

# Kohukohu. Township Plan. Northland Townships.

04 November  
2019

Isthmus.



Twin Coast Discovery



Land.  
People.  
Culture.  
Isthmus.

**Acknowledgements.**

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

The design team wish to thanks the Kohukohu 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.



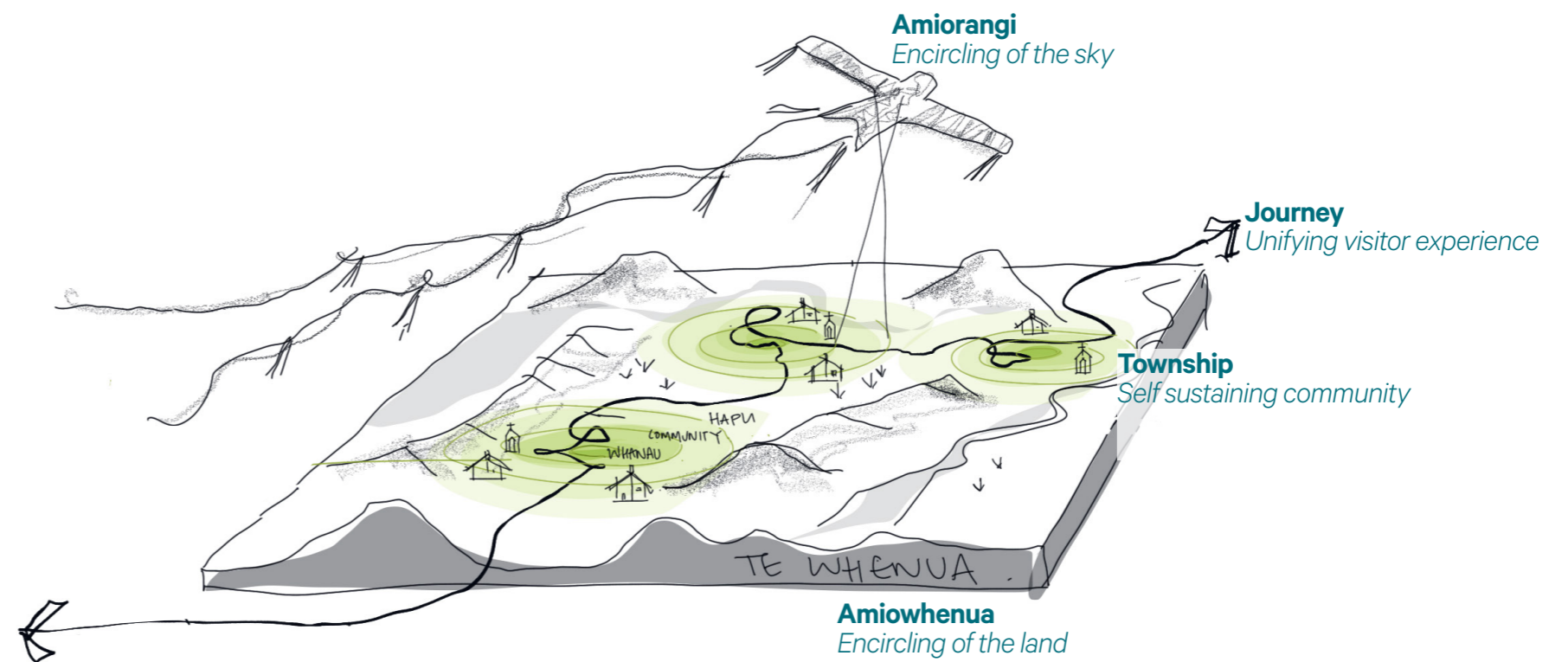
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## Introduction.

**“Kohukohu, a thriving harbour-side and rural community which values its unique history, and strong desire for freedom and self-determination.”**

Tirohanga/Vision Kohukohu Rautaki Hapori: Community Plan revised 2018/19





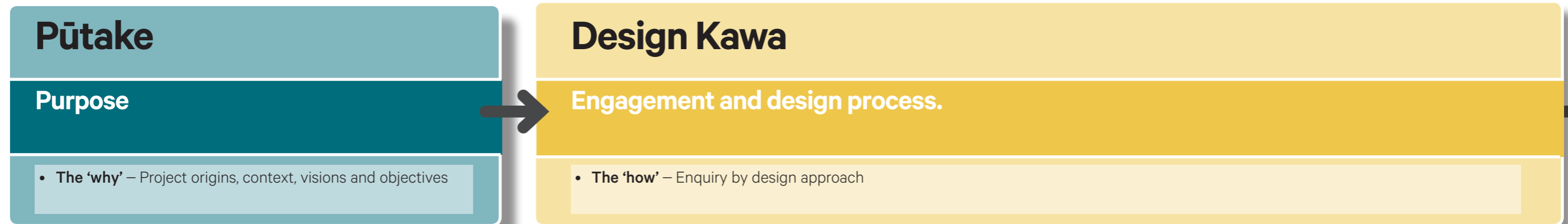
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# 1. Executive Summary.

# Executive Summary.



## Pūtake. Purpose.

The Township Plans identify projects that have potential to bring mutual benefit to the community and visitors to Kohukohu. 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 Kohukohu 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 (Kohukohu Community Plan 2008, updated 2018/19). 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 forms) and Tūmataiti’ (What is held/internal focus).

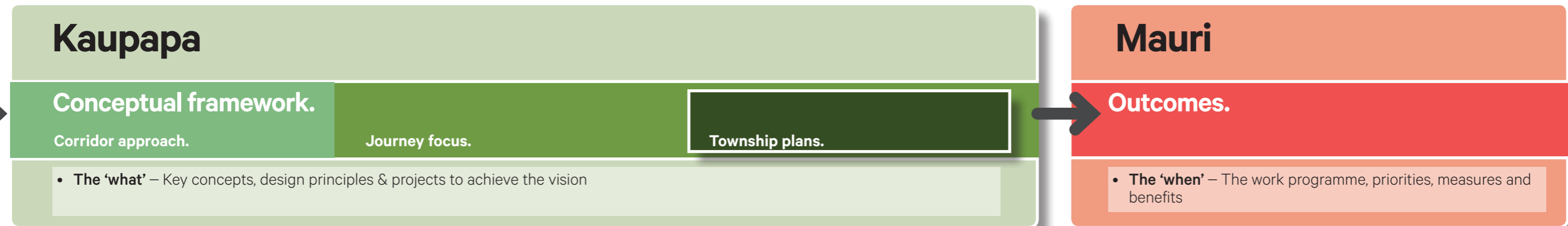
Kohukohu is linked to Northland journeys by the Twin Coast Discovery Route (TCDR), and will be boosted by strategic investment in Northland Townships along the TCDR through a partnering approach between the NZ Transport Agency (NZTA), Councils, Iwi Hapū, Northland Inc. and the community.

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 Kohukohu 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 Kohukohu 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.

Kohukohu 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 Kohukohu 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 Kohukohu that contribute to self-sufficiency and wellbeing.

### Hōreke/Rawene/Kohukohu Cluster:

Townships clustered on the Hokianga have similar problems and opportunities. The Hokianga is the destination and water is the connector, along an estuarine drowned valley. These towns support the experience as a network and an interconnected system of history and stories, travel and services. Te Hokianga nui a Kupe 'the place of Kupes great return' was the departure point of legendary Māori navigator Kupe when he returned to his homeland of Hawaiiki. The harbour and associated landscape is of great spiritual and cultural importance to Iwi/ hapū. It is also the place of some of the earliest encounters between māori and pākehā- where timber flax and spars were traded, the Tiriti o Waitangi was signed, church mission stations were established and battles were fought. Rawene, Kohukohu and Hōreke are some of the earliest shipbuilding and sawmilling settlements based on the kauri timber trade. In the 1960's and 70's people chose the Hokianga for its 'off the grid' alternative arts and crafts lifestyle. Hokianga Tourism still promotes these values — a slower pace of life known as 'Hokianga time'.

