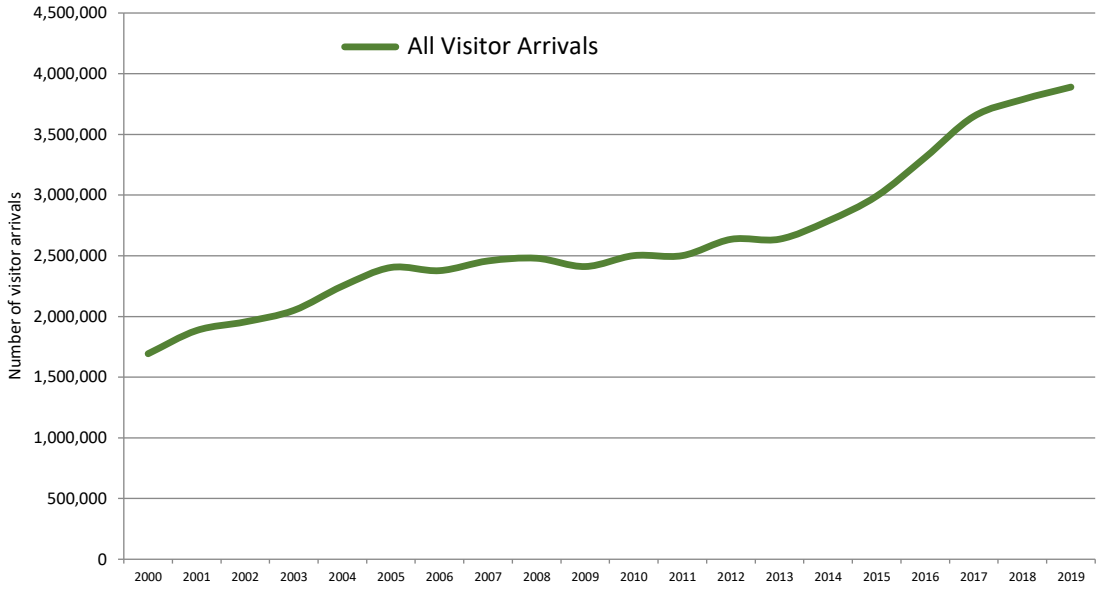
The extent to which this current and projected population is converted into visits to the Kaipara area will vary at different sites (according to activity accessibility, quality, uniqueness, management and the relative attractiveness of the experience offer). Given the size of this potential domestic market, it would only require attractions / experiences to generate small percentage increases in visitation (increased visitor capture rates) to result in significant local impacts.

Actual and Potential Visitor Catchments

While Domestic visitation is primarily based on the wider surrounding resident population, the base for any international visitor catchment is clearly arrivals into New Zealand. Figure 1 illustrates the well-established long-term trend of growth in overseas arrivals (before the Covid 19 pandemic). This has shown overall numeric growth of 130% over the last 20 years, 56% over the last 10 years and 30% over the last 5 years.

6 Active New Zealand data are only available at a Regional level here. Source: Sport and Active Recreation in the Lives of Auckland Adults: Results from the 2013/14 Active New Zealand Survey. Sport New Zealand and Auckland Council (2016). Wellington: Sport New Zealand.

Table 6: Visitor Arrivals into New Zealand

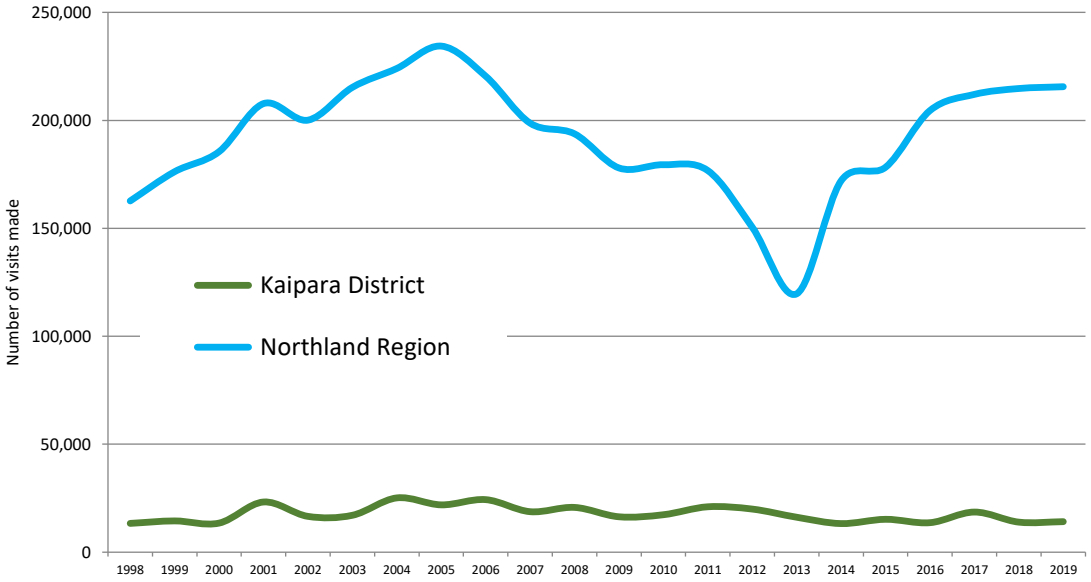


Source: Statistics New Zealand – Visitor Arrival Statistics (YE Jun)

These numbers are particularly significant because New Zealand's main tourism entry point is Auckland Airport. This is only approximately a 1-hour drive to Helensville (South Kaipara Moana) and a circa 3-hour drive to Dargaville (North Kaipara Moana). Over the year ending June 2019, Auckland Airport received around 1.31 million people making *holiday/vacation visits* to New Zealand. In addition, Auckland received around 211,000 cruise ship passenger arrivals in the year ending June 2018.

Looking more specifically at Holiday/Vacation visitor numbers to Kaipara District and the Northland Region, the figure below shows that this baseline growth is not being reflected locally. The pattern of such local area visits shows growth, decline and renewed growth for Northland (with a 21% increase over the last 5 years) and a largely steady, but very low level of overseas visitors for Kaipara District (with a -7% decline over the last 5 years). Despite the strong pattern of overall visitor growth to New Zealand, this is clearly not being reflected in visits to Kaipara District.

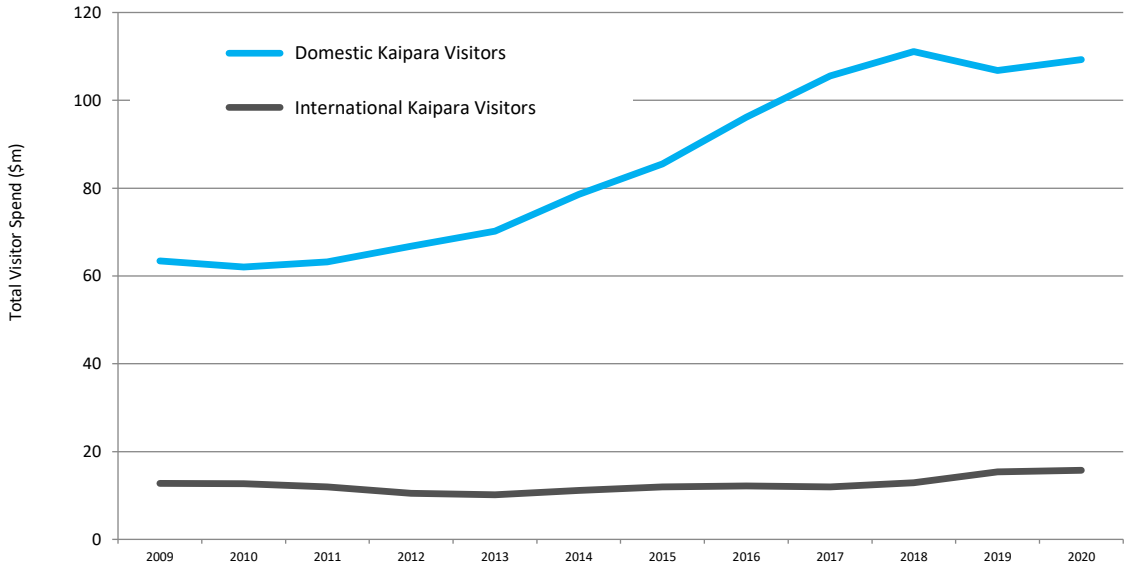
Table 7: Overseas Holiday/Vacation Visits made in Kaipara District/Northland



Source: Statistics New Zealand – International Visitor Survey – Places visited (RTO), YE Jun

This pattern is also reflected in the overall spend made by international and domestic visitors to Kaipara District. The figure below shows solid growth in visitor spend by domestic visitors over the last 10 years, but virtually no change for international visitors. This highlights the significance of domestic (out of district) visitors overall, and a relative decline in the capture of overseas visitors for Kaipara District over the last 10-15 years (given national visitor arrivals are growing strongly).

Table 8: Domestic and International Visitor Spend – Kaipara District



Source: Monthly Regional Tourism Estimates (MRTEs), MBIE, YE Jan[7]

[7] Estimates based on non-resident card spending data, Ministry of Business, Innovation and Employment. Domestic Visitors are those whose card data indicates residence >40km away.

Overall, these data suggest that that there will be low net overall growth in visitors to Kaipara District, with a small percentage increase in visits by the numerically much larger domestic market, and higher percentage increases in visits by the numerically very low overseas market[8]. In both domestic and overseas cases, growth has been less than has been evident for areas outside of Kaipara District. Looking forward and 'all-else-being-equal' this largely net 'slow-growth' pattern in visitor activity to Kaipara District was forecast to continue under Pre Covid19 conditions.

2.10.1.6 Potential Visitor Interests

Looking more specifically at the activity preference interests of visitors provides the opportunity to forecast what level of latent demand there may be for different types of potential visitor experience offers in future. These data are again pre Covid19 but do provide a historic indication of activity preference interests.

Based upon data from the New Zealand Visitor Activity Forecast[9], Tables 9 and 10 summarises current potential domestic and international customer numbers and percentage proportions for different activity types in Kaipara District. It focusses on a selection of those activities typically associated with harbour and marine use, with those more likely applicable for Kaipara Harbour highlighted[10] and the rest in descending order of overall visitor interest level.

Table 9: Domestic and International Visitor Spend – Kaipara District

Activity types of interest to overnight visitors to Kaipara	No. of 'interested' International overnight visitors	No. of 'interested' Domestic overnight visitors	Total 'interested' overnight visitors
Scenic boat trip	**16,700**	**91,300**	**108,000**
Fishing ***(or Hunting)***	**3,500**	**52,300**	**55,800**
Dolphins or whales	*13,800*	*101,600*	*115,400*
Seal or penguin colony	*17,700*	*85,600*	*103,300*
A marine park or marine reserve	*13,200*	*85,100*	*98,300*
Swimming/surfing	*16,100*	*75,600*	*91,700*
Rafting, canoeing, kayaking	7,400	67,900	75,300
Scuba diving or snorkelling	*3,000*	*54,600*	*57,600*

8 International visitors represent only around 10% of all visitors to Northland overall

9 Economic Forecasters, Fresh Information, have prepared this forecast on behalf of New Zealand Trade and Enterprise (NZTE), Tourism New Zealand (TNZ) and the Ministry for Business Innovation and Employment (MBIE). It combines responses from the 'activities-undertaken' question data from the International Visitor Survey (IVS) and responses from the directly corresponding 'activity-desired' data categories from the Automobile Association Travel Monitor (AATM) to identify and project potential customer numbers for different activity-types/ experiences across different NZ regions. Refer to https://freshinfo.shinyapps.io/NZVAF/ for outline of the methodology, assumptions and limitations behind these forecasts.

10 The data sources for these forecasts referred to in the previous footnote did not include 'fishing' among the activity types listed. Other activity types include various outdoor recreation and cultural tourism activity offers.

Table 10: Forecast Kaipara visitor percentages with marine activity interests (2020 estimates)

Activity types of interest to overnight visitors to Kaipara	% of 'interested' International overnight visitors	% of 'interested' Domestic overnight visitors	Total % 'interested' overnight visitors
Scenic boat trip	50	28	30
Fishing ***(or Hunting)***	*10*	*16*	*17*
Dolphins or whales	*41*	*31*	*32*
Seal or penguin colony	*53*	*26*	*29*
A marine park or marine reserve	*40*	*26*	*27*
Swimming/surfing	*48*	*23*	*25*
Rafting, canoeing, kayaking	*22*	*21*	*21*
Scuba diving or snorkelling	*9*	*17*	*16*
All Visitors to Kaipara (2020 estimate)	(n=33,400)	(n=328,900)	(n=362,300)

These show that 'scenic boat trips' were the most highly rated potential experiences of interest among visitors who are staying overnight in Kaipara. This would suggest a high degree of latent demand for such scenic boat trip experiences. Such interest is notably higher among International visitors (50%) compared with Domestic (28%). Most other marine activities were also prominent interests for International visitors, particularly if they involved experiencing wildlife or protected marine areas.

Overall, Fishing – which seems the current main activity on the Kaipara Moana - was not indicated as being of very high interest overall compared with other marine activities, although the basic numbers interested among Domestic visitors were still notable (over 55,000).Interest in non-marine activities that could be associated with the Kaipara Moana and its surrounding areas and settlements[11] is set out above.

Table 11: Forecast Kaipara visitor numbers with 'other' activity interests (2020 estimates)

Activity types of interest to overnight visitors	No. of 'interested' International overnight visitors	No. of 'interested' Domestic overnight visitors	Total 'interested' overnight visitors
Museums & galleries	22,300	98,400	120,700
Hot pools	*16,200*	*102,400*	118,600
Day walk	*28,600*	*86,600*	115,200
Place of significance to Maori	19,200	59,100	78,300

[11] An example selection (from available activity options) based on the physical setting of the wider Kaipara Harbour area communities and current attraction features (including South Kaipara e.g. Hot pools at Parakai)

Activity types of interest to overnight visitors	No. of 'interested' International overnight visitors	No. of 'interested' Domestic overnight visitors	Total 'interested' overnight visitors
Health spa or day spa	*4,500*	*73,600*	78,100
Garden visit or flower show	*9,100*	*62,700*	71,800
Farm or orchard	*12,200*	*58,800*	71,000
See exhibition or creation of Maori art/crafts	*14,600*	*55,300*	69,900
Cycling	*5,600*	*60,600*	66,200
Maori traditional food	*5,600*	*59,800*	65,400
A live Maori performance	6,300	50,500	56,800
Horse riding/horse trekking	*1,600*	*53,500*	55,100
Quad biking, 4WD vehicle tour	*1,000*	*53,000*	54,000
Visit a marae	12,800	40,400	53,200
Experience a Maori tradition, such as storytelling	5,300	42,200	47,500

Table 12: Forecast Kaipara visitor percentages with 'other activity' interests (2020 estimates)

Activity types of interest to overnight visitors	International overnight visitors	Domestic overnight visitors	All overnight visitors
Museums & galleries	*67*	*30*	*33*
Hot pools	*49*	*31*	*33*
Day walk	*86*	*26*	*32*
Place of significance to Maori	*57*	*18*	*22*
Health spa or day spa	*13*	*22*	*22*
Garden visit or flower show	*27*	*19*	*20*
Farm or orchard	*37*	*18*	*20*
See exhibition or creation of Maori art/crafts	*44*	*17*	*19*
Cycling	*17*	*18*	*18*
Maori traditional food	*17*	*18*	*18*
A live Maori performance	*19*	*15*	*16*
Horse riding/horse trekking	*5*	*16*	*15*
Quad biking, 4WD vehicle tour	*3*	*16*	*15*

Activity types of interest to overnight visitors	International overnight visitors	Domestic overnight visitors	All overnight visitors
Visit a marae	*38*	*12*	*15*
Experience a Maori tradition, such as storytelling	*16*	*13*	*13*
All Visitors to Kaipara (2020 estimate)	(n=33,400)	(n=328,900)	(n=362,300)

Overall, in summary these New Zealand Activity Forecast figures also allow some comparative overall visitor proportions to be estimated. These include the following summary estimates:

- Of all overnight visitors to Northland, only 16% included overnight visits to Kaipara District. This was only 8% for International overnight visitors (17% for Domestic). So International visitors were considerably less likely to visit Kaipara, as is also reflected below.
- Of all overnight visitors to Kaipara only 9% were International (and 91% Domestic).
- Of all overnight visitors to Northland 17% were International (and 83% Domestic).

2.10.1.7 Data Summary

- The limited current range of recreation and tourism opportunities in the Kaipara Moana is driven by a combination of:
    - physical setting as a large, shallow and extremely tidal 'drowned valley' harbour environment with extensive largely tidal arms and tributaries; with
    - surrounding terrestrial landscapes and land uses almost completely dominated by rural primary production; with
    - multiple historically small settlements located away from main regional transport routes; and
    - relatively low socioeconomic conditions and business development (both general and tourism-specific).
- However, should attractive recreation or tourism opportunities be better recognised or created in and around Kaipara Moana, there are:
    - very significant domestic and international population catchments within 1-4 hours' drive.
- In addition, there are:
    - already considerable visitor numbers to Northland, of whom only around 10% include visits to sites in Kaipara District; and
    - many of these existing (and potential) visitors to Northland and Kaipara have potential activity interests that include activity products/offers that could possibly be developed further in the Kaipara Moana setting (e.g. scenic boat trips/journeys, fishing, marine wildlife encounters/observation, Maori cultural experiences, cycling etc individually and in packages).

- The Kaipara Moana area appears to have features that could provide the basis for targeted appropriately scaled tourism development that incorporate the local physical, historic and social settings, including:
    - customised harbour/setting-appropriate marine activities,
    - kauri heritage (e.g. natural, cultural, extraction, art),
    - settlement heritage and cultures (e.g. pre/post European),
    - historic and contemporary Maori cultural heritage,
- It is also noted that given the small scale of the local population and economy, relatively small improvements in the range and scale of recreation and tourism products could create very locally significant gains.

2.10.2 Potential Development Opportunities

Even before the Covid19 pandemic the data indicated that the Kaipara District was best suited to domestic tourism and niche international visitor opportunities. The western Kaipara is unlikely to be an international or domestic visitor hub of any form. Regardless the potential exists to create niche tourism opportunities that can have a positive impact on local populations without the negatives associated with more mass tourism models.

Visitor Solutions studies suggest that in the west the Kaipara District position niche experiences around its areas of relative experiential strength (the harbour - especially the more sheltered estuarine environments, the landscape, the culture, history and people – and the activities they participate in such as fishing and biking). Many of the experience (especially those that are guided) will be blended and offer visitors a sample of several different types of experiences.

In most cases this would be suited to a low capital investment approach. For example, kayaks and small aluminium dinghies rather than large ferries and mini vans rather than large buses. We would envisage integrating with existing infrastructure wherever possible (such as Marae, existing cafes and bars, bike trails, heritage sites, and museums).

The overall approach would be one of that could be labelled “slow tourism” or “integrated community tourism”. It would be based on guided experiences and self-guided routes throughout the district. The routes could, in places, be facilitated by local operators (like the current ferry operator who takes Mountain Bikes across the harbour). Creating exploratory routes also enables locals to offer their services along the way (such as bike shops, cafes, guides, accommodation providers). This is common and well established in parts of Europe and elsewhere in the world.

Wharf infrastructure can be used to unlock some areas along the different routes while also acting as an attractor for niche interests and activities. For example, a wharf can serve as both a safe access for the existing ferry and (if well designed) as a safe fishing platform (for both visitors and the local community). Smaller jetties would enable all tide access to deeper estuarine channels for the likes of kayakers.

An example guided estuarine tour may include, launching kayaks in an arm of the harbour at high tide, traveling along viewing bird life, pulling in a set flounder or mullet net, stopping for a lunch of fresh fish cooked on an open fire, visiting a local marae, seeing a heritage site, paddling back to a jetty and disembarking before having a drink in a local bar or café. Such trips could be extended overnight with a camping, marae or motel accommodation option. **The objective should be to try and keep visitors in the district for as long as possible.**

The development of touring routes that are integrated with experiences and infrastructure can also be attractive, especially to the domestic market. If done well such routes can also incorporate guided experiences. For example, self-guided mountain bikers can still link with the likes of guided kayak tours for a morning paddle so long as their bikes and equipment can be safeguarded. Routes need to be carefully planned and presented with the necessary support infrastructure to make them work economically for the local host communities.

2.11 Social and Cultural Context

AR & Associates' previous engagement with tangata whenua as part of the key urban areas spatial plan for Dargaville, Maungatūroto and Kaiwaka has revealed a strong sense from settlement iwi, hapū and marae representatives of encouraging whanau to return to the marae.

Much of the 24 marae that are in the Kaipara District surround the Kaipara Moana as it is their traditional portage route and food resource.

The themes of developing more papakainga housing, developing jobs and employment to retain young people and to attract whanau back from the cities have been constant messages at each hui attended.

The Waikāretu Marae & the Pōuto community engagement did reveal a prioritisation of where economic development and community development opportunities could be focused in the Pōuto Peninsula. The hui did show up some resistance on where investment in the Pōuto Peninsula should be applied. Most people were in favour of the sealing of Pōuto Road.

Most people wished to understand the type of wharf infrastructure and there were concerns that a car ferry option would make Pōuto Point more of a movement place than a destination.

The marae committee were very supportive of any initiative that offered the opportunity for long term employment opportunities and believed that any issues/risks with a wharf investment could be mitigated.

Figure 18: Marae of the Kaipara map

2.12 Stakeholder and Partner Engagement

Developing a successful water-based transport network on the Kaipara Moana will require significant collaboration between multiple groups, in addition to a strong sense of ownership from a range of partners and communities. For this reason, this Feasibility Study has drawn heavily from multiple engagements across the district and beyond. This study has also benefited from the integration of this project and the sub-regional spatial planning that has connected with many communities to best understand their local aspirations and what changes they would like to see in their areas.

The table below outlines the engagements completed during the feasibility study stage to review the findings and seek approval to move to the Programme Business Case component.

Table 13: Feasibility Study engagement activities

Date	Engagement activities
19/01/20	*Waikāretu Marae & the Pōuto community Purpose of the engagement was to continue the relationship and positive korero between Pōuto community, Waikāretu marae and Kaipara District Council, particularly about Kaipara Kickstart projects, spatial planning and how this relates to this community, the marae, the surrounding lands, waterways and its people.*
16/02/20	*Tinopai Community Event* *The purpose of this engagement was to discuss the opportunities that improved wharf infrastructure could have for Tinopai and what the community aspired for their place.*
17/02/20	*Paparoa Community Event* *The purpose of this engagement was to discover what land-based opportunities and aspirations were for any future upgrade of wharf infrastructure at Paparoa, Matakohe, Whakapirau, Mangatūroto, Ruawai and Pahi.*
18/02/20	*Wharf Advisory Group* *The purpose of this engagement was to test the options and preferred way forward with experienced marine and wharf operators.*
20/02/20	*KDC Elected Member Briefing* *This engagement provided an opportunity to share findings to date, discuss options and gain feedback on the preferred way forward.*
11/04/20	*Wharf Advisory Group Briefing* *This engagement provided an opportunity to share findings to date, discuss options and gain feedback on the preferred way forward.*
22/04/20	*KDC Elected Member Briefing* *This engagement provided an opportunity to discuss the draft feasibility study and the consultation document that will be used as the primary tool for the upcoming consultation phase.*

2.12.1 Consultation on the preferred way forward

Given the recent COVID-19 restrictions, consultation around the preferred programme needed to occur at a distance and largely leveraged digital channels. A summary consultation document was developed to inform the consultation discussions, and this is included as Annex 12.

The consultation activities occurred between 20 April and 8 May. It included contacting and providing a consultation document and online survey to the partners & stakeholders from the locations, organisations and groups below using a pre-established database:

Table 14 Preferred Option Engagement Activities

Date	Engagement activities
22/04/20	*Otamatea marae*
23/04/20	*Tinopai Resident and Ratepayers Association*
24/04/20	*Waihaua/Arapaoa marae*
24/04/20	*Oruawharo marae*
25/04/20	*Waikāretu marae*
29/04/20	*Pahi Regatta Club*
30/04/20	*Pōuto / Kelly's Bay community*
01/05/20	*Ruawai Boat Club*

This consultation was undertaken by online discussions using Zoom, where the programme was outlined, and participants could ask questions of the project team.

KDC made use of the "Have your say" web page to provide a copy of this information and gather feedback through a link to the survey. The survey questions are shown below

- *Do you think we have selected the right locations for investment? Yes/No and why?*
- *What else would you suggest?*
- *Do you think you could benefit from increased tourism in Kaipara? Yes/No Please provide more detail.*
- *What other investments related to the preferred option would you like to see in the Kaipara to ensure success, stimulate jobs and deliver economic development?*
- *Do you think this plan is ambitious enough while managing future financial obligations? Yes/No What else would you suggest?*

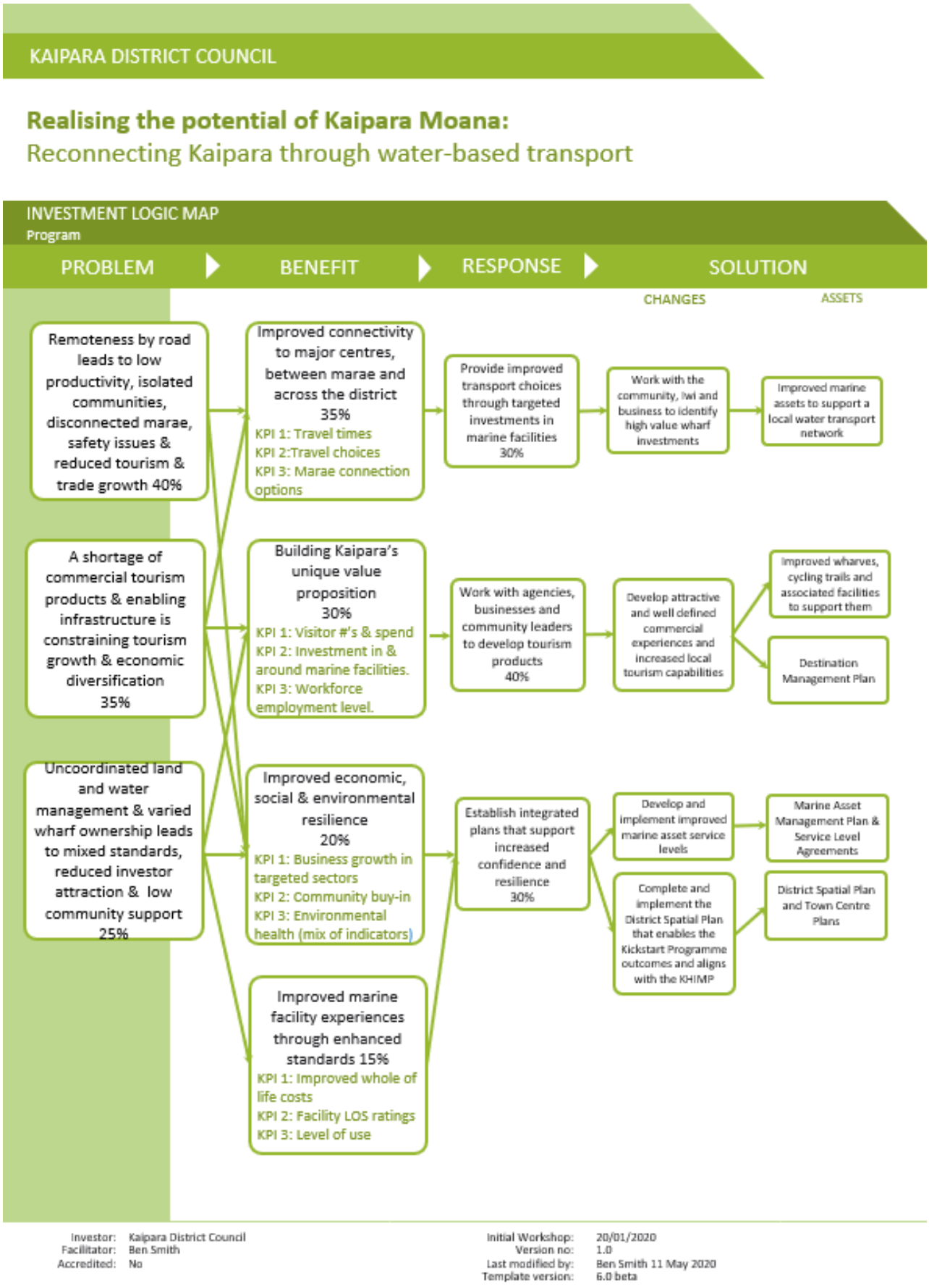
Despite the unusual approach required for this consultation, the response was strong with 106 surveys returned and highly informative responses provided. A summary of the responses and their implications for the programme are included in section 4.10.

3 Investment Objectives, Existing Arrangements & Business Needs

3.1.1 Investment Objectives

A facilitated Investment Logic Mapping (ILM) workshops was held with key stakeholders in Pahi on 20 January 2020 to identify the existing problems and the targeted benefits expected from the investment. This was updated in May 2020 to reflect the most recent IMS standard programme template. After developing a list of 39 issues (see Annex 2), the group identified the problems, benefits and KPI's shown in the Investment Logic Map shown next page below.

Figure 19: Programme Investment Logic Map



The benefit statements developed will be used as the investment objectives and the associated measures will be tested and refined through the Programme Business Case. More detail on benefits management can be found in section 7.4 and a Benefits Outline is included as Annex 1.

3.1.2 Comparing the current and future state

The table below demonstrates the gap between the current and future state, which has been used as a guide for the development of the proposed longlist interventions and programme options.

Table 15: Summary of the existing arrangements and business needs

Investment Objective One	**Improved connectivity to major centres, between marae and across the district**
Existing Arrangements	There is no public transport available in the district and all residents and tourists have a heavy reliance on driving by road. Parts of the district are over 3 hours' drive to the outskirts of Auckland and many of the district's local roads are unsealed, reducing travel speed and increasing safety risks. The many peninsulas in the district create significant travel times between settlements, despite their proximity to each other by water, this includes travelling between Marae.
Business Needs	Improved connectivity and travel choices through creating opportunities to establish multi-modal transport choices. This may include re-establishing a water transport network and making the most of proposed cycling, rail and roading improvements that can connect with a multi-modal Kaipara transport network.
Investment Objective Two	**Building Kaipara's unique value proposition**
Existing Arrangements	Kaipara lacks defined tourism experiences /products and is losing tourism opportunities to adjacent, districts. A major constraint is the lack of a tourism or destination management strategy that can help private and public sectors to work together to develop, promote and integrate plans and products. There is a desire to support the Kaipara District in promoting its tourism experiences, but they are not defined nor available on a website or printed product to allow inter-district/region promotion. Appropriately scaled tourism opportunities with water-based components could represent an opportunity for the Kaipara District (see Annex 3).
Business Needs	Establishment of a Tourism/Destination Management Strategy that guides development of well defined, appropriately scaled and integrated commercial tourism products that leverage the unique water-based experiences.
Investment Objective Three	**Improved economic, social & environmental resilience**
Existing Arrangements	Economically, the Kaipara district is lagging behind the rest of Northland and New Zealand despite its close proximity to Auckland. Unbalanced growth, reliance on traditional industries, a declining workforce and significant levels of deprivation are all challenges for the district. Socially, the district is struggling to retain youth and talent to increase prosperity and social cohesion. Additionally, the environmental health of the harbour is in decline and this is impacting the provider role it plays for the district and its spiritual role for the Mana Whenua.

Business Needs	Delivery of interventions to catalyse new and increased economic activity in the district as outlined in the Kaipara Kickstart programme. This includes development of a water transport network that can progressively support increased activity on and around the Kaipara Moana.
Investment Objective Four	**Improved marine facility experiences through enhanced standards**
Existing Arrangements	Kaipara's marine assets are aging following long periods of under or no investment and many are unsafe to use. Those that can be used are lacking the required features to support growth in water-based transport. Mixed ownership has led to varied levels of maintenance and mixed operational standards.
Business Needs	Improved and consistent marine asset standards that enable increased water transport, tourism experiences and coordinated management practices.

3.2 Main Risks

The most significant risks that might prevent, degrade or delay the achievement of the investment objectives are identified and analysed below. All risks will be monitored, managed and updated as the programme progresses.

Table 16: Initial risk analysis

	Main Risks	Comments & Risk Management Strategies (Mitigations)
1	Lack of asset management plans that cover marine assets	Develop Asset Management Plans that include marine assets and agree management model to achieve a consistent level of service.
2	Availability of suppliers to meet construction timelines with Americas Cup activities heating up.	Provide early notice. Package up work to increase attractiveness. Engage early to increase ownership and share risk.
3	Resource/environment consent processes	Identify requirements early and commence process as soon as possible. Prioritise primary developments. Make use of exiting footprint and resource consents where possible.
4	Council do not approve the estimated maintenance costs for the rest of the $4.0m investment.	Flag potential maintenance costs early. Minimise these as much as possible and investigate shared operations with community groups, such as the Pahi Fishing Club.
5	New infrastructure brings new environmental risks leading to KDC being seen as not being responsible with natural resources.	Currently the PGF only funds wharf infrastructure and not associated support facilities such as public toilet and parking. The wrapping up of the full cost of the upgrade needs to be considered to prevent any unnecessary negative environmental or community outcomes. KDC is also a member of the Kaipara Harbour Integrated Management Group that is charged with improving the state of the harbour. Liaising with this group on future environmental rehabilitation programmes such as native riparian planting and maintenance which will potentially utilise wharf infrastructure.
6	Engineering assessments indicate more investment required to complete work required than first thought.	The prioritisation of wharf upgrades according to a primary and secondary focus should be followed through for investment decisions. In addition, doing it

	Main Risks	Comments & Risk Management Strategies (Mitigations)
		well and doing it once should also be the ethos in the design briefing and funding decisions.
7	Ownership issues delay the projects and require additional levels of decision and governance to make decisions, slowing things down.	Council may not be able to incorporate all the wharf upgrades onto its balance sheet and be prepared to take on the operational responsibility, especially if it is considerable distance from a nearby service centre. It could therefore be a case by case basis on whether Council takes on future maintenance and renewal responsibility, and whether a community group is better suited and equipped to deal with the ongoing operations.
8	Iwi engagement is not appropriate and damages relationships.	KDC has encouraged the project team to engage with the Kaipara Moana marae. Additional engagement has been organised with selected Kaipara marae in the consultation period to discuss opportunities.
10	KDC build the $4.0m primary developments that has been funded as a platform for growth and nothing more happens – no further growth, no further developments occur that support investment. We build it and they don't come.	The investment in wharf infrastructure even if it does not attract a commercial operation immediately, does provide other benefits especially wellbeing, recreational and amenity values for the community. The catalytic investment in the primary locations also improves the health and safety of the existing commercial operations and provides an opportunity for any future operator to provide an alternative or similar offering to compete or compliment.
11	The district cannot support current ferry service provider or locate a new ferry service provider – doesn't make economic sense.	The establishment of smaller commercial enterprises that attempts to build slowly maybe the most viable option in the short to medium term. The operator may have to be flexible as a water taxi in the morning and fishing charter in the afternoon. If there is a need to service a future ferry commuter or tourism niche market, then this could be added to the already established services. This has been the development trend for other small marine markets like Mahurangi and Gulf Harbours.
13	Inappropriate expectations are set leading to a belief that a large scale, disproportionate water transport service will be delivered.	Be clear through early communications that the water transport system must be achievable and sustainable. This may mean starting small and growing progressively over time through water taxi/charter services.

3.3 Key constraints, dependencies and assumptions

- **Constraints** are limitations imposed on the investment proposal from the outset. These can include constraints on available resources.
- **Dependencies** are external influences on the success of the programme, where success is contingent on the future actions of others. Other initiatives may also depend on the actions of this programme.
- **Assumptions** are accepted as true or as certain to happen, without proof. If they are not certain to happen, they may be a risk.

The proposal is subject to the following constraints, dependencies, and assumptions.

Table 17: Key constraints, dependencies and assumptions

	Constraints	Notes
C1	Internal resourcing	There is limited internal resourcing to support this project and there is limited time to consult adequately with the many interested stakeholders and partners.
C2	Time	There is a very tight timeframe to the complete this study and the priority physical works.
C3	Funding	There is a limited source of funding that can only support the top priority investments so the wider network development programme will require funding from other non-KDC sources. It is assumed that funding for the Destination Management Plan can be supported from this development programme and initial PGF allocation.
	Dependencies	**Notes & Management strategies**
D1	Upgrades of relevant Auckland wharves.	If a network to Auckland is envisaged in the future, the Auckland Council controlled wharves in Parakai, Shelley Beach, Port Albert and Mangakura will provide balance to the proposed developments in the North Kaipara Harbour, in addition to supporting increased charter operations and potentially supporting passenger transport connections from between Auckland and Kaipara District by water.
D2	Progression of proposed road and rail upgrades.	The proposed motorway and rail upgrades (see transport context in section 2.8) will provide the opportunity for eastern connections to support growth of the water transport network.
D3	Availability of future funds to support the programme	Delivery of the entire programme is dependent upon the availability of non-KDC funds.
	Assumptions	**Notes & Management strategies**
A1	Dargaville wharf upgrade	The proposed upgrade to the Dargaville wharf is assumed to be delivered as a first step in this programme.
A2	Kaipara Kickstart Roads upgrades	The planned roading upgrades within the Kaipara Kickstart programme are assumed to be completed in 2020 (outside of the sealing all the way to Pōuto, which is contingent upon a wharf development in that location).

4 The Economic Case – Exploring the Preferred Way Forward

The purpose of the economic case is to identify the preferred programme that optimises value for government and New Zealand.

This case includes:

- The context provided by early analysis and industry feedback.
- The process for option development and evaluation.
- The range of interventions considered for each aspect of the programme.
- The programme investment options created and the preferred way forward.
- An explanation of the preferred solution's components, timing and expected impacts.

4.1 Early feedback from industry, partners and stakeholders

Given the timing for development of this Feasibility Study is very tight, the project team sought to gain insights from industry experts and conduct initial technical analysis to provide some guidance on what is possible for the district. The stakeholders and partners consulted is shown below.

Table 18: Water transport focused engagements

Partner/Stakeholder	Focus
Fuller's	Ferry and charter operational requirements and commercial appetite to service the Kaipara.
Sealink	Ferry, car ferry, freight and charter operational requirements and commercial appetite to service the Kaipara.
Auckland Council	Appetite for supporting connecting ferry services and relevant land use plans at Parakai.
ATEED	Opportunities for promoting Kaipara tourism experiences through their website and tourism contacts.
KDC	Current marine facility condition, use, ownership and opportunities.
ILM Group	Broad perspectives on all Kaipara Moana issues and opportunities plus potential commercial, financial and management arrangements.
Ngati Whatua Nga Rimu O Kaipara (Malcolm Paterson & Shona Oliver)	Connection to southern Kaipara Marae and northwest Auckland tourism/cultural activities.
Kaipara Cruises Operator	Discussion of current operations and opportunities.
KDC Wharves Advisory Group	Discussion of potential upgrade sites, previous water transport operations and wider environmental considerations. Consideration and advice regarding opex costs for ongoing maintenance.

The two main themes from these discussions are shown below.

4.1.1 A challenging operational and regulatory environment

Water transport operational representatives noted the significant operational compliance requirements for any new ferry operator, or for establishing a ferry service in a new location. Maritime New Zealand provides clear guidance on how passenger ferry operators need to demonstrate compliance with considerable safety and operational requirements. These standards apply to both the vessels and the infrastructure supporting the service.

Many ferry services utilise a subsidy or utilise a captured land development market to help fund their establishment and even ongoing operations.

These stakeholders also cited the challenge to gain and retain skilled operators to operate the service, which is particularly relevant given the navigational risks of the Kaipara Moana. The navigational challenges of the harbour, and the potential for weather conditions to impact on operating schedules mean that highly skilled operators are required, and water-based services may not be as reliable or as resilient as travel by road. The conditions also have an impact on the type of vessel that can be operated in this area.

It was noted on many occasions that for a ferry service to be successful, it must be competitive with car-based travel for the equivalent trip. In many cases, road-based travel is more cost and time competitive, in addition to being more reliable in all weather conditions than water-based travel. While there is a desire to support car-travel alternatives, the slow boat speeds required in areas such as Parakai mean that a boat trip from there to the Kaipara District may not be as efficient or reliable as a car when considered as a regular service.

There is also a reducing number of charter-based operations on the Kaipara Moana today, with operators reporting that in the year 2000 there were 11 small scale charter operators on the Kaipara Moana, and this has now reduced to 2. Fast cat ferries have been trialled between Auckland and the Kaipara District in the past (15-20 years ago) and they failed to attract the required numbers to make it a sustainable operation. At the time, a busload of passengers was required to substantiate each trip.

In summary, from the discussions held to date, there appears to be little commercial desire to operate ferry services on the Kaipara Moana without significant subsidies, large increases in population and development of attractive and scalable tourism products.

4.1.2 Inadequate economic drivers

Due to the low population within the district and a lack of defined commercial tourism products, the feedback from the commercial stakeholders interviewed was that they could not see a regular ferry service between Auckland and the Kaipara as being commercially viable. This stance reflects the analysis completed by Market Economics and Abley in assessing the current situation.

On top of this, the lack of public transport, low levels of accommodation and absence of commercial tourism bus operators means people can't really get around the district once they arrive (for now).

There is a desire to support Kaipara's growth in tourism activity, but this requires nurturing, development and promotion of tourism products. There is also a lot to compete with in the vicinity of Auckland and Kaipara does not have a defined niche.

4.2 Longlist Options Identification

The purpose of this section is to identify and assess as wide a range as possible of programme options that reflect key trade-offs for value for money, achieve the investment objectives and service requirements, and lie within the boundaries of the scope parameters.

Using the feedback provided from the industry and partner interviews, a range of options was developed under the following headings:

- What range of enabling infrastructure can be delivered.
- How it can be achieved (level of service).
- Who can deliver and operate it?
- When it can happen.
- How it can be funded.

Each of these options is evaluated against the project's Investment objectives (ILM benefits) and a standard set of Critical Success Factors (strategic fit, value for money, supplier capacity, affordability, achievability) to guide which elements should be carried through into development of programme investment options.

A wide range of options was generated by project team members at a facilitated options workshop held on 23 January 2020 and the ratings were tested further stakeholder discussions and engineering assessments. Under the five dimensions, stakeholders have identified a comprehensive long-list of in-scope options as follows.

Table 19: Possible programme options classified by the five dimensions of choice

Dimension	Description	Options within each Dimension
Scope	What infrastructure can be developed to deliver the required solutions?	1. Do nothing. 2. Improvement of tourism marketing and integrated management with no capital investment. 3. Minor improvements to support beach landing vessels. 4. Modular/targeted marine facility functional and safety improvements to support staged growth in use. 5. Significant upgrades for priority passenger wharves, marine servicing facilities and supporting landside asset improvements. 6. All the above plus facilities that can support freight and large passenger/vehicular ferries, marine servicing and increased residential populations. 7. All the above plus aquaculture storage/distribution facilities, retail and commercial developments.
Service solution	**How** can services be provided?	1. Building on current service only. 2. Integrated management and tourism promotion. 3. Water taxis/expanded charter. 4. District ferry service. 5. Fast Cat plus ferry district services. 6. Fast Cat, freight service plus district ferry services and vehicular ferry to multiple sites.
Service delivery	**Who** can deliver the services?	1. KDC sole delivery. 2. Joint Venture. 3. Community/Iwi only. 4. External Provider only.

Dimension	Description	Options within each Dimension
Implementation	**When** can services be delivered?	1. Staged. 2. All at once.
Funding	How can it be funded?	1. KDC only 2. KDC using grants 3. KDC, grants, Iwi/community investment 4. Private investment only.

4.2.1 Water transport service level options

With regards to the type of water transport service the district could enable through investing in marine infrastructure, the project team considered a wide range of options ranging from the existing arrangements to ambitious, large scale operations.

The table below outlines the options considered and the high-level pros and cons of each.

Table 20: Water transport service level early considerations

Type	Positives	Risks and negatives
Expanded charter services	Easily deployed, especially if beach landing vessels are used.	Coverage and accessibility will remain low, potentially offering little for locals.
Water Taxi	Relatively easily deployed, especially if beach landing vessels are used.	Requires establishment of a new operator, upgraded marine facilities and substantial demand.
Cross river car barge	Can provide improved travel times across the district.	Requires establishment of a new operator, upgraded marine facilities and substantial demand. Historically this service has been underpinned by the need to connect industrial sites and their customers, so this type demand would need to be replicated to make it feasible.
District ferry (on-demand to commercial operation)	Provides a local alternative to driving for locals, tourists and between Marae.	Typically require a subsidy to operate + higher population density than what is forecast in the Kaipara.
Passenger Ferry connections to Auckland (smaller vessel)	Provides an option for tourists, commuters and locals that don't want to drive.	Estimated travel times are no faster than driving and rely on local buses or cars to travel around the district. Requires a large vessel to safely cross the Harbour.
Freight connections	Often done in collaboration with passenger services, has the potential to support the growth of new agriculture, horticulture and aquaculture activities.	Requires significant marine facilities and significant vessels. Demonstrating greater cost efficiency than road transport will be a challenge.
Fast Cat	Can provide a fast journey competitive with car travel.	Requires a significant population base and large tourist demand to justify investments into vessels, infrastructure, resources, etc.
Vehicular ferry	Can provide the opportunity for tourists to travel the district by car once they arrive.	Requires significant marine facilities and significant vessels. Demonstrating greater cost and time efficiency than road transport will be a challenge.

4.3 Network node location options

The diagram below shows the locations that were considered as potential sites for network nodes. Other sites, such as Oneriri and Batley were also considered as the discussions progressed.

Figure 20: Location options considered

Each of these sites were evaluated based on their ability to deliver on investment objectives (connectivity improvement, unique value, economic and social resilience, improved marine facility experiences) in addition to their performance against the Critical Success Factors (strategic fit, value for money, supplier capacity, affordability, achievability).

The project team also consulted with the Council established Wharves Advisory Group, the KDC Councillors and several community groups to understand what their priority sites would be and what rationale supported that.

4.3.1 Engineering Assessments

An engineering assessment of potential wharf investment sites was completed in February 2020. This assessment considered what would be required to improve the standard or marine structures to facilitate targeted uses, such as supporting charter, passenger ferry or car ferry operations. This assessment was completed by WSP and it is attached as Annex 7. The scope for this study is included below.

Kaipara District Council (KDC) asked WSP to perform condition assessments of several marine structures in the Kaipara Harbour. These structures are either wharves, jetties or boat ramps. This was to allow for the estimating of upgrade costs of these sites to be able to handle one or more of a passenger ferries, car ferry, oyster boat and/or charter boat.

The sites that were visited, and their proposed requirements are noted below:

1. Te Koporu – To be upgraded to allow for passenger ferry operations.

2. Tikinui – To be upgraded to allow for a car ferry operation.

3. Ruawai Raupo – To be upgraded to allow for a car ferry operation

4. Ruawai – To be upgraded to allow for passenger ferry/charter operations.

5. Tinopai – To be upgraded to allow for passenger ferry/charter operations.

6. Pahi – To be upgraded to allow for passenger ferry/ oyster boat/charter operations.

7. Maungaturoto – To be upgraded to allow for passenger ferry/charter operations.

8. Whakapirau – To be upgraded to allow for passenger ferry/ oyster boat/charter operations.

Other sites have also been considered by the project team in coordination with KDC staff.

4.3.1.1 Rough order cost estimates

On top of the recommendations for the sites in the WSP site engineering assessments (Annex 7), the cost estimates for upgrading facilities at these locations is shown below.

These costs allow for the recommended site and asset improvements, in addition to design fees, establishment, and other ancillary works necessary to complete the projects.

Given that this is a high-level estimate with several unknowns, a margin of error equal to +/- 30% is deemed appropriate.

These estimates include design and consent costs. The approach applied by WSP was to calculate the basic physical works costs, and then add percentage increases to cover other project costs as shown below:

- Additional 10% of physical work fee for detailed design.
- Additional 15% of physical work fee for 'Preliminary and General'.
- Additional 25% of physical works costs to cover all remaining 'unknowns', of which, consenting fees were included (also covered other potential 'big ticket' items like bathometry, dredging etc.).

In summary this means the estimates are physical works costs + 50% more for project related costs (but not adjusted for inflation).

Table 21: Summary of estimates

Site	Estimate	Contingency	Final Estimate
Te Koporu	$667,500	30%	$867,750
Tikinui	$1,140,000	30%	$1,482,000
Ruawai Raupo	$915,000	30%	$1,189,500
Ruawai	$484,500	30%	$629,850
Tinopai	$682,500	30%	$887,250
Pahi	$522,000	30%	$678,600
Maungaturoto	$187,500	30%	$243,750
Whakapirau	$634,500	30%	$824,850

4.3.2 Raupo – Tikinui car ferry investigation

The project team were requested to investigate the feasibility of re-establishing the vehicle ferry service that connected Tikinui with Raupo. As noted in the WSP report (Annex 7), a car ferry was once in operation between Tikinui and Raupo from the mid 1930's to the middle of

the 20th Century. The Tikinui-Raupo service was much valued by the community as it saved the round trip through Dargaville. Foot passengers, cars and trucks carrying road metal, stock, and farm supplies were all transported safely from one side of the river to the other.

The WSP marine condition assessment found that both Raupo and Tikinui need significant investment to enable safe and productive operation to support this service, in addition to continuing to support recreational operations and some small-scale commercial fishing (eels) operations. As shown in the cost estimates above, the estimated costs for the site marine facilities alone (including car parks and access road improvements) exceeds $2.5 million. This represents a very significant investment for the district. On top of this, it is anticipated that a new operator would need to be subsidised to make this prospect feasible in its initial operations.

As the lead adviser on transport planning for the project, Abley have completed a strategic review of what would be required to make a car ferry feasible in today's environment. This review concluded that the capital and operational costs needed to operate a car ferry in this location is unviable and unlikely to attract any transport subsidy to assist. It is noted that the historical operation of this ferry was underpinned by the regular movement of goods between production sites and to district customers. Sadly, this type of activity is no longer present in the Kaipara District today and therefore demand would need to come in other forms to make the service viable for a private operator.

4.3.3 Significant investments versus 'light touch' improvements across multiple sites

The project team also considered whether the initial $4 million in PGF funds would be better spent at many sites versus completing significant upgrades on a few core sites.

This analysis has been explored through contrasting programme options 3 and 4. The key consideration in this analysis is understanding how much needs to be invested to deliver an upgrade that can cater for the desired range of uses.

There is certainly value in coordinating and supporting activities such as beach landings to provide a fast-tracked network of sites that can support tourism activities, with Marae-based experiences being a standout opportunity.

But this must be done in coordination with wharf upgrades to suitably lift the standard of facility high enough to attract more recreational, charter and water taxi services while meeting the required health and safety requirements. The project team's discussions with current operators helped to clarify what the Maritime New Zealand requirements would be significant for a new operator and as a general rule, marine facilities that support new water transport services would need to cater for all abilities and meet a number of accessibility standards.

4.3.4 Upgrade location assessment summary

The project team evaluated each site through the longlist criteria and then combined this with the feedback from the engineering assessments to provide the following summary of site ratings their level of priority in the delivery programme.

Table 22: Water transport network node assessment summary

Location	Performance against investment objectives	Performance against critical success factors	Potential issues or risks	Potential benefits	Estimated costs or cost range	Level of priority
Dargaville	High	High	This site could be better connected with bus and pedestrian / cycle connections.	Supports increased activity while supporting larger vessels and improving access.	$653,732	High
Pahi	High	High	Requires negotiation with the Pahi Fishing Club who wish to upgrade their Clubrooms and join up with the Pahi Community Hall.	Supports increased activity while supporting larger vessels and improving access.	$864,320	High
Pōuto	High	Medium – High (subject to safety of the site)	Previous wharves at this site have been damaged by storms. Fast moving water creates safety risks at previous site.	Improves safety of current operations, supports growth in tourism activities especially cycle tourism. May support development of local land for residential and agricultural use.	$1,809,120	High
Mangatūroto	Medium	Low-medium	Very constrained by tide and railway bridge height.	Can support local recreation, kayaking and smaller boats. Also supports the spatial focus on growing this town and small craft node	$342,500	Medium
Whakapirau	Medium	Low	Constrained by lengthy road access from State Highway. Small settlement that has no commercial activities or community desire for development.	Support water taxi operations, complements nearby (possible) visitor accommodation development	$824,850	Low

Location	Performance against investment objectives	Performance against critical success factors	Potential issues or risks	Potential benefits	Estimated costs or cost range	Level of priority
Tinopai	Low-Medium	Medium	A challenging wharf for smaller boats in inclement weather conditions. Very exposed location.	Can play a role in regenerating the peninsula. With a pontoon may better service a range of vessels. May have potential to support Kai freight in the future.	$1,114,700	Medium
Kelly's Bay	Medium	Medium	Access road is constrained and may be affected by erosion.	Supports a range of activity today. Deep ramp, calm area, can play a backup role to Pōuto for access to that peninsula.	$ 50,000	Low
Matakohe	Low	Low	Very tidal, would require a very long wharf.	Provides a connection to the Kauri Museum (reliant on a bus or car pickup)	N/A	Discounted
Otamatea	Low	Medium	Would service a very small area, very little infrastructure in place.	Connect with Ancestral Marae, church may be a feature for weddings.	To be confirmed	Medium
Batley	Low	Medium	Would service a very small area, very little infrastructure in place.	Connect with Ancestral Marae, may support cultural experience trip.	To be confirmed	Medium
Oneriri	Low	Low	Very isolated and motorway upgrade will bring cars close, reducing its competitive advantage.	Potential to support visitor accommodation, connect with Kaiwaka rail head in the future.	$600,000	Low
Ruawai	Medium	Medium	Does not currently enable tourism activity outside of game charter fishing	Improves safety of current operations, close to state highway, close to Dargaville, connects with planned cycle trail to Dargaville, supports a range of use today, supported by good parking and amenities plus freedom camping area.	$805,820	Medium
Te Koporu	Low	Low	Close to Dargaville. Significant investment, brand new wharf required. Could be a positive community asset.	May provide a level of resilience in major flood events	$1,091,300	Low

Location	Performance against investment objectives	Performance against critical success factors	Potential issues or risks	Potential benefits	Estimated costs or cost range	Level of priority
Oruawharo	Low	Medium	Very close to Port Albert wharf, wharf would need to be over 150m to act as an effective wharf, beach landing preferred.	Connects with ancestral marae. May support beach landings in conjunction with Port Albert operations.	To be confirmed	Very low
Topuni	Low	Low	Very tide affected access.	May support a future eastern connection.	To be confirmed	Discounted
Arapaoa	Low	Medium	Close to Pahi so it would need to differentiate its role. Services a very small area.	Connects with ancestral marae, may support an authentic cultural experience tour.	To be confirmed	Low
Tokatoka	Medium	Low	Unsafe road access and can be affected by strong tidal movements. Poor standard of wharf and car park.	Connects with Tokatoka mountain walk and pub. May be part of a scenic trip from Dargaville.	N/A	Low
Raupo	Low	Low	Requires significant investment to meet safety standards. Constrained by access/parking areas.	Low numbers predicted shows a cross river ferry to be not viable.	$1,189,500	Discounted
Tikinui	Low	Low	Requires significant investment to meet safety standards. Constrained by access/parking areas.	Low numbers predicted shows a cross river ferry to be not viable.	$1,482,000	Discounted

4.4 Longlist Options Evaluation

In addition to the location assessment outcomes above, the longlist options assessment provided clear guidance on what elements could be carried through to become part of programme investment options.

The analysis of the longlist options provided a strong indication of the optimal scale and function for the water transport network and the infrastructure, locations and management interventions that would need to support this. Larger scale service options (such as regular Fast Cat ferry services to Auckland, large scale freight and vehicular ferry) and their required infrastructure were mostly discounted due to the scale of passengers and freight required to make them commercially feasible and the operational costs that the council would need to take on to maintain the assets. Even when a 30-year horizon was considered, the forecast district growth levels and economic trends did not substantiate a regular large-scale passenger, freight or vehicular ferry service.

A staged delivery was preferred due to the lack of funding and capability to deliver the network all at once and it was recognised the programme requires funding from several partners due to KDC's very limited budgets. The table below includes the rankings for each area and a more detailed version is included as Annex 8.

Table 23: Infrastructure scope options ranking

Status Quo	**Status Quo - Do Nothing**
Do Minimum	Small scale charter or hire using current facilities and beach landing vessels
Shortlist - less ambitious	Minor improvements to support beach landing vessels
Shortlist - Preferred	Modular marine facility functional and safety improvements to support staged growth in use
Shortlist - more ambitious	Significant upgrades for priority passenger wharves, marine servicing facilities and supporting landside asset improvements
Most Ambitious	SC 5 + facilities that can support freight and large passenger/vehicular ferries and increased residential populations

Table 24: Service solution options ranking

Status Quo	**Status Quo - Do Nothing**
Do Minimum	Building on current service
Shortlist - less ambitious	Integrated management and tourism promotion
Shortlist - Preferred	Water taxis/expanded charter
Shortlist - more ambitious	District ferry service
Most Ambitious	Fast Cat plus ferry district services (this option and higher-level options were later discounted due to assumed lack of commercial feasibility and the scale of operational cost burden for the council).

