

Statement of lay evidence Maree Hart FS333, Kevin Mahoney FS337 and others
Proposed District Plan Hearing 15C on 1 October 2025

Adverse effects of upzoning in the northern traffic catchment

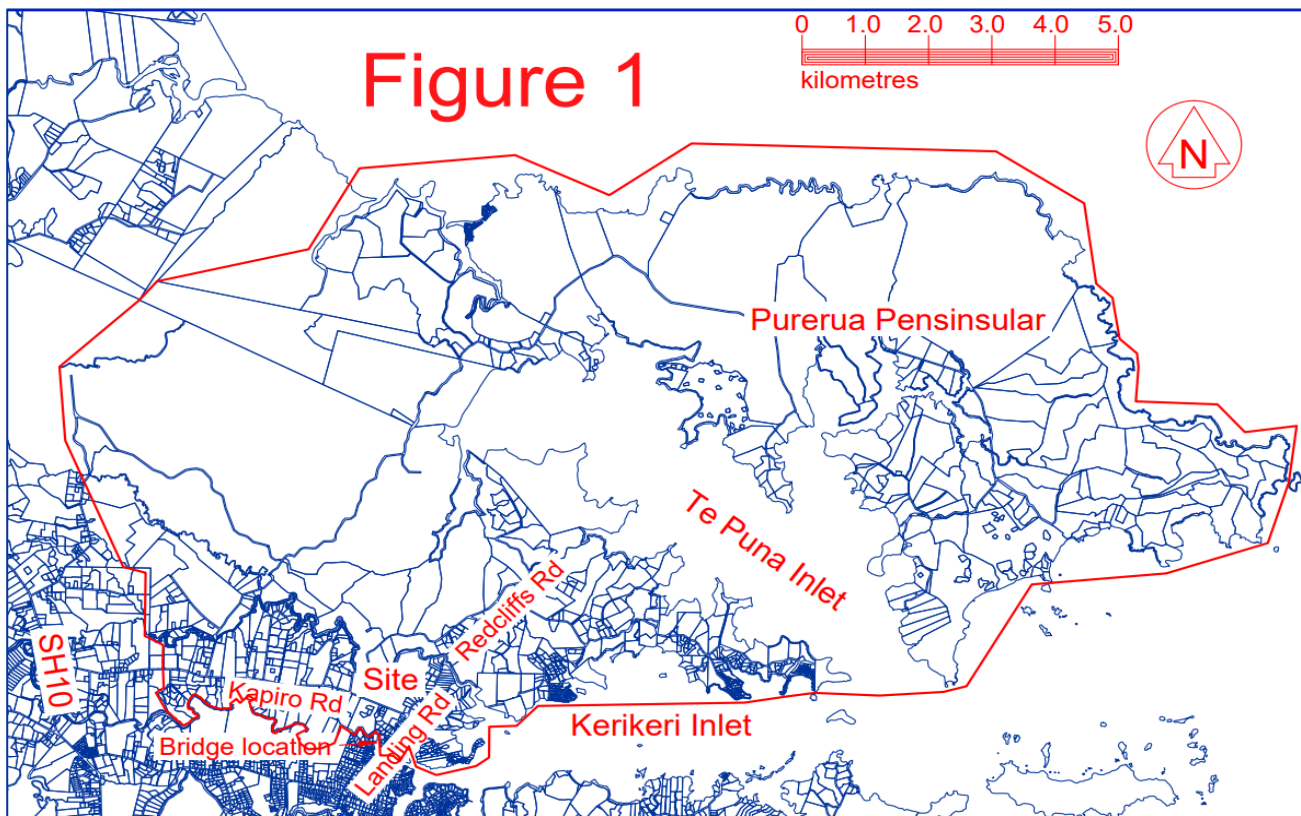
Statement on behalf of submitters, further submitters and residents that are adversely affected by upzoning requests in the rural area north of Landing Road.

Submitters include FS337 K.Mahoney, FS333 M.Hart, S68 D.Putt, S83 & FS342 C.Baker, S88 D.Pope, S89 I.Pope, S144 T.Clarke, S564 J.Christensen, S558 J.Neison, S181 & FS335 C.& M.Sawers, S76 J.Putt, S537, FS353 K.& A.Panckhurst, S162 D.Pope, FS338 P.Mahoney, S145 & FS334 F.Clarke, FS550 L.Anderson, S444 & S448 & FS566 Kapiro Conservation Trust, S529 Carbon Neutral NZ Trust, S526, FS569 Vision Kerikeri, FS336 R.Holman, FS352 K.Panckhurst, FS390 T.Schubert, FS443 P.Donnellon, FS549 V.Anderson and others

Additional submitters seek to prevent urban/residential sprawl in rural areas and protect amenity values, such as S522 Vision Kerikeri, and S338.037 Our Kerikeri Trust.

