

Kawakawa. Township Plan. Northland Townships.

04 November
2019

Isthmus.



Land.
People.
Culture.
Isthmus.

Acknowledgements.

The design team collaboration for this project includes Isthmus, Flow Transportation and DVQS, alongside our Northland collaborators Kaihuna, Ākau Studio (based in Kaikohe), and Matakohē (based in Whangarei).

The design team wish to thanks the Kawakawa Community Focus Group for their contribution to the 'Enquiry by Design process, and the Far North District Council (FNDC) representatives for their support through the workshops and review process.



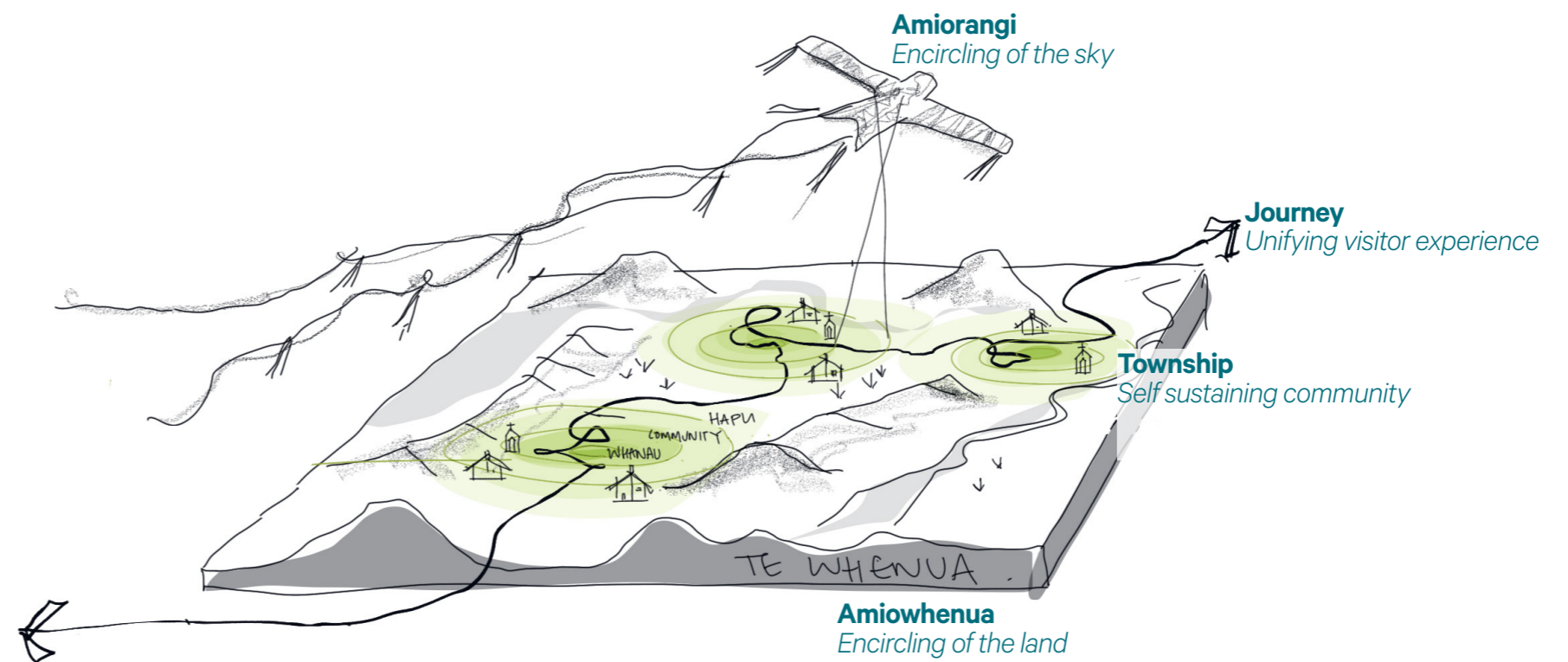
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Introduction.

**“We live in paradise
But we don’t know it**

**We live in paradise
But we constantly destroy it.”**

Hundertwasser.

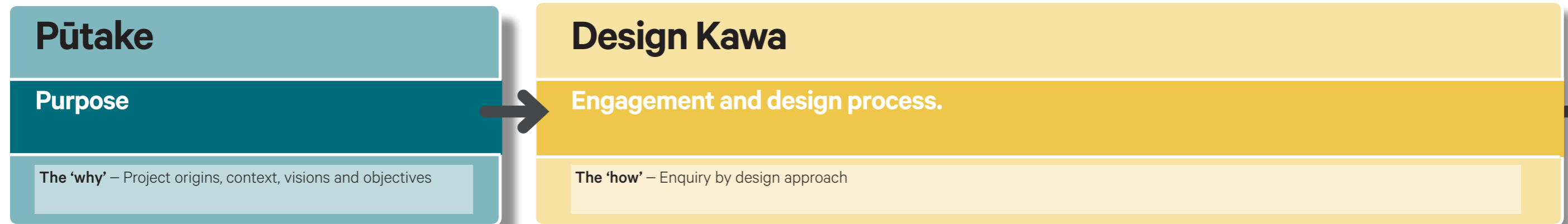




1. Executive Summary.



Executive Summary.



Pūtake. Purpose.

The Township Plans identify projects that have potential to bring mutual benefit to the community and visitors to Kawakawa. This guides investment that will enhance amenity and function in order to elevate the visitor experience and promote ‘stop, stay and spend’. It is anticipated that the Township Plans could be used to support future funding applications, as well as for Council planning, work programmes and District Plan Review. They can also be used by the communities themselves to visualise, support and even lead community projects.

Strategic investment in the transport system is a key enabler to broaden Northland’s destination appeal and increase visitor spend, while creating safer, stronger and healthier connections for communities. The Twin Coast Discovery Route (TCDR) is an integral connector for the communities whose businesses and jobs are related to tourism, and who use the network for business, leisure and commuting on a daily basis.

The Northland Economic Action Plan (NEAP) recognises the Twin Coast Discovery Route as a key tool for unlocking regional economic growth. The aim is to tilt investment north and northwest, to make the most of tourism opportunities. Success will come from close collaboration between all project partners with a coordinated commitment to securing funding and implementation.

Design Kawa. Process.

The Kawakawa Township Plan has been developed through an ‘Enquiry by Design’ process with a Community Focus Group over the course of two full day workshops in May and June 2019, and tested through an open community drop in session in June 2019. The Township Plan captures what is important to the community about their town, and priorities for improvement projects within a ‘key moves’ vision framework. It provides a spatial representation of priority improvement projects to assist with a coordinated approach to investment.

A ‘Design Kawa’ approach has been developed through consideration of the big scale networks and connections between townships along the 800km Twin Coast Discovery Route in an Urban Landscape Design Framework (ULDF), and at the local scale by building on community-led placemaking and development initiatives (Kawakawa Hundertwasser Memorial Park NZ Management Plan 2012/ 2014, Te Hononga/ Hundertwasser Visitor Centre, Te Papa Paorooro Echoing Wetlands partnership project, and Kawakawa Community Development Plan (under development)). The Kawakawa Hundertwasser Park Charitable Trust has been set up to develop the park and visitor centre. The Township Plan considers place, identity and function from a community perspective, and opportunities to ‘stop, stay and spend’ from a visitor perspective within a mutual benefit framework of ‘Tūmatanui (What is shared/public focus) and Tūmataiti’ (What is held/internal focus).

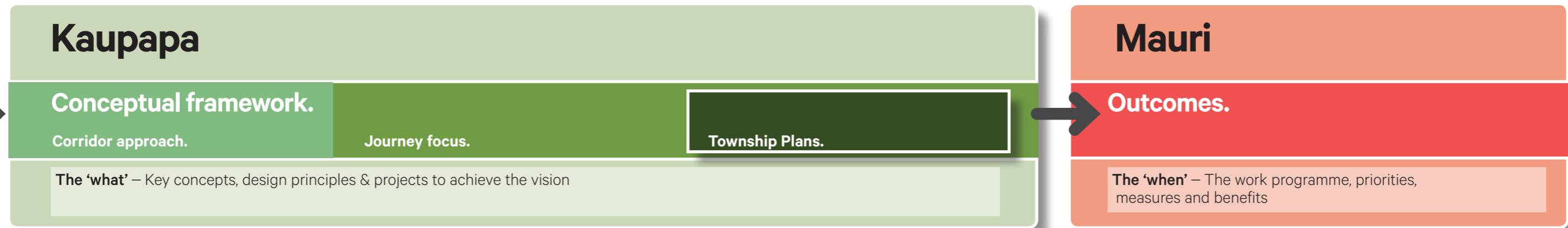
Kawakawa is linked to Northland journeys by the Twin Coast Discovery Route (TCDR), and will be boosted by strategic investment in Northland Townships along the TCDR through a partnering approach between the

NZ Transport Agency (NZTA), Councils, Iwi Hapū, Northland Inc. and the community.

In attempting to understand the user experience of visitors (both domestic and international), there is a need to first understand the local experience and challenges faced with everyday travel, work and wellbeing. The key problems looked at in the Kawakawa Township Plan are:

- How to promote destination appeal and amplify the visitor experience, without compromising environmental or social wellbeing outcomes for the community
- How to reduce vehicle speeds and conflicts with heavy vehicles through the town, making it safe and easy for pedestrians and cyclists to move around.
- With under-investment being a broad issue across Northland, identifying what type of investment is the key focus for this township, in order to uplift the level of consistent service for visitors and the community and step beyond ‘business as usual’.
- How to achieve resilient, enduring and transformative outcomes while acting on immediate and basic needs for safety, maintenance and tangible ‘early implementations’ that signal positive change.
- How to leverage opportunities at a journey and network scale- using big connectors and economies of scale- like walkways and cycleways, water travel and services, heritage and cultural trails.

Executive Summary.



Kaupapa. Framework.

Not all of the improvement projects identified in this Township Plan are related to roading specifically, but the TCDR creates the potential for investment in predominantly public spaces that unlock destination and communal appeal- such as streets and roads, parks and civic spaces, waterfronts and cycleways, and strategic attractions. Managing safe speeds through townships with low cost, low risk improvements to safety, movement and access for pedestrians, cyclists and communities are a priority.

Improvement projects are identified for Kawakawa that will accelerate positive change, while preserving and amplifying the unique natural, historical and built environment. These projects will:

- promote 'mutual benefit' for visitors and community, and
- catalyse change and spark innovation that connects with place and identity, and/or
- carry momentum to grow existing initiatives, and/or
- change or improve the function of public infrastructure.

Improvement projects are grouped into three categories or themes:

Journey — Predominantly infrastructure projects that improve state highway and local roads, with a focus on safe systems design, and speed management 'toolbox' interventions that help to reduce vehicle speed and conflict, promote safe walking and cycling, and assist with directions and wayfinding.

Landscape — Environmental and ecological restoration projects that promote healthy waterways and climate change resilience, and local walking and cycling or water based trails that provide new experiences and connections.

Destination — Communal public spaces and attractions that have appeal for both visitors and locals, such as civic and cultural hubs, recreation and play spaces, information and education, events and festivals, shopping and hospitality.

Mauri. Outcomes.

The improvement projects identified are both large and small — they are packaged in a way that achieves a mix of 'low cost, low risk' interventions for early implementations, and longer term transformative projects that will require further design and feasibility investigations. Improvement projects are staged across short term (1–3 year), medium term (3–5 year) and long term (5–10 year) timelines, with consideration for independencies. Priorities reflect community aspirations, balanced with technical and funding considerations that will archive multiple benefits and wellbeing outcomes for communities.

The Township Plans are a starting point for investment, based on the understanding that the Plans, and the improvements they promote, have been identified through an 'Enquiry by Design' process with community and council representatives. The NZ Transport Agency and Councils will take a lead role in making decisions around how to finance and implement the projects and partnership opportunities which they own, as appropriate. In particular, this requires a collaborative approach with Treaty Partners to build opportunity and commitment to mātauranga māori outcomes that uplift iwi/ hapū values and support communities.

Initiatives identified within the Township Plans may be funded by the Transport Agency from the National Land Transport Fund (NLTF), by Council's or using contributions from the Provincial Growth Fund (PGF). It is possible that delivery of the plans will be funded from multiple sources. The Township Plans provide information from which the Transport Agency, MBIE and Councils can make funding and priority decisions for investment.

Executive Summary.

Themes, Clusters, and Ideas.

Kawakawa was one of eight townships selected by the Transport Agency through the TCDR Programme Business Case consultation workshops, where stakeholders identified priorities for towns based on common issues and attributes, and opportunities to leverage other strategic initiatives to tilt investment westward.

The 'Enquiry by Design' process identified broad overarching themes common to Northland townships and townships, sharing the same geographical area and transport networks. This process has given us further clues to problems and opportunities for Kawakawa that might be addressed at different scales. All of these themes need to be considered holistically in order to achieve regenerative and sustainable outcomes for Kawakawa that contribute to self-sufficiency and wellbeing.

Kawakawa/Moerewa Cluster.

The townships clustered on the 'Tourism Byway' in the heart of Ngāpuhi and Ngāti Hine rohe that interact with Pou Herenga Tai, Northlands Twin Coast Cycle Trail present some similar problems and opportunities. Moerewa and Kawakawa have the potential to better support and enrich the journey experience of the cycle trail with Ngāpuhi and Ngāti Hine stories, services and attractions. The potential for significant volumes of heavy freight to move to a rail alternative could be a game changer for these towns. At the same time the services and community networks between these towns could be strengthened by improvements to multi-modal transport systems (i.e. the tourism byway, rail and the cycle trail). Housing, education and employment problems could be addressed collectively across these towns if supported by growth policy and infrastructure investment. The Twin Coast Cycle Trail provides significant latent potential for mutual benefit and uplift- contributing to both visitor industry and community recreation and wellbeing.

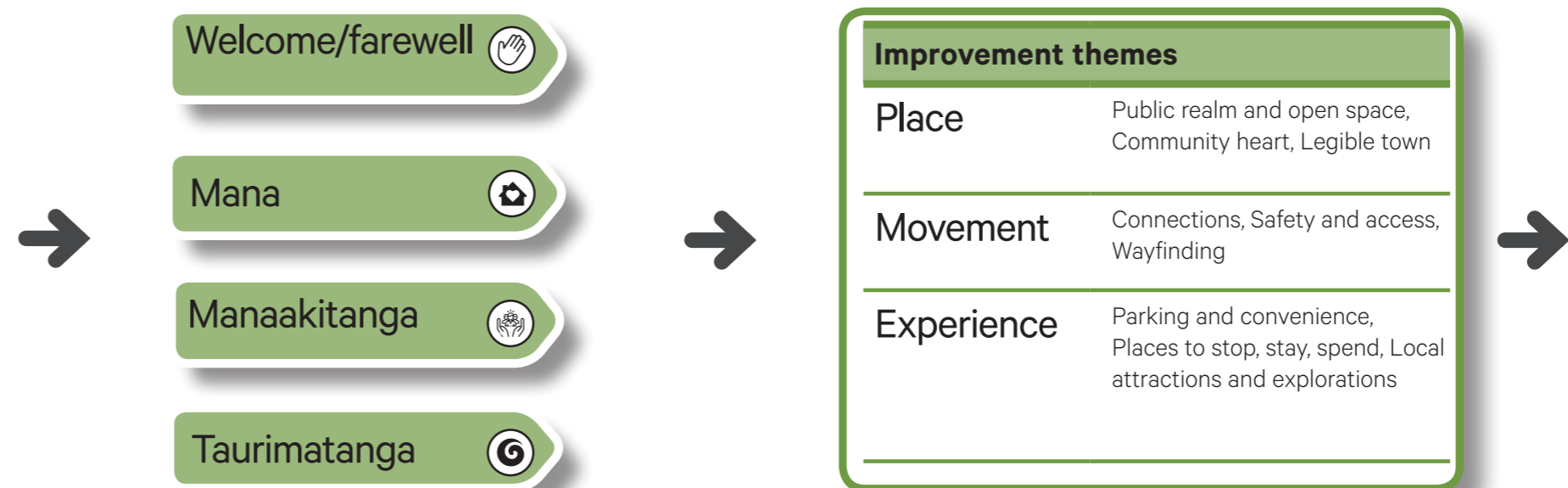
Kawakawa Township.

Kawakawa is a small town located at the junction of SH11 and SH1, servicing a population of approximately 1218 people (based on 2013 Census data). It is often referred to as the 'gateway to the Bay of Islands', and visitors travelling north typically stop at the rest area. Kawakawa is prone to flooding in low lying areas, which makes sense given the extensive wetlands that supported early flax trade in the area. It is a town of bridges- crossing the streams and wetlands on approach to the town, including the well known '3 hump bridges' at the western approach which are part of the identity of Kawakawa, as well as an obvious road safety issue. The Hundertwasser toilets are an unusual visitor attraction that Kawakawa is well known for. Hundertwasser's design influence and environmental philosophies are expressed in the streetscape and in the evolution of Te Hononga visitor centre and Kawakawa Hundertwasser Park- a community led project and partnership with Ngāti Hine. Pou Herenga Tai- Twin Coast Cycle Trail, runs through the mainstreet of Kawakawa, as does the Vintage Railway and the heavy vehicle route along State Highway one. The mainstreet railway is a unique attraction, but the multi-modal transport conflicts are a safety concern, particularly during peak tourism season when traffic queues through the mainstreet are common.

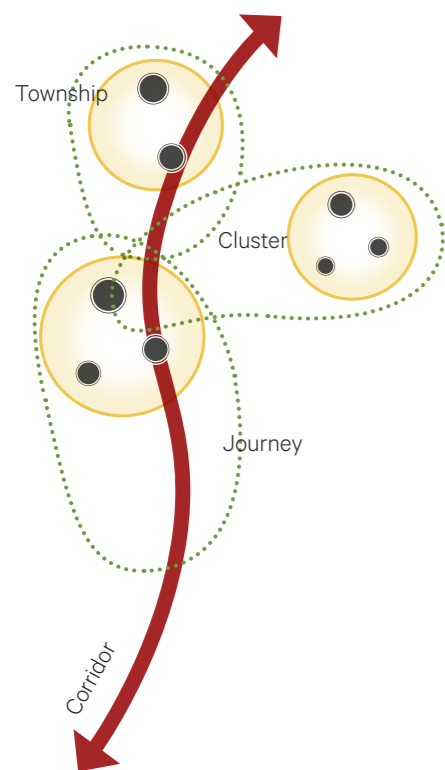
Problems. TCDR PBC.

- Problem 1.** The destination appeal of Northland's visitor industry is focused in a few locations and only at some times of the year, which is a lost economic opportunity for all of Northland.
- Problem 2.** Variability in the customer level service of the TCDR and key Northland Journey fails to meet the resilience, safety and road amenity expectation of all users.

Framework. Kaupapa.

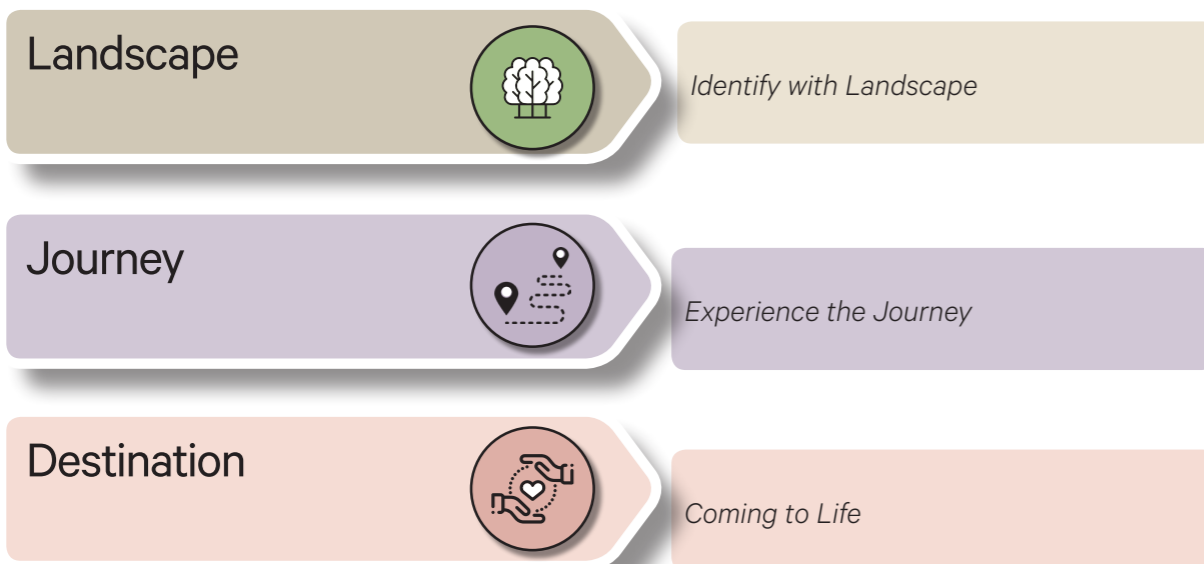


Executive Summary.



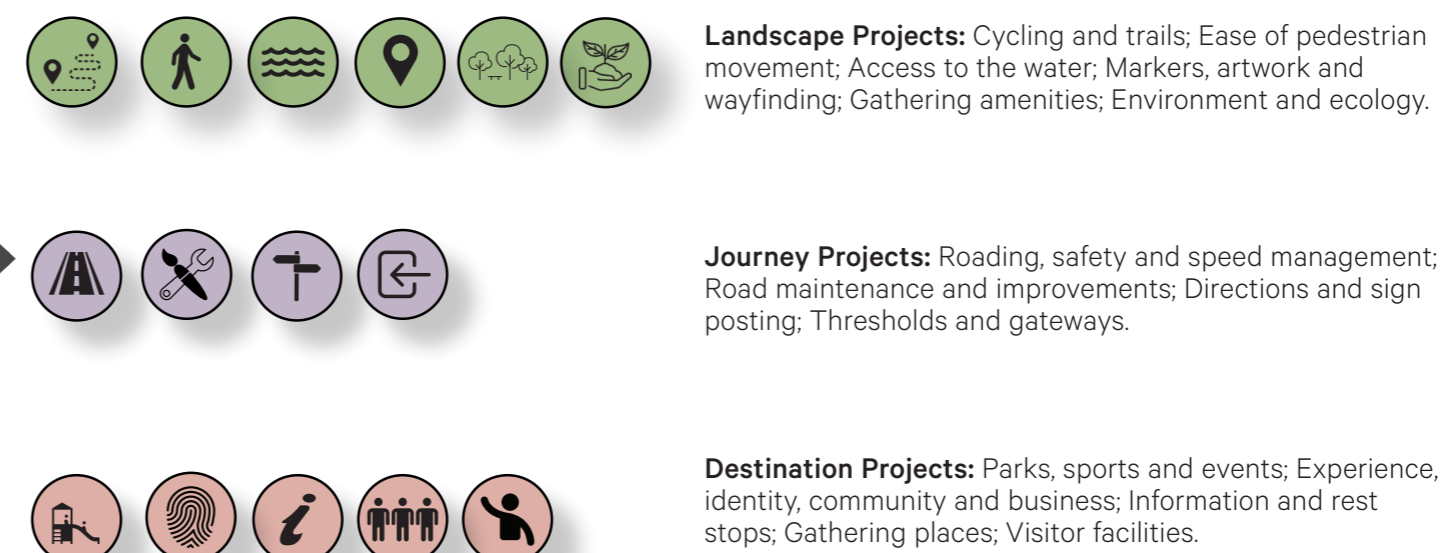
Investment Objectives.

Township Plans.
(Enquiry by design)

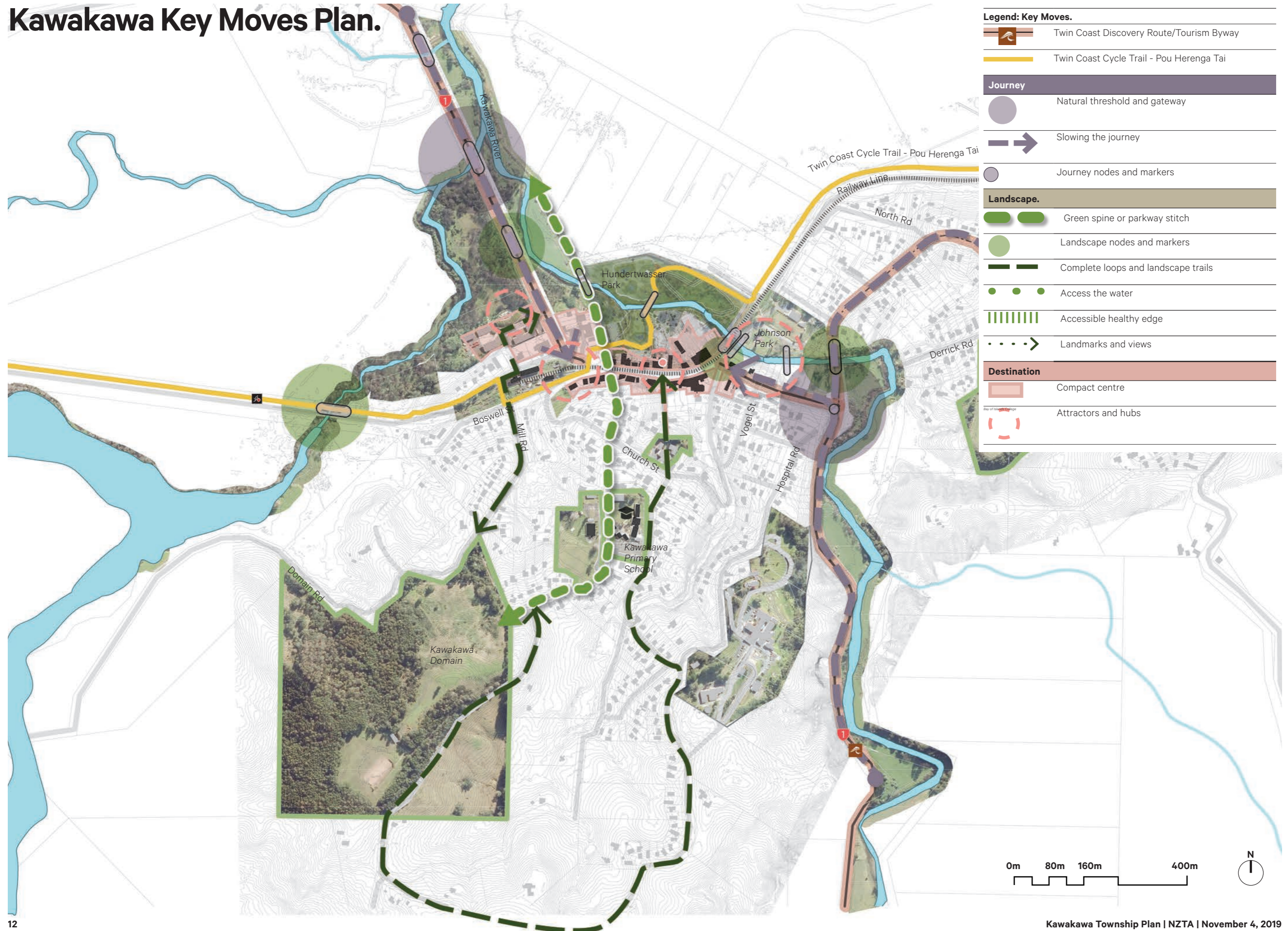


Improvement Projects.

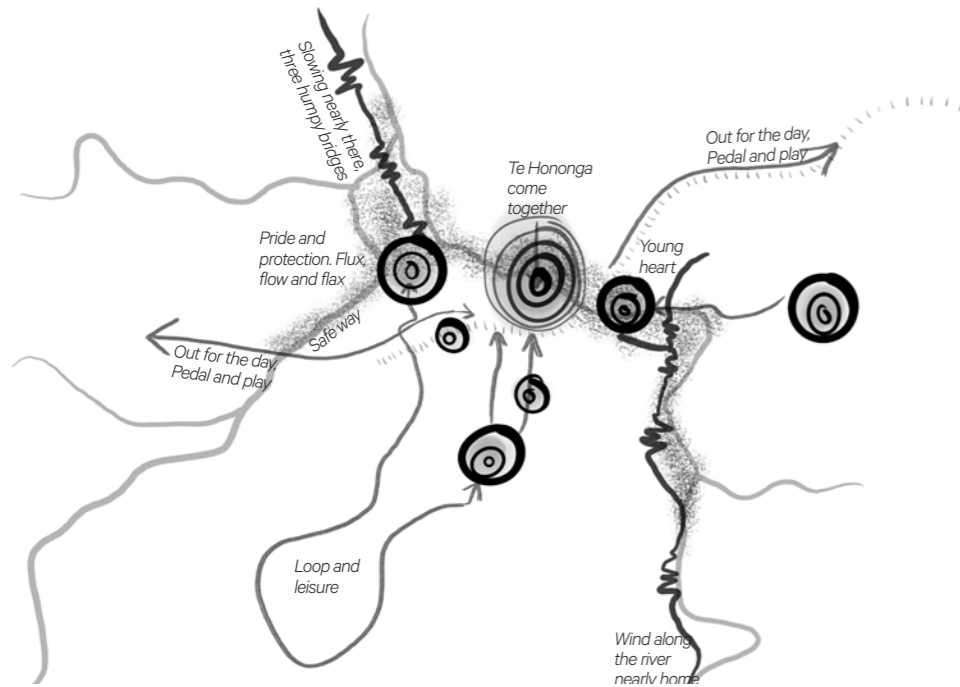
'Toolkit' Examples.



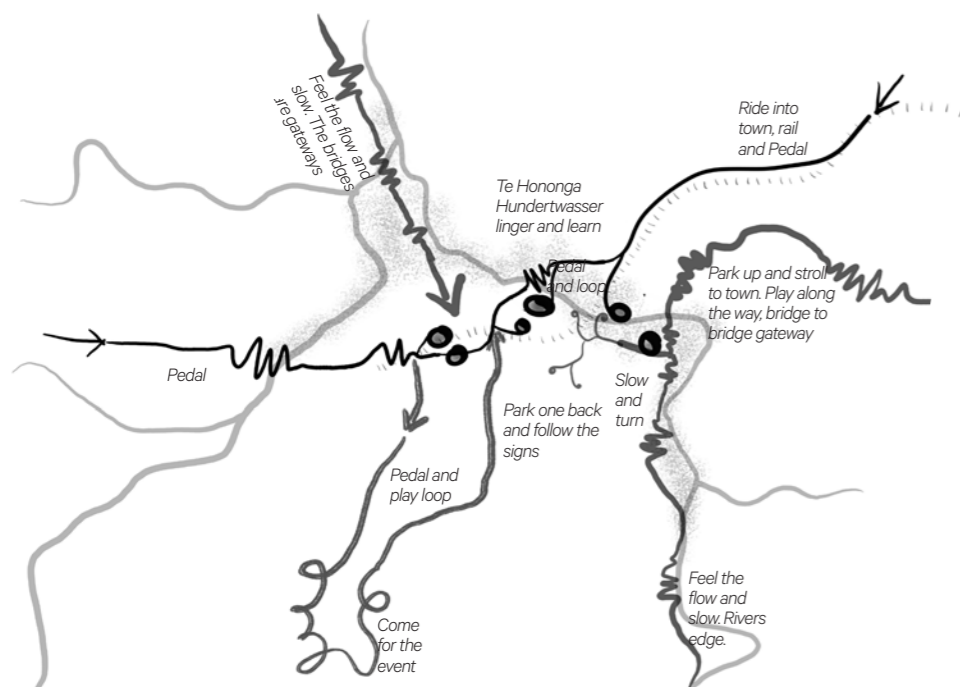
Kawakawa Key Moves Plan.



Vision and Objectives.



Kawakawa Community Key Moves Sketch Map.



Kawakawa Visitor Key Moves Sketch Map.

Key Move 1

Identify with landscape

Te Papa Pāorooro – the echoing wetlands.

Healthy awa, a celebration of water and flow

Vitality and wellbeing of people and ecosystems

Revealing stories from past to present

Markers in the landscape and linked up trails



Key Move 2

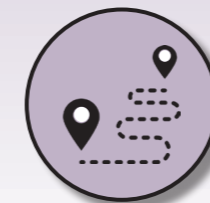
Experiencing the journey

Weave the Threads.

Unlock natural gateways

Direct and manage flow (vehicles, cyclists, parking, pedestrians)

Generous welcome and clear orientation



Key Move 3

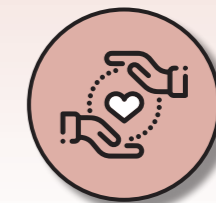
Coming to life

Te Hononga, join and connect.

Whānaungatanga and Manaakitanga, family and sustenance

Inclusive spaces for visitors and community

Vibrancy, variety, events and activation



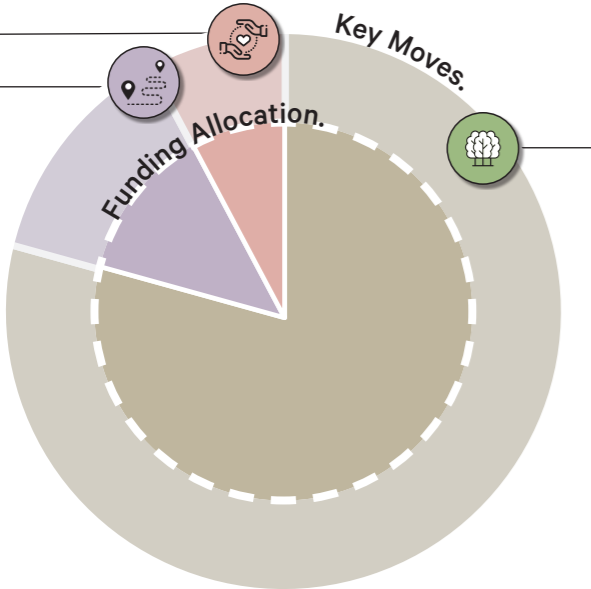
Improvement Project Timeline.

Short Term. Early implementations. 0-3 Years.

Identify with landscape.

Te Papa Pāorooro – the echoing wetlands.

- Wetland and stream restoration weed removal, flood works and planting
- Te Mirumiru boardwalk and pou markers
- Street trail wayfinding markers and planting
- Twin Coast cycle trail re-routed through park
- Threshold pou markers



Experiencing the journey.

Weave the Threads.

- SH1 three bridges speed management interventions, signage and planting
- 'Welcome' gateway signage

Coming to life.

Te Hononga, join and connect.

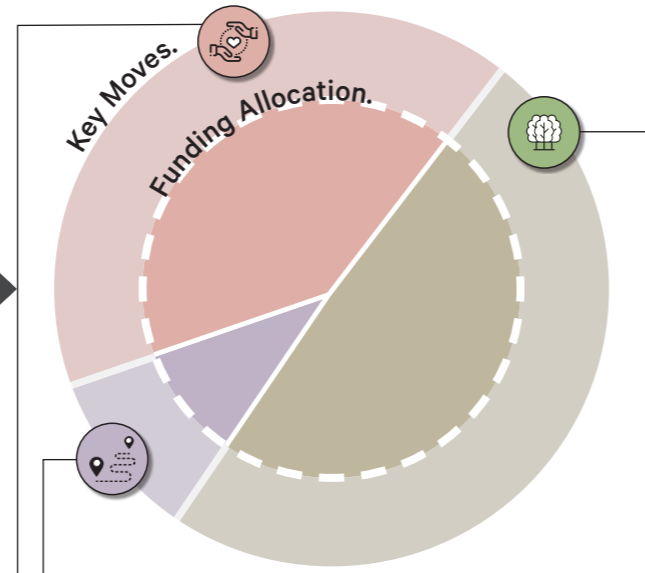
- Bob Thomas Park new playspace
- Basketball court and water access - Johnson Park
- Domain mountain bike and walking trails, weed clearance and planting

Mid Term. Mid Term Gains. 3-5 Years.

Identify with landscape.

Te Papa Pāorooro – the echoing wetlands.

- Te Papa Pāorooro wetland and stream restoration, weed removal and planting
- Street trail wayfinding markers and planting
- New footpath connection to Te Mirumiru
- New bridge for Twin Coast cycle trail in Park
- Threshold pou markers



Experiencing the journey.

Weave the Threads.

- Twin Coast cycle trail re-route beside Rail Hub
- SH1 mainstreet speed management interventions and intersection upgrade
- Two new pedestrian crossings and one disestablished on the mainstreet
- Rail warning signs and footpath extension to Johnson Park

Coming to life.

Te Hononga, join and connect.

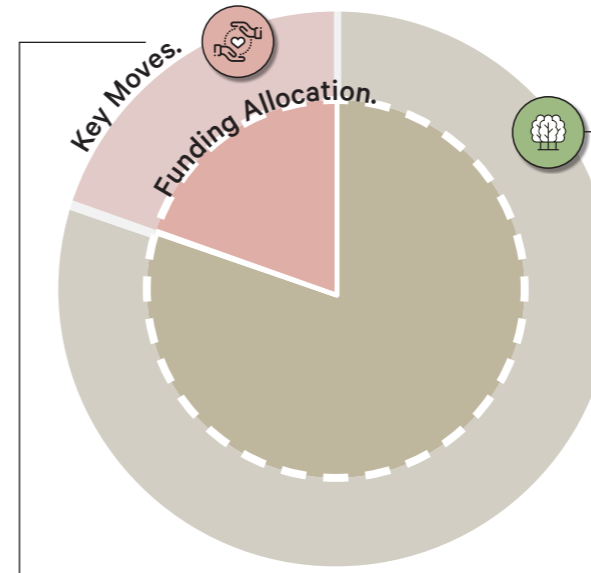
- Skatepark Johnson Park
- Mainstreet pou markers and footbridge artworks/planting
- Domain entrance, planting, toilets and bike pump track

Long Term. Long Term Transformations. 5-10 Years.

Identify with landscape.

Te Papa Pāorooro – the echoing wetlands.

- Wetland and stream restoration weed removal, flood works and planting
- Te Mirumiru boardwalk and pou markers
- Street trail wayfinding markers and planting
- Twin Coast cycle trail re-routed through park
- Threshold pou markers



Coming to life.

Te Hononga, join and connect.

- Youth outdoor play - Johnson Park
- Cycle bridge planting/artwork
- Domain fitness trail and planting

Plan reference

Number Name

LANDSCAPE

1A Wetland Restoration

1B Wetland Restoration

1C Wetland Restoration

1D Stream Restoration

1E SH1 Corridor Three Bridges – enhancement planting.

1F Stream Restoration

1G Stream Restoration

1H Hundertwasser Pk (excluding cycleway)

1I Stream Restoration

1J Stream Restoration

1K Domain Hikoi/Street Walk -wayfinding.

1L Bank Planting SH1/SH11 Intersection.

1M Johnson Park – exotic tree removal and native replanting.

1N Te Mirumiru to Station Road Fire Station rear yard walkway.

1O Cycle Link Hundertwasser Park

1P Pou Markers

JOURNEY

2A Cycleway Rail Crossing, Boswell St and Gillies St to SH1 walkway establishment and upgrade.

2B Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.

2C Three Bridges speed management – Hundertwasser themed painting or similar treatment.

2D Speed management – provide edge definition – planting and/or buildings, signs – raised threshold.

2E Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.

2F Vogel St/SH1 turning to/from hospital - road marking/surface treatment.

2G North and South gateway signage – before Three Bridges and Waiomio (near Oyster Shop).

DESTINATION

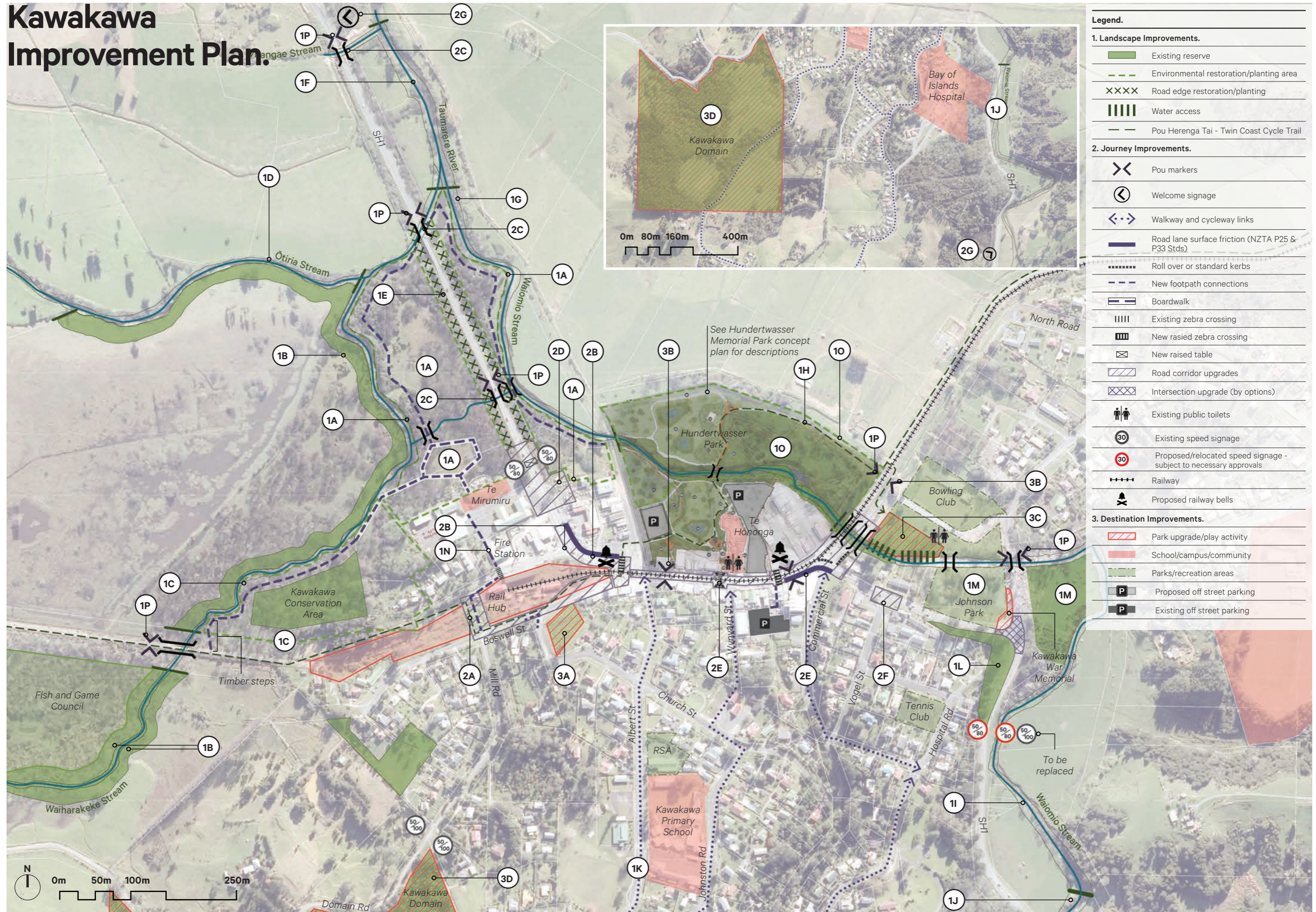
3A Bob Thomas Park and play space upgrade.

3B Mainstreet Pou and bridge artwork expressing Ngāti Hine through art.

3C Johnson Park youth focus upgrades – establish skatepark and youth 'play' space.

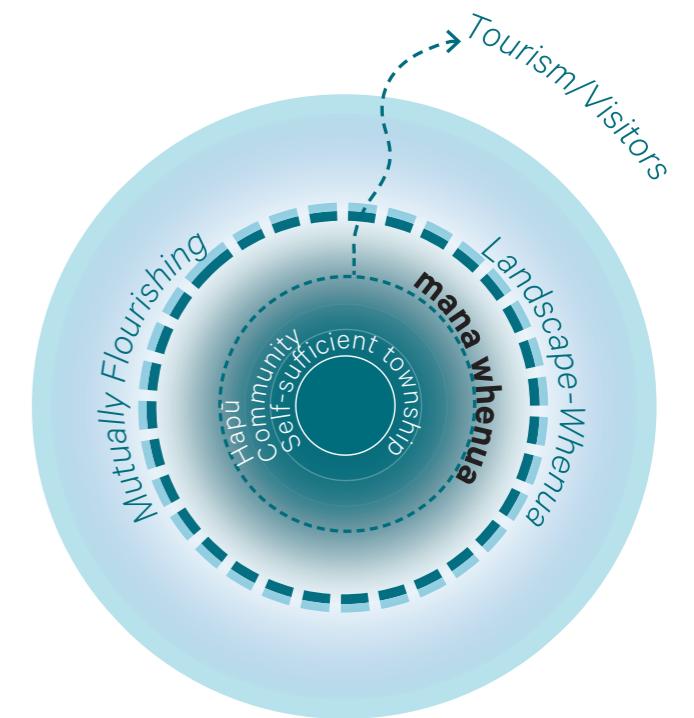
3D Kawakawa Domain destination upgrades – walking, cycle trail, sports, events.

Kawakawa Improvement Plan.





2. Pūtake. Project Origins & Purpose.



Programme/Project Context.

Purpose of the ULDF.

The purpose of the Urban Landscape Design Framework (ULDF) is to understand and acknowledge:

- The character areas, landmarks, features and attractions along the journey at a landscape scale;
- The clustering relationship between townships and stopping places, and spatially where the key networks, connections and communities are best integrated;
- The potential for servicing the tourism sector, what is unique about each place, and the types of initiatives that are appropriate for each type of town.

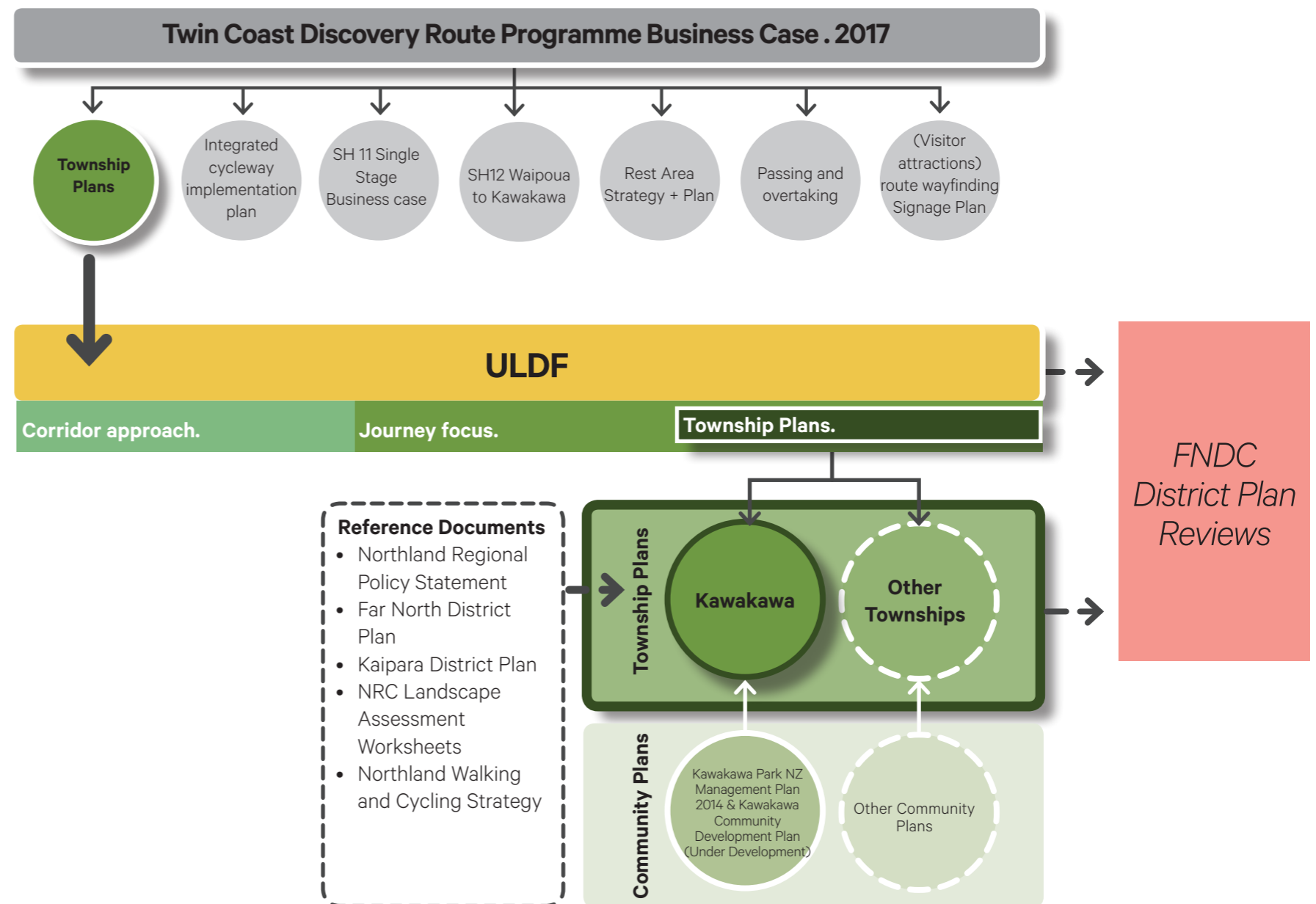
Purpose of the Township Plan.

Township Plans are needed to guide investment that will enhance township amenity and function, to attract visitors and encourage them to stop and spend money in the community.

For each township, spatial function, movement and place initiatives will strengthen public realm and open space. These placemaking moves position the specific development opportunities in each town and build on community led development plans and placemaking initiatives already underway. Improving safety, accessibility, attractiveness and convenience of stopping and gathering places will help unlock and enable new opportunities for growth.

Audience - Who is it for?

The Township Plan is primarily for funding application prioritisation purposes, to be used by local authorities to support future funding requests and strategic planning. Local authorities may seek funding from the Provincial Growth Fund (PGF), National Land Transport Fund (NLTF), Tourism Investment Fund (TIF), Council Long Term Planning (LTP) Sponsorships and other sources. The Township Plan also informs the Far North District Plan Review and will be referenced by the Far North District Council (FNDC). It is also a document for the community to continue to advocate for and effect change locally.