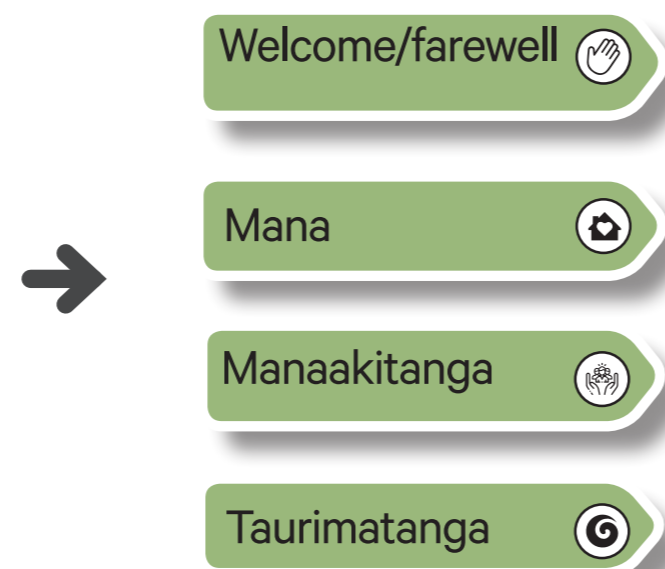
### Kohukohu Township:

Kohukohu is a harbourside heritage town. The township is perched on the edge of the Hokianga Harbour against a backdrop of forest. There are layers of māori and pākehā settlement history here that are not obvious and easily missed. The old bays and beaches have been filled in, and the mangroves have grown over the remnants of the former sawmill wharf. Given its geographical constraints, it is hard to comprehend that this small, quiet town was once a commercial centre for the Hokianga and the bustling heart of New Zealand's timber industry, boasting the largest mill in the southern hemisphere at its peak. The unique personality of the town right on the edge of the harbour is enticing for the visitor wanting to uncover its mysteries. Its unique location is also what makes it vulnerable to the natural elements, with inundation from tidal action and storm events. Restraint is needed, while at the same time addressing some real issues with maintenance, speed, and resilience along the Twin Coast Discovery Route. Kohukohu invites you to slow down and put down an anchor.

## 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.

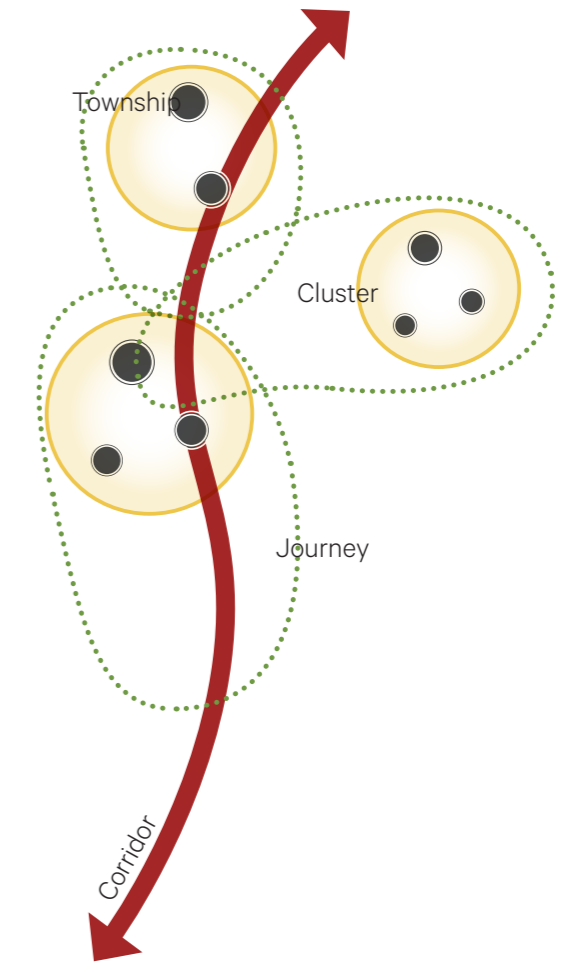
## Framework. Kaupapa.



## Themes. ULDF.

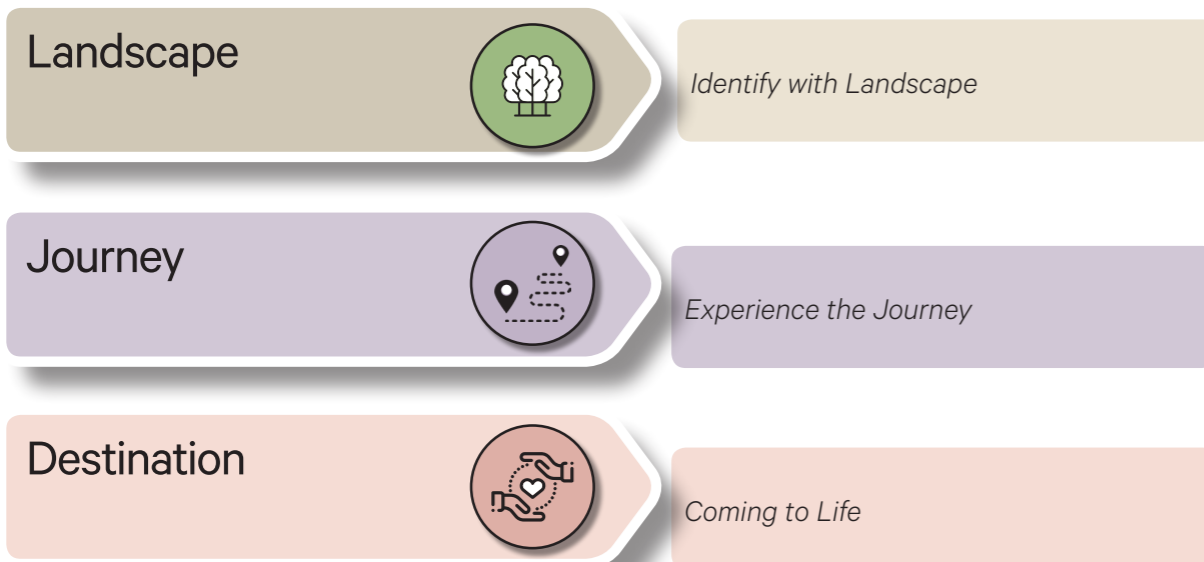
Improvement themes	
Place	Public realm and open space, Community heart, Legible town
Movement	Connections, Safety and access, Wayfinding
Experience	Parking and convenience, Places to stop, stay, spend, Local attractions and explorations

# Executive Summary.



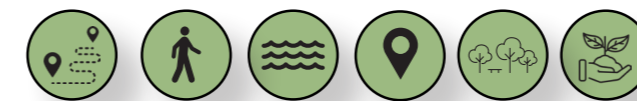
## Investment Objectives.

Township Plans.  
(Enquiry by design)



## Improvement Projects.

'Toolkit' Examples.



**Landscape Projects:** Cycling and trails; Ease of pedestrian movement; Access to the water; Markers, artwork and wayfinding; Gathering amenities; Environment and ecology.