My name is Maree Hart. I live in Landing Road, Kerikeri. I am speaking on behalf of submitters and affected residents who are opposed to more intensive zoning in the northern traffic catchment, a large rural area to the north of Kerikeri. As described in Vision Kerikeri's Statement at Hearing 15C, the northern traffic catchment is very large – it includes all the road networks of Kapiro Road, Redcliffs Road and Purerua Road.

Northern traffic catchment map in the rural area north of Landing Road bridge



We oppose 'upzoning' in the Meridan farm area, Tubbs farm area, Kingfisher Drive, Skudders Beach Road and all other parts of the northern traffic catchment.

We seek PDP decisions that will:–

- Avoid residential sprawl in rural areas and support new housing in areas that are suitable for future growth.
- Prevent further fragmentation and loss of land from agriculture and horticulture.
- And protect the traditional rural character and 'amenity values' that we value.

We strongly oppose rural rezoning requests that may increase the number of lots created in the traffic catchment area north of Landing Road, for the reasons outlined below.

As noted in Vision Kerikeri's statement today, the s42 Market Economics expert evidence has confirmed that the proposed district plan (as published in 2022) will supply "more than sufficient capacity" to meet the expected demand for rural residential land "over the next 30 years..."¹

The s42 Market Economics evidence concluded that the proposed 'supply' (rural capacity) is already 2.3 times larger than the expected demand.²

It is clear that additional intensive rural zoning ('upzoning') is simply not needed.

Vision Kerikeri noted that each new house in the northern traffic catchment would add about 10 vehicles/day on local roads, according to FNDC standard traffic assumptions.

- Therefore, 100 new houses would add 1000 vehicles per day; 200 new houses would add 2000 vehicles per day...
- Most of this extra traffic would travel to and from central Kerikeri via Landing Road.

Already, the traffic on Landing Road has increased in the past 5 years, due to subdivision consents in the northern catchment.

Traffic analysis by Mr Scanlen in 2022 estimated that "at full permitted development" of the northern traffic catchment, the traffic on the Landing Road bridge will increase substantially.³

Mr Scanlen's analysis indicates that the traffic volume will regularly exceed the capacity of the bridge on Landing Road. He also expressed concerns about related safety issues.

If 'upzoning' is approved, it will generate negative effects on people living in our community.

I would like to highlight some examples of the real-life human impacts, drawing on a survey of residents in our neighbourhood in the northern part of Landing Road.⁴

The survey found that people in our community value the area's rural country character, being close to nature with green open spaces, trees and birdlife, the river and swimming hole, hearing kiwi at night, the historic character of Waipapa Landing area and peaceful environment in the grounds of Cherry Park House. People have chosen to live here for its rural characteristics.

Additional development due to 'upzoning' etc. in the northern traffic catchment will create many negative effects on the character and 'amenity values' that people value, such as:-

- **More noise, vibration and disruption** from traffic, especially during busy periods. This affects residents who live near the road and the people who wish to use Waipapa Stream and river banks for peaceful recreation.
- **Additional noise & vibration at night** impacting residents who live near the road.
- **More noise from the bridge.** Before major repairs were carried out this year, vehicles often caused very loud banging sounds when they hit the loose wooden deck. The bridge surface has had major repairs. However, traffic will continue to damage the surface over time, leading to loud bangs and disturbance again in future. Additional traffic from 'upzoning' will destroy the bridge surface faster, increasing council repair costs.
- **Increased traffic congestion** and hold-ups will occur during busy periods on the one-lane bridge, at the junction of the school road, and at roundabouts towards Kerikeri
- **Direct negative effects on Heritage Bypass capacity,**– which is anticipated to be under significant pressure in the future, as noted by FNDC's transport report.⁵
- **Greater difficulties getting out of driveways** which is already 'like playing Russian roulette' in busy periods.
- **More pollution.** Residents reported concerns about increased pollution from traffic fumes and noise, particularly around the bridge where people wish to use the swimming hole or reserve. The river and swimming hole are special places, enjoyed for generations.
- **Additional near misses.** Parents have reported seeing "regular near misses" near the intersection at school drop-off/collection time.
- **More pedestrian safety issues.** There will be additional safety risks for children walking to school. Several areas where children and elderly people need to cross the road are considered hazardous already by locals.
- **Loss of rural character** and heritage values around Waipapa Landing area. This would have substantial adverse effects on affected residents and the entire local community. For details please refer to the attached summary report about the ecological and historical heritage in the Waipapa Landing area around Landing Road bridge.⁶

The above changes would create permanent and on-going negative effects on our community.

We therefore respectfully ask the Panel to decline all requests for more intensive zoning in the northern traffic catchment area.