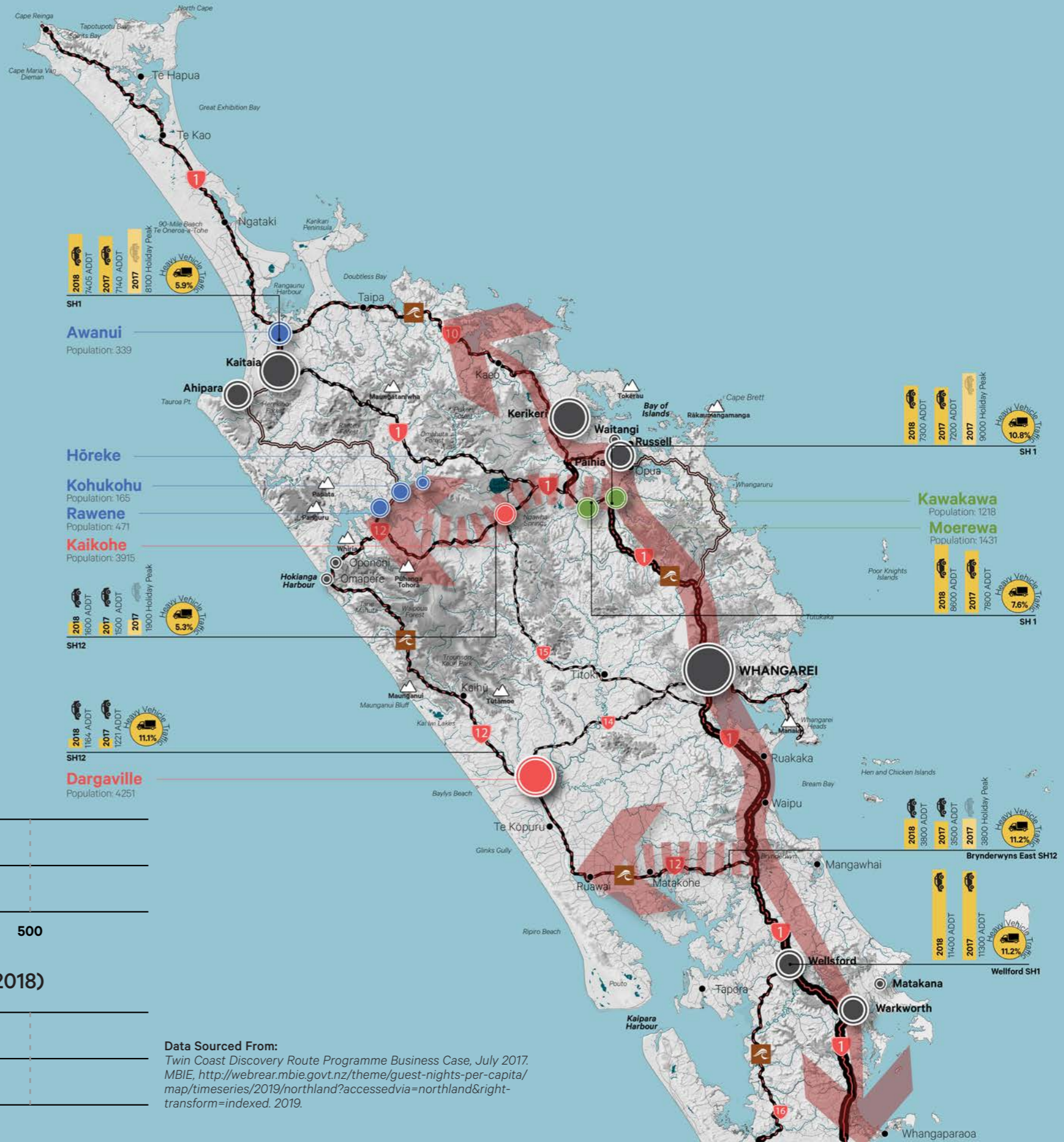
Problem Definition. The TCDR Programme Business Case (PBC).

Legend.

- 10,000-50,000 Average Vehicle Count Per Day
- 5,000-10,000 Average Vehicle Count Per Day
- <5,000 Average Vehicle Count Per Day
- High Volume Road - Road Classification
- National - Road Classification
- Regional - Road Classification
- Primary Collector - Road Classification
- Secondary Collector - Road Classification
- Arterial - Road Classification
- Highway - Road Classification

Data Sourced From:
Twin Coast Discovery Route Programme
Business Case, July 2017.

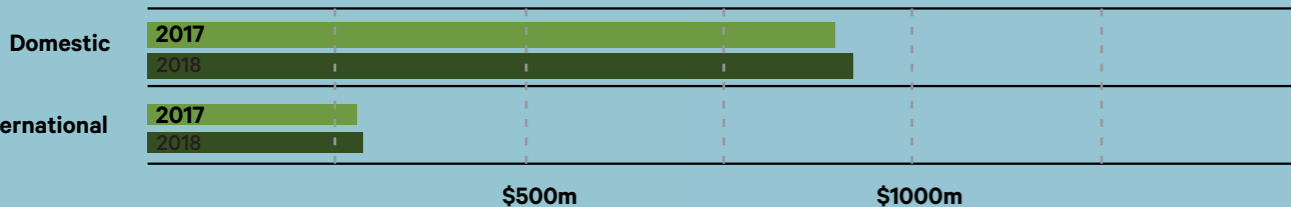
NZTA, State highway volumes by region,
<https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/> October 2019.



Guest Nights - Quarterly in Northlands



MBIE Domestic vs International Expenditure in Northland (2018)



Data Sourced From:
Twin Coast Discovery Route Programme Business Case, July 2017.
MBIE, <http://webrear.mbie.govt.nz/theme/guest-nights-per-capita/map/timeseries/2019/northland?accessedvia=northland&right-transform=indexed>. 2019.

Problem Definition.

The TCDR Programme Business Case (PBC).

NEAP- Economic Growth Activity.

Currently Northland includes disparities between east and west, and in particular the low population and geographical remoteness of the western and northern part of Northland show high deprivation and unemployment, low income, population decline, and poorer educational outcomes.

Communities are becoming fragmented as many young people are moving away to find long term opportunities in urban areas. Identifying transport as an enabler for visitor industry opportunities along the TCDR will help address Northland's current socio-economic outlook in response to the Tai Tokerau Northland Economic Action Plan (NEAP) by attracting visitors to the west and far north of Northland. Most importantly, the solutions for townships must embrace sustainable Māori cultural frameworks and cultural expressions that empower hapū and support whānau, and lead to mutual benefit in order for communities to thrive.

The TCDR Programme Business Case (PBC).

Two key problems are addressed in the TCDR Programme Business Case (PBC) and provide the context and overarching objectives for the Township Plans. The TCDR programme aims to tilt investment north and north-west, and provides an investment map for the types of options that holistically will provide the greatest benefit to the region, including walking and cycling networks, wayfinding and visitor information, and road network considerations such as stopping places, safety and resilience. The project improvements identified in the Township Plans contribute to this picture of investment, but do not singularly provide all the puzzle pieces.

Problem 1: Destination appeal

The destination appeal of Northland's visitor industry is focused in a few locations and only at some times of the year, which is a lost economic opportunity for all of Northland.

The evidence confirms;

- Northland has a strong visitor economy with significant opportunity for additional economic growth
- Northland has regional dispersal issues and diminished destination appeal outside of key tourist areas of Whangarei, Kerikeri and Bay of Islands.
- Clear seasonality issues (*), which is a lost economic opportunity for the region.

**Visitor numbers are much lower than other regions outside of peak periods. Domestic tourists account for approximately 70% of the visitor spend, with the peak season coinciding with extended holidays throughout the Christmas and long weekends in January/February. Job opportunities in the off-peak season are low and it can be difficult for businesses to stay afloat in the winter.*

Key considerations for the PBC;

- Focus on options that develop economic opportunities on the west coast and the far north outside of the key tourist areas and support the key Northland Journeys
- Focus on options that develop the visitor industry outside of peak seasons
- Add the visitor bar graph diagram here/ associated with this text if layout works

Problem 2: Transport level of service

Variability in the customer level of service of the TCDR and key Northland Journeys fails to meet the resilience, safety and road amenity expectations of all users. The evidence base suggests:

- Resilience, safety and amenity issues are the key level of service parameters for TCDR customers
- The majority of the network has appropriate levels of service, but there are areas with localized issues that need to be addressed.

Key considerations for the PBC

- Develop a programme of transport initiatives that will directly support the parallel development of the visitor industry and improve the reliability, safety and road amenity of the route in a coordinated manner
- NZTA already has developed resilience and safety programmes for Northland; the PBC should focus on the gaps

One Network Road Classification (ONRC), traffic counts and heavy vehicles.

The TCDR routes through townships are defined under the One Network Road Classification (ONRC) as Primary Collector and Secondary Collectors. As defined in the PBC:

'SH12 connects Ohaeawai and Brynderwyn with the majority of the road located near Northland's West Coast. SH12 provides the main connection for towns such as Dargaville, Omapere, Opononi, Kaikohe, and the rest of New Zealand and also passes through the Waipoua Forest. The entire length of the route is identified as a primary collector road. In general, traffic volumes along this route are less than 5000 vehicles per day (vpd) with short sections near Kaikohe and Dargaville carrying between 5000 – 10,000 vpd. SH10 connects to SH1 at the northern and southern ends and extends between Pakaraka and Awanui. From the northern end (near Awanui), it is classified as a primary collector and carries less than 5,000 vpd. SH10 is prone to flooding, in particular near Kaeo.'

In many centres, the presence of a major highway can create severance, road and pedestrian safety, visual, emissions and noise effects, degrading the sense of place to these areas. However, passing traffic is important to the local economies, not only generating income for local service businesses but also presenting opportunities for further growth and the development of visitor attractions

Problem Definition.

The TCDR Programme Business Case (PBC).

Township Plans- Overview of Problems and Objectives in Response to the PBC.

The Township Plans are focused on improvements that are mutually beneficial and sustainable for both communities and visitors. Generally, the towns have experienced historical lack of investment and are looking tired, which is resulting in reduced community pride, reduced confidence in business ventures, and reduced destination appeal for the important visitor sector. Severance and safety issues resulting from heavy vehicles and traffic speeds along state highways, byways and connector routes through towns, detract from sense of place and community. Lifting the 'baseline' standard of these townships, and linking cultural and natural advantages of townships to create authentic visitor experiences will create a more compelling and sustainable value proposition.

Key considerations for the Township Plans in response to problem 1: destination appeal relate to the visitor requirements outlined in the PBC as follows:

Accessibility: Movement between attractions, and opportunities to stop easily and safely within the townships are limited- particularly with towns on State Highways. Multi-modal connections and crossings, particularly for pedestrians and cyclists are often severed and unsafe. Most of these towns have become disconnected from the landscape and waterways, which have been degraded. The activities therefore have the dual role of reconnecting the community to their towns and the towns to the landscape, and encouraging visitors to “stop, stay and spend” in the townships.

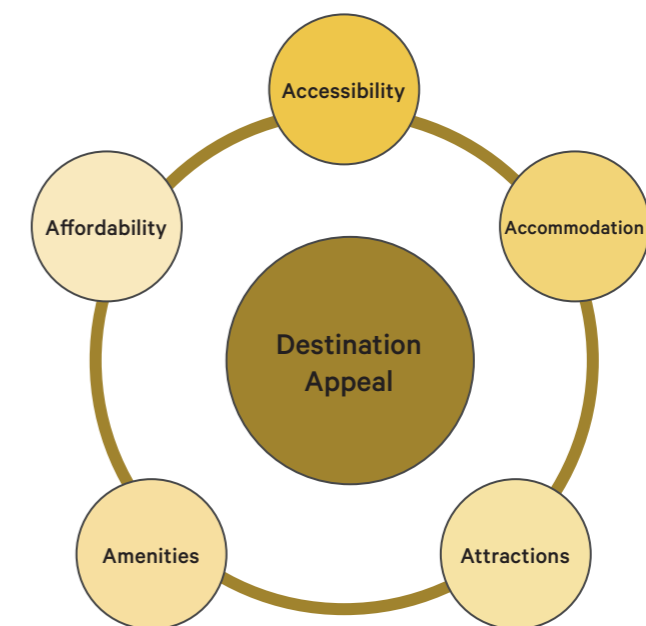
Accommodation: Options are currently limited in the townships, and difficult to sustain. With clusters of townships, there is usually one larger town which provides the majority of accommodation options for all. Options should be expanded to cater to increasing free independent travellers (FIT), for the domestic market, and to expand the international market. Low impact Freedom Camping opportunities should be promoted, while also focussing public space and transport improvements where they will benefit local businesses and increase investment confidence, including the potential for marae hosting.

Attractions: Attractions within towns are often scattered and dispersed which weakens their collective potential. Considerations include 'destination hubs' with co-location of existing and potential visitor attractions, and 'movement patterns' that join up a series of attractions as a street corridor, recreation trail or water based experience. This might include themed attractions linking townships. Improvements to the activation, amenity and function of public spaces will support attractions and movement between them. Cultural/ civic/ community destination hubs are likely to provide dual benefit for visitors that will help address seasonal fluctuations.

Amenities: Resting and stopping places for visitors are typically on the outskirts or inbetween townships which detracts from the stopping function of the townships themselves. They also cannot be found easily within the town, are typically unattractive, and lack supporting amenities. By improving civic and recreational assets for communities, and focussing on the natural assets of the township (e.g. waterways and waterfronts), the destination appeal for visitors will increased. Provision for shade and shelter, seating

and play, public toilets and bike/ changing facilities, water access etc will provide necessary mutual and communal benefits.

Affordability: There is generally a lack of fun, free experiences for visitors within the Townships and they are disconnected from the opportunities presented by the landscape setting. Free and/or affordable experiences are core to destination appeal for independent travellers, and can promote economic spin-offs within the townships. Landscape opportunities and environmental restoration projects are promoted in the Township Plans to enable walking and cycling, environmental education, identity and character, and water access.



Problem 1.
Destination Appeal.

Problem Definition.

The TCDR Programme Business Case (PBC).

Key considerations for the Township Plans in response to problem 2: transport level of service, relate to the customer level of service requirements outlined in the PBC as follows:

Resilience: The townships are facing environmental challenges such as connected flooding issues, degradation of waterways with pollution and siltation, weed infestation and deforestation, reduced wetlands and indigenous ecology, and unstable seawalls from coastal inundation and historic reclamations. Flooding risks and occurrences have an impact on the resilience of the road network between townships. The township activities all have a focus on improving active modes through provision of new off-road infrastructure, improved connections and consistent infrastructure where there are currently gaps and missing linkages. This investment will encourage mode shift from private vehicle for short trips within towns and will catalyse environmental restoration projects that support a resilient network.

Accessibility: A high volume of heavy vehicles is experienced through all the townships. The traffic speeds and significant truck volumes create real and perceived safety and access issues through the townships. Creating a more accessible and thriving town needs to have the supporting infrastructure that will keep people safe. The township improvements support development of, and connection to, several premium tourism cycle trails including the Twin Coast Cycle Trail Great Ride, and the Kaihū Valley Rail Trail between Dargaville and Donnelly's Crossing. A cluster approach has been used to group towns geographically, and maximise activity based attractions. The activities therefore address access issues both within the township as well as between townships, which reduces isolation of small townships and improves access to social facilities such as medical facilities.

Travel time reliability: Generally township improvements will create a negative impact on travel time in order to achieve safety, amenity and place function within the townships themselves.

Optimal speeds For cycling and pedestrian safety, the initiatives that provide better urban speed management will reduce speeds to help achieve safe and appropriate speeds for situations where vulnerable users are sharing the state highway and other roads with motorists.

Safety: For all the townships, the limited crossing facilities for pedestrians in conjunction with high speeds results in a serious safety concern and a severance effect for the communities and presents a high societal consequence risk for people going about their daily business. This impact on access to opportunities affects the ability of the towns to thrive. Given the traffic speeds, large numbers of trucks, and lack of pedestrian crossing facilities, the proposed improvements will reduce speeds and provide safer crossings which will help address the high perceived safety risk associated with walking and cycling within the townships.

Amenity: A lack of investment in roading, public infrastructure and maintenance over time contributes to perceptions that the townships are unsafe, uncared for, and unfriendly. For the communities there is consequently diminished pride and mana. If they are not self-sustaining, then they cannot adequately manaaki visitors. Temporary and low quality interventions often fail. A high quality visual experience is important to self-drive tourists. For the townships, a focus on the amenity of the transport network- trails, destination hubs, mainstreet and streetscape upgrades and gateways will contribute to ecosystem services, identity and character, and visual cues to slow speed environments.



Problem 2. Customer Service Level.
Sourced from: Twin Coast Discovery Route Programme Business Case, July 2017

Kawakawa - Specific Considerations in Relation to Land Transport Priorities.

A Township IAF Assessment has been completed for the Northland Township Plans as a combined programme for all eight townships. This assesses the Townships for funding priority under the Local road improvements category. However given that the programme does have a significant walking and cycling investment, aspects of the assessment have also considered the safety criteria for that activity.

The following summarises some of the specific considerations for Kawakawa in relation to the Government Policy Statement (GPS) land transport priorities.

Safe transport system: Kawakawa is located at the intersection of two state highways, and a high volume of heavy vehicles is experienced through the township. Traffic counts increase in holiday peak season, and this is most likely accounted for by its location as a stopping place on the journey to the Bay of Islands and Cape Reinga. High traffic and heavy vehicle volumes are uniquely compounded by the vintage rail on the mainstreet, and the Pou Herenga Tai Twin Coast Cycle Trail. Pedestrian destinations and movements across the corridor are increased by the attraction of the Hundertwasser toilets.

Access, resilience and transport choice: Road closures have been recorded on SH11 between Kawakawa and Paihia, including the Tirohanga bridge; SH1 between Kawakawa and Puketona, including Pakaraka and Moerewa; and SH1 south of Kawakawa. This indicates a high resilience risk for Kawakawa, most likely due to flooding issues. The implementation of larger landscape improvements such as the waterways and wetlands in Kawakawa and Moerewa provide opportunity for improving resilience and access as well as ancillary economic activities such as guided tours. Strengthened connections between the townships and cycle trails is needed to encourage visitors to stop in the townships and transfer economic benefits to the townships, and equally to create safe access to the cycle trails for community recreation and alternative travel between towns for employment and physical activity - such as Moerewa to Kawakawa.

Reduced adverse effects on the environment: Addressing flooding issues in Moerewa through restoration of waterways and unblocking 'choke' points will improve downstream effects for Kawakawa as well. Clearance around bridges, and the restoration of waterways, wetlands and trails will build resilience and alternative transport modes.

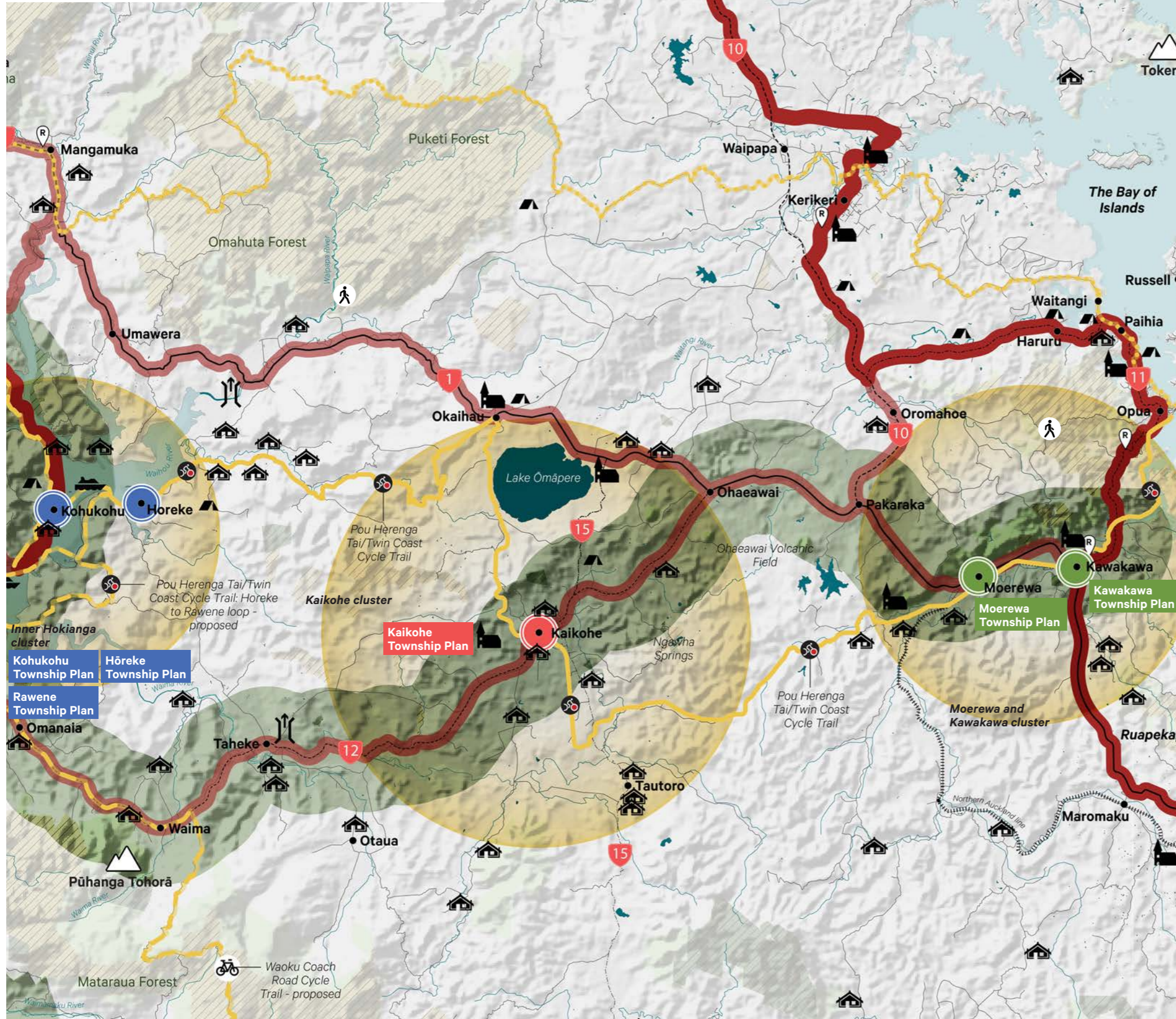
Journey and Cluster Map. Moerewa/Kawakawa.

Final



Twin Coast Discovery

Isthmus.



Legend.

State Highways, roads and infrastructure	
	Twin Coast Discovery Route
	Tourism Byway
	Road (non-highway)
	SH 1
	SH 10
	SH 11
	SH 12
	SH 14
	SH 15
	SH 16
	SH 18
	Railway line
Landscape Features.	
	Outstanding Natural Landscape
	Protected Areas
	River
	Lake
Cycle routes and trails (refer Northland Walking and Cycling Strategy, Kaipara Walking and Cycling strategy).	
	Pou Herenga Tai/Twin Coast Cycle Trail
	Regional cycling routes/trails: existing
	Regional cycling routes/trails: to be enhanced
	Regional cycling routes/trails: proposed
	Te Araroa Trail
Townships	
	ULDF township clusters
	Other potential ULDF clusters
	Cluster 1 townships
	Cluster 2 townships
	Cluster 3 townships
	Other Northland townships
Culture, Community and Visitor features.	
	Marae
	Church
	Campground
	Rest stop: existing/improvements/proposed
	Short walks
	Ngā Maunga o Ngāpuhi
	EV charging station
	Single lane bridge
	Ferry connection

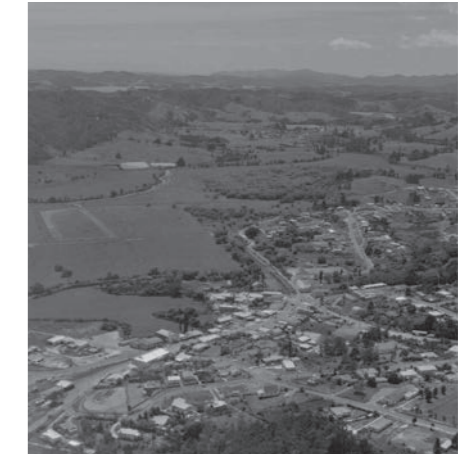


Township Context.

Historic Context.

Ngāti Hine descend from Hineamaru a great granddaughter of Rāhiri who settled in the Waiomio Valley. Kawakawa is named after a sacred rock into which Kawakawa leaves were placed by travellers.

Kawakawa's development grew with the establishment of coal mining, which was discovered there in 1861. After the discovery of coal, the rangatira Kawiti decreed that the town should be moved from Tāumarere to its current location. A horse-drawn tramway was opened in 1868 to carry coal from the mines to the Tāumarere wharf. In 1884 steam trains were used on the new railway line from Kawakawa to Opuā. The town was originally built mainly on the hillside of the township but in 1899 a fire destroyed all but a few of the buildings. The town was rebuilt on the flat, alongside the railway tracks.

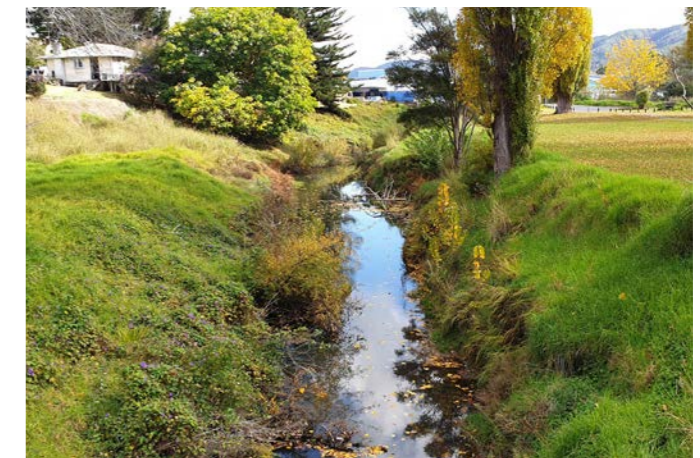


Historic Context Sourced from: Nation Library, Digital Collection, 1955, 1947, 1973.

Landscape Catchments.

Kawakawa sits close to the inland end of a sequence of bush-clad hills that extend west to the Opuā Forest on the inner reaches of the Bay of Islands harbour. These hills frame the inland portion of the north, and are prominent features in Kawakawa. They also serve as the landscape element which links the center-north with the east coast.

The Kawakawa River flows predominantly eastward to Opuā, where it joins the Waikare Inlet to flow into the Veronica Channel at the southern end of the Bay of Islands. The river is tidal up to Kawakawa where the river name changes to the Waiomio Stream, the Otiria Stream and the Waiharakeke Stream. The river is a significant landscape feature of the township as it wraps around the township toward the north, west and east.



Landscape Catchment/Wider Context

Land Use and Township.

Kawakawa originally had a strong flax milling industry and after the development of coal mining in 1861 the town became a service town for the coal mining industry as coal was transported by rail to Opuā for shipment. However coal mining and freight rail has now ceased and agriculture is a major industry in the area.

Famously the Austrian artist Friedensreich Hundertwasser moved to the region in the 1970's and a unique public toilet was made to his design, featuring inset glass and tiles, sculptures, a living tree, and a grass roof.

Kawakawa is also the name of a medicinal plant that flourishes in the region, the plant has a few uses mainly for cleansing and pain relief.



Township Context

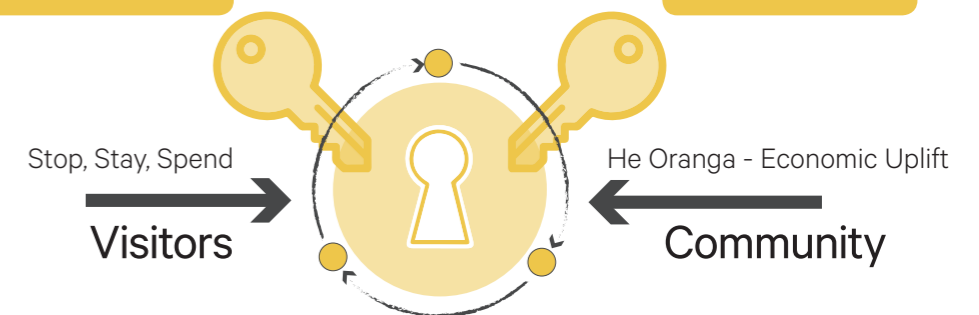




3. Design kawa. Process.

Tūmatanui
What is shared

Tūmataiti
What is held



Unlocking Mutual Benefits
Balance, Reciprocity, Tikanga

Township Plan Process.

The Urban Landscape Design Framework (ULDF) establishes the principles and processes for the townships - the Kaupapa and design kawa that has shaped the Enquiry by Design process with Iwi Hapū, and the communities in each town.

The Enquiry by Design process is a 'ground up' approach, that builds on the community development and placemaking work already underway in each town. For Kawakawa, this is the Kawakawa Park NZ Management Plan 2014 & Kawakawa Community Development Plan (Under Development), which identifies the community aspirations as focus areas and objectives (refer to the appendices of this document for a summary).

The infographic on this page sets out the process that has determined what improvement projects are recommended for Kawakawa over the next 10 years, specifically to support uplift of the visitor industry with transport infrastructure as an enabler. The Enquiry by Design process is inherently a process of optioneering and prioritising with the community- it involves scenario testing and consensus building around the problems we are trying to fix, the opportunities we are trying to grab, the outcomes we are trying to achieve and the improvements that will lead to mutual benefit in each town. Each improvement is scoped as a project to take forward, which carries a degree of risk until full investigation is completed.

The Township Plan captures problems and potential solutions through the following steps;

Gathering Background Information.

Building the baseline and framing the challenge: Preparation of an Urban Landscape Design Framework (ULDF) to identify the broader opportunities that can be leveraged for towns by intersecting with the Twin Coast Discovery Route. Gathering background information, to build a baseline for problems and opportunities that are currently known, and framing the problems that are trying to be solved within the parameters of the project. Framing, testing and establishing the pūtake and design kawa with Iwi and Hapū is fundamental to this approach. Taking time to build an understanding of the project purpose, and seeking support for working in this way for mutual benefit through hikoī.



Imagine Workshop 1.

Exploring issues and options: 'Imagine' workshop session one, working with the Community Focus Group to: identify the places that are important to them as a community (to either change or protect); identify the issues and opportunities within the town's public spaces using SWOT analysis (strengths, weaknesses, opportunities and threats); hikoi to understand the experiential context; and work through options and scenarios from both community and visitor perspectives with interactive mapping.

Outcomes of Workshop 1.

Identifying focus areas and objectives: Spatial representation of potential improvement projects and priorities, collated into themes that are aligned with potential investment and delivery pathways. Identifying the vision and investment objectives as 'key moves' and focus areas.

Create Workshop 2.

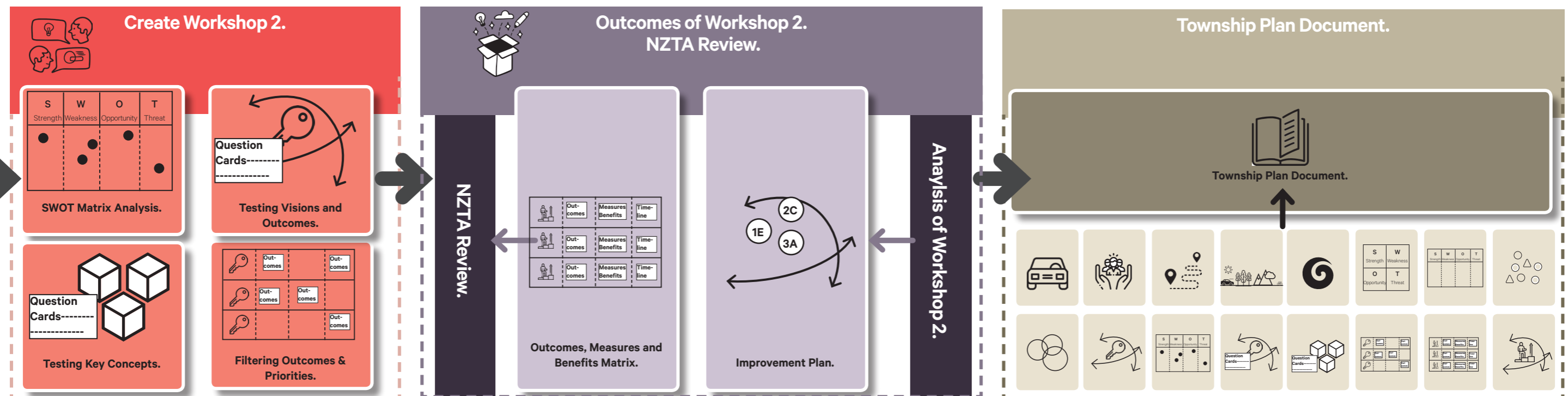
Testing and refining the objectives and measures: 'Create' workshop session two with Community Focus Group followed by an open community drop in session, confirming the measures for community wellbeing and economic uplift that are specific to the township, and using these to guide priorities, time frames and refinement of improvement project and interventions.

Outcomes of Workshop 2.

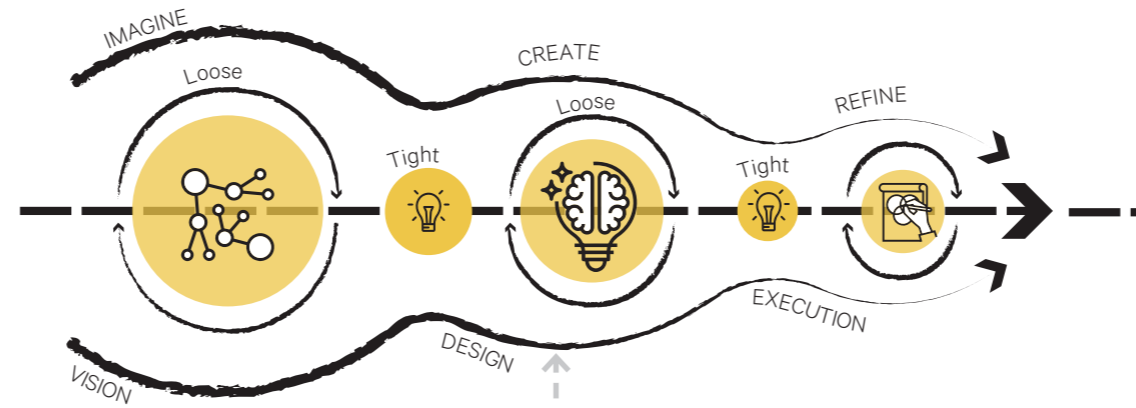
Refining Township Plan improvement projects: Refined, scoped, reviewed and measured for long term benefits. Technical and design interpretation helps to shape the parameters for what is possible, and how improvement projects can be packaged and delivered in a way that will contribute to the function, identity and attractiveness of the town over time.

Township Plan Document.

Compiling Township Document: Technical interpretation is part of the design shaping process with community. There is inevitably energy and attention around certain issues and locations in the community that capture a point in time. Opportunities and ideas are reinforced or thrown out through the process, and better alternatives are added in to provide a clear direction that delivers on the vision and objectives. Ultimately the improvement projects represent what would make a positive difference in the town.



Engagement Format and Structure.



Phase One Workshops

1. Framing
2. Laying Foundations
3. Hikoī Wānanga.
4. Scenario Testing



ULDF background and preparation

Iwi Hāpu Hikoī
19-21 March 2019
9:00AM to 5:00PM

Community Focus Group
'Imagine' Workshop 1
7 May 2019
9:00AM to 4:30PM,
Informal session till 6.30PM.

Vision and objectives
1. Key Moves Map
2. Issues/Opportunities SWOT Map
3. Focus Areas Map

Community Focus Group
'Create' Workshop 2
25 June 2019
Workshop: 9AM to 2.30PM
Open community drop in session: 3PM to 6PM

Key concepts & principles.
1. Improvement Plans
2. Priorities
3. Evaluate benefits & measures

NZTA Review

Final Township Plans

Final ULDF

Refinement and integration with the ULDF

Phase Two Workshops

1. Understanding needs
2. Testing visions & objectives
3. Testing key concepts
4. Filtering outcomes & priorities



Approach.

Enquiry by Design Approach.

Enquiry by Design invites communities and stakeholders into the design process. The format over a full day or multiple days enables deeper exploration of complex issues, and is used where development can have positive, regenerative effects on the community. This approach drives momentum and promotes community ownership through the development of shared vision and objectives, and reaching consensus for key outcomes. Interactive workshops bring together a technical team and community knowledge to develop a beneficial and feasible implementation strategy that fits with the broader goals of the community.

Workshop 1 - Imagine workshops: Vision and objectives, key concepts (spatial functioning)

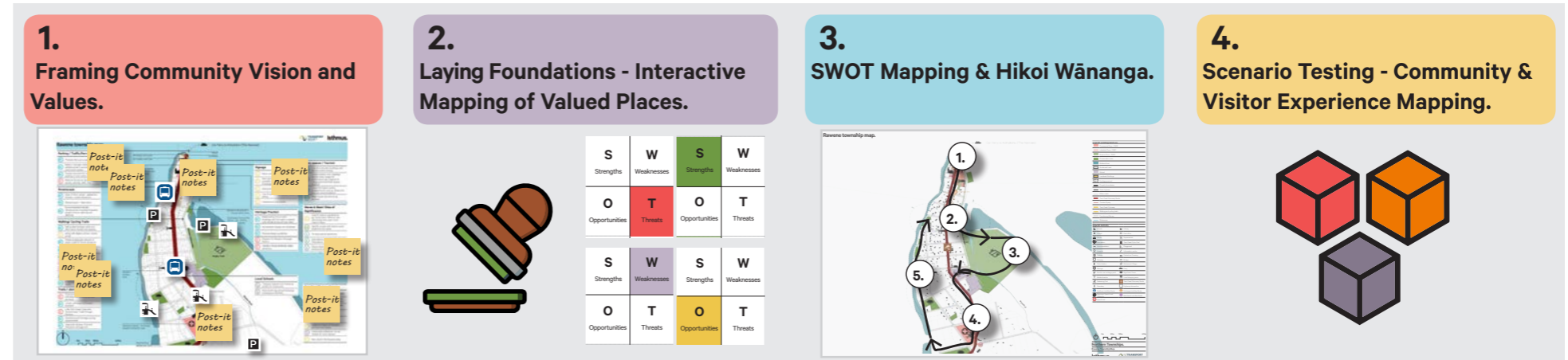
Workshop Attendance - 20 people attended workshop one. Refer to appendices for detailed workshop attendance information.

This phase creates the vision and framework for development initiatives in each town. Key concepts for public spaces and connectors are mapped to identify the overlaps between 'lived experience' and 'visitor experience'. Each township has unique identifiers and distinctive qualities drawn out through this process.

Workshop 2 - Create workshops: Township Plan, Improvement project priorities

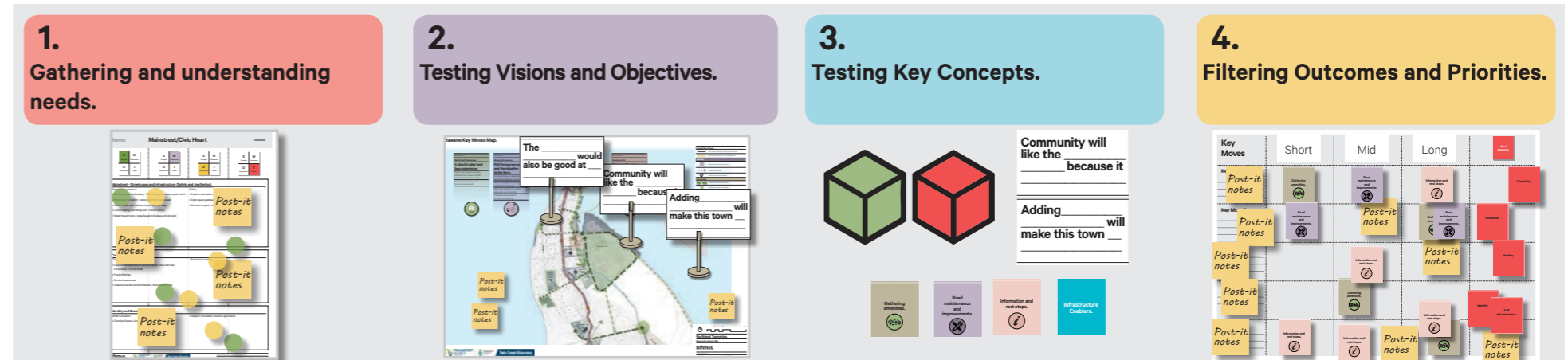
Workshop Attendance - 12 people attended workshop two and an additional 6 people registered for the drop in session, with more unregistered in attendance. Refer to appendices for detailed workshop attendance information.

This phase reflects back on how the input of each community has impacted on key concepts and priorities, and how this fits with both community values and TCDR programme objectives. Using 'mutual benefit' criteria to analyse and prioritise, a list of potential infrastructure improvement projects for each town is refined with the community.



- Session 1 Framing:**
A. Understanding the purpose and mutual benefit framework
B. Establishing community vision and values
- Session 2 Laying the Foundation:**
A. Interactive mapping identifying important/treasured natural, cultural or historic places at a 'Journey' and 'Township' scale.
B. Establish what requires the most attention using SWOT cards
- Session 3 Hikoi Wānanga:**
Hikoi around the town led by the community, identifying key sites for improvements
- Session 4 Scenario Testing:**
Mapping outcomes and scenarios through interactive community and visitor scenario dice

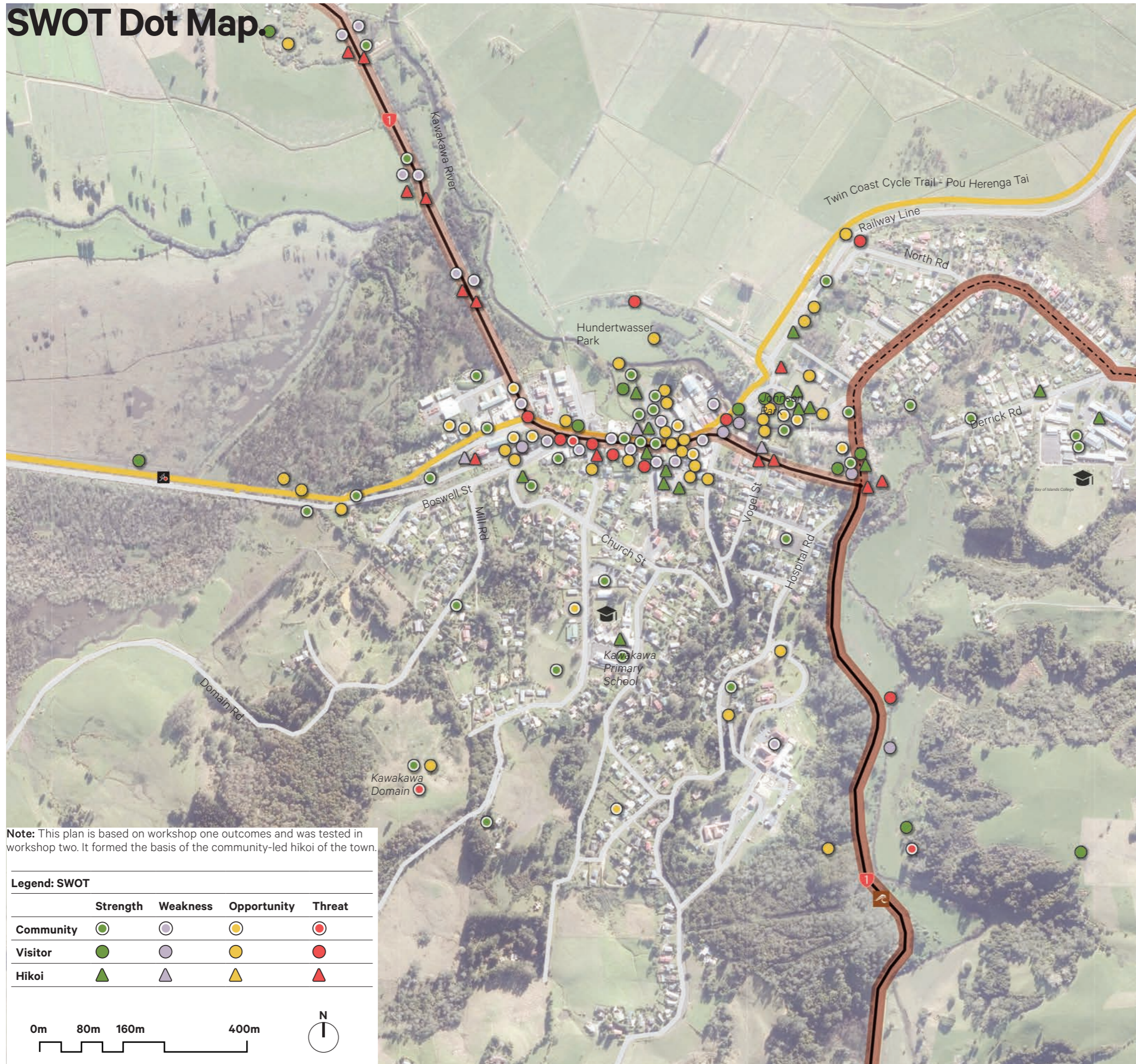
Workshop 1. Imagine.



- Session 1 Gathering and Understanding needs:**
Review SWOT analysis from workshop 1. Establish what requires more understanding and focus
- Session 2 Testing the Visions and Objectives:**
Test and build on key moves, objectives and vision statements. Testing the key moves spatially on the map and prompting potential outcomes.
- Session 3 Testing Key Concepts:**
Reviewing focus areas improvement projects, with 'prompt question' cards and testing community and visitor scenarios.
Establish priority focus areas outcomes using 'toolkit' theme cards
- Session 4 Filtering Outcomes and Priorities:**
Look at the sequence of improvement along a time line to enable key outcomes.

Workshop 2. Create.

SWOT Dot Map



Note: This plan is based on workshop one outcomes and was tested in workshop two. It formed the basis of the community-led hiko of the town.

Legend: SWOT

	Strength	Weakness	Opportunity	Threat
Community	○	○	○	○
Visitor	●	●	●	●
Hiko	▲	▲	▲	▲



Imagine.

The SWOT analysis (strengths, weaknesses, opportunities and threats), provides a snapshot of what is ‘front of mind’.

It highlights what is relevant to the community when considering how public spaces function within the town, and how the town connects to a broader network of opportunities. The SWOT analysis is compiled from the ‘hands-on’ and interactive mapping activities employed for the Enquiry by Design process. Issues and opportunities are captured spatially on the map as ‘SWOT dots’ and in the SWOT summary.

S

Strength

- Johnson and Hundertwasser Park – Attractor for tourism and recreation
- Events and Festivals – Monthly markets and annual festivals, fishing competitions, school and college events
- Campers and Campervanners
- Cycleway and trails – Kawakawa to Moerewa a well used and popular trail
- Dining Opportunities – Wide variety of local food provisions and dining experiences
- Mainstreet Infrastructure – Inviting mainstreet that is unique to Kawakawa
- Bridges – Bridges and rivers as an important natural gateway into Kawakawa and express the identity of Kawakawa
- Cultural and Historical Tours – Māori tours of Kawiti Caves

W

Weakness

- Wayfinding – Have trouble finding the rail hub and parking from the main street
- Cycleway Signage and Wayfinding – Cyclists get existing the cycle trail into town and have trouble crossing through town
- Lack of parking – More parking required or better use of existing parking
- Mainstreet Traffic - Frequent truck traffic, school holiday congestion and difficult turning onto or out of main street
- Pedestrian Crossings – Pedestrian Crossings on main street are limited and have poor lighting
- Bridge Safety Issues – The bridge is too narrow for trucks making it dangerous and the speed limit is too high

O

Opportunity

- Youth Play – Skate park, youth centre or basketball court
- Tours – Flax, kayak, cultural, coal mine, railway or town centre tours
- Events – Outside events or sporting completions, art events and festivals or school holiday events
- History and Culture – Celebrate the history and culture of Kawakawa, pou or heritage trail
- Art Installations – Side street art and installations
- Side Street Parking – Opportunities for side street parking to ease congestion/ conflicts on main street
- Accessibility - Footpath extension on the main street
- Signage – Improvement signage to ease decision marking on SH1 approach
- Bus Parking – Provision for tourism services and cruise ship tours

T

Threat

- Pedestrian Accessibility – No footpath to local swimming whole
- Flooding Resilience and Erosions – Stop bank mitigation, stop and prevent further hillside erosion
- Cycle Conflicts – Mainstreet safety issues with trucks/cars/bus and cyclists. Issues crossing bikes the rail hub, currently dangerous
- Parking – Parking conflicts with main street and loading zones and driveway crossovers but no loss of parking wanted
- Traffic Speed – Speed limits on bridges is too high – should be 50km/hr
- Hospital Intersection - SH1 turnoff to hospital is dangerous and busy

Focus Area Map.

Mainstreet

- Improve footpath: extension & widen (southside)
- Improve existing pedestrian crossing to control flow and address queuing and safety
- Improve trail signage (crossings and connections to cycleway)

Awa catchment

- Improve flooding: catchment-wide approach addressing Moerewa and Kawakawa flooding issues holistically.

Natural Thresholds: 3 bridges

- Improve safety and reduce speed at all bridges
- Create markers – art, planting, signage
- Improve resilience: flood mitigation

Rail Hub

- Create pedestrian crossing footpath treatment
- Improve Bob Thomas Park (Rail Theme)
- Create signage, markers, safety, new electronic signs
- Create additional parking off side street

Awa

- Create bridge to bridge awa trail – walk/ cycle
- Create bridge art project – identity
- Create markers – storytelling 'tour' project
- Grow awa restoration partnership

Mainstreet

- Heavy vehicle bypass investigation
- Improve road marking and turns for side streets
- Improve rail signage
- Improve street lighting (particularly in intersections)
- Change cycle trail route
- Create rear laneway

Legend: Tool Kit Themes

- | Journey | |
|--|-----------------------------------|
| Roading, safety and speed management | Directions and signposting |
| Thresholds and gateways | Road maintenance and improvements |
| Landscape | |
| Environment and ecology | Cycling and trails |
| Markers, artwork and wayfinding | Access to water |
| Ease of pedestrian movement | |
| Destination | |
| Play, sports and events | Visitor facilities |
| Experience, identity, community and business | Information and rest stops |
| Gathering Places | |

Landscape

- Re-Route Cycle Trail
- Create Hunterwasser Memorial Park connection

Destination

- Create a centralised tours/stories area
- Explore camping facilities (bike racks and showers).