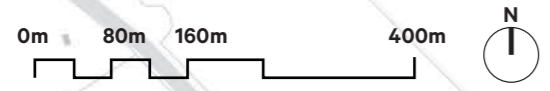
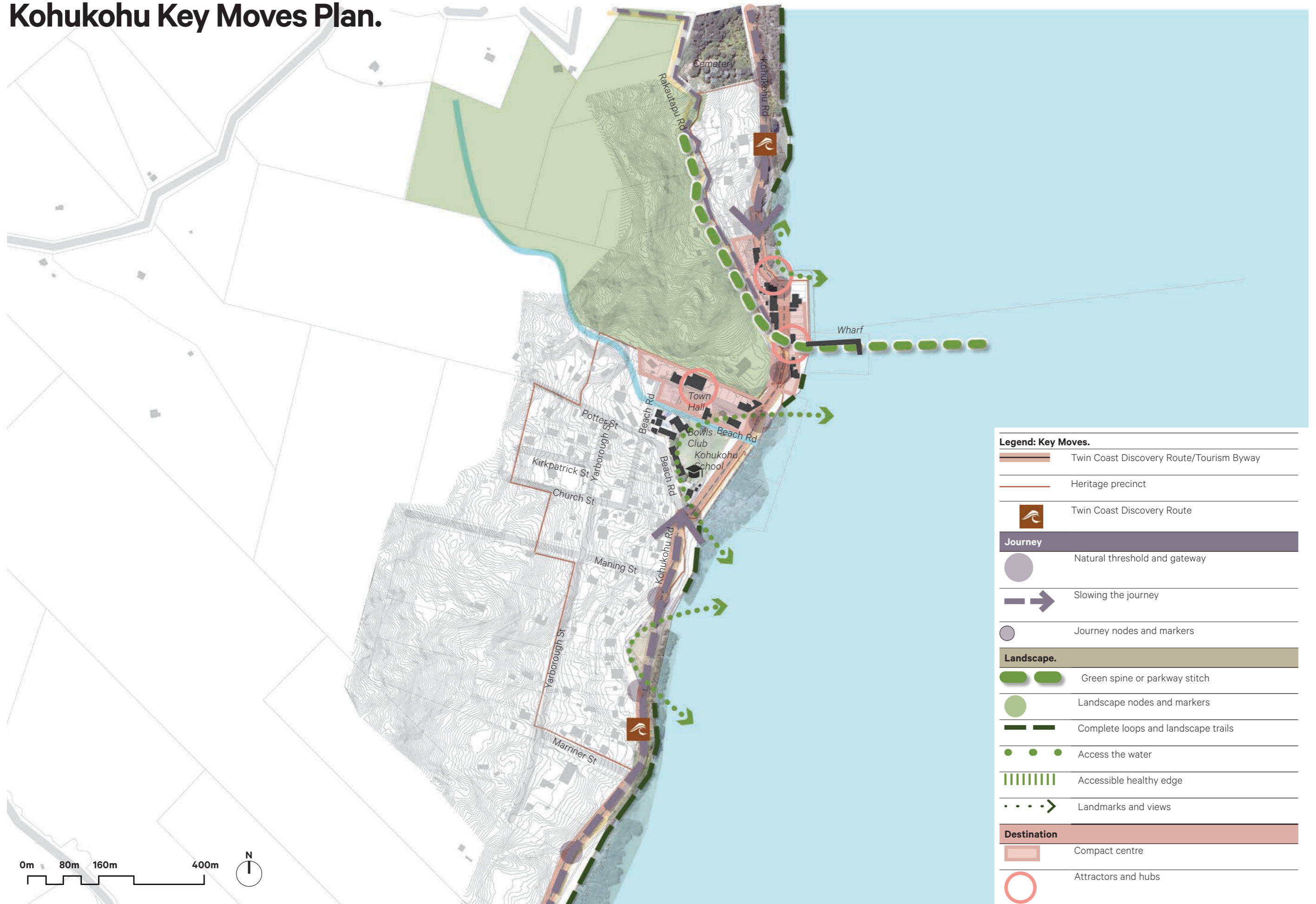


**Journey Projects:** Roding, safety and speed management; Road maintenance and improvements; Directions and sign posting; Thresholds and gateways.



**Destination Projects:** Parks, sports and events; Experience, identity, community and business; Information and rest stops; Gathering places; Visitor facilities.

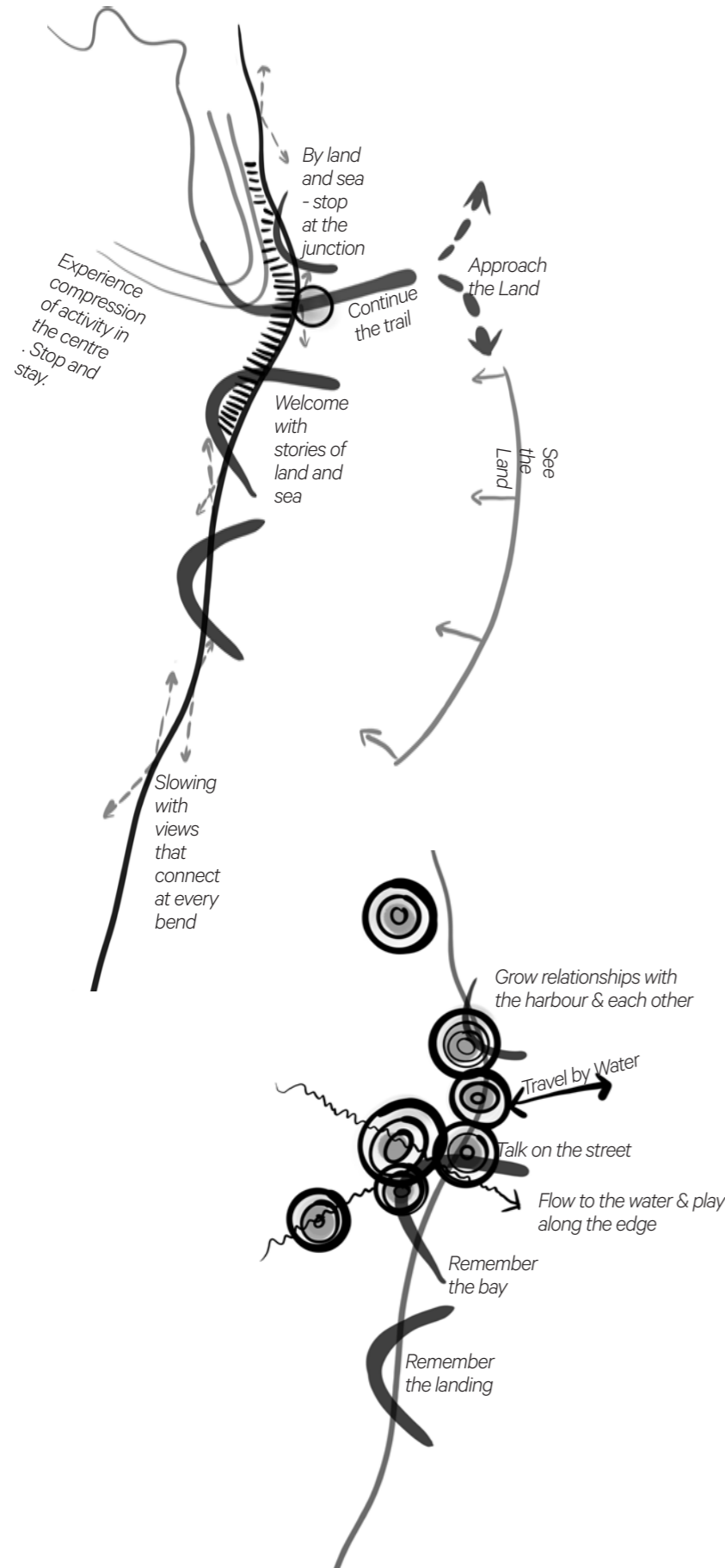
# Kohukohu Key Moves Plan.