Table 25: Service Delivery Options ranking

Status Quo	**Status Quo - Do Nothing**
Do Minimum	KDC sole delivery
Shortlist - less ambitious	Community/Iwi only
Shortlist - Preferred	Joint Venture
Shortlist - more ambitious	External Provider only
Most Ambitious	Nil

Table 26: Funding Options ranking

Status Quo	**Status Quo - Do Nothing**
Do Minimum	KDC only (discounted)
Shortlist - less ambitious	KDC and grants
Shortlist - Preferred	KDC, grants plus community and Iwi investment
Shortlist - more ambitious	Joint venture PPP
Most Ambitious	Private investment only

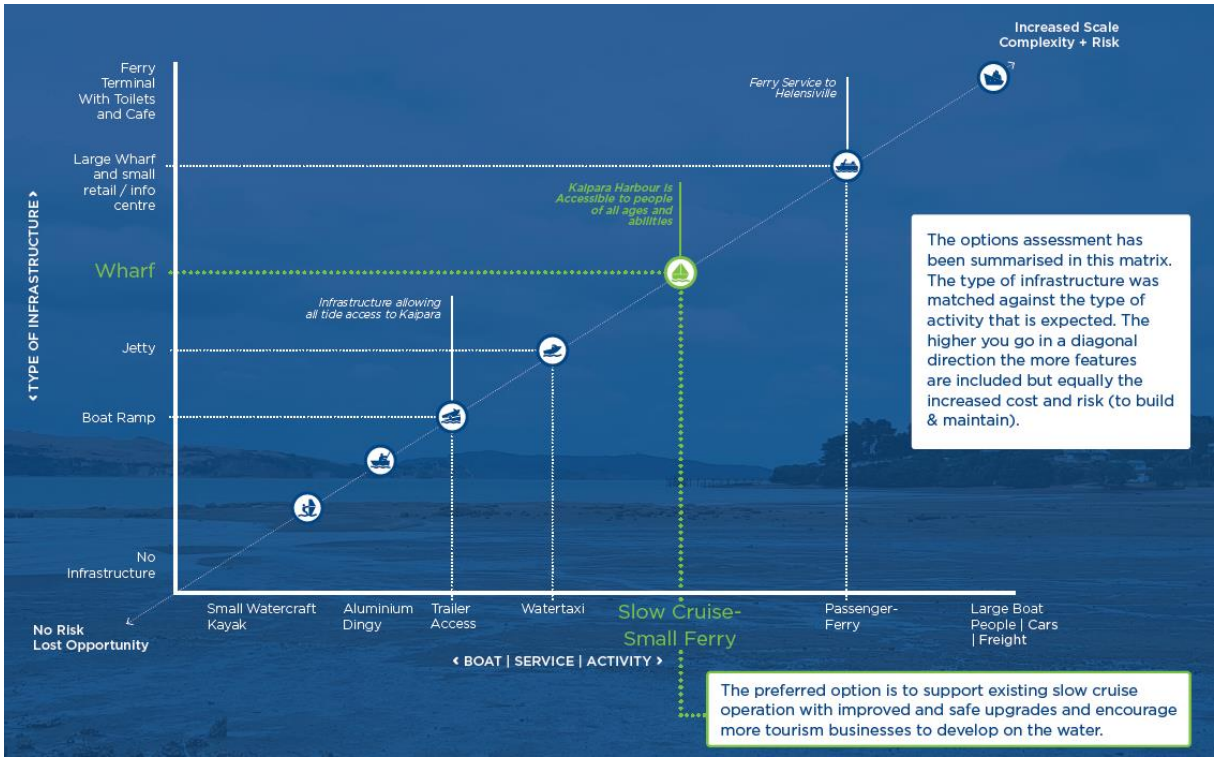
4.5 Programme Investment Options Development

The longlist assessment provided a structured view on what should be included in programme investment options. Using these outputs, the project team created a set of seven potential investment programme options.

These options are called programmes because each one has a mix of interventions that align with a level of ambition around the water transport network and its enabling infrastructure.

The diagram below provides a visual representation of how the infrastructure requirements can be aligned with the level of aspiration for the water transport network, while recognising that the cost, risk and complexity increase with the scale of the operation.

Figure 21: Network scale and infrastructure requirements matrix (Source: Consultation Document)



The programme investment options, and their inclusions and attributes are shown below.

Table 27: Summary of each option and their attributes

Option 1: Status quo – do nothing	
Option description	This option includes: • Supporting continued operation of Kaipara Cruises. • Meeting required marine asset management requirements.
Advantages	The main advantages are: • This option generates very low new risk and is very achievable.
Disadvantages	The main disadvantages are: • It does not mitigate existing risks or provide any new value.
Costs	No additional costs outside of existing operational budgets.
Benefits	Nil.
Conclusion	This option would provide little benefit to the district and has rated poorly against the investment objectives and business needs. It is recommended that this option be considered only as a value for money comparison with the preferred way forward. This option will not progress.

Option 2: Do minimum – Dargaville Upgrade plus management interventions	
Option description	This option includes: • Completing the Dargaville wharf upgrade. • Development of a destination marketing strategy, tourism website. • Development of level of service agreements and operating framework for marine facilities across the district and grant funding for required improvements.

Option 2: Do minimum – Dargaville Upgrade plus management interventions	
Advantages	This option is very achievable, and work is underway to address much of this already. This option would provide a good foundation for achievement of the investment objectives through the management and tourism interventions and upgrading or Dargaville wharf as a hub.
Disadvantages	But this action alone will not support a water transport network and it does not take full advantage of the Provincial Growth Funding to support establishment of a core water transport network. It does not go far enough to catalyse increased water transport activity as more sites need to be improved to provide more options and at least a district network to support a diversity of tourism options.
Costs	Approximately $947,489 (not including landside improvements at Dargaville)
Benefits	• The Dargaville wharf can support increased activity and may help attract more operators to use it as a hub. • The marine asset management and tourism strategy interventions provide momentum and a platform for development of the district's unique offering.
Conclusion	This option will be progressed as a value for money comparison only.

Option 3: Local skills, real experiences, low investment	
Option description	This option includes all actions from option 2, plus: • Beach landing focus – minor upgrades to enable expanded charter/taxi services. Potential sites include Otamatea, Arapaoa, Kelly's Bay. • Development of targeted slow-tourism experiences. • Establishing campgrounds in underutilised land near marine facilities. • Develop a local skills base to resource this. • This includes establishing connections between Marae to encourage tourism and social connections. • Requires meeting regulatory and start-up requirements/costs.
Advantages	The main advantages are: • The low level if investment required. • The emphasis on local skills and capability development • Facilitates tourism product development such as campgrounds and mountain bike trails
Disadvantages	The main disadvantages are: • The emphasis on marketing and management interventions without the enabling infrastructure may lead to poor experiences and lost tourism opportunities.
Costs	Approximately $1,347 – 3.0 million
Benefits	• Some improved connectivity • Supports a small amount of increased business and tourism activity • Small uplift in marine asset standards
Conclusion	Progress this option for further investigation as the less ambitious option.

Option 4: Targeted investments to develop a water transport network	
Option description	This option includes all actions from option 3, plus: • Upgrades to the following primary sites: Dargaville, Pahi and Pōuto

Option 4: Targeted investments to develop a water transport network	
	• New wharf at Pōuto • Followed by staged upgrades to the wharves at Mangatūroto & Ruawai • Other nodes will be activated/improved as activity grows, such as Tinopai, Te Kopuru, Oneriri and Kelly's Bay. • Small scale commercial and residential land developments at primary sites to support business and population growth. • Assumes upgrades to Auckland Council wharves to enable extension of northern Kaipara network. • Investigation into cycling connections and MTB park development.
Advantages	This option generates positive momentum while delivering against all the investment objectives. The balance of management/marketing interventions and leading infrastructure developments allows the district to progressively build activity while maintaining manageable operational cost levels.
Disadvantages	This option only develops a few sites in the first 12 months, and this will constrain the growth of the tourism activity that requires a wharf site.
Costs	$8.6 million
Benefits	• Improved connectivity • Supports increased business and tourism activity • Some uplift in marine asset standards • Potential to support population increase
Conclusion	Progress this option for further investigation as the preferred programme.

Option 5: Significant investment in marine and landside infrastructure & attractions	
Option description	All initiatives from 4, plus: • Major upgrades of wharves and amenities to support freight and larger ferries. • Marine servicing facilities in one hub, land rezoning to support expanded residential. • Medium scale commercial and residential land developments to support business and population growth. • Utility upgrades. • Cycling connections and MTB park development.
Advantages	The main advantages are: • This option would provide significant value to the district and it would go a long way towards creating a destination with a variety of business opportunities.
Disadvantages	The main disadvantages are: • At this stage it is not achievable due to the scale of the capital investment and the ongoing operational expenditure required to maintain the required assets. The setting is also not suitable to attract the level of investment required to achieve this.
Costs	Estimated based on current figures to be $15-$25 million range
Benefits	• Improved connectivity • Increased business and tourism activity • Significant uplift in marine asset standards • Potential population increase

	• Potential freight movement to and from Auckland and beyond
Conclusion	Progress this option for further investigation as the more ambitious option.

Option 6: Fast connections, freight & land activation	
Option description	All initiatives from 5, plus: • establishment of a fast cat ferry service to Parakai • freight handling facilities, • larger scale marine servicing • further land development to increase population base and commercial office supply.
Advantages	This option would provide significant value to the district and it would go a long way towards creating a destination with a variety of business opportunities.
Disadvantages	At this stage it is not achievable due to the scale of the capital investment and the ongoing operational expenditure required to maintain the required assets. The setting is also not suitable to attract the level of investment required to achieve this.
Costs	Estimated based on current figures to be $30-$40 million
Benefits	• Improved connectivity • Significant uplift in marine asset standards • Increased business and tourism activity • Potential population increase • Potential freight movement to and from Auckland and beyond
Conclusion	This option will not progress.

Option 7: Fast connections, freight & land activation + Vehicular Ferry	
Option description	All initiatives from 6, plus: • Vehicle ferry connections to multiple sites. • Associated landside access and parking improvements.
Advantages	The main advantages are: • Improved connectivity • Significant uplift in marine asset standards • Increased business and tourism activity • Potential population increase • Potential freight movement to and from Auckland and beyond
Disadvantages	The main disadvantages are: • It is entirely disproportionate to the needs, population and financial capability of the district
Costs	Estimated based on current figures to be $40-$50 million
Benefits	• Improved connectivity • Significant uplift in marine asset standards • Increased business and tourism activity • Potential population increase • Potential freight movement to and from Auckland and beyond
Conclusion	This option will not progress.

4.6 Programme Investment Options Assessment

Programme options were developed for comparison and evaluation through a Multi-Criteria Analysis. The criteria used to evaluate and rank the options included:

- Performance against Programme Investment objectives.
- Engineering Assessments and rough order costs for targeted wharves and associated landside facilities.
- Delivery timeframes.
- Risk ratings.
- Performance against PGF Objectives/business needs.
- Dependencies.

4.6.1 Assessment process

The programme options assessment was completed through a three-stage process, as shown below:

1. Project Team objective assessment against criteria through multiple meetings in early-mid February.
2. Wharves Advisory Group feedback on the evaluation in 19 February 2020.
3. An Elected Member workshop on 20 February 2020 to discuss findings to date and the option inclusions and ranking.

4.7 The Recommended Preferred Way Forward

This multi-stage assessment process indicates that to deliver a feasible and sustainable water transport network, KDC and its partners should focus on a scalable, district water transport network focused on developing tourism, improving safety, building local skills, improving local connectivity and enhancing places.

This network would need to build progressively through growing existing charter services, supporting growth of on-demand services and working closely with tourism operators to define and leverage a distinct offering that embraces water transport while connecting well with land-based attractions.

While Fast cat ferries, freight and vehicular ferry connections to Auckland have been discussed (and trialled) in the past, the challenging marine conditions, lack of population density and inability to compete with travel by road indicate that this type of investment could not be justified, nor deemed to be commercially attractive.

The Multi Criteria Analysis demonstrated that Programme ***Option 4: Targeted investments to develop a water transport network*** performed best across a range of criteria, while aligning with the anecdotal guidance provided by the industry operators and the Wharves Advisory Group with regards to an achievable and sustainable approach.

To provide balance and a value for money approach, the options below will be considered in further investigations:

- Option 2: Do minimum – as a benchmark for comparison
- Option 3: Local skills, real experiences, low investment – as a benchmark involving reduced investment
- Option 5: Significant investment in marine and landside infrastructure and attractions – as a comparison against higher investment and risk levels.

4.8 Profiling the preferred option

4.8.1 Primary developments

The following primary developments are recommended to improve the wharf facilities available in the district, support growth in charter and tourism services, while opening up wider economic opportunities in their respective areas (such as connection to potential cycling routes/parks, connection with Kai projects and aquaculture opportunities).

4.8.1.1 Dargaville Wharf Upgrade

This study has confirmed that Dargaville is a logical first investment in the activation of water travel for the district. The design and delivery of this upgrade is underway, and the further investments outlined below will use Dargaville as a catalyst for building further activity. The upgrade also has close alignment with both the Dargaville Township Improvement Plan (NZTA) and the spatial planning direction for Dargaville outlined in the key moves for the Dargaville Town Centre below. The scope of the project is the upgrade of the wharf. The primary purpose of the Dargaville Wharf is to serve as the ferry transport hub for the district. The targeted development is estimated to cost $653,732.

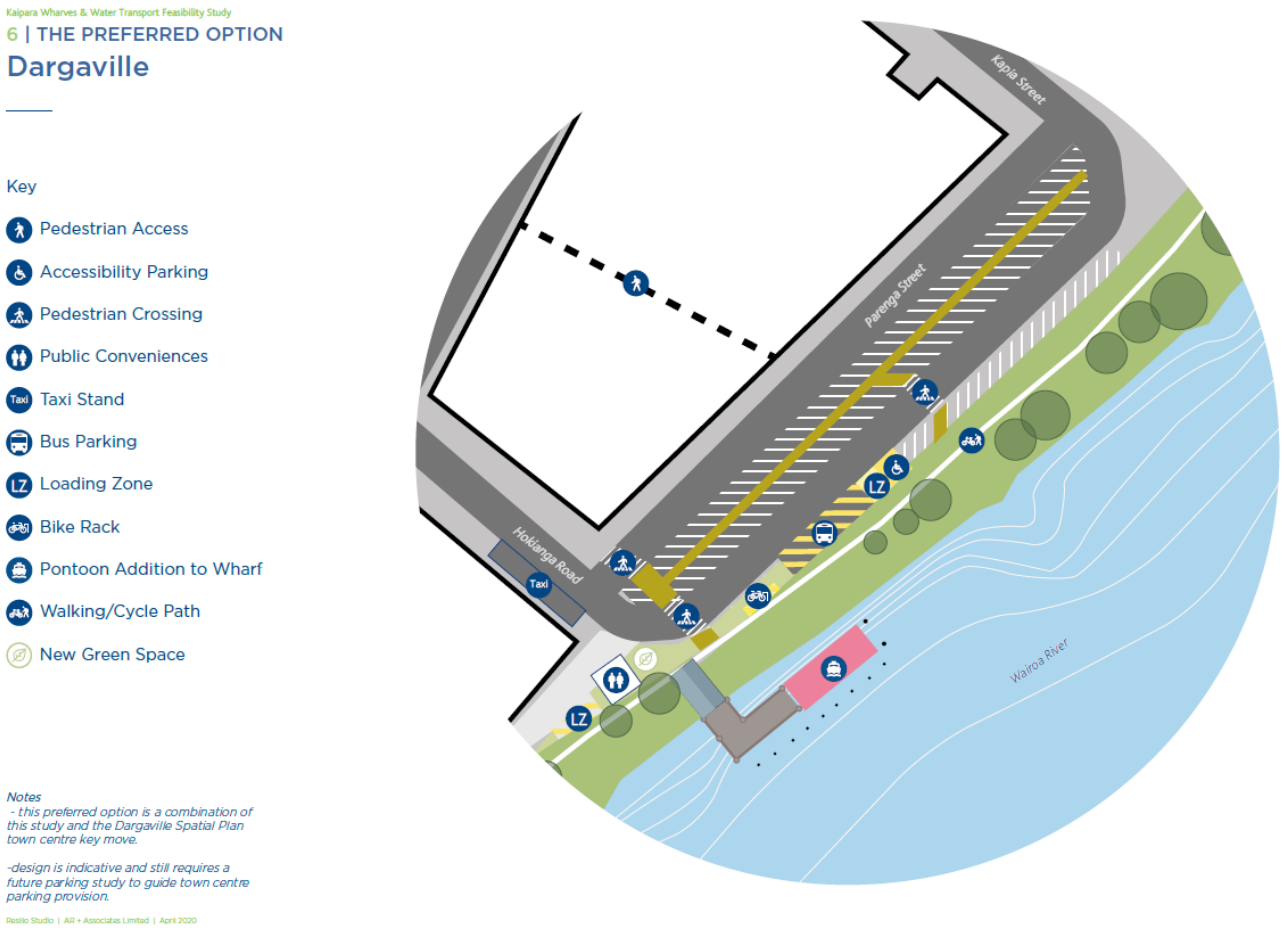


Figure 22: Dargaville Preferred Option (Source: Consultation Document)

4.8.1.2 Pahi Wharf upgrade

There has been a wharf at Pahi since 1881. The current Pahi wharf was opened in 1987. It was built and is maintained by the Pahi Regatta Club (previously Otamatea Regatta Club, also known as Pahi Boating & Fishing Club).

The Pahi Wharf represents a great investment opportunity. It already supports a range of water activities, it is well positioned in the network, it is managed by a very enthusiastic club and it is supported by great landside facilities, including ample parking, accommodation and potential bus connection areas.

The proposed upgrades at Pahi include:

- Upgrade existing jetty (new railings, replace any deficient elements)
- New concrete pontoon and associated gangway
- Sealing of the car park.

It is proposed that the Pahi Wharf upgrade occur as a priority in 2020/21. The estimated rough order cost for this upgrade is $864,320. The proposed wharf upgrade design would need to consider Pahi Fishing Club's clubrooms upgrade and associated landside improvements.

Figure 23: Pahi Preferred Option (Source: Consultation Document)

4.8.1.3 Pōuto Wharf

Pōuto represents another strong opportunity for unlocking the potential of the Kaipara Moana. Historically, Pōuto Point has been an important site for water travel on the Kaipara Moana. Today, a new wharf at Pōuto has the potential to unlock new tourism opportunities, support residential and agricultural land development in the area and improve the safety of the charter boat drop offs and pick-ups that occur there today.

The Pōuto wharf is proposed to cater for charter/tourist vessels, fishing and recreation. The capability to cater for freight movements and larger vessel should be considered further in the detailed design.

Recent investigations completed by WSP have identified three potential locations for a wharf at Pōuto. In each option, the wharf structure is required to be of a substantial length based

on the tidal nature of the area. The pros and cons for each are outlined in the diagram below. The preferred site is estimated to cost $1,809,120. This site is still under investigation and this figure may be revised in the coming months.

Health and safety concerns have been raised by a member of the Wharves Advisory Group with the high tidal flows and any people visiting the area and potentially using a proposed Pōuto Point wharf for jumping into the sea. WSP have advised the following information in relation to their and KDC's legal obligations to designing and constructing a wharf at this location:

WSP's obligations:
Section 39(2) of the Health & safety at Work Act 2015 ('the Act') requires a designer of any structure to ensure the structure is safe for use for the purpose it was designed. The obligation does not extend to ensure the structure is safe for use for an improper purpose (such as unauthorised jumping off the wharf).
KDC's obligations:
KDC is obliged to ensure that the wharf is safe for its workers and other people who are entitled to use the wharf. However, KDC (being a person who manages or is in control of a workplace) does not owe a duty to protect the health and safety of any person who is at that workplace ***for an unlawful purpose****. (Refer section 37(2) of the Act).*
For these reasons, we believe that:

- *WSP does not have a duty to design the wharf to ensure the safety of those not using it for legitimate and lawful purposes.*
- *The Council does not have an additional obligation to ensure that the wharf is safe for people using it for unlawful purposes.*
- *Having said that, WSP should design and KDC should ensure there are sufficient barricades, signage and other facilities to prevent falls.*

This information is now being checked with Council's legal advisors to ensure that Council's legal responsibilities are being adhered to and the known risks can be managed.

Figure 24: Pōuto Point Wharf Preferred Option (Source: Consultation Document)

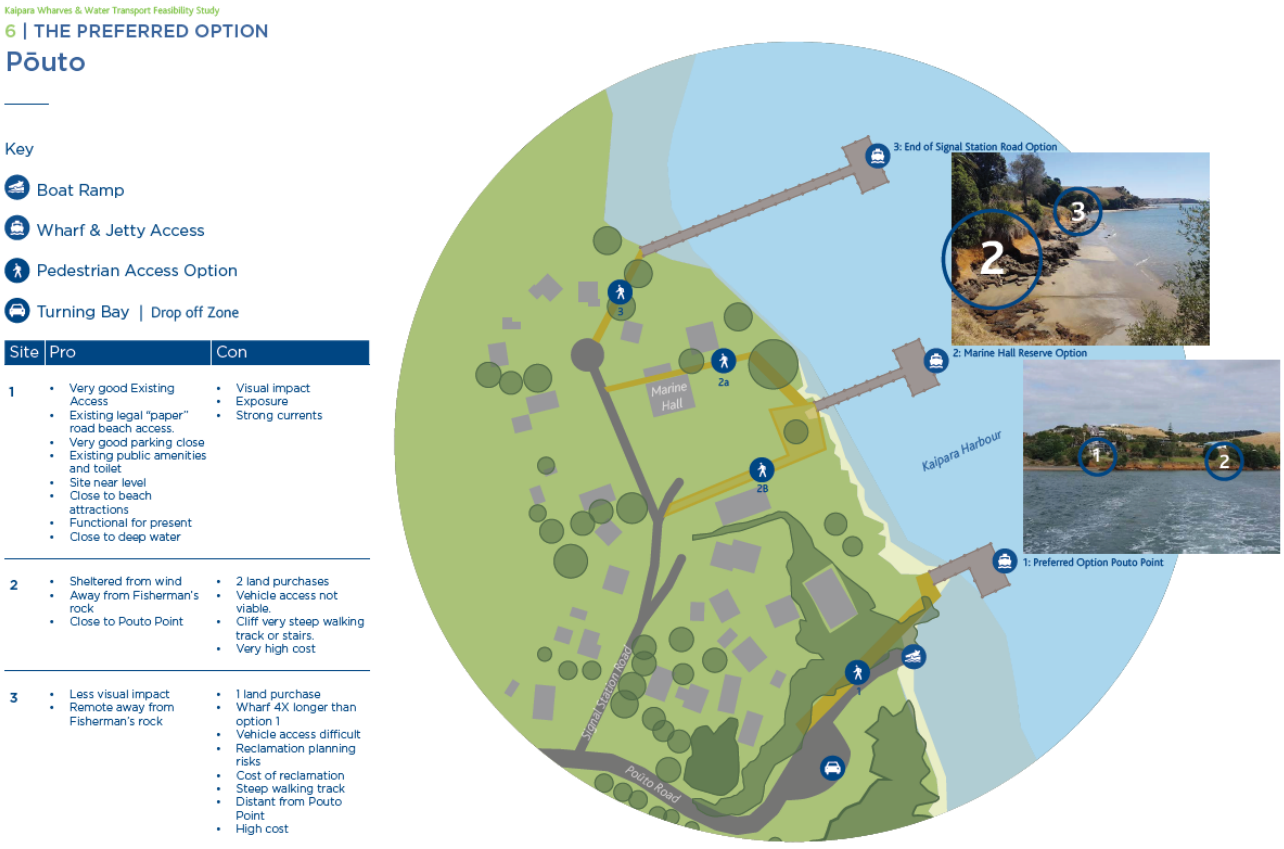


Figure 25: Tiritiri Matangi Wharf - example of a long wharf (see Pōuto Wharf options 2 & 3)

4.8.1.4 Formalisation of beach landing opportunities

In addition to the wharf developments highlighted above, several interventions are proposed to formalise and activate several beach landing locations to support new tourism and charter opportunities. These interventions include the development of tie up facilities, signage, mobile ramps and establishment of informal walkways for the following sites:

- Arapaoa
- Oruawharo
- Otamatea

At this stage, $400,000 is suggested to be allocated for this works in the programme costs but this figure should be tested and validated further through more specific investigations.

Figure 26: Beach landing operations in the Abel Tasman National Park

4.8.2 Short term management interventions

Management interventions are required to ensure that marine facility investments are enabled through improved asset management practices and development of attractive and well positioned tourism products to build interest in and activity on the Kaipara Moana. The proposed interventions are outlined below.

4.8.2.1 Development of a Tourism Destination Management Plan and supporting tools

To ensure that the District can make the most of the proposed primary wharf investments, while building the Kaipara's unique value proposition, it is proposed that a Destination Management Plan (DMP) be developed. This plan should:

- identify the commercial opportunities for the district
- include action plan to make them happen
- inform the development of a tourism website, social media platform and supporting collateral to promote the area
- investigate the value in funding a resource to drive its delivery.

This plan should include the investigation of cycling opportunities as noted in the preferred programme. The DMP is estimated to cost $50,000, the development of the proposed marketing tools is estimated to cost $70,000 and if proposed, a resource to deliver this plan for an initial 12 months is estimated to cost $80,000.

The cost of this plan and its implementation cannot be funded through the initial $4m Provincial Growth Funds (as this is infrastructure-focused), so it is recommended that KDC works with Central Government to identify and make use of funding sources to support the recovery of domestic tourism following the impacts of COVID-19.

While the funding for this may take some time to work through, it is recommended that KDC get started on this through using in house resources. It will also be important for this planning to be connected into the wider Northland Economic Development Plan and leverage a close partnership with Northland Inc and Auckland Tourism, Events and Economic Development. Additionally, it needs to leverage the other tourism-based projects being planned within Ancient Kauri Trail programme.

4.8.2.2 Development of an agreed Marine Asset Management Plan and Operation Policy

KDC are well underway in development of Asset Management Plans that include marine assets. This work is set to include development of an Operational Policy to inform the required management of the district's marine assets. This has and should continue to place safety of current and proposed operations at the forefront, in addition to the ability to fund and sustainably maintain the district's marine assets.

An integrated management approach will be critical to ensure that the targeted improved marine facility experiences that underpin tourism activities can be realised. To complete this work, KDC may need to engage an appropriate professional services engineering firm to identify an agreed approach and coordinate regular inspections to ensure the levels of service are being met. The cost of this policy is expected to be found within existing and future KDC operational budgets and it is proposed to be managed within the KDC Infrastructure Team.

4.8.2.3 Progress land use change opportunities through Spatial Planning

The spatial planning currently underway in the Kaipara District has the potential to support (and be supported by) targeted investments in wharf infrastructure (and the activity that this

can bring). It will be important to schedule and deliver the proposed land use changes that can play this role in coordination with this programme. Specific opportunities include:

- Unlocking new residential opportunities near wharf sites.
- Activating retail or commercial opportunities.
- Investigating and developing proposals to open new cycling trails, kayak routes or Mountain Bike parks. This may be captured in the Destination Management Plan.

With larger population catchments signalled in the 30-year key urban areas spatial plan (Dargaville, Maungaturoto and Kaiwaka), the opportunity to operate viable water-based businesses increases.

The cost of the spatial planning and District Plan changes is expected to be found within existing and future operational budgets.

4.8.3 Schedule for priority actions

The PGF funding agreement requires KDC to move at pace to investigate feasibility, consult with the community, agree the primary developments and deliver physical works. The Programme Steering Group consistent message is for no delays and that the Programme Management Office is to move pace to deliver each stage. To do this, the physical works for the primary developments will need to move very quickly, over the next 1-2 years. A detailed programme will need to be established following approval of this business case to show the key steps and milestones. It is equally as important to align and progress quickly the short-term management interventions to ensure the required strategies, promotion, policies and procedures are ready to receive and optimise the condition and value of the new assets.

4.8.4 Secondary staged developments

To further develop the water travel network for the Kaipara District, the following wharf developments may be delivered over a longer term and in coordination with new tourism offerings. These sites should be revisited following the delivery of the Primary developments with a view to confirm the highest value opportunities based on results achieved from the initial investments.

This aspect of the programme includes a potential investment of approximately $4 million. An investment of this size will not provide a positive return to the district at this stage, but it has the potential to support increased water travel activity, support revitalisation of settlements and provide improved access during flood events.

Based on the strong community support and preference for further investment in an upgrade at Ruawai, it is proposed that this be prioritised as the first cab off the rank following the delivery of the primary developments. This may start with a smaller investment that enables improved functionality (through a pontoon and gangway estimated at between $484,500 - $629,850) and serves as a staged progression in delivery of the full upgrade proposed below.

Table 28: Secondary developments costs and staging

Wharf Site	Proposed Upgrades	Timing	Cost estimates
Ruawai	• Staged upgrade of existing jetty (new railings, replace any deficient elements). • New concrete pontoon and associated gangway.	3-5 years	$805,820

Wharf Site	Proposed Upgrades	Timing	Cost estimates
	• Sealing of the car park.		
Kelly's Bay	• Minor upgrades to improve access and parking areas plus boat tie up facilities alongside the ramp.	5-10 years	$50,000
Oneriri	• Minor upgrades (ramp or beach access) to attract more recreational use and provide a future connection to the Kaiwaka rail head. Including reserve upgrade, parking, lighting and toilet and boat ramp.	3-5 years	$600,000
Maungatūroto	• Upgrade existing jetty (new railings and construct lower deck). • Sealed car park.	5-10 years	$342,500
Te Koporu	• New jetty. • New concrete pontoon and associated gangway. • Sealing of the car park • Construction of passing bays on access road.	10-15 years	$1,091,300
Tinopai	• Upgrade existing jetty (replace any deficient elements and drive additional piles). • New concrete pontoon and associated gangway. • Sealing of the car park.	15-20 years	$1,114,700
		Total	**$4,004,320**

Figure 27: The Preferred Option for Primary and Secondary Network Locations (Source: Kaipara Wharves Consultation Document)

4.9 Indicative economic impacts of the preferred option

Investing the District's wharf infrastructure, with a view to support local economic development, will lift local business activity. The size of this lift is outlined below using economic metrics like GDP and employment. The analysis covers two distinct parts:

- The one-off impacts associated with the construction phase, and
- The ongoing impacts arising from a lift in the visitor sector.

The section presents a short summary of the assumptions and background information used to estimate the economic impacts. The economic impacts were estimated using a Multi-Regional Input-Output model with three specific regions and 106 sectors. The following three regions:

- Kaipara District,
- Rest of Northland region, and
- Rest of New Zealand.

The model reflects the supply chain effects[12] and how the economic transactions flow through the economy. The impacts arise as the additional (new) activity takes place, and then ripples through the economy. We have estimated the 'direct and indirect impacts', as well as the 'induced impacts'. These are defined as follows:

- '**Direct and indirect impacts'** – when a visitor (or business) spends (new) money in the local economy, then the economy responds by firstly increasing (or decreasing) activities supplying the goods and services, needed to address that initial demand. This is the direct effect. All firms supplying the businesses responding to the initial spending, adjust their outputs, stimulating further rounds of impacts, and so forth. Further (flow on) rounds of activity are needed to meet the extra demand and these rounds are called the indirect impacts.
- The **induced impacts**: As businesses respond to the economic change (the direct and indirect impacts explained above), they use additional workers (by increasing staffing hours, employing more people or working overtime). This leads to a lift in salary and wage payments to households, i.e. more salaries and wages paid to workers in return for their labour. Businesses also take additional profits as operating surpluses increase – this is partially returned to households through dividends paid to business owners or investors. As households spend their returns or earnings, another round of effects is created (i.e. household spending). These are termed induced impacts.
- The '**total impact'** reflects the sum of the direct, indirect and induced impacts.

Only the total impacts are reported. The impacts are distributed over time, and the Discounted Cashflow Analysis is used to translate the future values (impacts) into one $-figure. Three different discount rates[13] are used to show the potential spread of impacts.

[12] Sometimes referred to as multiplier effects; we do not use multiplier to estimate the impacts as this can mis-represent the impacts.

[13] The following rates were used: 4%, 6% and 8% discount rates. This is in-line with the rates outlined by the NZ Treasury.

4.9.1 Key Assumptions

The economic flow on impacts of the wharves project are estimated using a scenario approach. Crucially, this impact assessment looks at the economic impacts using GDP, employment and income as metrics. The assessment covers actual transactions i.e. where money flows through the economy – it is not a cost benefit analysis[14]. Both the one-off and ongoing impacts are assessed. The one-off impacts are associated with the capital spending on the wharves; these are non-recurring capital spending. The ongoing impacts relate to the shift in the local economic landscape. As part of the project process, the potential to use the investment to unlock the visitor market was identified as a key driver. A detailed visitor sector strategic plan (or similar) will be developed. The ongoing effects of lifting the visitor sector and the additional spending attracted to the district were modelled. The level of increase or the specific type of activity that will generate the lift are unknown. A simple approach to estimate the potential lift in visitor spending, and the flow on economic impacts, is used. This is outlined below.

4.9.2 One-off impacts – capital spending

The spending on renewing and recapitalising the wharves throughout the district is estimated at $8m and this will be spread out over 30 years or so. The table below shows the estimated budget.

Table 29: Capital spending

Item	$'m
Dargaville Pontoon	$0.64
Pahi Wharf Renewals	$0.86
New Pōuto Wharf	$1.81
Beach landings - consenting	$0.40
Contingency on Primary network	$0.29
Oneriri ramp and reserve	$0.60
Ruawai Wharf upgrade	$0.81
Maungaturoto pontoon	$0.34
Te Koporu wharf upgrade	$1.09
Kelly's Bay access upgrades	$0.05
Tinopai Wharf Renewals	$1.11
TOTAL CAPEX	**$8.00**

The estimated spending was allocated to different economic sectors to illustrate how the spending will impact the local economy (i.e. the first round of impacts). The capital spending was allocated to the following economic sectors:

- Non-residential building construction,
- Heavy and civil engineering construction,
- Construction services,
- Scientific, architectural and engineering services, and
- Legal and accounting services.

This spending forms the basis for estimating the one-off impacts.

[14] A CBA cover non-market values as well as market values. A CBA is beyond the scope of this assessment.

4.9.3 Ongoing impacts – visitor market

The second set of impact are ongoing in nature and relate to the lift in spending associated with 'new' visitors coming into the district. This is the spending that is attributed to the investments. In other words, this is the lift in visitor spending would not have happened without the catalyst investment.

Preparing a firm estimate of the increase in visitor spending is challenging because the specific visitor product to develop must still be identified. A scenario approach is used to illustrate the economic impacts as a range (instead of a single figure). Therefore, the ongoing impacts are indicative at best. It is meant to illustrate the potential scale of the impacts.

Visitor spending, as reported by MBIE, formed the starting point of the scenarios. Both domestic and international spending were reviewed, and the existing spending levels were estimated. The spending levels were estimated as follows:

- Domestic
  - Day visitor $70/visitor
  - Overnight $198/visitor
- International
  - Day visitor $82/visitor
  - Overnight $280/visitor

Total spending is estimated at $109.2m for domestic visitors and $15.7m for international visitors. The spending is allocated to standard sectors (or tourist products), including:

- Accommodation services,
- Cultural, recreation, and gambling services,
- Food and beverage serving services,
- Other passenger transport,
- Other tourism products,
- Retail sales - alcohol, food, and beverages,
- Retail sales - fuel and other automotive products, and
- Retail sales – other.

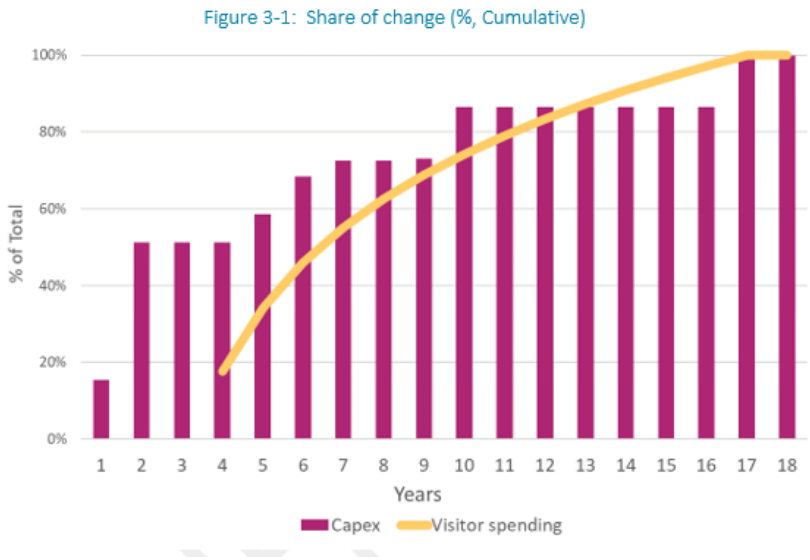
Three scenarios were modelled. The scenarios reflect different increases in visitor spending that is unlocked by the wharf investments. The level of increase is arbitrary and will need additional work to refine. The scenarios reflect:

- A 2% lift in visitor spending due to the wharf investment – this equals an additional visitor spending of $2.5m/y.
- A 2.5% lift visitor spending due to the wharf investment – this equals an additional visitor spending of $3.1m/y.
- A 5% lift visitor spending due to the wharf investment – this equals an additional visitor spending of $6.2m/y.

The scenarios assume that the lift in spending is directly associated with (unlocked or facilitated by) the wharf investment and the associated tourism development activities.

In terms of the timing, i.e. when the lift in spending occurs, we have assumed that the lift will broadly track the investment profile with a lag during the initial years. Figure 27 shows the share of the total change (e.g. 2% lift or the share of the total capex budget) that will be spent over time.

Figure 28: Share of change (%, Cumulative)



Investment in the wharves will take place from year 1 (year 1 = 2021), with several step-increases over time. The visitor spending will lag the capex for the first 10 years or so.

Considering the high-level assumptions underpinning the economic assessment, an update would be needed once the visitor sector development plan has been developed. Until such time, the economic impacts outlined in this report are indicative at best.

4.9.4 One-off impacts from wharf upgrades

The construction and wharf investment programme span more than a decade, with most of the activity (based on capital expenditure) in years 3 to 5. Subsequently, the capex has intermittent peaks as wharves are upgraded/refreshed. The last of the scheduled construction project is the Tinopai wharf renewals, set to occur in Year 15. Table 30: Total GDP impact (one-off activity)

summarises the Total GDP impacts of the construction programme. These totals reflect the sum of the direct, indirect and induced impacts, across three geographical areas.

Table 30: Total GDP impact (one-off activity)

	4.0%	6.0%	8.0%
		$'million	
Kaipara District	2.1	**1.9**	1.8
Rest of Northland	1.6	**1.5**	1.4
Rest of New Zealand	3.8	**3.5**	3.3
Total	7.5	**7.0**	6.6

The total GDP impacts associated with the construction activity are expected to range between $6.6m and $7.5m. The mid-point is $7m, and the range reflects the different discount rates.

Spatially, most of the economic impacts (GDP) are felt across the rest of New Zealand (the area that includes Auckland). This reflects the supply chain effects, because construction companies are based elsewhere (i.e. outside of Northland) and large parts of construction supply chains flow back to Auckland where the building materials are manufactured. Regardless, a sizeable share (30%) of the economic impact will be felt in the Kaipara District as well as the rest of Northland (Whangarei). It is important to see the size of the local

impact in context. Currently, the district's GDP is in the order of $949m[15]. This suggests that at the peak of construction activity will add 0.2% to the district's GDP.

Based on the known relationships between economic output and employment, the number of jobs associated with the estimated level of activity is estimated. At the peak of the construction and set-up phase, approximately:

- 8 jobs are supported within the District,
- 9 in the rest of Northland and
- 12 across the rest of NZ.

It is acknowledged that the timing depends on the input assumptions ($ spending), construction timeline, sequencing and so forth. Looking across the overall project cycle, the investments will support a total of:

- 22 job-years[16] across the District,
- 26 job-years across the rest of the region,
- 35 job-years across the rest of NZ.

The effects of ongoing activity are described in the next section.

4.9.5 Impacts from a lift in Visitor sector

In addition to the one-off impacts, it is believed that the investment will support and facilitate growth in the local visitor sector. While the specific scale and timing of such a lift are uncertain, the scenario analysis illustrates that the potential range of impacts. The lift in the visitor sector spending, and impacts, lag the infrastructure spending. So, these impacts are expected to occur in future and start at a low rate before ramping up over 15 years. The lift in visitor activity starts in Year 4, increases over time, and peaks from Year 17, onwards when the visitor development initiatives become mainstream.

As expected, the impacts associated with the ongoing (operational) activity are considerably larger than the capex impacts. The present value of ongoing impacts is estimated at between $5.8m and $10.0m (Table 30) for the 2.5% increase scenario.

Most of the GDP impacts will be felt locally, in Kaipara District with 51% felt in the district. This compares well against the 16% in the rest of Northland and 33% in the rest of NZ. This suggests that the 67% (two thirds) of the impacts will be felt in Northland region – one of NZ's economically lagging districts.

Table 31: Total GDP (ongoing activity)

	4.0%	6.0%	8.0%
		$'million	
Kaipara District	**10.0**	**7.6**	**5.8**
Rest of Northland	3.1	**2.3**	1.8
Rest of New Zealand	6.5	**4.9**	3.8
Total	19.5	**14.8**	11.4

[15] Based on Infometrics information but adjusted to 2019 $values (vs Infometrics data that is for 2010 values).

[16] The analysis runs at a 'per year' basis. In year x, the spending supports y-number of jobs, but those jobs are one-offs and end when that year's spending is completed. Then in year x+1, additional spending takes place, supporting another round of jobs. Summing all these annual jobs shows how many job-years are supported.

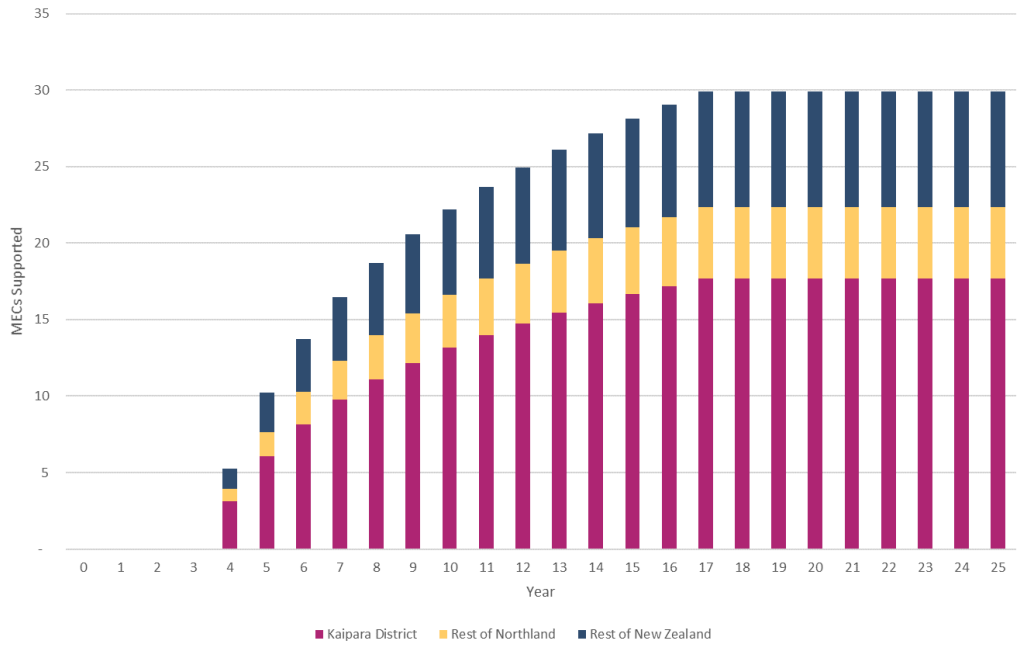
Looking at the other scenarios, the GDP impacts will range as follows:

- 2% Scenario $4.7m - $8.0m,
- 5% Scenario $11.7m - $19.9m.

Once operational, the annual (maximum) addition GDP that will be felt in the district is estimated at $1.0m, ranging between $800,000 and $2.0m.

In addition to GDP impacts, the lift will also support additional employment in visitor sector businesses as well as the rest of the economy. Spatially, the employment impacts are concentrated in the district (see Figure 28) which shows the employment impacts over time. Ongoing impacts are concentrated in Kaipara District, i.e. 60%[17] of the employment impacts are felt within the District This is to be expected, considering most of the ongoing visitor activity related to the wharves occur within the district, for example buying lunch as a local café, accommodation, and so forth.

Figure 29: Total employment supported by ongoing activity



The visitor activity related to wharf operations will generate a material levels of new activity throughout the economy. In turn, this will require labour (workers) to complete the work[18]. Similar to the construction phase, existing relationships between economic output and employment is utilised to estimate the number of jobs associated with the new spending and the flow on effects. At full operation (around Year 17), approximately 30 jobs are supported through NZ. More than half (18) of these are within the District, five throughout the rest of Northland, and the remaining 8 jobs in the rest of New Zealand. This equals a lift of 0.2% on current employment levels.

[17] Under 6% discount rate setting.

[18] This assumes that there is enough capacity in the local market i.e. there are workers available. Business will use technology and other means to address capacity constraints where labour is not available. Including productivity change will lower the employment effects presented.

4.9.6 Income effects

Expanding the visitor sector in Kaipara District will deliver a range of economic impacts. Income is a part of GDP, so it is possible to estimate how much income is returned to households. The level of income returned to households is a proxy for some social impacts. The social implications of lifting household income are reasonably well known, i.e. alleviating poverty and providing households with opportunities that would not be available otherwise.

During set-up and construction, the income returned to households will total between $2.4m and $2.8m across the whole of the country. Between $700,000 and $800,000 of that will be returned to Kaipara households.

In terms of the ongoing impact, the lift in visitor spending stimulates additional activity in both the local and wider economy. More staff is employed[19] by both local businesses as well as businesses in the supply chain, across the rest of Northland and rest of New Zealand. These businesses pay salaries and wages to workers. The businesses also return a portion of surplus to owners through dividends.

Over the assessment period, around $3.0m (ranging between $2.3m and $4.0m) are returned to Kaipara households in the form of salaries and wages, with a further $780,000 to households in the rest of Northland, and $1.7m to households across the rest of New Zealand. The scale of remuneration in Kaipara increases from around $70,000 in the first year of operation (Year 4), to over $400,000 per annum once fully operational. Once fully operational, $100,000 and $230,000 are returned to households across Northland and the rest of New Zealand, respectively, each year.

A key point to emphasise is that the largest portion of the income effects are associated with the ongoing activities and is returned to Kaipara households. The ongoing visitor activity continually add to the income distributed.

4.9.7 Concluding remarks

The proposed investment in the District's wharves will provide a short-term economic impulse, generating economic impacts. But the true value of the investment is that it will enable growth and development of latent visitor market opportunities. The specific details, nature, scope and timing of the visitor market development are still unknown. Using a scenario approach, the analysis illustrates the potential economic impacts of lifting the visitor sector to be material, with a potential to add to the district's GDP. This potential lift is estimated at between $5.8m and $10.0m. But, due to the uncertainty in the potential outcomes, there is a large spread between the scenarios - $4.7m to $19.9m. Regardless, of the uncertainty, the analysis shows that enabling the visitor sector will deliver positive impacts.

4.10 Preferred Programme Consultation Feedback

Community feedback on the preferred programme was captured between 20 April and 8 May 2020. A summary of the feedback is shown below.

106 responses were submitted to the survey in the time it was open, in which there were a diverse range of ideas, support for and against the proposed options, and suggestions for how Council can best use the wharves implementation funding.

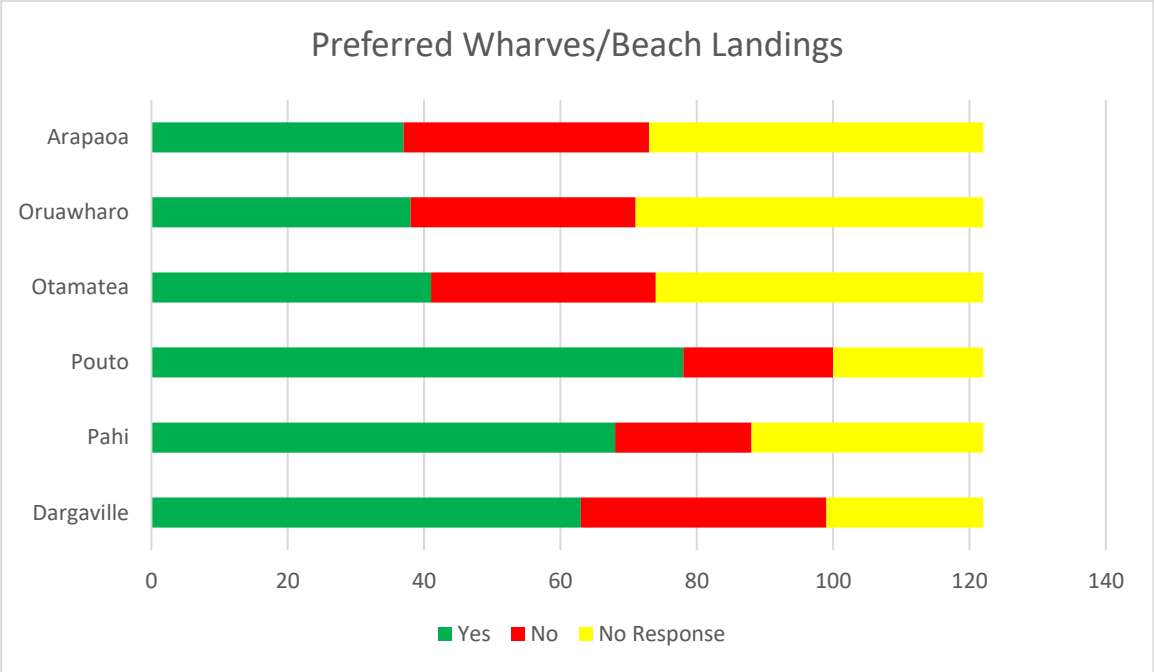
[19] Or businesses require workers to work longer hours. Nevertheless, businesses pay for the additional labour.

In addition to this, several meetings were held with affected communities and groups, to gauge their opinion of the proposed works and their impact on those communities. The “yes” or “no” vote from these communities has been counted as one response for the purposes of the graphs below, though it represents the view of more than one.

Finally, submissions from individuals and community groups were received via email, bringing the total response to 122 views on how the development of the Kaipara Harbour Water Transport network might proceed.

The majority of responses were in support of the proposed locations in the first stage of Network development, though around 8% of respondents made a case for prioritising Ruawai/Tinopai/Tikinui over the proposed marae beach landings.

Figure 30: Responses to Question 1 - Have we chosen the right locations for investment?



4.10.1 Dargaville

Yes: 63 **No: 36** **No Response: 23**

14 responses in opposition to the Dargaville Pontoon were specifically in reference to opposing the removal of the carparks on Parenga St. Should the consultation be run again without reference to removing these carparks, support for the pontoon would likely be higher.

4.10.2 Pahi

Yes: 68 **No: 20** **No Response: 34**

Overall, there is good support for the refurbishment of the Pahi wharf, though there is less support for the funding to be used for amenities to the wharf. Given that the regatta club has already developed advanced plans for refurbishment of their club rooms and amenities, it is suggested that the Kaipara District Council contribution be as focused on the wharf itself as possible.

4.10.3 Pōuto

Yes: 78 **No: 22** **No Response: 22**

There is a significant majority among respondents supporting the placement of a wharf at Pōuto. In addition to this, there has been productive engagement with the local marae and community around varying options for locations and development opportunities to make Pōuto a “destination”.

Those responses not in favour of Pōuto held a range of views as to alternative locations, environmental concerns, management concerns, and a desire for Council to focus on core services.

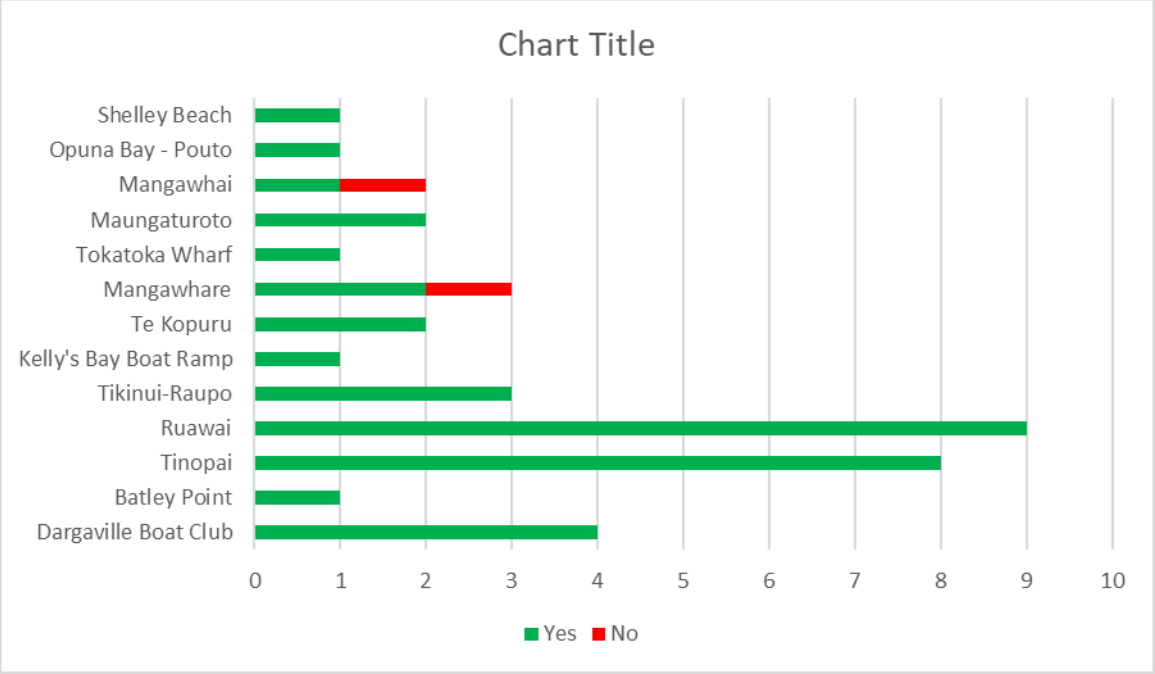
4.10.4 Oruawharo, Otamatea & Arapaoa

Oruawharo: Yes: 38 **No:** 33 **No Response:** 51

Otamatea: Yes: 41 **No:** 33 **No Response:** 48

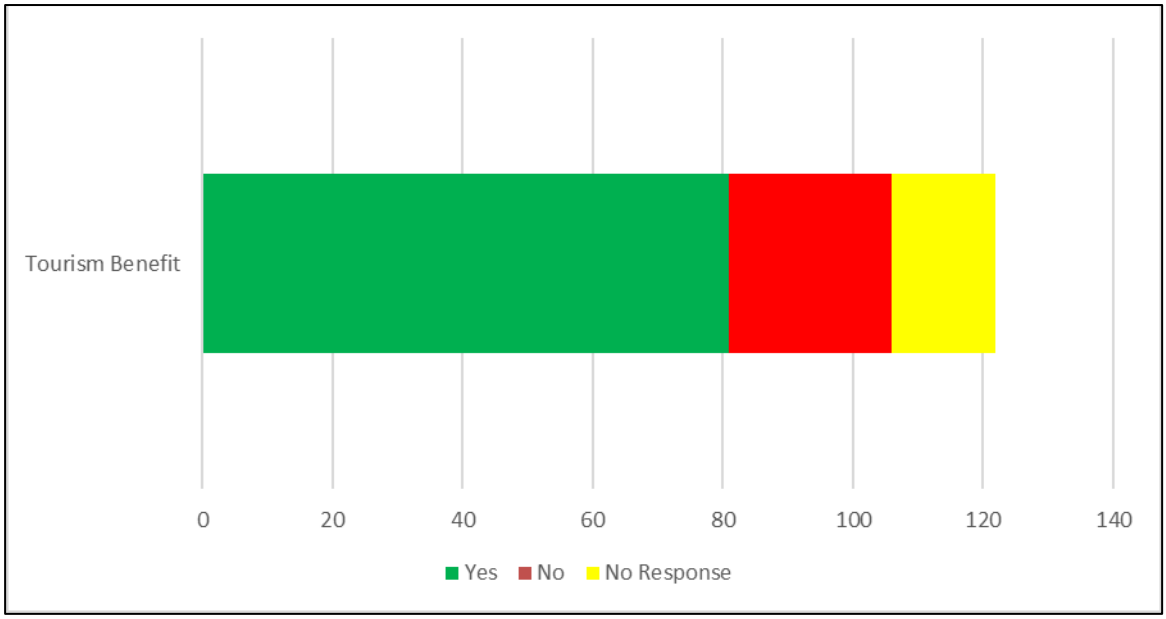
Arapaoa: Yes: 37 **No:** 36 **No Response:** 49

Figure 31: Responses to Question 2 - What else would you suggest?