¹ S42 Report on Market Economics expert evidence by M. Hong & L. McIlrath. 30/07/2025, page 9. For FNDC district plan hearing 15C on rezoning requests.

https://www.fndc.govt.nz/_data/assets/pdf_file/0029/45668/Appendix-3.pdf

² S42 Report on Market Economics expert evidence by M. Hong & L. McIlrath. 30/07/2025, page 4.

³ Transport network analysis of Landing Road bridge northern catchment by D. Scanlen, 2022

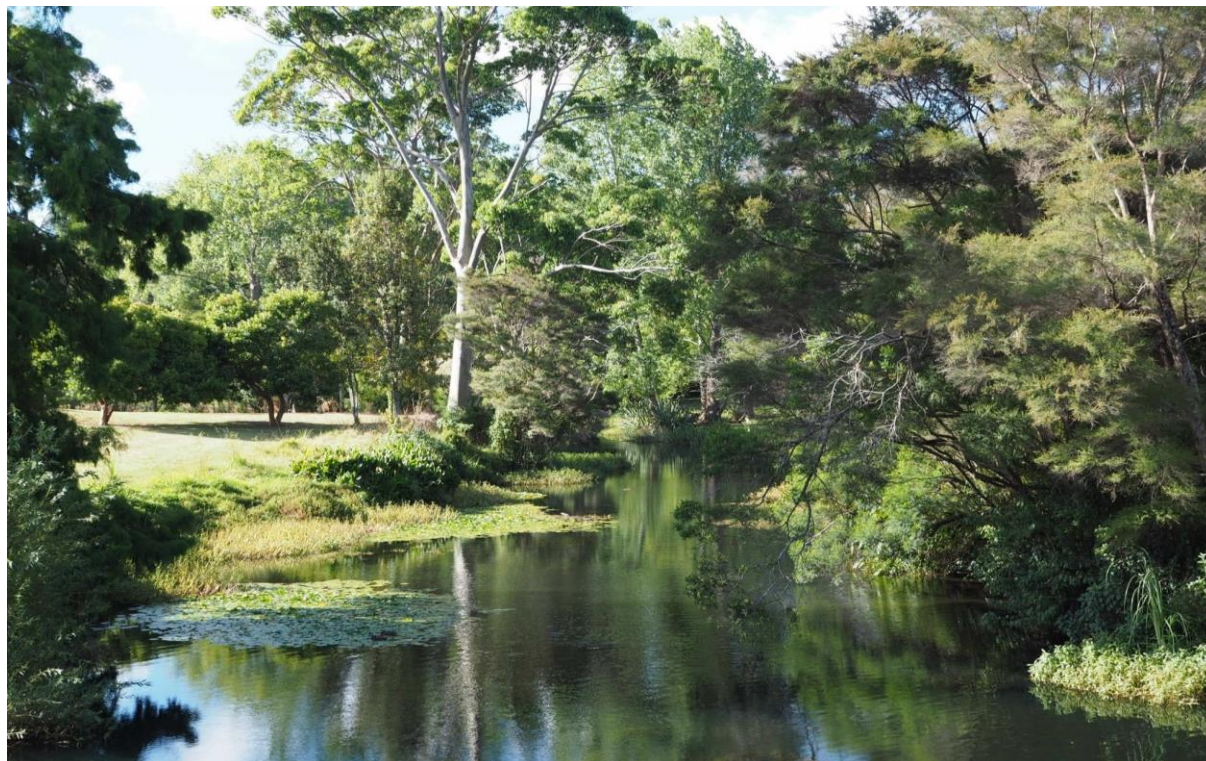
⁴ Survey of local residents report by Vision Kerikeri in 2022.

⁵ Transport review by M. Collins. FNDC Section 42 Report Hearing 15C Appendix 3, page 8.

⁶ Summary report on Waipapa Landing Ecological and Historical Heritage by Waipapa Landing Heritage Study Group. Review Draft.

Waipapa Landing Ecological and Historical Heritage
Waipapa Landing Heritage Study Group
Summary Report – Review Draft

Upstream view of Waipapa Stream from the bridge at Waipapa Landing



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1. INTRODUCTION

Waipapa Landing is located on Waipapa Stream at the western end of the Kerikeri Inlet. The Waipapa Landing heritage study group is in the process of compiling information about the history and ecology of the Waipapa Landing heritage area. This report provides a preliminary summary of the research carried out to date.

Fig. 1 Waipapa Landing heritage area at the western end of the Kerikeri Inlet



2. HISTORY AND HERITAGE

The References section at the end of this report provides a list of relevant documents and further sources of information.