Legend: Key Moves.	
	Twin Coast Discovery Route/Tourism Byway
	Heritage precinct
	Twin Coast Discovery Route
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

# Vision and Objectives.

Kohukohu Visitor Key Moves Sketch Map.



Kohukohu Community Key Moves Sketch Map.  
Kohukohu Township Plan | NZTA | November 4, 2019

## Key Move 1

Identify with landscape

**Whenua me te moana,  
where the land meets  
the sea.**

Strengthen and repair the water edge

Gentle and practical water based play

Trace memory of harbour edge

Care of harbour and Hokianga gathering grounds

Mana whenua and Tūrangawaewae-  
where people live between land and  
water



## Key Move 2

Experiencing the journey

**Water as a connector,  
harbour as a highway.**

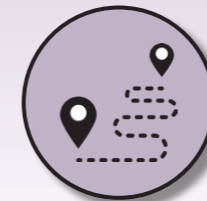
Ata haere - slowing to a pace where we  
can notice where we are

Bends in the road and opening views.  
Hikoī on Hokianga time.

Using the compression of headland and  
bay to create the town slow zone

Promote safe walking and cycling to  
enjoy the experience and connect the  
community

Repair breaks in safe movement between  
everyday destinations



## Key Move 3

Coming to life

**Hokianga is the  
destination.**

Squeeze spaces, meet in the street, put  
an anchor down and relax

Build around the junction of wharf and hill  
cycle trails

Create life, interest and meaning around  
local art culture

Bring community and visitors together to  
reveal and celebrate imperfections of life,  
living heritage and home.



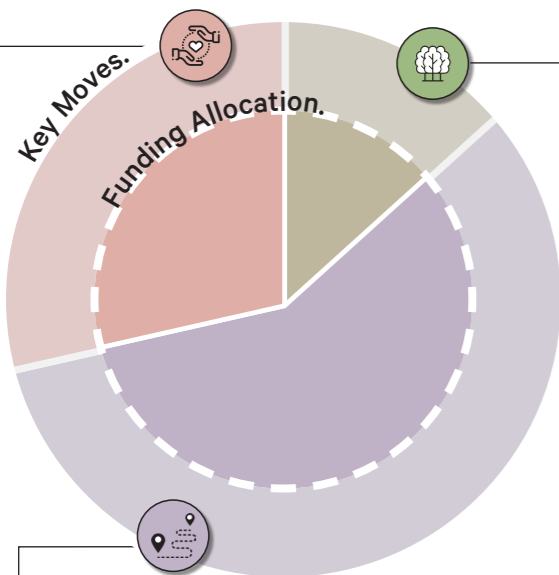
# Improvement Project Timeline.

**Short Term.**  
Early implementations.  
0-3 Years.

**Identify with landscape.**

Whenua me te moana, where the land meets the sea.

- Picnic area and lookout
- Weed removal, bank stabilisation and planting at town thresholds
- Old bridge heritage trails



**Experiencing the journey.**

Water as a connector,  
harbour as a highway.

- Speed management interventions to support Kaiwaha gateway signage
- Widen some footpaths in town centre
- Placemaking interventions for mainstreet activation
- Speed threshold treatments and intersection upgrades
- Placemaking and speed interventions for 'remnant'
- Seawall walk and cycle 'Narrows' connection business case
- Passenger ferry service business case

**Coming to life.**

Hokianga is the destination.

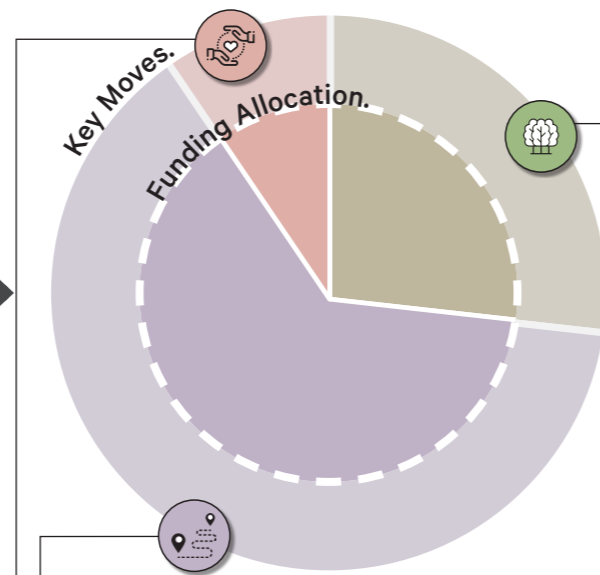
- Placemaking projects - signage, information and temporary play and parking
- New public toilet and changing facilities

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

**Identify with landscape.**

Whenua me te moana, where the land meets the sea.

- Pou markers and artwork
- Weed removal, planting and bank stabilisation
- Water access and picnic area for swimming and kayaking
- Waka landing open space upgrade
- Reseal part of Rakautapu Rd to cemetery
- Selectively clear mangroves



**Experiencing the journey.**

Water as a connector,  
harbour as a highway.

- New footpaths, raised zebra crossings and speed interventions in town centre
- Walk and cycle shared path extension to the Tauteihihi marae and rugby club

**Coming to life.**

Hokianga is the destination.

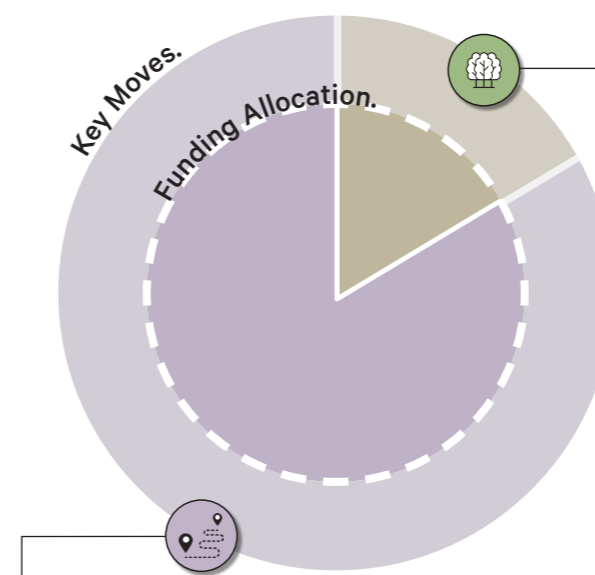
- Memorial arch visitor rest stop, bike and boat facilities

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

**Identify with landscape.**

Whenua me te moana, where the land meets the sea.

- Saltmarsh boardwalk and seawall repair
- Mountain bike loop trail wayfinding



**Experiencing the journey.**

Water as a connector,  
harbour as a highway.