Playground

- Create a skate park & basketball court
- Create water access (eg. kayaks)

Awa

- Create extension to 'bridge to bridge' Awa Trail. Potential water hole
- Create new bridge
- Improve pathways & underpasses.
- Improve resilience: stabilise for safety & flooding
- Grow awa restoration partnership
- Create water access (Kayaks)
- Create markers – Story telling 'tour' project

Gateways/Rest Areas

- Improve traffic speed: speed reduction & decision making. Consider intersection options
- Create town centre signage/distance information

Mainstreet

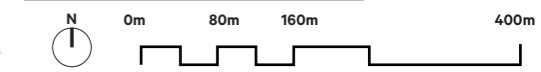
- Improve footpaths: footpath extension & widening (north) link to cycle path & footbridge
- Create bike racks
- Improve trail signage
- Change roading: road space relocation/ corner threshold

Mainstreet

- Create new rear service lanes & loading zones
- Improve pedestrian laneway
- Create electric vehicle charging station
- Create parking area using rear lanes and allow for truck stops
- Create wayfinding strategy to connect parking to main street

Waiomio

- Create gateway and navigational signage



Northland Townships


Kawakawa Focus Area Map

Note: This plan is based on workshop one outcomes and was tested in workshop two.

Create.

The SWOT summary overlays (strengths, weaknesses, opportunities and threats) shown here capture the potential projects and interventions by theme, and identify how the SWOT analysis could be addressed through specific and tangible solutions.


For workshop 2, the SWOT cards were grouped by theme, with a trace overlay to start to identify potential improvements and projects. These projects and interventions are captured and spatially located on the Focus Area Map, and annotated by 'toolkit themes'. The Focus Area Map is produced as an 'interim plan' to test against the vision and key concepts (key moves plan), and ensure alignment between core projects and objectives. This interim step builds consensus on project priorities and informs the final Township Improvement Plans.



Landscape.

Theme: Landscape		Kawakawa																																	
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<p>Awa - Waioimio and other Awa</p> <ul style="list-style-type: none"> • Restoration and flood mitigation • Access to stream/bridge (art, identity) • Storytelling/identity/markers in landscape • Resource - eg. flax/habitat • Trails - repair of width/path - underpass 																																			
<p>Cycleway Journey.</p> <ul style="list-style-type: none"> • Connectivity to town and legibility • Re-routing cycle trail • Identity and storytelling • Crossing points - mainstreet • Connection to walking trail and stream 																																			

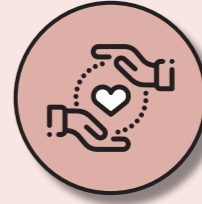
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Journey.

Theme: Journey		Kawakawa																																	
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<p>Natural Thresholds and Bridges</p> <p>Tool Kit</p> <ul style="list-style-type: none"> • Signage • Planting • Artwork • Bridges as 'gateway' - L/SL, identity, restoration • Safety and speed reduction • Flooding and resilience 																																			
<p>Gateways/Play Areas</p> <ul style="list-style-type: none"> • Speed reduction/conflicts - roundabout • Signage and decision making • Heavy traffic bypass 																																			
<p>Public Transport/Buses/Taxis</p> <ul style="list-style-type: none"> • Guided tours bus parking • Community PT - less reliance on private vehicle 																																			

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Destination.

Theme: Mainstreet/Civic Heart		Kawakawa																																	
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<p>Parking.</p> <ul style="list-style-type: none"> • Rear lanes, loading zones and service areas • Links to rear carparks (eg. pedestrian lanes and signs) • Reversing and conflicts - resolve • Ev charging in carparks 																																			
<p>Conflicts - Trucks, Rail, Car, Cycle</p> <ul style="list-style-type: none"> • Bypass options • Rail - signage 																																			
<p>Pedestrian Experience.</p> <ul style="list-style-type: none"> • Safe crossing and footpath extensions • Lighting • Beautification - planting? 																																			

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Prioritisation Principles.

Improvement project priorities will vary from town to town, and ‘principles’ for prioritisation have been explored through the Enquiry by Design process specifically for Kawakawa.

A comprehensive and integrated approach is desirable because this will bring long term, sustainable benefit. However, long term initiatives are often more complex, require investigation, design and specific consultation, and perhaps a detailed business case as well. For this reason, priorities are considered not in terms of ‘importance’ but moreso in terms of sequence- i.e. what needs to happen first to enable lasting positive change. All improvement projects have already been identified and filtered through the Enquiry by Design process for importance and relevance, and therefore the rationale for prioritisation is primarily intended to influence the proposed timeframes for delivery. The general prioritisation principles for all towns are to :

- promote ‘mutual benefit’ for visitors and community by applying the kaupapa of welcome/farewell, mana, manaakitanga and taurimatanga, and
- act as a **catalyst** for change and spark innovation that connects with place and identity, and/or
- carry **momentum** to grow existing initiatives, and/or
- change or improve the **function** of public infrastructure.

The priorities for Kawakawa have emerged through a ‘card sort’ activity, linking core values and desirable outcomes to timeline and sequence. Broadly speaking, the Kawakawa community would like to prioritise interventions that slow traffic speeds, reduce multi-modal transport conflicts on the mainstreet, and increase safety and ease of movement for pedestrians and cyclists. Slowing traffic will support pedestrian activity in the mainstreet and carry forward the momentum of the visitor centre/civic hub development (Te Hononga and Hundertwasser Park development). The community can also see the significant value in focusing on environmental restoration and trails that leverage the potential of the Twin Coast Cycle Trail, but also create an open opportunity for expression of Ngāti Hine identity. This will continue to develop the identity of the town, while maintaining its familiar and unusual quirks. Prioritization principles would contribute to:

- **Landscape:** Environmental initiatives that restore local ecology, habitat and access to the awa and enable safe, off-road pedestrian movement and cycle trail alternative routes with good wayfinding. This will support the visitor experience and outward expresion of Kawakawa history.
- **Journey:** Speed management and safety improvements- are top of the list, and need to be prioritised in order to support place function and identity within the township. Speed thresholds include the hump bridges and welcome signs.
- **Destination:** Gathering spaces- carrying the momentum of Te Hononga to build identity, information and opportunities for visitors. Create more opportunity for conferences, events, tours and youth activity, and develop tours that explore the history around the train.

These priorities suggest that the themes of journey, landscape and destination and the types of improvement projects associated with them- would run in parallel, with an emphasis on projects that promote road safety and pedestrian priority. The top three overall priorities in order are:

1. Roothing, safety and speed management
2. Experience, identity, community and business
3. Environment and ecology

Priority locations include:

1. The whole environment (awa restoration planting and wetland)
2. Te Hononga visitor centre and enablers for this (e.g roads and crossings)
3. Johnson Park - provision for youth and water access
4. The rail Hub and Bob Thomas Park upgrade

Prioritisation rationale (as identified with each community)

Kawakawa			
Group 1		Group 2	
Landscape Priorities: 1. Environment and ecology 2. Cycling and trails 3. Access to the water 4. Ease of pedestrian movement 5. Markers, artwork and wayfinding 6. Gathering amenities	Notes: Identity - stage 1 landscape Movement by awa, visitor experience, history and trading	Landscape Priorities: 1. Ease of pedestrian movement 2. Environment and ecology 3. Markers, artwork and wayfinding 4. Gathering amenities 5. Cycling and trails 6. Access to the water	Notes: Safety around public photography on main street
Journey Priorities: 1. Roothing, safety and speed management 2. Thresholds and gateways 3. Directions and signposting 4. Road maintenance and improvements	Notes: Welcome signs Logging trucks off mainroad	Journey Priorities: 1. Roothing, safety and speed management 2. Road maintenance and improvements 3. Thresholds and gateways 4. Directions and signposting	Notes: Crossing coming into town
Destination Priorities: 1. Experience, identity, community and business 2. Visitor facilities 3. Information and rest stops 4. Play, sports and events 5. Gathering places	Notes: Identify placemaking - build on Te Honga Conferences, events and tours Youth play spaces	Destination Priorities: 1. Experience, identity, community and business 2. Gathering places 3. Play, sports and events 4. Visitor facilities 5. Information and rest stops	Notes: Open expression of identity Trains and toilets Wifi for youth
Top Three Priorities: 1. Roothing, safety and speed management 2. Environment and ecology 3. Play, sports and events		Top Three Priorities: 1. Experience, identity, community and business 2. Roothing, safety and speed management 3. Gathering places	

Kawakawa Key Moves.

Key Move 1

Identify with landscape

Te Papa Pāorooro – the echoing wetlands.

Healthy awa, a celebration of water and flow
Vitality and wellbeing of people and ecosystems
Revealing stories from past to present
Markers in the landscape and linked up trails



Key Move 2

Experiencing the journey

Weave the threads.

Unlock natural gateways
Direct and manage flow (vehicles, cyclists, parking, pedestrians)
Generous welcome and clear orientation

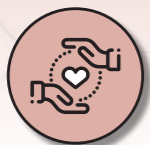


Key Move 3

Coming to life

Te Hononga, join and connect.

Whānau, family and sustenance
Inclusive spaces for visitors and community
Vibrancy, variety, events and activation



Legend: Key Moves

Twin Coast Discovery Route/Tourism Byway

Twin Coast Cycle Trail - Pou Herenga Tai

Journey

Natural threshold and gateway

Slowing the journey

Journey nodes and markers

Landscape

Green spine or parkway stitch

Landscape nodes and markers

Complete loops and landscape trails

Access the water

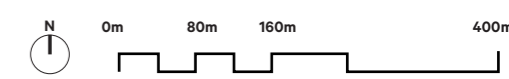
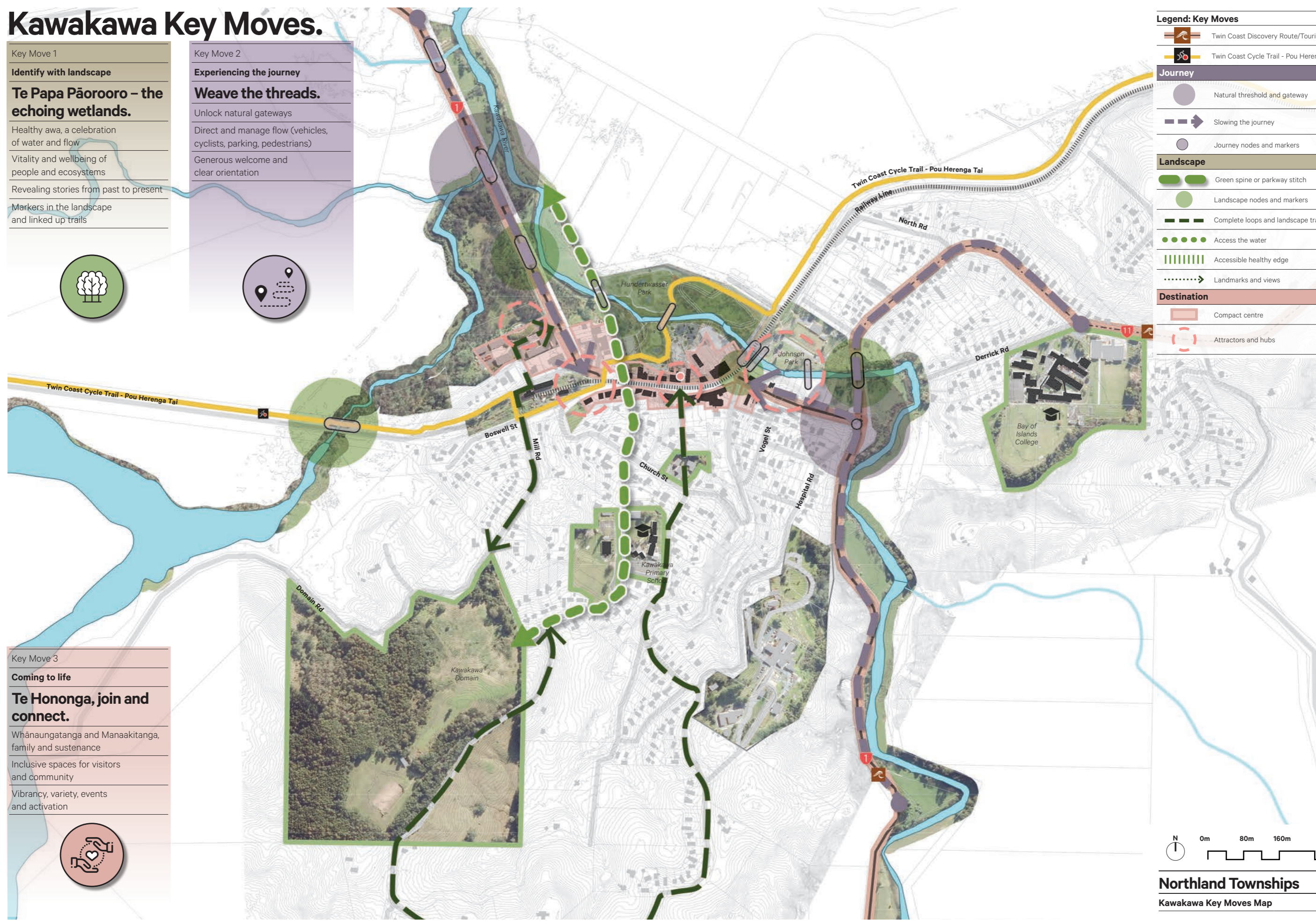
Accessible healthy edge

Landmarks and views

Destination

Compact centre

Attractors and hubs



Northland Townships

Kawakawa Key Moves Map



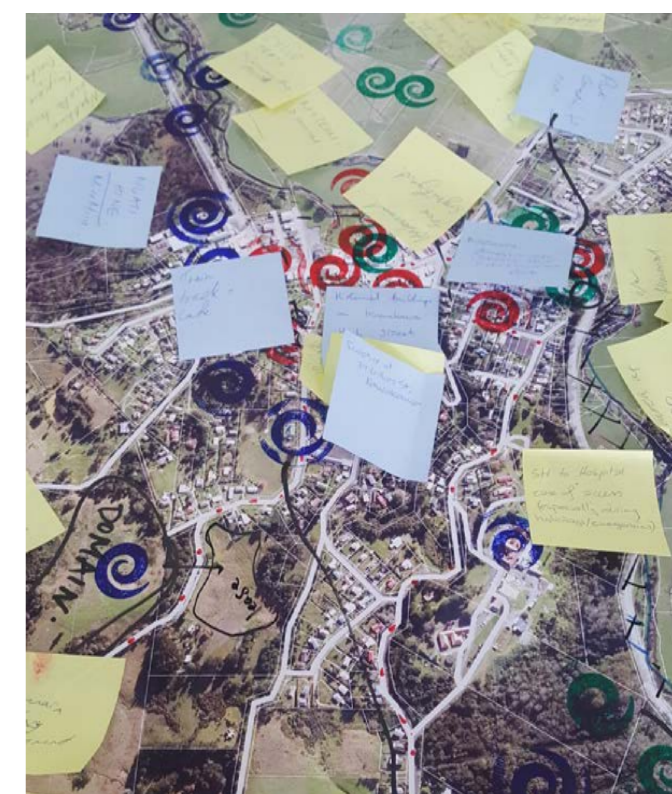
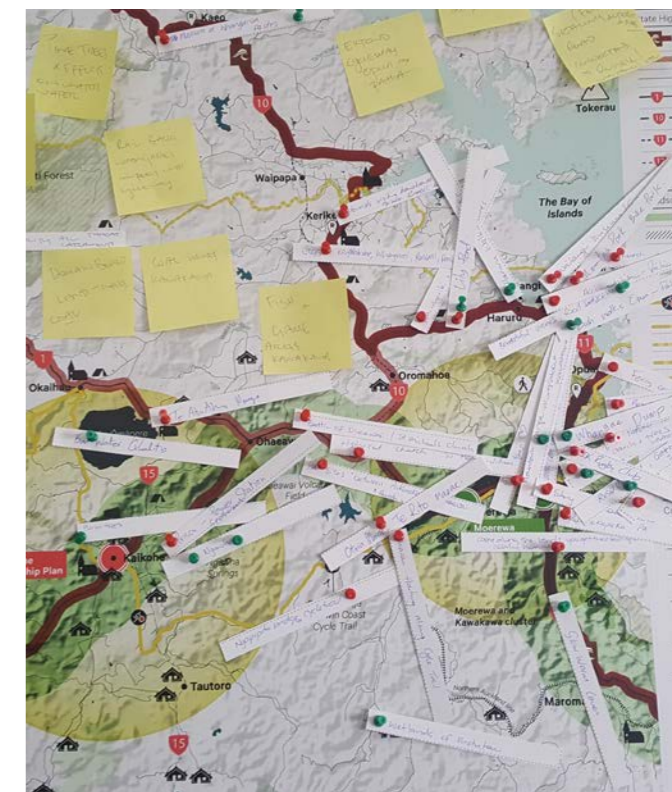
4. Kaupapa. Improvement Plans.



Overarching Themes. Journey Scale.

Broad Overarching Themes.

There are some broad overarching themes that are common to Northland townships, and some that are common to townships sharing the same geographical area and transport networks. These themes have been highlighted and reinforced through the 'Enquiry by Design' process, and give us further clues to the problems and opportunities for Kawakawa that might be addressed at different scales. All of these themes need to be considered holistically in order to achieve regenerative and sustainable outcomes for Kawakawa that contribute to self-sufficiency and wellbeing.



Overarching Themes. Journey Scale.

Economic	
Problems and risks	Opportunities
<p>For Northland, destination appeal is concentrated in a few locations and diminished for areas outside of those key tourist locations. Seasonal flux in the visitor industry is a real challenge, and is more pronounced in Northland outside peak periods than other regions- resulting in lost economic opportunity. Job opportunities in the off-peak season are low, and it can be difficult for businesses to stay afloat in the winter. Re-investment in privately owned buildings and infrastructure is limited and results in a tired appearance that suggests lack of pride and care. Absentee landlords contribute to the empty shops and lack of maintenance investment, and this is amplified by a low ratepayer base and lack of funding for repairing and improving public amenity and infrastructure. It is difficult to start a new business, in part due to regulatory barriers, complexity and cost. Digital connectivity is sporadic and limits the amount of 'spontaneous' trip planning that might lead to more enriched experiences in each town.</p>	<p>Because of its mild climate, Northland is often referred to as the 'Winterless North', suggesting that this should not be the main reason why tourism cannot survive with year round activities and attractions. Locals perceive the 'west' of Northland as a wild, authentic and immersive place, where, spiritually and culturally immersive opportunities abound. Health and wellness retreats could entice visitors into an experience of the 'true north'</p> <p>The branded 'Northland Journey' visitor maps produced by Northland Inc start to look at the landscape and place-based opportunities of geographic catchments. These rely on an integrated approach to environmental restoration, landscape and cultural values being supported and promoted. Small businesses need regulatory support and promotion, simplification of rules and the assistance of a 'navigator' or 'broker' to gain confidence and unlock innovative business ideas. This can also assist with built heritage advice for re-purposing heritage buildings to ensure their long term survival, and attracting micro-businesses and 'tribes' of interest around things like galleries and bike shops. Acquisition and divestment, and depreciation of council assets could fund better communal investments in the interest of community growth.</p>

Environmental	
Problems and risks	Opportunities
<p>Deforestation, agriculture, historic sawmills and non-sustainable industry practice has led to widespread environmental degradation in Northland. Siltation and pollution of the harbours and waterways is a significant issue, and aging or absent wastewater infrastructure compounds this issue in the townships. At the same time, climate change, flooding and sea-level rise contribute to resilience issues with frequent road closures and infrastructural damage. Kauri dieback is an example of a significant environmental threat that could impact irreversibly on the ecological and cultural values of Northland. It could be worsened by tourism, despite the attraction of Waipoua Forest and Tāne Mahuta and its potential for sustaining economic benefits in the surrounding towns.</p>	<p>Working with Regional Council and Iwi hapū partners by taking an integrated 'whole of catchment' approach to restoring mauri and tourism initiatives founded on sustainable environmental principles is the key to unlocking economic potential in the Townships themselves. Mauri flows between townships, it does not stop at the edges. The process of returning to the land and the water is restorative for connected communities and an opportunity for education and employment, as well as being an interactive learning opportunity for visitors. Controlled tourism can educate people about our national taonga, such as the Te Roroa ambassadors in the Waipoua Forest who work with DOC to control kauri dieback. A proactive approach to climate change that engages communities might mean more access to the water or 'letting the water in' as a way to adapt, rather than retreating and stalling growth. The opportunity of awa, wetlands and coastal edge projects to uplift environment and connect community will also lever bigger opportunities for enriched visitor experiences.</p>

Social	
Problems and risks	Opportunities
<p>The demographic has been shifting in Northland for some time, with aging populations and the 'urbanisation' of young people moving to the city for education and employment. This has a devastating impact on isolated communities which thrive on volunteerism and whānau support. Affordable housing, reliable rentals, and seasonal workers accommodation are hard to come by, and usually below acceptable standards. Northland residents travel long distances almost exclusively by private vehicle, and there are relatively few alternative routes that avoid sharing the road with heavy freight – particularly logging trucks. Reliable public transport is needed for Northlanders who travel a lot for services, shopping, work, health and education, but it is hard to make this work commercially without subsidies and community shuttles are too infrequent. Streets and public spaces are often severed by busy roads and fast moving traffic, making it difficult to socialise on the street and walk or cycle easily. Elderly and youth are the most vulnerable and disadvantaged.</p>	<p>Social enterprises for youth employment and education pathways have been successful in places like Kaikohe and Kawakawa, and this model could expand and grow. Positive 'good news' stories in each town would go a long way toward self-fulfilling uplift – particularly about home-grown innovations and social enterprise. A wānanga learning environment associated with papakāinga would also help retain youth taught immersively with both modern and traditional māori cultural values. Locals and 'wider community' could support small businesses and eateries if there were more transportation options and in some cases 'mobility services' could travel between communities. Play and learning environments with digital connectivity and wi-fi hotspots increase social interactions and information exchange between visitors, locals and communities of interest, and provide something for people of all ages. Traffic calming and speed management is chicken and egg- street activation and the built environment help people pay attention to speed warnings and create a reason to slow down, whereas people will feel safer occupying the street when there are less traffic challenges. In reality both are needed.</p>

Cultural	
Problems and risks	Opportunities
<p>Many visitors are seeking an immersive and authentic experience, but the full richness of these places is not readily available and remains untapped potential in Northland. However the presence of many marae and churches side-by-side in the landscape evokes genuine curiosity. The sites of first encounter between māori and pakeha hold complex and multi-layered stories. Today, many māori communities do not have the time and resource to engage with their communities beyond their papakāinga and marae, but still practice manaakitanga as part of their tikanga. Heritage is both a risk and an opportunity- signage clutter and cumulative impacts can impact on the authenticity of a heritage structure or area.</p>	<p>There is significant potential for hapū to host manuhiri (visitors) on marae in their rohe. For example Te Rito Marae in Moerewa is providing a hospitality pilot for the Pou Herenga Tai Twin Coast Cycle Trail. Iwi hapū and whanau owned businesses have potential to provide an authentic and immersive cultural experience, in a way that creates a new precedent for sustainable business models in Northland. There is opportunity for visible expression of mana whenua stories, heritage and art with signage in te reo, and colours and markers that connect journeys, landmarks and approaches to townships. Incorporate apps like 'Arataki' as a storytelling platform to access cultural information in the outdoors. Uncovering 'story gems' about early settlements could be through involvement of a local historian for story boarding, interpretation panels and digital mapping. Colour and texture has significant potential to transform towns and tell stories through colour palettes that connect to the landscape and history of a place- starting with painting landmark structures, and repurposing heritage buildings.</p>

Summary	
Problems and risks	Opportunities
<ul style="list-style-type: none"> A historic lack of investment makes Northland look tired. Visitors often bypass towns that don't look inviting or cared for. Travel is largely by private vehicle on roads dominated by trucks. Jobs are predominantly seasonal. Environmental degradation is widespread. Cycle trails and water based transport are not well connected to the towns. Speeding through towns is a widespread issue. 	<p>BIG IDEAS FOR NORTHLAND: Some of the most impactful ideas that are the 'best fit' for the transformation of Northland towns are both small easy wins and significant collective efforts. Big and small interventions can enable towns to become more attractive to visitors and healthier for locals.</p> <p>IDENTIFY WITH LANDSCAPE:</p> <ul style="list-style-type: none"> The inhabitable map- mark the landscape, signal landmarks and town approaches with pou, tell local stories. Connect cycle and water based trails to the towns to pull people in, and conversely also send people out to the landscape for healthy recreation. Repeatable and recognisable parkway 'stitch'- follow the coloured line. Re-naturalise some of the protected edges as a response to resilience and climate change issues. Restore whenua (land) and wai (water) to support healthy communities and sustainable tourism. Place-based colour palettes. Spruce up Northland! <p>EXPERIENCING THE JOURNEY</p> <ul style="list-style-type: none"> Diversify transport modes and separate the users (freight on rail and water, cyclists on trails, and public transport mobility for all) Facilitate more resilient business models and 'pop up' mobility services (where the service travels not the person) Roundabouts, raised zebras and road markings can go a long way toward slowing down towns on State Highways. <p>COMING TO LIFE AS A DESTINATION</p> <ul style="list-style-type: none"> More 'places become bases' for core free family experiences in the outdoors –loop trails and great walks, exploring and adventures, water access. Leverage the collective potential of townships to 'change the rulebook' and become more self-sufficient. Build innovation hubs for new ways of doing things-e.g, housing models, learning experiences, co-located micro-businesses Lots of small things add up to big things- trails between towns can be invisible, i.e. festivals, events, and packaged tours.

Overarching Themes. Cluster Scale.

Kawakawa/Moerewa ‘Cluster’ Scale.

The volcanic landscape of central Northland comprises a grouping of landforms that are distinctive landmark features in the landscape. A whakataukī of prominent land marks metaphorically describes the sacred house of Ngāpuhi, by referencing mountains as wall pillars and the earth and sky as the roof and floor. This metaphor is intended to seek unity amongst Māori tribes of Tai Tokerau or Northland. Northland tribes distinguish proudly the ability to claim affinity to both the west and east coast or Te Tai Tama-tāne and Te Tai Tama-wāhine, respectively. The volcanic plateau is highly valued for the geothermal activity at Ngāwha Springs and the rich soils that enable food production, associated with the Ōhaeawai Volcanic Field between Kaikohe and Moerewa. This area is also known as the food basket of the north and it was an important growing area for gardens that supported Iwi and hapū.

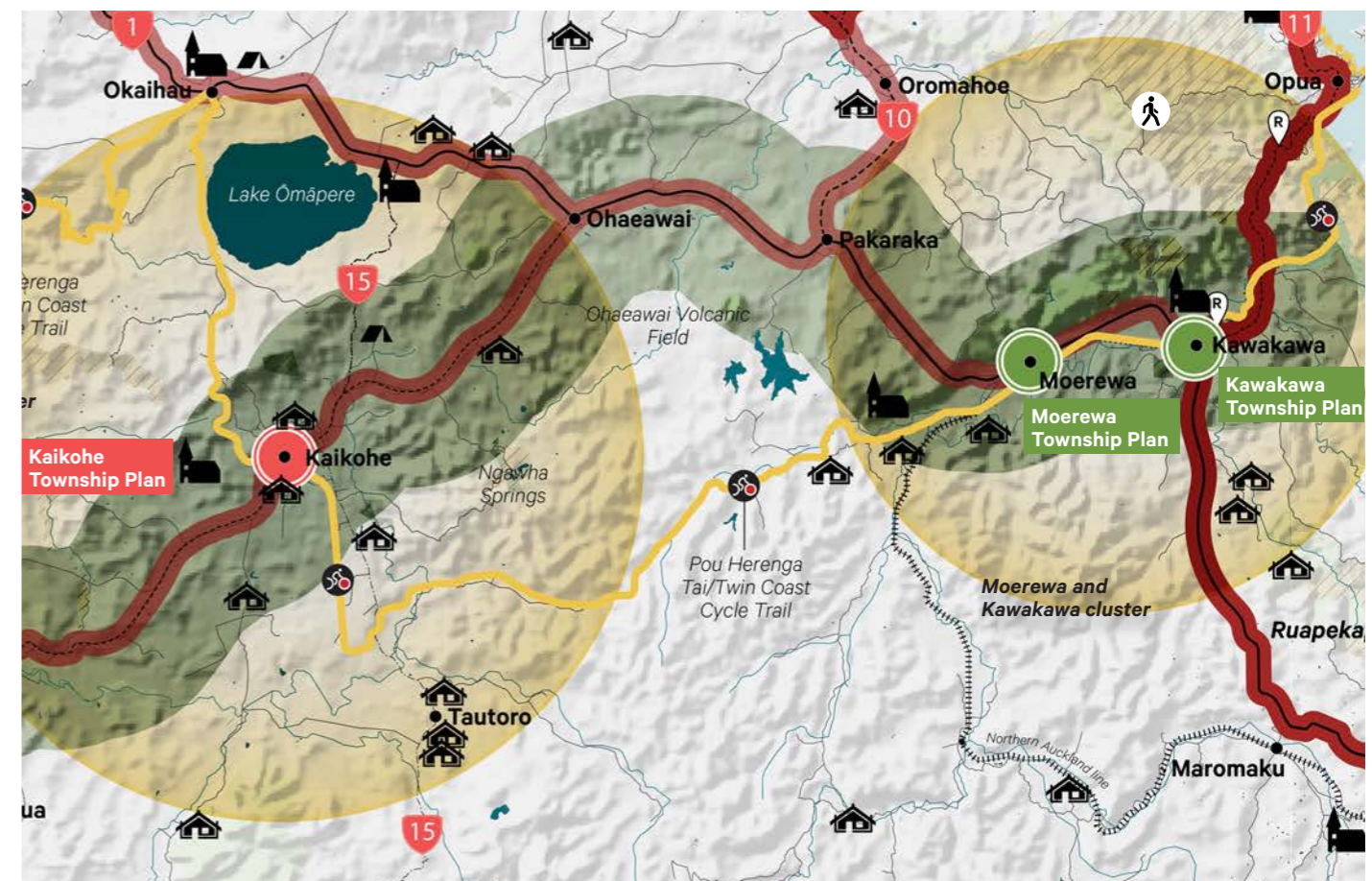
The townships clustered on the ‘Tourism Byway’ in the heart of Ngāpuhi and Ngāti Hine rohe that interact with Pou Herenga Tai, Northlands Twin Coast Cycle Trail present some similar problems and opportunities. Kaikohe, Moerewa and Kawakawa have the potential to better support and enrich the journey experience of the cycle trail with Ngāpuhi and Ngāti Hine stories, services and attractions. The potential for significant volumes of heavy freight to move to a rail alternative could be a game changer for these towns, and investing in the railway will measurably contribute to the Government’s land transport policy objectives for improving transport access and safety, improved modal choice and reduced negative effects of land transport (reductions in traffic congestion, crash risk, greenhouse gas emissions, and road maintenance- refer to the Ministry of Transport NAL Business Case). At the same time the services and community networks between these towns could be strengthened by improvements to multi-modal transport systems (i.e. the tourism byway, rail and the cycle trail). Housing, education and employment problems could be addressed collectively across these towns if supported by growth policy and infrastructure investment. The Twin Coast Cycle Trail provides significant latent potential for mutual benefit and uplift- contributing to both visitor industry and community recreation and wellbeing.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)	
Problems and risks	Opportunities
There is a risk that the mana of Ngāti Hine is not upheld because of a disconnect between the town, the people and the environment. The economy and the wellbeing of the people is inter-connected with the mauri of the whenua and the awa.	Catchment wide partnership to uplift mauri- healthy waterways and wetland, water quality, habitat and resilience, with mātauranga māori guidance and perspective. Riparian planting could involve community and schools, and restoration could stimulate social procurement and local employment contracts.
Visitors don't understand or connect with the wider landscape and stories of Ngāti Hine, and are not encouraged to stop and engage, or behave appropriately. This can lead to negative impacts rather than positive tourism benefits.	Lifting up the language, stories, art and identity of Ngāti Hine will restore mana, and commission local people to contribute or research local history, stories and cultural narratives. These could be for information signage, markers, murals, colour schemes, artwork and digital storytelling. Co-design and placemaking could embed identity in the built environment. Support hapū to develop authentic cultural tourism opportunities that deepen awareness of tikanga and mātauranga māori, and practice whānaungatanga and manaakitanga.
The Twin Coast Cycle Trail is generally disconnected from the towns, or there is conflict between the Cycle Trail and other transport modes through the town. Wayfinding is difficult and the connections are uninviting. This is a missed opportunity for visitors to stop, and a safety issue for locals and visitors using the cycleway.	Building cycle-related attractions along the Cycle Trail such as informal pump tracks and skill/ balance trails provides playful interest for families, along with more rest and picnic stops along the cycle trail. Extension of the Cycle Trail into 'local loops' that build on local attractions and history in the towns - creates more of a reason to stay longer or not miss sections of the cycleway. Local loops also benefit the community.
There is not enough variety and choice for visitor accommodation, and visitors are unlikely to stay.	Freedom camping is a good way to bring people in to start their cycling adventure, cycle in either direction or use the town as a base for day trips. It provides an affordable option to offset visitor spend in the town.

Overarching Themes. Cluster Scale.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)	
Problems and risks	Opportunities
The impact of peak season holiday traffic varies from town to town. Alternative routes for dispersal of traffic congestion are not always available or feasible, and tourism traffic through towns is desirable for businesses.	Stopping places and rest areas should ideally benefit the towns. Directions to parking and rest areas, and walking routes to shops can help relieve pressure on the mainstreet.
The impact of heavy freight vehicles varies from town to town, but generally disrupts safe pedestrian and cycle movement across the highway/ byway. A bypass is not always feasible or desirable, especially where this may impact on residential and school areas, and truck stops are generally desirable for business and trade.	If a heavy freight rail alternative was pursued (subject to Government review of freight logistics in Northland and Ministry of Transport review of freight movement to Northport via rail), it would take a significant volume of heavy vehicles off the roads and reduce conflicts and safety issues through the towns- particularly Moerewa and Kawakawa. Intermodal terminals that would be developed to service the rail network, would also generate modest employment uplift in strategic points around the North Auckland Line such as Otiria-Moerewa.
High vehicle speeds through towns on State Highways and Byways	Slowing all vehicles through towns is necessary for a modal priority shift that favours cyclists and pedestrians. People out of their cars and walking or cycling through towns will benefit local businesses.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)	
Problems and risks	Opportunities
Kawakawa is close to Moerewa, and provides most of the services that visitors need. Visitors are more likely to stop in Kawakawa or Kaikohe as the bigger service towns with more diverse offerings.	Considering towns as a 'cluster' when planning services enables consideration for complementary rather than competing offerings, or possibly reinforcement of an attraction in multiple locations (like an art gallery trail). There is an opportunity to build on the attractions that make locals stop, and make that attractive to visitors too- such as regular markets and convenience stalls.
There is a lack of accommodation and housing for families and a growing population in Kawakawa, whereas Moerewa is not identified as a growth area.	Moerewa is only a 5 minute drive or 20 minute cycle to Kawakawa. Some locals cycle or run the Cycle Trail to Kawakawa for work. Housing shortages in Kawakawa could be met by building in Moerewa. Lack of infrastructure is a limitation (e.g. connected wastewater services) but also a potential investment opportunity.
Industrial landuse utilising geothermal energy (such as the proposed Business Innovation Park near Ngāwha) could provide local employment, but economic benefit should not compromise landscape values, social wellbeing and tourism opportunities.	Some industrial landuse would be logical near reactivated heavy freight rail terminals, but the economic benefits for the community would need to outweigh the potential impacts- such as the Otiria-Moerewa terminal in close proximity to Otiria marae.
There are not enough safe and inclusive youth spaces.	Outdoor spaces should be busy, vibrant, well-lit and visible with active uses and whānau gathering spaces. Safe youth spaces could also include the library or an indoor community space, have wi-fi, and be mixed/ inter-generational spaces/ hubs in the town centre.



Overarching Themes.

Township Scale.

Kawakawa Big Ideas and Themes

Kawakawa is a small town located at the junction of SH11 and SH1, servicing a population of approximately 1218 people (based on 2013 Census data) and identified as a growth area in the Far North District Plan. It is often referred to as the 'gateway to the Bay of Islands', and visitors travelling north typically stop at the rest area. Kawakawa is prone to flooding in places, which makes sense in the context of the extensive low lying wetlands that supported early flax trade in the area. It is a town of bridges- crossing the streams and wetlands on approach to the town, including the well known '3 hump bridges' at the western approach which are part of the identity of Kawakawa, as well as an obvious road safety issue.

The Hundertwasser toilets are an unusual visitor attraction that Kawakawa is well known for. Friedrich Hundertwasser was an Austrian-born New Zealand artist and architect who also worked in the field of environmental protection. He stood out as an opponent to "the straight line" which is expressed in his buildings. Hundertwasser's design influence has given Kawakawa a distinctive character and recognisable personality. His environmental philosophies are closely aligned with those of mana whenua, and this is expressed in the evolution of Te Hononga Kawakawa Hundertwasser Park- a community led project and partnership with Ngāti Hine for a new community hub and visitor centre in the heart of Kawakawa. Te Mirumiru is a Ngāti Hine run bi-lingual early childhood education centre, and an award-winning example of sustainable environmental design that supports the town's environmental values. In general, Ngāti Hine stories and identity are not expressed visibly in the town, and this has potential to grow.

Pou Herenga Tai- Twin Coast Cycle Trail, runs through the centre of Kawakawa. There is a growing concern that this is not ideal on State Highway One, combined with logging trucks and a rail line. The Bay of Islands Vintage Railway Railway is a heritage railway, and is uniquely the only working railway in New Zealand that travels down a State Highway and through the middle of a busy town. It became the North Island's first railway to be opened after the discovery of coal in 1864, and a rail line was built through to Opuia leading to the development of a deep-sea port. The mainstreet railway is a unique attraction, but the multi-modal transport conflicts are a safety concern, particularly during peak tourism season when traffic queues through the mainstreet are common.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
There is a perception of too much open space when the town needs land for growth and development - (i.e. primarily housing and accommodation). Kawakawa is expected to have a population increase of 167 people by 2038. The Domain is not well utilised for recreation or community purposes and could become housing.	Open space is needed for healthy growth, and could support it. Density could increase when coupled with well-designed or restored open space with wider wellbeing benefits. The Domain is Far North District Council owned. In accordance with the Reserves Policy it is managed by the Kawakawa Domain Committee who are elected by the Bay of Islands Community Board. They also manage the land used by the Bowling Club and the Rugby Football club.
Kawakawa is prone to flooding which can result in road closures on State Highways. The township is low lying at the base of the hill, and over time erosion and subsidence has occurred behind shops on the south side of the mainstreet.	Flood management needs to be controlled upstream in Moerewa where blockages occur. Maintenance is done from time to time to clear blockages around the bridges. A sustainable and holistic approach to flood management, stabilisation of banks and restoration of waterways is needed to turn flooding problems in Kawakawa into a positive that promotes its history and environmental ethos.
A significant amount of flood prone land cannot be developed around Kawakawa, particularly the flood zone of the streams and rivers that defines the town edges. The rivers and streams define and link movement through the town but they are weedy, eroding and under-utilised, and need funding and support to address the scale of environmental concern.	Environment, sustainability, health and wellness underpin the town ethos. Te Papa Pāorooro -Echoing wetlands project is gaining momentum in partnership with Ngāti Hine and the Kawakawa Hundertwasser Park Charitable Trust (KHPCT) for the restoration of approx. 5ha of wetland. This could create significant potential for Kawakawa tourism and community wellbeing. Extended trails and loops linking to Te Hononga could have potential for guided tours- on land and possibly by kayak.
There are some innovative tourism initiatives and whānau run businesses that promote the natural and cultural history of the Kawakawa area, but they are not well connected or promoted. There is much more potential to build local loops and guided tours that extend the Cycle Trail experience and encourage visitors to stay another day.	There is an opportunity to extend the cycleway to Kawiti Caves and couple this initiative with Waiomio Stream restoration.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)

Problems and risks	Opportunities
Concern that a growing number people are riding bikes through Kawakawa (from Gillies St to Station Road) and this isn't ideal as it's such a busy main road, which is also SH1 and has a railway line in the middle of it.	Could build a new section of path to bring people into town around the back from Kawakawa Park (where the Twin Coast Coast Cycle Trail currently enters town), via the planned Hundertwasser Memorial Park. People could leave their bikes at a new storage area at the back of the Te Hononga visitor centre and walk around town instead of riding through the main street. There still needs to be consideration given to connecting people from the back of the visitor centre to the cycle trail which leaves town on Station Road.
The three 'hump' bridges are part of Kawakawa's identity, but they are also dangerous when travelling at speed. There are a number of road and footbridge crossings through Kawakawa, and an underpass under the State Highway.	The bridges form a gateway threshold sequence approaching Kawakawa from the west. Natural gateways can help manage speeds and signal the approaching town if designed with a safe systems approach. Bridges are a big opportunity for placemaking, wayfinding, slowing vehicles at gateways, character and identity in Kawakawa. The bridges call all be painted or distinct in some way.
A built edge is needed to create a visible reason for vehicles to slow when approaching from the west, i.e. 'urban friction'.	Planning for growth to 'fill in' retail near the hump bridge needs to account for flooding and other restrictions.
Kawakawa has the only hospitals in the area. However there is a lack of public transport, shuttles or taxi services to support transport options to healthcare services.	There is the opportunity to expand on the 'Driving Miss Daisy' companion service model. A regular community shuttle within Kawakawa to the hospital and between towns would be supported. A regular bus service as part of FNDC regional transport network is also important.
A by-pass has been a topic for a long time. The two possible routes touted pose design problems and are likely to have significant cost components. Either across the floodplain to the North of the township, or straddling the hills to the South and West of the town, passing behind the hospital. By-passes can have adverse consequences for through traffic trade and business viability and thus need to be carefully considered.	Slowing all vehicles at thresholds is the starting point. For longer term resolution: the Government has commissioned a comprehensive Upper North Island logistics and freight review to ensure New Zealand's supply chain is fit for purpose in the longer-term. It will include their recommendations of the priorities for investment in rail and road in Northland. A full paper is expected later in 2019.
Vehicle traffic and queuing during peak holiday and tourist season on SH11 and SH1 through the mainstreet of Kawakawa. The existing zebra crossing opposite the Hundertwasser toilets is problematic as tourists use it to take photos and hold up traffic.	Under the Twin Coast Discovery Route (TCDR) Programme Business Case, a number of investigations are included. A Single Stage Business Case (SSBC) for State Highway 11 includes an investigation for the Kawakawa intersection upgrade. The Rest Area Strategy and Plan Business Case looks at the Kawakawa rest area in the same location. Mainstreet queuing is a consideration for the Township Plan to ensure pedestrian modal priority through the mainstreet.
Tai Tokerau residents from the wider area as well as visitors come to Kawakawa for the food and hospitality, galleries and shops, but parking and turning on the mainstreet are an issue with loading zones, truck and rail conflicts.	Vehicles could be directed to carparks on side streets and behind the mainstreet via service lanes to disperse traffic. Parking on the mainstreet could be prioritised for disability parking.

Overarching Themes. Township Scale.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)

Problems and risks

It is not obvious where visitors go to seek information

Kawakawa is not maximizing its potential for events, conferences, festivals, and other 'programmatically' use of space.

The 'Hundertwasser influence' is the distinct personality of Kawakawa, but how could Ngāti Hine stories, te reo, and values shine through and connect people to place?

Places for youth and play are limited, and the proposed skate park in Johnson Park does not have full funding.

Opportunities

Kawakawa is a mobilised, organised community with big momentum around the new Hundertwasser Park and Te Hononga visitor centre initiatives. The Kawakawa Hundertwasser Park Charitable Trust (KHPCT) is leading the development with the Far North DC as partners. Once completed in 2019, this will provide a central location for 'the joining of people' (Te Hononga). There are multiple potential tourism potential spinoffs from cycleway and rail recognised as part of te hononga and to be harnessed- e.g. trail tours and kayak etc.

There is an opportunity for conferencing through Te Hononga or similar, and a Ngāti Hine festival on the domain. The Domain could be much better utilized for events and trails- possibly mountain bike trails and loops.

Rongoā is a potential point of difference- by building on the Kawakawa name and plant reference as a basis for natural indigenous remedies as well as wellness retreats, yoga, Hospital, Ngāti Hine Health Trust.

Kawakawa could expand on its offering for children and youth, particularly clustered around existing attractions and activities- like the cycle trail and rest areas- Johnson Park and the Vintage Railway. Te Hononga is also likely to offer wi-fi and other interactive opportunities. The indoor heated swimming pool at Bay of Islands College is a drawcard.



Kawakawa Improvement Plan.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing
- New raised zebra crossing
- New raised table
- Road corridor upgrades
- Intersection upgrade (by options)
- Existing public toilets
- Existing speed signage
- Proposed/relocated speed signage - subject to necessary approvals
- Railway
- Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Delivery Plan Summary.

Plan reference		Project Type	Project Phase/Timeline Summary			Overall Score of Measures, Outcomes and Benefits		
Number	Name	Landscape Environment and ecology Markers, artwork and wayfinding Ease of pedestrian movement Cycling and trails Access to water Gathering amenities	Journey Roading, safety and speed management Directions and signposting Thresholds and gateways Road maintenance and improvements			Destination Play, sports and events Visitor facilities Experience, identity, community and business Information and rest stops Gathering Places		
			Investigate	Design	Build	Investigate	Design	Build
			Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5-10 Years)			
LANDSCAPE								
1A	Wetland Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1B	Wetland Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1C	Wetland Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1D	Stream Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1E	SH1 Corridor Three Bridges – enhancement planting.		[Progress bar]	[Progress bar]	[Progress bar]			
1F	Stream Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1G	Stream Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1H	Hundertwasser Pk (excluding cycleway)		[Progress bar]	[Progress bar]	[Progress bar]			
1I	Stream Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1J	Stream Restoration		[Progress bar]	[Progress bar]	[Progress bar]			
1K	Domain Hikoi/Street Walk -wayfinding.		[Progress bar]	[Progress bar]	[Progress bar]			
1L	Bank Planting SH1/SH11 Intersection.		[Progress bar]	[Progress bar]	[Progress bar]			
1M	Johnson Park – exotic tree removal and native replanting.		[Progress bar]	[Progress bar]	[Progress bar]			
1N	Te Mirumiru to Station Road Fire Station rear yard walkway.		[Progress bar]	[Progress bar]	[Progress bar]			
1O	Cycle Link Hundertwasser Park		[Progress bar]	[Progress bar]	[Progress bar]			
1P	Pou Markers		[Progress bar]	[Progress bar]	[Progress bar]			
JOURNEY								
2A	Cycleway Rail Crossing, Boswell St and Gillies St to SH1 walkway establishment and upgrade.		[Progress bar]	[Progress bar]	[Progress bar]			
2B	Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.		[Progress bar]	[Progress bar]	[Progress bar]			
2C	Three Bridges speed management – Hundertwasser themed painting or similar treatment.		[Progress bar]	[Progress bar]	[Progress bar]			
2D	Speed management – provide edge definition – planting and/or buildings, signs – raised threshold.		[Progress bar]	[Progress bar]	[Progress bar]			
2E	Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.		[Progress bar]	[Progress bar]	[Progress bar]			
2F	Vogel St/SH1 turning to/from hospital - road marking/surface treatment.		[Progress bar]	[Progress bar]	[Progress bar]			
2G	North and South gateway signage – before Three Bridges and Waiomio (near Oyster Shop).		[Progress bar]	[Progress bar]	[Progress bar]			
DESTINATION								
3A	Bob Thomas Park and play space upgrade.		[Progress bar]	[Progress bar]	[Progress bar]			
3B	Mainstreet Pou and bridge artwork expressing Ngāti Hine through art.		[Progress bar]	[Progress bar]	[Progress bar]			
3C	Johnson Park youth focus upgrades – establish skatepark and youth 'play' space.		[Progress bar]	[Progress bar]	[Progress bar]			
3D	Kawakawa Domain destination upgrades – walking, cycle trail, sports, events.		[Progress bar]	[Progress bar]	[Progress bar]			

Improvement Projects. Reference Images.



Improvement Projects. Reference Images.



Landscape Improvements.

- 1B Te Papa Pāorooro Wetland and Stream Restoration
- 1I Te Papa Pāorooro Stream Restoration – Waiomio Stream - Hundertwasser Park to Hospital.
- 1M Johnson Park – exotic tree removal and native replanting.