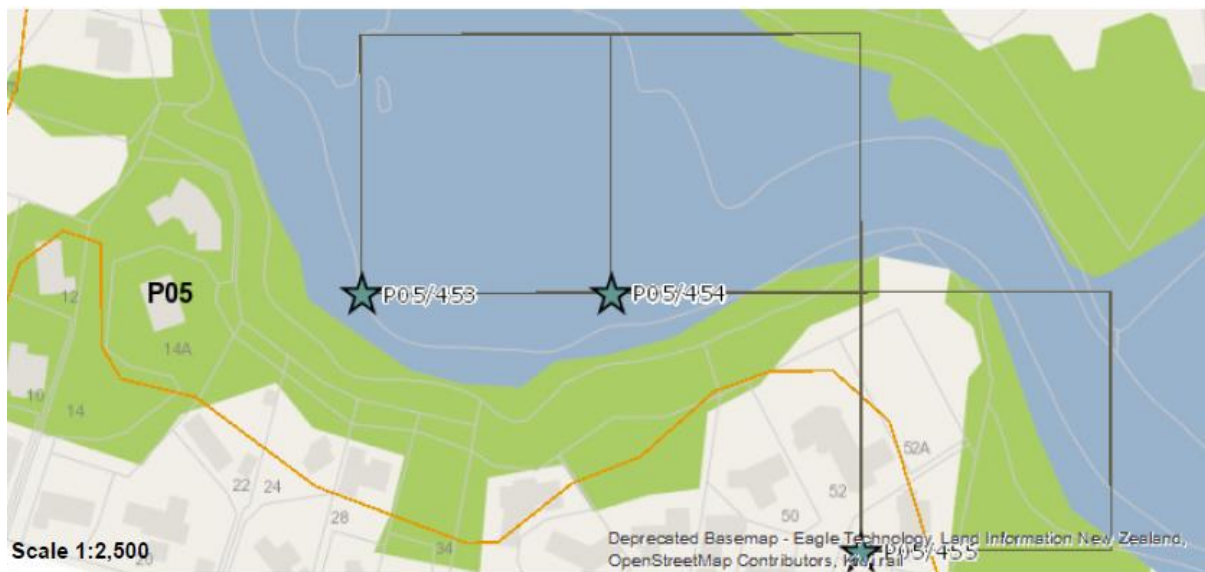
2.1 ARCHAEOLOGICAL SITES

The coastal margins and estuary shores of Kerikeri Inlet were used by numerous hapū over time for activities such as food gathering, cultivation, trade and other purposes. The Inlet was an important area for hapū to gather shellfish and other foods. Substantial kaimoana beds were present in the Inlet, although now largely smothered by sediment.

A large number of recorded archaeological sites are clustered around the shores of the Inlet. However, very few sites have been recorded further inland.

At Waipapa Landing, ArchSite (a national database of recorded archaeological sites) holds site records for three sites on the southern side of the basin southeast of Waipapa Landing; illustrated on the map below (P05/453, P05/454 and P05/455). All three sites are described as a 'midden/oven' site. In general, middens are places where remains of food, fire debris and discarded tools were deposited. They may also contain shells, bones and other items. Ovens are generally scatters/groupings of burnt stones and charcoal, indicting a former cooking oven, not dissimilar to a hangi. Most middens along the coast, as in this location, contain high numbers of shells in layers with bone and ash.

Fig. 2 Archaeological sites recorded near Waipapa Landing



ArchSite database of recorded archaeological sites

2.2 EVOLVING LAND USES AROUND WAIPAPA LANDING

The study group has examined archive documents and historical collections available online in the National Library of New Zealand, Waitangi Tribunal and FNDC library archives to identify the evolution of land uses on the south and north sides of Waipapa Landing since the arrival of European settlers. This section provides a brief summary. Future reports aim to provide detailed information.

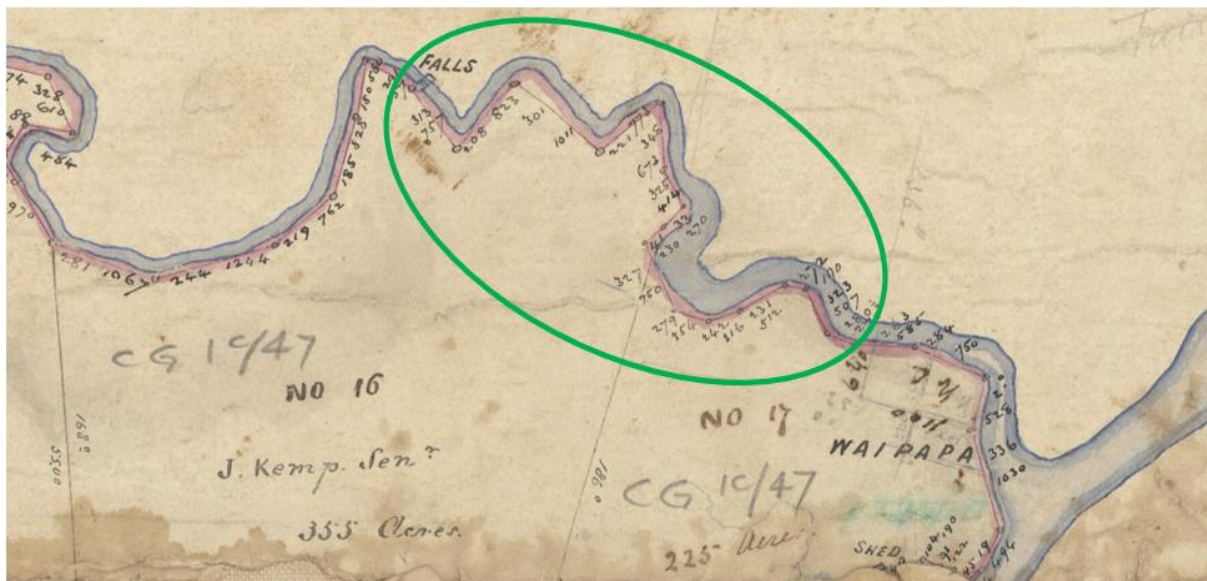
Land on the south side of Waipapa Landing