There has been an effort from some respondents to highlight the importance of the Ruawai and Tikinui/Raupo wharves for supporting existing charter, environmental and domestic tourism activities and operators on the Wairoa River, as well as strengthening further the internal links between townships, as a method of encouraging domestic tourism and freight distribution, rather than looking to international tourism.

Figure 32: Responses to Question 3 - Do you think you could benefit from increased tourism in Kaipara?



Some of the “Yes” responses to this question indicated that they did not feel they would personally benefit, but that people they know, and local businesses could benefit.

Most of the “No” responses were against the water transport network in general.

4.10.5 Responses to Question 4

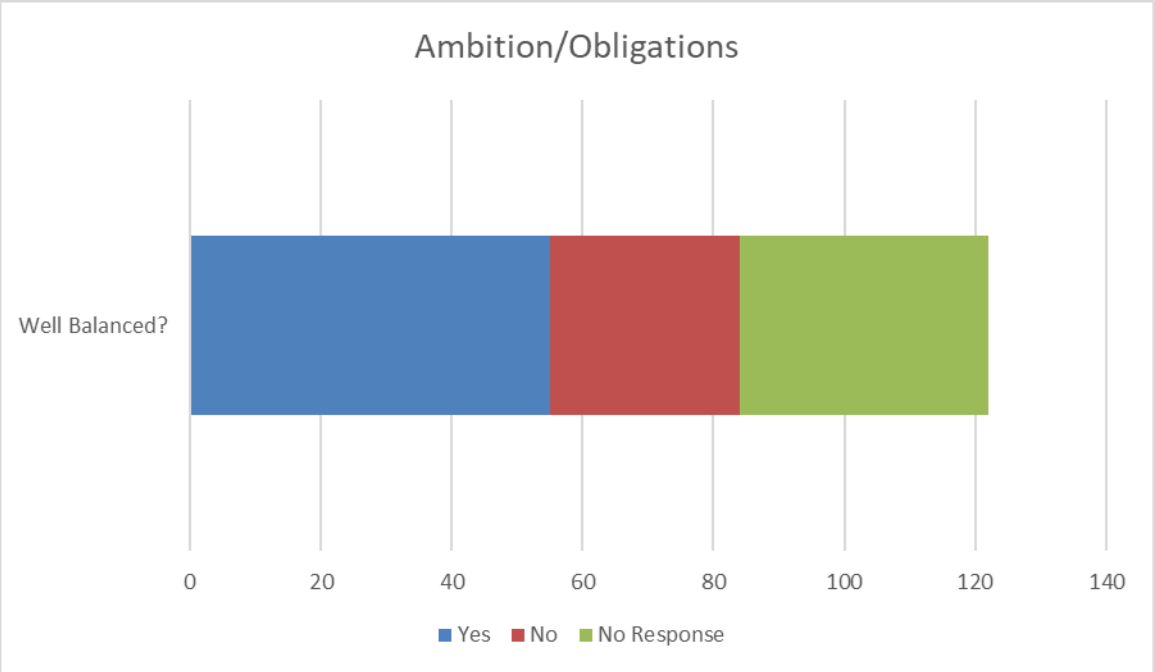
What other investments related to the preferred option would you like to see in the Kaipara to ensure success, stimulate jobs and deliver economic development?

4.10.5.1 Top 4 Themes

Support for Economic Development (72) There was overwhelming support for the concept of economic development for the Kaipara, and a range of views presented as to how this might work. Please see detailed table of themes at the end of this document to see the range of options identified by respondents.	**Eco-Tourism (36)** Environmental concerns were significant among respondents, and correspondingly the emphasis on eco-tourism activities has fed through to suggestions provided.
Increase Domestic/Local Usage (33) As a flow-on effect from the economic uncertainty and xenophobia inflamed by the COVID-19 pandemic, there was a strong emphasis in responses received that any tourism activity should be geared towards domestic rather than international tourists.	**Cycling Tourism (26)** Cycling is an established activity in Kaipara, with the Tour Aotearoa stopping in Dargaville each year, and the Bike the Kaipara Trust being active in the national cycling community and locally, supporting Kaipara as a place to visit for cycling holidays. There is wide support for this existing activity to be supported and encouraged through our water transport network and roading improvements.

4.10.6 Responses to Question 5

Figure 33: Responses to Question 5 - Do you think this plan is ambitious enough while managing future financial obligations?



There is concern among respondents that the financial costs of maintaining this network will fall to the ratepayers of Kaipara District, rather than those operating from the wharves.

Across all responses, a recurring theme was that Ruawai Boat Club and Dargaville Boat Club maintain and operate their boat ramps and usage of their wharves and supporting existing clubs by refurbishing their assets is considered a palatable investment for these works.

Recommendations in response to this question included:

- That the pontoon at Dargaville proceed to construction.
- That the wharf at Pōuto proceed to investigations.
- That the wharf at Pahi be refurbished in partnership with the Pahi Regatta Club.
- That Oruawharo, Otamatea and Arapaoa beach landings be moved to the 5-25-year scope of the Business Case.
- That Ruawai refurbishment be investigated for inclusion in 1-2-year planning.
- That Tikinui/Raupo refurbishment be investigated for inclusion in 1-2-year planning.
- That Tinopai refurbishment be investigated for inclusion in 1-2-year planning.

4.10.7 Consultation conclusion

To conclude, there is wide support for the Dargaville, Pahi and Pōuto locations, but some points of concern to be recognised and managed on each site.

There is less general support for the beach landings at Oruawharo, Otamatea and Arapaoa in the survey feedback. There has been a mixed response from the zoom hui conducted with these marae. Some were concerned about the unintended consequences of unmanaged access to the harbour and the security risk of attracting informal gatherings. Other sessions wished to explore the potential for incorporating development plans which each marae has

including possible tourism ventures. A follow up action from these sessions is to arrange a specific design hui that explores the possibilities including the constraints of a beach landing near the ancestral marae alongside other development options. This hui would seek to utilise the Te Aranga Design Principles as a tool for engaging and drawing out the appropriate cultural design story for two of the marae.

There is support for bringing upgrades to Ruawai forward to make it accessible at all tides. There is also support for Tinopai wharf to be upgraded within a shorter timeframe. There is also some interest in development of Tikinui and Raupo marine facilities to support township connectivity (noting this was suggested by a small number of respondents).

4.10.8 What this means for the preferred programme

Based on the feedback provided, the following modifications are recommended for the preferred programme:

- Ruawai may be prioritised as the next focus for improvements following Dargaville, Pahi and Pōuto. Further investment decisions will need to wait until suitable funds are available.
- Beach landing sites be considered further through more conversations with Marae representative partners. The timing for delivery of beach landings can be confirmed through these conversations.

5 Commercial Case

5.1 Procurement Strategy

KDC has recently established a Procurement Strategy which will guide the procurement activities required to deliver this programme. This strategy will be supported by the recent establishment of a Services Panel that will enable KDC in moving quickly to engage with suppliers that have demonstrated the required level of capability and compliance to support Council in the required areas.

The KDC Procurement Strategy includes a focus on engaging positively with local capability, forming positive partnerships with suppliers and providing early notice to ensure supplier readiness. Where possible social procurement weightings may be applied to support the competitiveness of local suppliers, however, the economic analysis completed to date indicates that local capacity may be an issue.

KDC will also recognise and apply the procurement requirements stipulated by its funding partners. As the primary funder of the primary developments, the Provincial Growth Fund stipulates that a review of the Council's procurement process must be completed to ensure it complies with MBIE requirements. This review has been completed and the KDC Procurement Strategy will be applied to this programme.

The procurement applied to the recent Dargaville Pontoon upgrade planning can serve as a benchmark for future activities of a similar nature. This procurement has involved development of a Procurement Management Plan that recommended a targeted tender process with a closed supplier base. The following process is proposed to deliver this programme through a set of agreed projects:

- A scoped project with a budget is provided to the assets team.
- A procurement plan is created.
- This is used to engage a supplier.
- Contracts are developed for a short form agreement under delegated authority (subject to the spend level).
- A contract management plan is developed and applied to the delivery of the design or construction (or both).
- Physical works are managed internally or in partnership with an external engineer's representative.

5.2 Required services

Goods and services will be required to complete design, planning and construction of the agreed developments. Professional services will also be required to support the management interventions proposed within the preferred programme. A high-level list of these products and services is included below:

Table 32: Required products and services

Product or service area	Details
Environmental and cultural impact assessments	Assessment of impacts for each of the proposed network sites to inform design, engagement and consenting.
Engineering and Design	• Engineering assessments

Product or service area	Details
	• Quantity surveying • Design development
Planning and legal	• Consenting management • Marine facility ownership advice • Integrated planning
Business case development	Development of business cases for major upgrades.
Destination Marketing and Tourism	• Strategy development • Product development • Marketing channel/tool development and operation
Construction of new facilities	Construction activities as outlined in the preferred programme.
Project Management	Project Management support in delivering the agreed upgrades.
Marine facility products	The exact detail will be confirmed for each project in the detailed scoping for each development. As a general summary, this may include: • Wharf structural elements • Berthing dolphins • Pontoons • Ramps • Gangways • Toilets • Signs

Further detail on the specific goods and services required in each tranche will be defined in the respective business case.

5.2.1 Packaging of work

Where possible, packages of work may be bundled together to provide greater attractiveness to the market and shared risk management in the delivery of the agreed works package. While this will support attraction of larger suppliers, the impact of this approach on smaller, local suppliers should be considered.

Through this approach, KDC may benefit from rolling the design and construction services together or engaging an expert consultant to complete the design and support the procurement of the construction contractor. Given KDC has limited resources, it is likely that engaging external support for the required procurement activities will provide efficiency benefits for the council. Utilising an Early Contractor Involvement (ECI) approach would be recommended to develop knowledge quickly, refine the proposed solution and share risk during the design and development phases.

5.3 Market Capability

In accordance with the KDC Procurement Strategy, there is an intent to source local capability to deliver these services from local suppliers. It is acknowledged that there may not be available supplier capability within the Kaipara District and hence there will be a need to engage with Auckland and broader Northland Region-based suppliers to provide the required products and services.

The project team have noted the pressure that the developments associated with the America's Cup will put pressure on this sector. KDC has already signalled to the market, via the Contractor's Federation, that it will be looking for marine development specialists in the near future. Providing plenty of forward notice will be critical to ensure availability pressures do not have an impact on contractor's prospective prices.

5.4 Contract provisions

The contract procurements and key procurement milestones will be determined for each procurement required. The general approach to be applied includes engaging a lead contractor to deliver a range of activities aligned with their expertise and negotiating a fixed price or upper limiting sum to deliver the agreed package.

5.5 Potential for risk sharing

There is potential to share risks through the procurement process by engaging with the market early and bundling packages and phases to provide shared ownership in planning and delivery. There is also potential for risk sharing in operation of the assets through an agreed marine asset operating model which encourages private, iwi and community owners to apply a consistent standard for the district's marine assets. This model will be underpinned by a Kaipara District Marine Facility Management Policy and will need to be explored further in the Programme Business Case.

5.6 Planning and Consenting Management

All the recommended developments and activities within the preferred programme will require environmental and cultural impacts assessments to inform consenting requirements. Where possible, developments will occur in the footprint of existing consents in order to help streamline the programme's primary (short term) elements. It is assumed that consents may be required in situations where beach landings are encouraged ahead of investing in new infrastructure. Given such arrangements may increase activity and have an impact on the seabed, impacts will need to be understood and adequately managed.

It is recommended that a specialist is engaged to complete these assessments and provide advice on the required consents and the process to obtain these. In some cases, new consents may add significant time to the delivery programme.

Further information about the consenting requirements is attached as Annex 10.

6 Financial Case

The purpose of this section is to set out the Programme financial implications of the preferred programme. Note that more detailed analysis of the financial case will occur in the Detailed Business Case stage for each project or tranche in the programme.

6.1 Capital Cost Summary

The estimated costs for the primary sites are listed below. These costs are proposed to be met through the $4 million funding allocated from the Provincial Growth Fund. This funding is proposed to be used as a catalyst to deliver lead infrastructure, from which a long-term water transport network and associated economic stimulus can be developed.

The cost for rest of the 30-year programme outlined in this proposal is listed as $4.2 million. But, as the details need to be agreed, this will be better defined through the development of the Programme Business Case by the end of April 2020.

6.2 Financial impacts

6.2.1 Capital costs

The preferred 30-year programme capital costs are $8,004,320. The breakdown is shown below.

Development	Capital cost
Dargaville Pontoon	$ $629,850
Pahi Wharf Renewals	$ 864,320
New Pōuto Wharf	$1,809,120
Beach landings	$ 400,000
Primary Network contingency	$ 296,710
Oneriri ramp and reserve	$ 600,000
Ruawai Wharf upgrade	$ 805,820
Maungaturoto pontoon	$ 342,500
Te Koporu wharf upgrade	$1,091,300
Kelly's Bay access upgrades	$ 50,000
Tinopai Wharf Renewals	$1,114,700
TOTAL CAPEX	**$8,004,320**

6.2.2 Operational costs

Operational costs have been detailed in the table below. Operational costs are focused on maintaining the improved marine assets included in this programme. These operational costs have been developed using the assumption that asset depreciation will not be funded through this programme. The maintenance costs outlined below demonstrate the type of activities required to maintain marine facilities and their typical costs per year.

Table 33: Typical marine infrastructure maintenance activities and costs

Maintenance activity	Overall cost	Yearly investment
Water blast boards every 3 years	$1000 per wash	$333
3 monthly contractor inspections	$100 per inspection	$400
Structural inspection & report	$500 per wharf	$500
Maintenance from recommendations in structural engineer's report	$2000 per wharf per year estimate	$2,000
Maintenance costs per wharf per year		**$3,233**

These operational costs have been applied against the following marine assets:

- Dargaville Pontoon
- Pahi Wharf Renewals
- New Pōuto Wharf
- Beach landings
- Oneriri ramp and reserve
- Ruawai Wharf upgrade
- Maungaturoto pontoon
- Te Koporu wharf upgrade
- Kelly's Bay access upgrades
- Tinopai Wharf Renewals

Over the life of the programme (30 years) and through applying these assumed costs, the estimated operational cost overall is $636,901.

6.2.3 Cash flows

The anticipated cash flows for the investment proposal over the life of the programme are set out in the table below.

Table 34: Anticipated cash flows

	Years					
$millions	***0-2***	***3-5***	***6-10***	***11-20***	***21-30***	**Total**
Preferred Way Forward: Targeted investment to establish a water transport network						
Capital	4,000,000	1,405,820	1,483,000	1,114,700		8,004,320
Operating	9,699	32,330	96,990	239,242	258,640	636,901
Total	4,009,699	1,438,150	1,579,990	1,353,942	258,640	**8,641,221**
Funded by:						
Existing Revenue (Rates)	9,699	32,330	96,990	239,242	258,640	636,901
Extra Capital (PGF or other external sources)	4,000,000	600,000	1,483,000	1,114,700	0	8,004,320
Total	4,009,699	1,438,150	1,579,990	1,353,942	258,640	**8,641,221**

6.3 Current funding requirements and recommendations

The PGF require specific and separate accounting for each project while maintaining a link to the Kickstart Programme. This PGF funding is not payable until completion of the agreed asset build and therefore funding needs to be identified for agreed projects through internal budgets or short-term borrowing. It is recommended fund flow analysis is completed as part of establishing the programme, in accordance with KDC Programme Management Office practices. This level of granularity will support a better cash flow for KDC and can minimize the length of time and level of dollars KDC will be providing prior to PGF reimbursement.

6.4 Identifying revenue streams

Traditionally the marine facilities in the Kaipara District have drawn little revenue. While fees are collected by some groups or clubs in the form of donations, they do not provide nearly enough funds to finance major upgrades or significant maintenance. The legal parameters applying to marine facilities do not permit the marine facility owner/operators to ask for payment for their use. That is why donations are requested and community boat clubs request fees from their members.

To ensure the proposed marine facility developments can be sustained into the future, it will be important for the asset owners to develop well unformed use fees in coordination with current and potential commercial users. An agreed fee structure that can be applied to different types of users' needs to be investigated further as part of the development of improved marine asset management plans. This should demonstrate a clear difference between local recreational users with smaller vessels versus larger tour operators with larger vessels, higher numbers of passengers and paying passengers. Tie up fees for commercial operators conducting tours or fishing trips can be incorporated into their ticket prices and this needs to be modelled in a way that provides the required funds for maintenance while not

pushing the ticket price to a level that is off-putting for potential customers. Once agreed, any new introduction of fees will need to be captured and reflected in the KDC schedule of Fees and Charges.

6.5 Funding sources

6.5.1 Current Funding Arrangements

The Provincial Growth Fund allocated through the Kaipara Kickstart programme will be provided to the Council on successful completion of the agreed projects, including the wharf upgrades. The payment from the PGF occurs immediately and via an approved funding agreement, The Kaipara Kickstart Programme is primarily funded from the PGF.

6.5.2 Future funding options

Potential funding sources	Relevance to this project
Future iterations of the Provincial Growth Fund likely to be named Provincial Development Fund (for COVID 19 recovery)	The Provincial Growth Fund has been focused on helping regions like the Kaipara to grow sustainably through unlocking new opportunities. It is proposed that once approved by KDC, this programme is discussed with MBIE as a proposal to fund more of the proposed water transport network and the supporting initiatives.
New Tourism activation funds	It is assumed that there will be a focus on investment in re-igniting tourism in New Zealand once COVID-19 restrictions are lifted. It is recommended that KDC use this programme as a key component within a broader application for funds to support development of new tourism experiences aimed at domestic markets.
Tourism Infrastructure Fund	Given the preferred programme and water transport network contains a heavy tourism focus, it makes sense to develop funding proposals focused on targeted projects that will provide significant tourism benefit. These projects should be investigated further in the Programme Business Case and subsequent project business cases.
Regional Land Transport Fund	The water transport network for the Kaipara can play a role in supporting a shift away from car-based travel, particularly where the network can be developed in such a way that connects to proposed rail upgrades and connections through Northland as well as new bike trails. The staging for development of eastern connections that can connect with rail or even capture tourists from state highway routes should be coordinated to ensure the timing is optimal to develop in line with these inter-modal opportunities maturing.
Private, Iwi or Community investment	Given the varied ownership of the current marine assets, adjacent land and nearby land, it makes sense for KDC to work with community and Iwi leaders to identify joint investment opportunities that can provide clear benefits to each party. This is particularly relevant to areas where community or Iwi owned land

Potential funding sources	Relevance to this project
	can be developed based on the new or improved wharf, bringing more activity to the area. Community fundraising has led to several wharf developments in the past in locations such as Maungaturoto, Tinopai, Pahi and Ruawai. Council can assist this process through the consenting and grants seed funding.
Development contributions	KDC would benefit from identifying how their development contributions policies can capture funding that contribute to improved marine facilities and associated public amenities. This will be particularly relevant where a new marine asset demonstrates an ability to bring new value and activity to an area relevant to a certain development.
Industry contributions	Existing or future industries may become contributors to investment in the water transport network where it is shown to provide value to their operations. This may be the case for new marine facilities that can support small scale freight movement on the water (ahead of more significant, preferably private investment), or where a cross harbour or river car ferry helps to support bulk movement of material such as timber.

7 Management Case

The purpose of the management case is to describe the arrangements that will be put in place for the successful delivery of the programme and its constituent projects, both to ensure successful delivery and to manage programme risks.

7.1 Programme management strategy and framework

7.1.1 Governance, structure and reporting arrangements

KDC has recently established a Programme Management Office (PMO) to provide strategic oversight of planning and delivery of projects of significant budget and risks. This programme will be supervised by the PMO and delivered as operational programmes of work, utilising KDC internal staff and external providers as required.

As the operational delivery progresses these arrangements may be reviewed and amended, including governance and advisory support

7.1.1.1 Programme reporting arrangements

Reporting on delivery of this programme will be in accordance with KDC PMO methodology. The ongoing reporting arrangements will be investigated further with stakeholders and confirmed as the programme is agreed.

7.1.1.2 Key roles and responsibilities

A summary of key programme roles and description of responsibilities is shown below.

The physical works components of the Programme Business Case are included within the original scope for the Kaipara KickStart programme. This programme has an approved programme management plan that describes how each programme management component will be managed, including resources, risks, finances and communication and engagement. The transition planning of the Kaipara KickStart programme is currently underway – supported by KDC PMO. Until transition plans have been completed and are agreed the wharf projects will be managed in accordance with Kaipara Kickstart programme management plans.

7.2 Organisational change management

To deliver this programme successfully, some significant changes will need to be managed, as shown below.

Table 35: Organisational Change Management approach

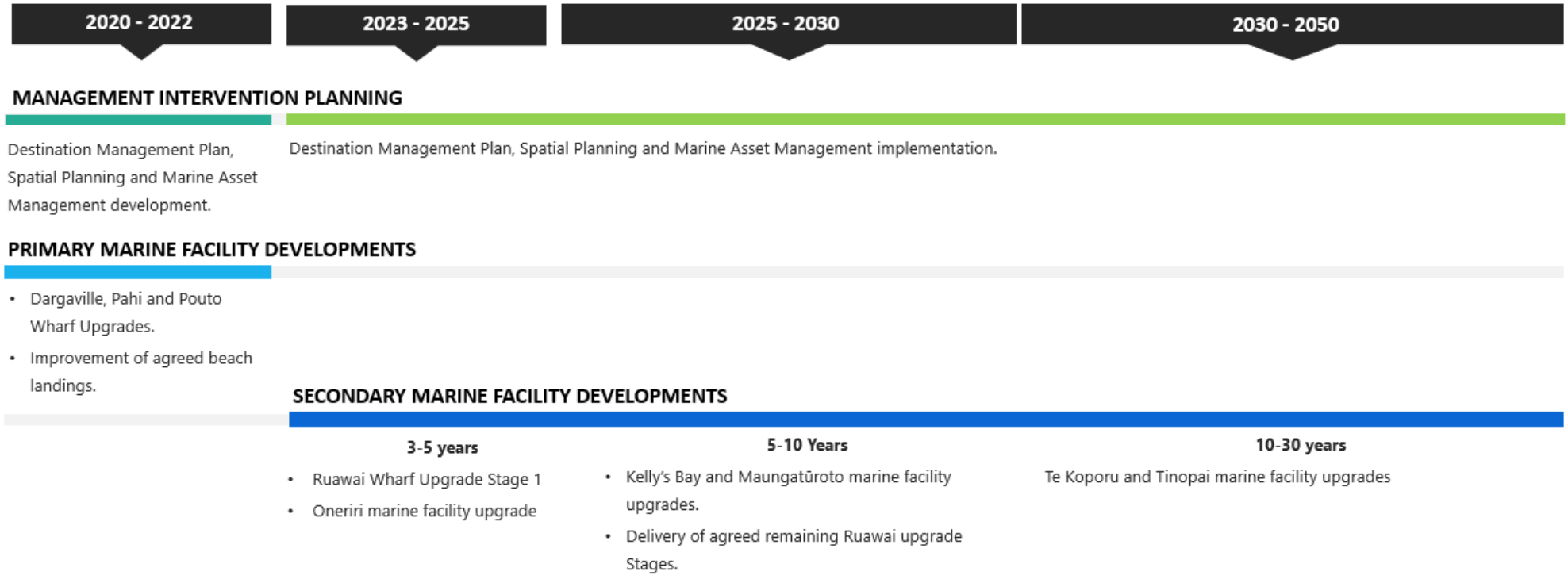
Critical organisational changes	Change Management Approach
Tourism product and strategy	Engage actively to support existing and new tourism business experiences by: • facilitate tourism groups to drive collaboration and marketing effort • develop a Destination Management Plan • establish a Kaipara District Tourism Website to host content and link in with other regional tourism offerings

Critical organisational changes	Change Management Approach
Marine Asset Management and Operations	Continue development of a new Asset/Activity Management Plan that covers marine assets. Work with the varied wharf owners to define an achievable level of service, consenting arrangement and identify a transition schedule to achieve this. Include all marine asset assessments, cost estimates and learnings from this process into the Management Plan.
Environmental Management	Work with the IKHMG to identify the objectives that this programme can contribute to and agree how developments and future operating practices will contribute positively to these. If funding is confirmed via the Government for Kaipara Moana rehabilitation projects, look to collaborate as much as possible on shared areas where there is benefit to combine approaches especially in sensitive whenua / environments.
Embracing multi-modal travel	Work with regional transport partners to identify the targeted mode shifts required and identify how a progressive implementation of a water transport network can contribute to this. The SH1 Notice of Requirement for the Warkworth to Wellsford segment has been lodged and will be notified shortly. This could be an opportunity to signal to the NZTA that public transport initiatives should be prioritised alongside future capacity upgrades.

7.3 Programme Delivery Schedule

A high-level outline of potential delivery timings has been included in section 4.8 and shown below as a high-level overview. A more detailed schedule will be developed by KDC in line with the Council's Capital Programme. If required a Detailed Business Case will be confirmed with MBIE to enable draw down the first tranche of Kaipara Kickstart primary priority upgrades (totalling $4m). A Kaipara Kickstart programme plan will be updated from the Detailed Business Case findings.

Figure 34: High level programme delivery timeline



7.4 Benefits realisation management

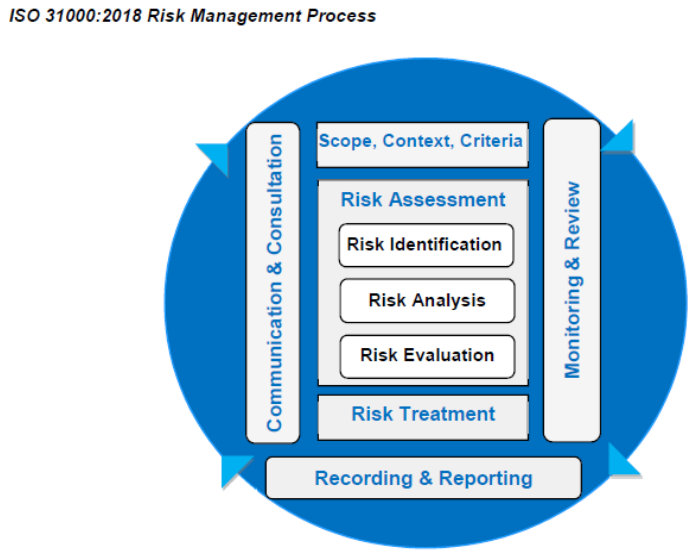
Strategic outcomes and benefits will be tracked at programme level using measurable benefits with an agreed baseline and a clear linkage to project/programme contributions.

A benefit register and initial outline Benefits Realisation Plan will be completed in coordination with the KDC PMO benefits realisation approach. An initial benefits map is included as Annex 1.

7.5 Risk Management

A Risk Management Strategy & Framework has recently been developed and implemented within KDC. This will be utilised to track and manage risks for this project and the wider Kickstart programme. The KDC Risk Management Process included in this framework is shown below.

Figure 35: KDC Risk Management Process



A Programme Risk Register is in development and this will integrate with the KDC Corporate Risk register.

7.6 Next steps

The following steps are recommended to gain appropriate approvals, progress funding applications, support community partnerships and inform Council planning.

7.6.1 Review and approvals

- The Programme Steering Group will review and determine whether this document will be submitted to MBIE on 19th May 2020. If approved, the submission to MBIE will occur on 20 May 2020.
- Discussions to date have indicated an MBIE investment decision may occur around mid to late June, subject to meeting times.

7.6.2 Developing a detailed delivery programme

- The detailed delivery schedule will be developed by KDC.
- Targeted infrastructure projects will be initiated within KDC to implement the agreed initial $4.0m investment. Dargaville Pontoon is already underway and KDC will look to deliver the remainder in parallel.

- Where required, targeted project business cases may be necessary to meet the needs of future investors, particularly for the proposed secondary developments.

7.6.3 Progress enabling plans and partnerships

The development of this feasibility study has supported a range of highly productive discussions between KDC, communities, business, and organisations. These partnerships will play an important role in delivery of the preferred programme. Such partnerships will also play an essential role in developing the required enabling plans. Therefore, the following next steps are proposed:

- Work with the Pahi Regatta Club, Northland Regional Council, KDC Regulatory section and community representatives to develop the required development consents.
- Engage with Iwi partners to develop a Marae Development Plan that formalises and directs the scope and design of the proposed beach landings, in addition to the curation of agreed tourism experiences. This includes assessment of legal access requirements and management of environmental impacts that inform the relevant consents. This planning can leverage the strong foundation developed by the Kaipara Harbour Integrated Management Group.
- If funding permits, work with the Ruawai Boat Club to confirm the scope for the staged development of the Ruawai marine facilities. This includes gathering more data on current use of the boat ramps and working through a collaborative process to inform the upgrade design and staging.
- The general community will need to be updated on the outcomes of the consultation, how this has influenced the approved programme and when the developments will occur.

7.6.4 Refining designs

- Given the strong level of interest in the Pōuto Wharf design, it is recommended that community representatives continue to be involved in the development of a final design for the Pōuto Wharf. The community meeting revealed important information about the proposed wharf site and the opportunity to use the project as educational resource for rangatahi at the Pōuto Primary School. This could also lead to an art project with the school and local representatives to garner community ownership and kaitiaki of the wharf.
- Similarly, it is recommended that KDC continue to work with the Pahi Regatta Club to confirm the design and delivery timing for the proposed Pahi Wharf Upgrade. Early discussions with members of the Regatta Club have indicated a desire to work in with the proposed wharf upgrade project team especially in the design phase and encouraging local contractors to take part in the construction phase (through Council procurement processes). The Club would also like to progress a Clubroom upgrade adjacent to the wharf and there are early indications that a collaborative approach in especially in the planning and design phase with these two proposed upgrades is sensible and prudent.

8 Annexes

8.1 Annex 1: Benefits outline

Table 36: Primary benefits

Benefit name & description	Indicator & description	Baseline data source	Who Benefits?	Monetisable or non-monetisable?	Direct or Indirect?
Improved connectivity to major centres, between marae and across the district	Reduced travel times	Abley transport assessment	Local Community, Business and Tourists	Monetisable	Direct
	Increased travel choices	Abley transport assessment	Local Community, Business and Tourists	Non - Monetisable	Direct
	Non-car Marae connection options	Abley transport assessment	Marae communities and invited guests	Non - Monetisable	Direct
Building Kaipara's unique value proposition	Increased Visitor numbers and spend	Visitor solutions market assessment	Kaipara economy and local community	Monetisable	Direct
	Investment in and around marine facilities	KDC data	Kaipara economy and local community	Monetisable	Direct
	Workforce employment level	Market economics economic assessment	Kaipara economy and local community	Monetisable	Indirect
Improved economic, social & environmental resilience	Business growth in targeted sectors	Market economics economic assessment	Kaipara economy and local community	Monetisable	Indirect
	Community buy-in	Community sentiment survey	KDC	Non - Monetisable	Indirect

Benefit name & description	Indicator & description	Baseline data source	Who Benefits?	Monetisable or non-monetisable?	Direct or Indirect?
	Environmental health (mix of indicators)	KHIMG data	Local Community, Business and Tourists	Monetisable	Indirect
Improved marine facility experiences through enhanced standards	Improved whole of life costs	KDC data	KDC	Monetisable	Direct
	Facility LOS ratings	KDC data	Local Community, Business and Tourists	Non - Monetisable	Direct
	Level of use	KDC data	KDC, Local Community, Business and Tourists	Non - Monetisable	Direct

8.2 Annex 2: ILM Issues list and activities brainstorm list

Kaipara Water Transport Network & Wharves Feasibility Study

Investment Logic Mapping Workshop

20/01/2020 Pahi Boating Club, Pahi

Facilitator

- Ben Smith - Pure Activation

Investors

- Kaipara District Mayor – Jason Smith
- Kaipara District Deputy Mayor – Anna Curnow
- MBIE - Vibeke Wright

Informed Participants

- Northland Inc – Vaughan Cooper, GM Infrastructure Investments
- Te Roroa – Snow Tane, GM
- Kaipara Harbour Integrated Management Group – Willie Wright, Programme Manager
- Northland Transport Alliance – Chris Powell, Transport Planning Manager
- Transport – Michael Paine, Northland Regional Council
- Northland Inc - Tourism/Accommodation – Denis Callesen – Director
- Kaipara District Council - Jim Sefton, Programme Sponsor rep
- Kaipara District Council - Diane Bussey, Kaipara Kickstart Programme Manager
- AR & Associates -Programme Manager - Gavin Flynn
- AR & Associates - Land Use Planner – Rakad Jaffer
- Abley Transportation – Transport Planner - Courtney Groundwater
- Abley Transportation – Transport Planner - Ruby Kim
- Market Economics – Analyst – Tilly Erusmus
- Northland Inc – Selina Kunac

Issue number	Issue	ILM Problem/s
1	*Current wharf stock has uncertain and variable ownership – leading to lack of integrated management*	2
2	*There is zero budget for maintaining wharves*	1

3	*In the absence of a Kaipara Harbour Port Authority, the governance of this area has been lacking*	3
4	*A sense of ownership can contribute to defensiveness around development of wharves in coastal communities*	2
5	*Support for change is not universal – some may prefer to maintain things as they are*	3
6	*There is a need to better manage and discuss the potential impacts of change*	3
7	*There is an opportunity to use varied feedback to focus potential developments*	3
8	*While many locals are willing to progress, some may wish to preserve the traditional character of Kaipara communities*	3
9	*People can't see the connections between the wharf and land-based opportunities*	3
10	*Our geography creates limitations for land-based transport*	1
11	*Sea level rise as a result of climate change – 250km^2 of land that will disappear under sea in Kaipara Moana*	3
12	*This will lead to the need to consider water-based transport as an alternative*	1,3
13	*Public expectations may not align with what is planned and delivered*	3
14	*Increased activity may drive increased maintenance for transport assets (roads)*	1
15	*The lack of water-based transport system leads to higher use and dependency on roads*	1
16	*The current transport network cannot operate sustainably to support future growth*	1
17	*Currently, tourism is imbalanced and geographical + seasonal distribution is skewed away from Kaipara*	3
18	*Inside the Kaipara Harbour there is a constellation of significant places that is not supported by a network strategy*	1,3
19	*There is a need to reconnect marae with the water and with each other*	3
20	*There is a need to create and ensure a social license*	3
21	*Kaipara lacks the joined-up approach to tourism products that can compete with other areas*	2
22	*There are few commissionable tourism products*	2
23	*There is very little visitor accommodation*	2
24	*The current transport network cannot support evolving agricultural industries*	1

25	*Increased activity on the Harbour will require increased management of biodiversity*	3
26	*A lack of coordinated transport and economic development planning may create risks for the harbour*	3
27	*The lack of water-based transport system may be constraining trade opportunities*	2
28	*We need an agreed level of service for the relevant facilities*	3
29	*Linkage of land-based district plan and regional plan with wharf developments may cause challenges*	3
30	*There needs to be a holistic view of functional interfaces between land and water*	3
31	*The current wharf view is discrete, and they are isolated/separate from each other*	2
32	*There is a lack of social cohesion in considering the future of the wharves*	3
33	*Town development has occurred in isolation from the wharves*	3
34	*There may be issues with the capacity of the wastewater utilities to support wharf and town development."*	3
35	*There are unsatisfactory amenities at wharf sites*	2
36	*Community may want to focus on other investments*	3
37	*There is no public transport connecting these communities*	1,3
38	*Young people leave the District due to lack of educational and work opportunities*	1,2,3

The following tables show the ideas created from a brainstorming idea exercise with the ILM attendees to show the possibilities of what a wharf upgrade could bring to an area on the Kaipara Moana.

Description of Commercial Activities	*Where*	*Organisation*
Fish and Chip Shop	On wharf or beside	Private business
Winery outlets	Close to the wharf or village	Private business
Horse treks / Buggy rides	Leaving from the wharf site	Private business
Café / Restaurant	On wharf or beside	Private business
Retail	On wharf or beside	Private business
Art and Craft / Food Market	On wharf or beside	Private business
Art Gallery	On wharf or beside	Private business

Under water observatory	Below wharf	Private business
Star Gazing at Night	On wharf or beside	Private business
Salt-Water Pool	Beside wharf	Private business
Chocolate Factory	On wharf or beside	Private business
Oyster & Mussel Bar	On wharf or beside	Private business
Boat, Bike, Kayak, Jet ski, Hire	Beside wharf	Private business
Eco-tourism operator	Beside wharf	Private business
Scenic Flights	Leaving from the wharf site	Private business
Float Planes	Leaving from the wharf site	Private business
Paragliding	Leaving from the wharf site	Private business
Charter Fishing	Leaving from the wharf site	Private business
Cultural experiences	Leaving from the wharf site	Private business
Transport services	Leaving from the wharf site	Private business
Adventure Park	Leaving from the wharf site	Private business
Boat Restaurant or Hotel	Leaving from the wharf site	Private business
ATM	On wharf or beside	Private business
Disposal barges	Leaving from the wharf site	Private business
Marine services – cleaning & servicing	Close to the wharf or village	Private business
Wedding venue	Close to the wharf or village	Private business
Clink n Collect drop off	Close to the wharf or village	Private business
Disposal Barges	Close to the wharf or village	Private business

Description of Wharf Services	*Where*	*Organisation*
Carbon neutral PT network & infrastructure	TBD	Joint venture

Biosecurity control measures	On wharf or beside	NRC
Coastguard	On wharf or beside	Coastguard
Cultural arrival point	On wharf or beside	Marae, hapū and iwi
Boat ramp	Beside wharf	Private or KDC
Carparking	Beside wharf	Private or KDC
Walking and Cycle Trails - waymarked	Beside wharf	KDC or DOC
Bombing spot	On or beside wharf	Private of KDC
Interpretation panels – educational, cultural, community, history	On or beside wharf	KDC, DOC, iwi, other
BBQ areas, shade, seating, showers, public toilet, lighting	Beside wharf	KDC
Freedom camping	Beside wharf	KDC or LINZ
Information centre	On or beside wharf	
Fuel depot	On or beside wharf	
Recycling Station	Beside wharf	
Playground	Beside wharf	
Outdoor wellness area	Beside wharf	
Able access facilities	Beside wharf	
Recycle station	Beside wharf	
Moorings	Near wharf	

Description of auxiliary ideas	*Where*	*Organisation*
Apartments over water		
Retirement village		
Multi-sport events		
School educational options		
Visitor Accommodation – camping, glamping, other		
Inter-agency hub	e.g. Tinopai	Fire, CD, St Johns, Coastguard
Augmented reality		
Kaipara Moana link to Matakohe and Dargaville museums		

Description of auxiliary ideas	*Where*	*Organisation*
Sculpture park		
Concerts on the wharf (boat and reserve audience)		
Festivals		
Houseboats		

8.3 Annex 3: Kaipara Moana Tourism Opportunities

Large file - available on request.

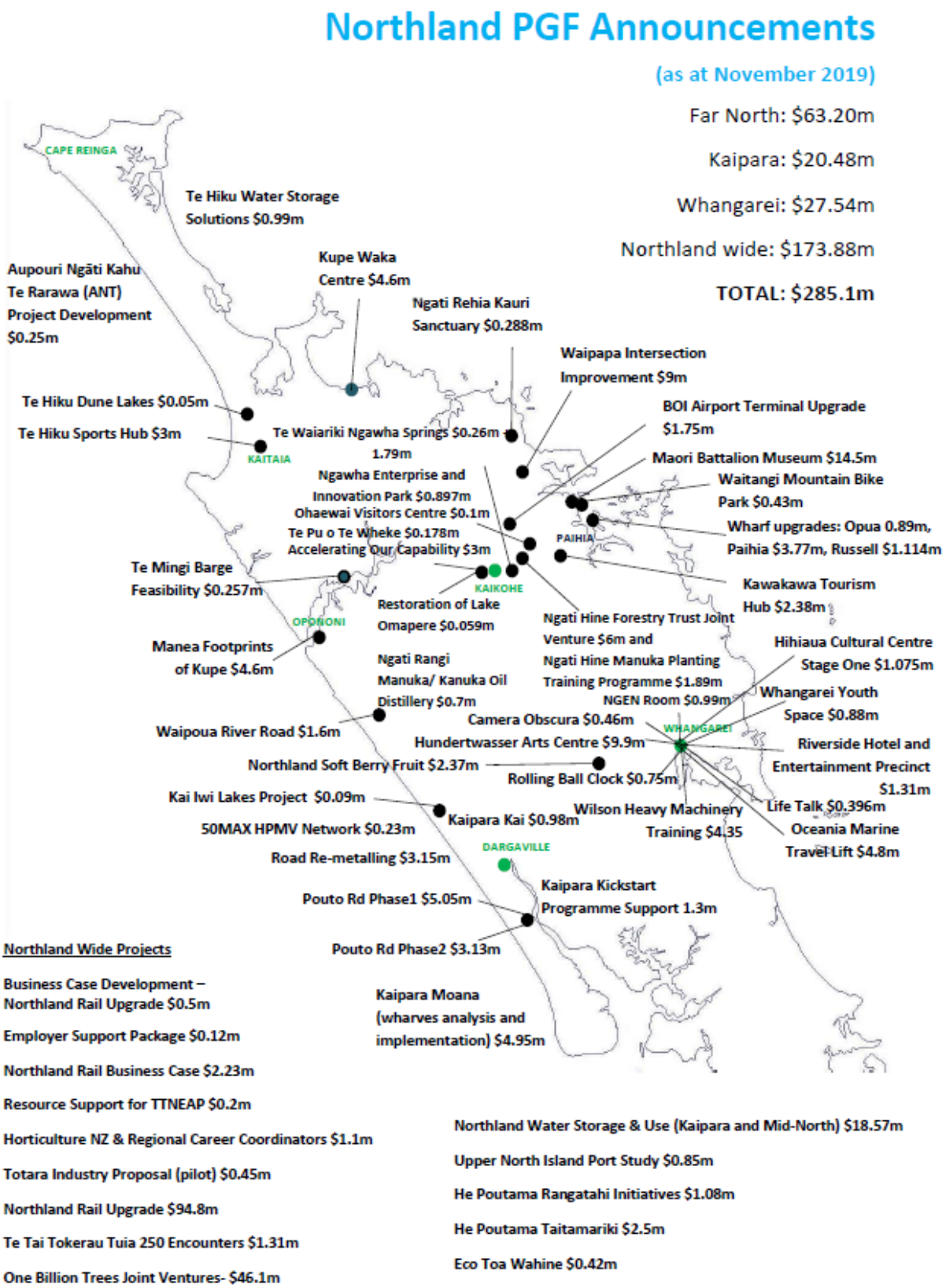
8.4 Annex 4: Abley Transport Baseline and implications

Large file - available on request.

8.5 Annex 5: Multi – Criteria Analysis Evaluation of Programme Investment Options

Large file - available on request.

8.6 Annex 6: Northland PGF Projects



8.7 Annex 7: KDC Marine Asset Condition Assessments (WSP)

Large file - available on request.

8.8 Annex 8: Longlist Options Assessment

Large file - available on request.

8.9 Annex 9: Market Scoping Study (Market Economics)

Large file - available on request.

8.10 Annex 10: Kaipara Wharves Consenting Considerations

Available on request.

8.11 Annex 11: WSP Marine Asset Assessment Pōuto Point

Available on request.

8.12 Annex 12: Consultation document

Large document available on request.

Kaipara Sub-Regional Spatial Plan

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Paul Waanders, District Planner**

Purpose/Ngā whāinga

To inform Council on the Kaipara Sub-Regional spatial planning and to obtain direction from Council that public consultation on the draft Sub-Regional Spatial Plan is the preferred methodology.

Context/Horopaki

The sub-regional spatial planning for the villages and settlements of the Kaipara District is being conducted to support a district wide approach to sustainable development. Understanding community values and aspirations for Kaipara's smaller villages and settlements and the relationship and function of the Kaipara's urban centres to the villages and settlements is integral to building economic viability, climate resilience, cultural and social wellbeing. Combining the urban centre and sub-regional spatial planning will provide Council with a comprehensive picture on how to better plan for Kaipara's urban, rural and coastal communities in a coordinated manner.

Discussion/Ngā kōrerorero

Kaipara District Council is required to indicate the physical strategic direction for development in its District Plan and in terms of the National Policy Statement on Urban Capacity.

Spatial Planning for the Key Urban Areas (Dargaville, Maungatūroto, Kaiwaka and Mangawhai) is nearing conclusion. Other strategic studies to assess Outstanding Landscapes, Outstanding Natural Features and Significant Natural Areas are reaching finality or have been finalised. Background studies such as these and others on, for example, geotechnical hazards, land-use capacity (soil types), natural hazards caused by sea-level rise and inundation, underpin the spatial planning work. The Kaipara Kick-start project and the need to support opportunities identified as part of this project will also inform the Spatial Plan.

In order to coordinate the spatial planning framework in the Kaipara District, a Sub-Regional Spatial Plan for the whole of the Kaipara District needs to be 'stitched' together, comparable with the Auckland Plan 2050, Whangarei Sustainable Futures 30/50 and Far North 2100.

AR & Associates have been contracted to undertake Sub-Regional spatial planning to understand connections between our urban centres, towns and villages and to ensure future needs of their resident communities are met. **Attachment A** outlines the approach to this work.

The project has commenced and engagement with communities and Mana Whenua has started, although disrupted by Covid-19 lock-down. The project however progressed, albeit at a slower pace, with telephone and skype meetings with interested parties. The first Draft document has been compiled and is provided at **Attachments B and C.**

The project has reached the Stage of Options Development as well as testing and evaluation through consultation. The Draft document has to be socialised with the public to assess the proposals and to fill any gaps that may appear due to the limitations of the initial consultation.

The report is divided into several topics with the first containing the background, Mana Whenua Design principles against which proposals are tested, the analysis of the settlement functions and then the building blocks that make the District what it is.

The middle topic deals with the spatial planning of the rural settlements following the Spatial Plans for Dargaville, Maungatūroto, Kaiwaka and Mangawhai to address those settlements' potential.

These include:

- North Kaipara
- Central Kaipara and the West Coast
- Kaipara Harbour and the East Coast
- Poutō Peninsula and Wairoa River Flats.

This is the section which requires in detail consultation and feedback from the communities as well as statutory bodies.

Next steps/E whaiake nei

- Internal technical assessment of services and infrastructure provided in the sub-region.
- Consult with interested and affected parties through the website and public media.
- Draft document will be distributed for comments, inputs and corrections to interested parties and affected parties.

Attachments/Ngā tapiritanga

	Title
A	Kaipara District Spatial Plan Project Plan
B	Kaipara Sub Regional Spatial Plan Draft Part 1 and 2
C	Kaipara Sub Regional Spatial Plan Draft Part 3-5

Kaipara District Spatial Plan Project Plan

Proposal prepared by Gavin Flynn

Ref: Project Plan

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1 // Project Appreciation

1.1 Introduction

AR & Associates Limited (ARAL), Resilio Studio and Utility appreciate the opportunity to provide Kaipara District Council (KDC) with a project plan to collaborate on the Kaipara District Spatial Plan.

This project plan aims to set out the problem, objectives, project approach including deliverables and governance. Once the project plan has been agreed, an accompanying document outlining the scope of work required and the associated consultancy fees anticipated to undertake the work described here within will be supplied.

Project Problem, Background and Understanding

The KDC together with partners and stakeholders have identified a need to provide a holistic spatial plan to cover the whole of the Kaipara District. This plan would need to coalesce previous and current documents, with a view to implement the recommendations in the District Plan review scheduled for June 2021. It is therefore important that a well engaged and timely process is carried out with the various communities to understand;

- What sustainable development looks like for all Kaipara's rural towns and villages and the connection and relationship to urban centres
- Where the important rural productive and highly versatile soils areas are and the contribution this has to the Kaipara District and wider New Zealand economy (in response to the proposed National Policy Statement for Highly Productive Land)
- Concurrent with confirming Kaipara's position on productive land policy, where the appropriate rural-residential or 'countryside living' future zones (or activities) could be located or existing areas extended further
- Where the natural hazards and climate change related events could impact and what resilience interventions need to be considered
- What the stormwater catchments are for each of the settlements and how this could be managed in the future
- Where existing areas of ecological significance are and where future areas should be considered to ensure long-term ecological connections integrate and health of the environment is enhanced; including consideration of the proposed National Policy Statement on Indigenous Biodiversity
- What are the provisions and framework for tikanga Maori, Papakainga housing and associated social infrastructure development including marae development.

- What infrastructure is provided and where staged improvements could be considered based on environmental and socio-economic considerations

Through initial discussions with the KDC policy team, it is understood that Kaipara District has multiple challenges. These include;

- Attracting economic development opportunities to the towns and naturally attractive areas
- Enabling the appropriate planning provisions for significant Provincial Growth Fund projects such as the Kaipara Kai, cycle trail tourism and the Northland water storage project
- Protecting the rural productive environments for the evolving agriculture and horticulture industries
- Supporting and sustaining resilience in vulnerable areas that are under pressure from weather and climatic events
- Lack of understanding and interpretation of the historic relevance and cultural significance of sites of importance

With these issues in mind, this Project Plan outlines a structured process that can be used to address the challenges in a collaborative and integrated manner.

The spatial plan aims to achieve the following objectives:

1. Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara's settlements, villages and towns
2. Management of natural resources including the mountains, lakes, wetlands, soils, coastal edges, waterways, native forests and the Kaipara Moana (harbour) and how people should act when they are in these special places
3. Sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities
4. Work with Kaipara mana whenua /tangata whenua and community to ensure they are informed of the project, provide genuine input through the process and have buy-in and ownership of the outcomes

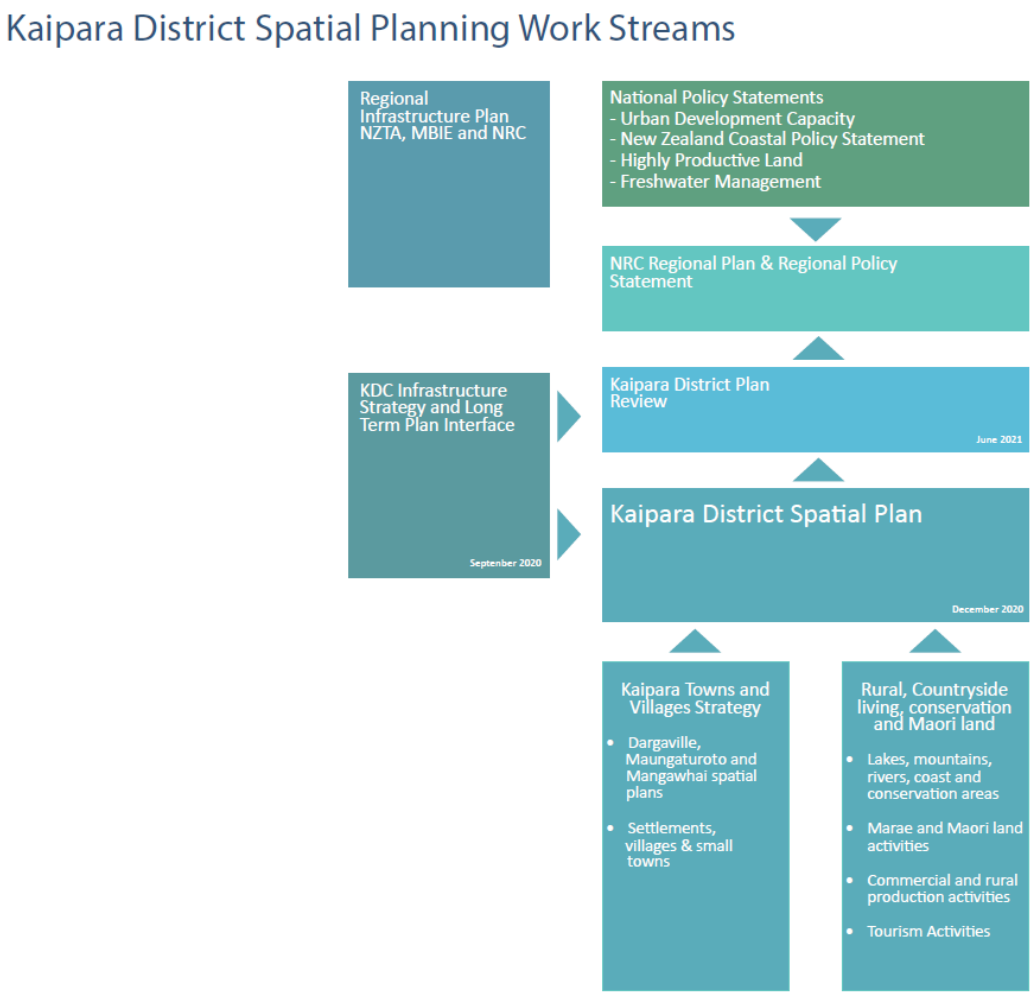


Figure 1 Kaipara Spatial Planning Workstreams diagram

The workstreams diagram above attempts to illustrate the various sections of the Kaipara District Spatial Plan and what Council financial and infrastructure processes it will give effect to it. The bottom two boxes are the main sections that the Plan would be divided into.

2 // Project Approach

2.1 Project Initiation:

Confirming project brief, programme, deliverables roles and responsibilities.

Together with the Project Sponsor, we will:

a. Confirm project status for both workstreams.
b. Confirm approach, scope, timings and update the Project Execution Plans for each of the project workstreams, delivery schedules and outputs.
c. Confirm roles including project control group.
d. Confirm engagement and consultation strategy including identification of project partners and key stakeholders and their involvement.
e. If possible, set dates for engagement and contact project partners and key stakeholders and send out invitations to provide ample notice.
f. Share relevant information required to commence review and analysis.
g. Commence regular project team meetings.
h. Agree what design and discussion aspects of the benchmark Strategies identified in the *Responsive Planning Guide*[1] need to be reflected in the spatial plan document.
i. Establish initial risk register

Key Deliverable – 20 December 2019

- *Agreed Project Plan*

2.2 Constraints, challenges and opportunities assessment

Gather information including regional context and local environmental, societal, cultural, economic and enabling infrastructure and analyse with consideration to development requirements for each village, town and wider area within Kaipara.

We will review all background material include plans, strategies and guidelines.

a. Review the issues, goals and priorities from existing documents of relevance including (but not limited to):
    i. Issues from the decisions and appeals version of the Regional Policy Statement
    ii. Goals and strategic provisions of the Operative District Plan 2013 and variation / plan changes

[1] *Taking into account the Kaipara Context, the Spatial Plan will need to be consistent with the guidelines set out in the Responsive Planning Guide - https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/Final-NPS-UDC-Future-Development-Strategy-guidance.pdf*

iii. Begin and capture landscape analysis and catchment management analysis

iv. Gather research and local context material for marae and māori land management and development

v. Tai Tokerau Northland Growth Study and Action Plan 2015

vi. KDC Infrastructure Strategy 2018-2048

vii. Northland Rail Business Case (North Auckland Line and Marsden Point Rail Link) and Upper North Island Port Study

viii. Northland and Kaipara District Walking and Cycling Strategies and business cases

ix. Kaipara Kai and other PGF projects

We assume:

- KDC will manage the collation of GIS layers and analysis (data outputs) for exporting as shapefiles at an agreed scale and extent to be analysed by the project team. It is noted that this data may need to be modified if it is inaccurate
- We will take the KDC data outputs and prepare graphics for inclusion into options analysis and Spatial Plan.

We will:

a. Review, audit, survey, discover and map all outputs above to identify constraints, challenges and opportunities, including identification of primary Urban Growth tools, and key objectives relating to strategic directions, landscape and urban development.

b. Use an internal workshop to inform the assessment of settlements and rural spaces including physical constraints and spatial opportunities, using the following considerations:

i. Land use zoning

ii. Infrastructure requirements

iii. Social and cultural needs or impacts

iv. Environmental impacts

v. Natural hazards

vi. Landscape character and heritage (see additional items on page 15 for further explanation about this concurrent work piece)

vii. Existing community planning documents

c. Develop the output of the data queries and workshop graphically for the purpose of

the Spatial Plan and option discussions

d. Update to risk register at closure of this stage

Key Deliverable - Stage completed 17 February 2020

- *Presentation utilising maps, diagrams, photographs etc necessary to communicate site context and character through the themes of environmental, socio-cultural, economic and infrastructure.*
- *The purpose of this presentation is to provide project partners a spatial and objective base level of information about their place to ensure that everyone has the same broad level of understanding to help stimulate, inform and frame future discussions regarding their values, vision and principles.*

2.3 Setting the direction

We will:

a. Engage with project partners through an initial participatory workshop and where required, face to face meetings.
b. During this phase we will ask two types of questions;
    i. open ended strategic questions about what people value, their visions, ideas and concerns for their place
    ii. clarification and testing questions - from the information we have presented what have we missed, what have we got wrong and what needs further emphasis?

c. Record and document information and insights gained through engagement

d. Distil the information and insights into a set of principles which will form part of the Spatial Plan, and against which growth alternatives can be tested.

e. Use the appropriate governance group as a forum to test initial ideas on the issues, vision and principles.

f. Bring together the project control group to discuss and agree the draft.

    i. Issues

    ii. A Vision and supporting Principles

    iii. Key Assessment Criteria

    iv. Spatial Plan scope area

g. Draft an Issues, Vision and Discussion Paper for circulate to the appropriate governance group.

h. Present this discussion paper and the updated constraints and opportunities presentation to the appropriate governance group for endorsement.