- Mainstreet planting, art, lighting and seating
- Walk and cycle extension to the Narrows
- Seawall repair and boardwalk sections

**Plan reference**

Number Name

**LANDSCAPE**

<b>1A</b>	Harbour edge and heritage trail pou markers
<b>1B</b>	Pioneer cemetery edge and entry
<b>1C</b>	Herald hub water access
<b>1D</b>	Headland threshold planting
<b>1E</b>	Reclaimed bay heritage trails and saltmarsh boardwalk
<b>1F</b>	Pāheke waka Landing open space upgrade and planting
<b>1G</b>	Rakautapu Road trail/ bush trails

**JOURNEY**

<b>2A</b>	Kaiwaha project: gateway threshold
<b>2B</b>	Herald hub slow speed environment
<b>2C</b>	Main street slow speed environment
<b>2D</b>	Rakautapu Road and wharf intersection- slow speed environment
<b>2E</b>	Beach Road/ Old Beach Road trail and threshold treatment
<b>2F</b>	Walking and cycling path and seawall improvements
<b>2G</b>	Walking and cycling path extension stage one- to Tauteihihi Marae
<b>2H</b>	Walking and cycling path extension stage two- to The Narrows (vehicle ferry)
<b>2I</b>	Passenger ferry service

**DESTINATION**

<b>3A</b>	Herald building signage
<b>3B</b>	Temporary harbour edge green space and play trail
<b>3C</b>	Memorial arch rest stop and water access
<b>3D</b>	Town hall civic space

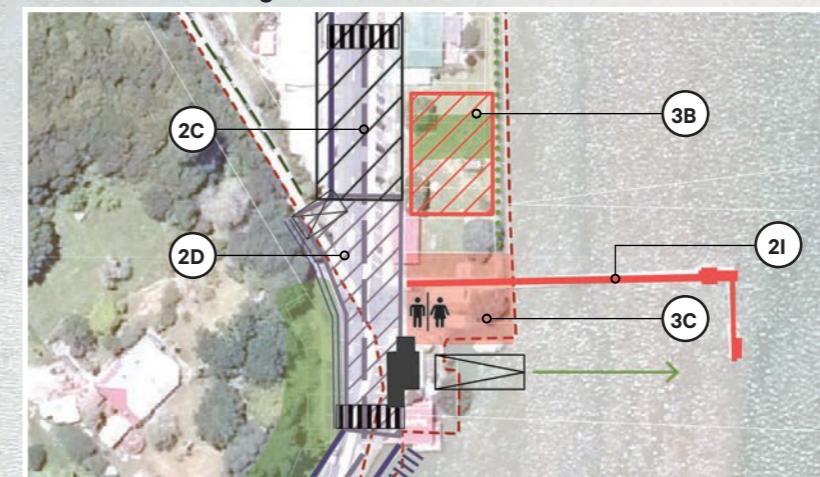
# Kohukohu Improvement Plan.



## Context Plan - Kohukohu to the Narrows.

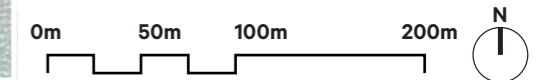


## Town Centre Enlargement.



**Legend.**

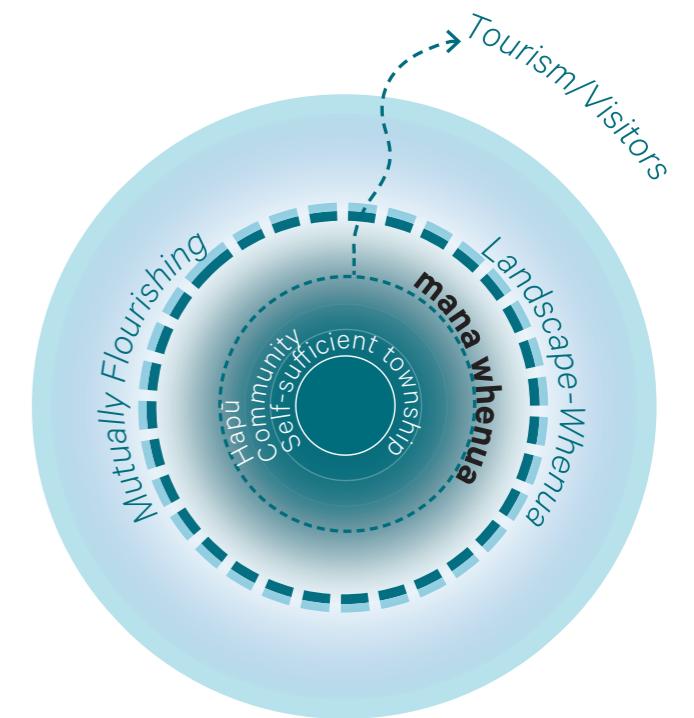
- Landscape Improvements.**
  - ||||| Seawall repair and water access
  - XXXX Low native coastal planting
  - XXXX Selective mangrove clearance
  - Weed removal and planting
  - - - Street amenity treatment
  - Views to the harbour
  - ⚓ Boat ramp
- Journey Improvements.**
  - ▨ Main street slow zone
  - ▨ Speed management threshold
  - ||||| Seawall repair for road/pathway
  - - - Slow zone
  - Footpath - existing
  - - - New footpath extension
  - ▬ Footpath widening
  - ▬ Boardwalk/cantilevered deck on seawall
  - 'Off road' portion of heritage trail
  - 'On road' heritage trail
  - - - Maintenance and upgrades
  - ⊠ Frictional surfacing/speed threshold
  - ✕ Trail/wayfinding markers
  - ✕ Identity marker (eg. Pou)
  - ⤴ Existing Pou markers
  - ||||| Zebra crossing
  - ▬ Raised zebra crossing
  - Pedestrian central refuge island
  - ⤴ Gateway signage/feature (community led)
  - ♿ Existing public toilets
  - ←50 Existing speed signage (remove/relocate)
  - 50 Proposed speed signage - both sides of road and speed painted on road
  - 50 School speed signage
  - SLOW Slow speed signs and slow markings on the road
  - ⚠ Warning people signage
- Destination Improvements.**
  - ▨ Destination civic space
  - ▨ School/campus/community
  - ▨ Park upgrade/play activity
  - - - Heritage Precinct
  - ⋯ Existing wharf piles
  - ⋯ Mangroves







## 2. Pūtake. Project Origins & Purpose.



# The Twin Coast Discovery Route.

The Twin Coast Discovery Highway is an 800km scenic touring route of both the east and west coasts of Northland. The circular route is designed to connect with key tourist attractions and infrastructure. The Twin Coast Discovery Route (TCDR) is a key element to the region's tourism strategy and economic development plan.

The Twin Coast Discovery Route Programme Business Case (PBC) recognises that Northland is not making the most of its tourism and visitor appeal. The visitor industry thrives in isolated pockets on the eastern side of Northland over summer, but destination appeal and visitor spend outside this area and season is diminished.

This diagram below shows the specific work areas for each of the four work streams that are included in this first iteration of the Action Plan.

Northland Twin Coast Discovery Route Township Plans, Contract Number 2018456. P 15. 1st November 2018.