Land on the south side of Waipapa Landing was acquired by missionary-settler James Kemp in the 1830s. From 1819, powerful chiefs who dominated or controlled the Māori sea-port in Kerikeri basin, particularly Hongi Hika, supported a missionary settlement which would bring trade and access to European technologies, and granted some land to the missionaries. Over time, Kemp acquired further areas of land around Kerikeri aiming to provide the missionary children with a future livelihood. This included some land on the south side of Waipapa Landing. In 1859, when a block of land south of Waipapa Stream was divided among his children, Kemp kept the land near Waipapa Landing (**Error! Not a valid bookmark self-reference.**); this area had the highest quality soil.

From the 1920s onwards the development of orchards was promoted on Kerikeri volcanic soils. By 1922, the productive land south of Waipapa Landing was owned by Riddell (Fig. 7) and eventually divided into a number of orchard blocks. The orchards at Riverview are visible in a 1968 photo in Fig. 4. After the 1960s, most of the orchards were subdivided further to create residential sections.

For many decades, the land to the west of Waipapa Landing remained largely as paddocks and bush. The bush-covered slopes around Waipapa Landing are visible in photographs taken in the early 1900s (Fig. 10 and Fig. 11). In a photograph taken in 1969, bush-covered slopes are still visible on the banks of Waipapa Stream on the westward side (Fig. 5). Waipapa Landing can also be seen (left foreground), as well as the bridge and Cherry Park House (right). Subsequently, several additional orchards were created to the southwest and additional residential houses were constructed along Landing Road.

Fig. 3 Part of survey plan of south bank of Waipapa Landing area circa 1857



Part of survey plan of land on south side of Waipapa Stream drawn for James Kemp c.1857

Fig. 4 South side of Waipapa Landing in 1968. Orchard blocks visible in Riverview area



Aerial photo Retrolens.nz

Fig. 5 Westward view across Waipapa Landing and the meandering Waipapa Stream in 1969



Photo by Peter Hardcastle.

Land on the north side of Waipapa Landing

Land on the north side of Waipapa Landing extending northwards to the Rangitane River was part of the rohe (territory) of the Ngāti Hao chief Patuone in the 1800s. In 1845, Patuone confirmed that he had transferred the eastern portion of this land, 500 acres including land on the north bank of Waipapa Landing basin, to a settler. That surveyed portion was known variously as Paringaroa, Paringaringa or Parengaroa. Its boundaries were recorded by Patuone in te reo and English “the sea is the boundary on the side abutting on the salt water – the river Rangitane on another side – the Waipapa [river] on another side – and the road going to Mangonui is the boundary inland”. Fig. 6 shows part of the survey plan on the north bank of Waipapa Landing basin. The road is now known as Landing Road. In later decades, most of the land to the north of Waipapa Landing was acquired by the Crown.

Around 1918, William Tubbs bought the land on the north side of Waipapa Landing, approximately 50 acres according to notes made by Nancy Pickmere. A survey map in 1922 indicated Tubbs land on the north side of Waipapa Stream at that time (Fig. 7). Later the land on the north side of Waipapa Landing was subdivided to create additional orchards and residential properties.

Fig. 6 Part of survey plan showing the north side of Waipapa Landing basin c.1845

In 1845 Patuone confirmed he had transferred 500 acres to a settler.