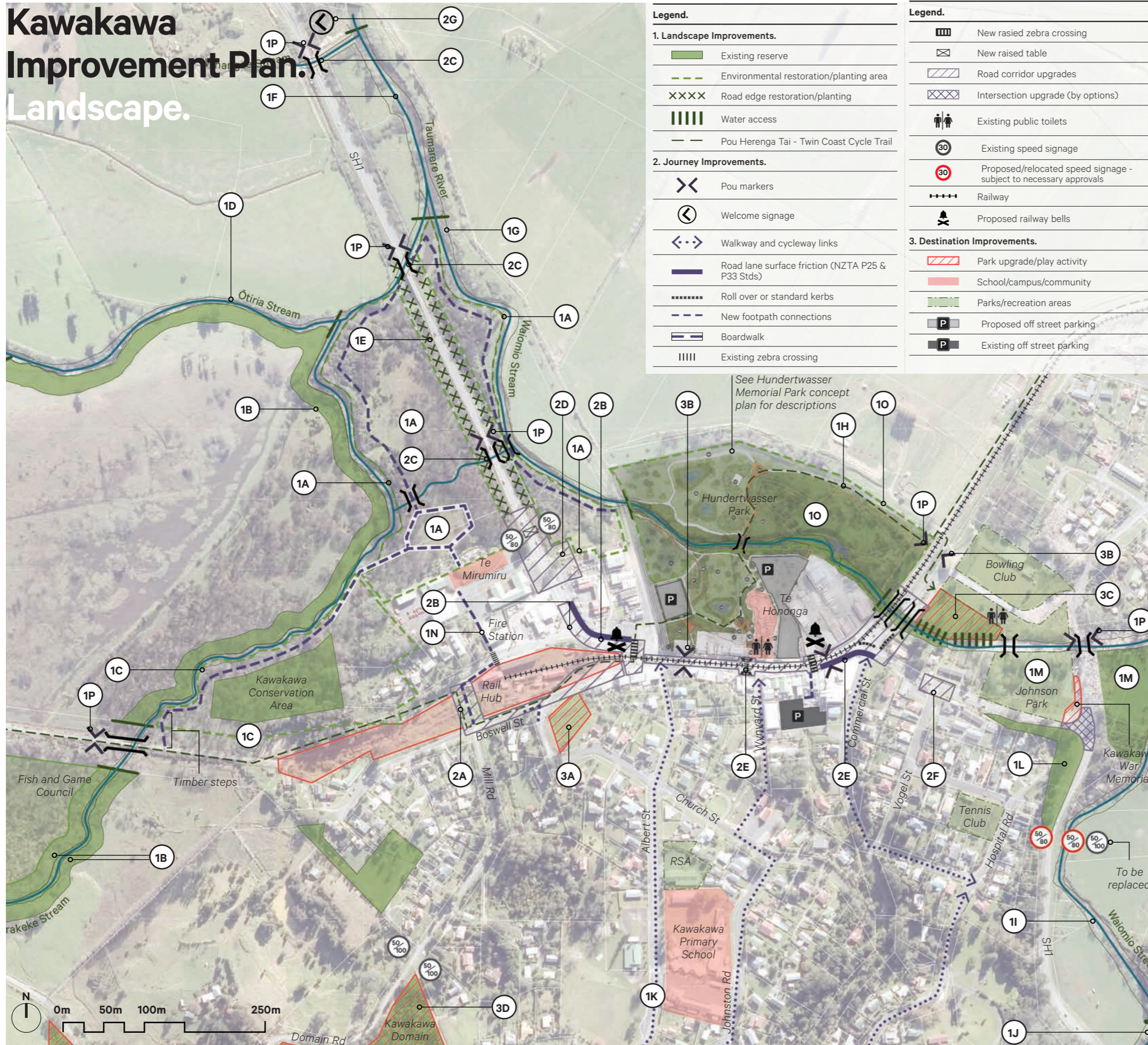
Journey Improvements.

- 2B Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.
- 2D Speed management – provide edge definition – planting and/or buildings, signs – raised threshold.
- 2E Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.

Destination Improvements.

- 3A Bob Thomas Park and play space upgrade.
- 3C Johnson Park youth focus upgrades – establish skatepark and youth 'play' space.

Kawakawa Improvement Plan. Landscape.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

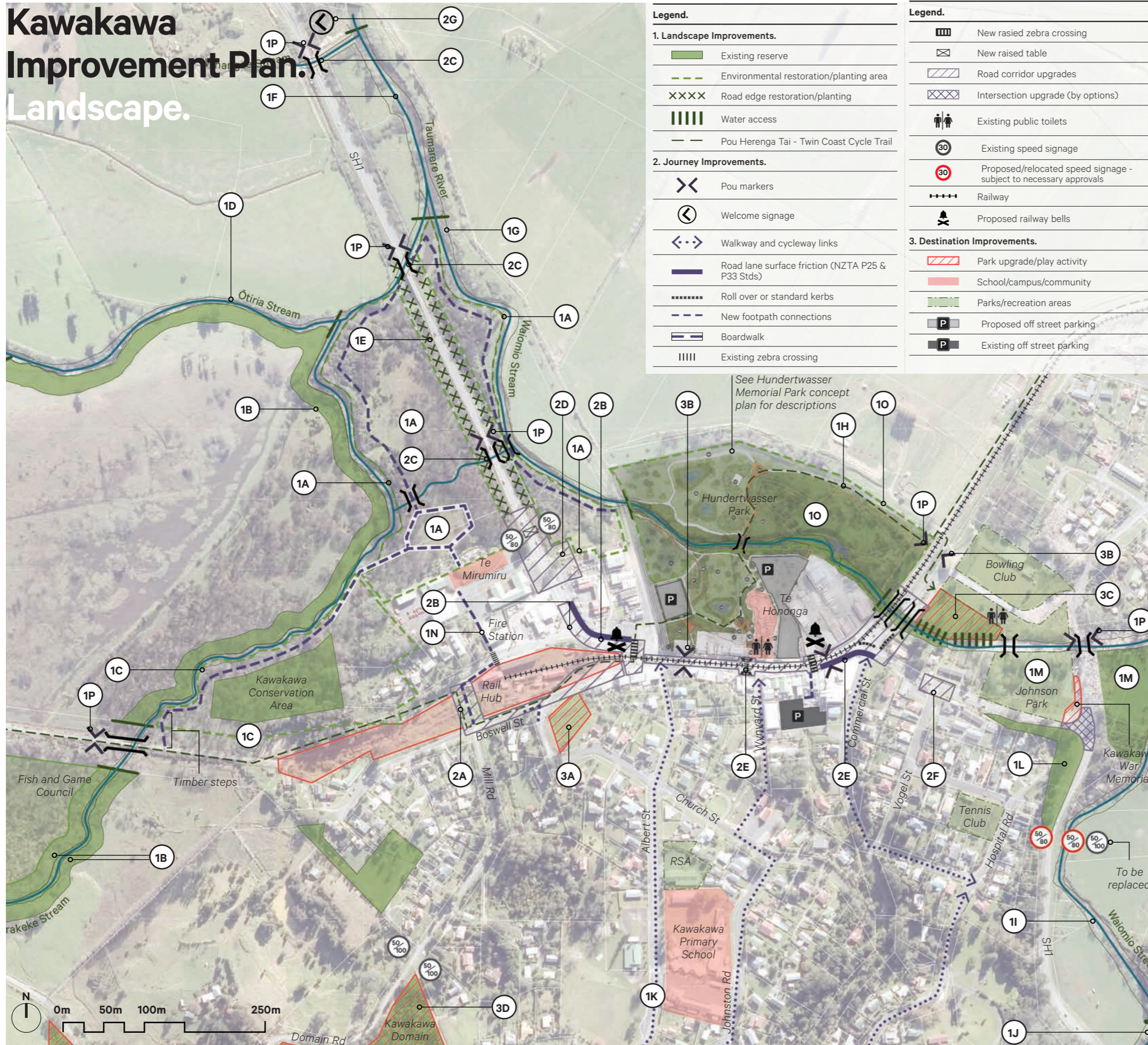
Plan reference	Number	Name	Vision statement	Key design move
LANDSCAPE				
1A	1A	Wetland Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
1B	1B	Wetland Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections

Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape Environment and ecology, Markers artwork and wayfinding, Ease of pedestrian movement Destination Experience, identity, community and business	Improve	Ngāti Hine land North Bridge through to Te Mirumiru	Restoration of approx 5 Ha wetland owned by Ngāti Hine (Northcorp) as significant component of Te Papa Pāorororo and consistent with that project including willow and other weed removal, replanting (assume 1ha/20%) and managed natural regeneration to remainder. Provision of timber boardwalk and formed aggregate paths (approx 500m of each), including boardwalk under middle bridge (30m) and bridge (20m) near south bridge connecting walking access to Hundertwasser Park (via 1G), Te Mirumiru and railway embankment/cycleway (via 1c) (Boxed gravel steps (20m) artworks and interpretation. Ongoing animal and pest management. Assumed no fencing is required. Artificial habitat creation where potential educational benefits seen e.g weta homes	1B, 1C, 1D, 1F, 1G	<p>Establish Partnerships - Investigate Coordinate with Ngāti Hine Health Trust and wider Kawakawa community to confirm appropriate kaupapa. Develop partnerships other parties NRC, FNDC and Northland Fish and Game Council.</p> <p>Design Prepare Masterplan and engage ecological + cultural expertise e.g. Mauri model. Confirm timing for future Taumārere River Flood Management - identify restoration opportunities outside potential flood works (if any) zone. Prepare maintenance and management strategies. Detailed design for boardwalk and aggregate path sections (with reference to flood scheme works). Kaumatua kōreo to inform artwork briefs.</p> <p>Implement Ensure NRC Taumārere Flood works do not conflict before commencing physical works (planting, fencing). Undertake willow and other weed removal to entire 1a area. yr 1+ Undertake animal pest control to entire 1a area (ongoing). yr1+ Planting to 3000m² Form Te Mirumiru boardwalk link Yr3 325m x 2.5m (avoid future flood protection works) Artwork 2x pou in association Te Mirumiru boardwalk section</p>	<p>Partner, investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural regeneration patterns.</p> <p>Implement Ongoing weed and and pest control. Planting to 3000m²</p>	<p>Partner, investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural regeneration patterns</p> <p>Implement Ongoing weed and and pest control. Planting to 4000m² Yr 6 - assumed Taumārere Flood works completed. Construct boardwalk under middle bridge 50mx 2.5m Construct bridge over Waiomio tributary at South Bridge 20m. Construct second 20 m x 2.5m timber bridge across tributary north of Te Mirumiru boardwalk Construct boardwalk 75m x 1.5m connection Te Mirumuru boardwalk to 1C. Construct 1.5m wide aggregate path connecting Te Mirumuru boardwalk to middle bridge boardwalk 350m Construct 1.5m wide aggregate path from middle bridge boardwalk along west back Waiomio within 1A 350m. Artwork roll out. Public opening of stages. Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity Ongoing cultural and ecological tourism opportunity development where appropriate.</p>	<p>Extent of future flood mitigation works limit area available to progress project</p> <p>Background information may be lacking e.g cultural heritage assessments, archaeological assessments ecological studies</p> <p>Timeframe for delivery does not allow for scale and is delayed.</p> <p>Cost associated with boardwalk construction are prohibitive</p> <p>Costs associated with planting are high/ prohibitive. Portion of existing native vegetation may be greater, potential for natural regeneration may be greater reducing overall costs (opportunity)</p>
Landscape: Environment and ecology.	Improve	Crown Land/ Esplanade Reserve west side of Ōtiria Stream - Waiharakeke Stream	<p>Crown Land (FNDC zone Conservation) - riparian land parcel. Restoration of (A) 1120m by nom 20m width (22400 m²) west side of Ōtiria Stream - Waiharakeke Stream confluence (to rail embankment). (B) 2000mx 40m (80000m²) wide Waiharakeke Stream both sides from Railway embankment to Taumatamakuku Settlement Road. Weed removal, pest control and appropriate planting. Waterway (awa) access by kayak as part of larger cultural and/or ecological experience. Opportunity for coordination across stakeholders such as Ngāti Hine, NRC, FNDC and Fish and Game. Assumed to be fenced.</p> <p>Cultural and ecological tourism opportunities initiated by Ngāti Hine and local community as part of a wider package.</p> <p>Monitoring of Mauri outcomes/ecological health. Postgraduate study opportunity</p>	1B, 1C, 1D, 1F, 1G	<p>Investigate/Partner Coordinate with Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake ecological and cultural assessments.</p> <p>Design Prepare masterplan to guide weed removal, planting and maintenance and plan natural regeneration management strategies.</p> <p>Implement Undertake weed management substantially willow poisoning and cutting (allow to 1/3 area = 35000m²). Assume native regeneration therefore minor planting nom 10% = 10000m². Commence staged plantings 2000 m² Yr 1, 4000 m² yrs 2 and 3.</p> <p>Undertake post summer and post winter invasive weed control - walk through cut regrowth and apply herbicide. Undertake ongoing animal pest management all area - allow to contract out -economies of scale where combined with 1A, 1B,1C,1D,1F, 1G. Allow 100m fence repair.</p>	<p>Partner, Investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural regeneration patterns.</p> <p>Implement Ongoing weed and and pest control -modify restoration and pest control approach where necessary.</p> <p>Undertake 3000m² restoration planting</p>	<p>Partner, Investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural pattern</p> <p>Implement Yr 6 - assumed Taumārere Flood works completed. Ongoing weed and and pest control -modify restoration and pest control approach where necessary.</p> <p>Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity Ongoing cultural and ecological tourism opportunity development where appropriate.</p>	<p>Extent of future flood mitigation works limit area available to progress project</p> <p>Background information may be lacking e.g cultural heritage assessments, ecological studies and background information may be lacking - equally may be present</p> <p>Timeframe for delivery does not allow for scale and is delayed.</p> <p>Costs associated with planting are high/ prohibitive. Portion of existing native vegetation may be greater, potential for natural regeneration may be greater reducing overall costs (opportunity)</p>

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

- New raised zebra crossing
- New raised table
- Road corridor upgrades
- Intersection upgrade (by options)
- Existing public toilets
- Existing speed signage
- Proposed/relocated speed signage - subject to necessary approvals
- Railway
- Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life

LANDSCAPE.

1C	Wetland Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
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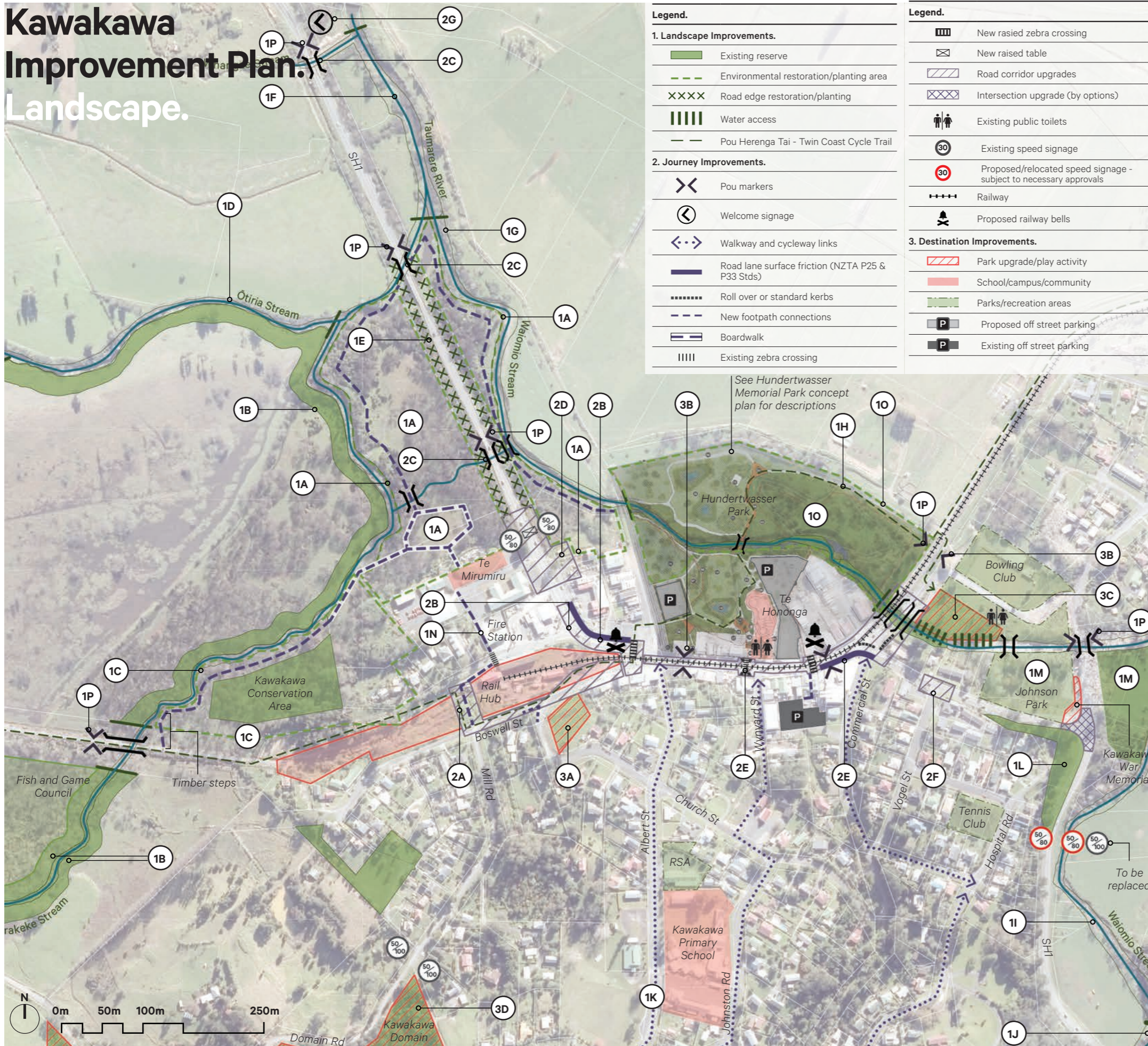
1D	Stream Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
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Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape Environment and ecology. Ease of pedestrian movement	Improve	Waiharakeke Stream between railway embankment and Otiria Stream	Land Parcels - River FNDC District Plan + Station Road paper road Restoration of 800m by 10m width (8000m ²) (all measures nominal) being the east bank of the Waiharakeke Stream. Weed removal, pest control, and 20% planting 160m ² . Planting 'best practice' 10m each side of stream edge (NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018) Waterway (awa) access by kayak as part of larger cultural and/or ecological experience. 1.2 m wide boxed aggregate path connection from Ngāti Hine land (1A) to cycleway rail embankment at bridge via Station Road paper road (305 m), shorter length of boardwalk (70 m) via two small crown land parcels and the riverbank (these sections likely boardwalk). Opportunity for coordination across stakeholders such as Ngāti Hine, NRC, FNDC DOC, Fish and Game and private landowners.	1A, 1C, 1D, 1F, 1G	Partner, Investigate Coordinate with Ngāti Hine, NRC, FNDC, DOC. Kawakawa/Moerewa communities. Undertake ecological and cultural assessments. Design Prepare masterplan to guide planting and maintenance strategy. Implement Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed management as per strategy. Undertake stock exclusion fencing where non existent or in need of repair (100m). Commence staged plantings and 5yr maintenance, adapt management based on natural patterns of regeneration.	Partner, Investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural pattern Implement Ongoing weed and pest control. Artificial habitat creation where benefits seen (potential tuna habitat, specific bird habitat -study identify opportunities). Adapt management strategies to modify restoration approach where necessary Public opening of stages. Cultural and ecological tourism opportunities initiated by Ngāti Hine and local community as part of a wider package.	Partner, Investigate Coordinate with Taumārere floodworks Adapt restoration management to accommodate natural pattern Implement Ongoing weed and pest control - modify restoration and pest control approach where necessary. Establish 70m boardwalk connection (though 1c) and 305m x1.2w boxed aggregate paths to railway embankment include 20m timber steps to make approx 5m elevation change to railway embankment 2x Pou (or similar) to railway embankment/cycleway connection. Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity Ongoing cultural and ecological tourism opportunity development where appropriate.	Extent of future flood mitigation works limit area available to progress project. Flood works may not be completed. Background information may be lacking e.g cultural heritage assessments, ecological studies and background information may be lacking Timeframe for delivery does not allow for scale and is delayed. Cost associated with boardwalk construction Costs associated with planting are high/ prohibitive portion of existing native vegetation may be greater, potential for natural regeneration may be greater reducing overall costs
Landscape Environment and ecology	Improve	Otiria Stream from confluence with Waiharakeke north -west to SH1	Identified as River FNDC District Plan. Passes through privately owned land (1700 m) Establish appropriate weed removal and retention of native plant species (assumed substantially weeds pending assessment), pest control, fencing and appropriate planting (best practice- min 10m each side of stream therefore 34000m refer NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018) Opportunity for coordination across stakeholders such as Ngāti Hine, NRC, FNDC, Fish and Game, Landowner and Moerewa/Kawakawa community.	1A, 1B, 1C	Partner and Investigate Coordinate with Owners. Coordinate with NRC Tāumarere future flood works, and with other potential partners/ stakeholders Undertake ecological (review of existing native plant component) and cultural assessments. Design Prepare high level planting plan and fencing plan (if not already fenced) to guide stream planting. Implement Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed management as per strategy. Assumed fence (Google Earth) allow stock exclusion fencing where non existent or in need of repair. Commence staged plantings (3400m ² per year) and 3 yr maintenance. Adapt management based on performance of restored areas, encourage natural regeneration where it occurs.	Implement Coordinate with Owners. Coordinate with NRC Tāumarere future flood works, and with other partners/stakeholders. Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake ongoing weed management Commence staged plantings (3400m ² per year) and 3yr maintenance and adapt management based on performance of restored areas.	Implement Coordinate with Owners. Coordinate with NRC Tāumarere future flood works, and with other partners/stakeholders. Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake ongoing weed management Commence staged plantings (3400m ² per year) and 3yr maintenance and adapt management based on performance of restored areas	Extent of future flood mitigation works limit area available to progress project Background information may be lacking e.g cultural heritage assessments, ecological studies and background information may be lacking - equally may be present Timeframe for delivery does not allow for scale and project is delayed. Costs associated with planting are high/ prohibitive. The portion of existing native vegetation may be greater. Potential for natural regeneration may be greater reducing overall costs

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

- New raised zebra crossing
- New raised table
- Road corridor upgrades
- Intersection upgrade (by options)
- Existing public toilets
- Existing speed signage
- Proposed/relocated speed signage - subject to necessary approvals
- Railway
- Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

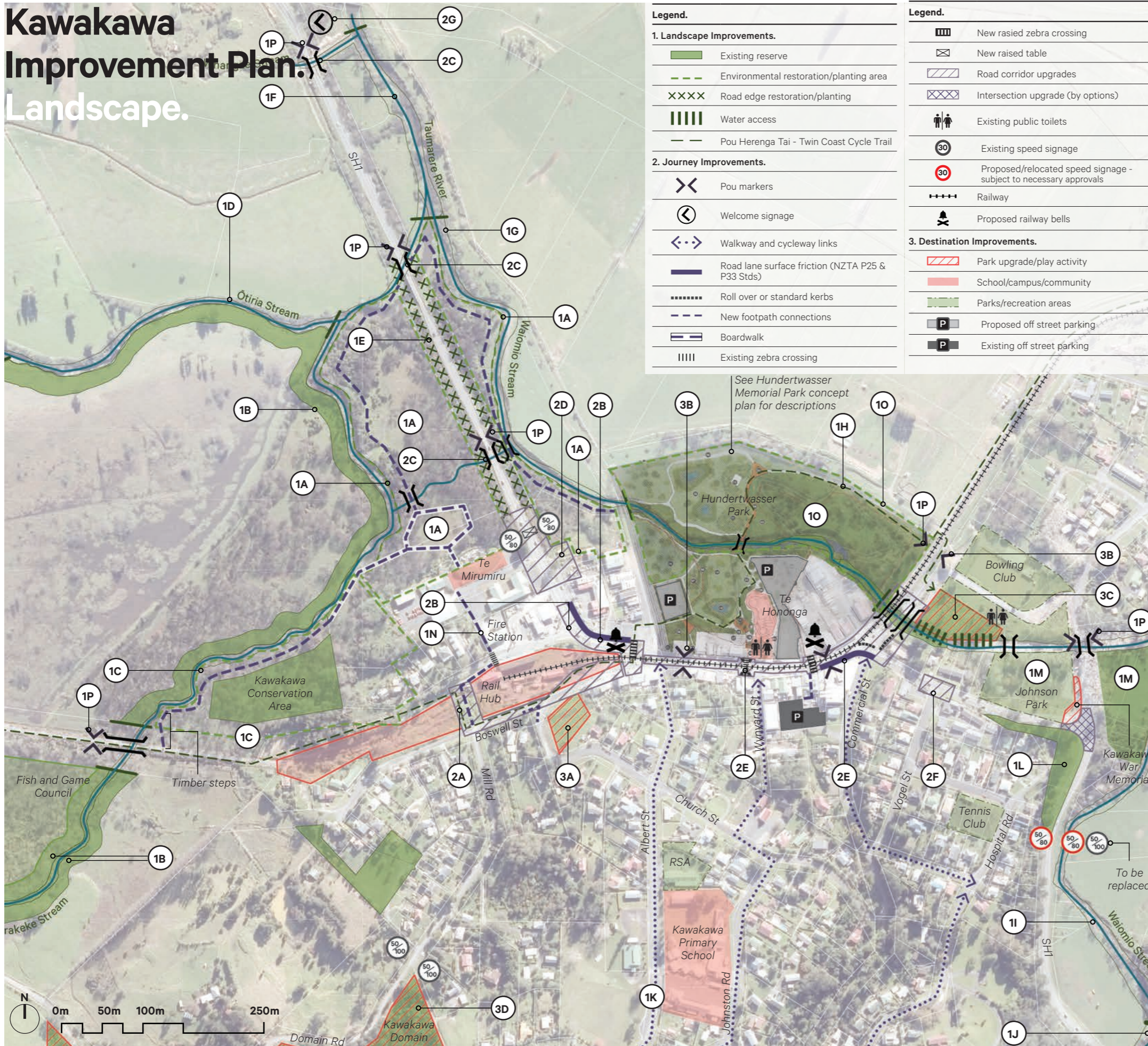
Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
LANDSCAPE.		
1E	SH1 Corridor Three Bridges - enhancement	Identify with Landscape. Te Papa Pāororo - the echoing wetlands
1F	Stream Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands
		Healthy Awa. Repairing edges and connections
		Healthy Awa. Repairing edges and connections

Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape: Environment and ecology. Journey Rooding, safety and speed management, Thresholds and gateways	Improve Grow (restorative partnerships)	SH1 Three Bridges area	SH1 designation. From Middle Bridge to Te Mirumiru. Nom 5m strip and approx 380m each side - assume 40% replanting once weeds removed (1520m ²). Weed Removal and planting to support wetland restoration and Kawakawa identity	2D, 3B	Investigate Coordinate with Ngāti Hine, NZTA Kawakawa/Moerewa communities. Undertake ecological assessment. Design Prepare planting drawings to guide planting and maintenance strategy. Implement Undertake weed management (3800 m ²) Undertake planting and maintenance (1520 m ²)	Implement Undertake weed management and plant maintenance.		Limited access for weed clearance and maintenance. Site investigation may indicate higher portion of weeds than estimated. May require Cultural Heritage, Archaeological and ecological assessments in the vicinity of the bridge
Landscape Environment and ecology	Improve	Taumarere/ Kawakawa River from North Bridge to Waiomio Stream and Waiharakeke Stream confluence	Identified River FNDC District Plan plus private land holding Approx 275m x 20m (5500m ²) Taumarere riparian corridor from confluence of Waiomio and Waiharakeke Streams to Whangae Stream confluence with Taumarere River (including Whangae Stream under North Bridge. Planting 'best practice' 10m each side of stream edge (NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018). All measurements approximate. Weed removal, fencing, replanting and maintenance. Coordinate with Ngāti Hine, NRC, FNDC and Kawakawa community. Investigate ecological tourism opportunities such as guided kayak tours.	1A, 2B, 3C	Partner and Investigate Coordinate with landowners, Ngāti Hine, FNDC, Kawakawa/Moerewa communities. Undertake ecological and cultural assessments. Design Prepare masterplan to guide planting and maintenance strategy. Implement Ensure NRC Taumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed management as per strategy. Undertake fence repair (7 wire) where non existent or in need of repair (allow 100m). Commence staged plantings (approx 1800m ³ per period or 550m ² per year) nominally and 5yr maintenance. Consider planting more extensively where resources or engineering works allow. Adapt management approach based on performance of restored areas and the degree of natural revegetation.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC, Kawakawa/Moerewa communities. Undertake weed management as per strategy. Continue staged plantings nominally 1800m ² per period or 550m ² per year) and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management approach based on performance of restored areas and the degree of natural revegetation.	Implement Coordinate with landowners, Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake weed management as per strategy. Continue staged plantings (nominally 1800m ² per period or 550m ² per year) and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management approach based on performance of restored areas and the degree of natural revegetation. Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity in conjunction with adjacent stages. Ongoing cultural and ecological tourism opportunity development where appropriate.	Significant deposition in Whangae Stream channel evident in Google Street View photos - permanent excavator access may be required. NRC Taumarere Flood protection works may effect timing and design. Flooding causes recurring fence blow out in vicinity Whangae Stream Costs associated with planting are high/prohibitive. The portion of existing native vegetation may be greater, potential for natural regeneration may be greater reducing overall costs May require additional Cultural Heritage and Archaeological assessments

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life

LANDSCAPE.

1G	Stream Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
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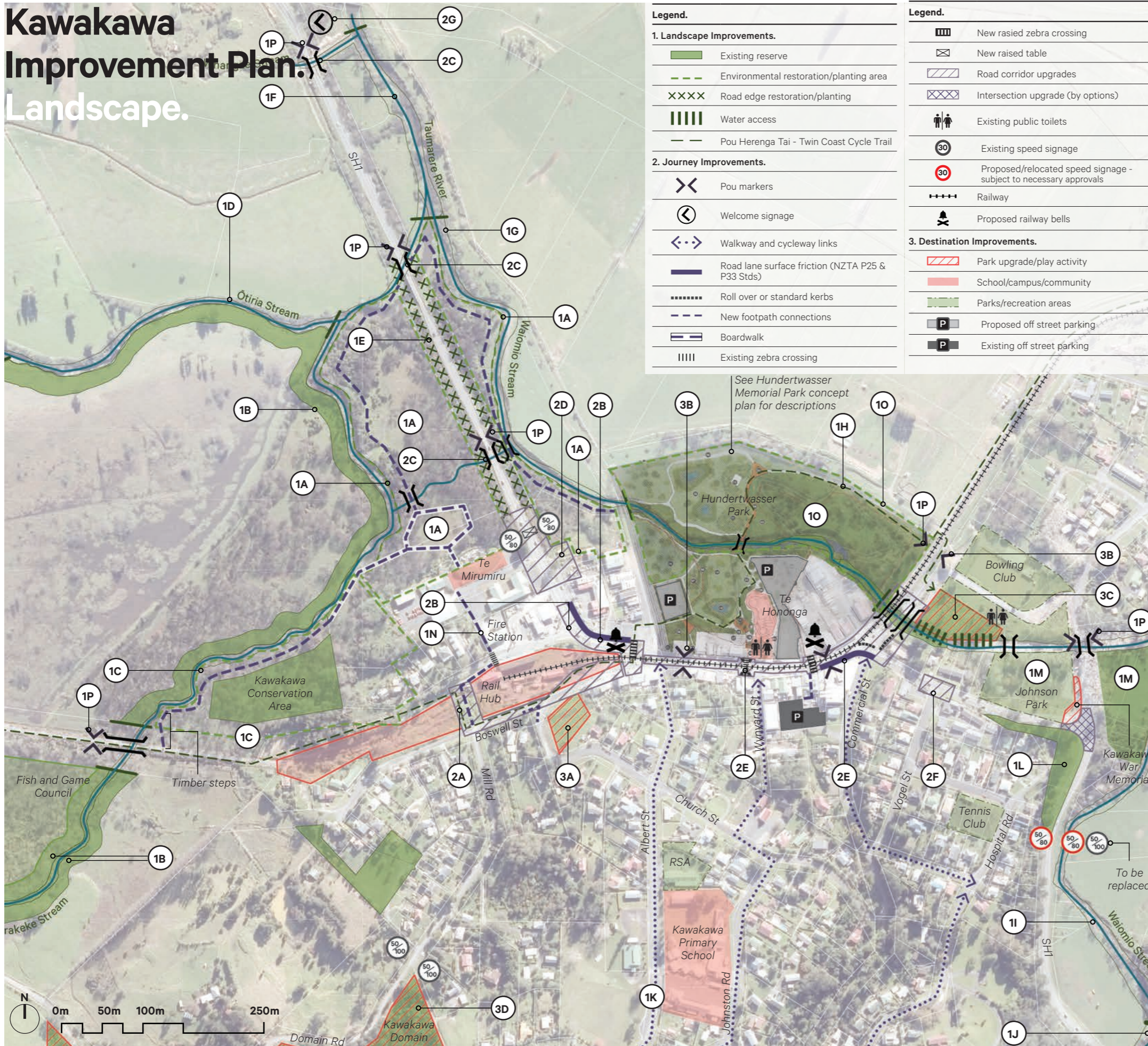
1H	Hundertwasser Pk (excluding cycleway)	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
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Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape Environment and ecology	Improve	Waiomio Stream from confluence with Waiharakeke Stream through to Hundertwasser Park	Identified River FNDC District Plan plus private land holding Waiomio/Waiharakeke confluence to boundary Hundertwasser Park. Nom 500 m length x 10m wide (5000 m ²) NOTE this is east side of the stream only against 1A and a further 2000m ² (100 m both sides) 1A to Hundertwasser Park (see NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018). All measurements approximate. Weed removal, animal pest control fencing maintenance, replanting and maintenance. Coordinate with Ngāti Hine, NRC, FNDC and Kawakawa community. Investigate ecological tourism opportunities such as guided kayak tours.	1A, 1F, 1H	Investigate Coordinate with Landowners, Ngāti Hine, FNDC, Kawakawa/Moerewa communities. Undertake ecological and cultural assessments. Design Prepare masterplan to guide planting and maintenance strategy. Implement Ensure NRC Taumārere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed and pest management as per strategy to all areas. Undertake stock exclusion fencing (existing permanent 3 wire electric) where non existent or in need of repair (allow 100m repairs). Commence staged plantings 700m ² per year (2100m ² per period) and 5yr maintenance where not affected by NRC Taumārere Flood works. Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC, Kawakawa/Moerewa communities. Undertake weed and pest management as per strategy. Commence staged plantings 700m ² per year (2100m ² per period) and 5yr maintenance where not affected by NRC Taumārere Flood works. Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with landowners, Ngāti Hine, DOC, FNDC, Kawakawa/Moerewa communities. Undertake weed and pest management as per strategy. Commence staged plantings 700m ² per year (2100m ² per period) and 5yr maintenance where not affected by NRC Taumārere Flood works. Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging. Monitoring of Mauri outcomes/ecological health. Postgraduate study opportunity in conjunction with adjacent stages. Ongoing cultural and ecological tourism opportunity development where appropriate.	NRC Taumārere Flood works have high likelihood of impacting on replanting timing requiring adjustments across years. Planting costs where larger areas are proposed impact on funding or the ability of community nurseries to provide. Costs associated with planting are high/prohibitive. However the portion of existing native vegetation may be greater. Potential for natural regeneration may be greater reducing overall costs (opportunity).
Landscape Environment and Ecology, Markers artwork and wayfinding, Ease of pedestrian movement Destination Play sports and events, Experience, identity, community and business, Gathering places	Improve	Rural production land parcels bounded by (least) SH1, (West) Rail corridor, (South) existing commercial area (North) and/including Bridge Street paper road. Refer Hundertwasser Park Concept masterplan	Weed removal, nursery construction, riparian planting 375m by 10m each bank (7500m ²) (see NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018), community orchard, park furniture, gravel car parking (1200m ²), raised earth stage platforms, timber and earth terraces to Waiomio Stream, purpose built stormwater water filtration wetland, bush restoration planting (approx 25000m ²), 750m x 3m (width varies) wide compacted aggregate paths (excluding cycleway paths, bridge, boardwalk- see 10), concrete staircase (4m elevation x 3.5m wide), 250m ² timber deck(below 1m in height) . Also excluded are hard works in the vicinity of Te Hononga to avoid overlap with Building works associated budget - these include plaza connections to street and around new building perimeter, furniture in these areas including waharoa, and carparking associated with the building. Provision for artistic input into design recognising Ngāti Hine narrative and Hundertwasser philosophy in works execution.	1G, 1O, 2G	Investigate/Partner Assumed to be completed by KHPCT and Ngāti Hine. Design Prepare detailed design drawings for all elements to guide planting and maintenance strategy. Implement Trimming and shaping earthworks to form park levels (40000m ²) mounding and platforms, carpark formation (gravel in short term) - sensitive reforming of existing levels. Commence parkland planting where sites available,- including community orchard (30 fruit trees) and specimen trees (100 no. 45). Restoration weed removal/planting of Waiomio Stream (750m ² per year or 2500m ² per period) where confirmed as outside Taumārere flood protection works. Establish stormwater wetland 400m ² including rush planting (400m ²). Create 150m gravel path connection to Old Whangae Road carpark. Provision for artistic input into design recognising Ngāti Hine narrative and Hundertwasser philosophy in works execution.	Design Continue detailed design drawings and art inputs for any elements held over Implement Timber and earth terraces to Waiomio Stream. Create remaining gravel path connections 600m x nom 3m (width varies) (note excludes 1O below). Install 2/3rd furniture (10 bespoke seat groups - 5 picnic table seat units. Commence nurse species planting for native bush standmass planting for native bush of approx 3500m ² per year. Consider increasing planting where resources allow. Provision for artistic input into design recognising Ngāti Hine narrative and Hundertwasser philosophy in works execution.	Design Continue detailed design drawings and art inputs for any elements held over Implement Construct 250m ² low timber deck and concrete stairs. Install final bespoke furniture 5 seats groups, 2 picnic sets. Allow for hard surface - bespoke concrete 200m ² . Provide art and sculptural elements, provide wayfinding and interpretative signage. Complete native nurse species planting at 3500m ² per year. Provide infill planting of 5l grade native specimen trees suitable for wetland/bush ecosystem approach. Provision for artistic input into design recognising Ngāti Hine narrative and Hundertwasser philosophy in works execution.	Trust estimates for costs have not been shared with NZTA therefore could be differing estimates. Planting costs where larger areas are proposed impact on funding or the ability of community nurseries to provide.

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.



- Legend.**
- 1. Landscape Improvements.**
- Existing reserve
 - Environmental restoration/planting area
 - Road edge restoration/planting
 - Water access
 - Pou Herenga Tai - Twin Coast Cycle Trail
- 2. Journey Improvements.**
- Pou markers
 - Welcome signage
 - Walkway and cycleway links
 - Road lane surface friction (NZTA P25 & P33 Stds)
 - Roll over or standard kerbs
 - New footpath connections
 - Boardwalk
 - Existing zebra crossing

- Legend.**
- New raised zebra crossing
 - New raised table
 - Road corridor upgrades
 - Intersection upgrade (by options)
 - Existing public toilets
 - Existing speed signage
 - Proposed/relocated speed signage - subject to necessary approvals
 - Railway
 - Proposed railway bells
- 3. Destination Improvements.**
- Park upgrade/play activity
 - School/campus/community
 - Parks/recreation areas
 - Proposed off street parking
 - Existing off street parking

Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	

LANDSCAPE.

1I	Stream Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections
1J	Stream Restoration	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Healthy Awa. Repairing edges and connections

Improvement Plan.

Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape Environment and ecology, Access to water	Improve	Waiomio Stream Johnson Park through to adjacent Hospital (in plan view)	Identified as River FNDC District Plan Private Owners, FNDC (Johnson Park). Coordinate with Ngāti Hine, NRC, and Kawakawa community. Investigate ecological tourism opportunities such as guided kayak tours. Waiomio Stream from Hundertwasser Park east boundary through Johnson Park to SH1 at approx Hospital (in plan). Nom 1050m length x 20m wide (21000 m ²). All measurements nominal. Planting 'best practice' 10m each side of stream edge (NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018). Weed removal, fencing south of Johnson Park (1500m permanent timber post 3 wire electric), replanting to 90% area (18900m ²) Base replanting on 1890m ² per year for 10 yrs, alter as funds/resources allow. Maintenance 5yrs post planting stage. Investigate ecological tourism opportunities such as guided kayak tours (where sufficient stream depth). Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing).	1H, 1J	Investigate Coordinate with Landowners, Ngāti Hine, FNDC , Kawakawa/Moerewa communities. Undertake ecological and cultural assessments. Design Prepare masterplan to guide planting and maintenance strategy. Implement Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed and pest management as per strategy. Undertake stock exclusion fencing to length of planting, except where directly abutting road, and seal with temporary planting Commence staged plantings 1890m ² per yr (nominally 100m each side per year and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake weed and pest management as per strategy. Continue staged plantings 1890m ² per yr and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake weed and pest management as per strategy. Continue staged plantings 1890m ² per year and 5yr maintenance. Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging. Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity Ongoing cultural and ecological tourism opportunity development where appropriate.	NRC Tāumarere Flood works have high likelihood of impacting on replanting timing requiring adjustments across years. Planting costs where larger areas are proposed impact on funding or the ability of community nurseries to provide. Fencing costs are prohibitive and preclude fencing. Costs associated with planting are high/ prohibitive. However the portion of existing native vegetation may be greater. Potential for natural regeneration may be greater reducing overall costs.
Landscape Environment and ecology	Improve	Waiomio Valley approx Hospital to Miria Marae	Identified as River FNDC District Plan FNDC plus private landowners. Hopital to Miria Marae. Section A private land Hospital/SH1 to FNDC Paper Road 1250m Section B FNDC Paper Road (TBC) 1650m ² (FNDC land TBC) Section C to Miria Marae - Private land 1050m ² approx 4000 m length x 20m wide 80000m ² of which consevatively 90% requires planting (72000m ²). All measurements estimates only. Planting 'best practice' 10m each side of stream edge (NRC publication - Clean Streams, A Guide to Riparian Management in Northland - reprinted June 2018). Weed removal, Planting, Natural Regeneration where possible, Adapt Management and Maintenance to support natural regeneration. Fencing where not existing - permanent timber post 3 wire electric fence. Provide temporary fencing to secure extents/ ends per year. Investigate ecological tourism opportunities such as guided kayak tours (where water depth allows).	1I	Investigate Coordinate with Landowners, Ngāti Hine, FNDC , Kawakawa/Moerewa communities. Undertake ecological and cultural assessments. Design Prepare masterplan to guide planting staging and maintenance strategy. Implement Ensure NRC Tāumarere Flood works do not conflict before commencing physical works (planting, fencing). Undertake weed management as per strategy. Undertake stock exclusion fencing where non existent or in need of repair to match planting yearly planting areas nominally 800lm/yr Commence staged plantings nominally 7200m ² / yr and 5yr maintenance period. Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake weed management as per strategy. Undertake stock exclusion fencing where non existent or in need of repair to match planting yearly planting areas nominally 800lm/yr Continue staged plantings nominally 7200m ² per year and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging.	Implement Coordinate with Landowners, Ngāti Hine, DOC, FNDC , Kawakawa/Moerewa communities. Undertake weed and pest management as per strategy. Undertake stock exclusion fencing where non existent or in need of repair to match planting yearly planting areas nominally 800m/yr Continue staged plantings nominally 7200m ² per year and 5yr maintenance Consider planting more extensively where resources or engineering works allow. Adapt management based on performance of restored areas and natural regeneration patterns emerging. Monitoring of Mauri outcomes/ ecological health. Postgraduate study opportunity Ongoing cultural and ecological tourism opportunity development where appropriate.	NRC Tāumarere Flood works have high likelihood of impacting on replanting timing requiring adjustments across years. Planting costs where larger areas are proposed impact on funding or the ability of community nurseries to provide. Fencing costs preclude fencing

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.

Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

New raised zebra crossing

New raised table

Road corridor upgrades

Intersection upgrade (by options)

Existing public toilets

Existing speed signage

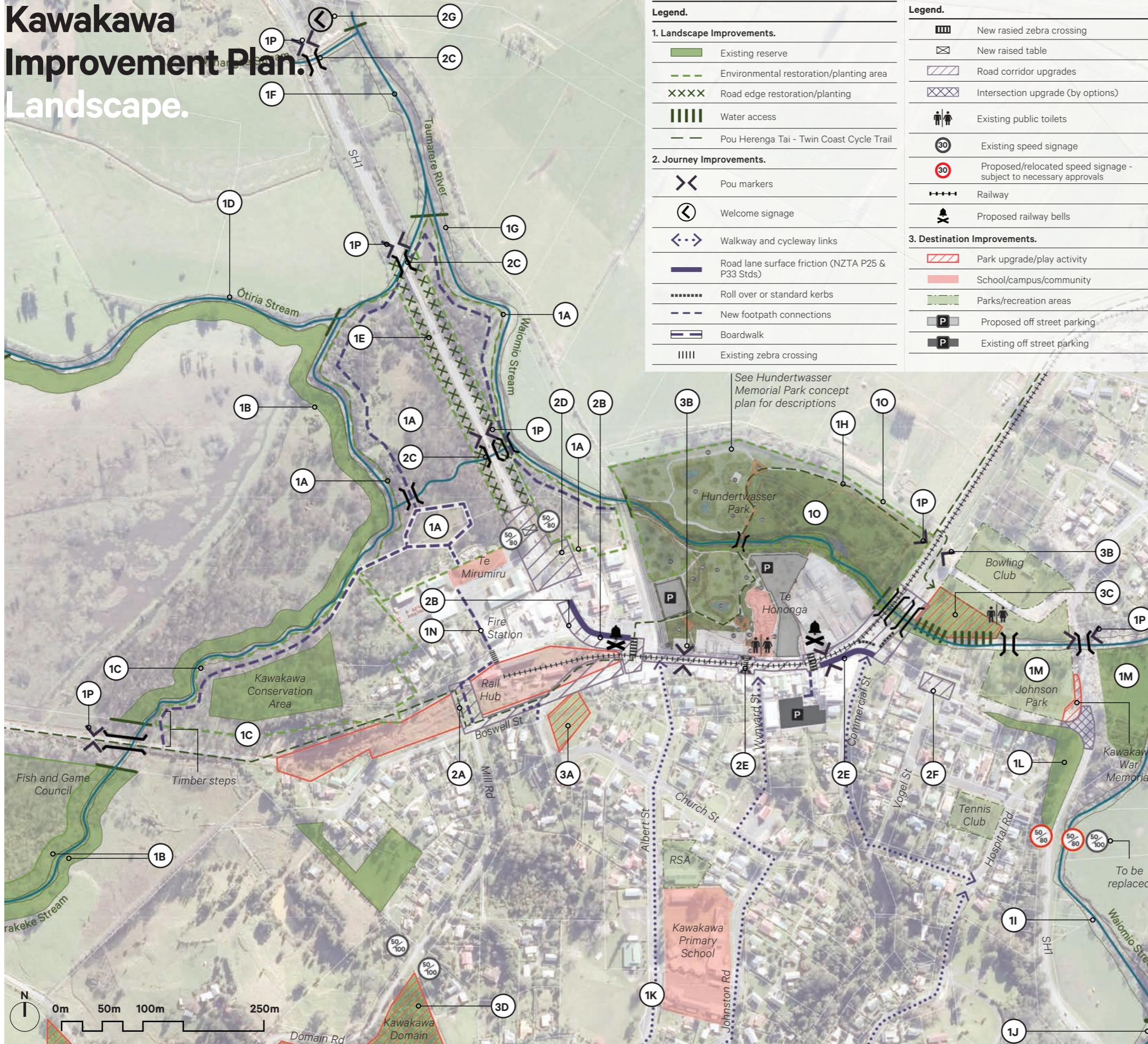
Proposed/relocated speed signage - subject to necessary approvals

Railway

Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking



Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
LANDSCAPE.				
1K	Domain Hikoi/ Street Walk -wayfinding.	Identify with Landscape	Markers in landscape and linked up trails	
1L	Bank Planting SH1/SH11 Intersection.	Identify with Landscape	Vitality and wellbeing of people and ecosystems	
1M	Johnson Park - exotic tree removal and native replanting.	Identify with Landscape	Vitality and wellbeing of people and ecosystems	
1N	Te Mirumiru to Station Road Fire Station rear yard walkway.	Identify with Landscape. Te Papa Pāororo - the echoing wetlands	Markers in landscape and linked up trails	

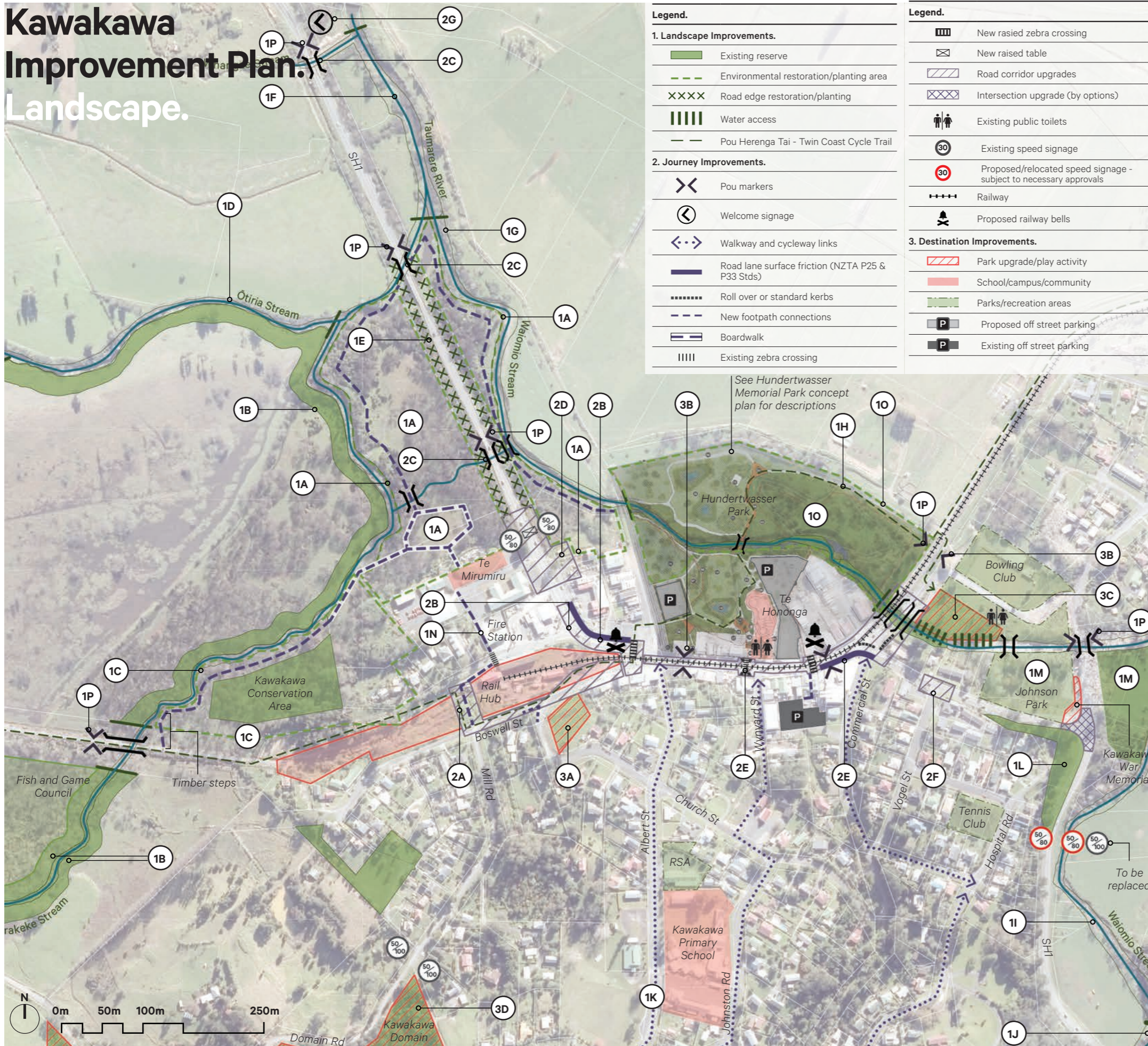
Improvement Plan.

Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape Environment and ecology, Markers artwork and wayfinding, Ease of pedestrian movement, Cycling and trails.	Improve	Street walk south side of Kawakawa - various streets including Albert St, Domain Rd, Settlement Road, Greenacres Dr, Johnson St, Wynyard St, Commercial St, Hospital Road, Bowen St, Commercial St.	Approx 4.5km walk on roads south of Mainstreet. Wayfinding signage and key intersections (allow 20 wayfinding bollards) Interpretative signage x 4, furniture 4 x seats, Signage indicating route is shared with pedestrians (Allow 10, 1 per road). Allowance for weed maintenance and planting (100m ²) to terms associated with wayfinding signage.	3C	Investigate/Design Prepare concept plan for walkway linkages, wayfinding marker locations, areas where specific off road refuges are required (if any), weed management and minor planting (allow 100m ² ground covers and 20 no 150l specimen trees). Design for wayfinding, online and physical brochures for distribution. Implement Install 50% of wayfinding suite and all planting described above.	Implement Install remaining wayfinding suite. Weed maintenance.		Potential safety risks from walking on road - however roads are low volume and semi- formalise existing community walking routes
Landscape: Environment and ecology" Journey Roading safety and speed management	Improve	SH1/SH11 intersection	Weed clearance and bank planting. High level estimate only nom 2125m ² . weed clearance, replanting, maintenance. Coordinate with NZTA upgrades of SH1/SH11 intersection if/where intersection project moves forward.	1m	Partner Form stakeholder partnerships - NZTA, Ngāti Hine, Kawakawa residents. Investigate Cultural narratives and ecological background potentially guiding planting design and informing brief for NZTA designers should intersection upgrade go ahead	Pending NZTA timeframe if any	Pending NZTA timeframe if any	NZTA funding for intersection upgrade - required to supply engineering expertise addressing bank stability issues and funding for soil remediation and planting.
Landscape: Environment and ecology, access to water Destination Play, sports and events, visitor facilities	Improve	Johnson Park SH1/SH11 intersection	Removal of large exotic trees in primarily War Memorial Park and replanting with appropriate native specimen trees. Allow to remove up to twenty no. approx 25m high poplar or similar species	1l	Investigate/Design Prepare landscape concept plan indicating trees to be removed and proposed replanting plan. Undertake arboricultural assessment Implement Remove trees 10 no. (felling/chipping) to Johnson Park area abutting Kawakawa War Memorial Car Park. Replant.	Implement Remove 5 trees (felling/chipping) to Johnson Park area Bowling Club side Waiomio Stream Replant.	Implement Remove 5 trees (felling/chipping) to Johnson Park east of SH11. Replant.	Health and safety related to tree removal. Community reaction to change Loss of summertime shade
Landscape. Ease of pedestrian movement, Cycling and trails	Create - Improve	Fire Station, Station Road. Ngāti Hine (Northcorp Land). Rear yard.	Build on rail yard cycleway crossing. Establish connection through rear of fire station to Ngāti Hine building rear car park. Designate walkway through car park and connect to Te Mirumiru. Requirements: Pedestrian crossing Station Road from existing footpath to rear of Fire Station, path connection 56m to Ngāti Hine Hineamaru car park (earthworks/formation, base course, concrete path 500mm high retaining wall, shallow doc type timber drain to path edge connecting to approx 5mx5m planted soakage in grassed area by Hineamaru carpark), painted surface NH car park 50mx2.5m through to Te Mirumiru connection. include 4m x 2.5m concrete path through existing Te Mirumiru garden bed to connect to existing path.	2A, 1A	Partner/Investigate Stakeholder discussions FNDC, Ngāti Hine, Fire and Emergency NZ (Kawakawa). FNDC traffic assessment and crossing from existing footpath to Firestation rear yard. Health and Safety assessment addressing impacts on fire operations including any mitigations. Design Preliminary design - stakeholder review and signoff Landowner approvals Detailed design	Implement Construction of pedestrian crossing Station Road from existing footpath to rear of Fire Station, path connection 40m to Ngāti Hine Hineamaru car park (earthworks/formation, base course, concrete path), painted surface NH car park 50mx2.5m through to Te Mirumiru connection.		Health and safety issues relating to fire station operations make proposal unfeasible Traffic assessment precludes road crossing location

*Items excluded from costings

Kawakawa Improvement Plan. Landscape.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

New raised zebra crossing

New raised table

Road corridor upgrades

Intersection upgrade (by options)

Existing public toilets

Existing speed signage

Proposed/relocated speed signage - subject to necessary approvals

Railway

Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
LANDSCAPE.		
10	Cycle Link Hundertwasser Park	Identify with Landscape. Te Papa Pāororo - the echoing wetlands Healthy awa, a celebration of water and flow
1P	Pou Markers	Identify with Landscape. Te Papa Pāororo - the echoing wetlands Markers in landscape and linked up trails

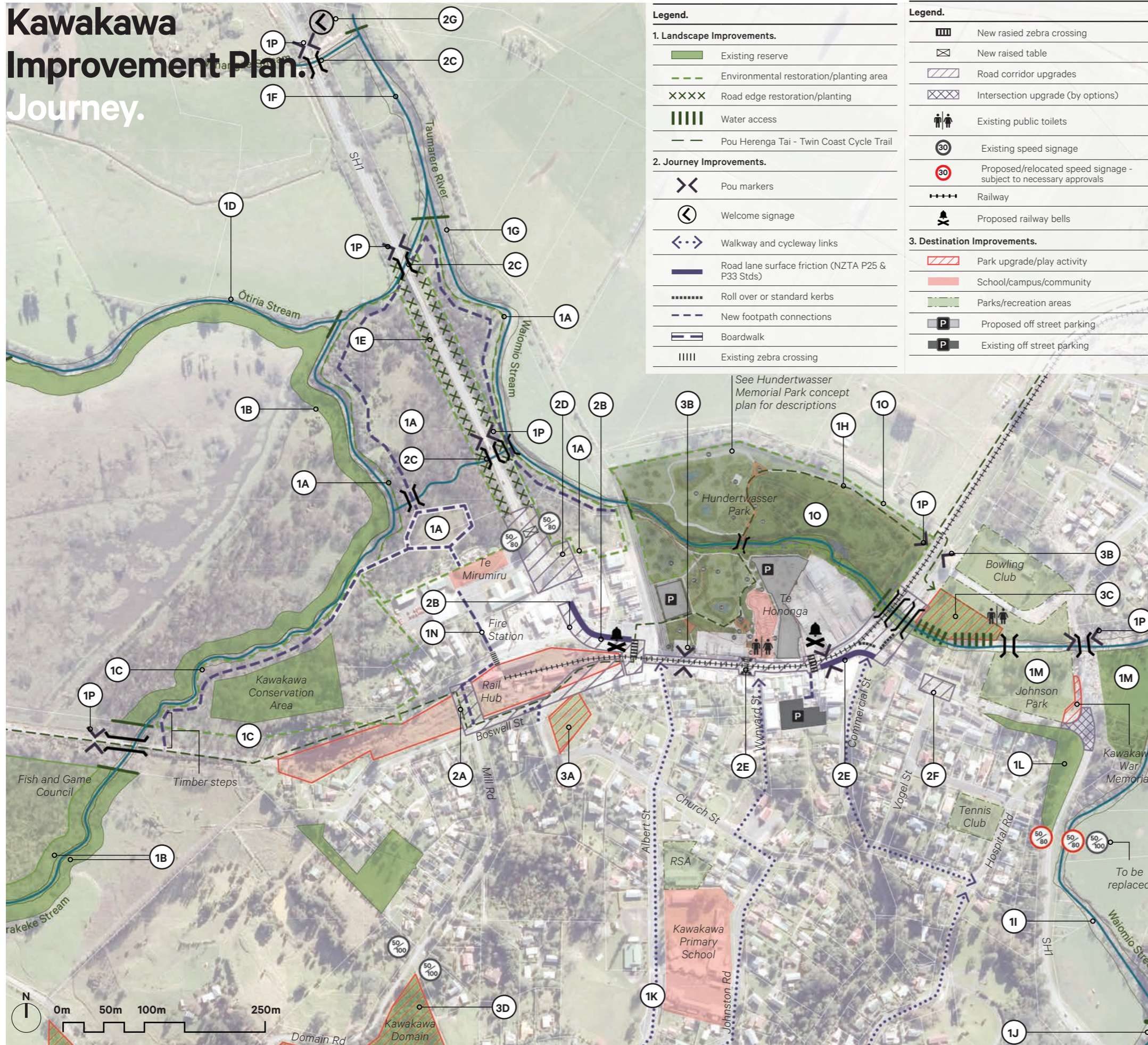
Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape. Environment and ecology, Ease of pedestrian movement, cycling and trails	Momentum	Rural production land parcels bounded by (least) SH1, (West) Rail corridor, (South) existing commercial area (North) and/including Bridge Street paper road. Refer Hundertwasser Park Concept masterplan	Cycle Link Connection to Pou Herenga Tai / Twin Coast Cycleway. Compacted aggregate cycle path to match Kawakawa - Opuia cycleway paths -240m x 3m timber boardwalk 575m ² 125m ² bridge (seamless with Boardwalk Concrete Path - 175m x 3m. this route connects to cycle parking and then to Old Whangae Road. Deck landing area not included. All other paths shown on HWMP Concept Masterplan not included. Soft works and furniture bike stands not included.	1H, 2B,	Partner/ Investigate/Design Design development of cycleway connection as component of the masterplan. Detailed design and building consent (resource consents where necessary), structural design boardwalk, and bridge. Implement Establish permanent aggregate path connection from cycleway/rail corridor to boardwalk. Consider extension to Old Whangae Road (this section not included in estimates).	Implement Timber boardwalk/bridge physical works. Concrete path connection to Te Hononga and Old Whangae Road		Bridge and boardwalk section cost prohibitive (geotech and flood assessment impact) and therefore delayed
Landscape: Markers, artwork and wayfinding Journey: Thresholds and gateways	Create	Three Bridges SH1, SH11 bridge at Johnson Park, Cycleway Bridge Waiharakeke Stream, Cycleway Entrance to Hundertwasser Park	Pou acknowledging Te Papa Pāororo - the echoing wetlands as a traditional foodbasket of the Kawakawa area, its connection to Taumārere and therefore to the wider landscape of Northland. Pou at road and cycleway entrances in conjunction with the waterways reiterate the ahi ka-roa (long living presence) of Ngāti Hine in Kawakawa and could reference the origins of the town and the association with Kawakawa rock after which the town is named. Pou on the State Highway contribute to speed management through providing edge definition. Pou should be sensitively located with consideration to bridges and other structures and should be of sufficient scale to provide the intended presence and identity of place. It is envisaged that State Highway pou will be placed behind existing armco W barriers.	2G, 3B	Partner/Investigate Ngāti Hine lead process partnering with NZTA and FNDC with input from the Kawakawa community. Kaumātua kōrero to artists, designers and coordinators and appropriate mātauranga Māori process. Consider how Pou narratives connect with other Ngāti Hine and Kawakawa community artistic interventions in the public realm and how if appropriate they connect to overall narratives such as Kaitiakitanga and ahi ka- roa (for example). Design Undertake artistic design of 6no. signifcant approx 5m pou for SH1 Threes Bridges area and 2 no. signifcant approx 5m pou for SH11 bridge area. Undertake artistic design of 4 no. signifcant 3m pou for cycleway entrances. All height measurements are above ground. Consider materiality including modern material and constnction technics if considered appropriate. Construct Artist or (artist group plus assistants) construction of pou and instalations. Allowance for appropriate blessing/ opening ceremony.			Availity of artists with sufficient expertise to execute - e.g. carvers busy Timeframe may extend to mid period due to complexity of work.

*Items excluded from costings

Kawakawa Improvement Plan.

Journey.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

- New raised zebra crossing
- New raised table
- Road corridor upgrades
- Intersection upgrade (by options)
- Existing public toilets
- Existing speed signage
- Proposed/relocated speed signage - subject to necessary approvals
- Railway
- Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Number	Name	Vision statement	Key design move
JOURNEY				
2A		Cycleway Rail Crossing, Boswell St and Gillies St to SH1 walkway establishment and upgrade.	Slow the Journey - weave the threads	Direct the strands and manage flow
2B		Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.	Slow the Journey - weave the threads	Direct the strands and manage flow
2C		Three Bridges speed management - Hundertwasser themed painting or similar treatment.	Slow the Journey - weave the threads	Unlock natural gateways
2D		Speed management - provide edge definition - planting and/or buildings, signs - raised threshold.	Slow the Journey - weave the threads	Direct the strands and manage flow

Improvement Plan.

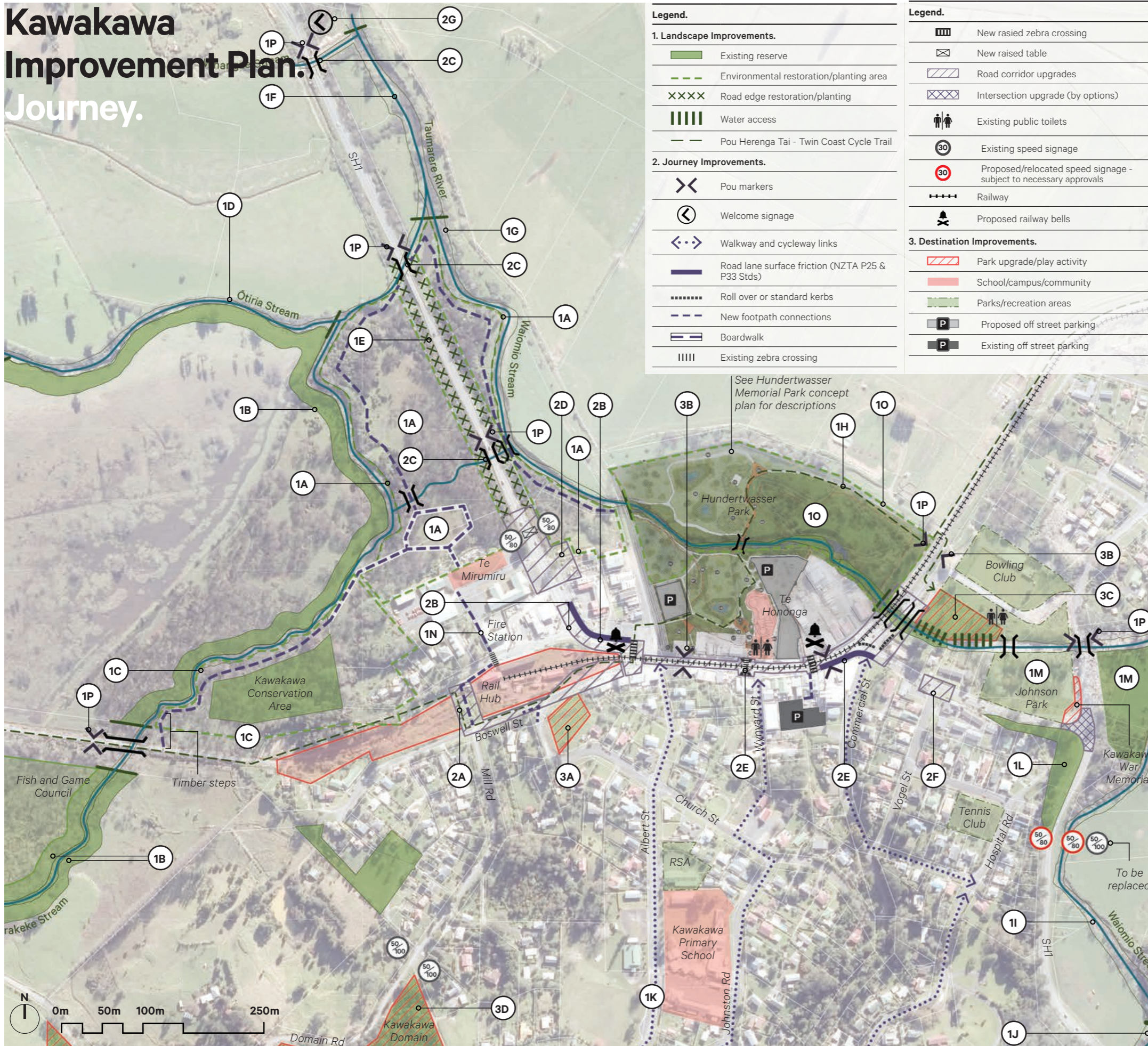
Journey.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe	Key risks		
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years) Mid (3-5 years) Long (5-10 years)			
Journey pedestrian crossing & footpath upgrade	Create	Rear yard Rail Hub between Station Road and Boswell St/Gillies St	New Path Boswell St to Rail line 15-20mx2.5m concrete/ 6kgm3 black oxide Yard Rail Line crossing. Concrete /6kgm3 black oxide swing barriers to path - custom design - local artist brief Timber ramp connection to station road -non slip surface, timber architectural handrail. Artwork/ sculpture Ngāt Hine artist brief Boswell Street - widen current footpath to include cyclists, extend to meet railway crossing - 200m x3m wide concrete 6kgm3 black oxide. Redesign street layout to accommodate angle parking and school bus parking (St Johns side). Amenity planning and build out bed preparation 100m ² , 6 x 150 l street trees, street lighting.	1N, 1E, 2B,	Partner/ Investigate FNDC and stakeholder meetings Design Design and approvals, consenting (building/ resource) where necessary. Artist briefs. At pre-implementation phase, further consider the various safer system intersection treatments that could apply to the intersection of Station Road east and State Highway 1 to support the township plan. It is a wide T-intersection on the outside of a bend beside a busy Caltex Service station with accesses close to the intersection, with potential for vehicle conflicts	Construct 15-20mx2.5m concrete/ 6kgm3 black oxide Yard Rail Line crossing. Concrete /6kgm3 black oxide swing barriers to path and timber ramp connection to station road -non slip surface, timber architectural handrail. Boswell Street - widen current footpath to include cyclists, extend to meet railway crossing - 200m x3m wide concrete 6kgm3 black oxide. Construct street layout to accommodate angle parking and school bus parking (St Johns side). Amenity planning and build out bed preparation 100m ² , 6 x 150 l street trees, street lighting.	Safety - conflict with occasional relocation of rolling stock. correct training and use of barriers-risk medium - injury severe	
Landscape. Cycling and trails, Ease of pedestrian movement Journey. Roading safety and speed management	Improve	Old Whangae Road and Gillies Ave intersection with SH1	New Pedestrian/cycle crossing. a) realign Old Whangae Road closer to Hunter Star Tavern. b) establish new raised zebra crossing from green island near rail switch to west side existing car charging buildouts and friction treatment to approaching south bound lane (approx 100m) to NZTA P25 & P33 Stds c) rationalisation parking outside four square (allowing for deliveries etc) d) pedestrian and cycle rail crossing - to Four Square carpark. Remove 5 existing angle parks and provide 20m x 2.5 wide raised concrete (black oxide, broom finish) footpath. Road marking to reinstate 2 parallel parks, Rail crossing warning sign (rail style) and warning bell.	1E, 3B	Partner / Investigate NZTA, FNDC, Rail Trust, Cycleway Trust and stakeholder engagement. Traffic assessments Design/Consent Design and approvals. Consent where necessary	Implement Tender Construction Review useage	Insufficient sight lines for establishment of crossing in this location. Considered by Traffic engineer to be worth further investigation	
Journey - Roading safety and speed management, Thresholds and gateways	Improve	Three Bridges (hump bridges on SH1 immediately north of Kawakawa)	Cleaning and painting of each of the three bridges to make them obvious to drivers and cue speed reduction. For a longer lasting solution investigating a durable vinyl wrap such as is used on boats could be investigated. Design to consider NZTA speed threshold design standards, to support speed management thresholds. Further development required in the pre-implementation phase after the Speed Management Review Project has been completed. Consider alternative speed management designs to inform drivers of the safe and appropriate speeds at the pre-implementation phase.	1E, 1P, 2G	Partner Investigate NZTA and KHCP and stakeholder meetings Traffic assessments, heritage assessments Design Design and approvals, consenting (building/ resource) where necessary. Tender Construction TRaffic management, bridge substrate cleaning, application of paint or vinyl wrap alternative.	Maintenance Light clean to beidge paintwork	Maintenance Light clean to beidge paintwork	Safety during construction - Traffic management plan to mitigate
Journey. Roading safety and speed management, Thresholds and gateways	Improve	Opposite Ngāti Hine Health Trust	Interventions in two parts to reduce the perceived and physical ability to speed comprising of; A) Specimen trees to edge to add vertical scale (edge friction and reduce perceived ability to speed. Raised threshold to both lanes at signed speed change with specific geometry to reduce heavy vehicle noise. B) change built form density rules on commercially zoned land abutting SH to allow higher buildings to be built closer to road reducing the perceived ability to speed.	1 A, 1E,1P, 2C	Partner and Investigate NZTA, NZTA, FNDC and stakeholder meetings Traffic assessments Design Design and approvals, consenting (building/ resource) where necessary. Implement Construction of raised threshold, specimen tree planting to Ngāti Hine carpark berm (4no. 150l) and another 4 no. 150l to southbound road edge adjacent to existing tree. (note plan change initiatives not priced) Allowance to rationalise driveway access to existing southbound businesses Provisional allowance for Armco type barrier to enable tree planting adjacent State Highway (100m)			Specimen Tree in proximity to State Highway

*Items excluded from costings

Kawakawa Improvement Plan.

Journey.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

New raised zebra crossing

New raised table

Road corridor upgrades

Intersection upgrade (by options)

Existing public toilets

Existing speed signage

Proposed/relocated speed signage - subject to necessary approvals

Railway

Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY.				
	2E	Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.	Slow the Journey - weave the threads	Direct the strands and manage flow
	2F	Vogel St/SH1 turning to/ from hospital - road marking/ surface treatment.	Slow the Journey - weave the threads	Direct the strands and manage flow
	2G	North and South gateway signage - before Three Bridges and Waioimio (near Oyster Shop).	Direct the strands and manage flow	Unlock natural gateways

Improvement Plan.

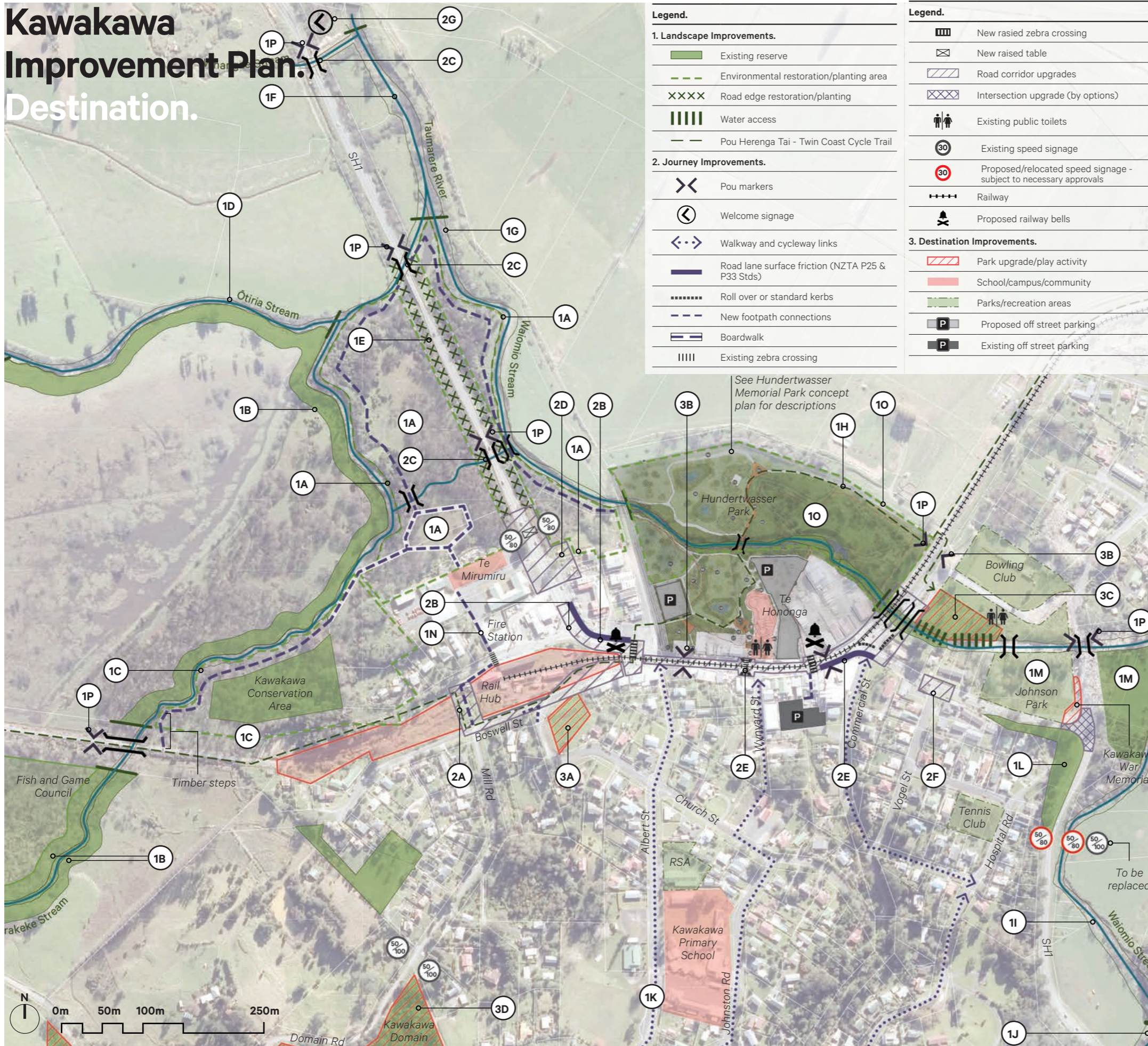
Journey.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe	Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years) Mid (3-5 years) Long (5-10 years)	
Journey - Roading safety and speed management Landscape Ease of pedestrian movement	Change	Mainstreet Kawakawa Road corridor from approx Albert St intersection to Queen St intersection. Gillies Ave extension unmarked area to Johnson Park. Reduced speed affected by new raised crossings at either end of mainstreet.	Remove zebra stripes at existing mid block crossing, retain existing Hundertwasser buildouts, add Hundertwasser seat at end of each buildout to prevent casual access to road corridor (this is an alternative to signalised crossing or manual Kea style crossings). Install new raised zebra crossing where shown opposite Baptist Church (connecting to existing laneway) and to Elaines Cafe on the opposite side. Provide new railway style crossing sign with warning bells near to new zebra raised crossing. Refresh rail medium area with new coloured friction surface to NZTA P25 Standard and P33 Standard (allow for existing length of coloured medium section (nom 250m). Establish footpath with roll over kerb outside Carters (to allow access) define road edge and to provide pedestrian access to Johnson Park. *Resurface road with paving treatment next to Carters. Provide vehicle entrance to enter Gillies Ave extension area for bus parking and provide line marking to indicate pedestrian priority. Connect to new footpath from Johnson Park Pedestrian Bridge (forms east side of vehicle entry) road marking / bus parking delineation. Upgrade to existing picnic and amenity area including new bespoke concrete 'Hundertwasser' retaining system and artwork, new Hunderwasser style bespoke seats to match those currently on mainstreet, vibrant artwork (painting or sculpture), planting renewal.	2A, 2B	Investigate/Partner NZTA and KHCPT and stakeholder meetings Traffic assessments Design design and approvals, consenting (building/resource) where necessary. Consider vulnerable road users on rail bridge. Further development required at pre-implementation phase with input from NTA and confirm against the safety case. *Consult with a Rail Specialist to identify safe and appropriate methods to manage the rail corridor within the road corridor and should be developed at pre-implementation phase. Tender Implement Construction of all elements as described.	Tourists continue to step out into road corridor to photograph Hundertwasser toilets Informal road crossing increase in the vicinity of Hundertwasser toilets - however observation is that there are a high occurrence of informal road crossings currently occurring.
Journey Roading safety and speed management	Improve	Vogel Street intersection with SH1.	Surface treatment (line marking or other) to prioritise turning traffic to and from Hospital at the Vogel St intersection, particularly through tourist season.	2E	Partnerships / Investigate Undertake feasibility study, include Ngāti Hine and Kawakawa community in design process, liaise with NZTA for guidance and network approvals. Design Commission design and artwork for signage, utilise local input where possible.	May exacerbate traffic flow issues in peak season - however this risk is noted without benefit of a traffic assessment
Journey Thresholds and gateways, directions and sign posting Landscape Markers, artwork and wayfinding	Create	Entrance/welcome signage on State Highway 1. North -north side of North Bridge South - at current i 2km sign south of Oyster Shop	Substantial welcome to type signage a) north of three bridges and at Waiomio in the vicinity of Bay Of Islands Oyster shop. North - north of North Bridge behind existing armco barrier. Design with consideration to 3B - co locate/integrate to reduce visual clutter but should not diminish the integrity of 3B Pou. Design with community nominated artist input and consideration to southern welcome signage (common themes) South - near to Oyster Shop (SH1 closer to Kawakawa deemed to be unsafe by workshop participants). Design with consideration to north signage and 3B. Locate to avoid creating visual clutter therefore location at the existing i 2km sign on the straight before the Oyster Shop is suggested. Frangible signage required (crumples easily in the event of vehicle impact) or armco type vehicle barrier required.	2C, 3B	Partnerships / Investigate Undertake feasibility study into signage locations and necessary network approvals. Design Design signage in conjunction with artist inputs. Implement Physical works to install signage"	Safety risks as noted due to vehicle impact. Potential for visual clutter for signage if relationships with other signage, power pole, lights, artworks or structures is not carefully considered.

*Items excluded from costings

Kawakawa Improvement Plan.

Destination.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

New raised zebra crossing

New raised table

Road corridor upgrades

Intersection upgrade (by options)

Existing public toilets

Existing speed signage

Proposed/relocated speed signage - subject to necessary approvals

Railway

Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
DESTINATION		
3A	Bob Thomas Park and play space upgrade.	Coming to Life - Te Hononga, join and connect Inclusive spaces for visitors and community
3B	Mainstreet Pou and bridge artwork expressing Ngāti Hine through art.	Coming to Life - Te Hononga, join and connect Vibrancy, variety, events and activation

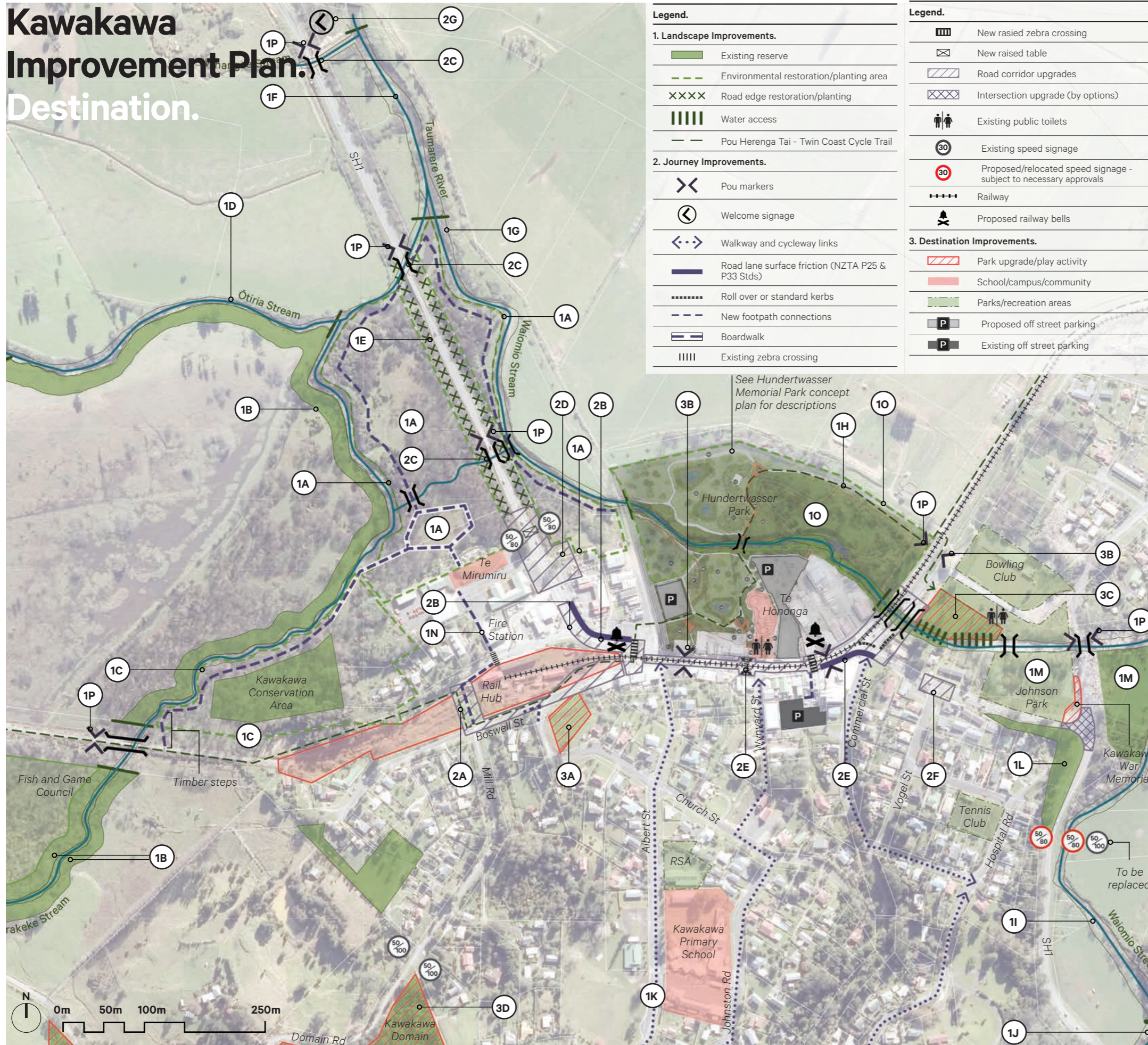
Improvement Plan. Destination.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
u								
Destination - Play, sports and events, Experience, identity, community and business	Improve	Bob Thomas Park cnr Gillies and Church Streets	Largely grass bank with low key/worn play equipment. Opportunity to incorporate into rail experience through potential rail themed park. Upgrade playground to destination playground that becomes an attractor for visitors (both passing through or short stays), local and regional playground users and with significant reputation beyond Kawakawa. Develop walking links to Gillies Ave, Rail Hub and cycle trail. Improve the legibility of the park by providing a feature entranceway, as well as secondary entrance to Church St. Provide drinking water and electric bbq and semi bespoke picnic furniture, provide sensitively located toilet (co located with cycle trail therefore near Gillies Ave entrance) so that users do not impact on Rail hub facilities. Provide shade structure, native specimen tree planting, native ground cover planting. Include local artwork within park upgrade - consider art at entrances and within park.	2A	Partnerships / Investigate Ngāti Hine, Rail Hub and local community input - enquiry by design process involving local schools to establish theme and style for semi bespoke play park upgrade. Design Prepare concept masterplan to resolve spatial layout for playground and play elements, path connections, park furniture, shade structures, entrance way, toilet and planting. Undertake semi bespoke playground detailed design for all elements with community input	Implement Construction of all elements of Bob Thomas Park and playspace upgrade including playground and play elements, path connections, park furniture, shade structures, artworks, entrance way, toilet and planting.		Location of toilet requires sensitive design as park is in a prominent corner - risks being an eyesore if not designed and fitted to the park well. Potential to become an after hours hangout zone (public drinking)
Destination Experience, identity, community and business Landscape Markers, artwork and wayfinding	Create	Cycleway Bridge Waiharakeke Stream, Cycleway Entrance to Hundertwasser Park, Mainstreet	Increase Ngāti Hine representation on the mainstreet. Interventions to recognise Ngāti Hine ahi kā-roa and living history and form a heritage trail. In addition to art/design may take the form of food, walking tours, whanau based events, storytelling and similar initiatives. Within mainstreet allow for streetscape surface remediation and upgrade works in conjunction with four pou proposed of approximately 80m ² per pou (with potential to aggregate) expressing Ngāti Hine identity and to be integrated into existing streetscape. Include interpretative signage or other interpretation techniques such as QR and digital. Painted artwork to bridge balustrades for two bridges connecting to Johnson Park (pedestrian and rail) and one bridge within Johnson Park. Paint treatment also Waiharakeke Stream cycle bridge. Allowance also for painted artwork to SH 11 Bridge balustrades.	1 M, 1P, 2E, 3C	Partnerships / Investigate Ngāti Hine and local community input - Kaumātua kōrero to artists, designers and coordinators. Consider how all Pou and streetscape surface design works may link together as part of an overall narrative and heritage trail (where pou are accessible) and what other visitor industry initiatives could be aligned. Design Integrated design for Pou joined up narrative and street grade surface upgrades and interpretation. Implement Commission four Pou for mainstreet area include 320m ² of surface treatment upgrade in association with pou along with interpretative signage and the like. Allow for appropriate Ngāti Hine input during implementation and blessings/opening. Painted artwork to bridge balustrades for two bridges connecting to Johnson Park (pedestrian and rail) and one bridge within Johnson Park. Paint treatment also Waiharakeke Stream cycle bridge. Allowance also for painted artwork to SH 11 Bridge balustrades.		Safety on network - pou behind existing barriers on SH where outside of mainstreet. More extensive mainstreet footpath surface upgrade than currently allowed for	

*Items excluded from costings

Kawakawa Improvement Plan.

Destination.



Legend.

1. Landscape Improvements.

- Existing reserve
- Environmental restoration/planting area
- Road edge restoration/planting
- Water access
- Pou Herenga Tai - Twin Coast Cycle Trail

2. Journey Improvements.

- Pou markers
- Welcome signage
- Walkway and cycleway links
- Road lane surface friction (NZTA P25 & P33 Stds)
- Roll over or standard kerbs
- New footpath connections
- Boardwalk
- Existing zebra crossing

Legend.

New raised zebra crossing

New raised table

Road corridor upgrades

Intersection upgrade (by options)

Existing public toilets

Existing speed signage

Proposed/relocated speed signage - subject to necessary approvals

Railway

Proposed railway bells

3. Destination Improvements.

- Park upgrade/play activity
- School/campus/community
- Parks/recreation areas
- Proposed off street parking
- Existing off street parking

Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
DESTINATION.		
3C	Johnson Park youth focus upgrades - establish skatepark and youth 'play' space.	Coming to Life - Te Hononga, join and connect Inclusive spaces for visitors and community Vibrancy, variety, events, and activation
3D	Kawakawa Domain destination upgrades - walking, cycle trail, sports, events.	Coming to Life - Te Hononga Inclusive spaces for visitors and community

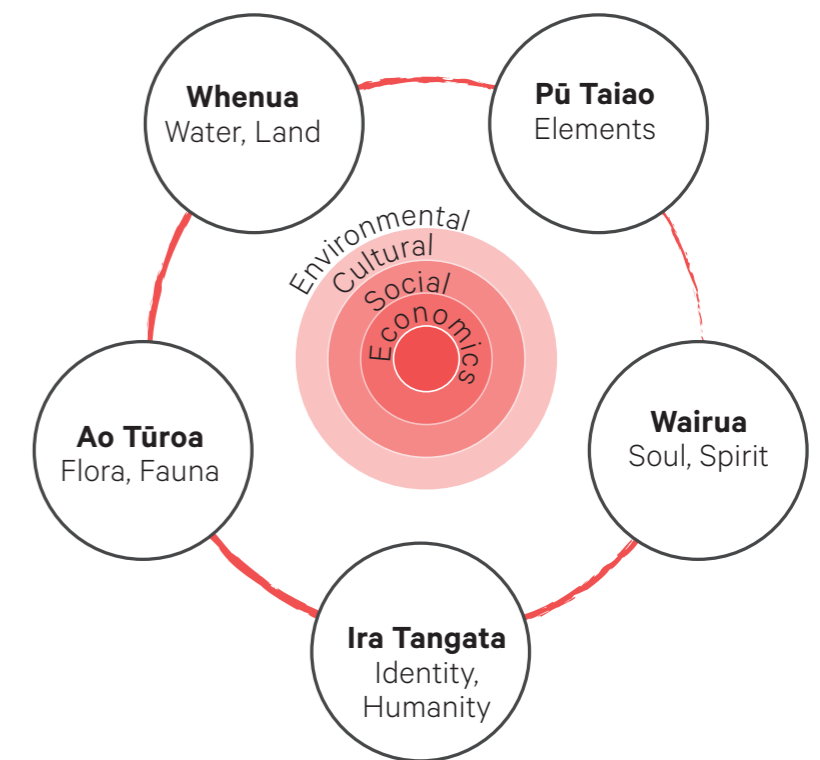
Improvement Plan. Destination.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Destination Play, sports and events, Gathering places Landscape Access to water	Improve	Johnson Park, Waiomio Road and Railway Road	Redevelop Johnson Park to include facilities for youth including street style skate park, and basketball court. Redevelop playground to accommodate wider agree range - preschool through to youth and express unique Kawakawa identity in the design. Provide awa (stream) access structure at Johnson Park for kayaks and waka. Provide art work and sculpture showcasing Ngāti Hlne and other narratives.	1M, 2E	Partnerships/ Investigate Stakeholder engagement FNDC, Ngāti Hine, Youth, KHCPT. Design Johnson park master plan preparation - scope and extent of skatepark, basketball facility including super graphics for both. Include awa access and culturally appropriate furniture (avoiding tables as seats) and planting. Design child and youth playgrounds as separate but thematically integrated facilities - consider an expanded vision of play including nature place and facilities for adults. Explore the opportunity to be informed by Ngāti Hlne kaumātua kōrero for design ideas as well as Hundertwasser flavour. Include user input into design process for skatepark and basketball court to ensure designs meet user needs and expectations and are suitable for local abilities. Design water access structure allow 10m wide timber deck plus 3m wide steps, 4 m elevation change and top of bank path connection.	Implement Construct Skatepark and basketball court with input from local youth stakeholder representatives in key design elements. Noting that skate park construction is specialised ensure local workers are included in in the contractors team for upskilling and work experience benefits.	Implement Child to youth playground construction, semi bespoke playground include local artwork component and nature/landscape play elements to integrate play facilities to landscape recognising the unique Kawakawa point of difference. Construct water access structure allow 10m wide timber deck plus 3m wide steps, 4 m elevation change and top of bank path connection.	Flood plain issues - risk of flooding Suitability for civil physical works - stability of ground adjacent stream (assumed to be similar to Te Hononga)
Destination Play, sports and events, gathering places, visitor facilities	Improvement carry momentum	Kawakawa Domain	Activate the existing Domain including walking, cycle trails , earth mound pump track and fitness trail, as well as upgrade to host sporting and cultural events such as Ngāti Hine festival including the provision of water, power and compost toilets. Create clear legible entrance ways with artwork, interpretative sigage/artwork and planting as well as wider restoration planting to the Domain site.	1K	Coordinate with Ngāti Hine, FNDC, Kawakawa community. Yr 1.Prepare concept masterplan brief /award/approve. Yr2-3 500m path connections each year vegetation clearance - CPTED Restoration planting (Nom 300-500m ²) Vegetation maintenance	Entranceway design and physical works. Secondary entrances Albert St and Mill St. Finalise cut path if any remaining construct pump track (earth mounds) Restoration planting (Nom 300-500m ²), Compost Toilets watering point/drinking tap Albert St entrance electrical connection (events)	Fitness trail, remaining planting, interpretative signage Restoration planting (Nom 300-500m ²) vegetation maintenance art/sculpture commissioning and construction	CPTED Safety (injury) Emergency vehicle access

*Items excluded from costings



5. Mauri. Measures, Benefits and Outcomes.



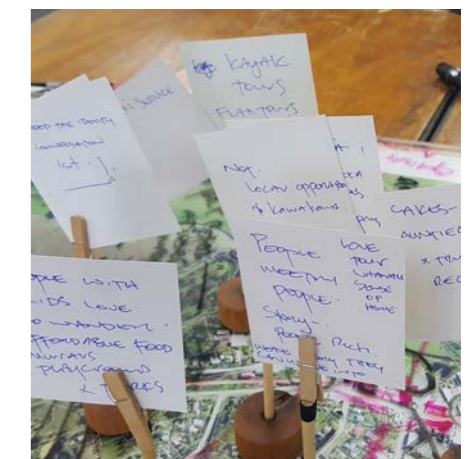
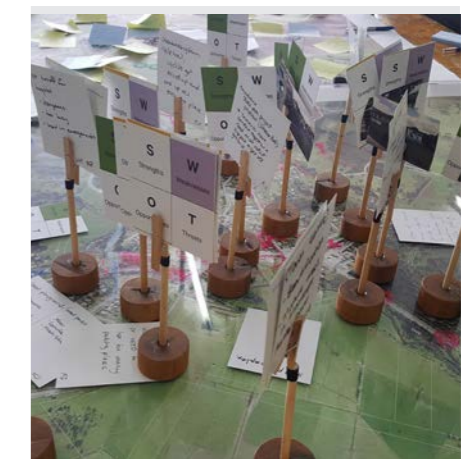
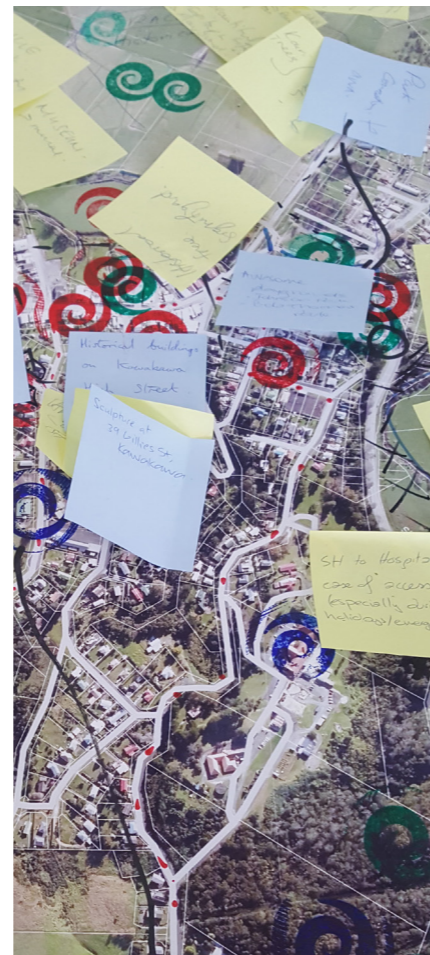
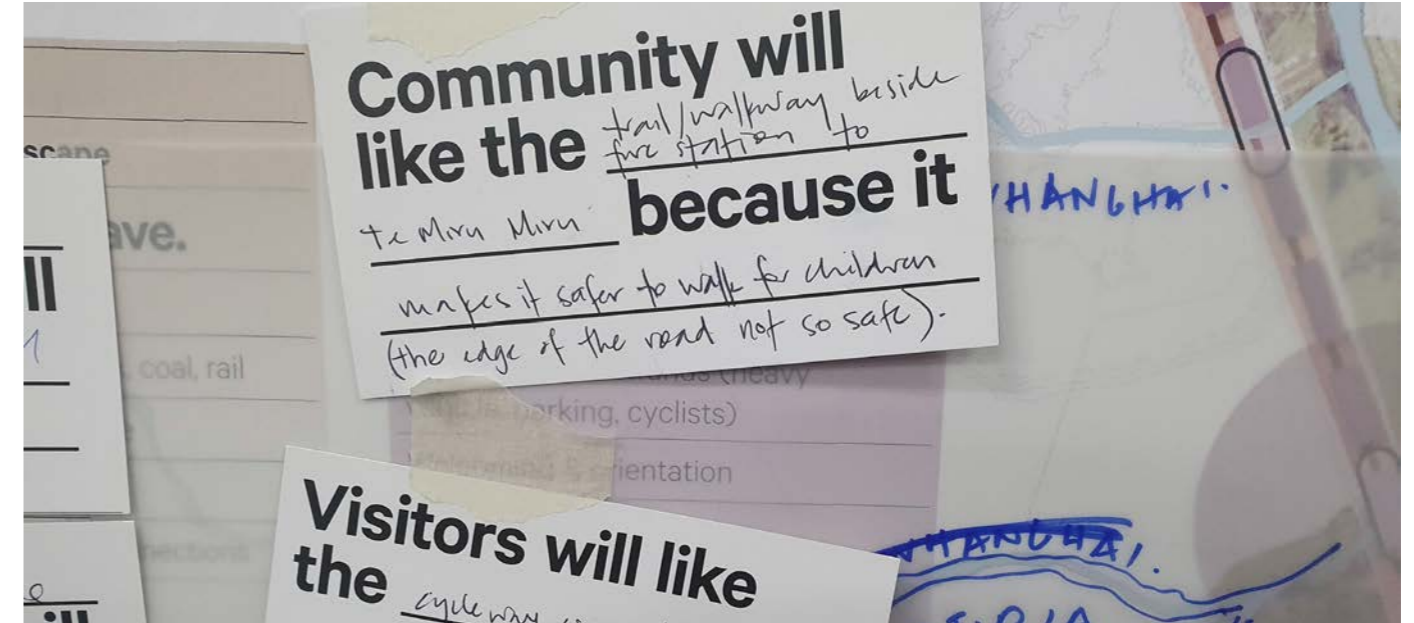
Mauri. Measures and Benefits.