# 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.

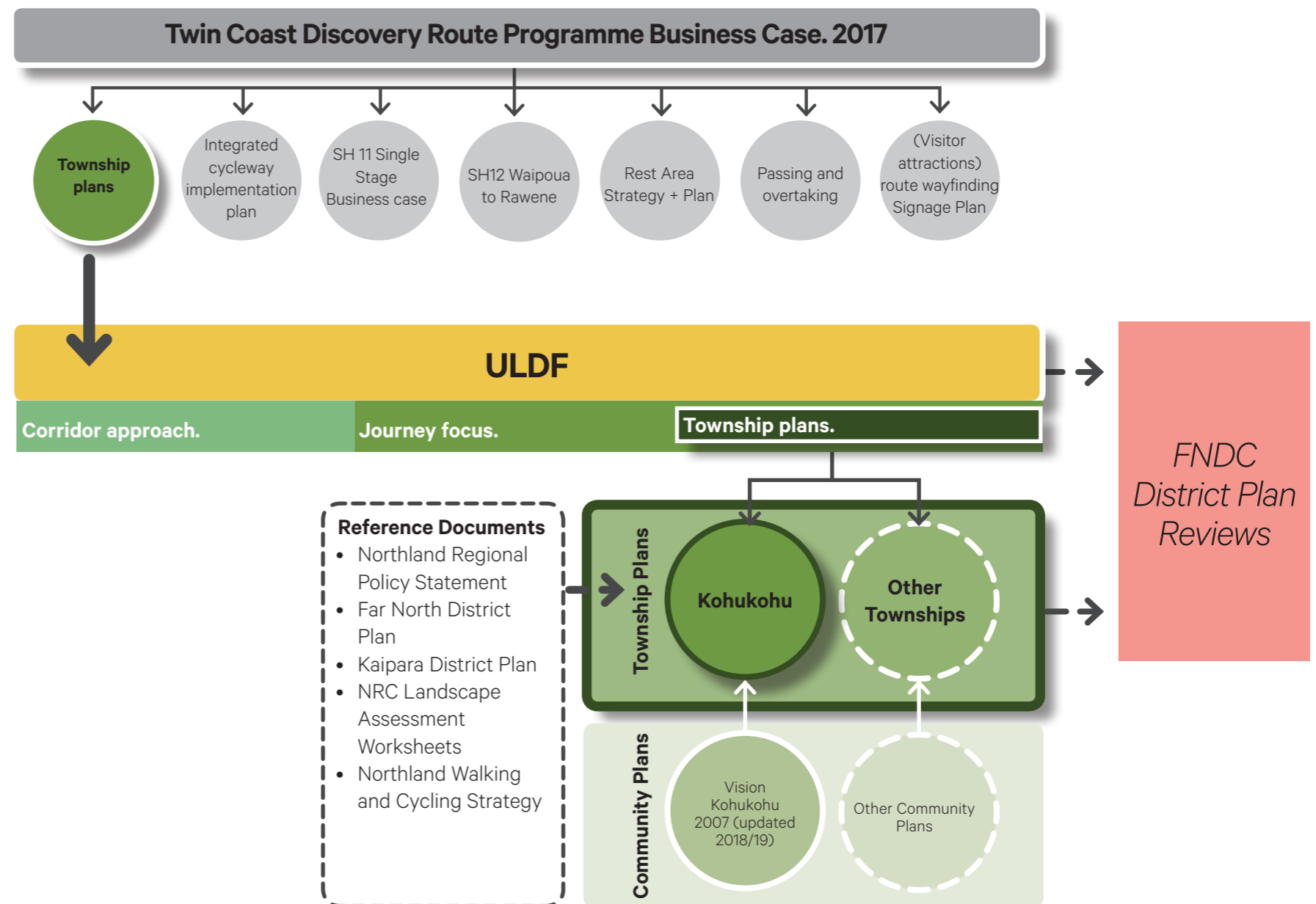
## Purpose of the Township Plan.

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.



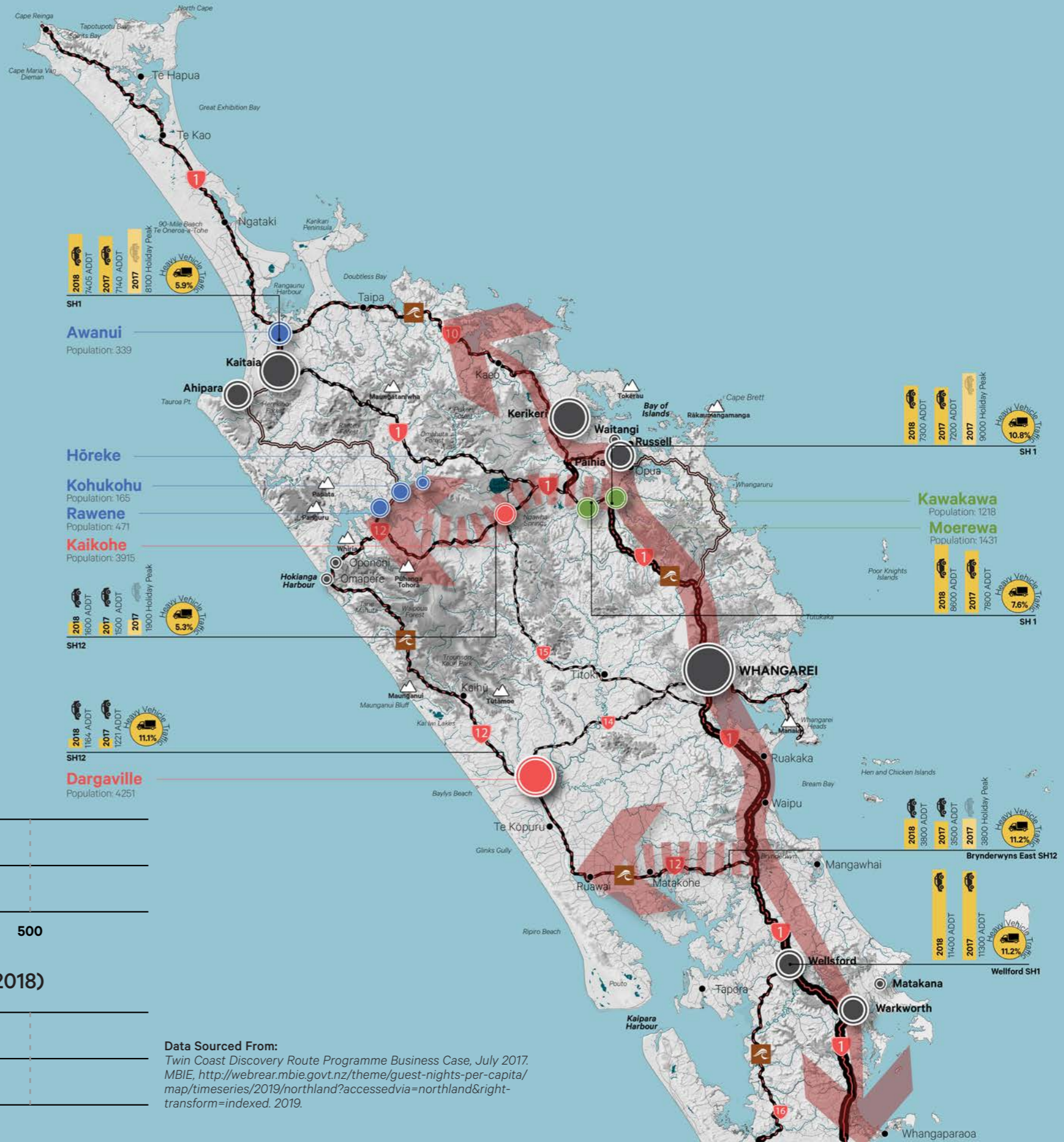
# Problem Definition. The TCDR Programme Business Case (PBC).

**Legend.**

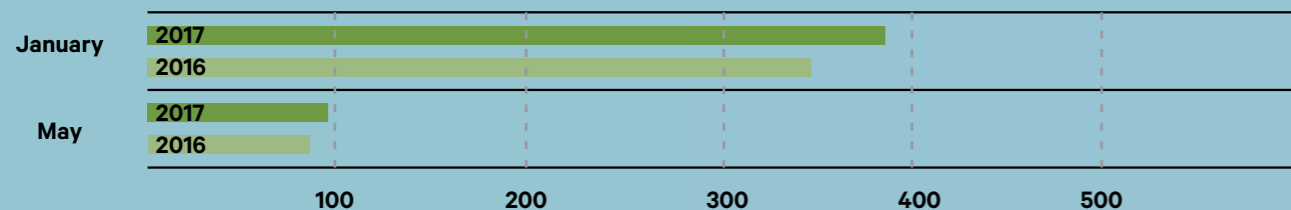
- 10,000-50,000 Average Vehicle Count Per Day
- 5,000-10,000 Average Vehicle Count Per Day
- <5,000 Average Vehicle Count Per Day
- High Volume Road - Road Classification
- National - Road Classification
- Regional - Road Classification
- Primary Collector - Road Classification
- Secondary Collector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

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

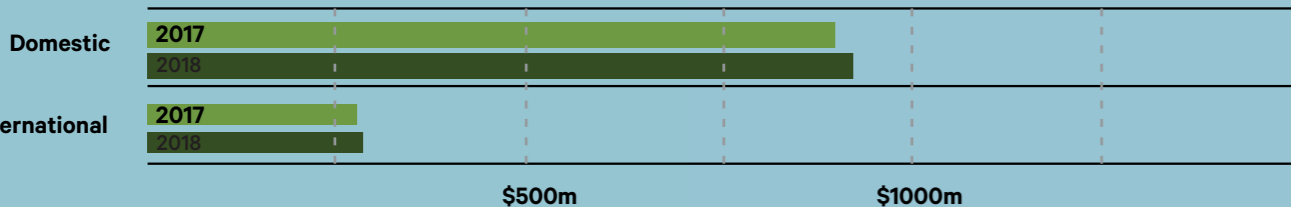
NZTA, State highway volumes by region,  
<https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/> October 2019.