Survey plan of north bank of Waipapa Stream in the 1800s

Fig. 7 Survey map of Waipapa Landing area in 1922; Tubbs and Riddell land are indicated



Geological map of Whakarara & Kerikeri survey districts by G.E. Harris

Paramount chiefs Tapua and Patuone in the Bay of Islands area

The Ngāti Hao chiefs Tapua (c.1730-1800) and his son Patuone (c.1764-1872) were direct descendants (through multiple chiefly lines) from Rāhiri and key founding ancestors (tupuna) of Ngāpuhi. Tapua had a pā on Ōkura River in the Kerikeri Inlet and several other pā in locations across the Far North. His hapū, like other hapū in the area, gathered fish and seafood (kaimoana) in the Bay of Islands. The entrance of Ōkura River looks across to the mouth of the Waipapa Stream and the Rangitane River, and the hills above; the land that Patuone later transferred to settlers. During the second half of the 1700s and first half of the 1800s, the rohe (territory) of

Ngāti Hao included various parts of the Kerikeri Inlet, Bay of Islands (Pewhairangi), parts in Kaikohe area, Puketi and Hokianga, including substantial areas of kauri forest.



In 1769, when Patuone was a child, Captain Cook's ship Endeavour arrived in the Bay of Islands. Tapua went out in his large waka containing 80 warriors and led a group of other waka to meet the strange ship. Tapua exchanged gifts with Cook and guided him to a suitable place for water and fresh supplies for the next leg of Cook's voyage.

Patuone was trained to be tōhunga (priest), warrior and the leader of his hapū, later becoming a prominent peacemaker. He was actively engaged in trade and gave protection to various mission stations and trading centres.

The current chief of Ngāti Hao (a direct descendant of Tapua and Patuone) owns land on Rangitane River where he has planted thousands of native trees to create a large-scale protected ecological area and is working with community groups to restore the ecology of the river and surrounding area where his ancestors once stood.

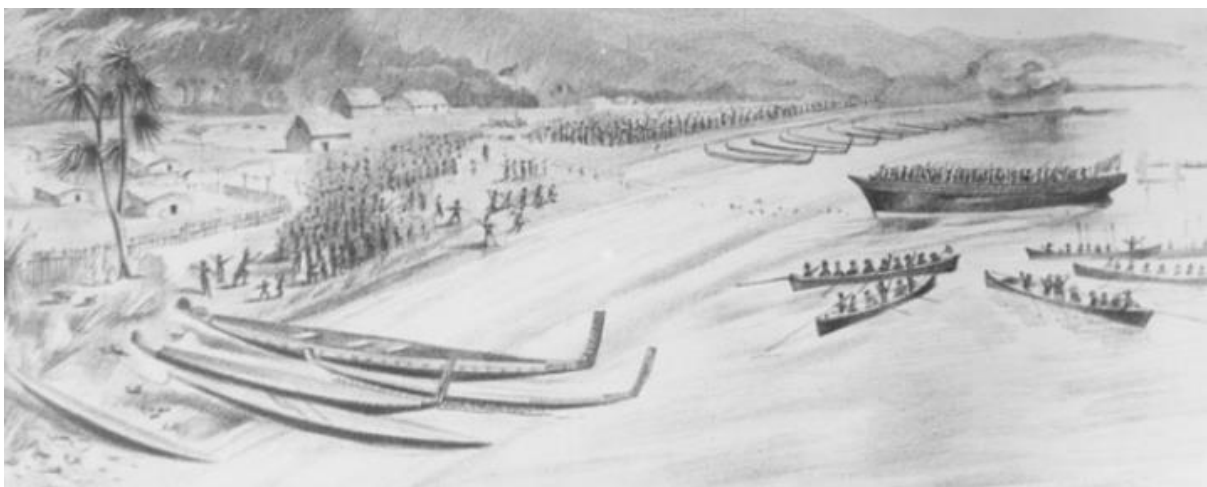
Lindauer portrait of chief Patuone in 1870s

The study group plans to invite local hapū to share information if they wish about the history and cultural significance of Waipapa Stream and Waipapa Landing area and sites of significance to hapū. Our next report aims to provide further information.

2.3 TRADERS, WAKA AND BARGES AT WAIPAPA LANDING

In the 1800s, the small basin in the estuary of Waipapa Stream provided a convenient hauling-out spot for traders that used wakas or small boats that were able to navigate shallow waters. During that period many Māori in the Bay of Islands became involved in harvesting timber or flax, growing vegetables, and producing pigs or other items for trading with settlers. Māori traders used waka for carrying goods to and from locations around the inlet, and their activity likely included the shore near the mouth of Waipapa Stream, where waka could be pulled up on the sloping shore, in the manner illustrated below (example at Paihia). This area also provided an access point for people travelling west along Waipapa Stream.

Fig. 8 Illustration of Māori waka hauled on the shore near Paihia, 1826



<https://teara.govt.nz/en/artwork/5460/>

In the latter part of the 1800s, flat-bottomed barges with sails and square bilges (called scows, Fig. 9) became popular with settlers of many nationalities. They were used for carrying cargo in shallow rivers and estuaries of Northland and elsewhere. Vessels such as the scow shown below helped to maintain the coastal and estuary trade in Kerikeri waters, penetrating the shallows and riding on the tide right up on the beaches to load or unload their cargo. Scows were used in the shallow water at Waipapa Landing for transporting traded goods or ferrying timber logs to larger ships in the deeper water in the eastern end of the Inlet.