We assume:

- KDC will assist with all community engagement coordination including sending out invitations, advertisement and venue booking.
- KDC will coordinate internally the appropriate people for internal sign off in a timely manner.

Key Deliverables - Stage completed 27 March 2020.

- *Articulation of draft vision, values, principles and assessment criteria*
- *Record and summary of engagement process to ensure we have heard and reflected everyone's input*
- *Updated phase 2 presentation incorporating new information*
- *The purpose of facilitating the participatory workshop and articulating a shared vision, values, principles and key performance indicators is to build rapport between the project team, project partners and key stakeholders and to allow for buy-in and ownership of the process at the beginning of the project.*

2.4 Development, testing and evaluation

Utilising information and insights gathered through previous phases, generate development preferred option for whole of District showing linkages and relationships between settlements

We will:

a. Develop a preferred option to be evaluated using the visions, principles, assessment criteria and risks to rank their performance.

b. Hold preferred option development and evaluation workshops with the project control group

c. Produce supporting presentation imagery and maps.

d. Review and analyse the demand and supply housing and business capacity and generate a baseline (Utility)

e. Identify fall back or out-of-sequence options to be applied if the situation was affected by a major shift.

f. Develop a preferred option paper for future governance group review.

g. Assist with a consultation exercise to discuss potential changes to the status quo and build evidence for District Plan review.

We assume:

- KDC will assist with consultation and engagement events, survey uploading and distribution of consultation material.

Key Deliverable - Stage completed 15 May 2020.

- *Draft preferred option paper / presentation utilising maps, diagrams, photographs etc necessary to communicate character, pros & cons analysis*

2.5 Review feedback and agree changes

Collate and agree the changes to the draft Spatial Plan key themes consultation document following feedback from the consultation evaluation.

We will:

a. Collate feedback into a presentation outlining the key changes and themes from the consultation and recommended course of action.

b. Discuss this presentation with the project control group to agree what needs to change via a central change register.

We assume:

- KDC will analyse and compile the survey response and organise the feedback into themes for consideration as per key urban area spatial planning.

Key Deliverable - Stage completed 29 May 2020.

- *The purpose of reviewing the feedback and agreeing on the changes with the project control group is to narrow down the options into a single option and/or direction to enable the draft spatial plan to be prepared.*

2.6 Prepare and Share Draft Spatial Plan for Final Review

Generate draft spatial plan for review through decision making structure.

We will:

a. Bring together the content produced, and evidence gathered to draft the Spatial Plan.

b. Focus on variations in timing and sequencing of future development capacity that show how the agreed development can occur over time.

c. Draft the Spatial Plan to meet the Government policy statements requirements.

d. Provide the following elements to the project control group as drafts

i. Outline of draft content and graphic style / representation

ii. The key maps and visuals demonstrating where development is set to occur and when

We assume:

- KDC will seek any feedback if required from project partners and stakeholders to assist agreement of the draft spatial plan.

Key Deliverable - Stage completed by 30 June 2020.

- *Draft Spatial Plan for review by project control group.*
- *The purpose of developing the Draft Spatial Plan is to provide the project control group (and others) with a document for review before finalising the direction and outcomes for each settlement and rural or coastal area.*

2.7 Produce and Present the final Spatial Plan

Finalise the spatial plan following feedback from previous phase.

We will:

a. Make required changes in an efficient manner.

b. Present the final Spatial Plan to Council.

c. Confirm and promote a clear approach to monitoring both the urban development outcomes and the implementation of the Spatial Plan.

d. Where requested, provide support and advice regarding the implementation of the Spatial Plan and its contribution as a building block to a KDC Sustainable Development or Growth Strategy.

We assume:

- KDC will compile the cover report for adoption of the Kaipara District Spatial Plan in a timely manner.

Key Deliverable - Adopted Spatial Plan 23 August 2020

3 // Milestone Schedule

Milestone or deliverable	Date
Initial meetings	18 December 2019
Constraints and Opportunities Assessment	17 February 2020
Issues, Vision and Principles workshops commence	2-6 March 2020
Draft Spatial Plan Issues, Vision & Principles Discussion Paper	27 March 2020
Deliver draft Preferred Option Paper	8 April 2020
Produce consultation document on Spatial Plan key themes	14 April 2020
Staff prepare Council agenda item and get necessary approvals	14 April 2020
Council decision to release the Option Paper for public feedback	29 April 2020
Commence consultation	1-15 May 2020
Complete feedback and agree changes	29 May 2020
Draft Spatial Plan for review	30 June 2020
Produce final document on Spatial Plan	17 July 2020
Staff prepare Agenda Item for Council meeting and obtain all approvals	3 August 2020
KDC Adopt Spatial Plan	26 August 2020 meeting

4 // Roles and Responsibilities

Key Personal	Role and Time % Allocated to project	Qualifications	Relevant Experience
Gavin Flynn (AR & Associates)	Programme Manager -50%	Bachelor of Parks, Recreation & Tourism Management Professional Project Manager (PMI)	Qualified Project Manager - Gavin has gained considerable experience pulling together planning and infrastructure alignment whilst in Council and consultant roles.
Joao Machado (AR & Associates)	Planning Lead- 20%	Bachelor of Resource Studies	Joao has over 17 years' experience as a planning practitioner and resource management specialist for Local Government and private sector, and is focused on outcomes-driven planning, strategic planning, major infrastructure planning and urban design policy.
Rakad Jaffar (AR & Associates)	Planning Support- 30%	Bachelor of Urban Planning (Hons. Second Class, First Division)	Rakad has over 3 years of planning experience in the private and public sectors, working in the field of transport and resource consent planning. Most recently, Rakad has focused on private land development projects across Auckland which include a range of land use, subdivision and mixed-use developments.
Lisa Dowson (AR & Associates)	Catchment Planning / Infrastructure servicing – 5%	Bachelor of Science Master of Science	Lisa has over a decade of experience in public sector stormwater and has worked on a wide range of projects, from small scale, site specific flood risk assessments to large-scale catchment and regional strategic stormwater catchment peer review for our team.

Gary Marshall (Resilio)	Design Lead - 30%	Masters Landscape Architecture	Gary is a registered landscape architect with 13 years' experience including in master planning, urban design for a wide range of public and private sector with a focus on ecological regeneration and genuine project partner and community engagement.
Freddie Bensemann (Resilio)	Design Support - 20%	Landscape Architect	Freddie Bensemann is a landscape architect with over 2 years' experience working on a range of master planning and landscape projects for existing town and city centres.
Finn Mackesy (Resilio)	Engagement Lead - 5%	Bachelor of Arts - Anthropology & Psychology IAP2 Australasia Certificate in Engagement	Finn has 15 years of experience in community engagement and development practice. Finn is currently leading a social innovation lab with Auckland Council Resilience Team, Healthy Waters and Watercare to develop strategies to work with communities to build resilience against the ongoing challenges of climate change.
Walter Clarke (Utility)	Analysis Lead - 3%	Bachelor of Technology (Bio Process & Bio Engineering, Hons) · Postgraduate Diploma (Dairy Science & Technology)	Walter has been responsible for providing multiple iterations of the growth projections throughout the country, incorporating learnings and new information along the way. Walter will be providing the spreadsheet outputs for the capacity side analysis to enable growth scenarios to be tested in the options stage.

Figure 2: Kaipara Spatial Plan Decision Making Structure

We have proposed the similar decision-making structure (governance) for this project. If there are additional stakeholders such as Federated Farmers, could you please advise.

5 // Included scope items

Stormwater Catchment Analysis

A high-level stormwater catchment analysis is required to understand the local flooding, water quality, potential erosion and run off across the settlements, marae surrounds and across the wider catchments. This piece of work would entail a thorough download from the District Drainage Engineer and speaking with individual communities on their flood and erosion experiences. A mapping exercise and high-level catchment management analysis would be conducted to inform the preferred option for the settlements.

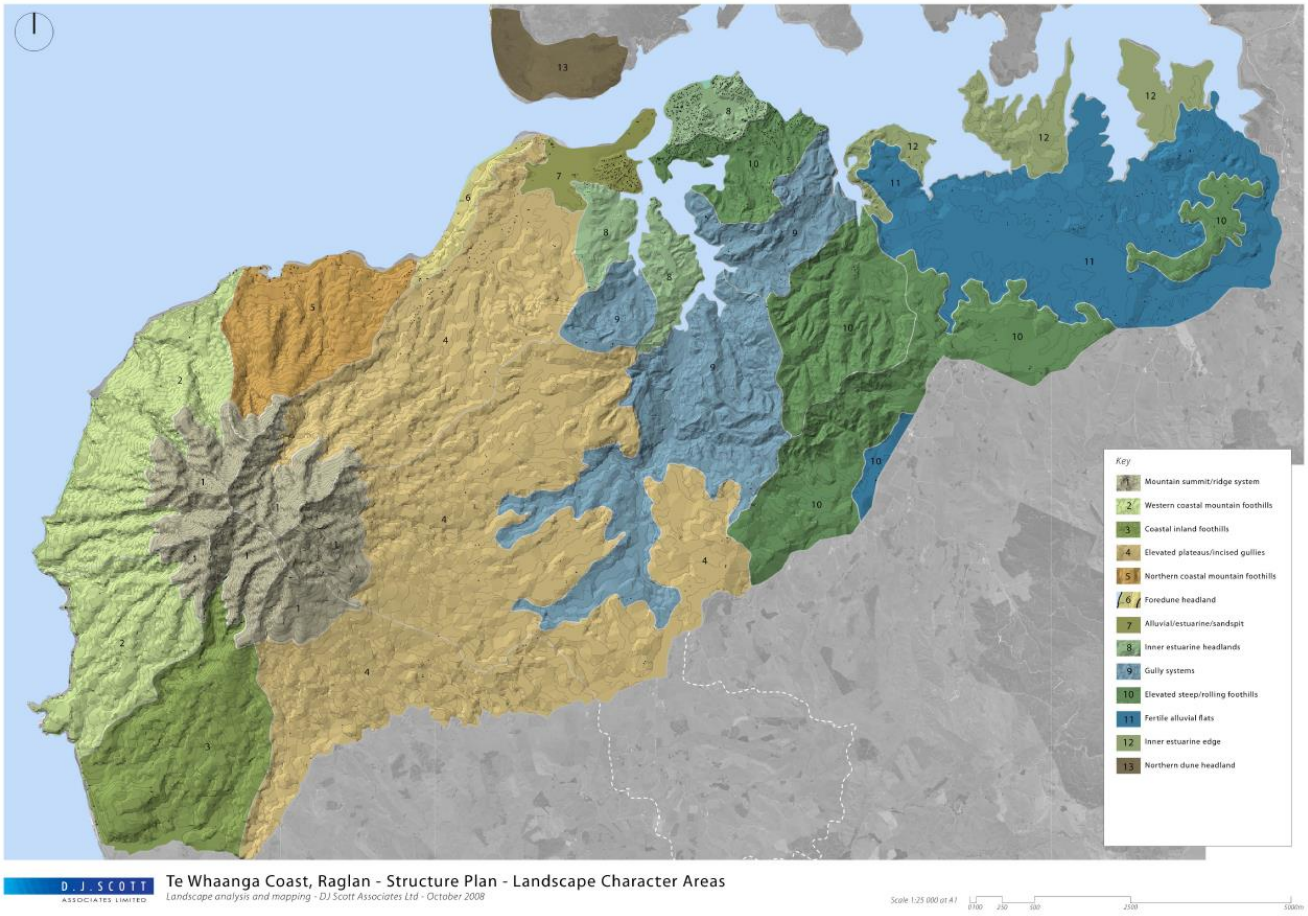
Landscape Character Analysis

By identifying, describing and assessing Kaipara's landscape character with consideration to the various elements, features, patterns and processes in relation development potential any future Spatial Plan can be solidly underpinned by landscape values, thus providing opportunities in terms of:

- The identification, protection and enhancement of natural and physical features that contribute to the character of the landscape and the function and integrity of the environment including topography, river, wetland and stream corridors, coastal environments, the Kaipara Moana (harbour) and landscape features such as maunga and other sites of significance
- The identification and protection of amenity values
- Strengthening visual identity and sense of place through retention, protection and enhancement of unique, rare and distinctive landscape characteristics
- Visual connections, linkages and gateways may be incorporated into new urban fabric
- Identification of appropriate models of development and subdivision in response to Kaipara's unique landscapes

The findings of the landscape analysis will help to ensure that future growth and development contributes positively to the landscape character and amenities of the Kaipara District. Gary Marshall has recommended that this exercise can be conducted in a high-level approach to understand and map different landscape character areas as the basis for describing opportunities, constraints and design objectives for appropriate development and subdivision for each of the identified areas. In taking such an approach, the landscape character assessment provides the foundation for developing objectives, policies, rules and guidelines for appropriate subdivision and development that captures the whole of the district.

The Raglan Structure Plan below provides an example of a landscape character analysis map which identifies and describes thirteen different landscape units, each with different characteristics and values and therefore opportunities, constraints and objectives for development.



D.J. SCOTT ASSOCIATES LIMITED

Te Whaanga Coast, Raglan - Structure Plan - Landscape Character Areas

Landscape analysis and mapping - DJ Scott Associates Ltd - October 2008

Scale 1:25 000 at A1

6 // Appendix A – National Policy Statement Information

Kaipara District Council is currently required to address all Objectives and Policies PA1-PA4 (content in green) for its 'urban environments' and expected to experience growth.

Summary of the National Policy Statement on Urban Development Capacity (updated 23 November 2017)

	A: Outcomes for planning decisions	B: Evidence and monitoring to support planning decisions	C: Responsive planning	D: Coordinated planning evidence and decisions
Objectives	*These **objectives** apply to **all local authorities and decision-makers**. Policies PA1 to PA4 apply to any urban environment expecting to experience growth.*			
	OA1. Effective and efficient urban environments that enable people and communities and future generations to provide for social, economic, cultural and environmental wellbeing. OA2. Urban environments that have sufficient opportunities to meet demand, and which provide choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses. OA3. Urban environments that, over time, develop and change in response to the changing needs of people and communities and future generations.	OB1. A robustly developed, comprehensive and frequently updated evidence base to inform planning decisions in urban environments.	OC1. Planning decisions, practices and methods that enable urban development which provides for the social, economic, cultural and environmental wellbeing of people and communities and future generations in the short, medium and long term. OC2. Local authorities adapt and respond to evidence about urban development, market activity and the social, economic, cultural and environmental wellbeing of people and communities and future generations, in a timely way.	OD1. Urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other. OD2. Coordinated and aligned planning decisions within and across local authority boundaries.
		*Policies PB1-PB7, PC1-PC4, PD1 and PD2 apply to local authorities with a **Medium** or **High-Growth Urban Area** within their district or region. The application of the policies is not restricted to the boundaries of the **Urban Area**.*		
Policies	PA1. Local authorities shall ensure that at any one time there is **sufficient development capacity** available as follows: • **Short term capacity** must be **feasible**, zoned and serviced with **development infrastructure** • **Medium term capacity** must be **feasible**, zoned and either serviced with **development infrastructure**, or development infrastructure identified in a long term plan under the LGA • **Long term capacity** must be feasible, identified in relevant plans and strategies, and the **development infrastructure** to support it must be identified in an infrastructure strategy under the LGA PA2. Local authorities shall satisfy themselves that **other infrastructure** required to support urban development is likely to be available. PA3. When making decisions that affect the way and rate at which development capacity is provided, decision-makers shall provide for the social, economic, cultural and environmental wellbeing of people and communities and future generations, having regard to: • Providing choices that will meet the needs of people and communities and future generations for a range of dwelling types and locations, working environments and places to locate businesses • Promoting efficient use of scarce urban land and infrastructure • Limiting as much as possible adverse impacts on the competitive operation of land and development markets. PA4. When considering effects of urban development, decision-makers shall take into account: • The benefits that urban development will provide with respect to the ability of people, communities and future generations to provide for their social, economic, cultural and environmental wellbeing • The benefits and costs of urban development at a national, inter-regional, regional and district scale, as well as local effects.	PB1. Local authorities shall carry out a **housing and business development capacity assessment** at least three-yearly that: • Estimates housing demand, including for different types, locations and price points; and the supply of development capacity to meet that demand, in the short, medium and long terms. • Estimates demand for different types and locations of business land and floor area for businesses and the supply of development capacity to meet that demand in the short, medium and long terms. • Assesses interactions between housing and business activities, and their impacts on each other. PB2. The assessment shall use information about demand including: • Demographic change (including Statistics New Zealand population projections) • Future changes in business activities of the local economy and potential impacts on demand for housing and business land • Market indicators monitored under PB6 and PB7. PB3. The assessment shall estimate the sufficiency of development capacity provided by plans including: • The cumulative impact of all zoning, objectives, policies, rules and overlays in plans • Actual and likely availability of infrastructure under PA1 • Current feasibility of development capacity • Rate of take up of development capacity • The market's response to planning decisions obtained through monitoring indicators under PB6 and PB7. PB4. The assessment shall estimate the additional capacity needed if any of the above factors indicate that the supply of development capacity is not likely to meet demand in the short, medium or long term. PB5. In carrying out the assessment local authorities shall seek and use the input of iwi authorities, the property development sector, significant land owners, social housing providers, requiring authorities and the providers of development and other infrastructure. PB6. To ensure they are well-informed about demand, development capacity, urban development activity and outcomes and how planning decisions may affect this, local authorities shall monitor quarterly: • Prices and rents for housing, residential and business land by location and type; and changes in these over time • Resource and building consents relative to population growth • Indicators of housing affordability. PB7: Local authorities shall use information provided by indicators of price efficiency in their land and development market, such as price differentials between zones, to understand how well the market is functioning and how planning may affect this, and when additional development capacity might be needed. *Local authorities are encouraged to publish the housing and business development capacity assessment under PB1 and monitoring results under PB6 and PB7.*	PC1.To factor in the proportion of feasible development capacity that may not be developed, in addition to the requirement to ensure sufficient, feasible development capacity as outlined in PA1, local authorities shall also provide an additional margin of feasible development capacity over and above projected demand of at least: 20% in the short and medium term; and, 15% in the long term. PC2. If evidence from the assessment under PB1, including information about the rate of take-up of development capacity, indicates a higher margin is more appropriate, this higher margin should be used. PC3. When the housing and business development capacity assessment or monitoring indicates development capacity is not sufficient in any of the short, medium or long term, local authorities shall respond by providing further development capacity and enabling development. PC4. Local authorities shall consider all practicable options for providing sufficient, feasible development capacity and enabling development to meet demand including: • Changes to plans and regional policy statements including zoning, objectives, policies, rules and overlays that apply in both existing urban environments and greenfield areas • **Integrated and coordinated consenting processes that facilitate development** • Statutory tools and other methods available under other legislation.	PD1. Local authorities that share jurisdiction over an **Urban Area** are strongly encouraged to work together to implement this NPS, and particularly to cooperate and agree on: • A joint housing and business development capacity assessment • The provision and location of sufficient, feasible development capacity. PD2. Local authorities shall work with providers of **development infrastructure** and **other infrastructure** to achieve integrated land use and infrastructure planning in order to implement PA1-PA3, PC1 and PC2.
			*These policies apply to local authorities with a **High-Growth Urban Area** within their district or region. Local authorities with a **Medium-Growth Urban Area** within their district or region are encouraged to give effect to these policies. The application of the policies is not restricted to the boundaries of the **Urban Area**.*	
			PC5-11. Local authorities shall set **minimum targets** for sufficient, feasible development capacity for housing. Regional councils shall incorporate these into their regional policy statement and territorial authorities shall incorporate these as an objective in their relevant plan. Minimum targets shall be set for the medium and long terms and reviewed every three years. When evidence shows that the minimum targets set in the regional policy statement or relevant plans are not sufficient, local authorities shall revise those minimum targets. Local authorities shall set and revise the minimum targets in their regional policy statement or relevant plan without going through the consultation process set out in Schedule 1 of the RMA. PC12-14. Local authorities shall produce a **future development strategy** that demonstrates there will be sufficient, feasible development capacity in the medium and long terms and that the minimum targets will be met. This strategy shall: • Identify the location, timing and sequencing of future development capacity for the long-term, including both future greenfield areas and intensification opportunities in existing urban environments • Balance certainty about future urban development with being responsive to demand. This strategy: • Shall be informed by the relevant long term plans and infrastructure strategies under the Local Government Act 2002 (LGA) • Can be incorporated into a non-statutory document outside the RMA. In developing this strategy local authorities should: • Undertake a consultation process that complies with either Part 6 of the LGA, or Schedule 1 of the RMA • Be informed by the housing and business development capacity assessment • Have particular regard to policy PA3 when considering how to provide development capacity.	PD3. Local authorities that share jurisdiction over an **Urban Area** are strongly encouraged to cooperate and agree upon: • The specification of minimum targets and their review • The development of a joint future development strategy. PD4. Local authorities shall work with providers of **development infrastructure** and **other infrastructure** in preparing the future development strategy.

National Policy Statements consideration of the three national policy statements which together replace the existing National Policy Statement on Urban Development Capacity 2016.

Earlier this year on 21 August, the Government released a discussion document on a proposed new National Policy Statement on Urban Development (NPS-UD). The new NPS has a focus on the six major urban centres of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown, which are all experiencing high levels of growth. The NPS is one part of the Government's Urban Growth Agenda. The stated aim of that Agenda is to remove unnecessary restrictions on development, and to allow for growth 'up' and 'out' in locations that have good access to existing services and infrastructure.

The new NPS-UD is intended to replace the existing National Policy Statement on Urban Development Capacity 2016 and to broaden its reach. As with the existing NPS, local authorities for urban areas experiencing high growth will be required to produce Future Development Strategies and Housing and

Business Development Capacity Assessments. The new Future Development Strategy provisions are designed to achieve better spatial planning, including by identifying locations for future intensification, locations where urban development should be avoided, and infrastructure requirements to service that growth.

The NPS-UD also includes measures to support growth in existing urban areas by recognising that amenity values can change over time and enabling a range of dwelling types and locations. The NPS-UD will sit alongside the NPS on Highly Productive Land and a future NPS on Indigenous Biodiversity and Freshwater Management.

The interaction between the four National Policy Statements, will be of interest to Kaipara, in terms of the balance to be struck between growth potential, protection and efficient use of rural productive resources, and protection of natural values. These three National Policy Statements must be given regard and due consideration through the planning process for Kaipara leading up and throughout the future 'Kaipara District Plan Review'. Therefore, our proposal includes consideration of these documents which will be evolving in parallel with our proposed methodology and key milestones.

KAIPARA SUB-REGIONAL SPATIAL PLAN

DRAFT SPATIAL PLAN - FUTURE DIRECTION

May 2020 | DRAFT | Rev 2

DRAFT

Prepared for

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DRAFT

Part 1 | Overview

DRAFT

The Draft Kaipara Sub-Regional Spatial Plan contains the collation of the constraints, challenges, insights and opportunities brought together from phases two and three of the Kaipara Sub-Regional Spatial planning process for Kaipara's rural communities. It is a descriptive collection of the constraints and opportunities analyses and a summary of the engagement from community workshops and online interviews. This document sets out future direction for the options being considered through this Phase Four of the district-wide spatial planning process.

The purpose of this document is to utilise it as a tool for agreeing on the work to date, seek feedback on the direction for each of the rural settlements and wider district environments, and to further involve partners, stakeholders and community representatives of the process to encourage further collaboration with the spatial planning process.

DRAFT

Engagements were conducted with the following communities:

Baylys Beach, Glinks Gully, Hakarū, Kaihū (including Aranga and Omamari), Kellys Bay, Matakohe, Pāhi, Paparoa, Poutō Point, Ruāwai Tangiterria, Tangowahine, Te Kōpuru, Tinopai, Whakapirau

The rāhui imposed due to Covid-19 pandemic, and New Zealand going into Covid-19 Alert Level 4 lockdown in March, halted the 'live' engagement hui for the Sub Regional Spatial Plan. In order to properly and safely engage with the remaining communities, feedback was gained through interviews conducted via online platforms and through targeted interviews conducted over the phone and via online meeting platforms such as Microsoft Teams, Skype, and Zoom. There have been some limitations with this approach, in terms of reaching people and engaging with a wider reach of the communities of Kaipara. Further involvement from the communities, mana whenua, key stakeholders, and other partner organisations will be pursued during the public consultation period in June - July.

Parts 2 to 5 of the Draft Kaipara Sub-Regional Spatial Plan comprise the start of the early thinking on the options to address the most pressing issues that each community has to overcome to enable sustainable development. These options will then be refined through the next phase of the project and by progressing the council's response to the feedback received during the consultation phase in July. The last section of the Draft Kaipara Sub-Regional Spatial Plan sets out the future steps leading up to the adoption of the spatial plan signalling how this will be taken forward to inform the future Kaipara District Plan Review (programmed for 2021-2023) and infrastructure planning processes such as the Kaipara Infrastructure Strategy and the various initiatives that will sit within that strategy.

What is the Kaipara Sub-Regional Plan Project?

The Kaipara District Council wishes to enable sustainable development for the numerous urban, peri-urban and rural communities which characterise Kaipara. This is being pursued through a spatial planning process which will flow into a future statutory District Plan review process.

A spatial plan is a holistic approach to development and management of resources, community social infrastructure, and the identification of adequate infrastructure to improve the future social, economic, cultural and environmental well-being of a community. Well-being can be measured through many different indicators, such as Council surveys, health data, environmental monitoring and economic information.

Objectives

The Kaipara Sub-Regional Spatial Plan aims to achieve the following objectives:

1. Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara's settlements, villages and towns

2. Management of natural resources including the mountains, lakes, wetlands, soils, coastal edges, waterways, native forests and the Kaipara Moana (Harbour) and how people should act when they are in these special places

3. Developing a sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities

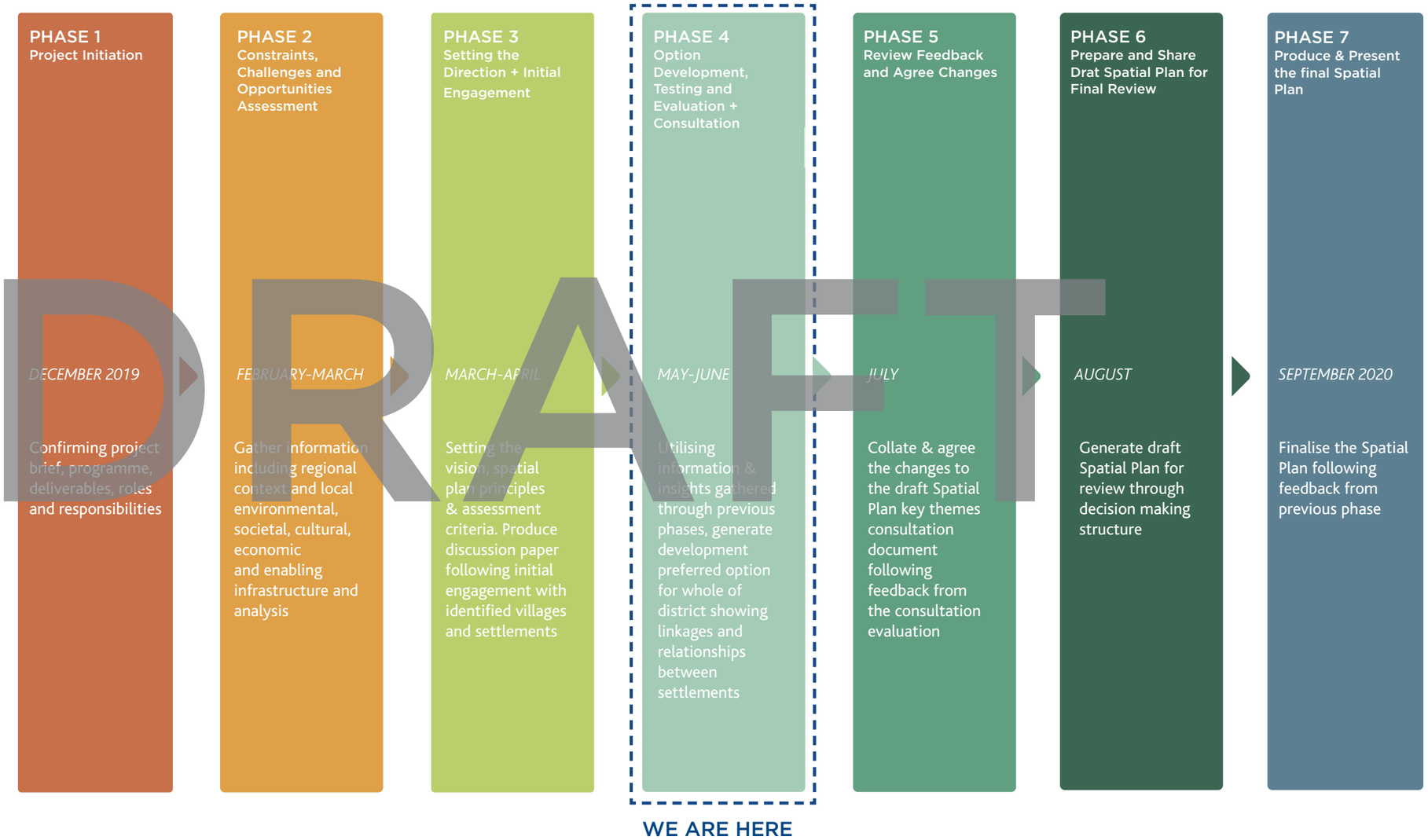
4. Work with Kaipara Mana Whenua/tangata whenua and communities to ensure they are informed of the project, provide genuine input through the process and have buy-in and ownership of the outcomes

DRAFT

1.1 | Overview - Timeline

Description...

INDICATIVE TIME-LINE



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1.1 | Overview - Kaipara

This map shows the locations of Kaipara's key urban towns, rural towns, villages and rural and coastal settlements that this sub-regional spatial plan focuses on. It provides a visual reference to the relationship each place has to each other, the larger centres outside of the district and how the road and rail line infrastructure link them all together. It also gives a clear perspective of how much of the district is rural land and how many of the settlements have a water connection, be it the Kaipara West Coast, the Kaipara Harbour or the expansive rivers network including the Wairoa, Kaihū, or Kaiwaka rivers.

Legend

- Centre
- Rail line
- State Highway

Scale: 1_550 000@A3

0 5 10 20km

NOTE
The size of the centres are based on the population size

Resilio Studio | AR + Associates Limited | May 2020

1.1 | Overview - Workstreams

| A Living Document

- Planning horizon
- Alignment with other plans and documents

| Kaipara District Spatial Planning Workstreams

The Kaipara District spatial planning workstreams diagram below shows the inputs and outputs from the sub-regional spatial planning process. It also shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to implement the spatial plan.

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1.1 | Overview
- Decision Making Structure

| Who is Involved?

This diagram shows the decision-making structure for the sub-regional spatial planning project. It is important that a multi-layered project like this one has clear lines of communication and accountability. This diagram demonstrates that before each key milestone is signed off that it has been reviewed and approved by the appropriate level of decision-making.

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1.2 | Overview of Engagement

| Engagement Overview

A core aspect of the community engagement process includes codesign workshops as part of community meetings. The core steps of the process are:

1. Establish shared Community Values and Aspirations
2. Community Audit
3. Constraints, Challenges and Opportunities
4. Draft Spatial Plan
5. Review and Feedback
6. Refined Spatial Plan

Community workshops were held with the engagement focusing around themes for community aspirations, constraints, heritage, social needs (soft infrastructure), services and transport (hard infrastructure), economic development, and environmental issues. The workshops took place for the following communities:

16/03/2020 -
Paparoa (Paparoa Primary School)

17/03/2020 -
Tinopai (Tinopai School)
Pahi (Pahi Hall)

19/03/2020 -
Kellys Bay (Kellys Bay Hall)

The rāhui imposed due to Covid 19 halted the 'live' engagement hui for the Sub-Regional Spatial Plan. In order to properly and safely engage with the remaining communities, feedback was gained through interviews conducted via online platforms. The time and effort to partake in the revised engagement format was thoroughly appreciated.

The wider project team has benefitted from wider public engagement through the Key Urban Areas Spatial Plan and the Kaipara Wharves Feasibility Study project, which covered in many respects some of the same communities including mana whenua and youth engagement undertaken in October 2019. Some of the communities engaged through these other projects included Ruāwai, Paparoa, Tinopai, Poutō Point, Whakapirau and Pāhi. It is noted also that the previous engagement initiatives included various hui with mana whenua as part of both these other projects.

In order to maximise the value of the engagement process the project utilised the International Association for Public Participation (IAP2) Spectrum of Participation as a reference. For the purposes of this project, people and organisations will be considered in three distinct groups with corresponding levels of engagement - project partners, key stakeholders and the wider community.

Project partners will be made up of tangata whenua iwi authorities, hapū and marae, Northland Regional Council and Kaipara Harbour Integrated Management Group will be involved in key decisions regarding the process - their concerns and aspirations will need to be understood and considered in the decision-making process. The primary means of engagement with project partners will be through face to face meetings (in person as allowed or via online platforms), presentations and participatory workshops.

Key Stakeholders include community groups, special interest groups and key influences in the community. The wider community includes local residents and the wider Kaipara community. Both of these groups have been engaged through survey monkey and community open days, with further survey and open days coming up in the June - July engagement period (the open day method is still to be determined).

The difference being that key stakeholders will be contacted directly to ensure that they are fully aware of the process and specifically invited to the surveys and community events. The wider public will be reached via existing communications channels the Kaipara District Council has with its residents. Key stakeholders will be consulted to ensure that their concerns and aspirations have been understood and considered. Stakeholder feedback will be captured and incorporated into 'early insights' and will be provided with mapped information to assist them in understanding the opportunities and constraints associated with the area.

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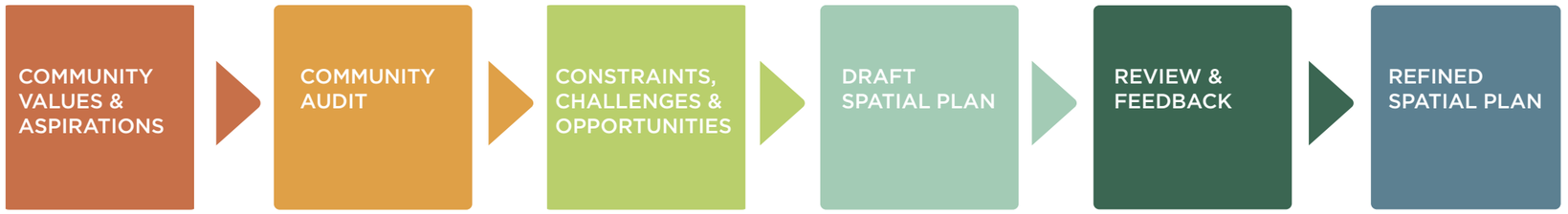

1.2 | Overview of Engagement

| Engagement Workshops - Speed Planning Methodology

In the 'speed planning' exercise (also often referred to as "World Cafe"), participants were divided evenly into four to six tables. At each table a topic is covered, in which community members discuss issues relating to the topic for ten to fifteen minutes. At the end of each round, participants rotate, until each group has been to every topic. The topics included:

- Values and aspirations
- Economic opportunities
- Infrastructure and services
- Constraints and opportunities
- Environmental needs
- Social needs

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1.2 | Mana Whenua Engagement

The agreed engagement approach entailed visiting different marae and having hui with Mana Whenua in their own environments and at times that were suitable to them. These engagement hui proved to be extremely enlightening and satisfying experiences. They delivered information and insights which has been a vital part of forming a clear and robust image of where Kaipara Mana Whenua and marae are today and where and how they would like to see themselves, their marae and the wider district grow in the future.

| Summary of feedback from Kaipara Iwi and Hapū

| Te Iwi o Te Roroa

Core Māori Values

The general values are supported from a physical design perspective, however it was suggested that the meaning of whānaungatanga is updated to 'A familial or friendly reciprocal relationship anchored in shared experiences, partnerships and working together that gives people a sense of belonging'. 'Whānau' is the root word of whānaungatanga; therefore, it is first and foremost anchored from whakapapa.

It is also suggested for these 'core values' to remove "Wairuatanga" and replace it with "Mauri" to reflect the lifeforce / living essence of any and everything natural within the world. This can also extend to include the lifeforce of a relationship between people, place and space. Mauri can also be used to gauge the strength of that relationship/engagement, by determining the overall health of it.

Te Aranga Design Principles

It was conveyed by Te Iwi o Roroa that these principles do resonate and that they should be used to grasp the understanding of Māori culture. The suggestion is made that these principles are like Kawa - that can not be changed - and the 'Core Māori Values' are more like tikanga - like rules that can be amended.

Some additional meanings of the 'principles' were suggested_

Whakapapa
This connects Māori to everything. It clarifies lore, history, philosophies and is responsible for the transference of knowledge between generations. Using names to celebrate history of which Māori should discuss collectively to determine priority or importance.

Mana
Recognising each other's mana and respecting each other's status amongst the people.

Whakapapa – Using names to celebrate history (Discuss collectively to determine priority or importance)

Taiao
The natural environment. People are part of the natural environment, when we protect, restore and or enhance the environment we protect, restore and or enhance ourselves as humans.

Mauri Tū
To establish and maintain life force

Tohu
Change to the word "Pou". Marks (on the whenua or paper or maps) where Mana Whenua significant sites and cultural landmarks are acknowledged.

How Te Iwi o Te Roroa would like to work with KDC when planning for current and future needs of their villages and / or marae.

Kanohi ki te kanohi hui (meaning meetings face-to-face) at the relevant marae and both parties laying out on the table what each other's issues are, then working together - mahi tahi - to come up with a collaborated plan based on honesty and trust from both sides about each other's capability.

Te Iwi o Te Roroa would like to see consistency with the kōrero from council and points out that information often changes after every election. The Iwi suggests the Kaipara District Council ('KDC') should find a mechanism that enables it to continue its own whakapapa practice.

Currently the needs for the marae surrounds the need for infrastructure maintenance and weed and pest control along the awa. In addition to improving the capacity of the marae to deliver work experience, apprenticeships/internships, workshops in finance, governance, submission writing and funding applications.

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Cultural principles
The constitutional document being Te Tiriti o Waitangi - Treaty of Waitangi (or 'the Treaty') - provides for the exercise of kāwanatanga (dominion, rule), while actively protecting the Tino Rāngatiratanga of Mana Whenua in respect of our natural, physical and spiritual resources.

Section 36B, 36C and 36D of the Resource Management Act 1991 (the 'RMA') provide for KDC and Mana Whenua to enter into joint management agreements. Yet the only joint management that Mana Whenua shares with KDC are those that have been made under the settlement claims legislation.

Under part 6, sub-part 1, section 81 of the Local Government Act ('LGA'), KDC's "Long-Term Plan must set out any steps that it intends to take... to foster the development of Māori capacity to contribute to the decision making process...". The LGA does not stipulate the area that 'the decision-making process" should be limited to, yet KDC has confined the decision-making process to resource consents under the RMA. The LGA provides for a far wider scope in which Māori could have the opportunity to contribute to decisions. Section 81 sub-section(2) (b) is "a discretionary clause that is only limited by the conscience of the Councillors".

It must be understood by KDC that Māori believe themselves to be of nature and part of the natural world. Collaboration around planning and design should be the result of both entities knowledge, and the overarching principles of sustainability and protection.

Mana whenua have told us that by having this whakairo as the base of any project or development within the Kaipara District, KDC could apply its knowledge of science and technology to find low-impact construction materials [or such design solutions]. It could utilise its legal tools such as the District Plan, building and engineering standards and any relevant by-laws, policies or incentives to implement these design elements into the resource consent process. This would ensure that any project or development compliments the low-impact, sustainable outcome that we all want as well as protecting resources for the future generations.

How Te Iwi o Te Roroa see the Te Aranga Principles can be included in their relationship with the Kaipara District Council

Mana Rangatiratanga - Authority
Te Iwi o Te Roroa would like KDC to recognise them as iwi and engage at a level as partners, as is guaranteed under Te Tiriti o Waitangi, the Local Government Act, Resource Management Act and the guidelines set out in common law like those in the Environment Court. The iwi would like KDC to recognise their mana rangatiratanga over the natural, physical, spiritual and other taonga/resources including their knowledge/mātauranga of the natural world (cycles, plant sourcing, whenua etc). They aspire to work with the natural world for low-impact and sustainable development.

Mana whenua also wish that KDC protects sensitive information (like sensitive information about tapu sites) and not allow it to reach the public audience. Hearings should respect that when Māori provide oral evidence for these tapu sites, that this evidence is not recorded, and their word should be good enough.

Te Rongo O Hounga Marae - Dargaville

Te Iwi o Te Roroa feel they should always be included in any planning, especially if it concerns whenua, wai, moana and āngi (land, water, sea and air).

*Whakapapa - Names and Naming_*
Mana whenua would like to see more collaboration with KDC to prioritise reclaiming historical areas within the Kaipara District through changing names and places back to their traditional/original names. Additionally,mana whenua would like to be given a stronger position to work with developers to protect or enhance places of cultural heritage.

Tohu - The Wider Cultural Landscape
Working in partnership with KDC to erect a lunar calendar in Dargaville and Kai Iwi Lakes or 'Points from Pā' along the proposed Regional 'Ancient Kauri Coastal Track' to enable the Māori worldview, historical events and connections to be showcased.

Working in partnership with KDC to raise Pou around the District.
Engage as partners with other stakeholders who may want to contribute to adding to the overall cultural landscape of the Kaipara District.

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Taiao - The Natural Environment
Working in partnership to identify any projects where the natural environment may be used to benefit a development i.e assist with site selection.

Working in partnership to identify and assist with design elements that will compliment / enhance a site before and after development.

Mauri Tū - Environmental Health
Identify future projects in which Māori can contribute mātauranga to raise the Mauri of the natural areas within the planning and design phase.

Identify potential partnership opportunities in our urban areas where we can contribute with native planting.

Mahi toi - Creative Expression
Allowing for cultural practices to be performed (Breaking ground karakia etc)

Allowing for input at the planning and design phases to ensure that Māori presence and narratives are part of the project/development.
Ahi Kā - The Living Presence
The mauri of nature will mirror in the mauri of the people it attempts to sustain.

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Te Uri o Hau Settlement Trust

Core Māori Values

Feedback received surrounding whether the Core Māori Values presented in the Sub-Regional Spatial Plan resonate with Mana Whenua was positive. Option was that the values presented align with the Te Tiriti o Waitangi principles and should be used as the basis to remind and inform council's partnership relationship with Mana Whenua.

The insight was shared that 'values' are interpreted as the underlying mannerisms and behavior of an entity which relates well to the Māori word of 'tikanga' - the correct procedure, meaning and practice (what we do).

'Principles' are more associated with how an entity acts or are the rules that guide their actions. This can also be similarly applied to the Māori word 'kawa' meaning the ceremony/ customs involved in an act (how we do it).

It is believed that these concepts need to be fully understood for authentic engagement to occur as these are the basis of mātauranga Māori. The practicality of mātauranga Māori is that it is lived in everyday life.

Te Aranga Design Principles

General feedback surrounding Te Aranga Design principles resonated with Mana Whenua and was received positively. It was suggested that the pinnacle of Council's successful engagement with Māori is to understand the fullness of these principles. The concepts intertwine with the core values and are relevant on any platform i.e. hui, documentation, agreements.
It was not considered that any further principles were needed.

Mana rāngatiratanga - Authority
Involve Māori at the very beginning pre-designing the process of 'how to engage with Māori'
It was pointed out that each iwi, hapū, and marae is dynamic and unique, so a 'one shoe' delivery document doesn't fit all. Theoretically Māori are a collective, however it is important to remember there may be variations between iwi to iwi, and hapū to hapū.
Was suggested that KDC could workshop with different marae representatives and teach them about spatial planning so the initial engagement could be delivered by Māori for Māori - tēina tuakāna model - which is true mana rāngatiratanga - Te Uri o Hau Environs as an example of how this could work.

Whakapapa - Names and Naming
It was pointed out how important it is to those that live within te rohe o Te Uri o Hau, know who maintains the Ahi Kā and Mana Whenua and the use of correct Māori place names is an important part of this. The narratives with the place names are also important to rediscover - extensive research may need to be required to achieve this.

To name streets etc Te Uri o Hau have a taumata that is charged with the mana to be able to name new roading, liken to the past, but in a contemporary context. It was also suggested that allowing blessing of these names would be appropriate. Another suggestion was to hold workshops that highlight the history of the hapū and iwi and the early pioneers to see how names could be designated for areas of significance along with appropriate summaries of the associated events.

Tohu - Cultural Landscapes
Te Uri o Hau suggests the notion of Cultural Landscapes should be explored and adopted by Council as it allows Mana Whenua control over its own connections with the whenua, rather than being asked to pin point specifically a significant site. Cultural connection is not always triggered by archaeological sites or wāhi tapu. Often planners rely on these triggers to engage hapū / iwi to undertake Cultural Values Assessments – clarity around the difference between an archaeological assessment and a cultural assessment needs to be further discussed with Council.
Was suggested that 'Tohu' has the potential to lend itself to develop unique tourism experiences of an educational and spiritual nature, which could result in tourism destination opportunities that connect into a network of destinations both tangata whenua and others.

Taiao - the Natural Environment
Te Uri o Hau suggests that building the capacity for our Kaitaki and whānau, around scientific approaches, to enhance and maintain the mauri of te taiao is key. This will be complimented with our mātauranga Māori of how we do kaitiakitanga. Application on how to look after the whenua i.e. pest control etc can be developed specifically for each marae.
Kaitiaki Taiao Plans are suggested as a useful tool for iwi / hapū to deliver these outcomes, with the support of the council to achieve their common goals .

Mauri Tū - Environmental Health
Te Uri o Hau suggests that the value of a rāhui, a Māori concept to forbid, for whatever reason is a mechanism that the Council could support and explore as rāhui is a traditional conservation tool. By introducing a Māori principle that is used to protect the environmental health of the land also establishes a strong position for Mana Whenua in terms of the general public knowledge. Training Māori, or council working alongside Māori, to test stream and do other kaitiaki roles for their own whenua, awa, ngahere and āngi Māori can impart traditional methods of monitoring and work in partnership with council - tēina tuākana model.
Often the knowledge of how to measure the health of te taiao is, at times, second nature to most Māori, this is known by living it. Other factors are knowing the history of the land and what traditional uses were or events that took place. Only the hau kainga can tell or inform the Council of this.

Mahi toi - Creative Expression
Te Uri o Hau conveyed that mahi toi is the embodiment of Māori identity and suggested that when engaging Te Uri o Hau for consultation on mahi toi that Council understand the history of Te Uri o Hau mahi toi and how the impact of the battle of Te Ika a Ranginui was a pivotal

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point in Te Uri o Hau, Ngāti Whātua history. It was also acknowledged that Te Uri o Hau may need to take a journey of revitalisation of its mahi toi – whakairo, raranga, tā moko, reo, tāniko.

Ahi Kā - The Living Presence
According to Te Uri o Hau the heart of Ahi Kā is the marae - the place which is always returned to. To maintain this the marae must be maintained, and currently there are many things that the council could support to achieve this. It was clearly conveyed from a Mana Whenua perspective of living and being present in their own rohe, there needs to be socio-economic balance. A challenge was proposed to the Council to investigate options that give rise to Mana Whenua being able to make decisions, when capacity is built, in the RMA processes and create a long term vision that Council and Mana Whenua can work through together.

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| Summary of feedback received from Rīpia Marae Representative_ via phone interview

Located close to Te Kōpuru the marae has a strong connection with the Te Kōpuru Community Development Trust and has a strong physical, emotional, social and cultural relationship with the township of Te Kōpuru.

Future development should be balanced with maintaining the uniqueness of the history, character and people within Kaipara communities. There are local people in the area who hold personal collections of historical accounts that could be used as a resource.

The views and connection to the Northern Wairoa river and natural features of the two significant maunga – Maungaraho and Tokatoka are prime tourist attractions. Clean Road is a prime accessway and potential for a viewing platform.

A key asset of Te Kōpuru is its people, the existing public assets within and around the town all contribute to social interaction and cohesion. The local market place is underutilised but has potential to showcase local producers and produce.

Glinks Gully is a major asset to Te Kōpuru - recreation and food source - management of the food source needs planning between marae and local authorities. Rīpia and Ōtūrei marae share kaitiaki over the coastline, as well as environmental responsibilities.

Ecotourism is a viable growth opportunity for Te Kōpuru – but it must balance business with existing lifestyles.

There are important remnants along the northern Wairoa River – disappointed that the wharf project appears to not have considered this.

Marae experiences – potential for cultural tourism. Anything that promotes cultural tourism will provide a strong foundation for the community.

The Poutō Road through Te Kōpuru towards Poutō can act as a leverage for Te Kōpuru community to develop its theme or Brand. Rīpia marae suggested Te Kōpuru could thrive with a focus on a theme or Brand developed by the community and with Council investment.

Commercial investment in Te Kōpuru can be achieved by small to medium businesses including cottage industries.

Rīpia marae advocates to Kaipara District Council to engage directly with all marae across Kaipara.

Concern around heavy truck traffic going past the local primary school causing safety issues for the kids.

Ripia Marae Grounds - Te Kopuru

Ripia Marae - Te Kopuru

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| Summary of feedback received from Naumai Marae Representative - Ruāwai_ via phone interview

Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.

Kumara is an important asset to Ruawai's uniqueness – Kaipara Kumara is doing a good job promoting kumara to New Zealand and the world.

The two schools are very important to the community. There are strong expressions of tikanga Māori and kaitiakitanga. Most students are from the local Ruawai/Raupō area – some come from Paparoa, Dargaville, Tinopai and Pāhi.

Concerns

The marae, and Māori in general, are always the last to get information, including from district and regional councils.

KDC has been undertaking mapping around Ruawai around the river, but they need to talk to people who live there, have grown up with stories as it is their original landscape.

Tourism Potential and Economic Growth

Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value. For example, there are Tongariro tracks which are Māori governed, and tell a Māori story. There is potential in Ruāwai to tell the stories of the land pre-1840.
There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka). There are four maraes – focus on that experience and share with the community. For example, a tourism trail including glow worm track at Matakohe, mountain climb at Tokatoka, glow worms at Montgomery Bush. Opportunities to teach traditions around marae.
The Museums in Dargaville and Matakohe include Dalmatian stories, while the Māori parts are quite small. Could expand on these stories from the perspective of Ngāti Whātua.
The wharf could be tied to Kaipara Kai. Ruawai has plenty of prime productive land – it could be the food basket for the rest of Aotearoa. Help grow horticulture and fishing in and around Ruāwai .

Naumai Marae

The marae is often used by the schools, and other schools in the district. It holds tikanga classes with Kauri Farms, as well as with the two schools. Government agencies have used it for wananga.

Want to see papakāinga development at the marae – there are issues around whānau living in poverty in the district.

Naumai marae step up to provide services, want to emphasise and capitalise on this (for example, there is currently a free doctor service every month). Could provide a stopover destination for tourists. Only need training and fostering skills in future generations.

Flooding risks in Ruāwai

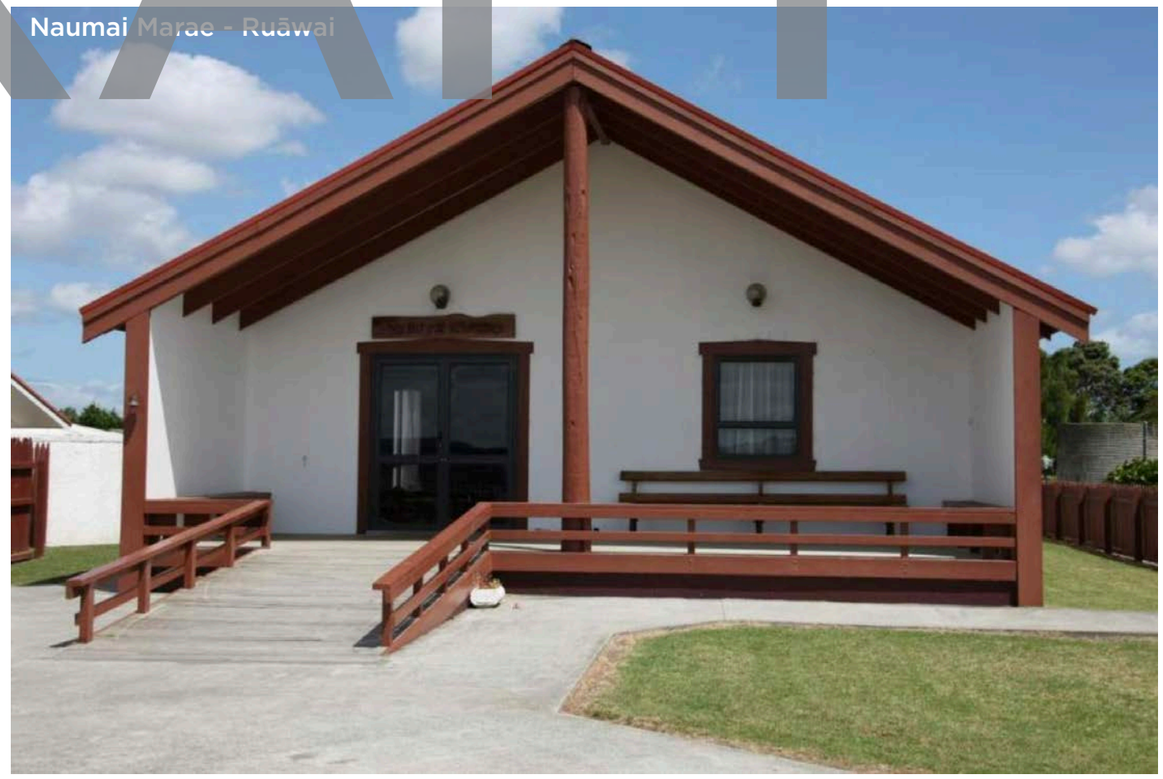
There is a flooding risk, but it can definitely be addressed. Would like to make the stop bank 0.5m higher.
There is wāhi tapu along the stop bank which needs to be protected. Māori have means of protection - would like to know how KDC or NRC will fulfil protection responsibilities.

Environment

Kauri dieback is a concern and underground rivers and artesian bores in the vicinity of Ruāwai were mentioned.

Themes identified from engagement feedback:

- Mana Whenua want to be treated as partners and emphasise they should be informed of things at the very beginning of anything that involves them.
- Prefer the face to face - Kanohi ki te Kanohi engagement
- Cultural tourism is widely seen as a business development opportunity. All marae have different things to offer.
- Kaipara is seen as the 'food bowl of New Zealand' - development and new businesses (employment and education) opportunity
- Inform, train, workshop with marae representatives to allow them to take control of sharing important information or getting things done with their own people through their own kawa and tikanga procedures - for Māori by Māori
- The people of Kaipara District have very strong bonds within the close and wider community.



Naumai Marae - Ruāwai

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1.3 | Design Principles

Design principles help to guide the possible future development of the Kaipara District. The Design principles are organised under three headings, Core Māori Values, Te Aranga Design Principles and Community Design Principles.

1 | Core Māori Values

- **Rāngatiratanga** - Self determination
- **Kaitiakitanga** - Guardianship
- **Manaakitanga** - Hospitality
- **Wairuatanga** - Spirituality
- **Kōtahitanga** - Unity
- **Whānaungatanga** - Kinship
- **Mātauranga** - Māori world view

2 | Te Aranga Design Principles

- Mana Rāngatiratanga
- Whakapapa
- Tohu
- Taiao
- Mauri Tū
- Mahi Toi
- Ahi Kā

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3 | Community Design Principles

- Kaitiakitanga / Guardianship /Stewardship
- Engagement
- Diversity
- Integration of uses
- Connectivity
- Legibility
- Accessibility
- Resilience + adaptation
- Celebration
- Treasured
- Safety
- Revitalisation
- Feasibility + viability

1.4 | Core Māori Values

The key objective of Te Aranga Māori Design values and principles is to enhance the protection, reinstatement, development and articulation of Mana Whenua cultural landscapes and to enable all of us (Mana Whenua, matāwaka, tauiwi and manuhiri) to connect with and to deepen our collective appreciation of 'sense of place'. The following core Māori values have informed the development of the outcome-oriented Te Aranga Māori Design Principles:

- **Rāngatiratanga - self determination**
- **Kaitiakitanga- guardianship**
- **Manaakitanga - hospitality**
- **Wairuatanga - spirituality**
- **Kōtahitanga - unity**
- **Whānaungatanga - kinship**
- **Mātauranga - Māori world view**

While Te Aranga Design Principles are well recognised throughout New Zealand, it is important to note that in keeping with the principle of Mana rāngatiratanga, it should not be assumed that Mana Whenua want to use these principles to inform their contribution to the spatial design process. Whether to use this framework or not, should be confirmed as part of the initial engagement with the relevant iwi authorities.