## 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.

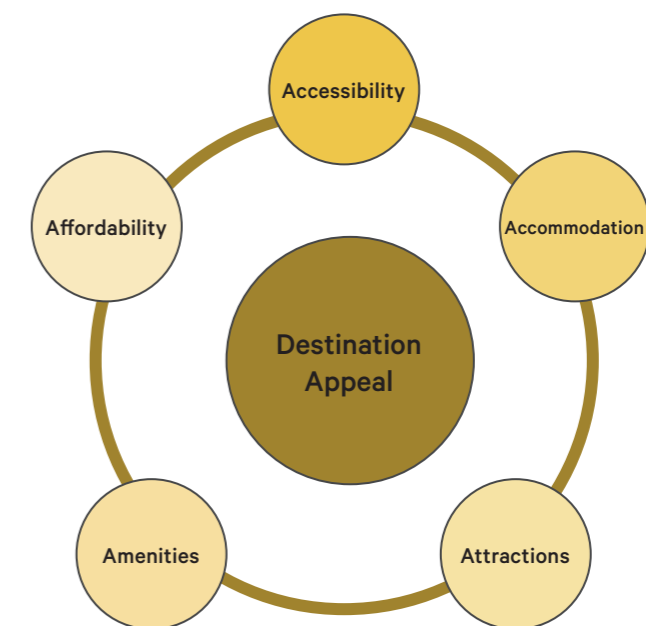
**Accommodation:** Options are currently limited in the townships, and difficult to sustain. With clusters of townships, there is usually one larger town which provides the majority of accommodation options for all. Options should be expanded to cater to increasing free independent travellers (FIT), 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.

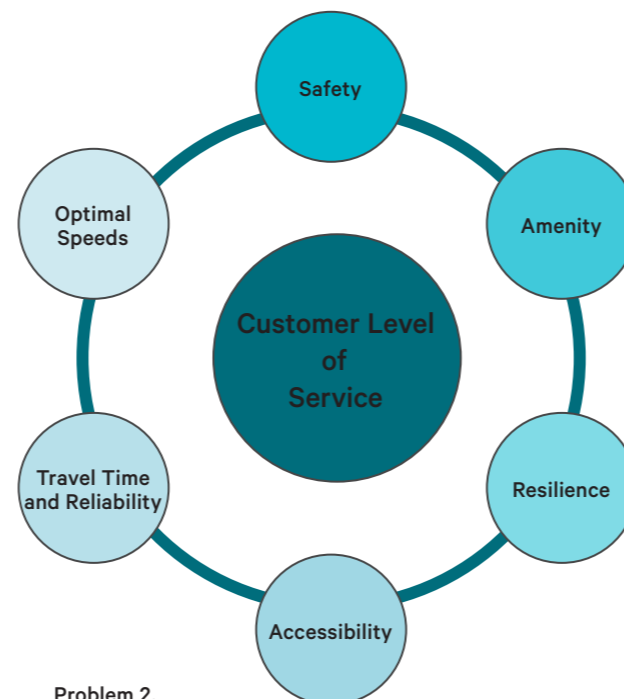
**Accessibility:** A high volume of heavy vehicles is experienced through all the townships. The traffic speeds and significant truck volumes create real and perceived safety and access issues through the townships. Creating a more accessible and thriving town needs to have the supporting infrastructure 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

### Kohukohu - 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.

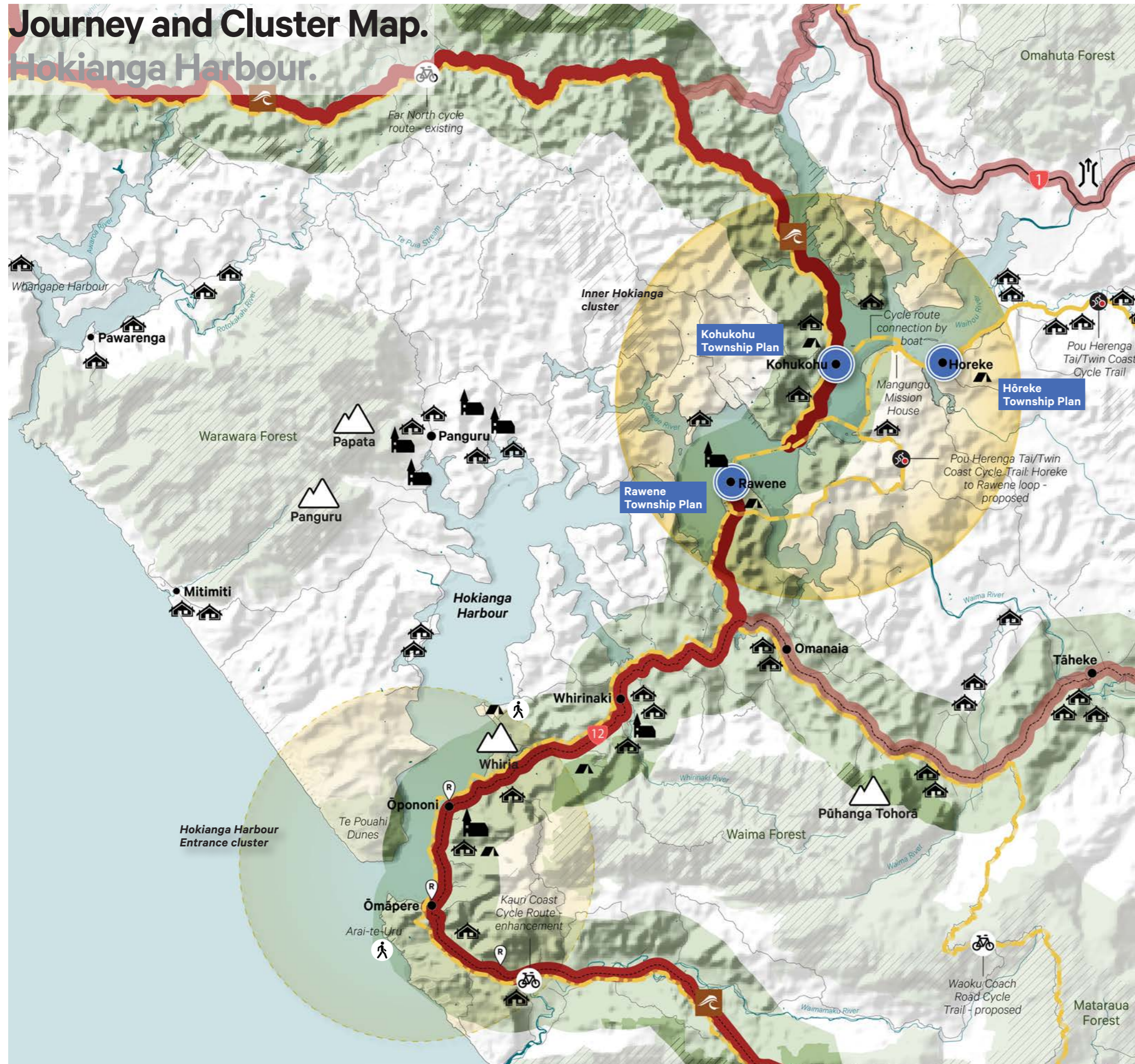
The following summarises some of the specific considerations for Kohukohu in relation to the Government Policy Statement (GPS) land transport priorities.