Process For Refinement of Options, and Assessment of Benefits.

This chapter of the Township Plans provides a matrix of the Mauri measures and benefits which each of the Township Plan initiatives or projects are assessed against. The measures are set out as two types of criteria. Those that reference to the Twin Coast Discovery Route (TCDR) Programme outcomes and objectives and include an IAF low cost, low risk assessment for National Land Transport Fund and Provincial Growth Fund (PGF) eligibility; and those that relate to community and place-based values created through the Kaupapa and Mauri frameworks developed for this project during the Urban landscape Design Framework (ULDF) phase of the Township Plans project. Further explanation is provided for the interpretation of each measure in the key.

Each of the project specific benefits and measures were filtered, themed and grouped in the Enquiry by Design process to help refine the Project Improvement options and define the priorities for each township. Prioritisation principles were developed using the outcomes and benefit measures, and to rank the toolkit of improvements under the themes of Journey, landscape and Destination. This provided a sense of what weighting was given to particular outcomes in each township.

Final assessments were completed by the Township authors, but informed by the process and calibrated across the townships collectively. The projects are rated high, medium or low in response to these criteria with comments. This predominantly qualitative rating is appropriate on the basis of the level of information available.



Mauri.

The following are key measures used to assess the benefits of the township improvement projects.

Investment Objectives & PGF Criteria.

Indicative Investment Assessment Framework (IAF). Eligibility Measured against criteria for low cost low risk roading improvements Yes/No

Indicative Assessment against Provincial Growth Fund Criteria for eligibility

Programme Business Case - Measures and Outcomes.

Visitor Nights/ Spend;

Likelihood that interventions, attractions and services will lead to visitors, stopping, staying longer, and spending in the town

Job Creation (Number of Jobs);

Likelihood of directly or indirectly contributing to more local employment. (WEBS process likely to be used at TCDR programme level to see if number of jobs can be estimated).

Upskilling and training opportunities;

Likely an opportunity for upskilling i.e. pathways to employment

Safety;

Speed management and systems that support slow traffic movement through townships supporting place function, and increased safety for pedestrians and cyclists- such as off-road facilities (At TCDR programme level likely to assess KIWRAP Number of kms of road reduced to medium or below collective/ personal risk rating)

Resilience;

Will the intervention reduce flood risk and inundation and promote resilient and natural systems that support sustainable infrastructure and reduced maintenance cost (At TCDR programme level likely to look at number of road closures that would be reduced from the implementation of the project)

New/ Improved walking and cycling infrastructure;

New or improved walking/ cycling infrastructure created by the project, including improved connections between towns and existing trails, or additional loops at a town or regional scale that build on national trails, or facilities that support walking and cycling- such as bike racks and signage

Catalyst/ Momentum/ Function

Catalyst= Project creates new opportunity not currently in the town that will catalyse new growth and positive change.

Momentum= Project grows and carries momentum on and existing project and completes further stages or grows and expands potential for wider reach.

Function = Project improves and changes safety, place and function to meet base needs in order for town to flourish

Kaupapa Matrix

(Refer to table opposite). Intended to be used as a way of weaving together outcomes and seeing a well crafted, holistic outcome at the end.

Mauri





Whenua- land and water Ao Turoa- Flora/fauna: Resilience, Environmental awareness, kaitiakitanga, connection, character, beauty, environmental health

Ira Tangata- identity and humanity: Cultural identity, Sense of place, awareness, self determination, pride and spirit

Wairua- soul and spirit: Belonging, community empowerment, creativity, safety, partnerships, health, aroha, comfort, equity/ equality, social cohesion, fun

Pū Taiao -Attractions, visitor stay and spend, trail experience, information, ownership, job creation and employment

Kaupapa matrix.

Theme	Description/relevance
Welcome/ farewell 	The welcome/farewell kaupapa sets up the engagement between the local community (tangata whenua, mana whenua, hapū, whanau) and their visitors (manuhiri, tourist, traveller). In tikanga Māori, the process of welcoming and farewelling is essential and formalised through the process of pōwhiri, which has elements that embed visitors in past, present and place.
Mana <i>Sense of place.</i> 	In the context of this project, mana is to do with the essential qualities of the place, and/or the things that embody that place and make it unique and distinct from other places. These are the qualities that a visitor experience can be built around. The mana of the place is upheld by the community and uncovered by the visitor. Mana can then be maintained and upheld by the visitor as they take memories and experiences with them.
Manaakitanga <i>Meeting basic needs.</i> 	Manaakitanga , meaning hospitality, kindness, and generosity, represents the way in which aspects of a place and its community look after its visitors, making them feel comfortable and setting them up to have positive experiences. Manaakitanga should be seen as a reciprocal relationship between visitor and local, as visitors are expected to show kindness and generosity in return.
Taurimatanga <i>Deeper experiences.</i> 	Closely connected to both mana and manaakitanga, taurimatanga is interpreted as the nature and quality of deeper experience, relationships and connections the visitor finds in a place. Taurima is a way of hosting that goes beyond manaakitanga: it suggests entertaining as well as caring for, and its role in the kaupapa matrix is to guide projects to entertain, engage and educate using the essential aspects, the mana, of the place as their foundation.

Mauri. Measures and Benefits.

Plan reference		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
LANDSCAPE									
1A	Wetland Restoration	No		Medium - will strongly contribute to overall amenity improvement for Kawakawa as well as a Maturanga Maori visitor experience (if/where appropriate) sharing kaitiakitanga principles.	High - restoration/conservation, education and visitor industry, art and design.	High - environmental restoration, horticulture, landscaping, art and design pathways	NA	High - contributing project to Taumāreere River Flood Management works and therefore a reduction in road closures due to flooding.	High approx 1000m of additional walking and cycling proposed
1B	Wetland Restoration	No	High	Medium - project supports the objectives of 1a and will form part of the overall experience, - forms part of a continuous landscape	Medium - project forms part of continuous stream /wetland landscape sequence and therefore supports restoration/conservation, education and visitor industry, art and design.	High - environmental restoration, horticulture, landscaping, art and design pathways	NA	High - contributing project to Taumāreere River Flood Management works and therefore a reduction in road closures due to flooding.	Low - short sections of walking track/ boardwalk are provided but may not exceed more than 0.5km, therefore this measure is scored as low
1C	Wetland Restoration	No	High	Medium - project supports the objectives of 1a and will form part of the overall experience, - forms part of a continuous landscape	Medium - project forms part of continuous stream /wetland landscape sequence and therefore supports restoration/conservation, education and visitor industry, art and design	High - environmental restoration, horticulture, landscaping, art and design pathways	NA	High - contributing project to Taumāreere River Flood Management works and therefore a reduction in road closures due to flooding.	Low - short sections of walking track/ boardwalk are provided but may not exceed more than 0.5km, therefore this measure is scored as low
1D	Stream Restoration	No	High	Medium - supports the overall aspirations of Te Papa Pāororo as a wider environmental restoration project and connects to Moerewa upstream restoration objectives	Medium - support restoration/conservation and ongoing management industries. Similar in nature to adjacent Te Papa Pāororo projects but scope does not broaden to visitor services	High - supports upskilling in landscape restoration, environmental enhancement and maintenance projects	NA	High - contributing project to Taumāreere River Flood Management works and therefore a reduction in road closures due to flooding.	NA
1E	SH1 Corridor Three Bridges – enhancement planting.	No	Low	Medium - contributes to attractiveness and perception of Kawakawa as a destination	Low - relatively small scale job. Work in implementation and ongoing in maintenance.	Low - upskilling opportunities around working within the SH corridor	Medium - planting creates edge friction and therefore contributes to perceptual reduction of the ability to speed.	NA	NA

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
High - Catalyst, due to nature of landholding project can be commenced separate to Taumāreke River Flood Management works (beyond appropriate buffer zone to works) - weed removal, pest control.	Medium - provides significant contribution to environmental enhancement and amenity at key entrance/ exit area.	High - exercise of kaitiakitanga by Ngāti Hine and local community as well as physical presence of restored environment builds reputation, pride and consequently mana.	NA	High - very real opportunity to deepen experience of place and experience of Ngāti Hine culture.	High - project restores health of waterway (awa) and extension of whenua.	High - project is an expression of kaitiakitanga and tino rangatiratanga and represents appropriate local decision making models.	High - project provides an opportunity for the community to come together for a positive purpose benefiting the health and wellbeing of the community itself and the local environment.	Medium - project will contribute to visitor stop, stay and spend in Kawakawa as well as significantly broaden the visitor experience offering	Medium
High - momentum -pending NRC flood management assessments indicating likelihood or otherwise of works in this section of the Waiharakeke Stream	Medium - provides significant contribution to environmental enhancement and amenity at key entrance/ exit area.	High - supports exercise of kaitiakitanga by Ngāti Hine and local community as well as physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - very real opportunity to deepen experience of place and experience of Ngāti Hine culture.	High - project restores health of waterway (awa) and extension of whenua. Scored as per 1a as adjacent and continuous landscape feature.	High - project is an expression of kaitiakitanga and tino rangatiratanga and represents appropriate local decision making models. Scored as per 1a as adjacent and continuous landscape feature. Significant levels of Ngāti Hine involvement likely through governance, planning and execution.	High - project provides an opportunity for the community to come together for a positive purpose benefiting the health and wellbeing of the community itself and the local environment. Scored as per 1a as adjacent and continuous landscape feature.	Medium - project will contribute to visitor stop, stay and spend in Kawakawa as well as significantly broaden the visitor experience offering	High
High - contributing project to Taumāreke River Flood Management works and therefore a reduction in road closures due to flooding.	Medium - contributes to ecological enhancement via cycleway approach	High - supports exercise of kaitiakitanga by Ngāti Hine and local community as well as physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - very real opportunity to deepen experience of place and experience of Ngāti Hine culture.	High - project restores health of waterway (awa) and extension of whenua. Scored as per 1a as adjacent and continuous landscape feature.	High - project is an expression of kaitiakitanga and tino rangatiratanga and represents appropriate local decision making models. Scored as per 1a as adjacent and continuous landscape feature. Significant levels of Ngāti Hine involvement likely through governance, planning and execution.	High - project provides an opportunity for the community to come together for a positive purpose benefiting the health and wellbeing of the community itself and the local environment. Scored as per 1a as adjacent and continuous landscape feature.	Medium - project will contribute to visitor stop, stay and spend in Kawakawa as well as significantly broaden the visitor experience offering	High
High - contributing project to Taumāreke River Flood Management works and therefore a reduction in road closures due to flooding.	Medium - contribute to the arrival and departure experience as seen from three bridges area.	High - physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - improves perception and delivers tangible water quality and habitat benefits, these aspects could drive a desire to deepen understanding	High - project restores health of waterway (awa) an by extension of whenua.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community build cultural identity.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community builds social identity and cohesion.	Medium - builds and supports adjacent restoration projects as well as placemaking and perception/reputation projects for Kawakawa that overall support and enhance the likelihood of stay, stop and spend.	High
High - Momentum - builds on adjacent restorative projects	Medium - contributes to beautification of welcome/ farewell experience.	Medium - beautification contributes to perception, pride and therefore uplifts mana	NA	Low - small contribution made	Medium - contribution to wider restoration approach	Medium - contributes to identity in context with adjacent projects	Medium - contributes to identity in context with adjacent projects	Low - though potential in context of other projects	Low

Strength of Project Against Measurement.

Mauri.

Kaupapa Matrix.

Project Business Case.

Investment Objectives.

Overall Benefits Score.

Low

Medium

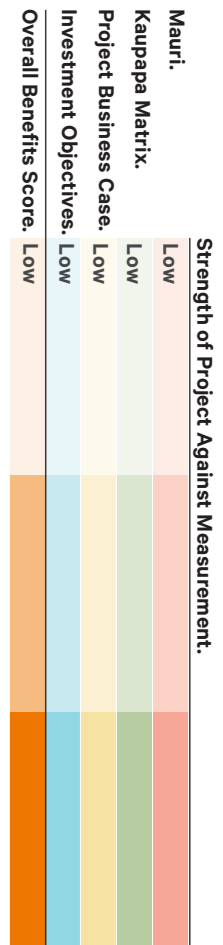
High

Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
LANDSCAPE.									
1F	Stream Restoration	No	High	Medium - contributes to attractiveness and perception of Kawakawa as a destination	Medium - support restoration/ conservation and ongoing management industries. Similar in nature to adjacent Te Papa Pāororo projects but scope does not broaden to visitor services	High - supports upskilling in landscape restoration, environmental enhancement and maintenance projects	NA	Medium - project will natural flood resilience through appropriate bank planting and will support river/stream bank stability. Planting and restoration over and above future engineering works will provide some resilience to road closure.	NA
1G	Stream Restoration	No	High	Medium - contributes to attractiveness and perception of Kawakawa as a destination	Medium - support restoration/ conservation and ongoing management industries. Similar in nature to adjacent Te Papa Pāororo projects but scope does not broaden to visitor services	High - supports upskilling in landscape restoration, environmental enhancement and maintenance projects	NA	Medium - project will natural flood resilience through appropriate bank planting and will support river/stream bank stability. Planting and restoration over and above future engineering works will provide some resilience to road closure.	NA
1H	Hundertwasser Pk (excluding cycleway)	No	Medium	Medium - supports main attraction	Medium - restoration/ conservation	High - landscape restoration	NA	Medium - project will natural flood resilience through appropriate bank planting and will support river/stream bank stability. Planting and restoration over and above future engineering works will provide some resilience to road closure.	Medium
1I	Stream Restoration	no	High	Medium - contributes to attractiveness and perception of Kawakawa as a destination	Medium - support restoration/ conservation and ongoing management industries. Similar in nature to adjoining Te Papa Pāororo projects but scope does not broaden to visitor services	High - supports upskilling in landscape restoration, environmental enhancement and maintenance projects	NA	Medium - project will natural flood resilience through appropriate bank planting and will support river/stream bank stability. Planting and restoration over and above future engineering works will provide some resilience to road closure.	NA
1J	Stream Restoration	No	High	Medium - contributes to attractiveness and perception of Kawakawa as a destination	Medium - support restoration/ conservation and ongoing management industries. Similar in nature to adjoining Te Papa Pāororo projects but scope does not broaden to visitor services	High - supports upskilling in landscape restoration, environmental enhancement and maintenance projects	NA	Medium - project will natural flood resilience through appropriate bank planting and will support river/stream bank stability. Planting and restoration over and above future engineering works will provide some resilience to road closure.	NA

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
High - Momentum - builds on adjacent restorative projects	Medium - contribute to the arrival and departure experience as seen from three bridges area.	High - physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - improves perception and delivers tangible water quality and habitat benefits, these aspects could drive a desire to deepen understanding	High - project restores health of waterway (awa) and by extension of whenua.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community build cultural identity.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community builds social identity and cohesion.	Medium - builds and supports adjacent restoration projects as well as placemaking and perception/reputation projects for Kawakawa that overall support and enhance the likelihood of stay, stop and spend.	
High - Momentum - builds on adjacent restorative projects	Medium - contribute to the arrival and departure experience as seen from three bridges area.	High - physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - improves perception and delivers tangible water quality and habitat benefits, these aspects could drive a desire to deepen understanding	High - project restores health of waterway (awa) and by extension of whenua.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community build cultural identity.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community builds social identity and cohesion.	Medium - builds and supports adjacent restoration projects as well as placemaking and perception/reputation projects for Kawakawa that overall support and enhance the likelihood of stay, stop and spend.	
High - Momentum	Medium - contributes	High - environment reputation	High - environment care = people care	High - education (passive/ didactic)	High - restorative	High - representation, authority, ownership	Medium	Medium	
High - Momentum - builds on adjacent restorative projects	Medium - contribute to the arrival and departure experience as seen from three bridges area.	High - physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - improves perception and delivers tangible water quality and habitat benefits, these aspects could drive a desire to deepen understanding	High - project restores health of waterway (awa) and by extension of whenua.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community build cultural identity.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community builds social identity and cohesion.	Medium - builds and supports adjacent restoration projects as well as placemaking and perception/reputation projects for Kawakawa that overall support and enhance the likelihood of stay, stop and spend.	
High - momentum - builds on adjacent restorative projects	Medium - contribute to the arrival and departure experience as seen from three bridges area.	High - physical presence of restored environment builds reputation, pride and consequently mana.	NA	Medium - improves perception and delivers tangible water quality and habitat benefits, these aspects could drive a desire to deepen understanding	High - project restores health of waterway (awa) and by extension of whenua.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community build cultural identity.	High - the restoration of ancestral awa and landscapes in partnerships with present day owners and the broader community builds social identity and cohesion.	Medium - builds and supports adjacent restoration projects as well as placemaking and perception/reputation projects for Kawakawa that overall support and enhance the likelihood of stay, stop and spend.	

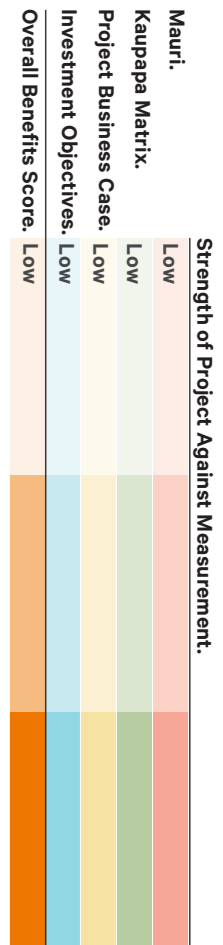


Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes						
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure	
Number	Name	Low, Medium, High	Low, Medium, High							
LANDSCAPE.										
1K	Domain Hikoi/Street Walk -wayfinding.	No	Low	Medium - provides additional activity' attraction	Low - e.g. dog walking, personal trainer	Low - some landscape skill opportunities but scope of work means these are minor	NA - facilities are on road albeit low volume	NA	Medium 4.5km on road (by way of wayfinding)	
1L	Bank Planting SH1/SH11 Intersection.	No	Medium	NA	Medium - civil works and landscaping, highway context	Medium - civil works and landscaping, highway context	NA	Medium- reducing bank steepness planting will reduce the likelihood of slips and subsequent blockage of SH1	NA	
1M	Johnson Park – exotic tree removal and native replanting.	Yes	Low	NA	Low - Arboricultural/landscape	Low - Arboricultural/landscape	NA	NA	NA	
1N	Te Mirumiru to Station Road Fire Station rear yard walkway.	Yes	Low	NA	Low - provides landscape and minor physical works	Low - provides landscape and minor physical works	High- Safety for pre-school children- to and from school	NA	Low- 0.1 km (100m)	
1O	Cycle Link Hundertwasser Park	No	High	Medium - provides additional activity' attraction	Medium - provides landscape and minor physical works	Medium	High- safety- cyclists removed from Kawakawa SH1 main street zone - traffic safety, Pedestrian safety (bikes off footpaths)	Low	Medium - 0.555km (555m)	
1P	Pou Markers	No	Medium	High - improves destination	Medium - work for artists	Medium -possibility to distribute skills/ pass on knowledge	Medium- in conjunction with other initiatives	NA	NA	

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
Medium - momentum - builds on existing unmarked local walk	NA	Medium - contributes through wayfinding and interpretative component	NA	Medium - provides deepening of experience through wayfinding and interpretive signage	NA	Medium - provides deepening of experience through wayfinding and interpretive signage	Medium - improves on an existing informal shared community experience (walking circuit) and create a more focal experience around it.	Medium	
Low - Function- improves safety and amenity	High - amenity and safety improvements	High - environment and amenity as well as safety function are improved as is reputation	NA	NA	High - restores poorly executed landscapes	Low - however local pride is uplifted through repair of a local eyesore	Low - some uplift due to an improved perception	Low - some uplift due to an improved perception	
Low - Function- improves safety and amenity	Low - transitions vegetative experience from exotic to native trees	Low - transitions vegetative experience from exotic to native trees	NA	NA	Low - provides native specimen tree planting	Medium - representation, authority uplifted through native tree replacement of existing exotics.	Low - some uplift due to an improved perception	Low - some uplift due to an improved perception	
High- Momentum - project builds on existing Te Mirumiru project and improves pedestrian safety and reduces accessibility problem, reducing traffic on SH1 and health benefits from walking	Medium-improves pedestrian access to Te Mirumiru and therefore welcome / farewell function	High-pedestrian accessibility reduces spatial isolation of Te Mirumiru and uplifts mana	High -Pedestrian accessibility improvements improve experience for visitors and users alike therefore manaakitanga is improved	Low	Medium -improves connection reduces car dependance, contributes to environmental benefits - noise, carbon, congestion	High - supports Te Mirumiru as a significant contributor to sense of place and cultural identity	Medium - supports Te Mirumiru in this function	Medium - supports Te Mirumiru in this function	
High - momentum - project builds existing cycleway infrastructure and Te Hononga center under construction.	High- Improves welcome/ farewell experience to Kawakawa	High - provision for cyclists, improved experience coupled with Te Hononga center uplifts mana of Kawakawa	High- well being of cyclists is provided for	High - provision for cyclists, improved experience coupled with Te Hononga center provides significant opportunity for Taurimatanga	Medium -improves connection reduces car dependance, contributes to environmental benefits - noise, carbon, congestion	Medium - routing of cycleway as significant visitor provider via Te Hononga will contribute to cultural identity.	Medium - routing of cycleway as significant visitor provider via Te Hononga will contribute to Wairua	Medium - routing of cycleway as significant visitor provider via Te Hononga will contribute to economic uplift.	
High -Create	High - Ngāti Hine identity	High -Ngāti Hine identity	Medium - spiritual well being	High - via artworks	Low	High	High - identity, pride		



Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
JOURNEY									
2A	Cycleway Rail Crossing, Boswell St and Gillies St to SH1 walkway establishment and upgrade.	Yes *excludes artwork	Medium	low	Low	Low	High- safety- cyclists removed from Kawakawa SH1 main street zone - traffic safety. Forms part of overall contribution	NA	Low- 0.26km (260m)
2B	Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.	Yes*Excludes parking	Low	Low - however does improve cyclist experience of Kawakawa	Low - specific jobs not created	Low - limited upskilling due to discrete nature of the job	High- safety- cyclists removed from Kawakawa SH1 main street zone - traffic safety. Forms part of overall contribution	NA	Low approx 50m
2C	Three Bridges speed management – Hundertwasser themed painting or similar treatment.	No	Medium	High contributes reputation/ identity/desire to stay	Medium - short term employment created	Medium - short term employment created	High - reduces perception around ability to speed	High - avoids bridge replacement	NA
2D	Speed management – provide edge definition – planting and/or buildings, signs – raised threshold.	No	Low	Low - however does improve over all amenity through moderation of traffic speeds	Low - specific jobs not created	NA	High - moderates speeds	NA	NA
2E	Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.	yes	Medium	Low - traffic management solution. Some contribution to perception therefore potential to increase	Medium - short term employment created	Low civil works and landscaping	Medium - moderates safety concerns	NA	High - provides safer pedestrian and cycle links and interface with traffic flow
2F	Vogel St/SH1 turning to/from hospital - road marking/surface treatment.	Yes	Low	Low - minor safety improvement project only	Low - specific jobs not created	NA	Medium - moderates safety concerns	NA	Low - not cycling infrastructure
2G	North and South gateway signage – before Three Bridges and Waiomio (near Oyster Shop) .	No	Low	Medium - could influence spontaneous overnight stays	Low - specific jobs not created	Low - briefs for artists	NA	NA	NA

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
Medium- momentum - project builds existing cycleway infrastructure and Te Hononga center under construction.	Medium - Improves welcome/farewell experience to Kawakawa	Medium - provision for cyclists, improved experience coupled with Te Hononga center uplifts mana of Kawakawa	Medium - well being of cyclists is provided for	Low - however some opportunity to provide deeper visitor experience	NA	low - can support some cultural narratives	low - can support some cultural narratives	Medium- supports tourism	
High - momentum - project builds existing cycleway infrastructure and Te Hononga center under construction.	High- Improves welcome/farewell experience to Kawakawa	High - provision for cyclists, improved experience coupled with Te Hononga center uplifts mana of Kawakawa	Medium- well being of cyclists is provided for	Low - however some opportunity to provide deeper visitor experience	NA	low - can support some cultural narratives	Medium -improves local experience of Kawakawa	Medium- supports tourism	
Medium - carries momentum for Kawakawa Hundertwasser identity	High-contribution to welcome farewell	High - overall recognisability of Kawakawa is improved therefore mana	NA	Medium - contributes to a deeper experience	NA	Medium - will be seen in context of cultural narratives	High - contributes to safety	Medium- supports tourism	
Low - Improves Function and safety	Medium - Improves welcome/farewell experience to Kawakawa	Medium- contributes to identity therefore uplifts Mana	Low - does not contribute to Manaakitanga	Low - however some opportunity to provide deeper visitor experience	NA	low - can support some cultural narratives- building facades	medium - contribution to safety	NA	
Low - Improves Function and safety	Medium - Improves traffic navigation Kawakawa	Low - some contribution through improved traffic flow	Low - does not contribute to Manaakitanga	Low - however some opportunity to provide deeper visitor experience	Medium- some contribution in reducing congestion, noise and air pollution	NA	Medium	NA	
Low	Medium - Improves traffic navigation Kawakawa	Medium- better functioning traffic contributes to mana	Low - does not contribute to Manaakitanga	Low - however some opportunity to provide deeper visitor experience	Medium- some contribution in reducing congestion, noise and air pollution	NA	Medium - contributes to safety	NA	
Medium	High - contributes to welcome/farewell	High - if done well/ improves identity	Medium -if communicating essential needs	Low - however some opportunity to provide deeper visitor experience	NA	Medium	Medium	Medium- supports tourism	

Strength of Project Against Measurement.

Mauri.	Low
Kaupapa Matrix.	Low
Project Business Case.	Low
Investment Objectives.	Low
Overall Benefits Score.	Low

Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
DESTINATION									
3A	Bob Thomas Park and play space upgrade.	No	Low	High - facilities for children may encourage overnighting	Med- potential	Medium - landscape skills	NA	NA	NA
3B	Mainstreet Pou and bridge artwork expressing Ngāti Hine through art.	No	Medium	Hlgh - improves destination	Medium - work for artists	Medium -possibility to distribute skills/ pass on knowledge	Medium- in conjunction with other initiatives	NA	NA
3C	Johnson Park youth focus upgrades – establish skatepark and youth 'play' space.	No	Medium	Hlgh - improves destination	Medium - jobs in landscape construction and maintenance contracts	High - potential to upskill in landscape construction specifically specific skills in skatepark, youth park and play park construction.	NA	NA	NA
3D	Kawakawa Domain destination upgrades – walking, cycle trail, sports, events.	No	Medium	Low 1 to 2 nights \$300-\$600 spend	Medium - 2 (estimate) vegetation management/planting pest management path construction art/sculpture	Medium- vegetation management maintenance contracting landscape construction	Medium - provides off road exercise opportunities	NA	Hlgh-1.5km

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
High - momentum	High- provides (for visitors) appropriate rest stops and play areas for children	High - provision of appropriate considered and well designed facilities	High- provides better quality space for children	High	NA	High - provision of appropriate considered and well designed facilities	Low - some provision	Medium - considered and well designed playground will contribute to stay stop and speed.	Medium
High -Create	Hlgh - Ngāti Hine identity	High -Ngāti Hine identity	Medium - spiritual well being	Hlgh - via artworks	Low	High	High - identity, pride		High
High -create	Medium	High	Medium	Medium	High - access to awa	Medium	Medium	Medium	Medium
Medium -Function. project improves use of relatively undeveloped Domain land and adds additional walking and cycling opportunity, passive recreational opportunities	Medium - not at entrances broad sense uplifts amenity therefore sense of welcome	High - increases amenity and recreation values, improves reputation and therefore Mana	High- provision of water and compost toilets provides for visitor needs therefore achieves these aspects of manaakitanga	High -Interpretative signage and didactic education through passive connection to whenua and plants contributes to Taurimatanga	High -restoration	High- through Ngāti Hine narrative in artwork and interpretive signage	High- provide through additional recreational opportunities, fitness and exercise - physical and mental health benefits	High-Yes opportunity for local employment in construction and maintenance - skills pathway	High

Strength of Project Against Measurement.

Mauri.
Kaupapa Matrix.
Project Business Case.
Investment Objectives.
Overall Benefits Score.

Low
Low
Low
Low
Low

Medium
Medium
Medium
Medium
Medium

High
High
High
High
High

Delivery Plan. Cost Assumptions.

General Cost Assumptions and Clarifications.

Costings included are based on the projects identified. These projects are defined only at a high level and are as described in the project matrix included within the Township Plans. It is important that this high level nature is appropriately acknowledged when progressing projects for funding.

While Isthmus has undertaken site walkovers with the Communities as part of the Enquiry by Design engagement process, specific design investigation has not been undertaken. Therefore all measurements, percentages, numerical values and the like on which the Costings are based are desktop in nature and should be understood as such. In generating measurements Isthmus has relied on data contained within the Far North District Council Maps (for FNDC townships) and Google Earth for Dargaville (KDC) and the analysis tools contained within those information data bases.

FNDC and KDC planning maps (District Plan) have been used to inform existing landuse and understood in the context of District Plan reviews by both KDC and FNDC, acknowledging the intention for the NZTA Township Spatial Plan process to inform the District Plan review. Statutory Planning in relation to the Resource Management Act and other statutes is understood to be a component of feasibility analysis for next phases and therefore should be included in any next steps undertaken by NZTA or Council Partners.

The Northland Township Spatial plans produced are holistic in nature. Land Ownership as has been considered at a high level only following a best outcome for township philosophy. No discussion with landowners has occurred and this should form the basis of the next steps approach per project. Similarly beyond the Enquiry By Design process no additional mana whenua, community or stakeholder engagement has occurred and any such should be included in project next steps.

Content reviews have been undertaken by NZTA SMEs and the relevant FNDC and KDC specialists particularly in relation to transport projects but also covering Urban Design and Planning. By nature these reviews are high level and individual projects will require the appropriate reviews going forward. It is understood at time of writing that NZTA is undertaking an Independent Safety Audit on Final Draft Improvement Plans there for all projects should be cross checked against ISA outcomes.

Costs have been estimated per project by a NZIQS (Affil) Quantity Surveyor based on the descriptions provided by Isthmus. The QS has not undertaken site visits for any of the listed Townships. The general assumptions made by the QS are as follows;

- Site visits have not been done by the estimator for any of the estimates, assessment has rather been made from Google Street View
- All Costs exclude GST
- Costs exclude Property purchase (unless specifically noted)
- Costs are based on current day costs, no allowance for escalation
- Fees allowed assume large chunks of work will be done in one package rather than small individual discrete packages of work

Estimates include all phases of a project including investigation, design and construction. Allowances include for consents, mana whenua, community and other stakeholder engagement and professional input and thus include fees. Costings cover typical works processes for these phases. For some types of projects alternate (non typical) methodologies may reduce overall costs. Environmental restoration (weed removal and planting) are good examples of this where community participation coupled with sensible staging could reduce costs. It is therefore worth considering alternate methodologies as part of any next steps analysis whilst weighing up any impacts on job creation potentially arising.

Contingencies are included in the cost response. Contingency plus values represent the upper of the cost range (high end) for any represented project, while the pre-contingency value is to be considered the base of the range (low end). Contingency has in general been estimated at 30%.

- Design and Delivery costs – 16% of Base Physical Works
- Contingency - 30% applied to Project Base Estimate

Per project cost assumptions are provided in the Delivery Plan sections of the individual Township Plan Projects. These again are high level assumptions commensurate with desktop levels of analysis pertaining to the individual project line items. A high level risk profile is also provided.

Projects are high level and require further design for construction. As such Isthmus accepts no liability for the execution of future stage and expects due diligence to be undertaken by Project Owners for any project identified in Northland Township spatial plans. Future stages should include appropriate engineering, planning, heritage, archaeological, ecological, social assessments (and other relevant assessments/ investigations) where applicable as well as cultural heritage assessments / mana whenua engagement in the design process.

Delivery Plan.

Cost Assumptions.

Cost Assumptions to Note for Specific Project Improvement Types.

- A cost peer review has been completed as part of the IQA process, and negotiated rates are reflected in the final delivery costs.
- Riparian Planting and restoration rates include initial weed clearing, plants at 1m centres, 3 year plant and weed maintenance within contract (CAPEX cost). Cost risk managed through: option for reduction in area or wider plant spacings, the likelihood of local planting and maintenance contracts and volunteer support, the potential to mulch only on high amenity edges vs spraying weeds (or alternative local employment for hand releasing), and a contingency buffer.
- Road Sealing includes rebuild of base and chipseal finish to standard specification
- Streetscape upgrade works / Town Centre mainstreet upgrade – allow for two separate rates based on quality benchmark comparisons- a higher rate for larger towns with mainstreet or parkway/ civic street type upgrades, and a lower rate for the remainder of streetscape upgrades in smaller towns.
- Sea wall repairs allow for a mix of scenarios based on further condition assessment and geotech, ranging from repair to rebuild, with cost risk managed by selecting an average/ proportionate rate that allows for a mixed percentage of both.
- Boardwalk rates allow for an average/ proportionate cost with flexibility around a combination of possible handrail options (no handrail, handrail, both sides, and hand rail one side). It assumes a basic design with mangrove and wetland scenarios and some difficult access, and makes allowance for earthworks, site clearance, demolition, landscaping etc.
- Retaining walls are generally included where paths require stabilisation, and may include a handrail.
- Further clarification around land acquisition costs should be considered at the time of investigation. At present, land costs have been excluded from the estimates, however there are likely to be small areas where land purchasing is required.

OPEX Assumptions.

- Operational costs (OPEX) are on a per annum basis i.e a one year OPEX cost shown in the delivery phases to which it applies- short/ mid/ long. For example, if an OPEX cost is initiated in the mid term and carries on- it will appear in the mid and long term delivery columns. If an OPEX cost starts in the short term but it is completed by the mid term timeframe- then the OPEX cost will appear in the short and mid term columns.
- OPEX costs will be multiplied as part of the NPV assessment for the TCDR programme business case investment map. This is typically calculated across the 10 year delivery programme identified in the Township Plans, (or in some specific cases a 40 year programme) .
- OPEX costs include things like human resource- e.g. traffic warden, events organisation, or an ongoing maintenance cost like weed removal/ pest control and monitoring. OPEX costs are only included if they are very specific to the successful implementation of a physical improvement project- to support ownership, and for placemaking/ temporary tactical urbanism interventions preceding the 'permanent' development of public infrastructure. Opportunities for community ownership or participation are called out by project and calculated by the QS on a yearly basis. Each town has its own mechanisms for placemaking and community-led initiatives, and the project improvements aim to support this in a way that catalyses other education and employment opportunities such as local guided tours and whanau owned businesses.
- In addition, an OPEX cost has been included for one person per township in a full time community champion/ programme co-ordinator position.
- NO CONSEQUENTIAL OPEX has been included in the costings- i.e. OPEX costs resulting from upgraded and new assets. Councils would need to calculate and build into their programmes, and identify which projects might require a higher standard/ regime of maintenance than the standard contractual arrangement, inclusion in maintenance contracts for new assets, or alternative contractual arrangements with another partnering entity.
- Fees for investigations, design etc are all assumed CAPEX costs
- OPEX costs have 30% contingency on the per annum rate

- There is some overlap at a programme investment level with visitor information and wayfinding, and for this reason, items like APP development for storytelling, free wi-fi, visitor ambassadors/ personnel to run visitor kiosks etc are NOT included. By way of example- the wayfinding business case makes allowance for ambassadors with the following definition: Conduct a Northland Journeys Ambassador Programme offering training and recognition for managers and staff at visitor related businesses so they can confidently cross-sell attractions or businesses on nearby journeys.
- All costs are rounded to the nearest \$1000
- A note for the reviewer- The cost peer review completed as part of the IQA process bundles CAPEX and OPEX costs together into a total township value which will appear different to the total costs included in this Township Plan. This is because OPEX costs are separated and shown for one year only in the Township Plan.

Key:

NLTF	National Land Transport Fund
NZTA	NZ Transport Agency
PGF	Provincial Growth Fund
FNDC	Far North District Council
LTP	Long Term Plan
PDU	Provincial Development Unit
MBIE	Ministry of Business, Innovation and Employment
MOE	Ministry of Education
NRC	Northland Regional Council
KDC	Kaipara District Council
IAF	Investment Assessment Framework
OPEX	Operation Cost
CAPEX	Capital Cost

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
LANDSCAPE											
1A	Wetland Restoration	Ngāti Hine as landowner FNDC NRC	DOC Ngā Whenua Rāhui Fund MfE Te Mana o Te Wai Fund PGF	No	13,000	1,684,000	13,000	438,000		1,513,000	OPEX Cost - Pest Control. Fees costed at 16% and contingency costed at 30%.
1B	Wetland Restoration	FNDC NRC Ngāti Hine as key stakeholder	LTP	No	13,000	656,000	13,000	299,000		303,000	OPEX Cost - Pest Control. Fees costed at 16% and contingency costed at 30%.
1C	Wetland Restoration	FNDC NRC Ngāti Hine as key stakeholder Northland Fish and Game	PGF	No	6,500	24,600	6,500	97,000		431,000	OPEX Cost - Pest Control. Fees costed at 16% and contingency costed at 30%.
1D	Stream Restoration	NRC	LTP/PGF	No		334,000		169,000		423,000	Fees costed at 16% and contingency costed at 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
LANDSCAPE											
1E	SH1 Corridor Three Bridges – enhancement planting.	NZTA	NLTF	No		125,000		33,000		33,000	Allows for traffic management. Fees costed at 16% and contingency costed at 30%.
1F	Stream Restoration	NRC	LTP	No		83,000		46,000		46,000	Fees costed at 16% and contingency costed at 30%.
1G	Stream Restoration	NRC	PGF/LTP	No		90,000		35,000		87,000	Fees costed at 16% and contingency costed at 30%.
1H	Hundertwasser Pk (excluding cycleway)	KHPCT	PGF	No		4,664,000		589,000		1,235,000	Fees costed at 16% and contingency costed at 30%.
1I	Stream Restoration	NRC	NRC- Region Wide Fresh-Water and Land Management Rate NRC - (Future) LTP Taumārere Flood Scheme environmental mitigation works.	no	13,000	284,000		94,000		318,000	Fees costed at 16% and contingency costed at 30%.
1J	Stream Restoration	NRC	PGF/LTP	No	13,000	674,000		419,000		956,000	Assumes temporary electric fencing - allows 100m to be reused over 10yr period. Fees costed at 16% and contingency costed at 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
LANDSCAPE											
1K	Domain Hikoi/Street Walk -wayfinding.	FNDC	LTP	No		51,000		29,000		-	Fees costed at 16% and contingency costed at 30%.
1L	Bank Planting SH1/SH11 Intersection.	NZTA	NLTF	No		129,000		-		-	Fees costed at 16% and contingency costed at 30%.
1M	Johnson Park – exotic tree removal and native replanting.	FNDC	LTP	Yes		53,000		26,000		26,000	Fees costed at 16% and contingency costed at 30%.
1N	Te Mirumiru to Station Road Fire Station rear yard walkway.	NGāti Hine	PGF/ NLTF (safety and transport choice)	Yes		10,000		86,000		-	Fees costed at 16% and contingency costed at 30%.
1O	Cycle Link Hundertwasser Park	KHPCT	PGF/ NLTF (safety and transport choice)	No		186,000		1,773,000		-	Fees costed at 16% and contingency costed at 30%.
1P	Pou Markers	NGāti Hine	PGF	No		139,000		-		-	Fees costed at 16% and contingency costed at 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
JOURNEY											
2A	Cycleway Rail Crossing, Boswell St and Gillies St to SH1 walkway establishment and upgrade.	FNDC	PGF	Yes *excludes artwork		55,000		389,000		-	Fees costed at 16% and contingency costed at 30%. Excludes the investigation and relocation of services. Excludes investigation of alternative intersections along SH1
2B	Old Whangae Road SH1 intersection adjustment, Pedestrian and cycle crossing, south bound surface treatment.	FNDC	NLTF	Yes*Excludes parking		88,000		313,000		-	Fees costed at 16% and contingency costed at 30%.
2C	Three Bridges speed management – Hundertwasser themed painting or similar treatment.	NZTA	NLTF	No		179,000	8,000	0	8,000	0	Allows for bridge access unit. OPEX Cost - Maintenance (painting and water blast cleaning). Fees costed at 16% and contingency costed at 30%.
2D	Speed management – provide edge definition – planting and/or buildings, signs – raised threshold.	NZTA	NLTF	No		57,000		-		-	Allows for planning fees. Fees costed at 16% and contingency costed at 30%.
2E	Existing Pedestrian Crossing dis-establishment, new crossing, bus parking area upgrade.	FNDC	NLTF	yes		589,000		-		-	Fees costed at 16% and contingency costed at 30%. Excludes consultation with a Rail Specialist and resurface road with paving treatment next to Carters
2F	Vogel St/SH1 turning to/from hospital - road marking/surface treatment.	FNDC	NLTFP	Yes		45,000		-		-	Fees costed at 16% and contingency costed at 30%.
2G	North and South gateway signage – before Three Bridges and Waiomio (near Oyster Shop) .	FNDC	NLTF	No		109,000		-		-	Allows for armco barrier at south signage. Fees costed at 16% and contingency costed at 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
DESTINATION											
3A	Bob Thomas Park and play space upgrade.	FNDC	PGF	No		94,000		1,264,000		-	Fees costed at 16% and contingency costed at 30%.
3B	Mainstreet Pou and bridge artwork expressing Ngāti Hine through art.	Ngāti Hine	PGF/ NLTF (Amenity and placemaking contributing to slow speed env)	No		223,000		-		-	Fees costed at 16% and contingency costed at 30%.
3C	Johnson Park youth focus upgrades – establish skatepark and youth 'play' space.	FNDC	PGF	No		107,000		814,000		625,000	Fees costed at 16% and contingency costed at 30%.
3D	Kawakawa Domain destination upgrades – walking, cycle trail, sports, events.	FNDC	PGF	No		249,000		743,000		241,000	Fees costed at 16% and contingency costed at 30%.

Delivery Plan.

	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
	OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
PROJECT AMBASSADOR							
Community champion/ programme ambassador	72,670		72,670		72,670		Allows 1 person full time at \$25/hr. Contingency 30%.
OVERALL PROJECTS COSTING							
	Total Short Term OPEX	Total Short Term CAPEX	Total Mid Term OPEX	Total Mid Term CAPEX	Total Long Term OPEX	Total Long Term CAPEX	Total Overall CAPEX
Total OPEX and CAPEX	131,170	10,981,600	113,170	7,656,000	80,670	6,237,000	24,874,600

Environmental and Social Risk.

Environmental & social risks (ESR) cover all the technical areas of biodiversity, heritage, water & air quality, noise, vibration and social considerations. Heritage is both a risk and an opportunity for all the township projects, and fits within the suite of environmental and social risks to be considered. High risk flags for particular projects have been included in the ‘key risks’ column of the Improvement Plan project details, and inform the contingency cost assumptions. The Township Plan have been developed with an urban design and landscape lens, and an ESR screen has been applied by town for high level awareness. The ESR screen utilises NZTA’s standard policy and tools.

<https://www.nzta.govt.nz/assets/Highways-Information-Portal/Technical-disciplines/Environment-and-social-responsibility/Standard/z19-environmental-and-social-responsibility-standard.pdf>

As future project funding and implementation pathways are confirmed, project owners will need to give further attention to the wider suite of transport risks - planning, consenting and delivery, as well as network maintenance. Noting these risks means they can be provided for in budgets and project reviews. In the next stage, assessments of these ESR risks will lead naturally to inform the wider consenting requirements of the Resource Management Act (RMA), Heritage NZ Pouhere Taonga Act 2014 (HNZPTA) or DOC and other permits required. Also note that geotechnical investigations may require consent or permits depending on the method and location, and any environmental effects.

It’s imperative that these ESR risks are identified within the earliest stages of work on feasibility investigations and research, concept design and master plans so they can be built into the provisional and contingency sums, contract briefs and specifications for projects, and then flow into the detailed design briefs. For example missed archaeological sites and sites of significance to iwi could be potential fatal flaws to the location of planned works, just as the coastal marine environment will create certain expectations for design and consenting. An archaeological and built heritage assessment will provide an alert on areas to pay attention to in both design and consenting. Signage clutter and placement can have an impact on the setting and authenticity of a heritage structure or heritage area. The installation of signage, artworks, landscaping features also needs to be assessed for archaeological effects and a potential authority (permit) from Heritage NZ. Paint applied with care to heritage listed/scheduled buildings is reversible and can lift the appearance of streetscapes and showcase previously hidden design elements or quirks of a building.

Refer to p.g 70-71 for the ESR assessment.

Environmental and Social Risk.



ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



Use to assess options in the [Indicative Business Case](#)

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the [EUD Team](#).

Additional instructions and content, including information sources, to help complete the screen can be found on the [Highways Information Portal Screen pages here](#)

Answer screen questions using project information and suggested information sources Refer to screen questions explanation, particularly if you answered yes to any of the questions Complete page 2 of screen Incorporate page 2 text in IBC assessment of options table (Background and MCA)

PROJECT LOCATION: PROJECT PURPOSE: DATE: OPTION DESCRIPTION:

CATEGORY	QUESTION	ANSWER	USEFUL INFORMATION SOURCES	
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> High density residential <input type="checkbox"/> Y <input type="checkbox"/> >18 months <input type="checkbox"/>	District/Unitary Plan Zoning Maps	
	G2 Does the option disturb previously undisturbed land?	N <input type="checkbox"/>		
	G3 What is the construction timeframe?	<18 months <input type="checkbox"/>		
	NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Natural Environment
		NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input type="checkbox"/>	Regional Plan Maps and Schedules
NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?		Y <input type="checkbox"/>	District Plan Maps and Schedules	
NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?		Y <input type="checkbox"/>	Department of Conservation	
NE5 Will more than 0.5 hectares of vegetation be removed? What type? <input type="text" value="Clearing of weeds"/>		Y <input type="checkbox"/>		
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input type="checkbox"/>	Iwi	
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List	
	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input type="checkbox"/>	NZ Archaeological Association District Plan Maps and Schedules	
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	Regional Plan Maps and Schedules IPENZ Heritage List	
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	NZTA GIS predictive models	
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/> Arterial <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Maps- Human Health and Community which includes:	
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	- Designated airsheds (including one network classification)	
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input type="checkbox"/>	- Highly sensitive receivers	
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	Regional Council Contaminated sites Team	
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input type="checkbox"/>	NZTA Maphub Project Team District Plan Maps Council and Community Strategy Documents	
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Refer to individual improvement projects Y <input type="checkbox"/>		
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Natural Environment (Scenic Routes)	
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input type="checkbox"/>	Regional Land Transport Plan Project Team	
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input type="checkbox"/>	Strategies and District Plan	
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input type="checkbox"/>		

Answers and Comments	Refer to screen questions explanation to help complete this part.
<p>1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.</p>	
<p>NATURAL ENVIRONMENT:</p>	<p>Outstanding/significant natural features and conservation land zoning areas within Kawakawa (as per FNDC District Plan). Potential to effect streams or their margins due to the location of Kawakawa (as per FNDC District Plan). Potential to effect significant natural features/conservation areas due to conversation zones located in or around Kawakawa (see FNDC District Plan). Kawakawa is at risk of flooding (as per FNDC District Plan).</p>
<p>CULTURAL AND HISTORIC HERITAGE:</p>	<p>No listed maori or archaeological sites in the FNDC District plan however due to the age and history of Kawakawa there is the potential for significant maori sites to be located in or around township. Kawakawa has a number of listed heritage buildings in the FNDC district which are located within or near to projects.</p>
<p>HUMAN HEALTH:</p>	<p>One Network Road Classification -Regional SH, Primary and Secondary Collector Roads, Access and Low Volume Roads. Unable to find source for airshed information for Kawakawa. Kawakawa has historically had rail yards and rail industries, as well as coaling industries. Kawakawa currently has an industrial precinct which hosts a number of potential HAIL sites Unable to find source for SLUR information for Kawakawa</p>
<p>SOCIAL:</p>	<p>Most improvement projects (in particular roading, walking and cycling related projects) while enhance community cohesion and accessibility but impact accessibility during construction phases.</p>
<p>The responses above will be used in the IBC assessment of options summary table: MCA of the Option.</p>	
<p>URBAN AND LANDSCAPE DESIGN:</p>	<p>Most improvement projects will allow for improved walking, cycling and accessibility. As well as improved urban/landscape character and visual amenity and enhance the opportunity for potential adjacent development.</p>
<p>Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.</p>	
<p>2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.</p>	
<p>Restoring the health of the stream, with consideration of improving stream water quality, restoration planting and improving recreation use of these areas. Community spaces to encourage visitors to 'stop, stay and spend' which also mutually benefit the local community.</p>	
<p>3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?</p>	
<p>NAL Rail investigation and potential reopening of rail line and the flow on effects to Kawakawa. Flooding investigation.</p>	
<p>Completed by</p>	<p>Isthmus - TB/HK</p>
<p>Reviewed by NZTA Project Manager</p>	
<p>Incorporated results into IBC assessment of options summary table?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The Way Forward.

Summary.