Through engagement and detailed discussion with Mana Whenua, Te Aranga Design Principles have been adopted for this project. A range of opportunities have been identified and as the spatial plan develops these will be prioritised and refined with guidance and involvement from Mana Whenua. Te Aranga Design Principles can be implemented in a number of Kaipara District projects such as new bridges, gateways, cycle and walking paths, public squares, parks, facilities such as public toilets, and public buildings such as new libraries.

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1.5 | Te Aranga Design Principles

Mana Rāngatiratanga

The status of iwi and hapū as Mana Whenua is recognised and respected and appropriately addressed in the design environment.

Attributes:

- Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment.
- High quality treaty based relationships are fundamental to the application of the other Te Aranga principles

Whakapapa

Māori names, Tūpuna, narratives and customary practices are celebrated and honoured to enhance the sense of place connections.

Attributes:

- Recognises and celebrates the significance of Mana Whenua ancestral names.
- Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections.

Tohu

Mana Whenua sites and cultural landmarks are acknowledged, managed, protected and enhanced, where appropriate, to reinforce a sense of place and identity.

Attributes:

- Acknowledges a Māori world view of the wider significance of tohu / landmarks and their ability to inform the design of specific development sites.
- Supports a process whereby significant sites can be identified, managed, protected and enhanced.
- Celebrates local and wider unique cultural heritage and community characteristics that reinforce a sense of place and identity.

Taiao

The natural environment is protected, revitalised and/or enhanced to levels where Mana Whenua harvesting is possible and native ecosystems restored to clean and acceptable levels.

Attributes:

- Sustains and enhances the natural environment.
- Local flora and fauna which are familiar and significant to Mana Whenua are key natural landscape elements within urban and / or modified areas.
- Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

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1.5 | Te Aranga Design Principles

Mauri Tū

Ecology, water and soils are recognised and protected. The quality of wai, whenua, ngahere and hau takiwā are actively monitored, and community wellbeing is enhanced.

Attributes:

- The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.
- The quality of wai, whenua, ngahere and hau takiwā are actively monitored.
- Community well-being is enhanced.

Mahi Toi

Iwi / hapū narratives are captured and expressed creatively and appropriately into the design by iwi mandated design / art professionals.

Attributes:

- Ancestral names, local tohu and iwi narratives are creatively reinscribed into the design environment including landscape; architecture; interior design and public art.
- Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

Ahi Kā

Iwi / hapū have a living and enduring presence that is secure and valued within their rohe - this can be through customary, cultural and commercial dimensions and delivered through kaitiaki roles.

Attributes:

- Mana Whenua live, work and play within their own rohe.
- Acknowledges the post Treaty of Waitangi settlement environment where iwi living presences can include customary, cultural and commercial dimensions.
- Living iwi / hapū presence and associated kaitiaki roles are resumed within urban areas

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1.5 | Community Design Principles

Kaitiakitanga / Guardianship / Stewardship

Local residents and community groups are encouraged/supported to lead community wide initiatives including but not limited to community planting groups, citizen science programmes, cycle safety events etc.

Engagement

Work with the public throughout the development of the Kaipara Spatial Planning project process to ensure the public understands the complexity, constraints and challenges associated with their community and so that their concerns and aspirations are consistently understood and considered.

Diversity

Work towards developing a healthy, diverse and 'complete' community that allows all members to live, work, play and learn within the community as they choose.

Integration of uses

Ensure that uses are integrated together (rather than separated) to ensure that complemented uses are co-located and the town centre can become an appealing destination that encompasses the economic and social needs of residents and visitors.

Safety

Kaipara centres provide a safe network of paths, facilities and open spaces consistent with the Ministry of Justice's Seven Qualities of Safer Spaces: access; good surveillance and clear sightlines; clear and logical layout; a mix of activity; a sense of ownership; high quality environments; and where necessary, active security measures.

Revitalisation

Recognise the importance of Kaipara centres heritage, conservation and landscapes, improving function and quality of life for local residents, whilst reinforcing the town's distinctive sense of place and community.

Feasibility + viability

The spatial plan provides value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

Connectivity

Connect the Kaipara centres to their landscapes, embracing their distinctive features. A connected network of walkways, cycleways and streets will allow for easy movement into and through the towns and the surrounding landscape.

Legibility

Create a network of streets, parks and civic spaces that are understandable and contribute to the visual character and legibility of the townscape.

Accessibility

Create barrier-free environments that enhance social interaction. Kaipara centres become accessible to as wide a user group as possible, including children, elderly and people with health conditions or impairments.

Resilience + adaptation

Kaipara centres are responsive to and have strategies in place to adapt to unforeseen / unexpected events including issues relating to sea level rise, extreme weather events, changing market conditions, economic contraction and changes in demographic trends.

Celebration

Places and spaces are provided for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.

Treasured

The stories, unique elements and local identity are revealed, maintained and/or enhanced within the design and aesthetics of the townscape.

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1.6 | Regional Context

The Kaipara District sits between two large population centres, Whangārei as the largest of Northland's centres and Auckland, New Zealand's largest city. This map aims to show the significance of Auckland's economic base and the big and small projects that will influence the Kaipara District over the coming decades. The upgrades to the North Auckland Rail Line ($94m), addition of a Marsden Industrial area spur train line and road upgrade and additional capacity roading upgrades to State Highway 1 will all make the transport connectivity that much more efficient and attractive. The think-big proposal to transfer some of Ports of Auckland freight activity to Northport ís also an exciting proposition for Kaipara businesses especially those that are export driven.

Legend

- Kaipara District
- Main Trunk Rail Line
- Main Highway connections
- Metal Poutō Road
- Cycle Route
- Twin Coast Discovery
- Twin Coast Discovery Detours
- Major Port
- Airport
- Industrial Centre

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The New Zealand Transport Agency is currently planning a new road alignment between Warkworth and Te Hana which will improve journey time to the Kaipara District from Auckland. Additionally, investigations are being developed surrounding a new State Highway 1 road alignment that will avoid travelling over the Brynderwyn Hills. Options presented to date include veering west at Brynderwyn and aligning close to Maungatūroto. Both of these roading projects could have major influence on population growth in Kaipara, especially in the southern section of

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1.7 | Planning Context

TBC

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1.8 | Function & Services of Kaipara Settlements

This map shows the settlements and villages within the Kaipara District and their relationship with each other and to centres outside the district boundary. The district has large expanses of rural landscape and only a few key urban areas. The pattern of settlement has historically developed around the harbour and along the state highway network. The densest cluster of settlements are around the Kaipara Harbour area of the district, this reflects their accessibility to road, rail and water transport. Growth and development in these southern settlements has also been influenced by their proximity to Auckland and the roading improvements that have or are being made between Auckland, Kaipara and more widely Northland making commuting a more viable option for residents. Currently the fastest growing settlement in Kaipara is Mangawhai located on the east coast.

Legend

- Regional Centre
- Key Urban Centre
- Service Town
- Local Village
- Rural Hinterland and Coastal Settlement
- Rail line
- State Highway

NOTE
The size of the centres are based on the population size

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1.8 | Function & Services of Settlements

This Sub Regional Spatial Plan provides an opportunity to ensure the variety of settlements in the Kaipara District have the facilities, services and resources for its residents to have healthy and affordable lifestyles to keep connected locally and nationally (physically, socially, spiritually, or virtually) to each other, to work and to enjoy the environment. In order to facilitate this opportunity the function and purpose of the existing settlements needs to be identified and their roles described.

Depending on what type of settlement, village, town or urban centres, the services provided will be different and some of these services and functions will be interconnected between settlements, villages and towns that are nearby each other.

Catagorising towns and villages according to their function and type of services they provide is a useful tool to understand the role of these communities in a local context and help to identify elements and areas that may benefit or be equipped to manage future growth.

These categories are as follows;

| Key Urban Centres

Towns that service nearly all of the needs of residents and businesses over large parts of the district, including areas outside the local authority boundary.This is where you find local services such as banks, council facilities, medical services, and the primary place for employment (other than rural activities).

For Kaipara, these centres are Mangawhai, Dargaville, Maungatūroto, and Kaiwaka.

| Service towns

Towns that service most of the needs of residents and businesses within medium-sized parts of the district. They are usually located in-between the key urban centres or in areas where they service cross-regional communities. This is where schools and, to a lesser extent than in the Key Urban Centres, medical services and wider range of retail shops are available to residents and the surrounding rural-based population. These are usually set up with full service of infrastructure - wastewater, water supply, and access to public transport between other towns or centres. Service Towns usually have a majority of ‘usual resident population’, which helps sustain a community feeling throughout the year.

| Local Villages

Larger-scale rural and coastal settlements that service some of the needs of residents and a few businesses in small parts of the district, including residents in the Rural Hinterland and more remote Coastal Settlements. They are usually located within a reasonable driving distance of a key urban centre or a service town, and may or may not have better provision of infrastructure than Rural and Coastal Settlements such as reticulated wastewater and water infrastructure. The local market, in many instances seasonal markets, is a popular destination on the weekends for residents and visitors.

| Rural and Coastal Settlements

Places that service only the basic needs of residents living in the most remote places, people who are completely isolated, or in very small groups, these are generally within driving distance from key urban centres or service towns. Generally, there is limited if any offer of public transport to these settlements. Therefore, residents rely on private or shared vehicles to meet their transportation needs. Like the Local Villages, the population of these settlements can be more transient meaning the usual population numbers are fairly low in comparison to seasonal population numbers over the holiday periods.

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1.8 | Function & Services of Settlements

KEY

● Yes ● No ○ Limited ○ TBC

Settlement	Population	# Occupied Dwellings	Water Reticulation	Waste Water	Stormwater Reticulation	Broadband	Mobile Coverage	Roads Sealed	Footpath	StreetLights	RailLine	Schools (P)rimary (S)econdary	Access to Tertiary Education	Marae	Reserves	Playground	Sports Facilities	Church	Businesses	Community Centre	Public Transport
Key Urban Centres																					
Dargaville			●	●	●	●	●	●	●	●	●	PS	●	●	●	○	●	●	20+	●	●
Maungatūroto			●	●	●	●	●	●	●	●	●	PS	○	○	●	○	●	●	10+	●	●
Kaiwaka			○	●	●	●	●	●	●	●	●	P	○	○	●	○	●	●	10+	●	●
Mangawhai			○	○	○	○	○	○	○	○	○		○	○	○	○	○	○		○	○
Service Towns																					
Paparoa	396	156	●	●	○	●	○	●	●	●	●	P	○	○	●	●	○	●	3+	○	●
Ruawai	432	186	●	●	○	○	●	●	●	●	●	PS	○	●	●	●	●	●	20+	●	●
Te Kōpuru	465	192	●	●	●	○	●	●	●	●	●	P	○	●	●	●	●	●	2	●	●
Kaihū	183	81	●	●	●	●	○	●	●	○	○	P	○	●	●	●	●	●	2	●	●
Local Villages																					
Matakohe	66	27	●	●	○	●	●	○	○	○	●	P	○	●	●	●	●	●	2	●	●
Baylys Beach	279	129	●	●	●	●	●	●	○	○	●		○	●	●	●	●	●	2	●	●
Pahi	180	90	●	●	●	●	●	●	●	●	●		○	○	●	●	●	●	1-5	●	●
Tinopai	174	78	●	●	○	●	●	○	○	●	●	P	○	●	●	●	○	●	1	●	○
Whakapirau	57	24	●	●	○	○	●	●	●	○	●		○	○	●	●	●	●	0	●	●
Rural Hinterland & Coastal Settlements																					
Kellys Bay	66	24	●	●	○	●	●	○	●	●	●		○	○	●	●	●	●	0	●	●
Poutō Point	78	30	●	●	●	●	●	●	●	○	●		○	●	○	●	●	●	0	●	●
Glinks Gully	72	Unknown	●	●	○	●	○	●	○	○	●		○	●	●	○	●	●	0	●	●
Tangiteroria	141	69	●	●	●	●	○	●	○	○	●	P	○	●	○	●	○	●	2	○	●
Tangowahine	129	54	●	●	●	●	○	○	●	○	●	P	○	●	○	●	●	●	0	●	●
Hakaru	Unknown	Unknown	●	●	●	○	●	○	●	○	●		○	○	●	●	●	●	0	●	●
Aranga Beach	Unknown	Unknown	●	●	●	●	●	○	○	○	●		○	○	●	●	○	●	0	○	●
Omamari	Unknown	Unknown	●	●	●	●	●	●	●	○	●		○	○	○	●	○	●	0	○	●

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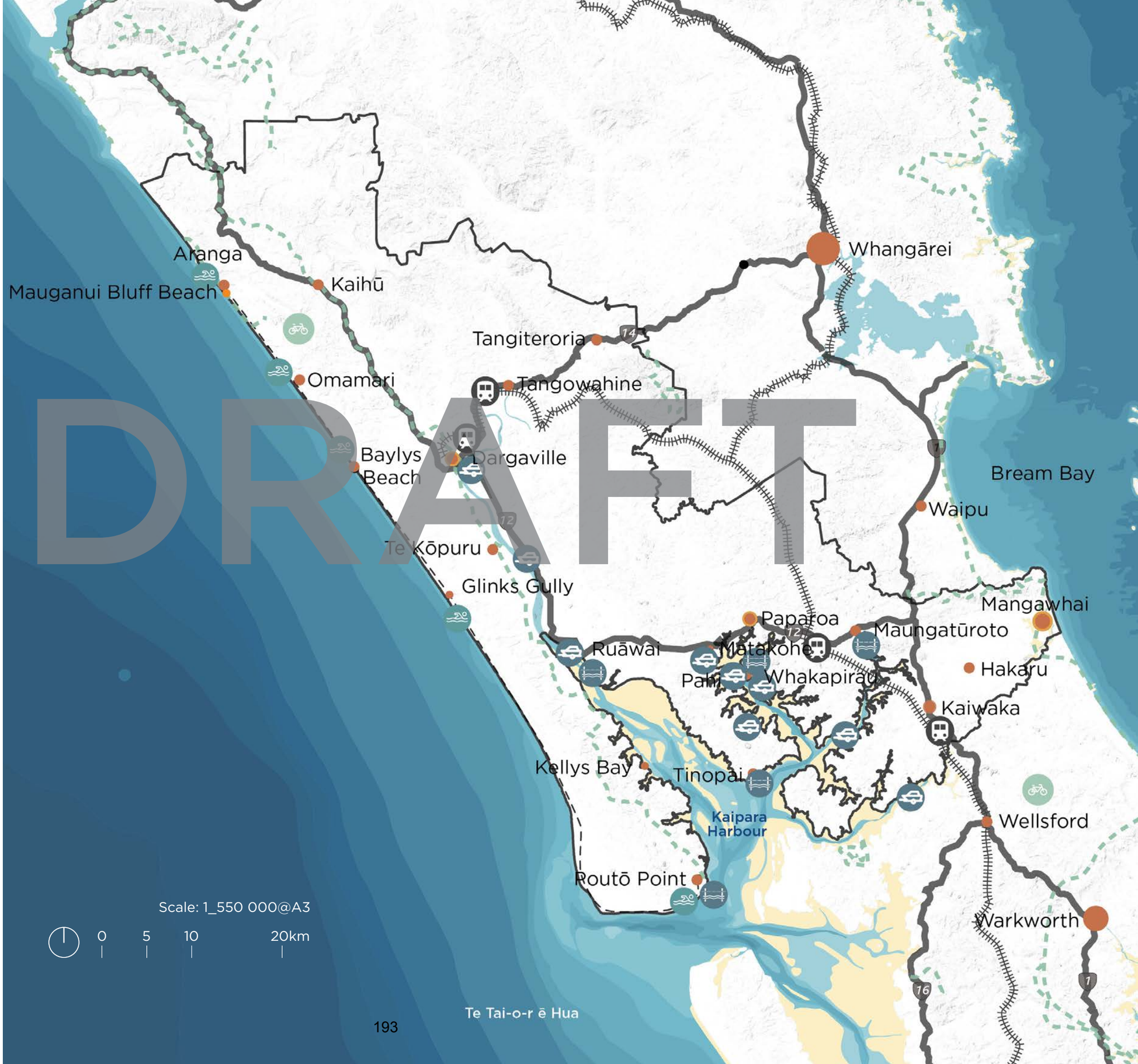
1.8 | Transport

This map shows the various transport options available and their locations within Kaipara. Although some of the infrastructure may not currently be in use, Kaipara is fortunate to have some solid foundations supporting movement through the district. There are three main state highways that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

State Highway 1 links Kaipara to Auckland and will have a huge influence on the accessibility of the area once the proposed alignment improvements are completed over the coming years. State Highways 12 and 14 provide a loop network through the district that is used for the movement of freight, local commuters, and tourism.

Legend

- Centre
- Rail line
- State Highway
- Train stop
- Boat ramp
- Wharf
- Beach Access
- Biking & Cyckling



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1.8 | Transport

SH12 is part of the Twin Coast Discovery Route (TCDR) and is the only western route into Northland, it passes through areas of rich cultural history and naturally beautiful landscapes. Work is currently underway to discover ways that the TCDR can attract more visitors to experience Kaipara and Northlands west coast.

SH14 crosses the district and provides a strong commercial link between Dargaville and Whangārei and Marsden Point port.

Vehicle / motorbike / bicycle movement is also possible along the extensive west coast beach of Ripiro, between Maunganui Bluff in the north travelling south to the mouth of the Kaipara Harbour at Poutō Peninsula. There are four main vehicle access points along the coast. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access on the beach. This is a matter to be considered further as Kaipara residents balance recreational, commuting, and business needs with environmental enhancement aspirations for the district.

Historically, Kaipara was well connected through rail infrastructure; although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. It was recently announced that government investment into the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Other branch lines such as the Dargaville (closed in 2014) and Donnellys Crossing (closed in 1959) are in managed decline. The Dargaville branch line is currently used as a rail cart tourist attraction. The heavy rail line extends from Whangārei to Tangowahine, and there may be plans to invest in that infrastructure to establish a forestry related rail freight route between these two areas.

The Kaipara Harbour and Wairoa River have provided Kaipara the unique opportunity to move through the southern part of the district via boat. Although this form of transport was more utilised historically, there is potential to strengthen or reintroduce wharves in some harbour and river locations.

There are also a number of existing and proposed regional walking and cycling routes that meander through and around Kaipara.

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1.8 | Cultural Landscape of Kaipara

This map shows the marae that represent the families, sub-tribes and tribes of the Kaipara. From Waipoua to Poutō along the west coast, crossing the Kaipara Harbour to Oruawharo. From Oruawharo to Mangawhai on the east coast. From Mangawhai to Tangiteroria and back to Waipoua. They form the boundary walls of the Kaipara District Council. It also includes maunga, landscapes, portage routes and places that are significant to local Mana Whenua and other residents of Kaipara.

We note that this is not an exhaustive representation of cultural matters in the Kaipara.

Legend

- Marae
- Maunga
- Waka Landing
- Portage
- Maori Land Parcels

Scale: 1_550 000@A3

0 5 10 20km

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1.8 | Cultural Landscape of Kaipara

| There are 24 Marae within the Kaipara District.

Pananawe Marae
Te Roroa
Matatina Marae
Te Roroa
Waikara Marae
Te Roroa
Waikaraka Marae
Te Roroa
Te Houhanga O Rongo Marae
Te Roroa; Te Kuihi; Te Runanga o Ngāti Whātua

Naumai Marae
Te Uri o Hau
Ngatai Whakarongorua Marae
Te Uri o Hau
Oruawharo Marae
Te Uri o Hau
Otamatea Marae
Te Uri o Hau
Ōtūrei Marae
Te Uri o Hau
Rawhitiroa Marae
Te Uri o Hau
Rīpia Marae
Te Uri o Hau
Te Kowhai Marae
Te Uri o Hau
Te Pounga Marae
Te Uri o Hau
Parirau Marae
Te Uri o Hau
Waihaua Marae
Te Uri o Hau
Waiohou Marae
Te Uri o Hau
Waiotea Marae
Te Uri o Hau
Waikāretu Marae
Te Uri o Hau

Taita Marae
Te Runanga o Ngāti Whātua
Tama Te Ua Ua Marae
Te Runanga o Ngāti Whātua
Ahikiwi Marae
Te Runanga o Ngāti Whātua

Kāpehu Marae
Ngāti Kahu

Tirarau Marae
Ngāuhi; Te Runanga o Ngāti Whātua

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1.8 | - Rural Land Use

DRAFT

DRAFT PLACEHOLDER MAP - further work required to complete map layers, legend and description.

Sets baseline to determine land-use distributions throughout the district - rural productive, conservation areas, alluvial flats, etc.

Legend

- Rural Land Use
- Land Use Capability 1, 2 &3
- Land Use Capability 4, 5 &6
- Land Use Capability 7 & 8
- Significant Natural Area
- New Significant Natural Area
- Outstanding Natural Features
- Kaipara District Border

Scale: 1_550 000@A3

0 5 10 20km

1.8 | Ecological Network

Legend

- Significant Natural Area
- New Significant Natural Area
- Outstanding Natural Landscapes
- Land Use Capability 1, 2 & 3
- Ecological network
- Kaipara District Border

Source; LINZ, Māori Land Online, NRC Gis, Northland Regional Council, MFE, IRIS, MFE Landcare Research

The Ecological Notwork set is based on following Layers

SLOPE CLASS

- F_ Steep, 26–35°
- G_ Very steep, >35°

RAPARIAN ZONE

- 20 Meter offset from river
- 10 Meter offset from river

COASTAL FLOOD HAZARD

- Current flood level
- 50 years flood level
- 1-00 years flood level

LUC

- 7_Suitable for pastoral grazing, tree crop or production forestry use and some cases vineyards and berry fields.
- 8_Land unsuitable for grazing or production forestry, and is best managed for catchment protection and/ or conservation or biodiversity

DRAFT

DRAFT PLACEHOLDER MAP - further work required to complete map layers, legend and description.

Sets baseline to determine land-use distributions throughout the district - rural productive, conservation areas, alluvial flats, etc.

Scale: 1_550 000@A3

0 5 10 20km

1.8 | Ecological Network

Identifying, promoting and preserving a strategically planned green infrastructure network can provide ecological, economic and social benefits. It has also become a priority for the planning and decision-making processes in sectors such as conservation, (land) resource efficiency, agriculture, forestry or urban development.

The land use capability (LUC) classification is a system of arranging different kinds of land according to its capacity to support long-term sustained production after taking into account the physical limitations of the land.

Lower number classes are generally suitable for a larger range of land uses, such as
cropping and horticulture, as well as pastoral or forestry. The higher the number, the more limitation there is to use. Class 8 land is generally unsuitable for production, while classes 6 and 7 are generally suitable (to a greater or lesser degree) for pastoral or forestry uses.

An ecological / green infrastructure network that protects and maintains existing healthy ecosystems and restores historic environmental degradation in order to secure the long term viability of Kaipara District indegenious ecosystems, ecological function and a healthy natural environment are maintained in perpetuity. A regenerative ecological /green infrastructure network will require approximately 20% of the land area of the district.

The network would be composed of indigenous and exotic species and incorporate the key landscape processes and characteristics including wetlands and waterways, flood plains, erosion prone slopes, existing areas of indigenous ecosystems and areas of land with a land use capability rating of 7 and 8.

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1.8 | Land Environments of Kaipara

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DRAFT PLACEHOLDER MAP - further work required to complete map layers, legend and description.

Sets baseline to determine land-use distributions throughout the district - rural productive, conservation areas, alluvial flats, etc.

Legend

- D1 - once extensive Kahikatea forests
- A5 - Once extensive Kahikatea forests
- A6 - Species of Kauri
- A7 - Young stages vegetation
- G1 - Pine forest and improved pastures

Scale: 1_550 000@A3

0 5 10 20km

Source; LINZ, Maori Land Online, NRC Gis

1.8 | Land Environments of Kaipara

| Kaipara District is composed of five Land Environments:

Land Environments of New Zealand (LENZ) is an environmental classification developed by the Ministry for the Environment and Landcare Research. The classification identifies climatic and land factors and processes and groups them together to identify landscapes that have similar environmental conditions. In doing so the classification identifies areas with similar potential ecosystem and landscape character that can be used to underpin a range of conservation and resource management issues, including factors that constraint human land uses such as agriculture, horticulture, and forestry.

A Landscape Management Zone (LMZ) is an area of a site or landscape with similar natural processes and common features and characteristics such as climate, landform, soils, water and vegetation. Because each LMZ has its own characteristics, it has its own constraints and opportunities which lend themselves to different approaches to design, management and maintenance. Organising a site and clustering functions into LMZ's that reflect the underlying environmental patterns, helps to organise a site into areas requiring similar types and amounts of management and maintenance. Observing a site and synthesizing the observations and insights with the requirements of the brief to establish LMZ is the first step in creating a property design for a regenerative landscape.

The classifications found in Kaipara consist of_

- **Environment A** - consisting of extensive lowlands generally found in the northern North Island.
- **Environment D** - encompasses hill country of low to moderate elevation in the central and northern regions of the North Island.
- **Environment G** - consists of recent soils in the lowlands of the northern two-thirds of the North Island and is dominated by two contrasting landforms. The first consists of narrow alluvial floodplains along rivers and larger streams and the second includes coastal sand dunes that are most extensive along the west coast of the northern North Island.

Environment A5 is widespread, consisting of flat sites at low elevation. It once supported extensive Kahikatea forests. On wet ground, pukatea was also common, swamp maire was a characteristic smaller tree and kiekie, suppejack and gahnia xanthocarpa formed impenetrable understoreys. On drier ground matai was co-dominant, and small-leaved trees and shrubs such as milk tree, rohutu and, near Kaitaia, the rare Pittosporum obcordatum were in lower storeys.

Environment A6 and A7 have the highest mean elevations of the environments in A, consisting of rolling hills down and gently sloping land at low to mid-elevation.

Both A6 and A7 have warm temperatures, very high solar radiation, low annual water deficits. Minimum winter temperatures are also high, with frosts occurring only infrequently. Although annual water deficits are low, the low monthly water balance ratio makes this environment susceptible to drought in years with lower than average rainfall.

Landforms are generally flat to gently rolling, with parent materials that include deeply weathered sandstone and greywacke, older volcanic tephra, alluvium from various sources, peat and older basaltic rocks. Sandstone is the most widespread soil parent material closely followed by greywacke – both are deeply weathered.

Area A6 has imperfectly drained soils of very low fertility from sandstone, mudstone and some greywacke. Area A7 has well-drained soils of high fertility from basalt.

In Environment A6, Kauri and its associated species grew on infertile soils on hill crests and upper slopes. Mid slopes supported rimu, miro, totara, northern rata, tawa taraire, kohekohe and nikau. These graded to dominance by kahikatea, matai, puriri, and pukatea on deeper soils on the lower valley floors. Pōhutukawa establishing on steep coastal slopes eventually formed an overstorey to smaller trees including mangeao, taraire and the strictly coastal whau, houpara, parapara, tawapou and karo.

Much of Environment A7 is in young stages of vegetation development, including still active dunes where native pingao and spinifex have been largely displaced by marram, and lapilli and lava that are initially colonised Pōhutukawa, eventually joined by mangeao, mahoe, puriri and titoki. On the more mature soils, forests graded from totara and matai dominance on well-drained sites to kahikatea on low ground.

Environment D1 consists of hills in Northland. A warm climate, with high annual and winter solar radiation, low monthly water balance ratios and slight annual rainfall deficits. However, year-to- year variation rainfall results in occasional dry years. The landform is hilly with moderate to steep slopes. Soil parent materials are variable, with older volcanic rocks and greywacke widespread in the north, including on the Coromandel Peninsula while mixtures of greywacke and Tertiary rocks. Soils are generally moderately drained and of low to moderate natural fertility.

Environment D1 includes most of the remaining Kauri stands. Other common species include rimu, mountain totara, tawa, taraire, towai, quintinia, tawari, toro, melicytus macrophyllus, alseuosmia macrophylla, dracophyllum latifolium, brachyglottis kirkii, nikau, lianes including the ferns lygodium articulatum and

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1.8 | Land Environments of Kaipara

blechnum filiforme, and epiphytes including collospermum hastatum, pittosporum cornifolium and puka. Tanekaha and, locally, hard beech grow on ridges, and silver pine occur in wet depressions. On lower slopes and clay uplands Kauri is sparse, with higher fertility being indicated by trees such as kohekohe, puriri, pukatea and kahikatea.

Environment G1 consists of coastal sand dunes with a warm climate with very high annual and winter solar radiation. Average water deficits are low and vapour pressure deficits are moderate, but the low monthly water balance ratio results in droughts in years with below-average rainfall, particularly in the east. The terrain is generally flat to gently sloping. Soils are typically well drained but of low to moderate fertility.

Within G1 some mobile dunes still have a patchy cover of spinifex, pingao and other native sand plants, while on others marram has become dominant. On stable sand behind the active dunes, native tauhinu, northern toetoe, muehlenbeckia complexa and bracken compete with introduced kikuyu, buffalo and pampas grasses, blackberry and other introduced plants. Today pine forest and improved pastures have been established on most of this landscape.

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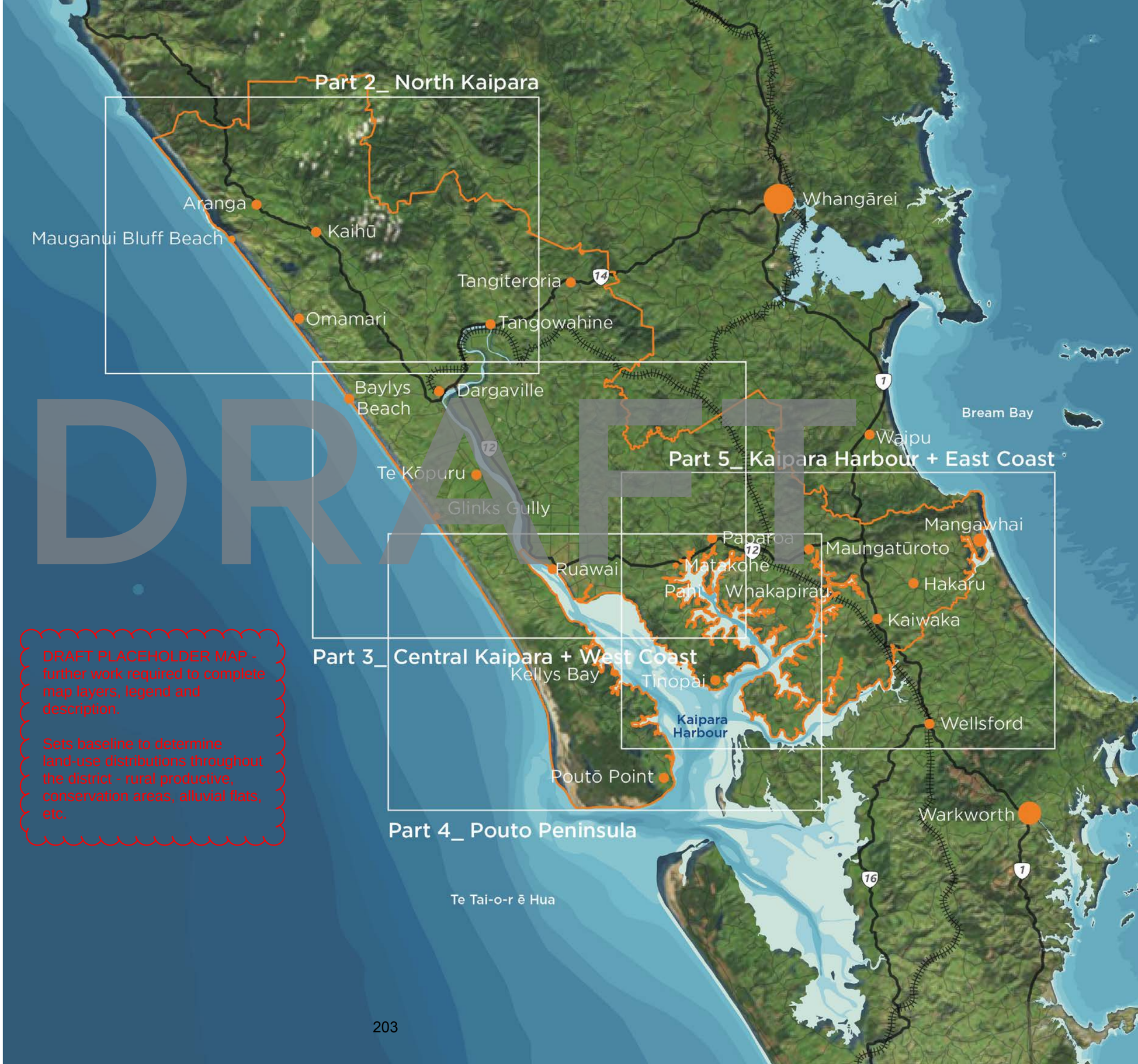
1.9 | Kaipara Communities

This map displays how the district has been divided into four community districts. The divisions have been made based on the relative location of the villages and settlements to each other and also their relationship to adjacent key urban areas or landscape features. Each area is presented at a scale where the villages, settlements and landscapes that have been involved in this spatial plan are discernable and the research undertaken simply navigated.



DRAFT PLACEHOLDER MAP - further work required to complete map layers, legend and description.

Sets baseline to determine land-use distributions throughout the district - rural productive, conservation areas, alluvial flats, etc.

Legend

- Centre
- Kaipara District Border
- Main Trunk Rail Line
- Main Highway connections

NOTE
The size of the centres are based on the population size

Part 2 | North Kaipara

DRAFT

2.0 | North Kaipara

- Overview

| Overview

[placeholder / text to be completed]

| Mana Whenua

There are eight marae within the North Kaipara community area (refer to the Cultural Landscapes map on page XX for location)

Pananawe Marae
Te Roroa
Matatina Marae
Te Roroa
Waikara Marae
Te Roroa
Waikaraka Marae
Te Roroa
Tama Te Ua Ua Marae
Te Runanga o Ngāti Whātua
Ahikiwi Marae
Te Runanga o Ngāti Whātua
Taita Marae
Te Runanga o Ngāti Whātua
Tirarau Marae
Ngāuhi; Te Runanga o Ngāti Whātua

There are a number of maunga and distinctive cultural landscapes significant to Mana Whenua and the wider community within the North Kaipara areas. These include Maunga of Te Ruapua, Hikurangi, and Tuamoe. Waipoua, and the adjoining forests of Mataraua and Waima, make up the largest remaining tract of native forests in Northland. Waipoua Forest has the largest known living kauri tree - the infamous Tane Mahuta. Kai Iwi Lakes, a widely popular recreational and scenic destination for day trips and overnight camping stays, are located at Taharoa Reserve along the western edge of North Kaipara.

The lakes are basin-type dune lakes created during the Pleistocene Epoch, which began more than 1.8 million years ago. They were formed by the accumulation of rainwater in depressions of sand. Underlying ironstone prevents the water from leaking away. These are sensitive environments where any pollution that flows into them stays there.

A significant ancient waka landing site is known to be located at Koutu.

To the east of the district, where the Wairoa River runs nearby to Tangiteroria, is the ancient portage route of Mangapai that connected the Kaipara with the lower reaches of the Whangārei Harbour. This portage extended from the Northern Wairoa River to Whangārei Harbour. From Tangiteroria, the track reached Maungakaramea and then to the canoe landing at the head of the Mangapai River. Samuel Marsden (1765-1838), who travelled over this route in 1820, mentions in his journal that Hongi Hika conveyed war canoes over the portage (see Elder, 1932).

Mahi tahi (collaboration) opportunities for mana whenua, wider community and the council to work together for the good of the northern Kaipara area are vast and ready to be launched. Through the land-use changes and direction identified in this spatial plan, mana whenua will be better equipped to plan how to sustain tangata whenua and hapori whānui - the wider community, public - and exercise their kaitiaki over the whenua.

DRAFT

Scale: 1_70 000@A3

0 KM

2.0 | North Kaipara - Environmental Constraints and Opportunities

Scale: 1_70 000@A3

0 KM

DRAFT

2.1 | Kaihū

2.2 | Maunganui Bluff

2.3 | Omamari

2.4 | Tangiterōria

2.5 | Tangowahine

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain (<26°)

Opportunities

- LUC 1-3
- Significant Natural Areas
- Potential ecological network

2.1 | Kaihū - Overview

183	**Population**	
81	**# Occupied Dwellings**	
●	**Water Reticulation**	Hard Infrastructure
●	**Waste Water**	
●	**Stormwater Reticulation**	
●	**Broadband**	
○	**Mobile Coverage**	
●	**Roads Sealed**	
●	**Footpath**	
○	**StreetLights**	
○	**RailLine**	
P	**Schools (P)rimary (S)econdary**	Soft Infrastructure
○	**Access to Tertiary Education**	
●	**Marae**	
●	**Reserves**	
●	**Playground**	
●	**Sports Facilities**	
●	**Church**	
2	**Businesses**	
●	**Community Centre**	
●	**Public Transport**	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Kaihū is a rural community roughly 30km north-west of Dargaville along State Highway 12. Prior to European settlement, Kaihū was a Māori settlement originally named Opunake. The town which is now known as Dargaville had the original name of Kaihū. When Dargaville gained its namesake in 1896, Opunake was subsequently renamed to the community which is now known as Kaihū. The arrival of European settlers saw Opunake/ Kaihū undergo rapid changes throughout the 1880s, as the community became a hub for kauri milling and gum digging. The still-standing Kaihū Tavern was built in 1899 as a service building for workers. By the turn of the twentieth century, Kaihū experienced forest fires as well as two major floods, causing damages to the sawmill and homes. Towards the end of the first decade, Kaihū became something of a service town, helping to feed growth in Aranga, Katui, Mangatu, Tutamoe and Waimatenui. Milling concluded in Kaihū in 1915. A few decades later, the rail line to Dargaville was closed and dismantled in 1959.

The once busy milling settlement is now a quiet rural community. According to 2013 Census data, Kaihū and the wider surrounding area have a population of 183. Kaihū is now valued by locals for the basic, simple lifestyle. Traditional values are embraced, where the community members care for each other. Kaihū is characterised by its community spirit, and there is pride in its rich history.

There are several important community spaces at Kaihū, including the rugby club, there are three maraes (Ahikiwi, Waikaraka and Tama Te Uaua), a church, the war memorial hall, bowling club and the tavern. The education facility at Mamaranui is also important for Kaihū locals. Additionally, Kaihū has the potential to establish itself as the next 'service town' in the north, supporting the north Kaipara communities in conjunction with the key urban town of Dargaville where essential services for the north Kaipara communities are available.

DRAFT

2.1 | Kaihū

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

2.1 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

Rugby Club

GAS

Nelson's Kaihu Kauri

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

DRAFT

2.1 | Engagement

| Engagement Findings

Summary of Mana Whenua feedback

TBC

Community Values

- The locals enjoy and value the basic and simple lifestyle and view Kaihū as the rural town on the river edge.
- The existing natural environment is highly valued by locals who wish to impose provisional measures to protect and enhance it.
- There are numerous community facilities and assets which are valued by the locals, particularly the Kaihū War Memorial hall.

| Aspirations

Services_ The settlement is provided with reticulated infrastructure (wastewater, water and stormwater), however water quality needs to be improved to separate seawater and freshwater near the Marae (including drinking water quality). These services would improve the day to day life for locals and the environment.

Coastal and Ecological Restoration_ There are current land care restoration projects in place which include the planting behind Tama Te Ua Ua Marae and the Te Roroa environmental plan for weed and pest control. The community is keen to continue maintaining and enhancing the beautification of the settlement with a particular focus on the river edge.

Transport_ There is a good level of service for roads in Kaihū, however improved roading and pavement would address the safety concerns the locals have particularly in front of the Marae and along the anticipated cycleway route. The community voiced the need for maintenance along State Highway 12, which is an important route usually used by locals (and children) to get to the local shops on foot.

Flooding_ Locals would like to see a reduction in flooding via stopbanks and riparian planting along water bodies to reduce siltation leaching into waterways.

Ecological Restoration_ Stream and river edge restorations, such as replacing the existing Poplar trees along the river edge with English Willow Trees.

Economic Development_ The community has expressed that there is potential for Kaihū to grow and expand its economic activities through tourism ventures and employment opportunities (particularly for the youth of Kaihū). The community would like to also have a local grocer which requires a minimum level of local population to sustain. Currently, the residents rely on Dargaville for their main services.

| Outcomes

Services_ Improve cell phone coverage, provide rubbish collection points, provide a resilient water supply network,and support locals in upgrading community facilities. Ecological Restoration_ Stream and river edge restorations, replacing existing non-native species with native species in particular along the Kaihū River edge.

Transport_ Invest in pedestrian-focused improvements through traffic-calming mitigation within the village mainstreets, improved road and footpath surfaces, enhancing in particular access in front of the marae and for the anticipated cycleway as well as State Highway 12 corridor. The investment should focus on the route used by children and locals to get to the local shops on foot establishing a people-focused walking environment for the village.

Managing Water Allocation and Quality_ Investigate the feasibility and requirements of flood mitigation measures needed through catchment management planning. In particular, consider feasibility of the requested dam near Rīpia Marae to separate seawater from freshwater and act as a stopbank to reduce flooding risks and siltation.

Infrastructure_ Investigate the northern Wairoa River potential for irrigation of farms where this is required.

Establish a Village Centre with Local Services_ Provide business opportunities for the youth and tourism ventures to increase activity in the area. Potential to establish a local grocer in the village centre.

DRAFT

2.1 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

2.2 | Maunganui Bluff (Aranga Beach) - Overview

KEY
- Yes
- No
- Limited
- TBC

Hard Infrastructure

- ? Population
- ? # Occupied Dwellings
- Water Reticulation
- Waste Water
- Stormwater Reticulation
- Broadband
- Mobile Coverage
- Roads Sealed
- Footpath
- StreetLights
- RailLine

Soft Infrastructure

- Schools (P)rimary (S)econdary
- Access to Tertiary Education
- Marae
- Reserves
- Playground
- Sports Facilities
- Church
- 0 Businesses
- Community Centre
- Public Transport

Maunganui Bluff Beach is a small, west coast beach settlement located roughly 15km west of Kaihū via State Highway 12. According to 2013 census data, Maunganui Bluff and the wider surrounding area has a population of 18 people. However, there are currently 3-4 permanent residents.

There is a strong sense of remoteness provided by the exposure and elevation character of the area. Its 4km wide coastal margin forms high cliffs that drop almost vertically to the sea below. The ridge slopes steeply down on both sides to long sandy beaches backed by recent dunes. Residential developments within the Maunganui Bluff Beach settlement are visible at its foot, dwarfed by the Bluff and provide a sense of its size.
The area is of significance to Māori as it is characterized by its significant heritage values, strong spiritual and cultural association to the area. Maunganui Bluff was an important landmark, visible many kilometers away in clear weather, especially from the south.

A prominent feature of the Maunganui Bluff are the coastal cliffs of some 459 meters in height, visible for a long distance along the beach and from the ocean, the area is less apparent from inland to the east. The eastern slopes are relatively mild, whilst seaward, the cliff is dramatic and precipitous. The Bluff is rich with indigenous vegetation and ecological values supporting many threatened species of flora and fauna including kiwi and kauri snail.

Towards the end of 2017, an avalanche of boulders on Maunganui Bluff forced Aranga Coast Road to close. A multi-agency response was spurred due to a massive rock left teetering high on the hill above the settlement, causing road closure and evacuation.

The walking track is frequently used by local and regional visitors as well as international tourists. It is important to note that land along Aranga Beach Road is locked and unable to develop or accessed as it is regarded as wāhi tapu land.

| Engagement Findings

Community values and aspirations_
The small community recognizes the beach and recreation as essential qualities that characterize Maunganui Bluff. The community's goal is to avoid further subdivision or development as much as possible, but the idea of providing a place for visitors (e.g. at a maximum of three nights stay) is supported. There is general support to revitalise the old camping ground.

Services_
Rubbish collection management requires attention by introducing wheelie bins. There is a need to maintain the access to the beach up to the high-water mark for safety reasons along the foreshore. Assistance with weed and pest control is anticipated by the residents.

Environment_
The engaged community pointed out the following species that need to be protected; blue penguins, fairy terns, Toheroa, mussels/fresh mussels and the seal colony.

[Placeholder section / more analysis to be completed]

DRAFT

2.3 | Omamari - Overview

KEY
- Yes
- No
- Limited
- TBC

Hard Infrastructure

- ? Population
- ? # Occupied Dwellings
- Water Reticulation
- Waste Water
- Stormwater Reticulation
- Broadband
- Mobile Coverage
- Roads Sealed
- Footpath
- StreetLights
- RailLine

Soft Infrastructure

- Schools (P)rimary (S)econdary
- Access to Tertiary Education
- Marae
- Reserves
- Playground
- Sports Facilities
- Church
- 0 Businesses
- Community Centre
- Public Transport

A well-defined community by the landscape and is protected to be a closed environment. The settlement is within proximity to the three pristine lakes that make up Kai Iwi Lakes (approximately a 10-minutes drive away), a natural wonderland today. The settlement's residents depend on Kaihū for day-to-day needs, whereas Omamari provides the beach for Kai Iwi Lakes visitors and Kaihū residents.

Omamari is rich in Māori history. The Mamari Canoe under Nukutawhiti, was utilised to bring people to the Hokianga and Kaipara district. After landing at Hokianga Heads where some settled, the canoe continued to sail south. The Mamari canoe arrived in 1300 then later wrecked on the Ripiro beach approximately 16km south of Maunganui Bluff. The unfortunate area was commemorated by the name of Omamari.

There is limited potential for further low-density residential growth further north on Omamari Road and immediately adjacent to the existing settlement. Housing in Omamari is low-key, low-density residential typical of a coastal settlement. The existing road is sealed and generally considered safe for cycling.

| Engagement Findings

Engagement with the Omamari community has been somewhat limited during the initial phases of the project. Further engagement may be forthcoming during the public consultation period in late-June to July.

- Limited growth can be considered northward (along Omamari Road), rather than southward (Babylon Coast Road).
- Omamari is valued for its proximity to Kai Iwi Lakes, providing beach access for the surrounding community - including rural residents.
- Retain its character and size as a low-key coastal settlement.

| Outcomes

Coastal Settlement Qualities_ Retain coastal settlement qualities and continue to protect the landscape by which the settlement is defined as well as maintain its naturally sheltered environment.

Manage Coastal Issues_ Manage and maintain existing coastal issues such as coastal erosion and continue to support on-going works to stabilise the West Coast sand dunes stretched along the Omamari beach.

Beach Accessibility_ Provide a safe and alternative access to the beach via Omamari with adequate facilities and safe access for visitors, balancing visitors needs with avoiding coastal erosion issues.

[Placeholder section / more analysis to be completed]

DRAFT

2.4 | Tangiteroria - Overview

KEY
- Yes
- No
- Limited
- TBC

Hard Infrastructure

141	Population
69	# Occupied Dwellings
●	Water Reticulation
●	Waste Water
●	Stormwater Reticulation
○	Broadband
◐	Mobile Coverage
○	Roads Sealed
◐	Footpath
◐	StreetLights
●	RailLine

Soft Infrastructure

P	Schools (P)rimary (S)econdary
◐	Access to Tertiary Education
○	Marae
◐	Reserves
●	Playground
◐	Sports Facilities
●	Church
2	Businesses
◐	Community Centre
○	Public Transport

Tangiteroria is a rural community located roughly halfway between Dargaville and Whangārei, near the Wairoa River. Dargaville is roughly 27km south-west of Tangiteroria, while Whangārei is roughly 30 km north-east. Locals consider their community to consist of the areas of Tangiteroria, Kirikopuni, Mangarata, Omana and Pukehuia. According to the 2013 Census data, the wider Tangiteroria area has a population of 141.

Tangiteroria roughly translates to "sound-the-conch shell trumpet". In early history, eels were plentiful in the Wairoa River. Māori would capture eels using large weirs. As the tide rushed past the poles, the audible vibration sounded like a trumpet. Tangiteroria was a prolific settlement during the initial migration of the English Albertlanders in the mid to late 19th century. It was the site of the first Wesleyan Mission Station, founded by James Wallis in 1834. During this time, Tangiteroria was the centre for many European settlers along the Wairoa River.

Tangiteroria is now a quiet rural community. Over the past decades, several businesses have closed. Including a post office, pub, garage and hall. This has left Tangiteroria School, Tangiteroria marae and the Tangiteroria Sports Complex as important community assets. However, the Tangiteroria Sports Complex was destroyed in a fire in January 2020. It had significant historical and social value to Tangiteroria, which was a great loss to the community.

DRAFT

2.4 | Tangiteroria

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

2.4 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

Tangiteroria School

Sports Complex

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

DRAFT

2.4 | Engagement

| Engagement Findings

| Community Values

- The Tangiteroria community is positive and well-connected, always willing to help one another. The locals value the environment and river edge that is offered in the settlement.
- The locals in Tangiteroria are proud of their Māori heritage and hold close to the strong history of the tūpuna settlement.
- The Tangiteroria Sports Complex is highly valued by the community, being a focal hub following the closure of several facilities. Prior to its accidental destruction in early 2020, the facility was well-supported by the locals and heavily used during its lifetime.

| Aspirations

Water Quality_ The local environment is closely linked with the community's history and to this regard, the community have emphasised the importance of continued environmental protection. Concerns were raised around direct discharges to waterways from private properties and farming activities in particular upstream from the settlement.

Economic Development_ Locals support more business and commercial activity, but there is little opportunity in the settlement. Currently, residents travel 20-25 minutes to Dargaville for shopping, however this is a challenge for those who do not own cars and would like to have a local grocer/ dairy. Generally, Tangiteroria has the potential to provide a service centre for surrounding rural areas which includes large-scale farmers. Residential Development_ There is demand for residential property at Tangiteroria given its ideal location between Dargaville and Whāngarei, as well as the alternative route north towards Kaikohe via State Highway 15. The community is happy to see residential growth and with more permanently based residents choosing to live in Tangiteroria. However, there are key challenges in enabling growth in Tangiteroria including the lack of employment opportunities that would attract permanent residents and the existing restrictive planning provisions.

Papakāinga Housing_ The local marae wish to develop the land zoned for Māori purpose into production land and a papakāinga hub (mix of commercial and residential development). The potential for papakāinga housing in Tangiteroria, in particular on the southern side of the Wairoa River connecting up with the southern side of the village, could help boost the usual-residential population in the village itself. The provision of papakāinga housing would also better enable tangata whenua to come back home to Tangiteroria. Improved walking and cycling routes between the hub and village centre is supported. The papakāinga hub north of the Wairoa River may be subject to flooding issues and further investigations in that regard are required.

Services_ The settlement is provided with reticulated infrastructure; however, the sewage system requires replacement and septic tanks are failing and must be improved (or connected to the reticulated network). Concerns were raised in respect of pollution caused to the river due to failing septic systems. Improved digital infrastructure was also supported to allow working from home scenarios or home business ventures. The locals have also voiced provisions for recycling bins and services.

| Outcomes_

Ecological Restoration and Water Quality_ Improve and protect the mauri of the receiving water bodies by monitoring and managing direct discharge to waterways and riparian planting along the Wairoa River. Areas of Significance to Māori_ Identify areas of significance to Mana Whenua including places of significance and urupā sites to be protected through the district plan review.

Ecological Protection_ Protect, maintain and enhance the Tangihua mountain range and bushes, specifically the Tangiteroria school bush. Development should also be avoided in flooding areas, particularly within sharp bends in the Wairoa River.

Economic Development_ Provide land in the main settlement for commercial and fine-grain or mixed retail purposes such as a cafe, local grocer, butcher, and dairy. The village could then fulfill its role to act as a service hub for daily needs to the surrounding rural communities. Papakāinga Housing_ Identify land potential for papakāinga housing development and productive land with connections via walking + cycling routes to the main town centre.

Residential Development_ Identify rural land suitable to be subdivided for residential lower density living opportunities and unlock land for countryside living opportunities. Investigate potential development opportunities around the Pukehuia Road and Child Road intersection.

Services_ Improve digital infrastructure connections, particularly at the school and marae. Install a communal wastewater treatment plant to service any future residential and commercial growth, as well as the existing environment.

Recreational Facilities_ Rebuild the sports complex as a social hub for locals and establish public toilets and a rest area stop along SH14 in Tangiteroria as a tourist attraction. in early 2020, the facility was well-supported by the locals and heavily used during its lifetime. The Committee has every intent on rebuilding the complex which is also seen as priority for the locals.

DRAFT

2.4 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

KEY

- Residential Block Options
- Potential Commercial Centre
- Potential Papakainga Production Area
- Potential Papakainga Hub
- Protect Tangiteroria School Bush
- Continued Protection Measures for the River

LEGEND

- **Flooding area**
- **Pollution**
  Recent closed pub would directly discharge wastewater to the river
- **Potential commercial centre**
  several shops previously based here but now closed.
- **Former Sports Complex**
  burned down in January 2020. Important historical and social values.
- **Residential development**
- **Potential papakainga production area**
- **Potential papakainga hub**
- **Potential residential area**
- **Protect**
  Continued protection measures for the river
- **Protect**
  Tangihua mountain range (not within map scale
- **Protect**
  Tangiteroria School bush
- **Public toilets**
  and pull-over rest stops
- **Urupa sites**
  Location to be confirmed

2.5 | Tangowahine - Overview

129	Population	
54	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
●	Stormwater Reticulation	
●	Broadband	
○	Mobile Coverage	
○	Roads Sealed	
●	Footpath	
○	StreetLights	
●	RailLine	
P	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
●	Marae	
○	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
0	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Tangowahine – the "weeping woman". Tangowahine is a rural community located on the northern Wairoa River, roughly 13km north-west of Dargaville via State Highway 14. According to 2013 Census data, Tangowahine and its wider surrounding area has a population of 129.

Tangowahine was arguably the first settlement to participate in the kauri timber industry in Kaipara, where timber was exported from 1840 to 1850. The local sawmill attracted many European settlers, reaching a population as high as 402 by 1909. However, the settlement quickly declined once milling operations concluded in 1940.

Now, Tangowahine is a quiet, rural community. However, Tangowahine is a link between Dargaville and Whangārei, and is one of the settlements through which many heavy vehicles commute due to its location on the main route between Dargaville and Whangārei. The existing heavy rail infrastructure linking Tangowahine to Whangārei poses a great opportunity to better manage forestry and rural-production freight to Whangārei and the potential Northport development. The local school is the main community hub and is a very important asset to the community, including its broader rural-based community.

DRAFT

2.5 | Tangowahine

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

2.5 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

2.5 | Engagement

| Engagement Findings

| Community

The locals value Tangowahine for the way it is - a rural village known as the village where the River crosses the roads
The community particularly enjoys its peaceful setting and open space, and wishes to protect the natural assets of the rural settlement.

| Aspirations

Tangowahine is the first settlement outside of Dargaville and has the potential to become a residential satellite settlement for rural and lifestyle living opportunities. It is well connected to both Dargaville and Whangārei, as well as being at the junction for the popular alternative route north to Kaikohe and beyond.

Roading and Accessibility_ There is potential to establish a new cycling track which connects into the wider northland cycling routes along the main road north

Economic Development_ The locals would like to see a small local shop which provides basic goods as they rely on Dargaville for other main services. The existing railway line/ station to be at the heart of the town centre to celebrate the railway history of the settlement

Water Quality_ The locals raised the issues of waterway protection given the streams are direct outlets for wastewater discharge upstream and downstream

Water Transport_ Potential for a wharf in the future if tourism increases, to utilise the water to transport people and goods.

| Outcomes

Transport and Accessibility_
Improve road safety by tar sealing roads and provide cycleway along the popular route heading north

Economic development_ Provide land in the main settlement for commercial/businesses purposes such as local shops for day to day needs. Concentrate the 'heart of the village' with the existing rail station and school at the centre of the village, celebrating the railway history of the settlement and the existing heavy rail infrastructure connecting Tangowahine with Whangārei to the north and Dargaville to the south

Water Quality_ Protect, enhance and maintain waterways from direct discharge of waste and invest in riparian planting along the river and streams to also help ease the flooding issues from the Wairoa River

Water Transport_ Investigate establishing a wharf to increase tourism ventures (utilising the river) that would provide employment opportunities to the area also.

DRAFT

2.5 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

DRAFT PLACEHOLDER MAP - further work required to complete map layers, legend and description.

Sets baseline to determine land-use distributions throughout the district - rural productive, conservation areas, alluvial flats, etc.