Fig. 9 Trading scow or barge carrying large logs (this example in Auckland) 1904



<https://teara.govt.nz/en/photograph/5461/scow>

2.4 LOG BOOM AT WAIPAPA LANDING

In the 1890s the timber industry in Northland provided many jobs. Most logs were transported from the forest by bullock-wagons initially. A Kerikeri historian reported that Norman Faithfull brought logs from Pungaere and rolled them down into the basin at Waipapa Landing, which had a log boom. The logs were tied into rafts in the basin and then towed down to Dove's Bay where they could be picked up by the paddle-steamer *Lyttleton* or the *Waitangi* and towed to large mills in Auckland.

2.5 WAIPAPA LANDING TIMBER TRAMLINE and D50 ENGINE

In the period around 1909 to 1919, the Kauri Timber Company (KTC) operated a D50 train engine on a 3'6" gauge 'tramline' that carried felled logs from Puketiti Forest to Waipapa Landing. The long tramline (22km) was constructed by Mr Harry King. It ran from the forest along Puketotara Road, crossed a small bridge upstream from Rainbow Falls, and then to Waipapa Landing, as illustrated in Fig. 14. The line worked six days a week and carried 30 million *super feet* of timber.

The logs were chained into rafts at Waipapa Landing and towed out to the *Lyttelton* paddle steamer. The tramline used a former NZ Railways class D 2-4-0.T locomotive No.50 (D50) seen in a 1912 photograph in Fig. 10.

The tramline had a steep tight curve on the approach to Waipapa Landing, near the end of the track. After several years of service, the D50 eventually came to grief at that sharp turn.

Fig. 10 Kauri Timber Company timber train D50 engine at Waipapa Landing, 1912

The waters of Waipapa Landing basin and a small boat are visible on the left



National Library of NZ, APG-0626-1/2-G. Guber National Library photo 286699.

Fig. 11 Timber logs to be ‘jacked’ into timber booms at Waipapa Landing in 1912

The tramway terminal is visible on the left.



National Library of NZ, APG-0384-1/2-G

Traces of the tramline are no longer visible in the immediate area of Waipapa Landing, although further careful research and investigation is planned. A recent archaeological survey to the west of Rainbow Falls identified a remnant section of the tramline, illustrated below. In addition, the raised ridge of the Waipapa Landing tramline is still clearly visible in paddocks northwest of Rainbow Falls (Fig. 13).

Fig. 12 D50 locomotive engine at Waipapa Landing



Northern Advocate photo, reproduced from Tracks in the North

Fig. 13 Remnant of the Waipapa Landing tramline northwest of Rainbow Falls



Archaeological assessment report. Arch site record P05/930

Fig. 14 Map of the eastern half of Waipapa Landing tramline

The route of the tramline remains visible in paddocks today between SH10 and Rainbow Falls.

Yellow ring indicates the location of Landing Road & Waipapa Landing



Hansen & Neil. 1992. *Tracks in the North, A history of railways in Northland*. ISBN 0473016141

3. NATURAL HERITAGE

3.1 WAIPAPA STREAM WATERFALL & BASALT COLUMNS

‘Charlie’s Rock’ waterfall lies a short distance upstream from Waipapa Landing. The waterfall sits upon basalt lava flow surrounded by tall basalt columns. These were formed by the cooling and contracting of lava, causing the rock to crack into long, geometric columns. Many of the columns around the waterfall have a large diameter, illustrated in the photos below.

Fig. 15 Basalt column structures at Charlies Rock waterfall upstream from Waipapa Landing



Fig. 16 Flat upper surface of basalt cooling columns at Charlies Rock



3.2 WAIPAPA STREAM

Waipapa Stream is fed mainly by Lake Manuwai to the west, and water is carried eastward to the Kerikeri Inlet.

The riverbed at the mouth of Waipapa Stream is composed of small geometric basalt rock formations, echoing the basalt columns of Charlies Rock in miniature form. The array of basalt under the bridge is noteworthy. The beds of basalt columns provided an easy crossing point on the Waipapa Stream in the days before a bridge was built.

Fig. 17 Waipapa Stream below the current Landing Road bridge



Fig. 18 Miniature geometric basalt formations in Waipapa Stream below Landing Rd bridge
These are small versions of the large basalt columns seen at Charlies Rock



3.3 FRESHWATER AND ESTUARY WATER SPECIES

Inanga shoals have been recorded in Waipapa Stream under the bridge, and also in the estuary area of Waipapa Landing (saltwater wedge survey). It is likely that there is an inanga spawning zone just upstream from the bridge, despite the stepped volcanic rock at the mouth of Waipapa Stream that might normally present a barrier to travelling further upstream.