The Township Plans identify a number of improvement projects that help to achieve the vision and key concepts identified with each community through an Enquiry by Design process, captured over workshops in April/ May and June 2019. These workshops were also attended by Council staff and elected representatives in some cases, as well as Iwi Hapū representatives. The Township Plans support a Business Case approvals process that can be used for subsequent funding applications.

Following completion of the approvals process, recommended plans can be progressed into the investigation, planning and design phase by the appropriate owner; with some expected evolution of the recommended plans during these reviews.

The Township Plans identify projects that have potential to bring mutual benefit to community and visitors for each of these towns – supporting place, function and wellbeing in order to elevate the visitor experience and promote ‘stop, stay and spend’. It is anticipated that the Township Plans could be used not only to support future funding applications, but also for Council planning, work programmes and District Plan Review. They can also be used by the communities themselves to visualize, support and even lead community projects. Please note that:

- Improvement projects are both large and small – they are packaged in a way that achieves a mix of ‘low cost, low risk’ interventions, and longer term transformative projects that will require further design and feasibility investigations.
- Projects are grouped into themes: Journey (roading improvements: state highway and local roads, predominantly low cost, low risk), Landscape (trails and environment), and Destination (civic and recreational public spaces, and visitor attractions).

Funding pathways for implementation.

Funding streams will vary depending on eligibility and priority and not all of the improvements will necessarily attract funds from the National Land Transport Fund (NLTF). The Township Plans endeavour to map ‘the way forward’, acknowledging that the Councils will take a lead role in funding applications and ownership of the identified projects. Township Plans can be conceived as a starting point for investment and a catalyst for economic uplift based on the following principles:

1. It is anticipated that each Council will carry out its own necessary internal approval process for socialising the Township Plans, once the Business Case is completed. This may include formal approval for an individual improvement, or endorsement of the Township Plan in its entirety as a ‘road map’ and investment tool for funding applications and future work programmes.
2. Timeframes and costings should be treated as estimates and will need to be confirmed as part of the activity progression to either a detailed design or implementation phase.
3. Councils will need to make decisions around how to finance and implement the projects and partnership opportunities which they own, as appropriate.
4. Collaborating with Iwi hapū as Treaty partners is set out in the ‘design kawa’ principles, embedded in the Township Plans. Mātauranga māori principles and processes will guide outcomes in their rohe.

The Township Plans are a starting point for investment, based on the understanding that the Plans, and the improvements they promote, have been identified through an ‘Enquiry by Design’ process with community and council representatives. Once the Transport Agency assurance process is concluded and the Business Case completed, Councils are expected to undertake their own assurance and approval processes before endorsing the documents.

There are a number of identified components for project improvements and interventions. A ‘low cost, low risk’ assessment has been completed across township improvement projects to identify potential projects for consideration for NLTF funding. Not all of these activities would necessarily be fundable, and some may only be fundable in part. It is expected that the respective councils will consider these for inclusion in future Regional Land Transport Plans (RLTP’s).

The likely funding pathways for implementation of projects not included in alternative funding processes may rely on Councils’ upcoming Long Term Plan review process, including design investigation and engagement. Packaging projects into ‘workstreams’ for funding and delivery can be tailored to suit the LTP process. The typical project owner could also look into the likelihood of partnerships and backing funding on the works outlined to support integrated outcomes across potential funding sources.

Community champion/ activation programme co-ordinator.

An important component of the Township Plans is bridging the gap between the opportunities identified in the Township Plans, and the implementation pathways. This requires a champion and owner for Township Plans within the delivery agency, and a champion within each township who can help bring the improvements programme to life for the community. An activation programme will ensure that physical interventions are implemented in a way that encourages community interaction and ownership. Specific allowance has been made in the townships for events, activation and operational costs where this has a direct tactical relationship to the staged implementation of a physical improvement. Specific opportunities for placemaking, community ownership and participation are called out by project, and there are potential flow-on opportunities leading to education and employment such as kiosk operation and guided tours.

An operational cost has been identified for the employment of a full time community champion or programme co-ordinator in each township (ideally someone who lives in each town). The role of this individual would be to work in the space between the delivery agency programme co-ordinators and the community and business owners. The champion would encourage voluntary participation in improvement projects, create advocacy and energy around the township improvement delivery, help provide the business and development skills and resources needed to increase local business confidence, and help set up local social procurement contracts. Projects may include environmental/ planting programmes and schools involvement, the operation of pop up bike hubs and information kiosks, guided tours and co-ordination of activation events. The community champions from each town would potentially form a group for support, be empowered with a budget for appropriate improvement works, and report to a governance group on progress.

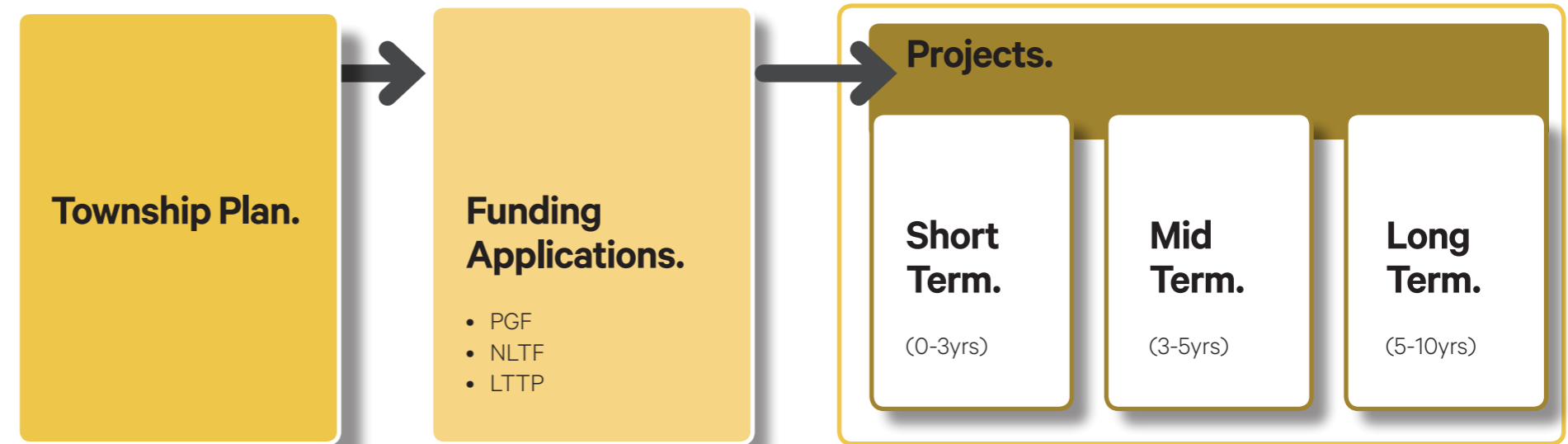
The Way Forward. Summary.

Strategic opportunism.

Catalysts for change will be influenced by a range of factors – some of which are currently unknown. The catalysts for change or momentum in the Township Plans are inclusive of smaller scale initiatives as well as some longer term and bigger investments. There are various funding, drivers and sources that can drive the projects realisation. The Township Plans are therefore a repository of outcomes in the form of initiatives/ projects that can be drawn from and directed to various funding sources.

Applying the filter of 'strategic opportunism' will be important for each Township, as it is likely that a degree of flexibility is needed to align, combine and package projects according to all known contributing factors at the time of separate funding applications. The Township Plans provide a 'picture of potential' which can be pieced together in various ways to achieve the 'key moves' (vision and objectives) over time. What is particularly important though, is to recognise the interdependencies between projects and the appropriate staging - particularly in relation to speed management, safety and resilience.

Next steps:



Other ways to use the Township Plan:



The Way Forward.

Iwi Hapū Engagement Principles.

Introduction.

Many of the key opportunities in the ‘toolbox of physical improvements’ identified through the Urban Landscape Design Framework and Township Plans are based on cultural landmarks, narratives, and place-based cultural relationships held, principally, by hapū.

Township Plans, and the prioritisation and selection of projects to be developed in future stages will require strong hapū and community buy-in and support. Projects at a corridor level will be led by Waka Kotahi NZ Transport Agency. Projects at a township level may be led by the Transport Agency, Councils, iwi or hapū, or be developed in collaboration.

This section of the document provides some high-level advice to support the development and implementation of projects identified through the Township Plans.

High-level protocols of engagement.

The Transport Agency are committed to working in partnership with mana whenua. Te Ara Kotahi (the Transport Agency Māori Strategy) prioritises relationships founded on Te Tiriti o Waitangi, values mātauranga Māori, and supports meaningful and effective engagement.

The Transport Agency’s Urban Design Guidelines also provide guidance around urban design informed by Mātauranga Māori, which the Transport Agency follow on their own projects. The guidelines emphasise that design responses must be tailored to address specific issues within specific areas.

For the purposes of project implementation, this includes;

- Early engagement
- Understanding primary and secondary mana whenua interests;
- Informed consent; and
- Relationships held at the right level

None of the design principles and methods outlined in the document can be engaged prior to the relationship with the relevant mana whenua group (or groups) being appropriately established.

Project establishment.

Prioritisation

An extension and refinement of the ‘filtering outcome and priorities’ process undertaken for the Township Plan development process to be undertaken with hapū prior to the identification of projects for development, and the preparation and lodgment of funding applications. Once hapū buy-in and endorsement of projects has occurred, project plans and funding application to be developed in collaboration.

Project design

Hapū involvement in project design, the establishment of project governance and appointment of hapū representatives and working together to building a plan for hapū involvement / engagement prior to tendering.

Procurement

Project procurement to allow for the involvement of hapū-appointed designers on teams (including budgeting for these positions), hapū involvement in integrated artwork development and artist selection, and requiring hapū engagement and kaupapa Māori design expertise as weighted criteria in all RFPs. Ideally a social procurement approach will also extend to those involved in construction, such as general contractors and subtrades.

Design principles

Visioning / establishing guiding values

A process of visioning / establishing guiding values could be undertaken collaboratively with hapū at the commencement of the project. These values would underpin any design principles adopted for the project and set out parameters for project governance and kaimahi working together.

Developing or adapting design principles

Design principles are useful tool to identify and assess opportunities, and to guide implementation. A process of developing or adapting design principles at the commencement of a project may be desirable. Hapū may have design principles that they have developed or adapted that are relevant to the people and priorities within their rohe, or there may be a process of developing these.

Generic urban design principles

The Te Aranga principles are a set of seven kaupapa Māori design principles. The principles were developed collaboratively by mana whenua and Māori designers in Tāmaki Makaurau. These have been adopted and adapted around the motu, and are a useful placeholder, intended to be adapted by hapū/iwi for use within their rohe.

These are:

- Mana rangatiratanga – The status of iwi and hapū as mana whenua is recognised and respected
- Whakapapa – Māori names are celebrated
- Taiao – The natural environment is protected, restored and/or enhanced
- Mauri tū – Environmental health is protected, maintained and/or enhanced
- Mahi toi – Iwi/hapū narratives are captured and expressed creatively and appropriately
- ohu – Mana whenua significant sites and cultural landmarks are acknowledged
- Ahi kā – Iwi/hapū have a living and enduring presence and are secure and valued within their rohe

Generic principles such as Te Aranga (below) could be adapted on a rohe by rohe basis, thematically (to be more transport and infrastructure-oriented), or generic design principles for each project type (landscape, journey and destination) could also be developed.

Design principles can be further developed into frameworks and matrices. Opportunities identified through the methods outlined in the following section can be translated into design outcomes through the use of frameworks and matrices to support practical application.

The Way Forward.

Iwi Hapū Engagement Principles.

Design methodology.

The Township Plans have been developed through an enquiry by design approach. It is envisioned that this methodology will be carried through to implementation at a project scale.

Potential methods include:

Hikoī

Hikoī has been utilized in the development of the Township Plans. This involves walking the whenua (either with key knowledge holders, or as a rōpū) identifying sites of significance, narratives and priorities. Importantly, the hikoī should be led by hapū, and hapū should control the sharing of information, and future applications of any information shared. The principles of tūmatanui and tūmataiti apply. This information may be captured using GIS mapping or through photographs.

Wānanga

Building on the enquiry-by-design approach utilised in the development of the Township Plans, marae-based wānanga involve building consensus in an environment structured by tikanga. Marae-based settings ensure that project activities fall under tikanga Māori, can serve as an equalizer of power dynamics, and assist in bridging gaps in knowledge and understanding. There may be the need for inter- and intra-hapū sessions (with or without outsiders), as well as sessions with the project team and community. Wānanga is an appropriate setting for establishing and communicating hapū values, priorities and aspirations.

Pūrākau (cultural narratives)

Pūrākau are cultural narratives specific to place. Often these are relating to specific geological and other natural features and connecting from the ātua through whakapapa to present-day descendants. These stories may also be instructive in nature, containing important cultural information.

Rangahau (archival research)

Collating archival research is a key part of the 'information gathering' phase of any project. Archival material may be recorded in English and te reo Māori, and may include Māori land court records, Papatupu books, Briefs of Evidence presented to the Waitangi Tribunal, mapping and research reports commissioned by the Crown Forestry Rental Trust during the inquiry process, audio and video interviews with kaumātua / kuia, transcripts of recorded oral histories, other historical reports, early Settler written histories, hapū environmental management plans, cultural impact assessments, and any other relevant records that may be held by whānau, hapū, iwi rūnanga, Council and research libraries / museums.

Kōrero (oral history)

Once initial archival research has been completed, a gap filling exercise can occur. This may include recording memories and histories held by hapū knowledge holders. Information may be primary knowledge (events occurring within the interviewees lifetime) or secondary (cultural knowledge handed down orally).

Whakamahere (cultural mapping)

Cultural mapping is a process of recording cultural information spatially. The type, volume and quality of data captured and mapped will depend on the information available and the type of project. This may include māra kai and culturally significant vegetation such as rongoā, plants for weaving, and wood used for carving; māhinga kai and significant bird, fish, shellfish and insect species; significant geological landforms, rocks, soils, mud and dyes; wai, including awa, mangu, moana, roto, waters with specific properties; cultural and social sites, including archaeological sites, pā, kāinga, historical trails, marae and urupā; and wāhi tapu, including burial sites, battle sites and other ritual places.

Tākaro (play)

Building on the enquiry by design methodology, tākaro encourages play and active participation. Participatory design techniques engaged within a marae context provide an opportunity to socialize ideas, communicate information, and draw on the collective knowledge to inform design direction.



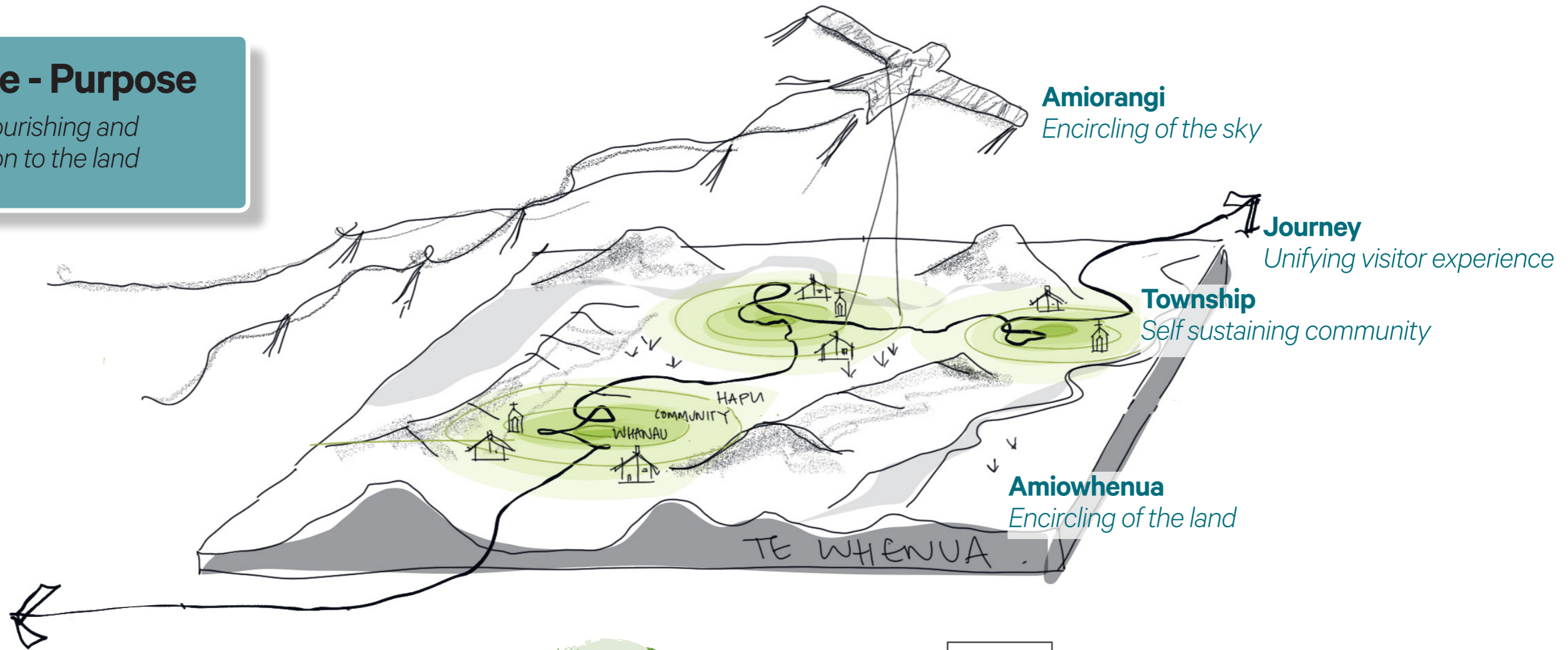


6. Appendices.

Project structure.

1. Pūtake - Purpose

Mutual flourishing and connection to the land



Tūmatanui
What is shared

Tūmataiti
What is held

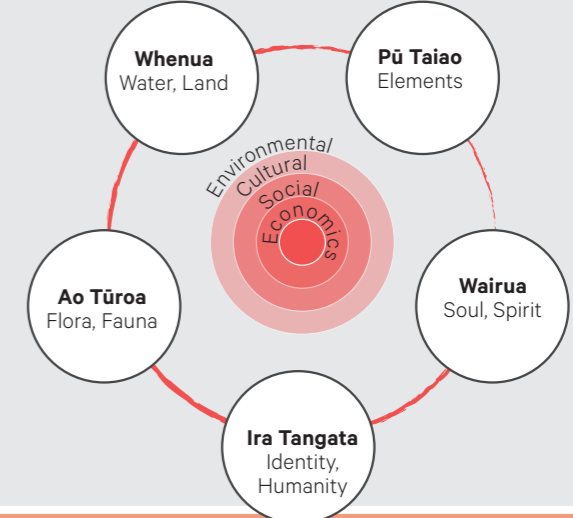


Unlocking Mutual Benefits
Balance, Reciprocity, Tikanga



	Enablers		
Welcome/Farewell			
Mana	Relevance	Journey Scale	Township Scale
Manaakitanga			
Taurimatanga			

Miharo



2. Design Kawa

Collaborative design process and relationships

3. Kaupapa

Framework for infrastructure, corridor and spatial plans

4. Mauri

Healthy measures, wellbeing evaluators and physical outcomes

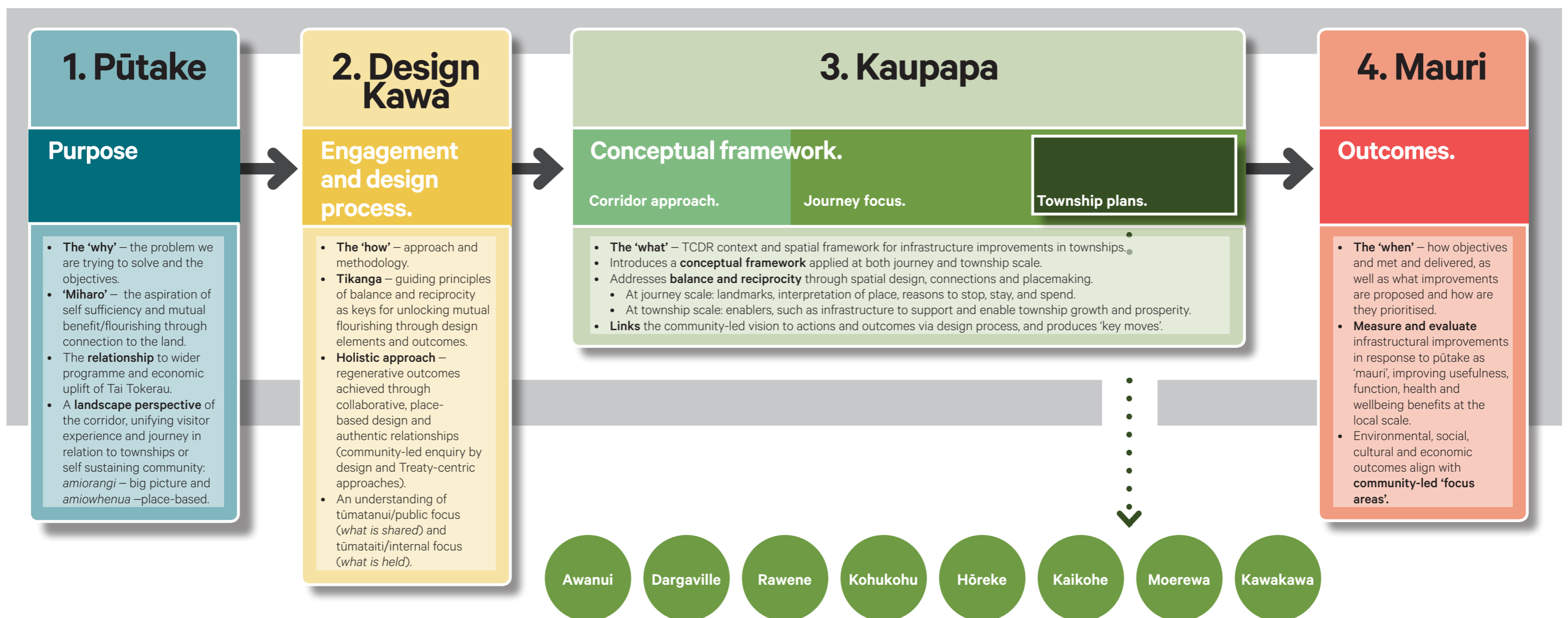
ULDF document structure.

Tēnā koutou, tēnā koutou, tēnā tātou katoa.

This collaborative Urban and Landscape Design Framework recognises the potential in Tai Tokerau/ Northland. It takes a **miharo** approach, positioning **excellence** as the focus for a shared visitor and community experience, the primary objective of the project. The **miharo** approach helps to generate the structure outlined below.

Drawing on the Northland Economic Action Plan and the Tai Tokerau Māori Development Plan, *He Tangata, He Whenua, He Oranga*, an **authentic** Treaty and tikanga-based framework document will enable and deliver economic uplift in Northland communities, directly representing a visitor experience based on mutual generosity.

This 'two worlds' approach aligns the typical ULDF structural content with the culturally appropriate concepts outlined below to achieve a true 'place-based enquiry by design' process which integrates ULDF and Township workstreams to benefit Tai Tokerau Iwi, Hapū and communities in a way which builds on **participation** and **achievement**.



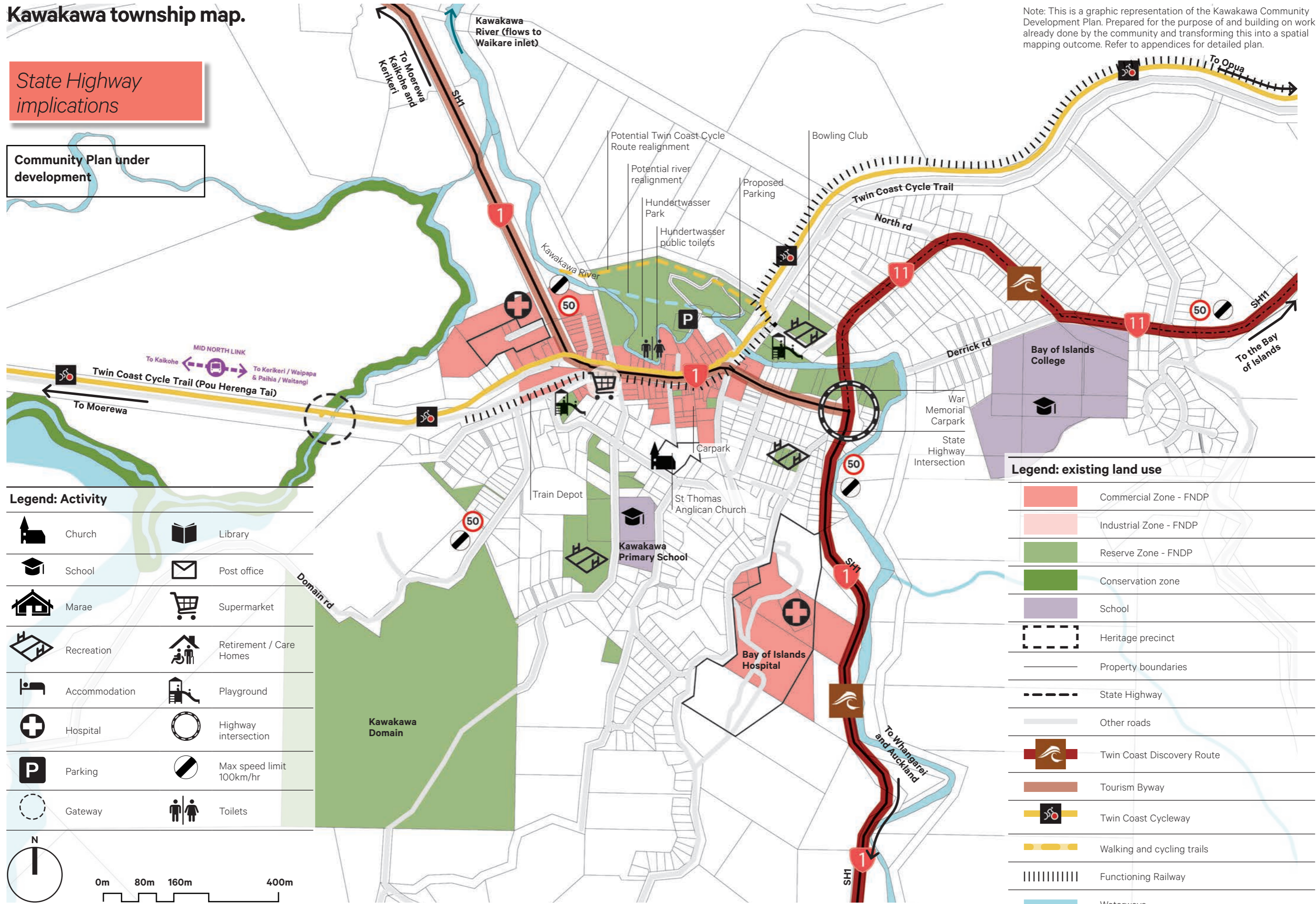
Township plans drop out as 8 individual documents, and an overview is included in the ULDF.

Kawakawa township map.

State Highway implications

Community Plan under development

Note: This is a graphic representation of the Kawakawa Community Development Plan. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome. Refer to appendices for detailed plan.

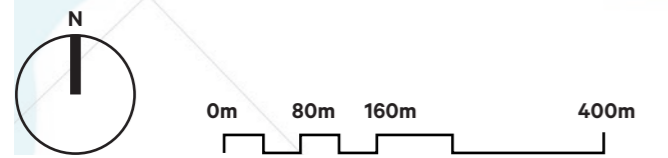


Legend: Activity

	Church		Library
	School		Post office
	Marae		Supermarket
	Recreation		Retirement / Care Homes
	Accommodation		Playground
	Hospital		Highway intersection
	Parking		Max speed limit 100km/hr
	Gateway		Toilets

Legend: existing land use

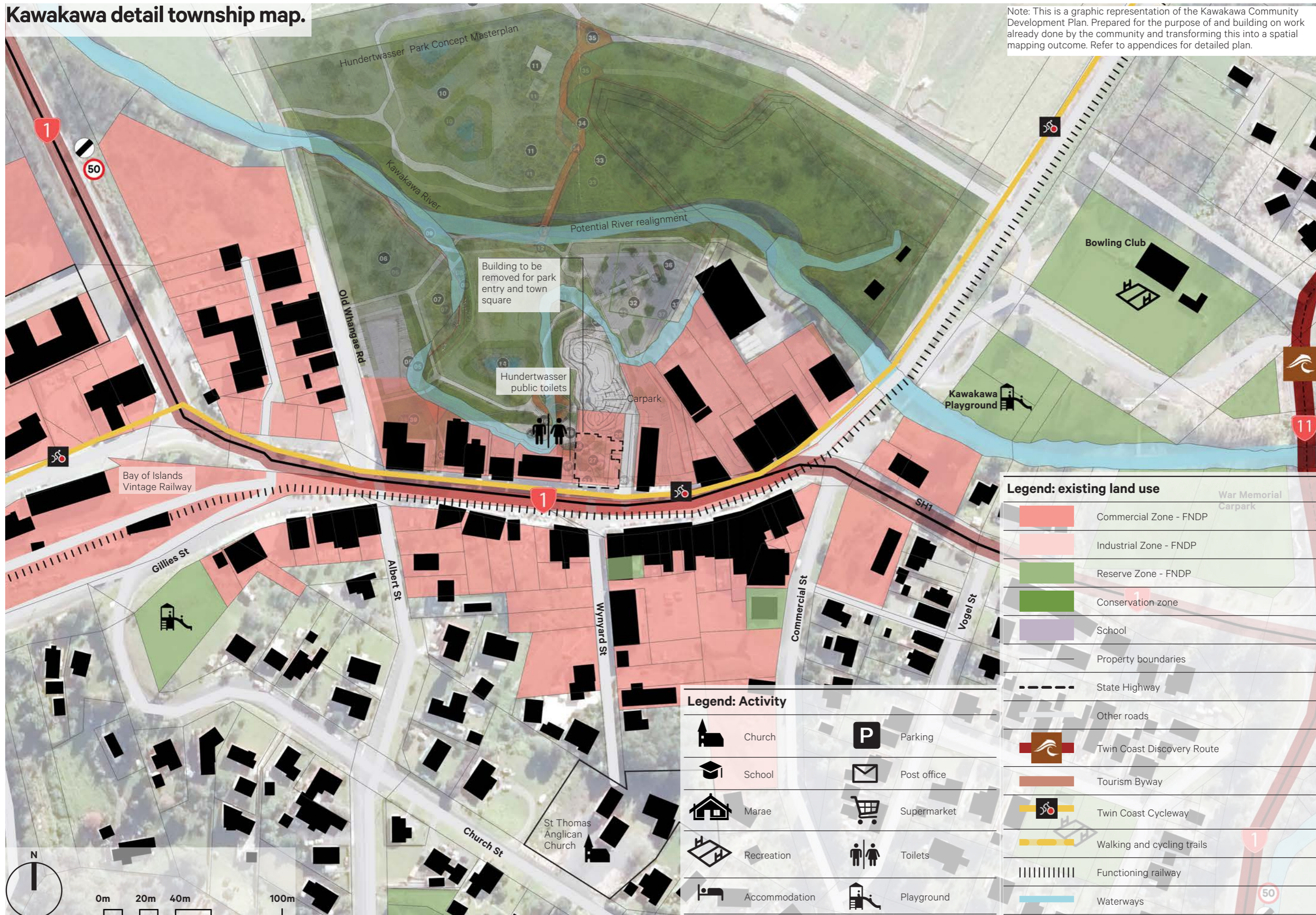
	Commercial Zone - FNDP
	Industrial Zone - FNDP
	Reserve Zone - FNDP
	Conservation zone
	School
	Heritage precinct
	Property boundaries
	State Highway
	Other roads
	Twin Coast Discovery Route
	Tourism Byway
	Twin Coast Cycleway
	Walking and cycling trails
	Functioning Railway
	Waterways



Note: Paper roads not shown on this map.

Kawakawa detail township map.

Note: This is a graphic representation of the Kawakawa Community Development Plan. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome. Refer to appendices for detailed plan.



Note: Paper roads not shown on this map.

Note: Paper roads not shown on this map.

Workshop 1. Invitation and Programme.

An invitation to the Kawakawa community

Twin Coast Discovery Highway Design Workshop

Join us and share your ideas in improving Kawakawa's public spaces.



Kawakawa Mainstreet

The Twin Coast Discovery Highway is an 800km circular touring route of both the east and west coasts of Te Tai Tokerau, connecting key tourist attractions and communities.

Work undertaken in 2016-2017 identified areas for improvement to the route to help grow Northland's economy, through safer, reliable and accessible journeys.

The NZ Transport Agency is currently investigating improvement opportunities for eight townships along the Twin Coast Discovery Route. These townships include Awanui, Horeke, Rawene, Kohukohu, Dargaville, Kaikohe, Kawakawa and Moerewa.

As one of the eight townships, Kawakawa has been identified as a key link for people connecting around the region. It is also a place with its own rich history, identity and we want to make sure that the community has an opportunity to give their input into this business case.

Improvements to Kawakawa will build on the aspirations and outcomes identified by the community and how these may align with the Twin Coast Discovery Route programme.

The Transport Agency would like to invite you to participate in our first community design workshops on:

Workshop 1

When: Tuesday 7 May 2019

Location: St Johns Hall,
121 Gillies Street,
Kawakawa

Time: 9am - 4:30pm

Please register your interest to attend the workshops by emailing northlandprojects@nzta.govt.nz

If you are unable to make the events, there will be an opportunity to provide your feedback through our website www.nzta.govt.nz/twin-coast-

What will happen at the community workshops?

The first workshop will focus on understanding the project and purpose of the business cases. We will then work with participants to map out key connections, places and experiences in Kawakawa.

Workshop two will focus on testing design options and identifying and prioritising projects for improving Kawakawa's public spaces.

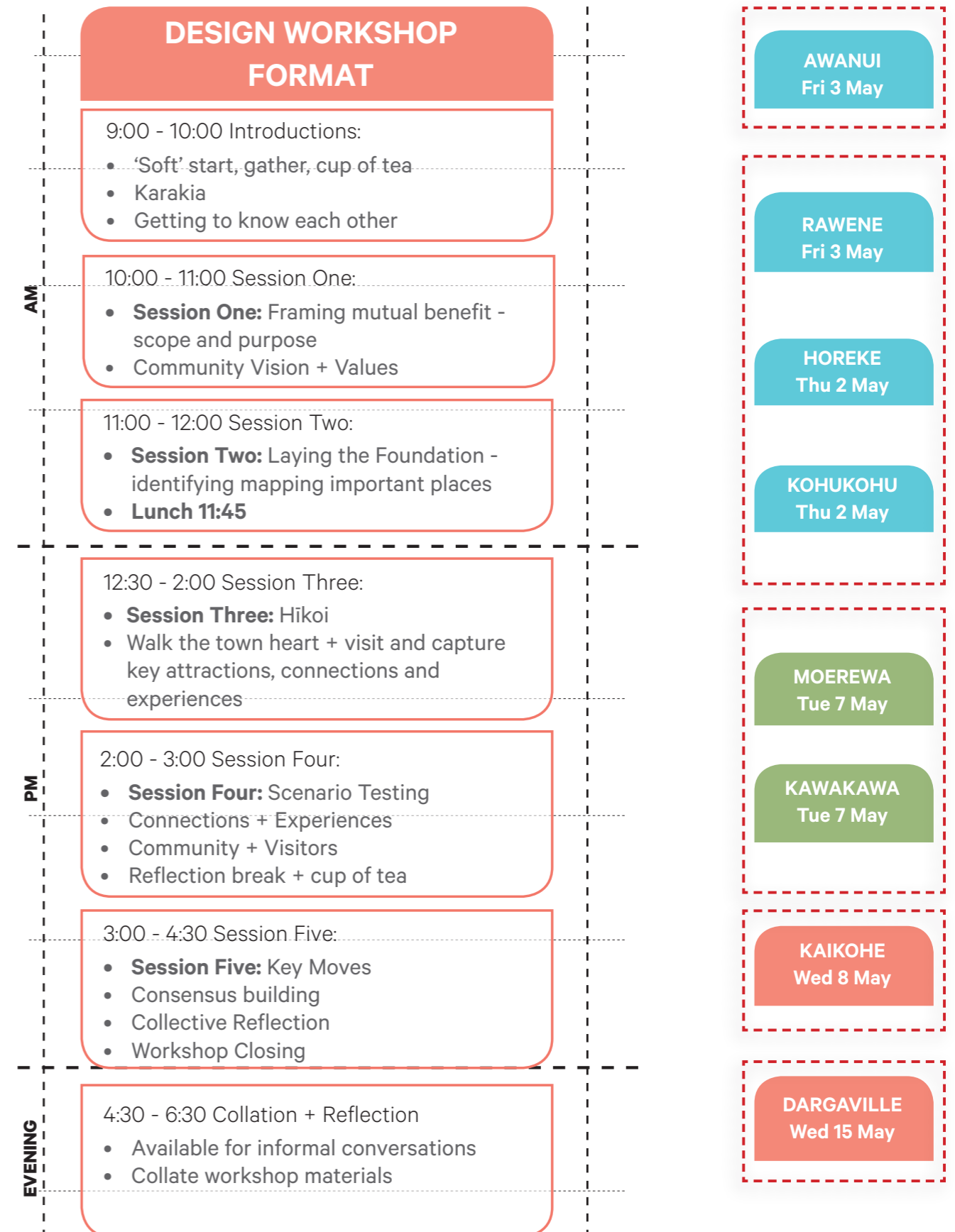
What is place based design?

These design sessions will be set up to get the community involved in the design. Participants will be actively involved in mapping and identifying improvements. We will collate these ideas together, identify and shape opportunities towards a project programme.

NORTHLAND TOWNSHIP ENGAGEMENTS: WORKSHOP FORMAT + PROGRAMME

Objective: First Round of IMAGINE Sessions

Relationship building + Mapping Spatial Moves



Workshop 1. Programme.

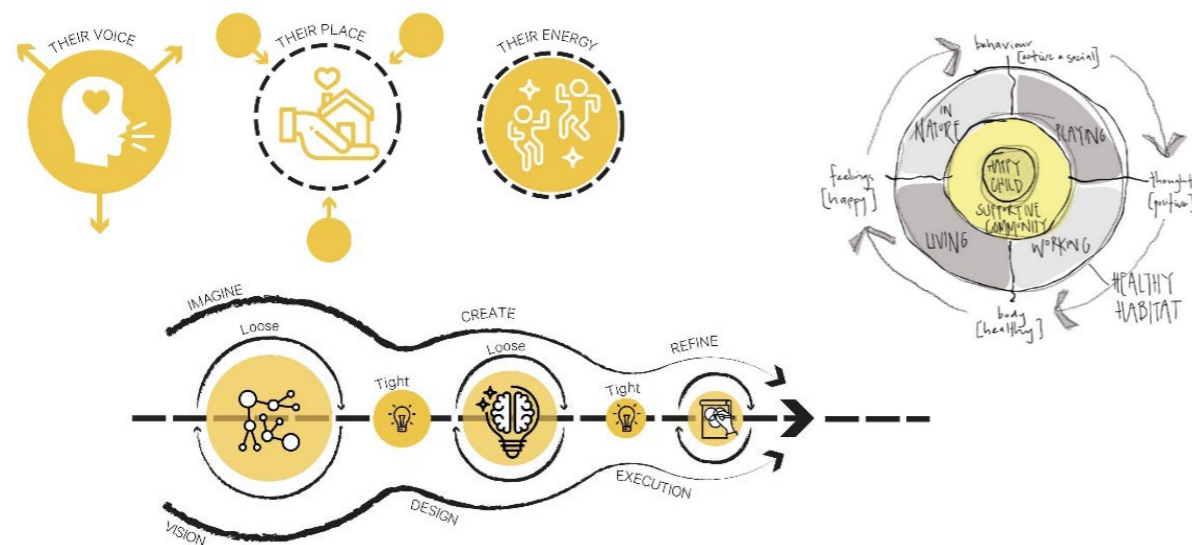
NORTHLAND TOWNSHIP ENGAGEMENTS: FORMAT STRUCTURE + PROGRAMME

		CLUSTER WEEK TWO						
		Objective: Relationship building + First Round of IMAGINE Sessions						
		MON 6 MAY	TUE 7 MAY	WED 8 MAY	THU 9 MAY	FRI 10 MAY	SAT 11 MAY	SUN 12 MAY
		PROJECT 'HOLDING' DAY	KAWAKAWA + MOEREWA TWO TEAMS IN TANDEM	KAIKOHE COMMUNITY WORKSHOP	PROJECT 'HOLDING' DAY	TRAVEL + DOWNPACK		
AM	9:00 - 5:00 Project 'Holding' Day	9:00 - 10:00 Introductions:	9:00 - 10:00 Introductions:	9:00 - 10:00 Introductions:	9:00 - 5:00 Project Holding Day	• Travel + Return Home		
	<ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Getting to know each other 	<ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Getting to know each other 	<ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 				
PM	10:00 - 12:00 Session One + Two:	12:30 - 2:00 Session Three:	12:30 - 2:00 Session Three:	10:00 - 12:00 Session One + Two:				
	<ul style="list-style-type: none"> Session One: Framing mutual benefit Community focus Session Two: Laying Foundation Lunch 11:45 	<ul style="list-style-type: none"> Session Three: Hikoi Walk the town heart + visit key connections 	<ul style="list-style-type: none"> Session Three: Taonga Trail Activations 	<ul style="list-style-type: none"> Session One: Framing mutual benefit Community focus Session Two: Laying Foundation Lunch 11:45 				
	2:00 - 3:00 Session Four:	2:00 - 3:00 Session Four:	2:00 - 3:00 Session Four:	2:00 - 3:00 Session Four:				
EVENING	3:00 - 4:30 Session Five:	3:00 - 4:30 Session Five:	3:00 - 4:30 Session Five:	3:00 - 4:30 Session Five:				
	<ul style="list-style-type: none"> Session Four: Scenario Testing Connections + Experiences Community + Visitors Reflection break + cup of tea 	<ul style="list-style-type: none"> Session Five: Key Moves Consensus building Collective Reflection Workshop Closing 	<ul style="list-style-type: none"> Session Five: Key Moves Consensus building Collective Reflection Workshop Closing 	<ul style="list-style-type: none"> Session Four: Scenario Testing Connections + Experiences Community + Visitors Reflection break + cup of tea 				
	4:30 - 6:30 Collation + Reflection	4:30 - 6:30 Collation + Reflection	4:30 - 6:30 Collation + Reflection	4:30 - 6:30 Collation + Reflection				
	<ul style="list-style-type: none"> Available for informal conversations Collate workshop materials 	<ul style="list-style-type: none"> Available for informal conversations Collate workshop materials 	<ul style="list-style-type: none"> Available for informal conversations Collate workshop materials 	<ul style="list-style-type: none"> Available for informal conversations Collate workshop materials 				

Workshop 1. Outline.

Level of engagement: Spectrum of participation (based on IAP2)

Inform: TELL	Consult: ASK	Involve: DISCOVER	Collaborate: CREATE	Empower: DO
FACT SHEETS, LETTERS, DISPLAYS, WEBSITES, PRESENTATIONS	OPEN DAYS, FOCUS GROUPS, SURVEYS	WORKSHOPS, HIKOI, MEETINGS, ADVISORY GROUPS	ENQUIRY BY DESIGN/ CO-DESIGN/ CO-CREATE/ PARTICIPATORY DESIGN	MAKE, BUILD, PROTOTYPE, IMPLEMENT, EMPLOY
Keeping community informed. Providing clear information and updates that help the community understand the problems, opportunities, alternatives, and solutions.	Listening to and acknowledging concerns and aspirations, capturing thoughts and feedback and providing guidance on how inputs will influence decisions, or how to get more information	Working with / alongside the community throughout the process, drawing on local knowledge and expertise. Capturing ideas, collectively framing the process and reflecting back how input has influenced decisions	Partnering with the public, and using the design process to identify problems, options and solutions using creative, hands-on, interactive methods to build consensus and test ideas. Shaping and incorporating ideas to the maximum extent possible	Delegated decision making. Community is empowered to implement tangible outcomes, own outcomes, lead outputs



Outline approach: Purpose, goals and objectives for IMAGINE workshops (phase one)

Project Goal:	<p>Why we are engaging with township communities for this project</p> <ul style="list-style-type: none"> The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element. Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler The Township Plans project allows us to investigate how the TCDR programme can leverage better outcomes (mutual benefit) for each town to be self-sustaining We show how design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential Each township has unique identifiers / distinctive qualities and character that we can draw out
Commitment:	<p>Our commitment to working with township communities for this project</p> <ul style="list-style-type: none"> We do our homework to understand where each community is at, what planning they have done, how organised they are around their action plans, what is /is not working We invite communities to tell us what is important to them, while we help translate this into spatial and physical outcomes by mapping and prioritising connections that reinforce place. We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure). We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities
Purpose:	<p>Why are we seeking community involvement in the process</p> <ul style="list-style-type: none"> An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process To ensure that community values are refined and transferred into the township plan and priority projects, and wider opportunities created by a network/ cluster approach are explored To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'
Objectives: Phase one: Imagine	<p>What we hope to achieve for workshop sessions</p> <p>FRAME: Introductory session with Community Working Group:</p> <ul style="list-style-type: none"> Frame up project, potential benefits and parameters (TCDR and clustering context) Outline purpose of two separate clusters of 'enquiry by design' process Introduce purpose, process and principles (Pūtake, kawa, kaupapa, mauri) Gain insight to previous community roles and inputs/ process for involving wider community Reflect and collectively review community plans, vision and values (as spatial plan) Build collective understanding of scope, themes, drivers and physical outcomes (i.e. public realm improvements), and test with scenarios/ precedents Mark/highlight locations for hikoī- what do we need to test/ understand/ capture? <p>HIKOI: Hikoī wānanga with Community Working Group:</p> <ul style="list-style-type: none"> Ground truth and build on what we know or don't know- walk, track and map key connections, experiences and places/ attractions and public spaces

Workshop 1. Outline.

	<ul style="list-style-type: none"> Mindmap (spatially articulate) what is unique and important for the community, and capture character <p>WORKSHOP: Interactive mapping sessions with Community Working Group:</p> <ul style="list-style-type: none"> Demonstrate the benefit of spatially mapping 'key moves' to guide planning, placemaking and prioritisation Use design process to draw out key placemaking moves and themes as distinctive to place/ township from both community and visitor perspective Scenario testing and building consensus Discuss next steps- i.e. prioritisation of infrastructure improvement projects
Participants:	Who we are inviting and why
	<p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> Targeted sessions, working closely with Community Working Groups (previously established to develop Community Plans) and hapu representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we are inviting this core group (approx. 15-20 people) again to commence and 'own' this process of implementing the vision through the township plans. Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email) Kay Council representatives for Far North and Kaipara invited (community development and urban planning) <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> Targeted and open sessions Targeted workshops to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes. Open studio sessions with wider community will happen in the second round, with 'cluster activation' events, designed to support movement and viewing between each township for the whole community. Collectively sharing the 'work in progress' Township Plans in each of these locations will help build on an understanding of local connections and networks, and the characteristics of the journey experience they share. Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)
Method:	How we are engaging (Methods and techniques)
	<p>The 'enquiry by design' process is designed to be interactive and hands-on. We don't assume the answers, but rather understand the problems and create the solutions collaboratively with mana whenua and the community. That way, the solutions will have greater benefit to the community and greater potential ownership for future development. The framework and toolkit developed by Isthmus will guide this process and ensure that all voices are heard and embedded in the outcomes, testing scenarios and building consensus as we go.</p> <p>Guiding framework- how we work together</p> <ul style="list-style-type: none"> Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri <p>Hikoi methods</p> <ul style="list-style-type: none"> The community map a route and identifying stopping places. Community guide and we walk the route to understand problems, opportunities, attractions and treasured places. We invite people to speak at each stop. WE listen and observe. May be one group or break into smaller groups, depending on size of town and group.

	<ul style="list-style-type: none"> Listen, observe, photograph, sketch and record on map as we go Physically mark stopping locations and route with participant interaction and photo Polaroids to pin up – capture character and people <p>Workshop methods</p> <ul style="list-style-type: none"> Reflecting community vision, principles and focus areas (from Community Development Plans- as diagrams and spatial maps identifying potential public space/ physical improvements under themes of environment, social, cultural, economic Interactive mapping: Work together (two groups of approx. 7 people) to map 'key placemaking moves' by building from the land up- using the Isthmus co-design toolkit Marking treasures- the places, landscapes and features that are most important and unique Scenario testing- considering both community and visitor perspectives with scenario testing and mapping. Considering place, movement and experience and mapping communal spaces, decision points and attractors. Consensus building- overlapping and merging mapping layers by drawing up key connections, places and experiences as 'key moves' (concept framework), and developing objectives and outcomes for these using the kaupapa matrix
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Workshop 1 Attendance Summary.

Workshop Summary.

Targeted sessions, working closely with Rawene Community Working Group (previously established to develop Community Plan) and Iwi hapū representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we invited a core group (targeting for approx. 15-20 people) to commence and 'own' this process of implementing the vision through the township plans.