KEY

- Residential Block Options
  Potential Lifestyle Blocks
- Town Centre
- Potential Link Cycleway to North
- Nice aesthetics across the river

LEGEND

- **Town centre**
  with the rail interchange as the centre focus and potential of corner store/take away shop
- **Tangowahine rich history**
  based on logging and the rail way
- **School**
- **Gateways**
  to Tangowahine
- **Cycleway**
  Potential to link cycleway to North
- **Wharf**
  Potential for future wharf if tourism increases in the area
- **Water quality issue**
  streams are polluted due to direct discharge occurring in the area
- **Flooding**
  Wairoa River floods onto land

Part 3 | Central Kaipara + West Coast

DRAFT

Part 3 | Central Kaipara + West Coast

DRAFT

3.0 | Central Kaipara + West Coast

| Overview

[placeholder / text to be completed]

| Mana Whenua

There are six marae located within the boundary lines named as the Central + West Coast Kaipara community district (refer to the Cultural Landscapes map on page XX for locations)

Te Houhanga O Rongo Marae
Te Roroa; Te Kuihi; Te Runanga o Ngāti Whātua
Ōtūrei Marae
Te Uri o Hau
Kāpehu Marae
Ngāti Kahu
Rīpia Marae
Te Uri o Hau
Naumai Marae
Te Uri o Hau
Parirau Marae
Te Uri o Hau

In addition to the marae listed above, there are a number of significant cultural and environmentally significant landscapes located in this area. Being a combination of the dramatic west coast Ripiro Beach and the northern reaches of the Kaipara Harbour. The mighty Wairoa River flows through this district and has a grand history of portage for both Māori and european settlers of the area. Low-lying flood plains surround the land expanding from the Wairoa River providing rich soils for kumara production and other horticultural uses.

The extremely distinctive maungas of Te Ura, Pinaki, Tikinui, Kopuatete, Tokotoko and Rēhia add to the unique and diverse landscapes that form this area.

| Dargaville

[placeholder / text to be completed]

DRAFT

3.0 | Central Kaipara + West Coast

Scale: 1_75 000@A3

0 x x xKM

3.0 | Central Kaipara + West Coast

Scale: 1_10 000@A3

0 10 250 500M

3.2 | Baylys Beach

Dargaville

3.3 | Te Kōpuru

3.4 | Glinks Gully

3.5 | Ruāwai

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain

Opportunities

- LUC 1-3
- Existing vegetation
- Potential ecological network
- Significant Natural Areas

3.2 | Baylys Beach - Overview

279	**Population**	
129	**# Occupied Dwellings**	
●	**Water Reticulation**	Hard Infrastructure
●	**Waste Water**	
●	**Stormwater Reticulation**	
●	**Broadband**	
●	**Mobile Coverage**	
●	**Roads Sealed**	
○	**Footpath**	
○	**StreetLights**	
●	**RailLine**	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	**Access to Tertiary Education**	
●	**Marae**	
●	**Reserves**	
●	**Playground**	
●	**Sports Facilities**	
●	**Church**	
2	**Businesses**	
●	**Community Centre**	
●	**Public Transport**	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Baylys Beach is a coastal community situated in-between two gorges, located roughly 13km west of Dargaville. Baylys Beach is nestled amongst a wealth of natural amenities, including Ripiro Beach and the sand dunes, as well as large tracts of bush. As of the 2013 Census, Baylys Beach had a population of 276, consisting vastly of 'usual residents'.

Tribal warfare is an important part of the history of Baylys Beach. The battle of Moremonui in 1807 took place north of Baylys Beach between Ngāti Whātua and Ngāuhi. This was then followed by the battle of Te Ika-a-Ranganui in 1825. The west coast has historically been used by Māori as a natural highway.

Baylys Beach was established as a seaside extension of Dargaville in the early 20th century. Its reputation as a holiday seaside resort has been over a century in the making – a reflection of its abundance of natural amenity, as well as its access to Ripiro Beach. The Kaipara's west coast is also well-known for its many shipwrecks. As many as 113 shipwrecks lie along Ripiro Beach.

Baylys Beach is known as the "beach suburb" of Dargaville. Nowadays, Baylys Beach sports a distinct 'coastal bach' character, and has seen residential growth in recent years - most notably, the Sunset West subdivision. In the past year, the community has quickly diversified, with people of different backgrounds and occupations settling down in Baylys Beach. There are young families, teachers, artists, chemists, hunters, fishermen and doctors. Community members are proactive and involved within the community.

There is currently a single shop at Baylys Beach: Sharkys Takeaways – a restaurant and takeaway store which also sells basic groceries. The former Funky Fish restaurant closed in recent years.

The Baylys Beach Society plays a major role in facilitating the community's aspirations. It is involved in many local projects, including the Baylys Beach Surf Life Saving Club which has undergone construction since late 2019, and will also serve as a community hub.

DRAFT

3.2 | Baylys Beach

Scale: 1_10 000@A3

0 10 250 500M

3.2 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

3.2 | Engagement

| Engagement Findings

| Community Values

- Baylys Beach is a diverse community. In recent years, young families, teachers, artists, chemists, hunters and fisherman have all settled down at Baylys Beach.
- The community is tight-knit, proactive and involved – people are keen to see improvements and developments. Locals often voice the trust and positive exchange that is present in the community.
- Baylys Beach's natural assets are important to the community. Ripiro Beach is seen as its strongest assets, however, the local dunes, cliffs, vegetation and rural farmland are also important ecological assets.

| Aspirations

Residential Development_ Overall, locals are supportive of enabling growth at Baylys Beach to increase permanent residence in the area. It was recommended that residential development (and renovations) should take place away from erosion-prone cliff areas.

Commercial Development_ Locals have expressed that they would like opportunities for local businesses. The community is particularly receptive to hospitality venues such as a café or a restaurant. References were made to the now closed Funky Fish restaurant, which was a prominent creative space. There is also an eagerness to capitalise on opportunities for tourism ventures. Such activities could include minigolf, toboggan or a luge. A motel and golf course in the area identified as subject to building restrictions would be a better utilisation of the land. Beach activities could include motorbike/quad-bikes tours. However, the community has articulated that such activities must be respectful of existing ecosystems.

Community Facilities_ The community would like community facilities such as a Surf Life Saving Club, (the establishment of a club is already underway as of November 2019) as well as a facility for meetings. The community has been pushing for a playground at the reserve on Ocean View Terrace. A direct link from the reserve to the public toilets was also mentioned. There is a need for continued maintenance of the public toilets, while also making them accessible for those with limited mobility access (prams, wheel chairs, frail). A bus shelter is needed for school kids in a suitable location.

Transport_ The locals would like to see a more pedestrian friendly environment in the main settlement and slower speed limits for safety purposes. Another concern raised was the roadside rubbish, particularly on the road from Baylys Beach to Dargaville

Coastal Restoration_ The effects of climate change have been noticeable in recent years, and locals have voiced concerns as to how this will be addressed in the future. Currently, sandbags have been installed at the beach entrance as a temporary solution, however, its long-term viability is debatable. Additionally, dunes which people were once able to walk on have disappeared in recent years. Suggestions have been made for Council to recognise the beach access and enable a coastal erosion plan.Locals are concerned with the damage and nuisance caused by motor vehicles / bikes on the beach and dunes and wish to protect these areas from ongoing degradation effects

Wastewater Infrastructure_ locals view the wastewater infrastructure at Baylys Beach as the most important obstacle for enabling growth in the area. Issues have been raised about the effects of existing self-serviced systems upon the environment, particularly on sand ecosystems. Additionally, self-serviced systems have been noted as cost-prohibitive for starting new businesses. Residents have proposed solutions including piping of wastewater to Dargaville, or alternatively, a locally managed community scheme
Stormwater Mitigation_ The nature of the hilly topography at Baylys Beach often results in stormwater from the Sunset West subdivision flowing to the beach. Locals have proposed stormwater diversion or attenuation as a possible solution to mitigate these effects on the receiving environment

Water Supply_ For dairy farms located on the outskirts of the main Baylys Beach settlement - better drainage, access to artesian water and additional water storage would allow farms to be more viable during dry seasons.

| Outcomes

Residential Development_ Identify suitable land for residential development on the upper slopes behind sunset west subdivision

Commercial Development_ Potential for a golf course and a motel to attract tourists to Baylys Beach and leisurely lifestyle uptake from the locals. Provide an opportunity for beach activities i.e. bike rental, surf rental etc

Community Facilities_ Establish a surf life saving club, with a court and playground nearby, new public toilets, and a helipad for emergencies

Passive Recreation_ Identify walking and cycling routes into Baylys Beach from Dargaville and along the coast

Roading_ Establish one lane roads throughout the main settlement to make it more pedestrian friendly

Coastal Restoration_ Protect and enhance Baylys Beach's natural assets, including dunes, cliffs, vegetation and rural farmland. Erect signage to stop bikers accessing certain parts of the beach and damaging the dunes (delineate an area for quad biking and bikes)

Ecological Protection_ Remove pest species and invasive weeds in gully areas. Protect and enhance Ripiro Beach, including by providing appropriate beach access facilities

Stormwater Infrastructure_ Manage and attenuate run-off stormwater drain outlets near the coast to protect the receiving water bodies from pollution

Water Supply_ Investigate options for increasing water supply for surrounding farms

Wastewater Infrastructure_ Identify a suitable location for wastewater disposal e.g. community-managed scheme or establish a connection to

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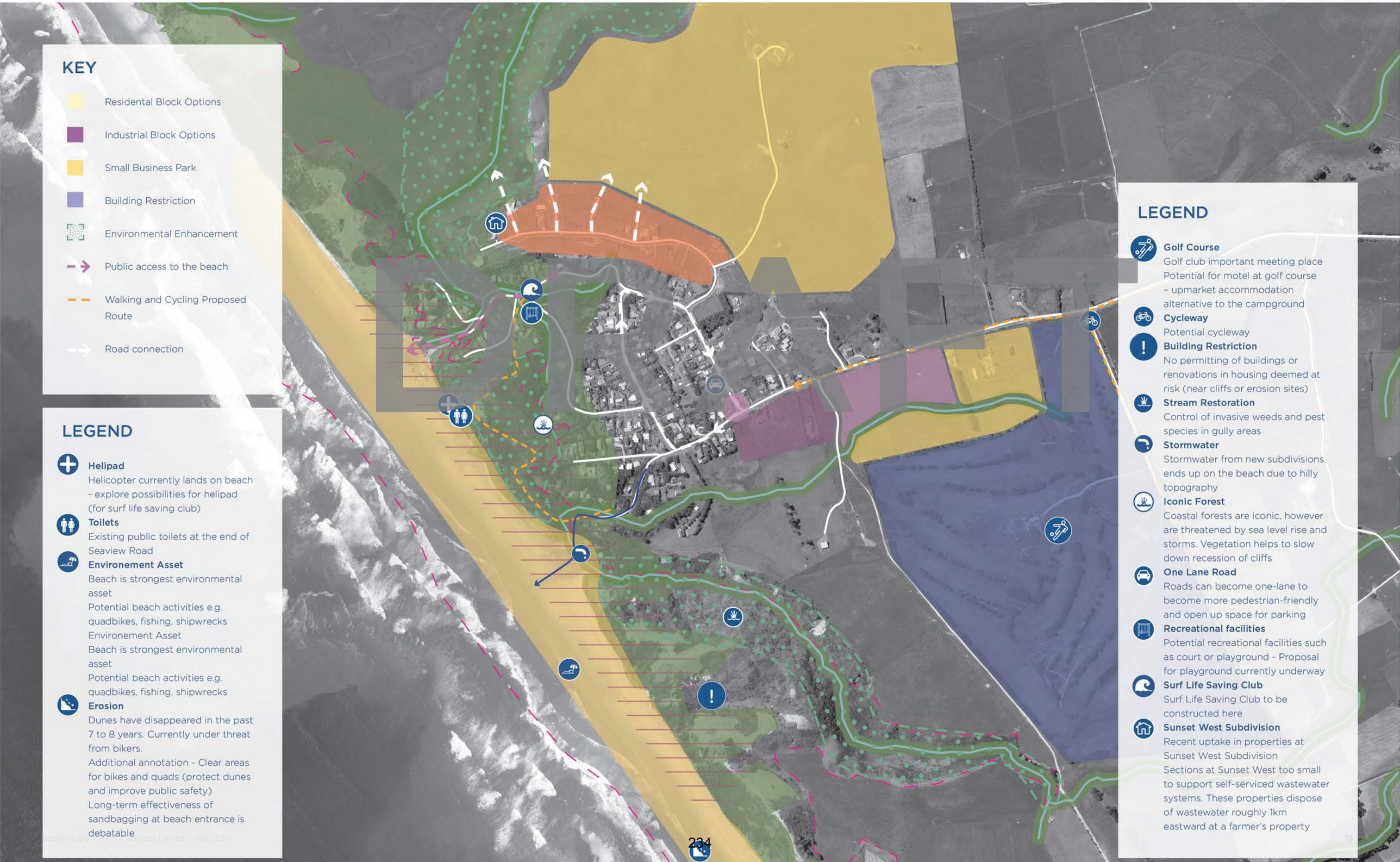
3.2 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M



3.3 | Te Kōpuru - Overview

465	Population	
192	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
●	Stormwater Reticulation	
○	Broadband	
●	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
●	StreetLights	
●	RailLine	
P	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
●	Marae	
●	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
2	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Te Kōpuru is a riverside community located on the western side of the Wairoa River, near the mouth to the Kaipara Harbour. Te Kōpuru is located 12km south of Dargaville. According to 2013 Census data, Te Kōpuru has a population of 465.

Shortly after the arrival of the Albertlanders in Kaipara, Te Kōpuru quickly became a prolific milling town. The opening of Te Kōpuru Mill in 1871 facilitated rapid growth of the settlement. The mill's cutting rates were amongst the highest in the district. Over time, the frequency of accidents which occurred at the mill prompted the opening of the hospital in 1903, further cementing Te Kōpuru's status as a major settlement. However, rapid depletion of kauri timber in Kaipara led to the closure of the mill in 1920. Accompanied by the closure of the hospital in 1956, Te Kōpuru has seen a slow trend of decline ever since.

Nowadays, there is a single shop at Te Kōpuru – a superette which also has laundry facilities. Many local businesses have closed over time, however, there is still a sense of the old community spirit. Great pride is held in Te Kōpuru's history – many descendants of Māori and Dalmatian families are still based in Te Kōpuru. In recent years, there has been an increase in transient families who work in agriculture or horticulture for a few months at a time before moving on.

Te Kōpuru School is a key community focal point, which often hosts many events and brings the immediate and wider community together. Local clubs are affiliated with the school, such as the swimming, rugby and sports clubs. The school's facilities are also used by Northland Regional Council for meetings. Other important community gathering spaces include the domain, church and maraes.

There is a lot of history at Te Kōpuru and for older people there is an old sense of belonging. There are also important connections to people and communities, including Aratapu, Poutō and Glinks Gully. Access to the beach via Glinks Gully is important to wider communities - Rīpia and Ōtūrei maraes (active communities within the Te Kōpuru community) share kaitiaki over the coastline, as well as environmental responsibilities.

The local maraes show tangible support for Te Kōpuru Community and this has been shown in many ways. An example of this is the land which Te Kōpuru Community Garden is located on is the property of a member of Rīpia marae, yet was provided at no cost to the community to grow vegetables for the community and a community pataka/pantry. Moreover, descendants of Māori and Dalmatian families are still based in Te Kōpuru, some of which have been involved in Te Kōpuru's boat-building industry.

The residents of Te Kōpuru have pointed out the increase in transient families, who come to stay in Te Kōpuru for a few months at a time to work in agriculture or horticulture before moving on. These families often come from troubled pasts and are seeking an escape – they often have no support, and it can be a challenge for the community to help. At the present time, there are limited services and facilities for residents in Te Kōpuru. There is a doctor who comes to the community hall once a week and provides free medical services.

Te Kōpuru has had a history of lack of water storage and it has been previously recognised that such improvements would provide numerous benefits to the region. Te Kōpuru has a reticulated wastewater network, including a local wastewater treatment plant, located at the end of Bickers Road. As of 2015, the plant processed discharge for a population of 487, but has capacity to service a population of 570. Therefore, Te Kōpuru has capacity to accommodate for growth in terms of wastewater needs. However, the pipe network is over 30 years old, and with the relatively small population this poses a challenge for funding of extensive network upgrades or replacement.

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3.3 | Te Kōpuru

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

3.3 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

The Olive Grove

Anglican Church

Te Kōpuru School

Kirwee Auto Services 1979 Ltd

Southern Rugby Club

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

3.3 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

- Rīpia marae advocates to Kaipara District Council to engage directly with all marae across Kaipara.
- Future development in Te Kōpuru should be balanced with maintaining the uniqueness of the history, character and people within Kaipara communities.
- Ecotourism is a viable growth opportunity for Te Kōpuru – but it must balance business with existing lifestyles.
- Maungaraho and Tokotoko are prime tourist attractions.
- Marae experiences – potential for cultural tourism. Anything that promotes cultural tourism will provide a strong foundation for the community.
- The Poutō Road through Te Kōpuru towards Poutō can act as a leverage for the Te Kōpuru community to develop its theme or brand.
- The local market place is underutilised but has potential to showcase local producers and produce.
- There are important remnants along the northern Wairoa River.

| Community Values

- Locals value the quiet, rural lifestyle and the strong sense of community at Te Kōpuru
- Locals enjoy engaging in popular activities including pig hunting (mainly in Poutō), fishing at the beach and outdoor activities such as bush walks.
- There is strong attachment to history in Te Kōpuru - many issues and aspirations of the community are tied to its social and cultural fabric. There are also heritage structures which have important historic value, including the wharf and the old hospital.
- Te Kōpuru's youth population grow up with a distinctly rural mentality - they are problem-solving oriented and hands-on, with a do-it-yourself attitude.
- Locals value Te Kōpuru's natural assets, namely, the Wairoa River and local bushlife.

| Aspirations

Commercial Development_
Members of the community want to see businesses start up again.
More Employment Opportunities_ A need was expressed for more long-term employment opportunities to justify the provision of more housing and enhance public amenities for the youth of Te Kōpuru.

Improved Services and Amenities_ Locals have expressed a need for a local post office, healthcare systems, a community hub and a Work and Income New Zealand (WINZ) outreach facility. Improvements have also been proposed for the wharf, footpaths and rubbish bins.

Tourism_ Ecotourism is seen as a viable growth opportunity for Te Kōpuru – provided that business is balanced with existing lifestyles. There is great potential to market the people of Te Kōpuru. Te Kōpuru's physical context is also beneficial, namely its location, elevation and situation next to the river. There is also a keenness to explore cultural tourism opportunities by showing off the marae experience.
Promote and offer opportunities in the health sector to attract more residents
Provide more services and activities for local youth, such as cycling facilities, and access to technology and devices.

Rediscover Heritage_ Re-establish a link to the past, history and heritage, and to rediscover the community's mana. Celebrate and incorporate whakapapa into new public spaces. Moreover, maintain a stronger relationship with the Māori and other surrounding communities within and outside of Te Kōpuru.
Better support for transient families.

Wairoa River_ Is important to the community, as is the natural bush life. Old structures like the wharf and the old hospital have important historic heritage values for the community. The community would like to see these assets invested into and used as education opportunities for kids.

| Outcomes

Commercial Development_
Businesses could service the wider Poutō Peninsula community as well as visitors to the peninsula and the west coast, which is accessed via Glinks Gully. Currently, commercial forestry on the Poutō Peninsula, as well as existing farming activities, provide the basis for local employment and drive local spend. Small-scale farming activities for boutique markets could establish in the Poutō Peninsula and further support growth with Te Kōpuru acting as the peninsula's main service town in conjunction with the cornerstone river-town of Dargaville. There is potential to reinvigorate the area around Norton Street/ West Coast Road intersection as a commercial development area

Residential Development_ Provision of housing on the western outskirts of existing development - away from surrounding flood-prone areas.

Community Facilities_ Equip Te Kōpuru with the resources and personnel to set up activities to keep The Kōpuru's youth engaged. For example, the domain and Coronation Hall are good resources which could be better utilised with little investment needed to enable this to happen.

Infrastructure_ Improve The Kōpuru's social and supporting servicing infrastructure to establish itself as a community where people can start again and remain long-term to help build and sustain the current and future Te Kōpuru community.

Healthcare Services_ The site of the old hospital could be rejuvenated as a healthcare service hub, similar to that of Kirikiri marae in Hamilton. Investment into Environment and

Heritage_ For example, the old wharf presents an opportunity to emphasise Te Kōpuru's rich history while providing tangible economic benefits through water transport ventures. Additionally, New Zealand's second-largest norfolk pine is located near the intersection of Poutō Road and Norton Street.

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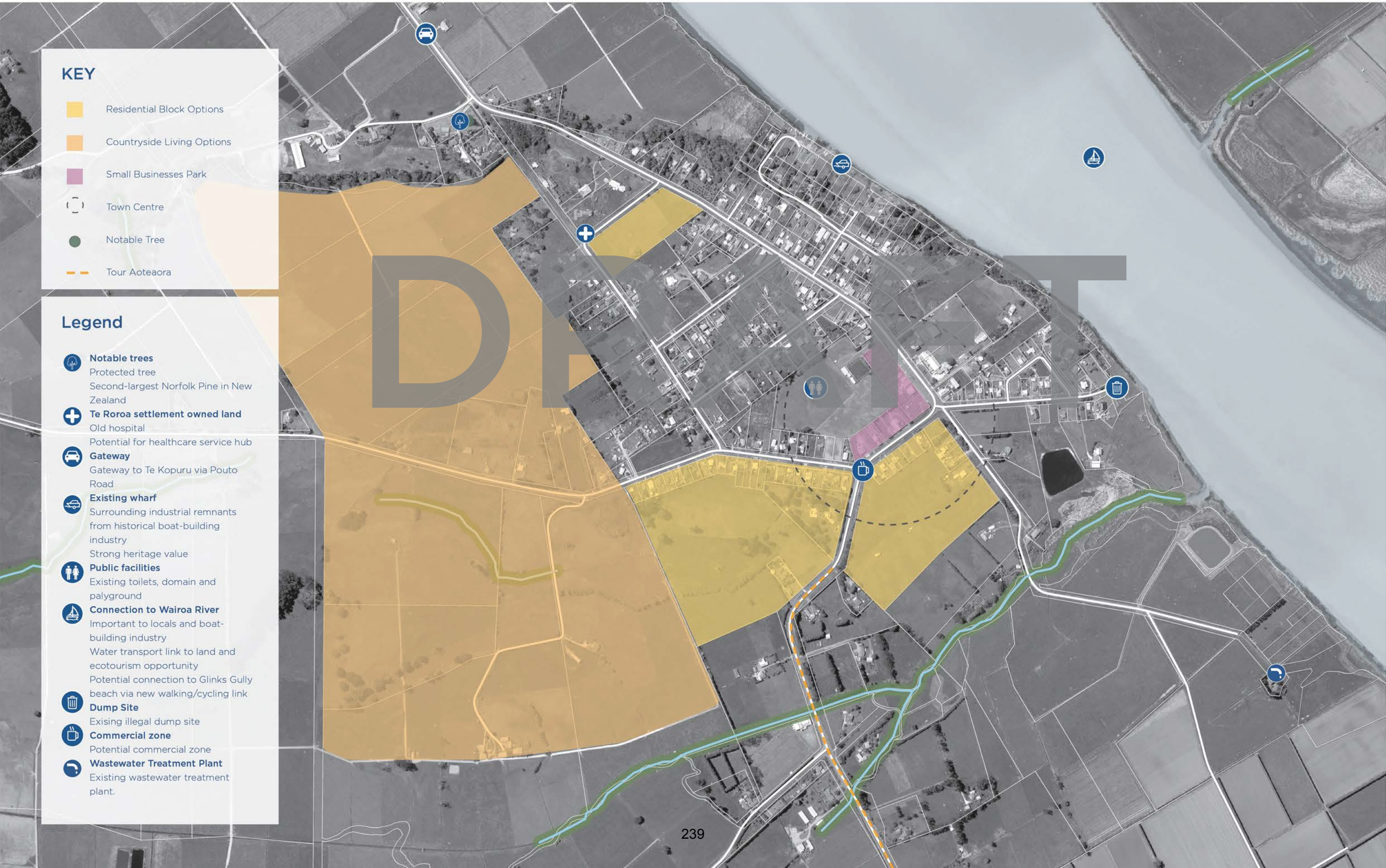
3.3 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M



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3.4 | Glinks Gully - Overview

72	Population	
?	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
○	Stormwater Reticulation	
●	Broadband	
○	Mobile Coverage	
●	Roads Sealed	
○	Footpath	
○	StreetLights	
●	RailLine	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
●	Marae	
●	Reserves	
○	Playground	
●	Sports Facilities	
●	Church	
0	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Glinks Gully is a small seaside settlement located on Kaipara's west coast, 11km south-west of Te Kōpuru, and 20km south of Dargaville. Ripiro Beach can be accessed via Glinks Gully. This 'coastal road' allows for direct access to other coastal settlements, the nearest being Baylys Beach – roughly 17km north via the beach.

Glinks Gully has a strong and unique close-knit community, characterised by a typical New Zealand bach-style feel. It is a popular nearby holiday and recreation destination for residents of Te Kōpuru. Locals have been gathering for the past 120 years on New Year's Day to participate in the annual sports event.

As of the 2013 Census, Glinks Gully had a population of 12, with 15 occupied dwellings. However, according to the Kaipara District Asset Management Plan 2015 for stormwater, Glinks Gully had a population of 72 as of 2013. Based on the engagement sessions with the locals, there are approximately 6 permanent residents and various seasonal bach owners.

The main development area around Glinks Road is nestled amongst the hills which characterise the topography of Glinks Gully, whereas the undeveloped areas remain heavily forested ecological corridors with areas of significant natural features. Dwellings around Glinks Road are typically two storeys, while single storey dwellings are more common along Marine Drive. A series of properties extend quite far south down Marine Drive. These properties are located at the bottom of a sheer cliff face overlooking the coast. The dwellings at Glinks Gully are zoned Residential under the District Plan.

All surrounding land is zoned as Rural and according to the Northland Regional Council, the entirety of the landmass of Glinks Gully is prone to erosion.

DRAFT

3.4 | Glinks Gully

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

3.4 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

3.4 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

- Glinks Gully is a major asset to Te Kōpuru area - recreation and food source - management of the food source needs planning between marae and local authorities.
- Rīpia and Ōtūrei marae share kaitiaki over the Glinks Gully coastline, as well as having environmental responsibilities.

| Community Values

- Glinks Gully is a remote but traditional settlement where passive recreation is celebrated and a sense of hauora is maintained.
- There is a special connection between Glinks Gully and Te Kōpuru, as a majority of the locals grew up and went to school in Te Kōpuru.
- Locals prefer the existing settlement development patterns and want to keep it small and different to the east coast settlements.
- There are no shops or home businesses in Glinks Gully and locals want to keep it that way as their preference is to commute to Te Kōpuru and Dargaville for services. Locals value the rural residential lifestyle in Glinks Gully.
- Locals value the natural landscape qualities of the area and would like to protect this from effects associated with further development and infrastructure.
- Locals value the free and public access to the beach/dunes for recreational uses and are involved in community-led restoration projects to improve the environment of Glinks Gully.

| Aspirations

Redhill Cemetry_ Maintain, enhance and protect the Redhill Cemetery (which is located between Te Kōpuru and Glinks Gully) as many of the original families of Glinks Gully were buried here

Coastal Access_ The main gathering space for the locals is at the beach and dunes, which they wish to protect and restore due to the ongoing damage of vehicles and to improve amenity for users of these spaces

Coastal Restoration_ On-going community-led beautification of parks and reserves is a goal locals identified in 2015 and seek to continue to do in the near future Residential Development_ No substantial residential growth with the exception of a small growth in permanent residents that does not result in fragmented development and small lot sizes. Noting the potential to lend land used for dairy farming to diversification such as agriculture, horticulture and similar

Commercial Development_ Maintain and protect the existing campground's nostalgic and old-fashioned feel of the camp which attracts tourists

Māori Values_ Promote the Māori human occupancy in Glinks Gully as there is currently a perceived monocultural Pākehā view of the coast

Services_ A good level of service is provided to Glinks Gully (wastewater, telecommunications & power), however improved broadband connection will allow for locals to work from home (amidst pandemics such as COVID-19) and the potential to open up home-based business ventures

Roading_ Making the road network into Glinks Gully safer without increasing ratepayers costs such as through sealing road works

Passive Recreation_ Locals have kaitiaki aspirations to enhance passive recreation opportunities in Glinks Gully through walking and cycling tracks. Te Marie track is used by tourists and locals, however there are no formal tracks in Glinks Gully itself.

| Outcomes_

Coastal Access_ new and improved access via slower speed limits for vehicles near the beach, safer entry and exit points to the beach for vehicles and educational signage

Coastal Restoration_ enhance, maintain and protect the coastal environment by restoring sand built up over the years, monitoring natural springs on private properties used for water supply sources, restoring vegetation in areas turning into swamps / wetlands, and extending ecological corridors on the upper slopes near Redhill Road

Coastal Ecology_ Protect the Pōhutukawa trees along Marine Drive to Black Rock Stream that were planted by locals as part of the community-led restoration projects. Remove exotic vegetation and weeds in areas identified as Significant Natural Areas by the council

Residential Development_ Subdivide larger sections into lifestyle blocks to accommodate a small increase in permanent residents. Noting that this will occur on private land on the upper slopes near Redhill Road, as Glinks Gully is landlocked by DOC owned and Kaipara District Council administered land

Commercial Development_ Improve the visitor Māori cultural experience at the campground

Māori values_ Erect signage at key points around Glinks Gully which promotes the Māori and Pākehā history and view of the settlement to educate tourists and local holidayers

Services_ provide better broadband connection to Glinks Gully that is underground to avoid effects associated with erosion in the area and to maintain the visual natural landscape qualities of Glinks Gully

Transport_ widen the corners of Glinks Road to provide a safer commute into the Glinks Gully

Passive Recreation_ A potential track behind the dunes at the end of Marine Drive to Black Rock Stream. There is currently a walking path here which is a natural gully surrounded by native trees that could be upgraded into a walking/ cycling track.

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3.4 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

KEY

- Countryside Living Options
- Visitor Accomodation / Restaurant
- Campground
- Public Access to the Beach
- Marine Drive Walking and Cycling Track
- Walking and Cycling access to Glinks Gully

LEGEND

- **Steep Topography**
  Land owned by DOC or Council Recreational reserves, subject to coastal erosion/instability, and sensitive environments
- **Improve safety**
  Improve safety of Glinks Road via widened corners
- **Wastewater Treatment Plant**
  Existing Wastewater Treatment Plant that Glinks community connects to
- **Toilet**
  Existing toilets
- **Campsite**
  Existing campsite
  Need to upgrade infrastructure
- **Notable Trees**
  Protect Pohutukawa Trees along Marine Drive
- **Walking and Cycling Track**
  Walking and cycling track along Marine Drive to Black Rock Stream
- **Walking/Cycling Route**
  Provide a walking / cycling route down to the beach along Glinks Road, to be potentially connected to Te Kopuru in the future
- **Cemetery**
  Redhill cemetery to be protected

3.5 | Ruāwai - Overview

		Hard Infrastructure
432	Population	
186	# Occupied Dwellings	
●	Water Reticulation	
●	Waste Water	
○	Stormwater Reticulation	
○	Broadband	
●	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
●	StreetLights	
●	RailLine	

		Soft Infrastructure
PS	Schools (P)rimary (S)econdary	
○	Access to Tertiary Education	
●	Marae	
●	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
20+	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Ruāwai is a riverside community located on the Wairoa River bank, roughly 29km south of Dargaville. It is located near the mouth of the Kaipara Harbour. The State Highway is a crucial corridor which links Dargaville, Ruāwai, Matakohe, Paparoa and Maungatūroto.

According to 2013 Census data, the population of Ruāwai is 432. There is a large retired population, many from Auckland.

There is a strong 'do-it-yourself' attitude at Ruāwai. It is a close-knit community, with heavy involvement in social activities. The community have been involved in maintaining facilities such as the whenuanui domain and the domain on Simpson Road.

Ruāwai, Naumai and Raupō are all situated upon land which was drained from what was the Tokatoka swamp. These works first began in the early 20th century, including the construction of stopbanks. The opening of the Ruāwai Co-operative Dairy Factory in 1915 quickly promoted growth in Ruāwai, which saw its population reach 400 by 1945. While the settlements at Raupō and Naumai declined with the depletion of the timber industry, Ruāwai remained the principal service centre on the Ruāwai plains. Over the past few decades, several businesses have closed in Ruāwai, including a cinema, clothing manufacturing, and four service stations. The population has also declined during this time. A handful of businesses provide a large share of local employment, namely, Portstar, Kaipara Kumara, Sleep Systems, and the schools.

The kindergarten, primary school and college are clustered together 2km north of the main settlement. The schools are important focal points for the community, enabling strong expressions of tikanga Māori and kaitiakitanga, with proactive Māori and European populations.

The Raupō Drainage Board oversees the stormwater network, including the stop banks and pipes network infrastructure. The Ruāwai Promotions and Development Group are involved in promoting Ruāwai and attracting investment. Naumai marae is also involved in the Ruāwai community. There are also several clubs active in Ruāwai, including the sports club and bowling club.

GIS information from Northland Regional Council indicates that the entire drainage district (including Ruāwai, Raupō and Naumai) are highly susceptible to flood risk. However, community members have objected to the scale of this flood risk, as discussed below.

DRAFT

3.5 | Ruāwai

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

3.5 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

Challenge

Travellers Lodge

The Vet Centre

Kaipara Refuse

The Well Cafe quare

Four Square

Hotel

Fire Station

Dairy

Uncles Kai Shack

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

3.5 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

- Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.
- The marae, and Māori in general, are always the last to get information, including from district and regional councils.
- Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value.
- There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka).
- Opportunities to teach traditions around marae.
- Want to see papakainga development at the marae – there are issues around whānau living in poverty in the district.
- There is wāhi tapu along the stop bank which needs to be protected.
- Kauri dieback is a concern.

| Community Values

- The locals value the quiet, rural lifestyle and the strong sense of community in Ruawai - there has always been stable communication amongst the locals.
- Ruāwai offers a good level of amenities and clubs including three maraes, sports and rugby club and a bowling club.
- There is optimism with the establishment of Kaipara Kai and the opportunities it offers.

| Aspirations

Tourism_ Locals, including Mana Whenua, are eager to explore tourism opportunities. Ruāwai offers natural resources and historical values which can be capitalised on

Transport_ Roading should be maintained and upgraded, making the road network within Ruāwai safer for pedestrians/cyclists without increasing cost to ratepayers

Wharf_ Locals have expressed interest in better utilising the wharf for economic and recreational opportunities such as fishing and ferrying. The community mentioned the potential to tie wharf into Kaipara Kai. There is also potential to improve transportation methods and fuel the tourism sector

Growth and Development_ Those who were engaged are eager to see population growth as well as attracting more commercial and industrial businesses into Ruāwai. However, increasing confidence and challenging perceptions of flooding risk are seen as a challenge to be addressed. There are rich, prime soils in Ruāwai which the community would like to utilise to become the food basket for Aotearoa

Flooding_ The community recognises that it is difficult to attract people and investment into Ruāwai, with mentions being made about poor confidence due to perceived flooding risks. The community has expressed disapproval of NRC's approach, which has been seen as detrimental to public perception. The Raupō Drainage Committee agrees that there is risk involved, but holds the view that these risks are manageable and sufficiently addressed through the current stormwater network (including stopbanks and stormwater attenuation - piped infrastructure).

| Outcomes

Tourism_ Offer opportunities for ecotourism ventures around natural resources such as the Wairoa River and the Kaipara Harbour. Māori tourism ventures are also a possibility in Ruāwai by which valuable Māori stories can be shared. A tourism trail could incorporate experiences from local maraes within the sub-district of Ruāwai, Naumai, Raupō and Tokatoka. Additionally, there are opportunities through the cycling network such as the Ruāwai Stopbank Trail

Roading and Accessibility_ Provide funding to seal roads (towards Tokatoka), Tramline Road, Raupō Wharf Road, and McKinnley Road

Wharf_ There is room for improvement at the wharf which may include extending the wharf to accommodate for slow cruise boats that are unable to get to the wharf at low tide

Growth and Development_
There is opportunity for industrial development on flatter parts of the area, whereas areas with higher slopes being more suitable for residential development (including papakainga development at the marae). Planning provisions and policy approaches are required to protect old commercial buildings and improve the aesthetic presentation of communities. Large farms can be unlocked (over 1000 acres), as they often incorporate smaller subdivisions making it difficult for businesses to establish. The expansion of the dairy industry can be attenuated, as it is seen as a challenge for exploration into other agricultural pursuits

Flooding_ Maintain current stopbank network and potentially elevate a further 0.5m. Install pipe drains in Jellicoe Road and clean/maintain drains between Tokatoka corner and Donavan's Bluff.

DRAFT

3.5 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

Legend

Large farms
Large farms (over 1000 acres) tend to incorporate smaller subdivisions – difficult for businesses to establish

Rich Soil
Prime productive land, rich alluvial soils

SH2 Elevated
SH2 higher than houses and greater protection from flooding

Large farms
Large farms (over 1000 acres) tend to incorporate smaller subdivisions – difficult for businesses to establish

Safety Issues
Safety issues for kids walking to/ from school along SH12

Church
Existing Ruawai Community Chruch

Ruawai Community Sports Club
Existing Sports Club

Wharf
Opportunity at wharf – fishing, ferrying, tourism. Tie into Kaipara Kai.
Snapper fishing better than ever
Improvements on foreshore for fishing
At wharf – slow cruise boats can not access at low tide, perhaps extend wharf

Ecotourism
Ecotourism opportunities around river and harbour
Tourism opportunities through cycling network e.g. Ruawai Stopbank Trail, Kaipara Missing Link

Toilets
Existing toilets

Memorial Hall
Existing Memorial Hall

Fire Station
Existing volunteer fire brigade

Portstar
Key major employers with school cluster, Kaipara Kumara and Sleep Systems
Good location for signage

Maori tourism trail
Maori tourism trail, incorporating maraes from Ruawai, Naumai, Raupo and Tokatoka

Coastal Erosion
Perceived flooding risk causes poor confidence
Stopbank network could be raised 0.5m
Groundwater and bores gradually becoming salinated - may pose issue for food production
Wahi Tapu along stopbank

KEY

- Residential Block Options (TBC)
- Industrial Development (TBC)
- Existing Small Businesses Park
- 1930s Buildings
- Erosion zone
- Walking and cycling trail
- Larger tourism loop (Maori Tourism Trail, Walking and Cycling Trail)

DRAFT

Part 4 | Poutō Peninsula

DRAFT

4.0 | Poutō Peninsula

| Overview

[placeholder / text to be completed]

| Mana Whenua

There are two marae located directly within the boundary lines named as Poutō Peninsula community district (refer to the Cultural Landscapes map on page XX for locations). A number of other marae overlap within this community district and the adjacent Kaipara Harbour + East Coast area. These are listed in Part 5.

Ngā Tai Whakarongorua Marae
Te Uri-o-Hau
Waikāretu Marae
Te Uri-o-Hau

In addition to marae there are a number of significant cultural and environmentally significant landscapes located in this area. Being a combination of the dramatic west coast Ripiro Beach and and the powerful Kaipara Harbour, which meanders between fingers of land and transforms into rivers and streams that reach deep into the district, provides this area with a rich cultural history.

DRAFT

4.0 | Poutō Peninsula

Scale: 1_75 000@A3

0 xxKM

DRAFT

4.0 | Poutō Peninsula

Scale: 1_75 000@A3

0 xxKM

Paparoa

Maungatūroto

Matakohe

Rūawai

Pahi

Whakapirau

4.2 | Kellys Bay

4.1 | Tinopai

4.3 | Poutō Point

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain

Opportunities

- LUC 1-3
- Existing vegetation
- Potential ecological network
- Significant Natural Areas

DRAFT

4.1 | Tinopai - Overview

178	Population	
78	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
○	Stormwater Reticulation	
●	Broadband	
●	Mobile Coverage	
○	Roads Sealed	
○	Footpath	
●	StreetLights	
●	RailLine	
P	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
●	Marae	
●	Reserves	
●	Playground	
○	Sports Facilities	
●	Church	
1	Businesses	
●	Community Centre	
○	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Tinopai is a remote settlement located on the peninsula at the end of Tinopai Road. It is fairly removed from the district's major towns - Maungatūroto is 41.8km away and Dargaville is 63.6km away. Tinopai is situated around the coast of Komiti Bay. As of 2013, Tinopai and the wider surrounding area had a population of 174.

Tinopai was originally known as Te Komiti - "the committee", or 'the meeting place'. This reflected the settlement's location at the meeting of the Wairoa River and the Otamatea River, with the Oruawharo (Port Albert) nearby as well. Te Komiti was originally a busy stop-off place for Māori travelling across the Kaipara Harbour. While 'kapai' means very good, Tinopai is more than this - it's 'extra good'. Tinopai gained its namesake in 1918 after Alexander and Harry Toogood, who were important figures in the establishment of the Komiti Fruitlands Association. 'Toogood' was considered to be the settlement's name. Ultimately, a Māori interpretation was favoured: Tinopai.

Sparse evidence suggests that a flax mill was once in operation at Tinopai between 1907 and 1915. In 1915, a plan was produced by the Komiti Fruitlands Development for the purposes of orcharding. Apples were the predominant export, being shipped via the wharf which was built in 1917. The Tinopai's famous Norfolk Pines are believed to have been planted by the Komiti Fruitlands Company sometime between 1919 and 1920. In 1921, Charles West foresaw the depletion of timber resources in the region and sought to establish pine plantations.

In the 1930s, pine plantations were established at Tinopai on former apple orchard land. This was the work of Kaipara Forests, who planted the 3300 acre (1335ha) pine forest in Tinopai in 1936. Following financial troubles which began in 1920 and the depression of the 1930s, the industry had almost completely ended. Nowadays, little evidence remains of Tinopai's past in the fruit growing industry.

Throughout the 20th century, three sawmills were operational at Tinopai. The last one closed in 1970. Tarsealing of Tinopai Road began in the early 1960s. It was completed to Tinopai by 1977. This opened up Tinopai as a popular residential, fishing and camping area which it is known for today.

By 1986, the wharf was declared unsafe, and was decommissioned by the Council. In 1981, the Kaipara Harbour Authority recommended the wharf be demolished, where serious community action was rallied to repair it. In 1987, plans were prepared for a new wharf. By 1991, a new wharf had been completed.

According to QV, Komiti Road is the site for initial housing development in Tinopai. Most of the dwellings along Komito Road were built from the 1940s to the 1980s. This could be attributed to the post-war development boom. However, most of the rest of the dwellings in Tinopai were built in the 1970s and 1980s. This is evident on streets such as Sandy Beach Road, Tinopai Road and Moana Road. In the 2000's and 2010's, an increase in a small number of dwellings were developed along Goebel Street and Mariner Cove Road.

Today, landmarks include the marina, campground, community hall and primary school. There is also the wharf, however, assessments were conducted in 2013 by Northland Underwater Technical Services, and in 2014 by MWH Engineers. It was concluded that the wharf would require significant repair to be structurally sound. Upon consultation with the community, Council shall retain ownership of the wharf, with a targeted rate being implemented to fund the wharf's repair.

DRAFT

4.1 | Tinopai

Scale: 1_10 000@A3

0 10 250 500M

4.1 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

Tinopai school

Tinopai Marina

Tinopai Campground

Public Toilets

Tinopai Community Hall

Tinopai Wharf

DRAFT

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

4.1 | Engagement

| Engagement Findings

| Community Values

- Those engaged aspire for a small, safe and connected community that holds the feeling of comradery.
- The locals of Tinopai highly value two main things: the environment including the waterways, estuaries, and wetlands and their ongoing protection and restoration (planting); and community connection and support through improved and new facilities.
- There is a strong connection to the harbour and the water, including the rich kai moana available.
- Having a clean environment is a core principle in Tinopai. This is important for maintaining strong recreational value.
- Self-sufficiency is an important value for Tinopai – roughly a quarter of the population are entirely off-grid, achieving high levels of self-sufficiency. Community members expressed a desire to further pursue self-efficiency.
- Locals of Tinopai travel to Paparoa for basic amenities and Maungatūroto for larger shopping and maintenance supplies, being the main service centre and prefer to keep it that way.

| Aspirations

Local residents aspire to have enthusiasm and energy injected back into the community to rejuvenate community spirit, vibrancy and a sense of connectedness.

Protected Features_ There is heritage of apple orchards in the area, which the locals want to protect. Other landmarks that the locals value and want to protect include the marina, campground, community hall and primary school.

Residential Development_ The locals wish to see an increase in permanent residence from a diverse range of families to increase population and school rolls in Tinopai. Residential growth is anticipated but locals do not want this at the cost of degrading the environment. Locals would also like to see an increase in visitor accommodation and camping experiences by extending the existing campground or establishing a new campground.

Commercial Development_ There is a concern that Tinopai is turning into a destination holiday home, meaning that there is a decrease in permanent residents and local employment opportunities (seeing a shift to self-employment). Commercial activity to provide for the day to day needs whilst still relying on Paparoa and the main service centre of Maungatūroto is supported by the locals.

Passive Recreation_ Passive recreation tourist attractions are supported by the locals as it increases employment opportunities in Tinopai. Residents see potential for a golf course as a tourist attraction for Tinopai and the most suitable development at the headlands whilst protecting its environment. There also appears to be a lack of public access to beaches as a result of privately owned land or poorly maintained access points to these areas i.e. from Ngātoto Road to the beach. The idea of a mountain bike track received a positive response, though accessibility to bikes was questioned - as in members of the community being able to buy bikes.

Social Facilities_ Currently, the residents use the hall and school pool club as social gathering points, however there is support for new facilities to improve the social hub of Tinopai such as a future-proof hall and a playground. Improvements can also be made in hiring processes in utilising the hall and facilitating more community events such as finishing contests and pool nights.

Educational Services_ There is support for educational services to be used to enhance both Pākehā and Māori cultural understanding along with expanding the school grounds to provide more options for the younger generation of Tinopai

Public Facilities_ Those engaged with pointed out the lack of public facilities such as lighting and public toilets around the wharf, upgrading of public toilets near campgrounds and park facilities such as rubbish bins, tables, toilets and trees for shade. Moreover, the community has voiced their need for better access to healthcare services (helicopter pad); communal gardens; availability of food banks; second-hand goods; food forest and an EV charging station

Ecological Protection_ We heard about the residents' aspiration for the settlement to retain its clean and protected environment (including kai moana), beautification through native planting, and removal of undesirable plants specifically around the southern section of Komiti Road (Sandy Beach/Komiti intersection) Green Spaces_ There is an interest in purchasing land for open space, located between two reserves at 99 Komiti Road

Infrastructure_ Digital, telecommunications, water and wastewater services are available to the community and water supply to the campground. Improved telecommunication infrastructure and water supply appears to be a common theme of concern for the locals. The current water source (Torewa Stream) should be protected as it does not have capacity for the whole community, perhaps locating additional sustainable water sources. Although wastewater infrastructure is required, this appears to be not important to the locals given its potential financial expense. The campground has reached its maximum capacity and is serviced with water supply

Roading and Accessibility_ Roading should be maintained and upgraded to a pedestrian-friendly standard for safer roads with lower speed limits. A common concern for the locals is the lack of footpaths in the area, specifically leading to the wharf (more specifically between the bridge and wharf; Sandy Beach Road and Tinopai Wharf)

Water Transport_ Establishing an alternative entry/exit point to Tinopai via water is supported by the local residents, along with ferry services between Tinopai and Port Albert in particular.

DRAFT

Outcomes

Protected Features_ Protect and maintain the orchard heritage site, campgrounds, marina, community hall and primary school.

Residential Development_ Provide for residential living opportunities, an extension to the existing campground and a new campground.

Commercial Development_ Identify potential land for commercial/retail activity such as a café, dairy, butcher, medical centre etc. to improve employment opportunities and complement tourism in Tinopai.

Passive Recreation_ Establish a golf course at the headlands to better utilise the land whilst protecting the natural environment; provide walking trails and access points to the beach from Ngātoto Road; identify a location in the forest for a mountain biking track.

Social Facilities_ Protect the hall and school pool club, as well as identify a location for a new hall and playground as the main social hub.

Educational Facilities_ Expand the school grounds.

Public Facilities_ Locate new public toilets near the wharf, a helipad for healthcare services, communal gardens/food banks.

Ecological Protection_ Native planting and pest species removal around the southern section of Komiti Road. Protect, maintain and enhance ecological corridors and vegetation around Tinopai, including Torewa Stream which is used as the main water supply source for Tinopai.

Green Spaces_ Identify land to be zoned and maintained as open spaces / reserves and provide park facilities i.e. rubbish bins, tables and trees for shade.

Infrastructure_ Locate additional sustainable water sources for the community and upgrade the existing campground wastewater facilities. Identify an EV charging station.

Roading and Accessibility_ Upgrade network standards in Tinopai to reduce speeds and improve safety for pedestrians/cyclists sharing the space with vehicles. Provide new footpaths and linkages between the bridge and wharf; and between Sandy Beach Road and the wharf. Install lighting around the road network and key social gathering spots to improve safety and visibility.

Water Transport_ Upgrade the wharf and associated facilities i.e. parking and public toilet.

DRAFT

4.1 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

4.2 | Kellys Bay - Overview

66	Population	
24	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
○	Stormwater Reticulation	
●	Broadband	
●	Mobile Coverage	
○	Roads Sealed	
●	Footpath	
●	StreetLights	
●	RailLine	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
	Marae	
●	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
0	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

The settlement of Kellys Bay is situated around a small bay on the north-eastern coast of the Poutō Peninsula. It is a relatively remote settlement, with the nearest major town being Dargaville, roughly 50km north. In between is the riverside community of Te Kōpuru, roughly 40km north of Kellys Bay. Poutō Point is located a further 20km south of Kellys Bay. Kellys Bay is accessed via Kellys Bay Road which runs through the settlement both travelling northward and southward. According to 2013 Census data, the population of the wider Kellys Bay area was 66, with 24 occupied dwellings.

Kellys Bay consists predominantly of holiday homes and baches, overlooking the coast. The camping reserve is an important community asset which is popular for tourists, who often arrive in campervans and holiday homes. The hall is another key community facility. It is used for private functions, events, dinners and meetings. There are no shops at Kellys Bay, it is standard practice to travel to Dargaville for shopping needs.

There are two jetties at Kellys Bay located near the centre of the bay's coastline. There is a boat ramp at the southern part of the settlement - it is the only boat ramp on the eastern side of the peninsula from Tikinui to Poutō Point. As well as the prominent coastal environment, Kellys Bay is enclosed by swathes of forestry and native bush on all sides.

The Kellys Bay Improvement Society (KBIS) is a key community group and sees themselves as the "voice of the community", through which many local decisions are made. It administers the community hall and handles several community management projects, such as concreting of the gabion baskets, debris clean-up and so forth.

The annual King of the Kaipara contest is held at Kellys Bay, where anglers compete to catch the heaviest fish. This competition has been running for over thirty years, and attracts hundreds of anglers at a time.

DRAFT

4.2 | Kellys Bay

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

4.2 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

Kellys Bay Reserve

4.2 | Engagement

| Engagement Findings

| Community Values

- The freshness, peacefulness and tranquillity of Kellys Bay is highly valued by the people. The 'undiscovered, 'isolated' nature of the community is highly valued.
- The community is proud of the safe and family-friendly environment of Kelly's Bay, and the recreational activities on offer such as fishing, boating, kayaking and fish netting.
- There is a strong desire to protect the settlement and the Kaipara Harbour. It has been emphasised by many members of the community that any change to the Bay's uniqueness is not advised unless it is beneficial and tailored to the whole community.

| Aspirations

Those engaged wanted an environmental focus and bottom line for the settlement, protecting the sensitive bay and surrounding environment from growth, tourism and infrastructure.

Residential Development_ Residential growth to be limited, with small growth in permanent residents supported, due to the infrastructure constraints. Those engaged preferred to maintain what is available without compromising the environment.

Commercial Development_ Those engaged are concerned about declining employment rates however the non-commercial environment is appreciated and any commercial growth should be limited to a local general store noting the reliance on Poutō Point (should commercial development proceed there) and Dargaville.

Infrastructure_ Kellys Bay is mostly self-sufficient, however faster internet services and an alternative power source (underground) is supported. Camp facility upgrades were also suggested for hot showers and treated sewage disposal for the public toilet to mitigate effects associated with leachate into the bay.

Roading_ The safety of Kellys Bay Road (both north and south) is a pressing concern for locals due to cliff-face erosion, corrugations and heavy vehicle traffic along a narrow and degraded road. The community discussed many possibilities, including signage, sealing, widening and installing barriers to reduce the speed limits in the area and improve safety.

Water Quality_ Manage the wastewater discharge outlets (i.e. from chicken farms and run-off from drains) to water bodies as well as reduce oystercatcher numbers to improve the marine life and to improve the water quality of the bay.

Water Transport_ Kellys Bay has the only boat ramp on the western side of the peninsula attracting many boaters, however issues such as lack of parking and road leading to the wharf must be solved to be supported by locals.

Healthcare Services_ In terms of medical emergencies, the community has voiced a need for a helicopter landing pad, given the long commute to Dargaville or Whangārei for healthcare services.

Tourism_ The locals support 'light footprint tourism' which could include fishing, mountain bike trails through forests, charters and ecotourism.

Coastal Restoration_ Local residents have an organisation called the Kellys Bay Improvement Society which works on coastal restoration projects such as the seawall gabion basket upgrades along the bay.

Fire Hazard_ The residents of Kellys Bay have pointed out the need to investigate the existing firefighting capabilities given the high risk of wildfires due to surrounding forests. The community would also like to see appropriate signage for no parking, picnicking, open fires and camping at the ramp.

| Outcomes

Residential Development_ Provide residential zoned land near the wetland and new wharf location.

Commercial Development_ Provide for commercially zoned land near the campground reserve and community hall to establish a general store or rental shop for bikes, kayaks etc. as potential business ventures.

Infrastructure_ Improve telecommunication connections via underground services. Upgrade the campground facilities, provide a treated wastewater plant for the settlement and a public water supply bore to improve water quality in the Bay.

Roading_ Widen the shoulders of Kellys Bay Road, install barriers, provide signage and seal the road to improve the safety of the network.

Water Transport_ Upgrade the existing boat ramp and provide parking and a sealed road. Establish a wharf that provides access for larger vessels to enhance tourism opportunities in Kellys Bay.
Tourism_ Identify land suitable for ecotourism opportunities such as a mountain bike trail in the forest.

Healthcare Services_ Establish an emergency helipad in a suitable location for medical purposes.

Coastal Restoration_ Improve coast of Kelly's Bay by introducing a groyne to redirect currents to alleviate effects on the Bay at the wharf, maintain the seawall gabion baskets at the Bay, remediate coastal erosion near the boat ramp by placing more sand along the beach.

Ecological Protection_ Enhance wetland protection, protect dotterel and kiwi identified bird life, and protect the Pōhutukawa trees along the beach esplanade.

Ecological Restoration_ Remove pest plants around the Bay and restore declining shellfish population.

Water Quality_ Manage monitor discharge points from farms, drainage and wetlands.

Fire Hazard_ Install signage for no parking, picnicking, camping and open fires near the boat ramp and other key points at the Bay that are subject to wildfire risk beyond the identified firebreak.

DRAFT

4.2 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

Legend

Potential Residential Development
Potential real estate land surrounded by forestry. Area is capable to accommodate more residences.
No subdivision in wetland/ swamp area

Potential for Ecotourism
Potential for passive recreation i.e. mountain bike trail in forest

Road Corridor
Road proposed to be sealed on hills, corrugation on-road is dangerous for trucks and caravans
Need to widen road
Double power pole is located in blind corner
Safety barriers proposed in dangerous corners
Improve accessibility for boats

Notable trees
Pohutukawa tree on east end of beach esplanade to be protected
Norfolk Pine on western end of beach esplanade to be protected

Protected wetlands
Area need native species planting

Oyster Catcher
Existing Oyster catcher

Potential campsite
Protect campsite reserve
Facilities and toilets need upgrading

New wharf
Potential new wharf location for deeper vessel

Bird Area
Tidal esplanade home to vulnerable dotterell needs protection

Water quality
Need for improved waterquality

Gabions
Proposed new gabions retaining the soil
Existing gabions to be maintained by locals

Legend

Helipad
Proposed helipad to be used all year round for medical purposes due to road long commute to nearest medical facility

Village wharf
Build out for parking of boats. Potential location for groyne, currently a boat ramp

Erosion risk
Protect area from further erosion

Fire prone area
Dense forest is a fire prone area

Fishing
Existing area for fishing

Beach
More sand along the bay to make it more family friendly

Potential local shop
Kayak/Bike hire business venture

KEY

- Proposed residential area
- Dotterel area
- Existing subdivision on DOC owned land
- Camp Reserve
- Kiwi area
- Beach area
- Protected wetland
- Notable trees
- Treat water from Wetland
- Firebreak to be maintained
- Foreshore area of high importance
- Walkingtrack on DOC land
- Existing unsealed road

Punahere Reserve

DRAFT

4.3 | Poutō Point - Overview

78	Population	
30	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
●	Stormwater Reticulation	
●	Broadband	
●	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
○	StreetLights	
●	RailLine	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
●	Marae	
○	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
0	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

The settlement of Poutō Point is situated at the southern portion of the Poutō Peninsula. It is a small, remote coastal settlement. Te Kōpuru is 59km north of Poutō Point. Dargaville is the nearest key urban area 69km north.