The inanga are culturally and ecologically significant as they are a threatened species, as a result of habitat destruction, particularly the destruction of their spawning zones. They are also affected by pollutants and sedimentation levels in water. They have a complex lifecycle, comprising freshwater, estuarine and marine stages.

Other freshwater and estuary organisms observed in this area include crabs, shrimp, native bully fish, various caddisfly and snails, listed below. This list identifies only the groups of species (genera) at this stage. Our next phase of research aims to identify the individual species present.

We also plan to carry out e-DNA tests in stream water this year (to be analysed by Wilderlab) and this may identify a wider range of species present, based on DNA fragments deposited in the stream.

Water organisms recorded in Waipapa Stream and Waipapa Landing estuary (incomplete list)

Inanga	Woody cased caddisfly
Crabs	Stony cased and free living caddisfly larvae
Native bully fish	Flat mayfly nymph
Shrimp	Snails

Fig. 19 *View from the mouth of Waipapa Stream towards the Inlet*



3.4 NATIVE BIRD SPECIES

Native birds observed around Waipapa Landing reported by members of our group and recorded in NZ Bird Atlas are listed below. These include banded rail (at risk - declining), black shag (at risk), little shag (at risk), pied shag (at risk) and occasionally reef heron (nationally endangered).

Threatened and at-risk native birds recorded in vicinity of Waipapa Landing

(incomplete list)

Banded rail, moho pererū - <i>Gallirallus philippensis assimilis</i> (at risk – declining)
Black shag, māpunga - <i>Phalacrocorax carbo</i> (at risk – relict)
North Island brown kiwi - <i>Apteryx mantelli</i>
Little shag, kawaupaka - <i>Phalacrocorax melanoleucos</i> (at risk-relict)
Little black shag, kawau tūi - <i>Phalacrocorax sulcirostris</i> (at risk-relict)
Pied shag, kāruhiruhi - <i>Phalacrocorax varius</i> (at risk - recovering)
Reef heron - <i>Egretta sacra</i> (threatened - nationally endangered)

NZ Bird Atlas (e-Bird reports) and observations by members

New Zealand Threat Classification Status, www.nztns.org.nz

3.5 NATIVE PLANT SPECIES

Members have compiled a preliminary list of native plant species observed in the vicinity of the Landing. Systematic survey work is planned.

Native plant species (incomplete list)

<i>Austroderia fulvida</i> , toetoe	<i>Metrosideros excelsa</i> , pohutukawa
<i>Carex vibrata</i> , swamp sedge	<i>Pittisporum tenuifolium</i> , kohuhu
<i>Cortylina australis</i> , ti kouka, cabbage tree	<i>Phormium tenax</i> , flax
<i>Cyathea dealbata</i> , punga	<i>Pseudopanax lessonii</i> , houpapa
<i>Dacrycarpus dacryioides</i> , kahikatea	<i>Podocarpus totara</i> , totara
<i>Dicksonia squarrosa</i> , tree fern, wheki	<i>Sophora microphylla</i> , kowhai
<i>Knightia excelsa</i> , rewarewa	<i>Sticherus flabellatus</i> , shiny fan
<i>Kunzea ericoides</i> , kanuka	<i>Veronica diosmyoholia</i> , hebe
<i>Leptospermum scoparium</i> , manuka	<i>Veronica stricta</i> , koromiko
<i>Melicetyus ramiflorus</i> , whiteywood, mahoe	<i>Vitex lucens</i> , puriri

3.6 BAT HABITAT

The upstream area of Waipapa Stream has areas of mature trees, some of which have cavities that would provide suitable habitat for bats. Colonies of the long-tailed bat (*Chalinolobus tuberculatus*), a nationally critical species, are present in the Puketi Forest, within the nighttime flying distance as they move between feeding and roosting sites, often following waterways. Several members of our group who have experience in using bat detection devices plan to start monitoring for bats on Waipapa Stream this year.

4. COMMUNITY AT WAIPAPA LANDING

Today, the Waipapa Landing area provides a significant area for the local community and visitors; a place for recreation and community interaction, and contributing to the wellbeing of people who live in the area.

4.1 WAIPAPA STREAM SWIMMING HOLE

The grassed areas on each side of Waipapa Stream provide areas for shade and picnics. In particular, the swimming hole near the bridge is very popular with families in warm weather.

Fig. 20 View of swimming hole from the bridge



4.2 CHERRY PARK HOUSE AND GROUNDS

The large grassy grounds behind Cherry Park House provide a quiet area for the community next to the river. This area has a distinct peaceful atmosphere, valued by people seeking a quiet getaway spot.

Cherry Park House is owned by the Council and used for community activities, including art and craft groups and Quaker meetings. The Kerikeri croquet club is located in the grounds.

Notes and References