Invitations: Invitations went out via Community leads and distributed to Working Group network and hapū representatives (by email)

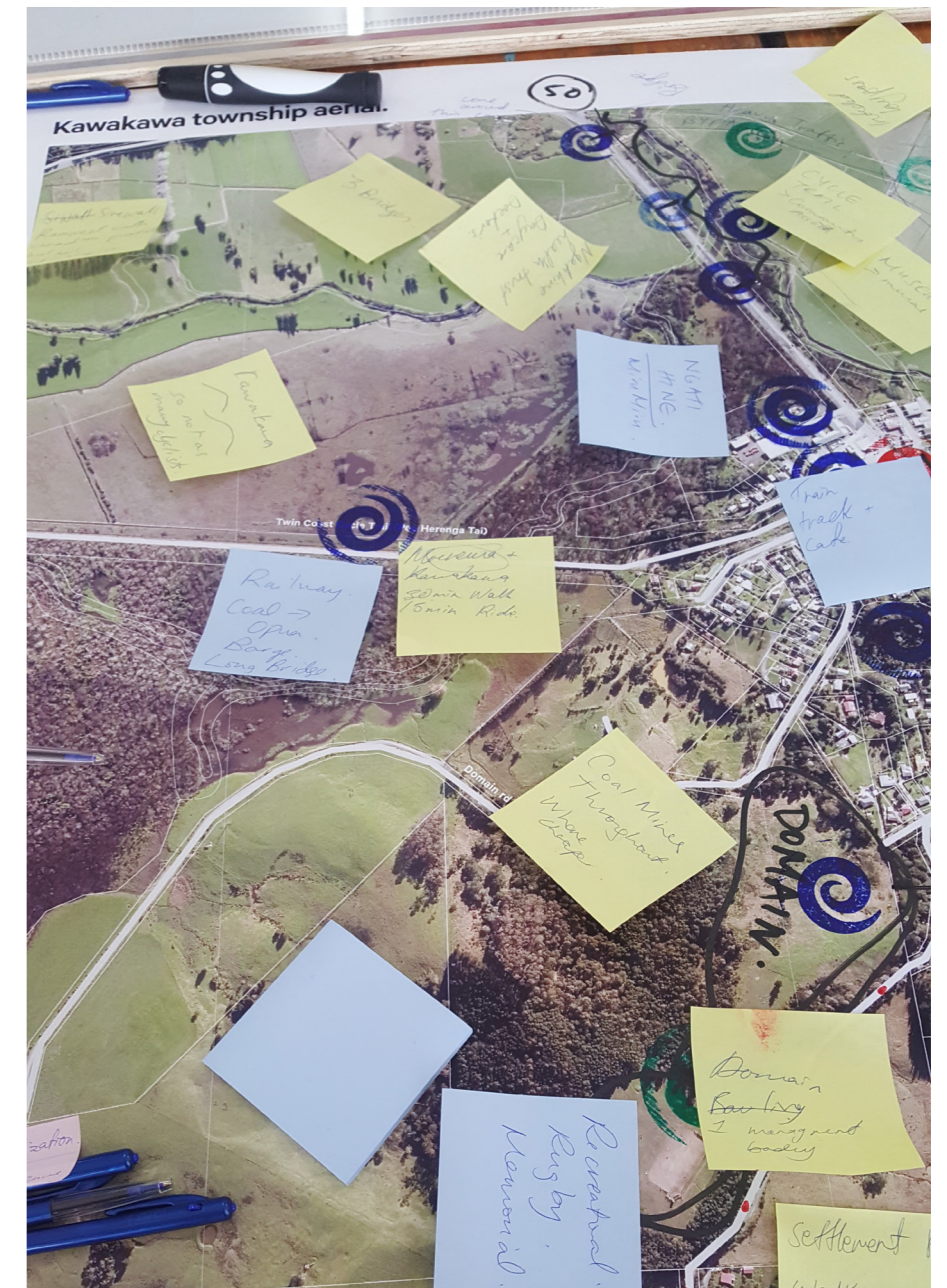
Representatives: Key Council representatives for Far North and Kaipara invited (community development and urban planning). A mix of local body representatives and community members attended, along with local business owners, accommodation suppliers, community group representatives and Hokianga tourism representatives.

Location: Kawakawa St Johns Centre 121 Gillies Street, Kawakawa. Date: 7 May 2019.

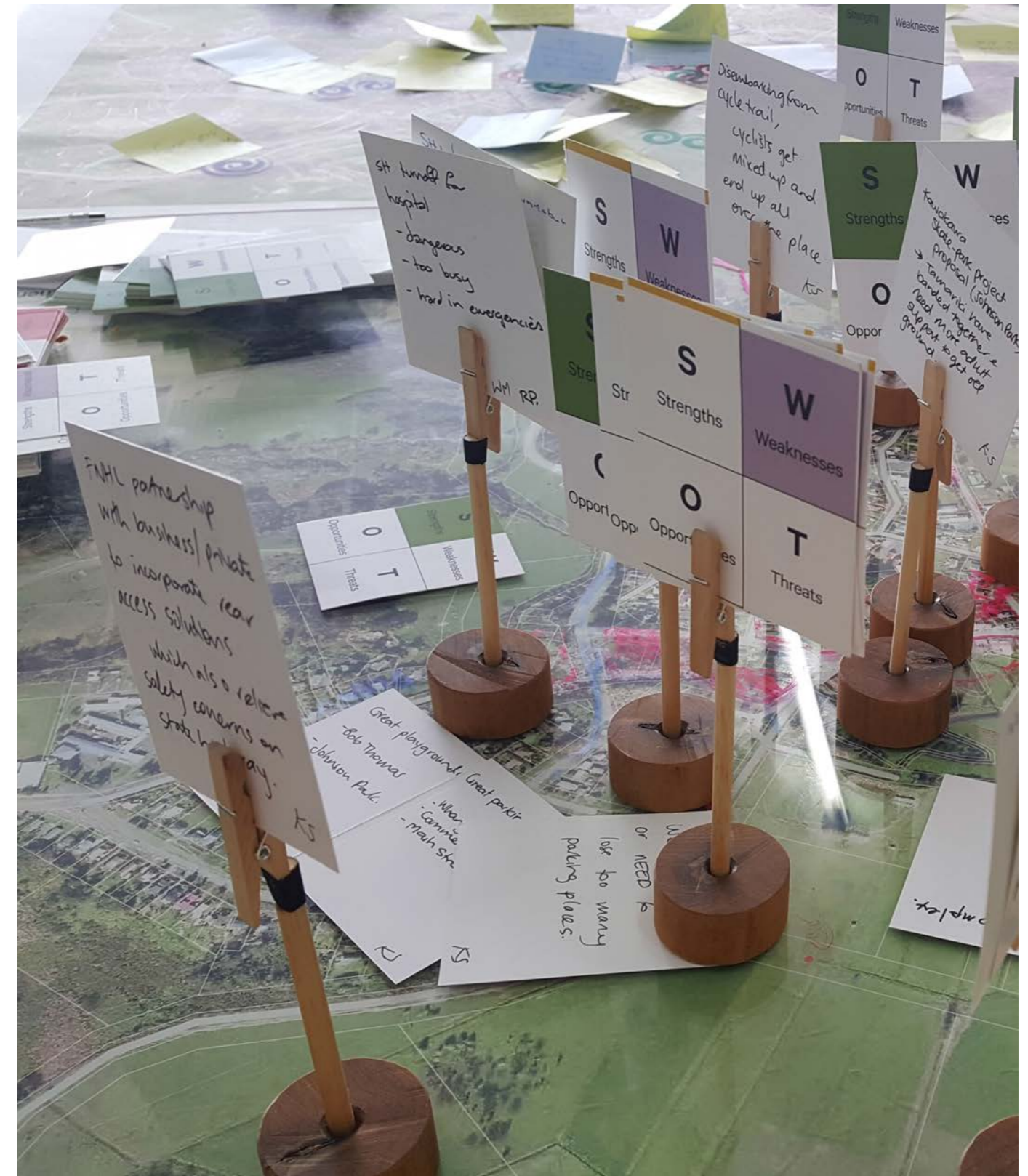
Workshop Attendance: 20

Comments: A good mix of community present including local body and Iwi/hapū - noticeably a mix between Moerewa and Kawakawa; ie people with and interest in both.

Workshop 1. Laying the Foundations - Interactive Mapping of Valued Places.



Workshop 1. SWOT Mapping & Hikio Wānanga.



Workshop 2. Invitation.

An invitation to the Kawakawa community

Twin Coast Discovery Highway Community drop-in session

Join us and share your ideas in improving public spaces in Kawakawa.



Gillies Street

The Twin Coast Discovery Highway is an 800km circular touring route of both the east and west coasts of Te Tai Tokerau, connecting key tourist attractions and communities.

Work undertaken in 2016-2017 identified areas for improvement to the route to help grow Northland's economy, through safer, reliable and accessible journeys.

The NZ Transport Agency is currently investigating potential improvement opportunities for eight townships along the Twin Coast Discovery Highway. These townships include Awanui, Horeke, Rawene, Kohukohu, Dargaville, Kaikohe, Kawakawa and Moerewa.

As one of the eight townships, Kawakawa has been identified as a key link for people connecting around the region. It is also a place with its own rich history, identity and we want to make sure that the community has an opportunity to give their input into the township plan and potential improvement opportunities.

The current phase includes the development of the township plan and is dependent on further funding for implementation.

The Transport Agency would like to invite you to drop in, meet the project team, and give your feedback on the Kawakawa Township plan and potential improvement opportunities.

Community drop-in session

When: Tuesday 25 June 2019

Location: 121 Gillies Street, Kawakawa

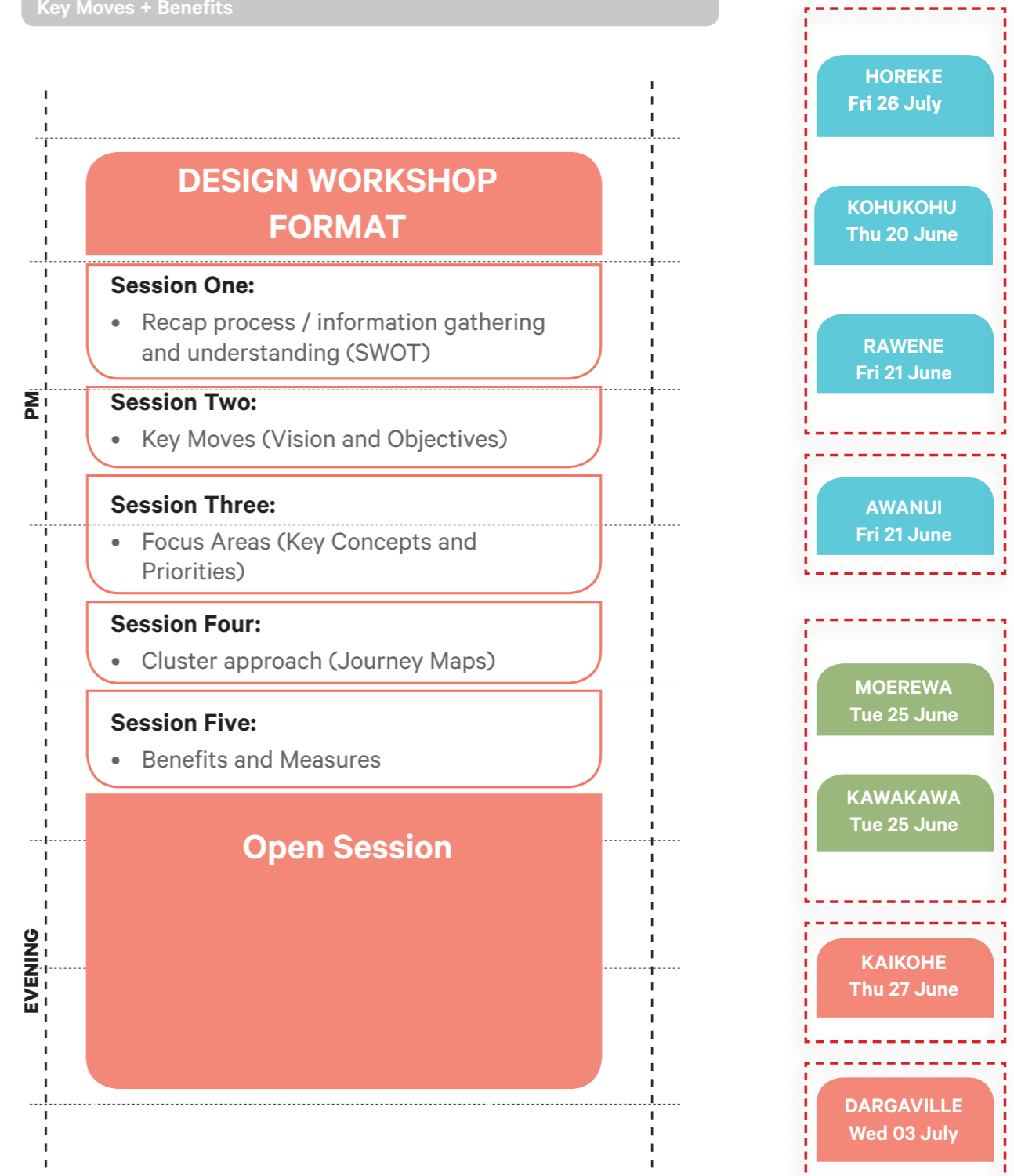
Time: 3.30pm - 7:30pm

If you are unable to make the drop-in session, there will be an opportunity to provide your feedback through our website www.nzta.govt.nz/twin-coast-discovery-route.

NORTHLAND TOWNSHIP ENGAGEMENTS: WORKSHOP FORMAT + PROGRAMME

Objective: Second Round of CREATE Sessions

Key Moves + Benefits



Workshop 2. Programme.

NORTHLAND TOWNSHIPS & TWIN COAST DISCOVERY ROUTE: COMMUNITY ENGAGEMENT PROGRAMME / Round Two

WORKSHOP TWO- CREATE
Objective: Scenario Testing + Refinement of Workshop Sessions

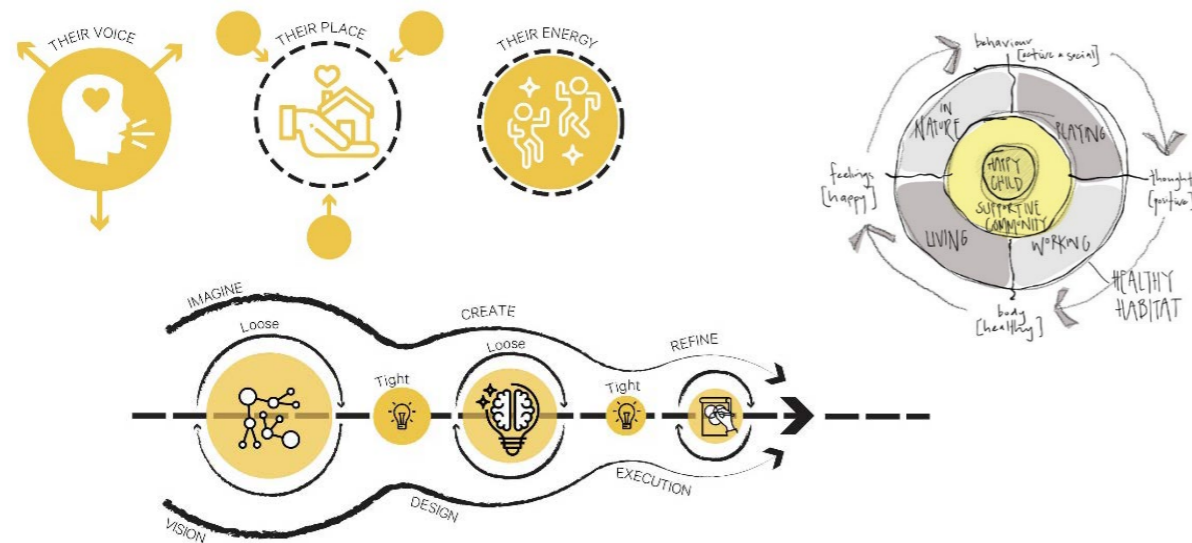
	MON 24 JUN	TUE 25 JUN	WED 26 JUN	THU 27 JUN	FRI 28 JUN	SAT 29 JUN	SUN 30 JUN
AM	<p>PROJECT 'HOLDING' DAY</p> <p>9:00 - 5:00 Project 'Holding' Day</p> <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<p>KAWAKAWA + MOEREWA TWO TEAMS IN TANDEM</p> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Project review and update <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> Session One: Testing the plans and confirming the key moves Session Two: Setting the projects and actions Lunch 12:00 	<p>PROJECT 'HOLDING' DAY</p> <p>9:00 - 5:00 Project 'Holding' Day</p> <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<p>KAIKOHE COMMUNITY WORKSHOP</p> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Project review and update <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> Session One: Testing the plans and confirming the key moves Session Two: Setting the projects and actions Lunch 12:00 	<p>TRAVEL + DOWNPACK</p> <ul style="list-style-type: none"> Travel + Return Home 		
PM		<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> Session Three: Aligning and prioritising the projects and actions Session Four: Setting up for the open studio and public session 		<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> Session Three: Aligning and prioritising the projects and actions Session Four: Setting up for the open studio and public session 			
EVENING		<p>CLUSTER EVENT + PUBLIC ACTIVATION</p> <p>CLUSTER EVENT: 3PM - 6PM Afternoon session and public invite event to bring Kawakawa and Moerewa participants together - cycle event between townships</p> <ul style="list-style-type: none"> Pin-up display and drop in sessions at each township 		<p>OPEN STUDIO PUBLIC INVITE</p> <p>3:30 - 6:00 Open Studio</p> <ul style="list-style-type: none"> Pin-up display and drop in sessions Project and prioritising activities Feedback and discussion opportunities with the community working group and the project team Align with Thursday night markets 			
	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> Kawakawa: DP / MH / ANA / Mere Moerewa: HK / SB / Tukaha / Manawanui 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> Kawakawa: HK/DP/MH/ SB/ANA 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 		

***Note : Dargaville to occur following week beginning 1 JUL**

Workshop 2. Outline.

Level of engagement: Spectrum of participation (based on IAP2)

Inform: TELL	Consult: ASK	Involve: DISCOVER	Collaborate: CREATE	Empower: DO
FACT SHEETS, LETTERS, DISPLAYS, WEBSITES, PRESENTATIONS	OPEN DAYS, FOCUS GROUPS, SURVEYS	WORKSHOPS, HIKOI, MEETINGS, ADVISORY GROUPS	ENQUIRY BY DESIGN/ CO-DESIGN/ CO-CREATE/ PARTICIPATORY DESIGN	MAKE, BUILD, PROTOTYPE, IMPLEMENT, EMPLOY
Keeping community informed. Providing clear information and updates that help the community understand the problems, opportunities, alternatives, and solutions.	Listening to and acknowledging concerns and aspirations, capturing thoughts and feedback and providing guidance on how inputs will influence decisions, or how to get more information	Working with / alongside the community throughout the process, drawing on local knowledge and expertise. Capturing ideas, collectively framing the process and reflecting back how input has influenced decisions	Partnering with the public, and using the design process to identify problems, options and solutions using creative, hands-on, interactive methods to build consensus and test ideas. Shaping and incorporating ideas to the maximum extent possible	Delegated decision making. Community is empowered to implement tangible outcomes, own outcomes, lead outputs



Outline approach: Purpose, goals and objectives for CREATE workshops (phase two)

Project Goal:	<p>Why we are engaging with township communities for this project</p> <ul style="list-style-type: none"> The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element. Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler The Township Plans project allows us to investigate how the TCDR programme can leverage better outcomes (mutual benefit) for each town to be self-sustaining Design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential Each township has unique identifiers / distinctive qualities and character that we can draw out
Commitment:	<p>Our commitment to working with township communities for this project</p> <ul style="list-style-type: none"> We do our homework to understand where each community is at, what planning they have done, how organised they are around their action plans, what is /is not working We invite communities to tell us what is important to them, while we help translate this into spatial and physical outcomes by mapping and prioritising connections that reinforce place. We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure), We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities
Purpose:	<p>Why are we seeking community involvement in the process</p> <ul style="list-style-type: none"> An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process To ensure that community values are refined and transferred into the township plan and priority projects, and wider opportunities created by a network/catchment/ cluster approach are explored To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'
Objectives:	<p>What we hope to achieve for workshop sessions</p> <ul style="list-style-type: none"> An robust understanding of community needs and opportunities for township improvements that will achieve mutual benefit A community perspective on what might attract visitors to stop, stay and spend – the catalyst for economic uplift in Tai Tokerau A deep and wide understanding of what could enhance township safety, place and function- the enablers, including transport infrastructure and place based improvements
Participants:	<p>Who we are inviting and why</p> <p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> Targeted sessions, working closely with Community Working Groups (previously established to develop Community Plans) and Iwi hapu representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we are inviting this core group (approx. 15-20 people) again to commence and 'own' this process of implementing the vision through the township plan.

Workshop 2. Outline.

	<ul style="list-style-type: none"> • Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email) • Key Council representatives for Far North and Kaipara invited (community development and urban planning) <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> • Targeted and open sessions • Targeted workshop session to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes. • Open studio session with wider community will happen in the second round. Sharing the 'work in progress' Township Plans in each of these locations will help confirm, ground and evolve the Township Plans. • Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)
Method:	<p>How we are engaging (Methods and techniques)</p> <p>The 'enquiry by design' process is designed to be interactive and hands-on. We don't assume the answers, but rather understand the problems and create the solutions collaboratively with mana whenua and the community. That way, the solutions will have greater benefit to the community and greater potential ownership for future development. The framework and toolkit developed by Isthmus will guide this process and ensure that all voices are heard and embedded in the outcomes, testing scenarios and building consensus as we go.</p> <p>Guiding framework- how we work together</p> <ul style="list-style-type: none"> • Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri <p>Enquiry by design methods</p> <ul style="list-style-type: none"> • Reflecting community vision, principles and focus areas (as diagrams and spatial maps identifying potential public space/ physical improvements) • Interactive mapping and scenario testing: using the Isthmus co-design toolkit. Considering both community and visitor perspectives with scenario testing and mapping. Considering place, movement and experience and mapping communal spaces, decision points and attractors. • Consensus building: measures and benefits that define and achieve impact in each community, and

Workshop 2 Attendance Summary.

Workshop Summary.

Part One - Morning: Targeted workshop session to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes.

Part Two - Evening: Open Community Drop-In session with wider community. Sharing the 'work in progress' Township Plans in each of these locations to help confirm, ground and evolve the Township Plans.

Invitations: Sent via community leads and Round One participants, local newspapers and radio adverts, posters distributed to wider networks (online and distributed in townships)

General Comments.

A noticeable drop experienced in attendance for some of the workshop sessions. Demands and time commitments for community members in smaller towns has an impact, particularly at times of Tangihanga.

Many people who did come for Round Two had already been to Round One.

The Community Drop in sessions saw a range of new comers (those who had not been part of the workshop process).

In general, a good balance of local body representatives, community leaders and business owners present.

Location: Kawakawa St Johns Centre 121 Gillies Street, Kawakawa. Date: 25 June 2019.

Workshop Attendance: 12

Drop in Session Attendance: 6

Comments: A good turnout from those who attended previous session- again noting a mix from those with interests in both Kawakawa and Moerewa.

Workshop 2. SWOT Matrix.

Johnson Park

- Youth activity – skate park and basketball

Te Hononga and Town Square

- Centralised – tours, tourism, cultural. Eg. flex/coal etc.
- Bike parking/connection
- Events, hub, markets

Railway hub

- Pedestrian crossing, access and parking
- Bob Thomas Park Upgrade
- Footpath access to Te Murihuri – kindergarten
- Events/tours/storytelling opportunity – identity, history
- Signage and connection to Te Hononga
- Safety – bells and signals

Event venues – Domain, Schools etc

- Making available/host event-based tourism
- Domain – improve parking, signage, planting, Create bush trails.

Awa-waiomio and other awa

- Restoration and flood mitigation
- Access to stream/bridge (art, identity)
- Storytelling/identity/markers in landscape
- Resource – e.g. flex/habitat
- Trails – repair of wall/path – underpass

Cycleway journey

- Connectivity to town and legibility
- Identifying cycle trail
- Identity and storytelling
- Crossing points – mainstreet
- Connection to walking trails and stream

Parking

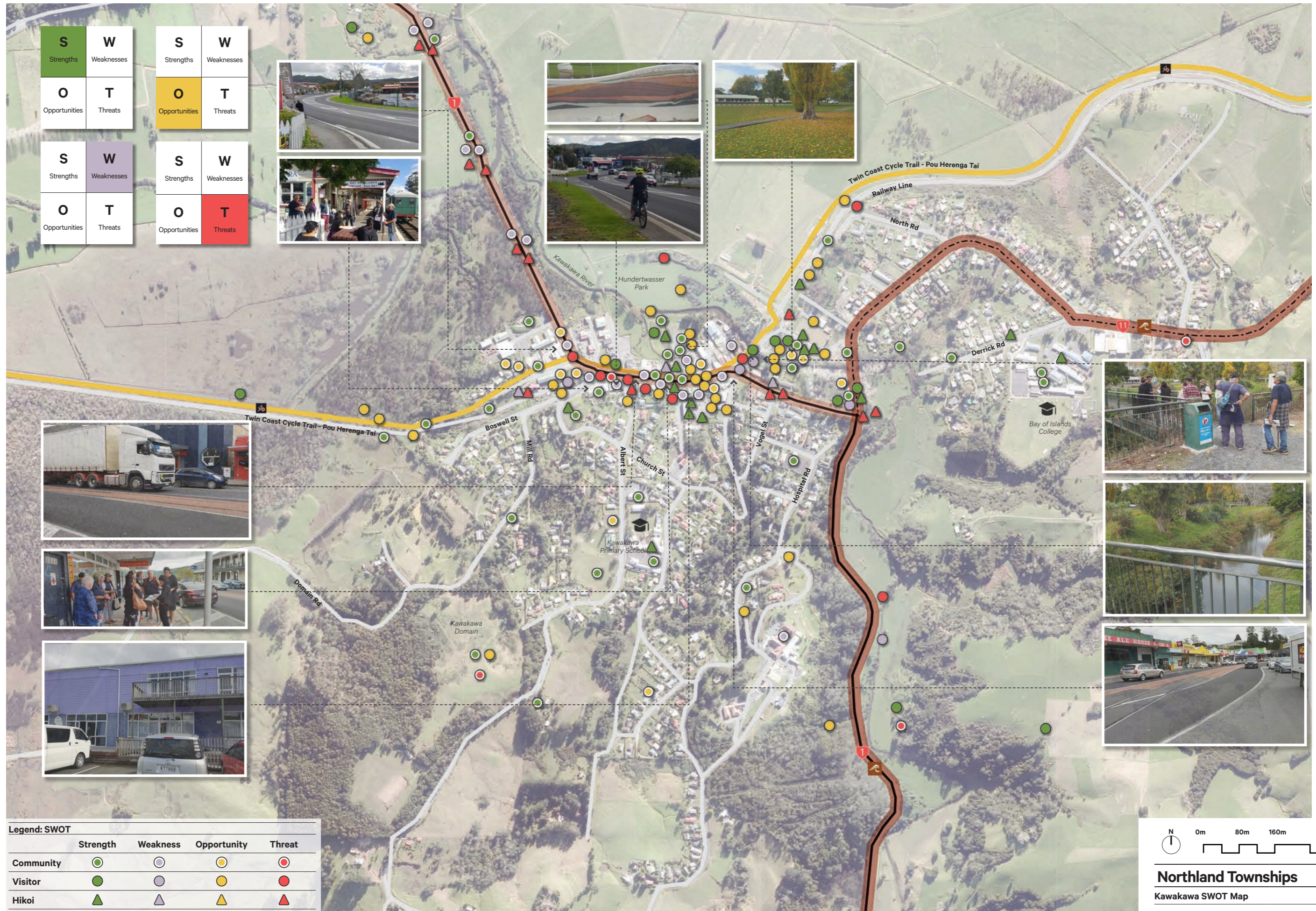
- Rear lanes' loading zones and service areas
- Links to rear carparks (e.g. pedestrian lanes and signs)
- Reversing and conflicts – resolve
- EV charging in carparks

Conflicts – trucks, rail, car, cycle

- Bypass options
- Rail – signage

Pedestrian experience

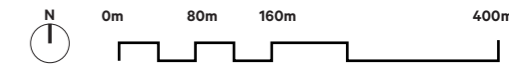
- Safe crossing and footpath extensions
- Lighting
- Beautification – planting



S Strengths	W Weaknesses	S Strengths	W Weaknesses
O Opportunities	T Threats	O Opportunities	T Threats
S Strengths	W Weaknesses	S Strengths	W Weaknesses
O Opportunities	T Threats	O Opportunities	T Threats

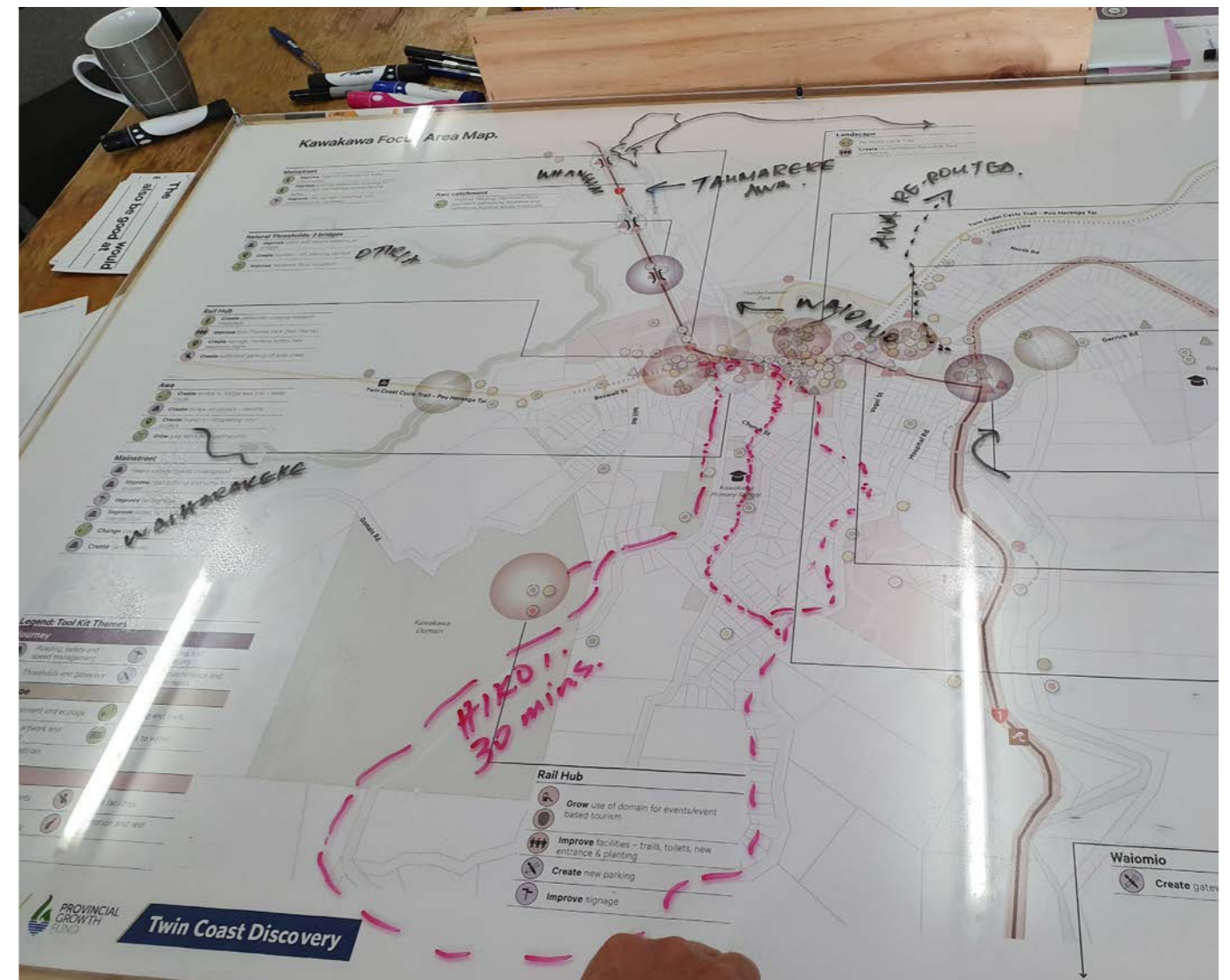
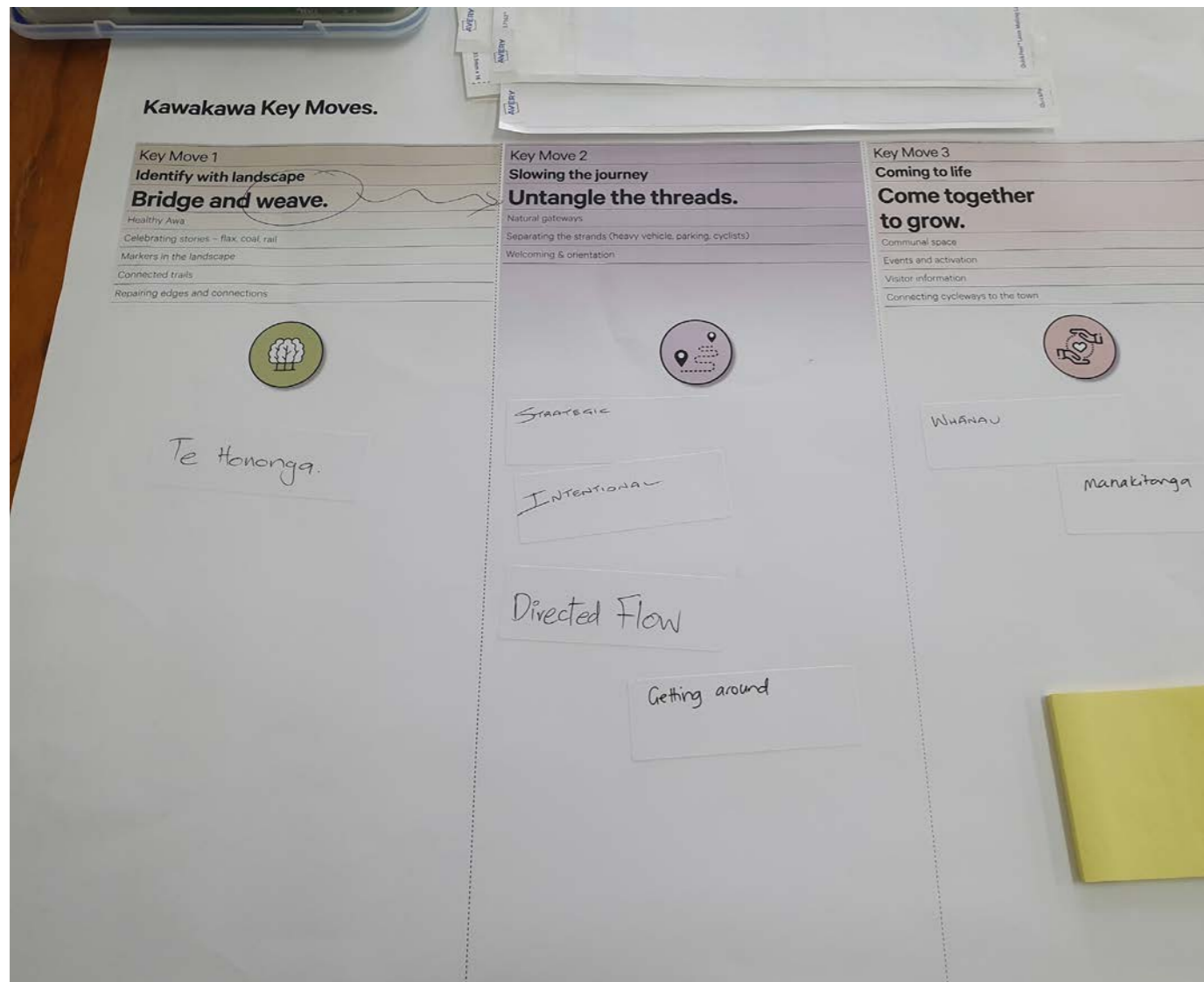
Legend: SWOT

	Strength	Weakness	Opportunity	Threat
Community	○	○	○	○
Visitor	●	●	●	●
Hiko	▲	▲	▲	▲

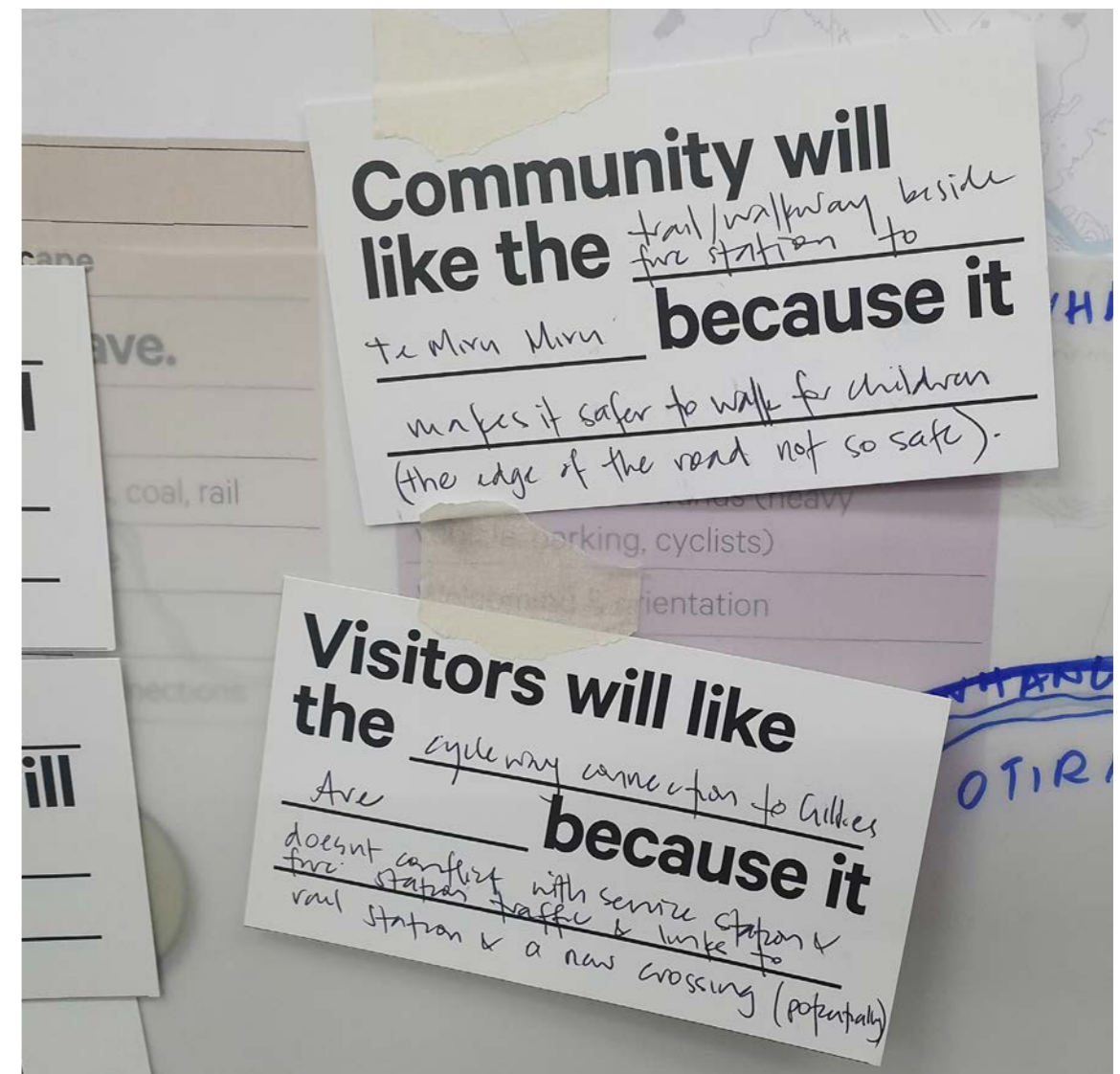
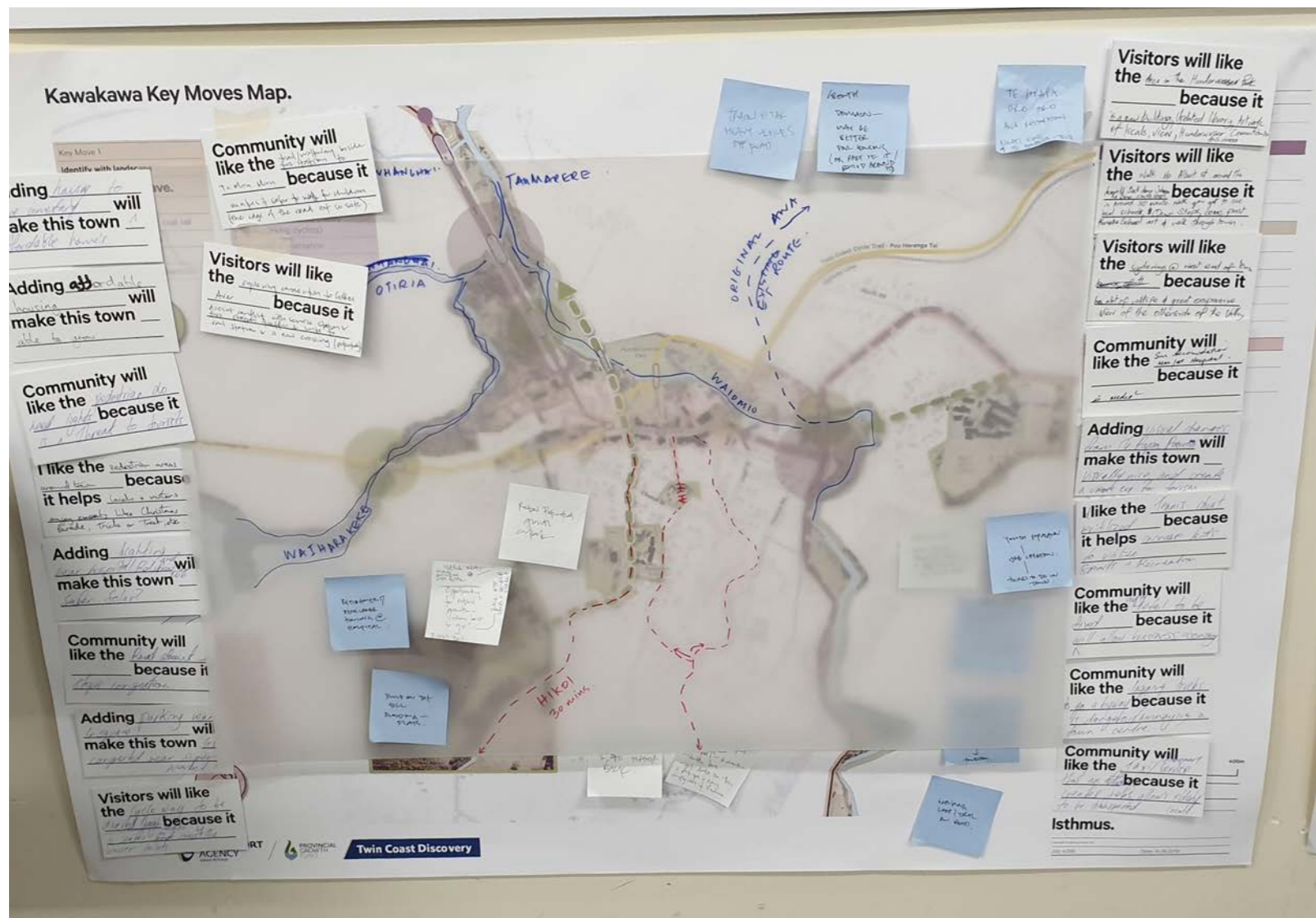


Northland Townships
Kawakawa SWOT Map

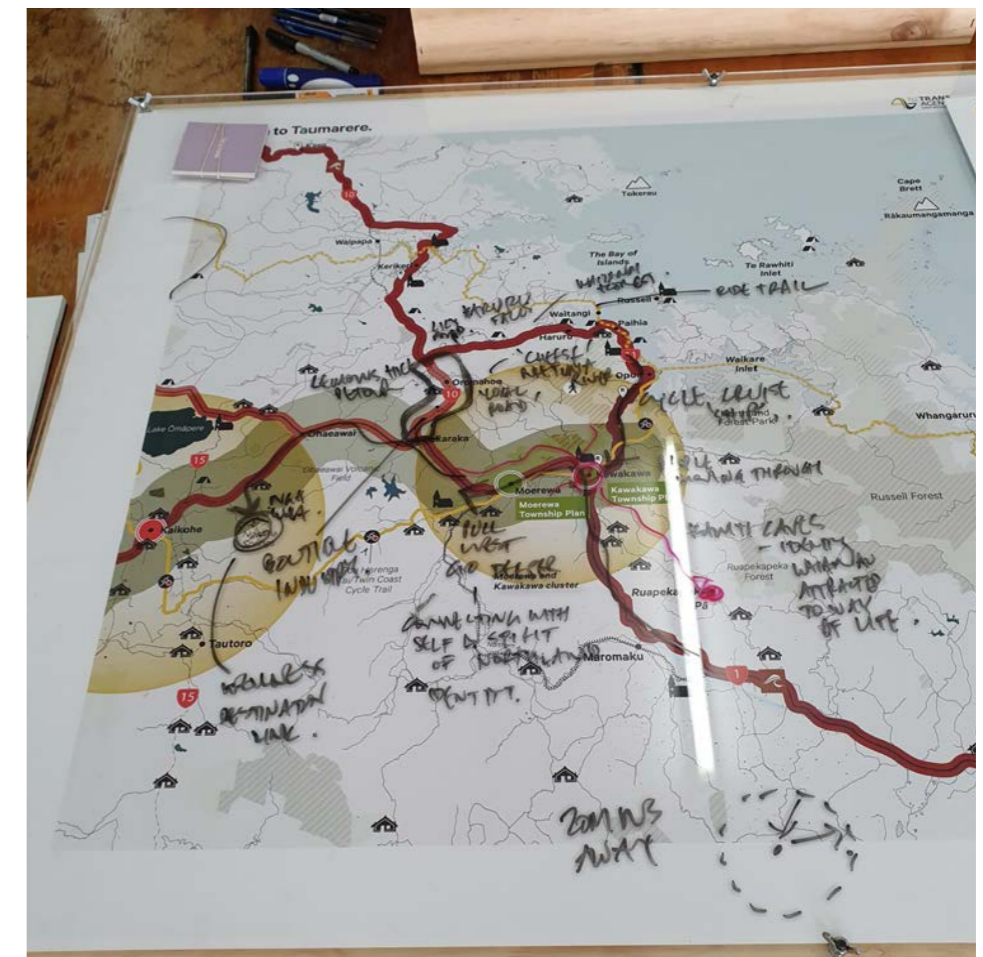
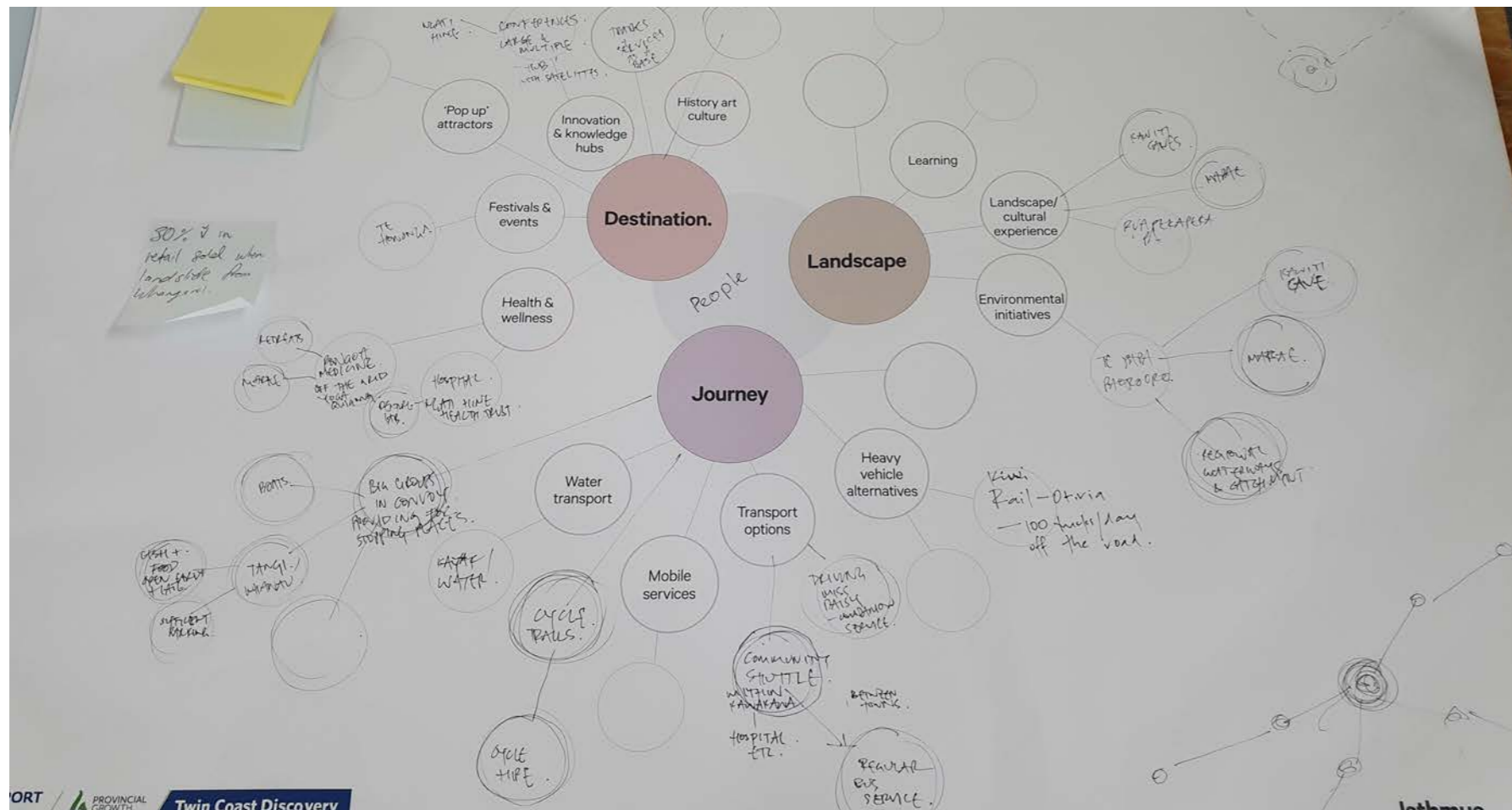
Workshop 2. Testing The Vision and Objectives.



Workshop 2. Testing Key Concepts.



Workshop 2. Connecting the Journey.



Workshop 2. Filtering Outcomes and Prioritises.



Isthmus.