According to 2013 Census data, the southern half of the Poutō Peninsula has a population of 78. The settlement is quite small, with only a few dwellings in the main settlement. According to 2013 Census data, there are 30 occupied dwellings in the southern half of the Poutō Peninsula. Waikaretu Marae is approximately 1.5km north of the main settlement, with associated papakāinga housing (including own infrastructure) and Māori owned land. The dwellings in the main settlement are a mix of single and two-storey detached homes, predominantly from the 1970's.

During the initial period of settlement in Kaipara in the mid to late 19th century, transport to and from settlements took place predominantly on the waters of the Kaipara Harbour. However, the harbour entrance had become notorious for its unforgiving nature, resulting in a large number of wrecks, particularly around the Poutō Peninsula. In response, the lighthouse was erected, its light first flashed on December 1st 1884, visible for 22.5 nautical miles. Poutō Lighthouse is one of few timber lighthouses remaining in New Zealand - It is three storeys tall, constructed of local materials, most notably, kauri. Poutō Lighthouse is approximately 6km south-west of Poutō Point. However, it is not advisable to drive along the coast ,rather, access to the lighthouse is more appropriate along the west coast, or by foot.

A small settlement was established at Poutō where the lighthouse keepers and their families lived. The Customs and Harbour master houses were also based here until they were relocated to Te Kōpuru in 1903. The lighthouse was accompanied by two beacons to help guide incoming vessels. There was also telephone communications between the Harbour master, the pilot and other staff at Poutō Point. In addition to the lighthouse, towing operations from Poutō were commenced in the mid 1880s, to help vessels navigate the turbulent waters. Once the shoals and sandbanks had been navigated, the towing vessel would be released and would then return to Poutō. In 1952, the lighthouse was abandoned. With the timber industry waning in the past decades, port activity had become increasingly obsolete, sealing the fate of the lighthouse.

Poutō is no longer a popular boat destination, with the introduction of the road. It is now a quiet settlement characterised by its natural features such as pastoral lands, birds and freshwater lakes. The Poutō Peninsula is ecologically rich. Firstly, it is enclosed by the harbour waters on three sides. It also features large sand dunes, valleys and lakes (such as Lake Kanono, Lake Mokeno and Lake Humuhumu). Northland Regional Council has identified its lakes as having high cultural, ecological, environmental, recreational and intrinsic values. There is also a large amount of heritage, an estimated 150 shipwrecks can be found around the peninsula, the latest has been found only recently.

The Tour of Aotearoa is organised every two years, where hundreds of cyclists cycle 3000km across all of New Zealand. The Poutō Peninsula is part of this route to the lighthouse and cyclists board a ferry at Poutō Point towards Helensville. Some of these cyclists will opt to stay in Poutō Point overnight at the campground or at the Marae who offer a cultural experience.

The Poutō Peninsula had been identified as having the opportunity to develop windfarms. Meridian Energy conducted a five-year investigation into the potential for developing a windfarm on the peninsula. However, they have stated the timing is not ideal in terms of demand for electricity. As Auckland grows and the political climate becomes more favourable, this option may be reconsidered. Noting however the locals did not support this as they did not benefit from the use of their resources.

DRAFT

4.3 | Poutō Point

Scale: 1_10 000@A3

0 10 250 500M

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4.3 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

Marine Hall Campground

Lighthouse Lodge

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

4.3 | Engagement

| Engagement Findings

| Community Values

- The lifestyle in Poutō is secluded but surrounded by nature and peace. The local residents value the isolated paradise that it offers and its simplicity. Residents have access to ample fishing opportunities and live in a self-sustaining way through local horticulture produce (including pumpkin, kumara, watermelon, and avocado) requiring visits to Dargaville every fortnight or three weeks.
- There is a divide in terms of whether it is considered a close knit or separated community. It is understood that there is a separation to some extent between the community surrounding the Waikaretu Marae and those living at the peninsula/point. Locals therefore value social events and gathering areas such as the Poutō Lighthouse Challenge which brings communities together to interact beyond usual cordial formalities and the school hall.
- The locals value the free and public access they have to nature such as the beaches and lakes and want to protect these areas from further degradation.
- The concept of "consultation with neighbours" is valued by locals who wish to always be kept informed should any new developments or business ventures occur in the settlement.
- The locals value the lighthouse as there is historic value associated with it and needs to be protected as a heritage item.
- The school is also a focal point in Poutō however the roll has decreased dramatically over the years, particularly because of the Fonterra operation which dropped the school roll from 80 to 21 students. The locals wish to increase the roll and retain younger families in the peninsula as they value retaining young motivated people.

| Aspirations

Locals want to see change occur in Poutō, but not at the expense of the environment or to the detriment of the lifestyle which is centered on nature and peace that is afforded in Poutō. An increase in growth, means an increase in population, younger working families, sustainable businesses and employment, and a more positive and connected community which the locals support given that the environment is the bottom line.

There has been less investment in education and guidance for kids due to the change in roll and the general aging population of Poutō. With growth in Poutō, the school will become more sustainable and will provide more access to education resources which is the key for the future of the community, containing motivated and aspirational children.

Māori-led business ventures_ Potential to be a cultural and historical tourist destination particularly associated with the Waikaretu Marae and local ancestral pā sites such as Tuahara. There is potential for the marae to provide temporary visitor accommodation for major events such as the Aotearoa Cyclist Tour (without limitations of tikanga), and a cultural kiwiana experience/guided tours of the peninsula hosted by the marae. There is potential to establish a new campground at the old primary school, on Māori owned land.

Tourism_ The natural and ecological assets of Poutō has potential to be a tourist attraction such as pig and wild boar hunting, possum shooting, diving for mussels/oysters, walking and trail networks around the beaches, dunes and lake where possible however support is required from the Crown, DoC, private landowners and local Iwi.

Water Transport_ A new wharf to bring in ferry services, alternative movement of goods and tourism to Poutō Point that is complemented with toilet facilities and managed from a biosecurity perspective to avoid any new foreign organisms/species/weeds entering the peninsula.

Commercial Development_ There is a general consensus to keep development of Poutō to the benefit of locals, the whānau, such as new business ventures (i.e. coffee carts, petrol station, local diary, medical centre), near the wharf and at the main settlement. Employment opportunities in farming, timber and horticulture can be emphasised in Poutō Peninsula through appropriate zoning and monitoring, however this requires new locals to understand reverse sensitivity issues with these activities.

Transport_ Sealed and safe roads are an ongoing concern for locals. This is being reviewed by the council in respect of sections of Poutō Road.

Infrastructure_ Improved electricity/internet connections to support home business ventures and working from home scenarios.

Residential Development_ Locals wish to keep this limited to the main settlement, with little growth on potential land between the Marae and existing campgrounds. Any development at Poutō Point needs to be suitable for the environment and outside of the hightide mark setback to future proof development.

Environmental Protection_ The community expressed frustrations about the loss of connectedness with mother nature and their land, be it the surrounding bush or lakes, which they wish to improve. Whilst Te Uri Ā Hau own some land, Department of Conservation is the main kaitiaki of those natural areas, requiring Mana Whenua to go through their process as opposed to their own kaitiaki.

Ecological Protection_ There are fairy terns and brown teal in the lakes and freshwater mussels that need to be protected in Poutō should growth occur. It is noted that the only publicly accessible lake is Rototuna, despite all lakes being public assets, however these lakes are vulnerable and fragile and must be protected.

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Coastal Restoration_ Landcare and coastal restoration projects are important to the locals and there are projects currently such as the coastal erosion of the harbour which is affecting the stability of the cliff where the lighthouse is located.

Outcomes

Heritage Protection_ Protect the lighthouse as a heritage item

Māori-led Business Ventures_ Allow for temporary visitor accommodation at the marae, establishment of papakainga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Establish a campground facility at the old primary school.

Tourism_ Identify locations for possible hunting and diving opportunities and kiosk/information guide at the main settlement for tourists to check into.

Water Transport_ Construct a new wharf with associated parking and public toilet facilities. Provide a walking track to this area from the main settlement.

Commercial Development_ In addition to the kiosk and hunting/diving opportunities, establish a local grocer/dairy, petrol station, cafe in the main settlement.

Residential Development_ Identify land between the main settlement and old primary school to be zoned residential low density, and land between the primary school and marae to be countryside/rural lifestyle blocks.

Roading_ Provide a safe and well-maintained Poutō Road - including the sealing of the road

Ecological Protection_ Protect, maintain and enhance the environments for the ferry terns, brown teal and freshwater mussels. Protect the lakes and wetlands from degradation.

Coastal Restoration_ Restore the coast where erosion has affected the cliff face and stability of Poutō Lighthouse.

Passive Recreation_ Establish a walking and cycling route to connect to Poutō Point and to the existing Lighthouse Trail.

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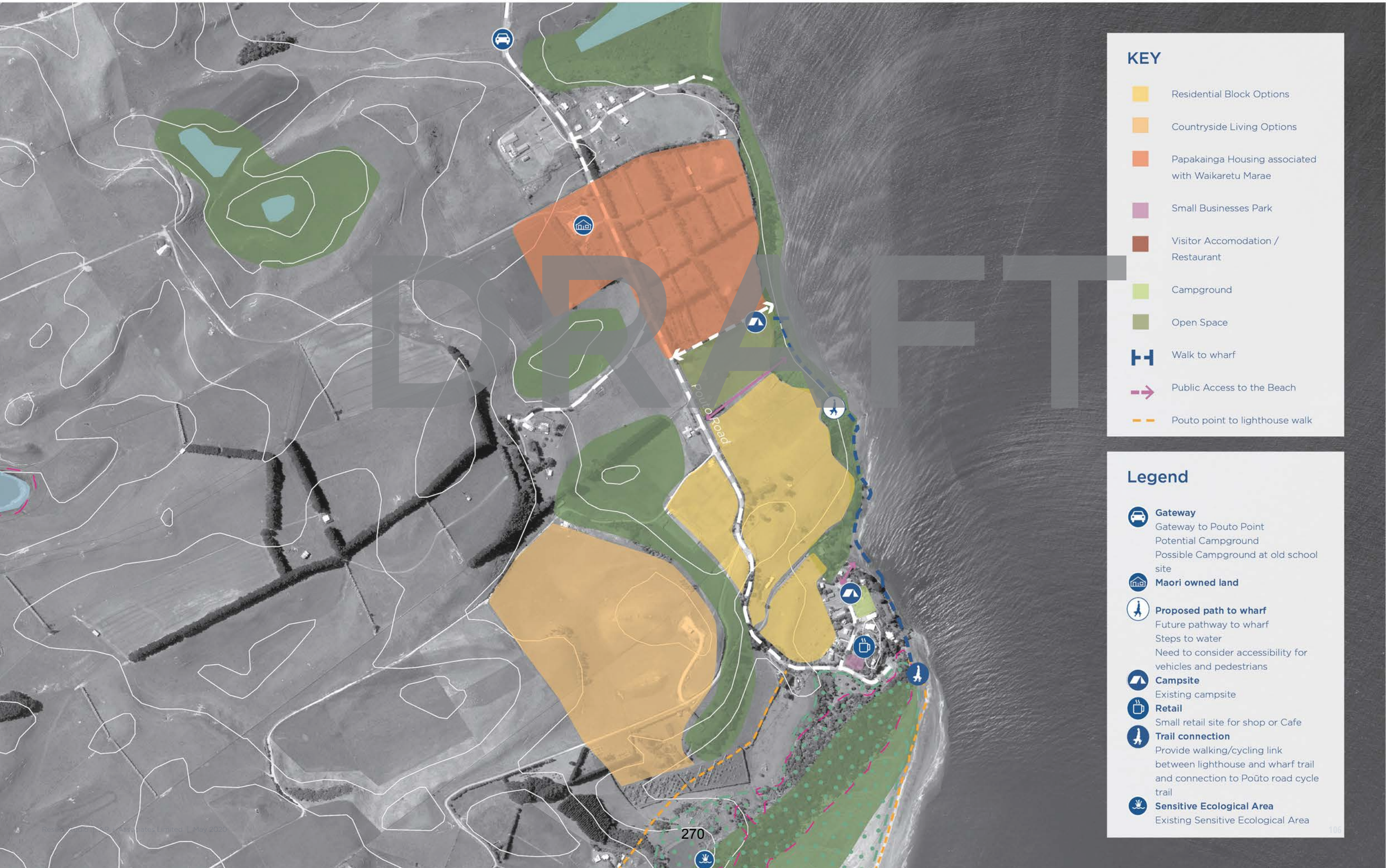
4.3 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M



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KEY

- Residential Block Options
- Countryside Living Options
- Papakainga Housing associated with Waikaretu Marae
- Small Businesses Park
- Visitor Accomodation / Restaurant
- Campground
- Open Space
- Walk to wharf
- Public Access to the Beach
- Pouto point to lighthouse walk

Legend

Gateway
Gateway to Pouto Point
Potential Campground
Possible Campground at old school site

Maori owned land

Proposed path to wharf
Future pathway to wharf
Steps to water
Need to consider accessibility for vehicles and pedestrians

Campsite
Existing campsite

Retail
Small retail site for shop or Cafe

Trail connection
Provide walking/cycling link between lighthouse and wharf trail and connection to Poūto road cycle trail

Sensitive Ecological Area
Existing Sensitive Ecological Area

Part 5 | Kaipara Harbour + East Coast

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5.0 | Kaipara Harbour + East Coast

| Overview

[placeholder / text to be completed]

| Mana Whenua

There are seven marae located directly within the boundary lines named as Kaipara Harbour + East Coast community district (refer to the Cultural Landscapes map on page XX for locations). Some of these marae overlap with those identified under Part 4 - Poutō Peninsula.

Waiohau Marae
Te Uri o Hau
Rawhitiroa Marae
Te Uri o Hau
Te Kowhai Marae
Te Uri o Hau
Oruawharo Marae
Te Uri o Hau
Waiotea Marae
Te Uri o Hau
Otamatea Marae
Te Uri o Hau
Te Pounga Marae
Te Uri o Hau

Many of the marae in this community district are clustered on the Tinopai / Pāhi peninsula, which is one of the small fingers of land that penetrates into the Kaipara Harbour. Being surrounded by a tidal harbour edge on both sides of the peninsula provides many opportunities for travel via waka or boat and a prolific supply of kai moana. The landscape of this area consists of rolling hills of pasture however to the east of Maungatūroto two maunga of significance can be found - Pukearanga and Pukekaroro.

The Otamatea Portage was an extremely important portage route extending between Kaiwaka and Mangawhai - the Otamatea River which flows into the Kaipara Harbour and joins the Kaiwaka River. This portage provided waka east west passage and further kai and kai moana gathering options for Kaipara Māori.

| Mangawhai

[placeholder / text to be completed]

| Maungatūroto

[placeholder / text to be completed]

| Kaiwaka

[placeholder / text to be completed]

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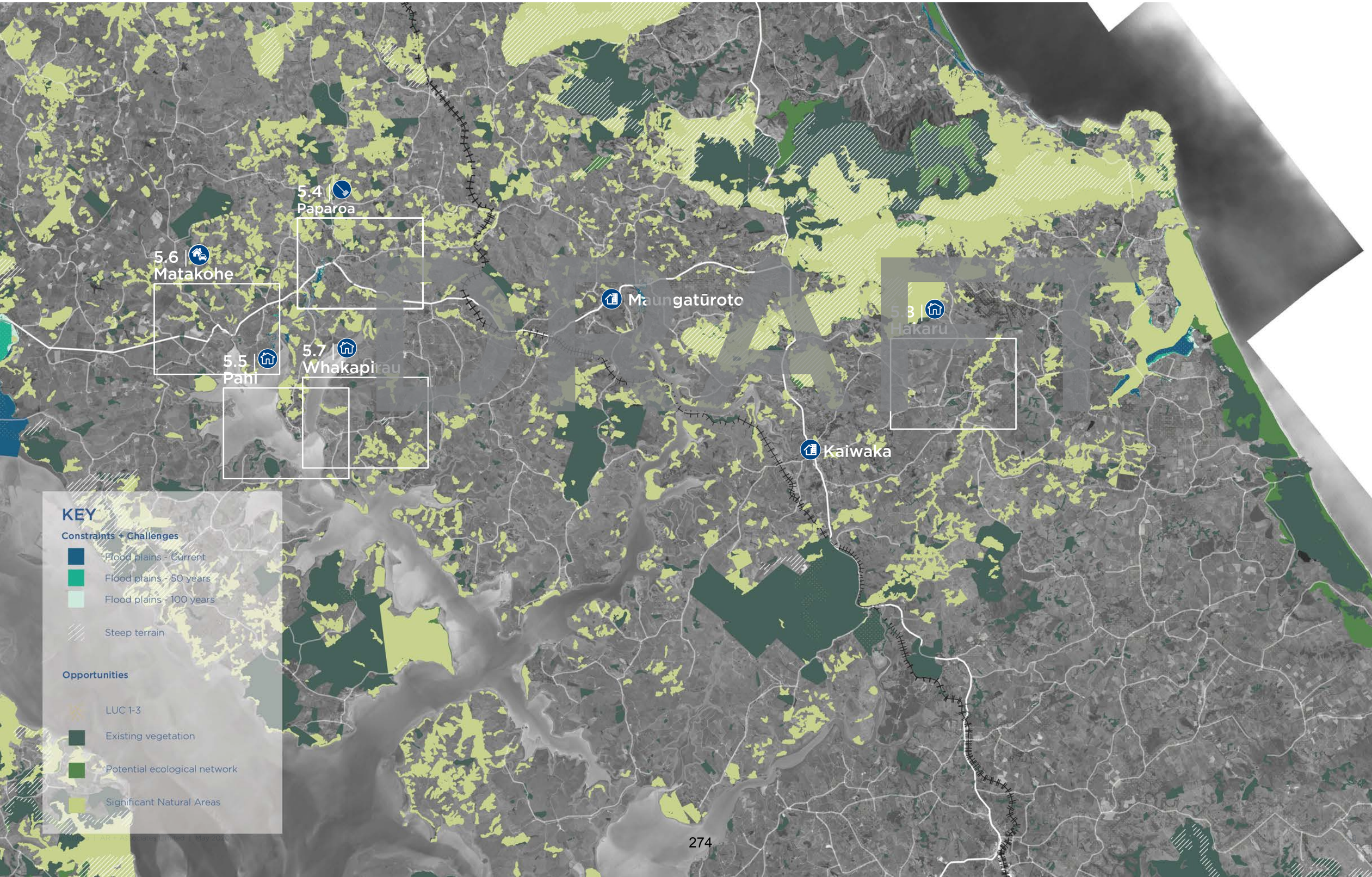
5.0 | Kaipara Harbour + East Coast

5.0 | Kaipara Harbour + East Coast



5.4 | Paparoa - Overview

396	Population	
156	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
○	Stormwater Reticulation	
●	Broadband	
○	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
●	StreetLights	
●	RailLine	
P	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
○	Marae	
●	Reserves	
●	Playground	
○	Sports Facilities	
●	Church	
3+	Businesses	
○	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Paparoa is situated upon a headwater within a valley, and aptly nicknamed the 'village in the valley'. Paparoa is a moderately sized rural settlement running along SH12 which connects the settlements of Matakohe, Paparoa and Maungatūroto. Matakohe is 3km south-west of Paparoa, while Maungatūroto is the nearest major town, approximately 12km east. 8km south of Paparoa is Pāhi, and the end of the Pāhi Peninsula. According to 2013 Census data, the wider Paparoa area has a population of 396.

According to the Paparoa website, the community has a population of 270. Modest single detached homes, often with garages, are common throughout Paparoa. According to 2013 Census data, there are 156 occupied dwellings in the wider Paparoa area.

Land use in Paparoa is largely rural and residential, while there is commercial activity along SH12 (Paparoa Valley Road). This includes Paparoa Hotel, Paparoa Store and the Village Cafe. The Paparoa Stream runs throughout the settlement, terminating in the Kaipara Harbour approximately 3km south. Local landmarks include the Brethren Hall near the southern end of Paparoa Valley Road and the Paparoa Community Church on Hook Road. There is also Paparoa Primary School, located on Franklin Road.

The Lifestyle Village Scheme Plan has been produced as a proposed retirement subdivision. The project has been granted consent, and is planned for 14 sections of 401-896m2 for senior living, as well as 15 rural residential lots up to 5000m2 for family dwellings on the general market.

Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Paparoa was established in 1863. In 1862, what is now known as Cliff's Landing was claimed by the Cliff family, who were originally part of the Albertlanders. Initially, supplies were ferried from Pāhi to the landing via Paparoa Stream. They were then carried to Cliff's store. The Landing is now a community focal point, complete with planting, river cleaning works and a mosaic sculpture.

Nowadays, Paparoa Hotel is a popular community hub, where locals often gather to drink. The annual Paparoa A&P show has been held for the past 144 years at the showgrounds. At the show, artwork from local primary schools are exhibited, the regional finals of the Young Farmer of the Year, as well as other attractions and animals. There are also goat classes, equestrian events and shearing contests.

Otamatea Marae is the local marae, along with the Aotearoa meeting house, this is the tribal meeting place for Ngāti Whātua and Te Uri o Hau.

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5.4 | Paparoa

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

Franklin Road

Paparoa-Oari High Road

Paparoa Valley Road

12

Playcentre

Primary School

Methodist Church

Dairy

GAS

Store

Brethren Hall

Pa Site

Paparoa Motor Camp

5.4 | Physical Analysis – Opportunities and Constraint

Scale: 1_10 000@A3

0 10 250 500M

Playcentre
Primary School
Zest Cafés
Dairy
GAS
Store
Methodist Church
Brethren Hall
Pa Site
Paparoa Motor Camp

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

5.4 | Engagement

| Engagement Findings

| Community Values

- People value the close-knit community feel, friendliness, and rich history.
- Paparoa is where "town meets country" and there is a good diversity of rural and city folk and events such as the farmers markets which brings the rural and urban residents together.
- Paparoa's attractiveness lies in the river, harbour and wharf which offers recreation activities such as fishing, walking tracks and lifestyle opportunities.
- The locals pride themselves on the welcoming presentation that the settlement emits. The hotel, village green, Waihaua and Otamatea Maraes, churches, the pub, the bank, sports/showground and local hall are social gathering locations that the locals identified as being important to them.
- The Paparoa Connections Project is a key process in Paparoa that local's value for developing walking and cycling infrastructure in and around the settlement i.e. Matakohe Walkway/Cycle Trail.
- The number of local organisations in the community is a reflection of the active involvement locals have in improving the environment that they live in and involvement in local opportunities i.e. Paparoa Polo Club, Progressive Paparoa, Paparoa Lions, Paparoa Press, Depot Trust, Toy Library, and Taitokerau kite Tonga – Rātana Haahi.

| Aspirations

Paparoa is viewed as the "Village in the Valley" and those who were engaged wanted to see a greater physical connection between people and Paparoa's natural and cultural assets.

Protected Features_ Cliffs landing, Paparoa Forest, Serling Bach, Lions Walkway, the Showgrounds, Parirau Marae and Kaipara Harbour are key features that those who were engaged valued and wanted to see protected.

Coastal Restoration_ Locals want a strong environmental focus for Paparoa i.e. through connections to waterways, through open space and the protection enhancement of these areas. Restoration projects such as Hāmātea Harbourcare are supported by locals as these projects could increase whitebait and eel fishing opportunities once water quality is improved.

Accessibility_ To make Paparoa a destination as opposed to a run-through village, those engaged want to see provision for walking and cycling opportunities, improved safety along Paparoa Valley Road (SH12), and alternative modes of transport options.

Water Transport_ The transport of goods and people via water is seen as an opportunity for Paparoa to increase tourism and recreational activities i.e. Tour Aotearoa Biking Event.

Water Quality_ Improving the mauri of the receiving tidal areas of water bodies through monitoring of discharge outlets, installing wastewater treatment plants and providing a resilient reticulated water supply.

Flooding_ To address flooding issues in Paparoa, locals suggested greening of spaces, flood protection works or redirecting the creek that traverses the settlement.

Infrastructure_ There are services provided to locals i.e. power, broadband, internet, town water supply and road, however improved digital infrastructure will allow working from home scenarios or new home business ventures.

Residential Development_ Residential growth is instigated currently in Paparoa, and encouraged, but is seen to be strained by SH12. There is potential for low density, lifestyle, visitor accommodation and affordable first home housing opportunities.

Commercial Development_ Commercial growth is encouraged to complement the existing, new and future residential developments in Paparoa i.e. medical centre, early childhood centre, to support the future increase in population.

Light Industrial Development_ There is potential to convert buildings such as the Otamateā County depot into light commercial/industrial zoning to better utilise old buildings and land. There is potential for folks like the Brethren Brothers to invest in the area and establish a business park or similar.

| Outcomes

Protected Features_ Protect the heritage buildings in the existing town centre, the identified key features by the locals, and the Pā site where there is currently a trail traversing through.

Accessibility_ Establish and upgrade existing footpaths, cycle ways, shared paths and recreational trails along the waterways to access nature. Locals discussed facilitating better access between the landing, village green and main settlement, as well as providing signage for pedestrians and cyclists commuting through Paparoa to reach other settlements.

Roading_ Improve the safety along SH12 through the main settlement by widening shoulders on the road to reduce speed down and attract residential living near the town centre.

Public Transport_ Allow for bus shelters and bus routes through Paparoa connecting to Dargaville, Ruāwai, Maungatūroto and Wellsford, to provide for alternative modes of transport for the elderly population and to unlock other economic opportunities such as employment and education.

Water Transport_ Establish a new or upgrade the wharf, boat ramp and associated parking to unlock the water transport network for Paparoa and allow access for different vessel types to bypass issues associated with roading quality, traffic and heavy vehicle movement restrictions on land.

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Water Quality_ Establish riparian planting around water bodies and more green spaces (particularly in areas where there is flooding) to improve the river viability and water quality.

Infrastructure_ Provide a wastewater treatment plant for increased growth in residential or commercial development, upgrade digital infrastructure connections and provide town water supply resilience.

Residential Development_ Provide for larger 10-acre blocks to be subdivided into 0.5-1ha lots for lower maintenance i.e. behind the showgrounds, Pāhi Road and Franklin Road.

Commercial Development_ Identify a new town centre with the primary school as the heart of the centre, outside of flooding, and to complement any additional services requested by the locals. Identify appropriate commercial land for Brethren Brothers to invest in to increase employment opportunities in Paparoa.

Light Industrial Development_ Convert Otamateā County Depot and surrounding buildings/land, potentially including parts of Franklin Road, into a light industrial/ commercial zone.

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5.4 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

Legend

- **Protected waterways** Protect area from polution
- **Art installations** Proposed themed art installations in various part of Paparoa
- **Retirement developement** Recently approved for recouce cnsent
- **Motorbiking tracks** Tracks for motorbikes
- **Dogpark** Proposed dogpark
- **Protect Showgrounds** Protect Showgrounds
- **Widen Shoulders** Widen shoulders on SH12 to improve safety
- **Pa Site** Identified as Pa site.
- **Landing** Existing open space
- **Footbridge** Proposed footbridge
- **Landing** Existing open space
- **Info Kiosk** Proposed information kiosk or boqard
- **Development** Bretheren development
- **Public Transport** Public transport route and potential for bus shelters
- **Industrial zone** Development near old railroad
- **Erosion risk** Protect area from erosion
- **Biking tracks** Proposed bike tracks (Paparoa Connetions)

KEY

- Proposed residential area
- Countryside Living Options
- Light Industry
- Protect Kauri Reserve
- Town Centre
- New town
- Open Space to Protect from Flooding
- Village Green
- Area for Development
- Proposed Road & SH
- Steep slope
- Foot Bridge
- Walking Paths
- Roundabout

Franklin Road

Paparoa-Oakleigh Road

Paparoa Valley Road

12

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5.5 | Pahi - Overview

180	Population	
90	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
●	Stormwater Reticulation	
●	Broadband	
●	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
●	StreetLights	
●	RailLine	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
○	Marae	
●	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
1-5	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Pāhi is a moderately sized coastal community located on a peninsula 8km south of Paparoa, via Pāhi Road. Matakohe is 12km away via Pāhi Road and SH12 westward. Maungatūroto is the nearest major town to Pāhi, 20km eastwards following SH12 through Paparoa. Whakapirau is 400m across the Pāhi River – otherwise it is 23km around the harbour via road.

As of the 2013 Census, the entire Pāhi Peninsula had a population of 180. Pāhi is a popular holiday destination - the annual Pāhi Regatta attracts hundreds of visitors. As such, there are many non-residential owners of holiday homes based in Pāhi. Campervans are also prominent here. Maritime activities are popular at Pāhi, facilitated by the wharf at the end of Pāhi Road.

Land use is mostly residential – there is no discernible commercial activity. Pāhi has some fairly steep topography, particularly around Cliff Street and Emay Crescent, where it slopes downwards towards the east.

Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a Nonconformist group from England. Between 1862 and 1865, 3,000 immigrants established Port Albert near Wellsford. The Albertlanders sought to establish a religious settlement in Port Albert but many challenges including harsh conditions and fears of the indigenous population, leading to the eventual dispersal of the Albertlanders. Many settled elsewhere in Kaipara to start a new life. The swathes of giant Kauri trees which populated Kaipara were very popular amongst Europeans for building furniture, boat building and construction.

Pāhi was initially used as a port from which supplies would be ferried to Paparoa via Paparoa Stream. Eventually, a road was constructed from Paparoa to Pāhi in 1865. From 1882 to 1895, a boat service ran weekly from Pāhi to Helensville.

The Pāhi Regatta has been running annually since 1886. The main events of the regatta are the launch races, kayak contest, runabout races and bathtub races. Pāhi takes on a fairground atmosphere during this time, complete with sideshows, food stalls and Miss and Master Pāhi contests.

According to QV, initial major development of Pāhi's current housing stock began in the 1950s – characteristic of the post-war development boom. This is particularly evident on Fenwicks Point Road and Fisher Street. Since then, development has been fairly consistent from the 1970s onwards. For example, Dem Street is mainly populated by 1970s buildings.

Much of the development on Bonham Street took place in the 1980s. Recently, there has been a fair amount of development in the 2000s and 2010s – particularly on Emay Crescent and Kotare Crescent.

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5.5 | Pahi

Scale: 1_10 000@A3

0 10 250 500M

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5.5 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

DRAFT

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

Palm House

Holiday Park

5.5 | Engagement

Engagement Findings

Community Values

- The locals value the mellow and slow-paced element of Pāhi and rely on Paparoa for basic amenities, social/sporting facilities, while Dargaville is relied on for larger shopping and maintenance supplies.
- People value the peaceful, quiet, close and friendly community at Pāhi – it is caring and welcoming, with a strong recreational lifestyle.
- The community holds a number of potluck dinners and fishing competitions at the Pāhi hall where the locals meet and wish to protect as a key gathering social spot.

Aspirations

The idea of 'organic' growth is important – this means enabling the community to grow while still retaining its character.

Commercial Development_
The locals expressed interest in improving their current lifestyle and the environment, as opposed to welcoming new commercial/retail development to the area. However, there is a general consensus on business and commercial opportunities enabled through clear and transparent planning provisions which look to maintain the character of Pāhi through quality design and feasible mitigation measures.

Industrial Development_ There is support for mixed-use zones in the Business Park as opposed to industrial activity as Pāhi relies on Paparoa for those services. However, locals would like to see the opportunity to establish these activities on private properties as home business ventures i.e. boat building industry.

Tourism_ The locals have voiced the importance of economic activity enhancement through tourism ventures such as water-based activities. Locals would like to see the existing campground relocated by the campground office for legibility purposes and new life given to Pāhi Hotel to accommodate backpackers.

Residential Development_
Alternative housing such as 'tiny houses' (including caravans and containers converted to houses), affordable housing, and visitor accommodation opportunities are supported by the locals subject to imposing environmental building standards.

Passive Recreation_ The focus of change in Pāhi is around care and ongoing protection of the green spaces, the harbour and mauri of the waterways and its quality as opposed to new businesses solely operating in the community. There is support for new walking tracks in Pāhi connecting to other settlements, and recreational activities near the wharf.

Ecological Restoration_ There is support to reduce dairy farming activities in the area to improve water quality, introduce mangrove management and riparian planting.
Ecological Protection_ Locals would like to see the Fig tree and surrounding reserve to be protected including the Boat Club and Pāhi Hotel (albeit being privately owned).
Coastal Restoration_ There have been ongoing erosion issues in Pāhi which were sought to be resolved in 2013, however there was no funding to support Pāhi and locals would like to see this through.

Infrastructure_ Services to Pāhi are poor, there is a lack of reticulated sewage which restricts potential for commercial and further residential activity on smaller lots being established in Pāhi. Locals would like to see a new wastewater treatment plant constructed if further growth occurs.

Roading_ The road that leads into Pāhi is unsafe and could be improved to allow pedestrians and cyclists to share the space on the road with vehicles.

Outcomes

Commercial Development_ Establish a commercial/retail hub near the wharf to facilitate growth in tourism i.e. a café/restaurant, bike/kayak rental.

Business Park_ Establish a business park with a marina shop and boat building opportunities for light industrial activities.

Tourism_ Focus on improving water-based activities and walking/cycling routes around the peninsula. Convert the Pāhi Hotel into visitor's accommodation and upgrade facilities at the campground for better user experience.

Residential Development_ Allow for infill housing i.e tiny houses in existing residential areas and establish a new residential block at the gateway of Pāhi Peninsula.

Ecological Restoration_ Improve water quality through mangrove management and riparian planting.
Ecological Protection_ Protect the Fig tree and reserve and provide educational signage on its southern hemisphere significance as a notable historic tree.

Coastal Restoration_ Restore the cliff facing erosion, sand build up and enhance the coastline of Pāhi Peninsula

Infrastructure_ Establish a new communal wastewater treatment plant to service the existing and proposed residential and commercial environment.

Roading_ Improve the safety of Pāhi Road via widened shoulders, barriers, footpaths and signage to reduce speed and allow a safe shared space for vehicles, pedestrians and cyclists.

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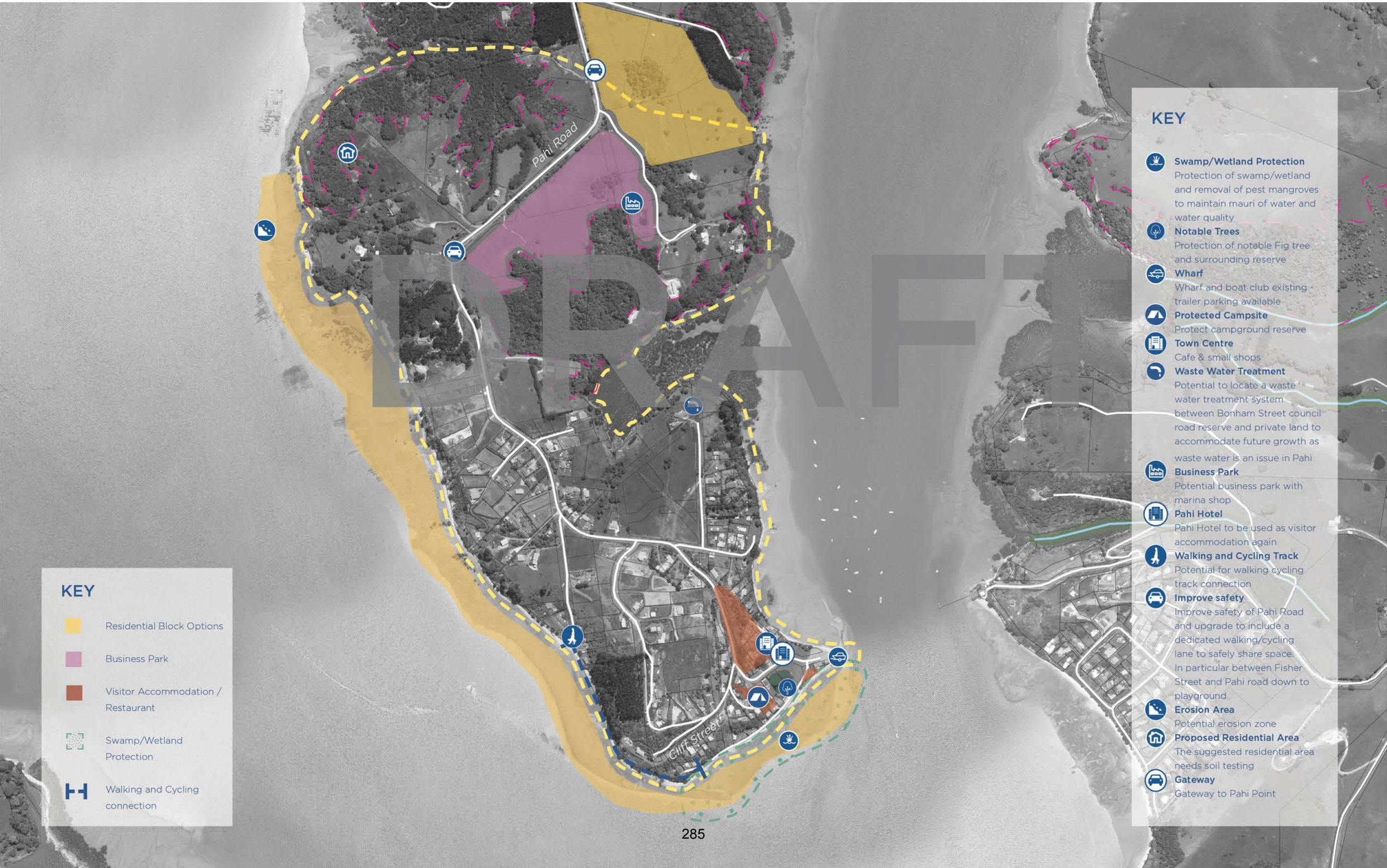
5.5 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M



5.6 | Matakohe - Overview

66 **Population**

27 **# Occupied Dwellings**

Hard Infrastructure

- **Water Reticulation**
- **Waste Water**
- **Stormwater Reticulation**
- **Broadband**
- **Mobile Coverage**
- **Roads Sealed**
- **Footpath**
- **StreetLights**
- **RailLine**

Soft Infrastructure

- P **Schools (P)rimary (S)econdary**
- **Access to Tertiary Education**
- **Marae**
- **Reserves**
- **Playground**
- **Sports Facilities**
- **Church**
- 2 **Businesses**
- **Community Centre**
- **Public Transport**

KEY

- Yes
- No
- Limited
- TBC

Matakohe: Mata = headland; kohe (shortened from kohekohe) = native tree

Matakohe is a rural community located on the Kaipara harbour coast. Ruawai is 16km west from Matakohe. Paparoa is 7km north-east of Matakohe, while Maungatūroto is roughly 19km eastward. Dargaville, Ruawai, Matakohe, Paparoa and Maungatūroto are all via State Highway 12.

Matakohe was one of the first areas in Kaipara to be settled by the Albertlanders, founded in 1863. Steamer services ran frequently to and from Matakohe to other settlements throughout the harbour. It once held the title for longest wharf in Kaipara - in 1881, the wharf was built at a length of 442m. The kauri timber and gum industries contributed to the settlement's drastic population growth of 264 by 1906. However, by 1921, its population had dropped to 141 due to the arrival of rail infrastructure in the district, which Matakohe did not have access to.

Matakohe has somewhat declined in the past two decades, with the population decreasing as well as businesses closing, including a convenience store, petrol station and post shop. There has recently been a slight increase in subdivision and development, however the population is still not large enough to sustain new businesses.

Nowadays, the Kauri Museum is a central asset for the Matakohe community The importance of the Kauri Museum is a reflection of history as one of the most valuable things about Matakohe. The museum is a large local employer and the central economic base for the community. Several local businesses are directly connected to the museum, namely the gumdigger cafe, White Rock Gallery and Gallery 28. The museum sees around 40,000 annual admissions - 60 percent of its clientele are foreigners.

Matakohe Primary School is also an important focal point for the community. Locals see the school as a means to re-engage kids with their community and history.

The Matakohe Community Group is involved in the planning stage for developing cycling infrastructure, intended to connect to similar projects being led in Ruāwai and Paparoa. In 2019, the Hardies and Anderson bridges were upgraded by

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5.6 | Matakohe

Scale: 1_10 000@A3

0 10 250 500M

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5.6 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

Coates Memorial Church

The Kau Museum

Matakohe House

Primary School

Holiday Park

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

5.6 | Engagement

| Engagement Findings

| Community Values

There is a great sense of pride in the Matakohe community, its spirit and its history. People are quick to delaire the community's proactiveness, friendliness and supportiveness. There is a strong volunteer culture in Matakohe, and a strong do-it-yourself attitude.
There is great pride in Matakohe's history and heritage

| Aspirations

Residential Development_ The community is largely supportive of enabling growth for Matakohe, provided its rural village character is retained.

Tourism_ Tourism is seen as a key facilitator for growth. The museum is a key asset for tourism in Matakohe. As a result of the COVID-19 pandemic, the museum has expressed its need to attract local tourism, as there will no longer be foreign visitors. Locals have also mentioned that there are opportunities in Matakohe's kauri tracts, as well as the harbour (including wharf development), for ecotourism. There is opportunity for rich cultural experiences by incorporating Māori heritage into the Matakohe story.

Wharf Opportunities_ Locals would like to see opportunities related to the wharf explored. However, they do concede that this is somewhat impractical due to strong water movements and shallow foreshore.

Commercial Development_ A pedestrian precinct around the Kauri Museum and provision for light commercial activity, such as a corner shop or cafe.

Pedestrian-Friendly Environments_ Better pedestrian safety, particularly between the school and town centre - recently, a footpath between the school and the museum was built through local volunteering efforts.

Environmental Protection_ Recently, there has been greater awareness of environmental care at Matakohe. For example, the harbour is seen as an important environmental feature, and there are ongoing cleaning works. There are also patches of kauri which the community wants to protect.

Recreational Facilities_ There is a desire for more recreational spaces, such as a playground or reserve. Locals also want to see provision of beach access.

Maintain and Promote Local Culture_ The need was expressed to connect back to history, including instilling a relation to history in children and foster pride in the community. People want to see Matakohe retain its tight-knit community and strengthen the volunteer base.

Passive Recreation_ Completion of the cycling connections to Paparoa and Ruāwai.

| Outcomes

Residential Development _ Residential development at the town centre, opposite the Kauri Museum, along Matakohe East Road and Church Road. Countryside living/ lifestyle block development around the school.

Tourism_ Improve tourist appeal, with the Kauri Museum as a key destination. Kauri Museum to provide greater learning opportunities and reflect local history, including Māori stories.

Recreational Facilities_ Development of an open space/ green network, and improvement of local facilities, such as public toilets at the end of Matakohe Wharf Road.

Water Trasnport_ Potential for wharf to be rebuilt to provide connectivity to wider Kaipara Moana (noting the previous wharf was historically 442m long due to the shallow foreshore).

Roading_ Upgrade Matakohe Wharf Road, seal Church Road to enable beach access.

Passive Recreation_ Improved walking and cycling infrastructure, including a walking/cycling track at the bottom of Church Road to link to the beach, as well as completing cycling connections to Paparoa and Ruawai.

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5.6 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

LEGEND

Town Centre
To be a pedestrian precinct centered around Matakohe Museum

Commercial Activity
Option to provide for light commercial activity i.e. corner shop, cafe etc

Cleanup Waterway
Mangrove removal / cleaning out the waterways

Wharf
Potential for wharf to be rebuilt here to provide connectivity to wider Kaipara Moana

Toilets
Existing public toilets to upgrade

Walking Trail
Potential to connect walkability between beach and wharf

Sealed Road
Sealed road down to beach access / include walking/cycling track to link at bottom

Preserve SNA
Headland / Reserve to be preserved

Upgrade Road
Upgrade Wharf Road

Improve Safety
Improve safety for pedestrians between school and town centre, particularly for students

Bush Restoration
Regenerating Kauri bush near museum

KEY

- Residential Block Options
- Small Businesses Park
- Visitor Accomodation / Restaurant
- Campground
- Open Space
- Public Access to the Beach
- Pouto point to lighthouse walk

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5.7 | Whakapirau - Overview

57	Population	
24	# Occupied Dwellings	
●	Water Reticulation	Hard Infrastructure
●	Waste Water	
○	Stormwater Reticulation	
○	Broadband	
●	Mobile Coverage	
●	Roads Sealed	
●	Footpath	
○	StreetLights	
●	RailLine	
	Schools (P)rimary (S)econdary	Soft Infrastructure
○	Access to Tertiary Education	
○	Marae	
●	Reserves	
●	Playground	
●	Sports Facilities	
●	Church	
0	Businesses	
●	Community Centre	
●	Public Transport	

KEY
- ● Yes
- ● No
- ○ Limited
- ○ TBC

Whakapirau: Pirau (Stinking) and whaka (Place) - this is believed to refer to the dead bodies on the banks of the Whakapirau River following the battle of Puketapu. Whakapirau is a coastal settlement 400m opposite the Pāhi River from Pāhi. Maungatūroto is 14km northeast of Whakapirau via Whakapirau Road and SH12, whereas Paparoa is 15km via road northwards. From here, Pāhi can be accessed via SH12 and Pāhi Road. According to 2013 Census data, Whakapirau and its wider surrounding area has a population of 57.

During the initial settlement of Kaipara by the English Albertlanders in the mid to late 19th century, the prosperity of settlements was dependent on their access to kauri timber. Whakapirau capitalised on this industry - Chadwick's mill at Whakapirau was the second largest behind Te Kōpuru. Cut logs would be sledged to tidal water, rafted across the river to Pāhi, and then loaded onto schooners. The mill burnt down in 1912.

The school was opened in 1893, and the steamer wharf was built in 1895. The Cooperative Dairy Company was established in 1904. These businesses attracted the population and generated the wealth necessary for the church's construction. St Alban's Church which was built from kauri timber in 1896. Following the battle of Marohemo in 1825, the block of land which the church is now situated on was made tapu from the remaining kōiwi from a battle.

The battle of Te Ika-a-Ranganui in 1825 was fought between Ngāti Whātua and Ngāpuhi, with Ngāpuhi prevailing, and the bodies left in piles at the battle-site. Later, European settlers exhumed the bones and used them to fertilise vineyards. The tapu was lifted from the land by the gathering of the kōiwi into an ossuary. There are also graves for both Māori and Pākehā in the churchyard.

Once the tapu issue had been resolved, settlers were able to quickly expand into Whakapirau. A timber mill was relocated here, a general store and a gum-trading depot were established. Residential development also began. Whakapirau's population was 88 in 1881. By 1911, its population was 335. By 1961, its population had reached 354. The settlement was briefly named Karaka, after chief Arama Karaka who had good relations with Pākehā. However, this name was frequently used for settlements around the country, and subsequently took its current name after Whakapirau Creek.

At the turn of the 20th century, limestone became increasingly popular for roading and agricultural purposes. The Kaipara Farmers Co-op Lime Co. Ltd was based in Whakapirau, registered to quarry limestone for farm use.

Whakapirau Wharf is located at the end of Whakapirau Road. There appears to be no discernible commercial activity. Today, land use is mostly residential, where the majority of the homes are unoccupied for most of the year. There has been significant development since 2013.

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5.7 | Whakapirau

Scale: 1_10 000@A3

0 10 250 500M

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Whakapirau Wharf

Tiro Moana

The Green House

Whakapirau Road

Beatson Road

5.7 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3

0 10 250 500M

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KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

Whakapirau Wharf

Tiro Moana

The Green House

5.7 | Engagement

| Engagement Findings

| Community Values

- The town of Whakapirau is mostly valued for its peacefulness, beautiful scenery and the community.
- The essential qualities of the town are pointed towards its coastal beaches, wharf and fishing (surfcasting) opportunities.
- Community organisations including the Marae, sports club and the church hold events that bring the community together such as the new years eve events which the locals wish to protect.

| Aspirations

Locals support enabling future growth where it does not change the dynamics and lifestyle of Whakapirau or affect affordability i.e. increase in rates.

Residential Development_ Locals see a potential for small houses on small blocks along the beachfront. However, only support growth in these areas where it attracts permanent residents as opposed to holidayers.

Commercial Development_ The people of Whakapirau rely on shops and businesses in Maungatūroto for day to day needs, Mangawhai or Whangārei for groceries and other services such as healthcare.

Community Facilities_ Local would like to see a play area for the younger generations such as a tennis court or a simple rope off a big tree on the beach.

Infrastructure_ The community is interested in education opportunities in specific areas such as plumbing best practice, given there are major land issues during the summer. Other services such as wastewater, water supply and telecommunications are supported if growth occurs without detrimental costs incurred on ratepayers in the interim.

Transport_ With growth, the locals expect to see infrastructure services and upgraded roading networks that do not result in unreasonable rates in the interim should growth not occur. Locals would like to see footpaths to improve pedestrian safety around the settlement.

Passive Recreation_ Establish walking and cycling trails through nature and along the coast. Ecological Restoration_ Removal of weed trees and species through appropriate means such as spraying and mowing areas, as opposed to scorching the earth which has detrimental effects on the environment.

Coastal Restoration_ There has been an increase of erosion on the beach and challenges at the harbour which needs to be taken care of. Drainage clean-up has been an issue which the community has been seeking to resolve since 2014 but failing due to costs involved.

Water Transport_ Locals would like better access to boat ramps particularly during low tides, boat trailer parking, shore facilities such as public toilets and other water services such as ferries etc.

| Outcomes

Residential Development_ Identify land on the upper slopes above the ridgeline for residential development and countryside living opportunities to the south of the ridgeline. Allow infill development to occur in the existing residential zoned land. Commercial Development_ Locate shops i.e. café or restaurant and retail activity i.e. dairy around the wharf as the main gathering spot overlooking the harbour.

Community Facilities_ Locate a playground near the wharf.

Passive Recreation_ Establish a new walking/cycling trail to loop around Whakapirau and along natural edges such as the mangroves on Department of Conservation owned land and along the dunes/beach. Ecological Restoration_ Removal of pest species and protection of mangroves and Pōhutukawa trees along the coast.

Coastal Restoration_ Protect, enhance and restore the coastal environment from ongoing erosion. Water Transport_ Upgrade the boat ramp, boat trailer parking and establish public toilets near the wharf.

Transport_ Upgrade road into Whakapirau through widened shoulders to improve safety and footpaths within the settlement for pedestrian amenity.

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5.7 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M

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KEY

- Residential Block Options
- Private Land
- CSL Development
- DOC Land
- Notable trees

LEGEND

Prominent Ridgeline
Prominent ridgeline of Whakapirau

Wharf
Need for new boat ramp and trailer parking

Playground
Play area for kids near wharf and potential for beach front local shop

Notable trees
Pohutukawa tree to be protected

Erosion
Erosion of beach to be restored
Weed trees removed

Densification Options
Potential for small houses to be located on existing residential zoned areas

CSL development
CSL development

Safety Issue
Roading a critical issue for safety

Private Land
Private owned land by someone who doesnt want any developments at all

Lifestyle Block
Lifestyle block development opportunity

DOC Land
DOC owned land / contains mangroves
Identified as a potential community activity space which KDC has access to

5.8 | Hakaru - Overview

KEY
- Yes
- No
- Limited
- TBC

Hard Infrastructure
- ? Population
- ? # Occupied Dwellings
- Water Reticulation
- Waste Water
- Stormwater Reticulation
- Broadband
- Mobile Coverage
- Roads Sealed
- Footpath
- StreetLights
- RailLine

Soft Infrastructure
- Schools (P)rimary (S)econdary
- Access to Tertiary Education
- Marae
- Reserves
- Playground
- Sports Facilities
- Church
- 0 Businesses
- Community Centre
- Public Transport

Hakarū is a rural community located halfway between Mangawhai and Kaiwaka. Mangawhai is located roughly 7km east of Hakarū, while Kaiwaka is roughly 7km westward. The still-standing Diary Factory is a remnant of Hakarū 's history during the Albertlanders' settlement of Kaipara. By the turn of the 20th century, Kaipara's timber and gum resources had neared depletion. The Hakarū Dairy Company was established in 1902 as settlers then turned to farming upon the newly deforested lands.

Nowadays, farming remains a fundamental economic base for the Hakarū community, which is valued by locals for its rural lifestyle. Hakarū has seen significant growth in the past five years, with the population increasing by as much as four times. Many homes are relocated. There is also a large retiree population. The Hakarū community encompasses a large area, extending roughly halfway to Kaiwaka, and as far down as Tōpuni.

There are no shops at Hakarū , but there are small businesses involved in agriculture and light manufacturing, such as Engtech and Agridustrial. Local Organisations include the RSA, Hakarū Hall and the Pony Club, which are seen as cornerstones of the community. In particular, Hakarū Hall has seen significantly more use in recent years, being used for events, classes and accommodation from both Kaiwaka and Mangawhai.

There is strong relationships and cooperation between these organisations, with crossovers in leadership.

The main roads are Kaiwaka-Mangawhai Road, Settlement Road, and Lawrence Road. Settlement Road is perceived as the village mainstreet, where traffic speed is a concern - meaning that mainstreet streetscape improvement would be highly desirable by the community.

Kaiwaka-Mangawhai Road is the main 'movement network' where most of the traffic is experienced and encouraged. Metalling/sealing of these roads are patchy and they are mostly still gravel. As the local population has increased, the roads have become increasingly stressed, causing damage to vehicles, as well as to personal health (dust particulate). The roads see extreme usage during the annual Northern Bass festival (held in Mangawhai), where up to 15 thousand people come through Hakarū.

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5.8 | Hakaru

Scale: 1_10 000@A3

0 10 250 500M

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5.8 | Physical Analysis – Opportunities and Constraint

Scale: 1_10 000@A3

0 10 250 500M

Caravan Hire

Hakaru & Districts RSA

A1 Turbos Ltd

St Michael and all Angels Anglican Church

KEY

Constraints + Challenges

- Flood plains
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach

5.8 | Engagement

| Engagement Findings

Community Values

- The rural lifestyle in Hakarū is very important to locals, who emphasise that spatial planning must reflect and retain its rural character.
- The community is not particularly interested in high-value amenities such as libraries or footpaths, but rather simply having basic infrastructural needs met.

| Aspirations

Residential Development_ Locals are happy to see further growth in Hakarū , provided that basic infrastructure is provided to service the population. They also want to see better direction for growth, noting the impact that this would have for the community's reputation. Locals are also dissatisfied with the condition of some relocated homes, and would like to see these homes tidied up.

Commercial Development_ There is not much demand for local shops, until there is significant growth in the local population. At most, locals would like to see 1-2 shops in the village area at most. People are happy to do their shopping at Kaiwaka or Mangawhai.

Improved Roads_ Unanimously, the most pressing concern expressed by Hakarū residents is the condition of local roads, namely Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. The one-way bridges on Kaiwaka-Mangawhai Road and Settlement Road were also noted to be potentially dangerous.

Telecommunications_ Improved phone and internet services. Fibre has been partly installed but is only accessible to some people.

Transfer Station_ Improvements to the transfer station.

Protected Features_ Locals consider the RSA, Hakarū Hall, and Pony Club as cornerstones of the community and would like to see these protected.

| Outcomes

Residential Development_ Residential development predominantly in the form of lifestyle blocks around main community facilities (RSA, Hakarū Hall and Pony Club). Potential for smaller blocks to be affordable for retirees. Relocated homes of higher standard and better condition.

Transport_ Sealing of roads and upgrading of bridges for two-way traffic. Creating a mainstreet environment on Settlement Road along the existing community hall and RSA.

Commercial Development_ Village/ commercial development around main community facilities.

Community Facilities_ Enable greater utilisation of the domain, and installation of a local playground.

Water Quality_ Cleaning and enhancement works for Hakarū River.

Protect Features_ Protection of the RSA, Hakarū Hall and Pony Clubs as the key social gathering locations.

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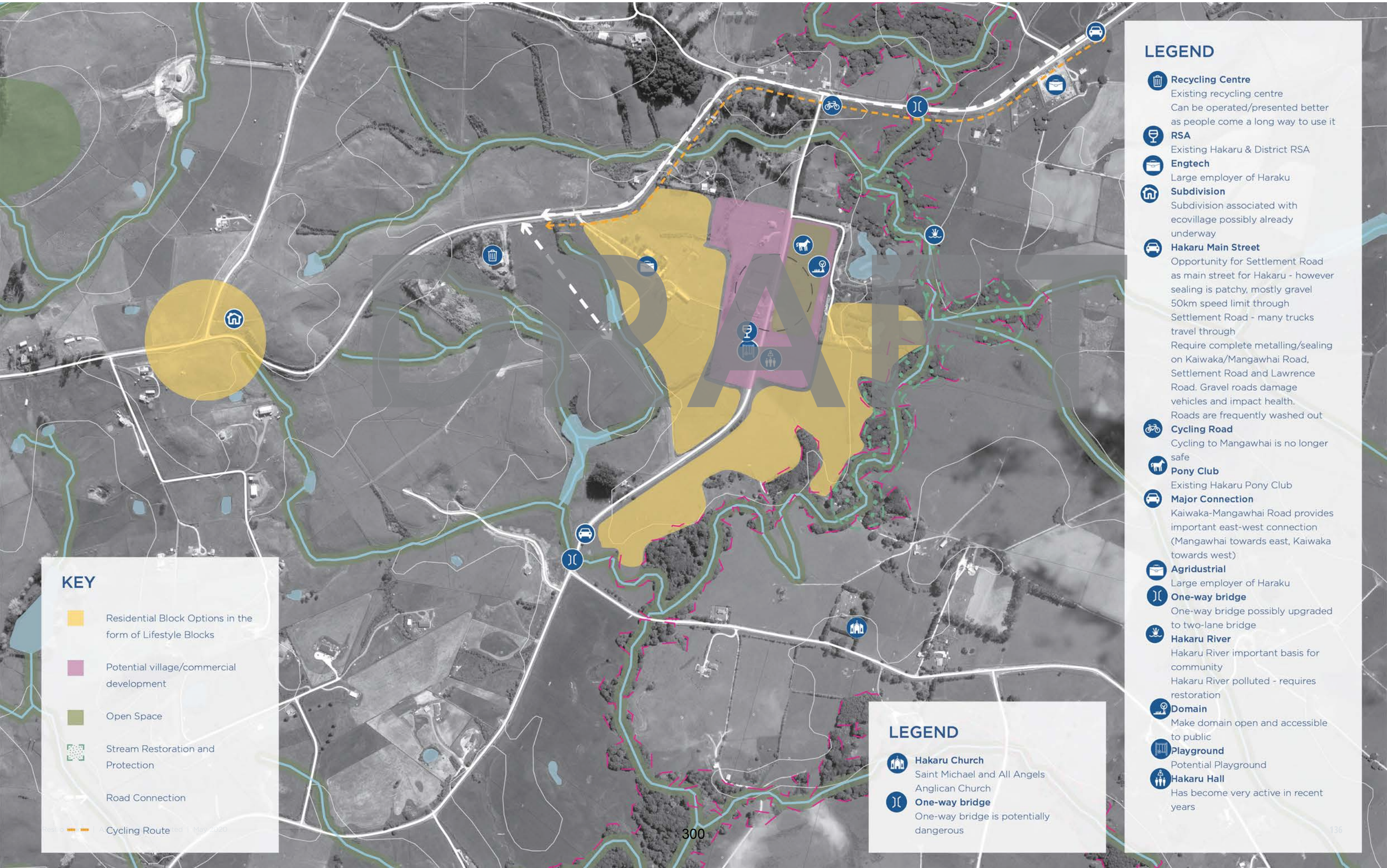
5.8 | Early Insights + Community Feedback

Scale: 1_10 000@A3

0 10 250 500M



Part 6 | Next Steps

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INDICATIVE TIME-LINE [for discussion at council briefing / to be completed post council briefing]

PHASE 1
Project Initiation

DECEMBER 2019

Confirming project brief, programme, deliverables, roles and responsibilities

PHASE 2
Constraints, Challenges and Opportunities Assessment

FEBRUARY-MARCH

Gather information including regional context and local environmental, societal, cultural, economic and enabling infrastructure and analysis

PHASE 3
Setting the Direction + Initial Engagement

MARCH-APRIL

Setting the vision, spatial plan principles & assessment criteria. Produce discussion paper following initial engagement with identified villages and settlements

PHASE 4
Option Development, Testing and Evaluation + Consultation

MAY-JUNE

Utilising information & insights gathered through previous phases, generate development preferred option for whole of district showing linkages and relationships between settlements

PHASE 5
Review Feedback and Agree Changes

JULY

Collate & agree the changes to the draft Spatial Plan key themes consultation document following feedback from the consultation evaluation

PHASE 6
Prepare and Share Drat Spatial Plan for Final Review

AUGUST

Generate draft Spatial Plan for review through decision making structure

PHASE 7
Produce & Present the final Spatial Plan

SEPTEMBER 2020

Finalise the Spatial Plan following feedback from previous phase

DRAFT

2022 Local Government Elections: Māori Representation

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Jason Marris, General Manager Engagement and Transformation**

Purpose/Ngā whāinga

To inform and discuss the option of establishing a Māori ward for the Kaipara District for the 2022 Local triennial elections.

Discussion/Ngā kōrerorero

There are some decisions that need to be made in the lead up to the local triennial elections in 2022. One of those is for Council to consider whether or not to establish a Māori ward. The Local Government Act 2002 (LGA) advises that the local authority should provide opportunities for Māori to contribute to its decision-making processes. A Māori ward can be one of these opportunities.

While Council could resolve at any time to conduct a public poll on the matter, for a Māori ward to be included in the 2022 local triennial elections, it must be made by 23 November 2020.

The process

The authority for Council to establish Māori ward(s) comes from the Local Electoral Act 2001 (LEA). The process is outlined below:

1. Council may (it is optional) decide by resolution to establish a Māori ward. To establish a Māori ward it would need to be resolved by 23 November 2020
2. Public notice of this decision must then be made by 30 November 2020. The notice also advises that the public may demand a poll on the matter. A valid demand to conduct a poll would be one which is signed by at least 5% of electors across the district (790 electors)
3. Any demand for a poll must be received by Council by 21 February 2021
4. If no demand for a poll is received, Council must then conduct a representation review to incorporate the Māori ward into the District's representation arrangements.

   A representation review is a formal process that takes into account aspects such as population growth and distribution, community boards, ward(s)/names and number of elected members etc for the district.

   Kaipara District Council (KDC) conducted a representation review prior to the 2019 local triennial elections. On approving the new representation arrangements, the Local Government Commission (the Commission) recommended that KDC conduct another review prior to the 2022 local government elections, due in part to the significant population growth across the district.
5. If a valid demand for a poll is received, Council is then required to conduct a poll of all electors on the matter. This poll must be conducted by 21 May 2021
6. If the poll countermands the original Council decision to include a Māori ward, the Māori ward is not included in the arrangements for the 2022 local government elections
7. Should a Māori ward be established either by way of a Council resolution or a poll, it must remain in place for at least two triennial elections (2022, 2025).

Calculating the number of Māori and general members

There is a prescribed calculation to determine the number of Māori and general members in the LEA for a local authority. It is a proportionate calculation based on the Māori electoral population

against the general electoral population. This is determined by Statistics New Zealand and provided to the Commission.

For KDC, we have a Māori electoral population of 3,399 and a general electoral population of 19,470.

The number of members would be determined at the following representation review. However, should the total number of members remain at eight (excluding the Mayor) this would mean that there would be one Māori member (elected at large from those on the Māori electoral roll at the election) and seven general members (elected from one or more wards from those on the general electoral roll). Anyone standing for the Māori ward could be on either electoral roll.

The effect on the number of Councillors in the district could be to add a further member (subject to the representation review). The Councillor remuneration pool would not change as it is no longer based on the numbers of Councillors.

Recent history

There are three local authorities that currently have Māori wards/constituencies as follows:

- **Bay of Plenty Regional Council** – by separate Act in 2001
- **Waikato Regional Council (2011)** – by resolving to have Māori constituencies, placing public notice and not receiving a demand for a poll
- **Wairoa District Council (2016)** – resolved to have a poll on Māori wards for the 2016 triennial election. Poll held where 54% voted for Māori wards and 46% voted against. This was the second attempt to include Māori wards, the first attempt failed.

In the past six or so years, six other authorities have attempted to introduce Māori wards as follows:

- **Hauraki District Council (2013)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 19% voted for Māori wards and 81% voted against
- **Waikato District Council (2014)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 20% voted for Māori wards and 80% were against
- **Far North District Council (2015)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 32% voted for Māori wards and 68% voted against
- **New Plymouth District Council (2015)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 17% voted for Māori wards and 83% voted against
- **Whakatane District Council (2018)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 45% voted for Māori wards and 55% voted against. This was their second attempt.
- **Western Bay of Plenty District Council (2018)** – resolved to introduce Māori wards, placed public notice where 5% electors demanded a poll. Poll subsequently held where 22% voted for Māori wards and 78% voted against.

Views of Māori

Before Council can make a decision or not, it is important to engage Māori in the district on their views. In doing this, some authorities have discovered that local Māori do not support Māori wards.

It is proposed that staff engage with our Iwi/hapū (Te Roroa, Te Uri O Hau and Ngāti Whātua) at Board/Settlement Trust level to explain the process, provide material that speaks to what it means and then ascertain views. These views would be used to inform any future decision of Council.

There is a large number of marae in the district which quickly makes engagement at that level unmanageable for staff. It is hoped that by having the discussion at Board/Settlement Trust level, and providing clear information, the Trust can then have the discussion with local Māori and then present a unified voice or preferred approach.

Next steps/E whaiake nei

Engage with our Iwi/hapū to ascertain views and report back to Council.

Introduction – Proposed Climate Change Strategy

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Katy Simon, Sustainability Policy Analyst**

Purpose/Ngā whāinga

To introduce Council to a proposed Climate Change Strategy. To gain feedback on direction regarding the proposed Climate Change Strategy.

Context/Horopaki

Earth's atmosphere and oceans are warming. Human, post-industrial systems have increased levels of greenhouse gases (GHG) emissions to the point where we are witnessing significant changes in weather patterns and weather events. Global emissions of carbon dioxide (CO2) have increased by almost 50% since 1990. Between 1990 and 2018, New Zealand's net GHG emissions increased by 57%. Over the last century New Zealand has lost 25% of its glaciers. Average air temperatures have increased by +1°C. Average sea temperatures have increased by + 0.7°C. Mean sea levels have risen 14-22 cm.

Scientists and decision-makers use the Intergovernmental Panel on Climate Change's (IPCC) Representative Concentration Pathways (RCPs) to model climate change scenarios and identify future impact. RCPs attempt to capture future trends in emissions based on global human activities. In short, they provide a framework for future climate projections. Figure 1 below is an example where RCPs are used to show projected increase in New Zealand's average air temperature through to 2120 (NIWA, 2016).

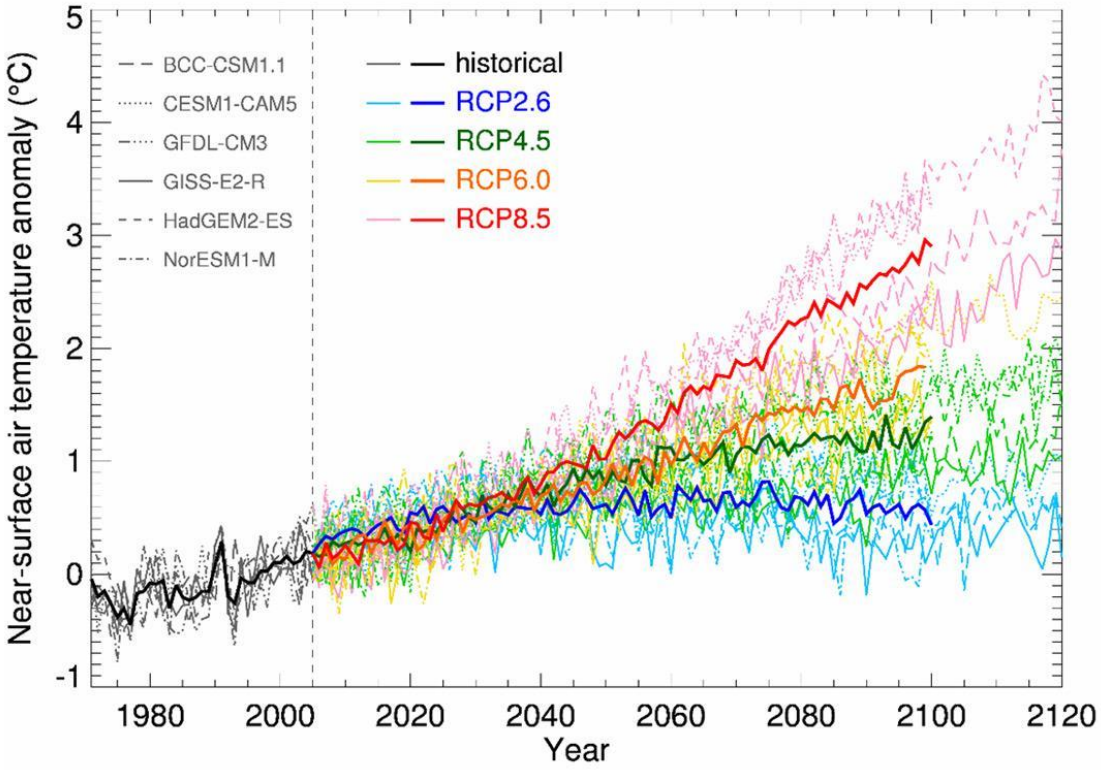


Figure 1 Projected New Zealand-average temperatures relative to 1986-2005

The kinds of change experience, the intensity of those changes, and the level of certainty to the change varies for each RCP and depends on global ability to cap emissions. The rest of this section will briefly identify what climate change "means" for Kaipara District. It will name projected changes, connected natural hazards, and the kinds of risk presented by those natural hazards. More detailed descriptions and modelling behind the projected changes is available as needed (or refer to Attachment A Reference List for additional references).

Projected changes for Kaipara include:

- sea level rise (due to thermal expansion and ice sheet collapse)
- increased average atmosphere and ocean surface-water temperatures
- changes to ocean nutrient cycles and pH levels
- increased extreme hot days and heatwave days
- increased growing degree days
- precipitation changes, including longer periods between rainfall events and higher intensity rainfall events
- overall annual decrease in the mean annual flow of the Wairoa River and its tributaries;
- increased cumulative PED (Potential evapotranspiration deficit) and soil moisture deficit
- increased "storminess", including increased extreme wind speed and changes to waves and swell.

Projected changes will lead to increased frequency and/or severity of natural hazards. These natural hazards may include:

- increased drought
- increased bushfire;
- increased river and pluvial flooding
- increased coastal flooding and inundation (including risk of rising groundwater and risk of saline intrusion)
- increased coastal erosion
- increased landslides and soil erosion
- increased marine heatwaves
- ocean acidification.

The above natural hazards connect and can trigger on-going and/or cascading impacts (i.e. increased coastal flooding can intensify the impacts of drought from possible saline intrusion into low-lying bores).

Each of these natural hazards poses a series of risks regarding impact on the natural environment, social health and wellbeing, built assets and infrastructure, governance, and the economy. There are primary and secondary risks with each natural hazard, as well as transitional risks embedded into the process of becoming more adaptable and decreasing GHG emissions.

In summary, climate change represents one of the greatest risks to our communities, biodiversity, economy and the life-supporting capacity of our planet. The effects of climate change are being felt across the country and here in the Kaipara District our communities are already experiencing real changes.

As Council declared as a signatory of the 2017 Local Government Leaders Declaration, urgent climate change action is required at all levels of government to reduce risk of further harm. Firstly, by reducing emissions that cause climate change and secondly by building capacity within our communities to adapt to the effects of climate change. From a legislative perspective, Council has an obligation to reduce organisational greenhouse gas emissions and central government is responsible for measures to reduce emissions of all sectors, via the Climate Change Response Amendment Act 2019 (Zero Carbon Bill). Council also has an important role to play in climate change adaptation, including providing education and advice, as well as planning and implementing adaptation responses at a local level.

Discussion/Ngā kōrerorero

This report discusses a comprehensive climate change strategy for Kaipara District Council. A unified strategy will help elected members and staff prioritise initiatives and see where functions and projects align and can support climate change action.

A strategy will integrate with regulatory and non-regulatory mechanisms. It aims to help guide Council's decisions and investments, planning and management instruments, business operations and service provisions. The strategy will develop and evolve in partnership with Mana Whenua and in collaboration with Northland Regional Council (NRC) and neighbouring Territorial Authorities.

With a comprehensive approach to climate change, Council will contribute to the national goal to reduce GHG emissions and demonstrate best practice for risk reporting and risk management. A strategy ensures that Council meets current and foreseen legislative duties on adaptation, mitigation and sustainability. A strategy also encourages Council to undertake courageous and innovative work with Mana Whenua partners and with community towards a future that ensures safety, food, housing and economic security within the District.

There are three main circles of climate change action in the proposed strategy: Kaipara Adaptation Action Plan (KAAP), Kaipara Mitigation Action Plan (KMAP) and Kaipara Sustainability Action Plan (KSAP). These three circles interlink and support one another but each has individualised documents and plans. They are separated in order to keep the scope manageable and specific initiatives targeted and focused.

Legal obligations

Council has obligations and responsibilities to undertake climate change response under the following statutory requirements:

- Building Act 2004
- Civil Defence Emergency Management (CDEM) Act 2002
- Climate Change Response Amendment Act (Zero Carbon Bill [ZCB]) 2019
- Local Government Act (LGA) 2002 [Sec 11a]
- National Coastal Policy Statement (NCPS) 2010 (through RPS)
- Resource Management Act (RMA)1991 [Sec 6h & Sec 7]

RMA Amendment Bill (2020-2021):

A bill has been introduced to change aspects of the RMA. Climate change related changes include amendments to sections 61, 66, 74. These changes include adding "emissions reductions plans" and "national adaptation plans" to the list of matters that local and regional authorities must consider when making and amending their regional policy statements, regional plans and district plans.

Changes also include removing the existing statutory barriers to considering the effects of activities on climate change in both the plan making and resource consent processes. This is achieved by repealing sections 70A and 104E. Currently, sections 70A and 104E bar councils from having regard to the effects of the discharge of greenhouse gases on climate change in the planning and consenting processes, respectively, except in relation to the use and development of renewable energy.

The Bill will now go to Parliament for its second reading. Amendments are in force 31 December 2021, to allow time for national direction and policy to develop around local government decision-making on climate change, and to align with the release of the first emissions reduction plan.

An additional recommendation is that the transitional period does not apply to decision-making by the Board of Inquiry and the Environment Court. These bodies would be granted the ability to take into account global environmental impacts (incl. mitigating & adapting to climate change) from the date of the Act's commencement.

Council's current response to climate change

Kaipara District Council is a signatory on the Local Government Leaders Declaration in 2017, committing to "develop and implement ambitious action plans" for climate change mitigation and adaptation.

Through staff participation, Council is an active member of Climate Adaptation Te Tai Tokerau (CATT). CATT is a staff working group of the four local Northland Authorities charged with developing the Regional Climate Change Adaptation Accord (shared adaptation decision-making approach).

Additionally, climate change is identified as risk in the current 2018-2028 Long Term Plan, operative District Plan, and other core planning and strategic documents.

See Attachment C for a comparison of where Council sits alongside other Territorial Authorities regarding climate change action and response.

Developing the strategy

The proposed Climate Change Strategy builds from Phase One of Climate Change Work Project and Council's Staff Climate Change Working Group (operational).

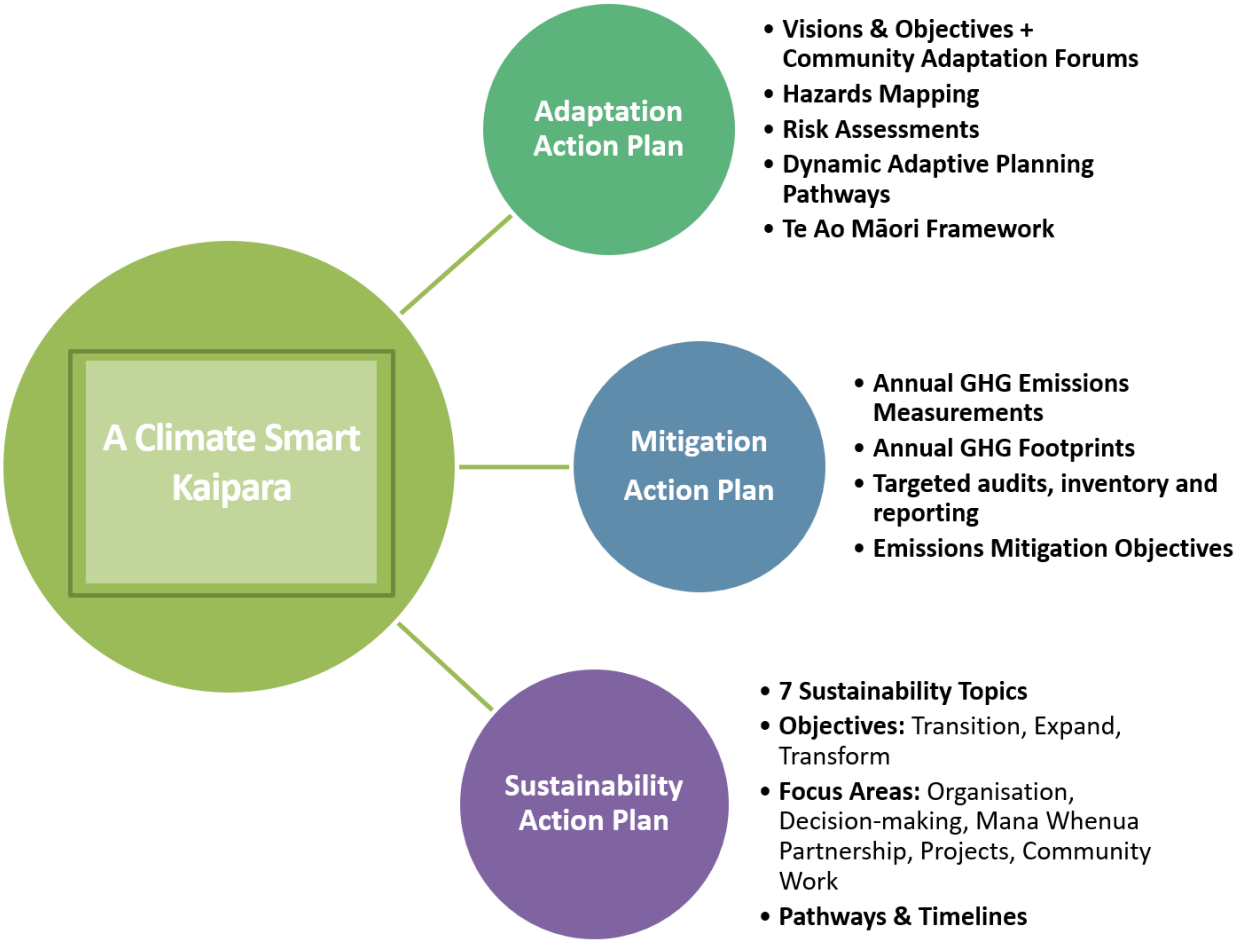
Additional development methods included:

- Meetings and discussions with ET, T3 Managers and additional relevant staff
- Input from Tangata Whenua across Te Taitokerau via CATT
- Research on government guidelines
- Research on other local authorities' examples;
- Attendance at relevant conferences/workshops
- Drafting of KDC Climate Change webpage, including educational links and materials
- Commissioning first annual carbon emissions inventory and footprint for Council.

The work completed so far sets the scope and main priorities of the proposed strategy. The proposed strategy will continue to develop with drafting and engagement on the three action plans.

Climate Change Strategy Overview

The rest of the discussion will review key deliverables of the proposed climate change strategy (put into the three action plans as pictured below). Wording of the plans describes Council's commitment to action.



Kaipara Adaptation Action Plan (KAAP)

A living document will guide KAAP and direct the key initiatives. The living document will discuss the context of adaptation in Aotearoa New Zealand and the effects of climate change to which Kaipara needs to adapt and build resilience. It will map out the hazards we face as a district and potential impacts of these hazards. The Action Plan will name a series of objectives or key statements on adaptation that cover Tangata Whenua and Mana Whenua aspirations, the natural environment, social equity, planning and development, economy and industry, and emergency preparedness and disaster risk management. These key statements will be decided upon through a series of workshops within council staff and in partnership with Iwi and Hapū. They will set a vision for how KDC facilitates adaptation with communities. The vision statements will also directly inform how we assess the main adaptation initiatives (initiatives are described below).

a) Te Ao Māori Framework – Will be developed in partnership with Te Roroa and Te Uri o Hau and in collaboration with Climate Adaptation Te Taitokerau (CATT). This framework will be used to asses risk, plan adaptive pathways and monitor changes.

b) Hazards mapping & Technical Reports– KDC will have ready, up-to-date modelling and reports. The modelling that predict and explain the probability, intensity and frequency of sea level rise (SLR), coastal flooding and inundation (including saltwater intrusion), coastal erosion, freshwater flooding, landslips, wildfire and drought. KDC will make this information easy to access and easy to understand. KDC will identify any gaps in hazard mapping and work in collaboration with NRC to ensure that gaps are addressed in a timely manner. KDC will also clearly communicate that while this information may change, there is enough information to act; a 'do nothing' approach is too costly.

c) Risk Assessment (RA) – In collaboration with NRC and other Territorial Authorities (via CATT), KDC will undertake a district-wide analysis of the risks of the different hazards.[1] This risk assessment will be a report that evaluates the intersection of hazards, vulnerability and exposure across the human, economic, social/cultural, and environmental/ecological domains. Working from the regional risk assessment, Council will undertake a district risk assessment for areas deemed particularly at risk in the initial screening. Results of these Risk Assessments will inform (via CATT governance) where and when KDC facilitates adaptive pathways planning. It will also determine the zoning for Adaptive Pathways.

d) Adaptive Pathways Planning - Through CATT's regional governance and staff working groups, and with Treaty Partners, KDC will facilitate a community-based decision-making process known as adaptive pathways planning. Adaptive pathways planning involves working with communities to identify desired outcomes for their built and natural environments, and the range of options to achieve this under changing circumstances. Adaptive pathways planning processes consists of ten steps that follow the Ministry for the Environment's (2017) guidance on coastal hazard decision-making for local government.

   A core aspect of adaptive pathways approach is to retain the flexibility to adapt and change from one 'pathway' to another when certain triggers or thresholds are met (in other words avoid decisions that commit to a particular course of action in the long term). This approach is especially beneficial since values and development face current and future threats, with high consequences, but the timing is uncertain. The process engages with communities to decide on acceptable levels of risk (across domains) and to decide on what triggers or thresholds will signal a change in pathway (or response to the risk).

   This process requires time, technical input, governance attention and other resources from local government and participants. The scale and number of processes that can be 'run' at any one time is limited. Application of the adaptive pathways planning process will need to be prioritised, determined by the above described risk assessments at regional and district scales. In Northland, it is likely that the process will be used (initially at least) in relation to coastal and/ or river hazards as this is where we have the best information of the location and magnitude of risk and potential change in risks. CATT staff working group is in the early stages

[1] This is already underway via CATT & under NRC leadership. RA is based on the Ministry for the Environment's (2019) Arotakenga Huringa Āhuarangi: A Framework for the National Climate Change Risk Assessment for Aotearoa New Zealand

of determining a regional process and costings for carrying out adaptive pathways planning steps. Next steps involve establishing a regional governance group consisting of Elected Members and Treaty Partners.

Reporting and communication

Reporting – Recommended internal reporting to occur quarterly. While KAAP is in development, staff will carry out consistent reporting to full Council and other relevant committees (with increased number as needed for Adaptive Pathways).

Communication – KDC will provide up-to-date communication to community while carrying out the Adaptation Action Plan. This should come in multiple forms (written, spoken, visual) and go through multiple channels of communication. At minimum, communication should occur in three phases as condensed accounts of hazards mapping, risk assessment and Adaptive Pathways. These summaries will include what occurred, how KDC did it, key findings and next steps. It will also include clear contact information should community members have questions or need more information. The purpose of communication here is to inform and keep interested community up to date. Communication is different from engagement and partnership.

Outreach, engagement and consultation

In addition to community based Adaptive Pathways, KDC will engage with community to form KAAP vision statements, objectives, and other supporting action. This process will involve a series of public Kaipara Climate Adaptation Forums with key stakeholders and marae hui with Mana Whenua partners.

Timeframe (more detail to come in June 10 LTP Briefing)

- Climate Adaptation Te Taitokerau Accord and Governance – 20/21 to 21/22
- Strategy development (including KAAP document/community forums/objectives) + Adaptive Pathways process – 21/22 to 24/25
- Adaptive Pathways implementation - 24/25 to 51/52.

Kaipara Mitigation Action Plan (KMAP)

KMAP is a commitment to undertake measurements and produce a series of annual reports that will lead to a district wide 'Emissions Mitigations Objectives' / Emissions Reduction Targets + Pathways. The main actions are described below.

a) Greenhouse Gas Emissions (GHG) Measurement and Reporting – Using eBench services, KDC will first undertake an emissions inventory, measurement of our corporate GHG emissions. Either 2018-2019 or 2019-2020 business year will act as baseline. In the current 2020-2021 business year, KDC will publish its first annual GHG Corporate Footprint. This is focussed on the GHG emissions of Council as a corporation. Inventory reports will be reported to EMs, both at Council meetings and at any relevant committee meetings. They will also be made available to staff and the public via KDC's new climate change webpage. Inventory reports will enable KDC to identify 'target' areas. It will also identify inventory gaps where better data collection processes are needed. If inventory gaps are deemed significant, the next step will be to improve data collection and conduct any follow-up audits or inventory as needed.

b) If emissions inventory is deemed robust, Council will adopt emissions targets. Council will decide on whether to adopt a single target, such as net zero by 2050[2], or whether it would like to adopt a series of targets for the identified highest emitting activities. For each target, Council will approve a reduction pathway. The reduction pathways will include a series of smaller objectives that will act as stepping-stones across Council activities to achieve net zero [or otherwise identified targets].

c) Reduction pathways will identify areas where KDC is already modelling leadership in emissions reduction. It will also outline opportunities to continue to pursue low emissions actions (i.e. purchasing and procurement, energy efficiency, waste reduction, transport and travel, staff leading cultural shift, etc). It will identify opportunities to reduce and offset emissions within Kaipara (i.e. forestry, additional greenspaces, reforestation programmes, etc). If significant

[2] Recommended approach as it aligns with CCRAA 2019 national target, with FNDC, and with other best practice Territorial Authority examples.

changes to Council business are identified, business case studies will be developed to demonstrate costs and benefits. Annual emissions inventories will be used to review the emissions targets and assess the effectiveness of decided mitigation actions in each reduction pathway. Relevance of the objectives will undergo review (as decided by EM, or as outlined by Climate Change Commission via CCRAA 2019).

d) In addition to organisation's emissions targets, there is opportunity for Council to support and encourage low emissions strategies and changes for agriculture, businesses, and households, including possible community sustainability funding streams [i.e. community grants, workshops, online resources, etc.].

Timeframe

- GHG emissions inventory & reporting, annually, 20/21 and ongoing
- Target area identification& further investigation, 21/22 and as needed to sync with Emissions Targets and Reduction Pathways
- Emissions Targets and Reduction Pathways, 22/23 – 49/50 (per CCRAA 2019 national emissions targets).

Kaipara Sustainability Action Plan (KSAP)

Like, KAAP, a living document will guide KSAP. This living document will outline seven topics, (or otherwise determined by staff and Elected Members), where KDC can pursue more sustainable practices and support business and community to develop and meet their own sustainability goals.

Taking a longer-term focus, the Sustainability Strategy will derive from and incorporate the Mitigation Action Plan (chiefly the Emissions Targets and Reduction Pathways). The plan will be broken down into a series of topics where KDC can model sustainability and support businesses and community to pursue more sustainable practices. These topics are waste, energy, water, food, transportation, material sources, and indigenous biodiversity. Topics are identified based on KDC's legislative responsibilities and jurisdiction, and on Council functions and services. They are also based on existing areas of focus for sustainability across Aotearoa New Zealand.3 Together, they create a comprehensive and holistic vision towards a sustainable Kaipara.

Like KAAP, KSAP will identify specific objectives, supporting actions, steps and timelines for each stream. Where appropriate, it will integrate the GHG emissions data from the inventory reporting and use this as an indicator for review and monitoring. The objectives for each stream are categorised into four 'focus areas' based on regulatory requirements, scope of influence and specific role of KDC.

The five focus areas are: 1. Organisation 2. Decision-making; 3. Projects; 4. Mana Whenua Partnerships; 5. Working with Communities. Each of the objectives will be further broken down by phase. The three phases are transition, expand, and transform. These phases recognise that KDC is embarking on a longer, systemic transition to sustainability. These phases also recognise that KDC and the wider Kaipara community need to be pragmatic and genuine about our starting places so that we can set achievable objectives and make real change [see following page for visual template].

A more complete template, including key statements / overarching vision statements, will first go through KDC review for cross-department input (starting 22/23). It will also go to our Mana Whenua partners for drafting and input. Once a working draft is finalised, KDC will begin a community consultation process (starting 23/24). This consultation process will include workshops with key focus groups, as well as opportunities for feedback from individual community members.

Additional supporting work

Integration and alignment are critical to success of this proposed strategy, and to climate change response work more generally. Discussion of needed areas of alignment and integration and progress already made in this area are included in a future LTP Briefing Report.

[3] Per Ministry for the Environment National Policy Statements, Department of Conservation vision and outcomes, and other Territorial Authority 'best practice' examples.

Next steps/E whaiake nei

Council provides feedback on vision and direction for the proposed Climate Change Strategy.

A more detailed work programme, including alignment and collaboration, timeframes, and budgetary needs will be presented June 10th LTP Briefing.

After Council Briefing, feedback and directional guidance will be taken into consideration on the proposed Climate Change Strategy. Regular updates on climate change work will be provided to Council in the upcoming months, with the final aim to endorse the proposed strategy.

The following table outlines Council leadership trajectory.

Action	Proposed Climate Change Strategy: Introduction and Overview	Proposed Climate Change Strategy: LTP integration Work Programme CATT	Work Update: Coastal Hazards mapping lines Emissions inventory reporting & footprint CATT	Adopt CATT Adaptation Governance Structure	Work Programme Business Case: Detailed costs, benefits, implementation requirements	Final Review Endorse Strategy
Date	June Council Briefing	June LTP Briefing	August Council Briefing	August Council Meeting	Future Council Briefing [Oct?]	Future Council Meeting [Oct/Nov?]

Attachments/Ngā tapiritanga

	Title
A	Reference List
B	Relevant Legislation Table
C	“How We Compare” Chart

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Relevant Legislation and Regulatory Documents

Legislation	Section / Specific Policy	Related Plan/s	Relevance
Building Act 2004	Sections 71-74	District Plan Infrastructure Strategy	Local Authorities need to consider natural hazards in their building consents process and their decision to grant consent.
Civil Defence Emergency Management Act 2002	Sections 12-25	Civil Defence Plans Long Term Plan	Local Authorities need to sustainably manage hazards, including risks from natural hazards, across the '4Rs' - risk reduction, and readiness for, response to, and recovery from emergencies.
Climate Change Response Amendment Act 2019	Part 1C, 5ZW	Regional Policy Statement Long Term Plan District Plan	Local authorities are reporting organisations that will need to provide information on climate change adaptation, including: (a) a description of the organisation's governance in relation to the risks of, and opportunities arising from, climate change: (b) a description of the actual and potential effects of the risks and opportunities on the organisation's business, strategy, and financial planning: (c) a description of the processes that the organisation uses to identify, assess, and manage the risks: (d) a description of the metrics and targets used to assess and manage the risks and opportunities, including, if relevant, time frames and progress: (e) any matters specified in regulations.
Earthquake Commission Act 1993	Sections 13, 19	-	This Act establishes EQC, which administers a natural disaster insurance scheme for homeowners, and facilitates research and education on risks from natural hazards, and methods of reducing or preventing disaster damage.
Local Government Act 2002	11A 101B	Long Term Plan	Council needs to give particular regard to avoiding and mitigating natural hazards as a core service.

		Annual Plan **Annual Report**	**Council must develop an infrastructure strategy that includes identifying and managing risks and making appropriate financial provision for risks.**
National Coastal Policy Statement 2010	**3(2)** **4(c)(iii)** **10(2)(a)** **18(d)** **24(h)** **27(2)(b)**	**District Plan**	**Council needs adopt a precautionary approach in its management and planning of coastal environment.** **Council needs to consider and plan for SLR and coastal hazards.**
National Policy Statement on Freshwater Management 2014[1]	**A1** **B1**	**Northland Regional Policy Statement**	**NRC must give consideration of the reasonably foreseeable effects of climate change when setting water quality and quantity objectives in Freshwater Management Units.**
Northland Regional Policy Statement	**Parts 2-8**	**District Plan** **Long Term Plan** **Infrastructure Strategy**	**KDC's planning, consents, and infrastructure must give effect to SLR and natural hazards.** **Mana Whenua partners are recognised as kaitiaki and participate in the review, development, implementation, and monitoring of plans and resource consent processes.**
Resource Management Act 1991	**Sections 6-7**	**NRC Regional Policy Statement** **District Plan**	**Based on the principle of sustainable management, which involves considering the effects of activities on the environment now and in future when making resource allocation and land-use decisions (e.g. planning, consenting). Avoiding, mitigating and remedying the effects of natural hazards are part of this framework.** **Specifically, the District Plan must give regard to the effects of climate change.** **Treaty of Waitangi is a mandatory relevant consideration and a cultural assessment must be included in the adaptation decision-making process.**

[1] Not a direct reference, but secondary reference through its connection to Northland RPS.

How do we compare?

This table broadly contrast Kaipara's climate change responses and initiatives to 22 other Territorial Authorities across the country.

Note: This is a working document, and this is not an exhaustive list. The material below may change as new information becomes available or as information changes. This material is also subject to correction.

Summary of findings:

Climate change response has most commonly been embedded intro Infrastructure Strategies and identified as a core issue/challenge/forecast assumption in TA's LTPs (or RMPs). Climate change response in terms of giving effect to natural hazards is present in all District Plans via RMA requirements (so not listed below). These responses are the base standard for local government. Exact budgets allocated to "climate change adaptation" or "climate change mitigation" are difficult to determine, as their costs are primarily embedded into infrastructure services activities. Additional funded activity groups include environmental services, community development services, and leadership services. Two TA's who have published works regarding District Plan Reviews, show significant increase in attention and detail given climate change adaptation.

Along with the Long Term Plan and District Plan, other mechanisms for response & action vary across TAs. Action plans and strategies appear most common. A few Councils have specific policies on sustainability, climate change, or connected natural hazards. Climate change response could also be embedded in sustainability work or more general environmental work.

Information was significantly more accessible if the Council had a designated, up-to-date "climate change" webpage.

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
Ashburton District Council	Published documents; website	Climate Change Policy – 'High Level' Mitigation and Adaptation Commitments	Ongoing, reviewed every 2 yrs starting 2021	Embedded into planned stormwater and wastewater activities budgets.	Yes – LTP Infrastructure Strategy Financial Strategy Assumption District Three Waters Management Activities	Identified in LTP - Forestry asset's produced significant income via carbon credits and ETS. Under Environment Canterbury Jurisdiction.
Central Otago District Council	Published documents; website	Sustainability Strategy	2019-2024	Embedded into planned stormwater and wastewater activities budgets. Unable to determine amount.	Yes- LTP Most embedded in Infrastructure Strategy. Identified as a driving factor in renewals programme upgrade.	Climate change in included as a forecast assumption in Significance and Engagement Policy
Gisborne District	Published	2 reports available on	2006. 2009	Embedded into	Yes – LTP	

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
Council	documents; website	Climate Change Natural Hazards reports		infrastructure activities (projects & services).	Primarily in Infrastructure Strategy – Water reticulation, irrigation scheme, stormwater and drainage schemes, Flood and coastal protection Also in: Financial Strategy, Environmental Strategy Community Facilities Strategies	
Far North District Council	Staff Outreach	Climate change road map (similar to action plan) in development Emissions inventory	Underway	Unable to determine	Yes -LTP Infrastructure Strategy, Key infrastructure	

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
		commissioned Participating members of Climate Adaptation Te Taitokerau			issue and action step	
Napier/Hastings/Hawkes Bay Regional Council	Published documents; website	Clifton to Tangoio Coastal Hazards Strategy 2120 -Listed as key project in HBRC LTP under Asset Management activities	Decision-making completed 2018 Strategy Monitoring and Reviews ongoing over at least the next 100 years Formal Strategy reviews planned to occur at 10-year intervals over this period	Introduced Coastal Hazard Targeted Rate $7,595,000 / 10 yrs	Climate change identified in each Council's LTP (2018-2028) – significant concern with strategy in development.	Funding Guidelines Developed across Councils as part of Adaptive Pathways Planning
Kaikoura District Council	Published documents; website	Sustainable Living Aotearoa	Ongoing	Embedded into stormwater service activity	3 Year Plan (no Long Term Plan)	Under Environment Canterbury jurisdiction

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
		Collective Action for the Environment / Kotahitanga mō te Taiao	Ongoing		-core issue in stormwater services -community resilience outcome, main driver	
Kaipara District Council	-	Integrated into LTP GHG Emissions Inventory Participating member in Climate Adaptation Te Taitokerau	Underway	Embedded into infrastructure services	Yes – LTP Most embedded into Infrastructure Strategy Flood protection and control works activity Forecasting Assumption	
Masterton District Council	Published documents; website	Environmental Development Strategy in Wellbeing Strategy	Implementation Plan for Environmental	Identified "Environmental Initiatives" Cost	Yes – LTP-Identified in Community	

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
		Council Report Template: Environmental/Climate Change Impact and Considerations	Strategy/Wellbeing Strategy - 2018-2021	Centre under Community Wellbeing Budget: $2,615,786 / 10 yrs Roughly $200,000/yr Rates Identified for – Community Development Environmental Services Resource Management	Development, Environmental Services and Resource Management Activity Plans	
Nelson City Council	Published documents; website	Sustainability policy and action plan Coastal Hazards Strategy in Development	Adopted 2008 Underway	Embedded into Environment Activity Group Funding & Environmental Management Activity, predominantly General Rates.	Yes- LTP- Part of core environment vision and throughout activity plan assumptions and challenges. Core aspect of Infrastructure	Have an additional Air Quality Plan that addresses GHG emission issues. Explicit Adaptive Pathways Planning steps are included in Strategic Direction of Infrastructure Strategy. “Coastal Hub” separate

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
				Also embedded into Infrastructure Works Programmes.	Strategy. Yes - in Resource Management Plan (RMP, combined DP & Coastal Management).	website. Coastal Hazards Youth Survey as part of Coastal Hazards Community Engagement
New Plymouth District Council	Published documents; website	Roadmap to Low Emissions Future (Mitigation) Zero Waste Initiatives Electric Fleet – Rubbish Collection Water Infrastructure Improvements Active Transport Monitoring carbon emissions	2017+	Embedded into following expenditures: Waste Stormwater Mixed sources: Rates Fees & Charges Subsidies & Grants	Yes – LTP: Drinking water Stormwater Wastewater Yes – In Strategic Direction of Proposed District Plan and throughout. Identified adaptive pathways	

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
					planning approach to manage coastal risks	
Rotorua Lakes Council	Staff Outreach; published documents; website	Sustainable Living Strategy [10+ Sustainability Initiatives with indicators] Emissions Inventory / Energy	2016 → Rotorua 2030 Ongoing	Strategy Work Budget BAU – Infrastructure Services	Yes – LTP – Stormwater & Land Drainage Activity Risk & Infrastructure Strategy	Permanent environmentally friendly e-waste collection facility (MfE grant)
Ruapehu District Council	Staff Outreach	Regional Risk Assessment & Plan	Ongoing	Yet to figure out budget structure and ownership	Yes - Aligned, cohesive regional approach integrated into IS, AMPs, LTPs	
South Taranaki District Council	Published documents; website	2018-2028 LTP Integration Unable to determine additional initiatives	2018-2028	Embedded into existing expenditures: Roading and Footpaths	Yes - LTP- Infrastructure Strategy / Stormwater Services	

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
				$180.2m Stormwater $13.9m Coastal Structures $4.4m Environmental Sustainability $11.5m Mixed sources: Public - General Rates / Targeted Rates (lesser extent) Private – Fees & Charges + General Rates	(Reticulation & Improvements) Roading Services Coastal Structures Environmental Sustainability Section: Policy & Planning	
	Staff Outreach	Emissions Inventory & Emissions Reduction	Ongoing	FTE / no significant	South Wairarapa –	GWRC Emissions Inventory District-Wide

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
South Wairarapa / Carterton District Council		Strategy Procurement Process Integration		additional budget	Yes in LTP – Resource Management Activity, Financial Assumption in Forecasting Section, Infrastructure Strategy Carterton – Yes in LTP – Community Outcomes, Infrastructure Strategy, AMPs	South Wairarapa – Coastal Erosion Policy in regards to Rating Information Database
Tasman District Council	Published documents; website	Adaptive Pathways / Coastal Hazards Strategy Tasman Climate Action Plan 2019 Sustainable Living Aotearoa	Identified as long-term, ongoing process	Embedded into Flood Protection and River Control, Water Supply, Transportation, Wastewater & Stormwater Activities. Embedded into Environmental	Yes – LTP: Key Issues / Planned Services and Projects Environment and Planning section Engineering	Have additional General Disaster Fund Have a Regional River Works Rate Action Step in Climate Action Plan: Long Term Plan 2021 - 2031 incorporates 'Emergency funds' that anticipate

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
				Management Activities (Strategy Development). Predominantly General Rates, with Targeted Rates for Flood Protection / River Control	section Community Development section	repair/replacement/relocation costs that factor in climate change risks ("build back better").
Thames-Coromandel District Council	Published documents; website	Coastal Management Strategy Coastal Hazards Policy	2018	$2.6 million over three years specific to coastal hazards strategy implementation	Yes – Identified activity in LTP	Includes development of Shoreline Management Plans (similar to AMPS)
Waitaki District Council	Published documents; website	GHG Emissions Inventory & Reporting (baseline for upcoming reduction strategy)	2018/2019	Expenditure embedded into Roading, Water, Wastewater, Stormwater Activities. Funded priorities include	Yes – LTP – Throughout, core outcomes, assumptions, Infrastructure Strategy, 3Waters Activities,	Engaging with community on climate change mitigation and District Plan review via Waitaki Link (online news bulletin) Under Environment Canterbury jurisdiction.

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
				AMP updates & Business Continuity Plans	Recreation Activity, etc. Yes - District Plan Review Engagement Report – Stronger emphasis on mitigation & adaptation	
Whakatāne District Council	Published documents; website	Proposed- Climate Change Principles (w/community feedback) Climate change webpage Climate change survey Development Strategy w/ SLR and flood levels CEMARS certified Energy audit of all Council sites	2019 / Ongoing (all recent)	Unable to determine	Key strategic issue in LTP Key assumption and risk in Infrastructure Strategy	Regular Elected Member Updates

Territorial Authority	Method for Obtaining Information	Identified Response / Initiative	Year / Timeframes	Identified Costings & Funding Sources	Planning & Regulatory Documents	Additional Information
Whanganui District Council	Published documents; website	Climate Change Discussion Paper Draft Resilient Whanganui 2050: Climate Change Strategy	2018	Unable to determine	Yes – Identified in LTP and in Discussion Paper	Language from Elected Members: “That a Climate Change Outcomes Strategy be developed and costed which identifies actions that Council could take to demonstrate its commitment to addressing climate change – a lead by example approach”
Whangarei District Council	Published documents; website; staff meetings & discussions	Climate Crisis adopted statement Corporate Sustainability Strategy Cimate Adaptation Te Taitokerau Member Emissions Inventory	2019, Ongoing 2018-2027 Ongoing	Unable to determine	Yes – LTP-Community Outcome & Core Policy/Planning Issue, Transportation Activity, Infrastructure Strategy	

Risk Management Framework - Risk Appetite

Meeting: **Council Briefing**
Date of meeting: **03 June 2020**
Reporting officer: **Sue Davidson GM Sustainable Growth and Investment**

Purpose/Ngā whāinga

The Audit, Risk and Finance Committee recently adopted the Risk Framework for Council however recognised that the Risk Appetite needed to be discussed and approved by Council.

Executive summary/Whakarāpopototanga

Council tends to be conservative and the appetite for risk tends to be low. This paper details the Sources/Types of Risk and the proposed risk appetite for that risk. Council has to ask itself what risks it is willing to take to exploit opportunities.

Context/Horopaki

Managing risk is part of governance and leadership and is fundamental as to how the organisation is managed at all levels and contributes to Council's aim of continuous improvement.

The risk management process is not an isolated function and can be applied to any activity, including decision-making and interaction with stakeholders. Effective identification, analysis, evaluation and treatment of defined risks, assessment of their impact on Council's reputation and development of a proactive risk culture are critical to Council achieving its objectives and meeting overall community expectations. The goal of risk management is not to eliminate all risks, but rather to proactively manage risks involved in Council's functions and services and to create and protect value for our stakeholders and community.

The Council recently adopted a Risk Management Framework with which to identify, evaluate and mitigate risks.

Part of the evaluation process involves evaluating how much risk is the Council is willing to accept in achieving its objectives – this is the risk appetite. The initial part of the evaluation is in establishing the context for the risk-What is the source/type of the risk and what is the Risk Appetite. This analysis is done first before you look to the treatment.

While the Audit, Risk and Finance Committee had delegations to adopt the Risk Management Framework, they agreed that the Appendix 5 (of the adopted Risk Management Framework) Risk Appetite Statements be reviewed and approved by Council. The Committee believed the Council should discuss and approve the overall risk appetite statements that the organisation can bear in a given risk profile.

In order to achieve objectives Council will need to take risks. The risks need to be evaluated per the risk appetite statements (**Attachment A**).

Discussion/Ngā kōrerorero

Councils are conservative in nature so it is likely the risk appetite will not be high. The table below gives some examples of the risk types that have been identified and the level of risk that has been proposed for each risk type.

Risk Type	Examples	Level of Risk Acceptable
Financial	– Fraud – Inability to secure funding – Inadequate procurement practices – Inadequate budgeting – Lack of Internal control	No appetite
Health and Safety	– Failure to provide a safe work environment – Non-reporting of incidents/accidents – Inadequate focus on health and safety	No appetite
Human Resources	– Ability to restructure – Effective employment relations – Staff engagement – Human resource planning	Moderate
Legislative	– Failure to comply with legislative compliance – Lack of internal controls	No appetite
Operations and Service Delivery	– Poor operations or customer service	Low
Reputational	– Ineffective relationship with our community – Ineffective relationship with iwi	Low
Information technology	– Inadequate management of technology systems – Viruses, hacking, unauthorised access to system – Poor staff knowledge of systems	No appetite
Information management	– Inability to find records – Poor staff knowledge of policies and information	Low
Environmental	– Waste and refuse not managed effectively – Emergency/disaster management not effective – Public health outbreak-water	Low
Property Assets	– Facilities do not meet requirements – Failure to deliver on key projects – Inadequate asset management – Inadequate insurance cover	Low

Attachments/Ngā tapiritanga

	Title
A	Risk Framework - Appendix 5 Risk Appetite Statements

Appendix 5:

Risk Appetite Statements* Still to be reviewed by whole Council

N	Type of Risk Category	Definition	No Appetite	Low	Moderate	High	Risk Appetite Statements
1	**Financial**	Risks that affect the budgets or financial planning of the Council. Includes management, control and ability to meet financial commitments and support strategies and objectives. Risk of loss of money or goods through fraudulent means. Wrongful or criminal deception intended to result in financial or personal gain.	x				Council has **No** Appetite for decisions that have a significant negative impact on Council's long-term financial sustainability.
				x			Council has **Low** Appetite for risks that negatively impact on Council's core financial business.
					x		Council accepts a **Moderate** risk for commercial opportunities.
2	**Health and Safety**		x				Council has **No** Appetite for risks that compromise the Health & Safety of Council's staff, contractors, Elected Members and/or members of the public.
3	**Human Resources**	Risks related to people and their well-being. Staff talent, recruitment and retention issues, including market competitiveness. Management protocols, training, development, leadership and capacity issues. Health and safety, disability and discrimination issues. Resilience and ability to change.			x		Council recognises that its staff are critical to achieving its objectives and, therefore, the support and development of staff is key to making Council an inspiring and safe place to work. It has **Moderate** Appetite for decisions that involve staffing or Culture to support transformational change and ensure Council is continually improving.
	Knowledge			x			Council has a **Low** Appetite for risks associated with the loss of knowledge.

N	Type of Risk Category	Definition	No Appetite	Low	Moderate	High	Risk Appetite Statements
4	**Legislative** (Legal / Regulatory Compliance)	Risk of legal and/or regulatory sanctions, financial loss and damage to reputation, because of failure to comply with all applicable laws, delegations, regulations, contractual obligations, Codes of Conduct and standards of good practice. New or amended statutory environment.	x				Council is committed to a high level of compliance with relevant legislation, regulation and standards, as well as internal policies and sound Corporate Governance principles. Council has **No** Appetite for deliberate or purposeful violations of legislative or regulatory requirements, or fraudulent behaviour. Identified breaches of compliance will be remedied as soon as practicable. Appetite for minor compliance breaches with limited penalties
5	**Operations & Service Delivery** *Strategic*	Risk arising from the day-to-day operations of Council Groups and Project Teams. Risk of loss resulting from the failed internal processes, people and systems, through which Council operates, and from the external events. Includes Legal risk and the reputational loss or damage, but excludes Strategic risk.		x			Council has a **Low** Appetite for risks and threats to the effective and efficient delivery of services and realisation of desired outcomes. It recognises that the actual or perceived inability to deliver strategic initiatives could have a significant impact on its ability to achieve its overall objectives, as well as reputation.
					x		There is a considerable Appetite for improvements to service delivery and improved efficiency of Council operations. I.e to be innovative and consider options that reduce operating costs.
6	**Reputational** (Stakeholder Engagement / Political / Public perception)			x			Council has a **Low** Appetite for risks that may result in widespread and sustained damage to its reputation. Council must work to ensure retains the trust of the ratepayers& has a moderate tolerance for adverse publicity arising from dissatisfaction from appropriate decisions & regulatory actions.

N	**Type of Risk Category**	**Definition**	**No Appetite**	**Low**	**Moderate**	**High**	**Risk Appetite Statements**
7	**Information Technology** *Processing – Prolonged outage of core systems*	Risks relating to reliance on IT equipment and/or machinery; changing demand / capacity. Use or misuse / security of new or existing technology. IT disruptions due to natural or man-made disasters. Obsolescence of current systems; opportunities arising from new technology.	x				Council has **No** Appetite for risks that have a significant impact on the core operating or corporate systems of the organisation. Maximum recovery times and points (RTO and RPO) will be identified and agreed with each Division and critical activity Recovery Plans are in place.
	Security – Cyber-attack on systems or network		x				The Council has **No** Appetite for threats to its assets arising from external malicious attacks. To manage this risk, Council operates strong internal control processes and utilises robust technology solutions based on established best practise frameworks.
	Ongoing development				x		Council has a **Moderate** Appetite for risks associated with applications that may provide innovative solutions to Council's operations.
8	**Information Management** (Record Keeping)	Risks that affect the Council's ability to store, retrieve and use data and information, including adequacy for decision-making and protection of privacy. Information security.		x			Council is committed to ensuring that its information is authentic, appropriately classified, properly stored and managed in accordance with legislative and business requirements. Council has a **Low** Appetite for the compromise of processes governing the use of information, its management and publication.
			x				Council has **No** Appetite for deliberate misuse of its information.

9	**Environmental**	Environmental sustainability through social, economic and environmental initiatives. Significant damage to the environment either through the Council's actions or lack of actions. Risks related to changing weather patterns			x		There is a considerable Appetite for decisions that promote ecologically sustainable development.
N	**Type of Risk Category**	**Definition**	**No Appetite**	**Low**	**Moderate**	**High**	**Risk Appetite Statements**
10	**Property Assets**	Risks that cause or damage to assets owned and operated by Council to provide services. Includes land, property, equipment and flood protection		x			Council has a low appetite for risks and threats that compromise or have a significant negative impact on Council's infrastructure.

This Risk Appetite Statements characterise Council's Tolerance for each risk as Low, Moderate or High, according to the following definitions:

NO Appetite *– Council is not willing to accept risks that may result in financial loss, injury, legal and regulatory non-compliance and fraud.*

LOW *– The level of risk will not substantially impede the ability to achieve Council's mission, vision, strategic objectives and goals. Council services and reputation will only be affected in a* ***minor*** *way. Controls are prudently designed and effective.*

Moderate *- The level of risk may delay or disrupt achievement of Council's mission, vision, strategic objectives and goals. Council services and reputation will only be affected in a* ***major*** *way, but controls are adequately designed, generally effective and actively monitored.*

High *- The level of risk will significantly impede the ability to achieve Council's mission, vision, strategic objectives and goals. Council services and reputation may be* ***severely*** *damaged. Controls may be inadequately designed or ineffective.*