**Safe transport system:** Kohukohu faces additional speed problems due to destination factors such as departing ferries. A high volume of heavy vehicles is experienced through Kohukohu, and with the traffic speeds can create real and perceived safety and access issues through the township.

**Access, resilience and transport choice:** The TCDR through Kohukohu is a secondary collector, and not a State Highway. The isolation of these townships and geographical constraints such as the Hokianga harbour, expansive riverfronts and windy, hilly terrain combine to form impediments to access for these communities. One example is the reliance of the Hokianga towns on the ferry services. Potential improvements to the ferry service, as well as complementary walk and cycle extensions to existing wharf and landing locations would allow for a wider connection to Hokianga Harbour towns and a loop experience that can be completed without a private vehicle.

**Reduced adverse effects on the environment:** Kohukohu township includes a heritage precinct with a unique and challenging geography. Historical reclamations, surrounding landuses and harbour siltation have led to environmental issues. Seawall repair is needed due to coastal inundation and storm events that destabilise the coastal edge over time

# Journey and Cluster Map. Hokianga Harbour.



**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.

The Hokianga is considered to be one of the oldest settlements of Māori, and many hapū have strong associations with the area. The harbour was also an early landing place for European settlers, and missionaries who established catholic and protestant churches, some of the first in New Zealand. Kohukohu is among the oldest townships in New Zealand.

Between 1828 and 1831 the flax industry was in full swing. As European settlement in the Hokianga harbour grew the first power timber mill was built in Kohukohu in 1879, with timber being transported via the harbour to Auckland or Kaipara to export. Kohukohu had one of the largest mills in the Southern Hemisphere, the sawdust was used to reclaim acres of land, completely filling in the bay in the centre of the town and spreading sawdust far into the harbour. However the timber mill closed in 1909 and the dairy industry started to boom.

## Landscape Catchments.

Kohukohu is located on the inland reaches of the Hokianga Harbour, before the harbour narrows into river tributaries. At Kohukohu, the Hokianga Harbour is shallow and tidal, characterised by mangrove habitat and mudflats. Kohukohu is defined by the harbour to the east and the steep bush clad hill side to the west. Kohukohu serves a wider rural farming community.

The construction of a seawall at the township harbour edge and the reclamation of land at the old timber mill site has modified the natural sweeping curve of the original bays and beaches.

## Land Use and Township.

Today, the historic origins of Kohukohu are subtly apparent in the remaining historic buildings and structures. The mainstreet, shops and public buildings are predominately located on reclaimed land, with residential buildings on the hillside and behind the school. The creative industry flourishes in Kohukohu with many artists, writers and poets living here. The Twin Coast Discovery Route passes through the town but is not a State Highway.



Historic Context Sourced from: Auckland Council Libraries, C.P Dawes Collection, 1899-1909.



Landscape Catchment/Wider Context



Township Context



**Step 1 For Group 1: Journey Scale**

Identify important routes, rivers, and roads on the map.

Pin the tags in the location on the map with the appropriate color.

Identify important cultural or historical places and note them on the tags.

Pin the tags in the location on the map with the appropriate color.

**Step 1 For Group 2: Township Scale**

Using the large maps, take turns to identify the location of your township pin and on the map.

Link the pins to the location on the map.

**Step 2**

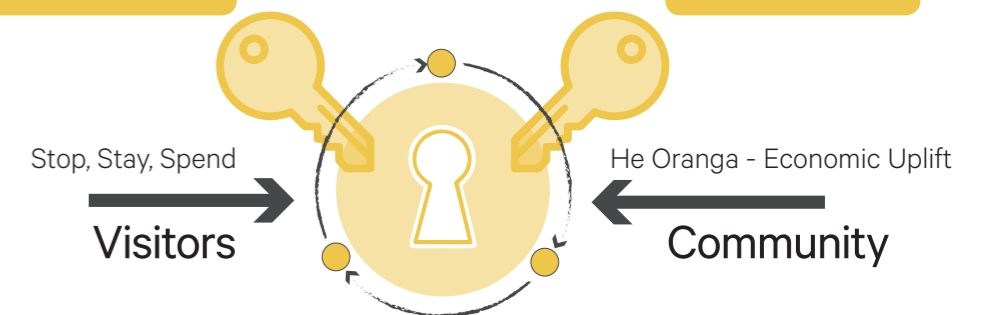
Link the pins to the location on the map and complete the interactive map 1.

# 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 Kohukohu, this is the Kohukohu Community Development Plan updated 2018/19, which identifies the community aspirations as focus areas and objectives (refer 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 Kohukohu 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.

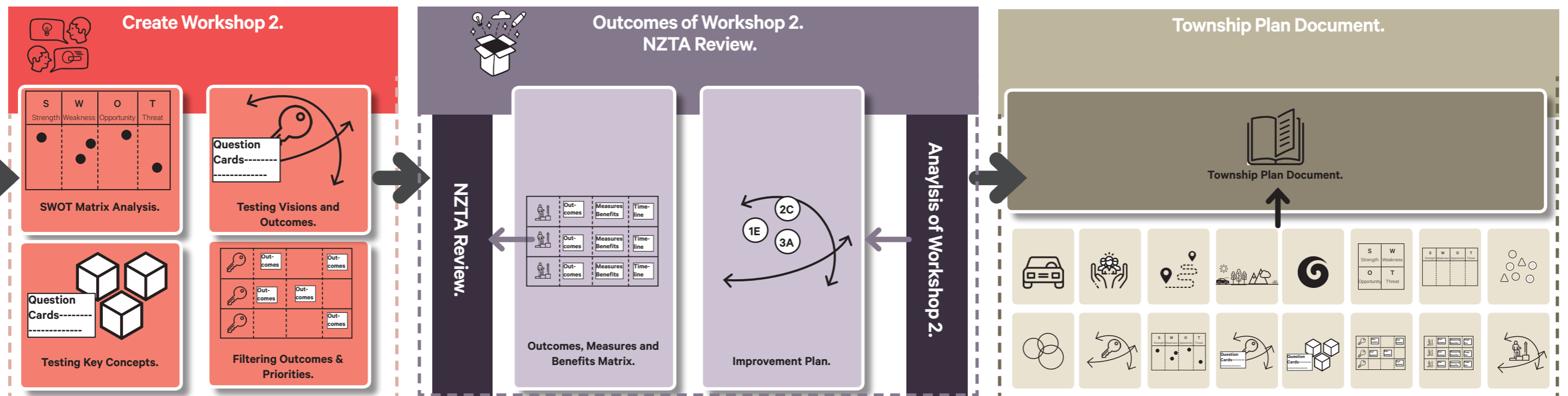
Testing and refining the objectives and measures: 'Create' workshop session two with Community Focus Group followed by an open community drop in session, confirming the measures for community wellbeing and economic uplift that are specific to the township, and using these to guide priorities, time frames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

## Outcomes of Workshop 2.

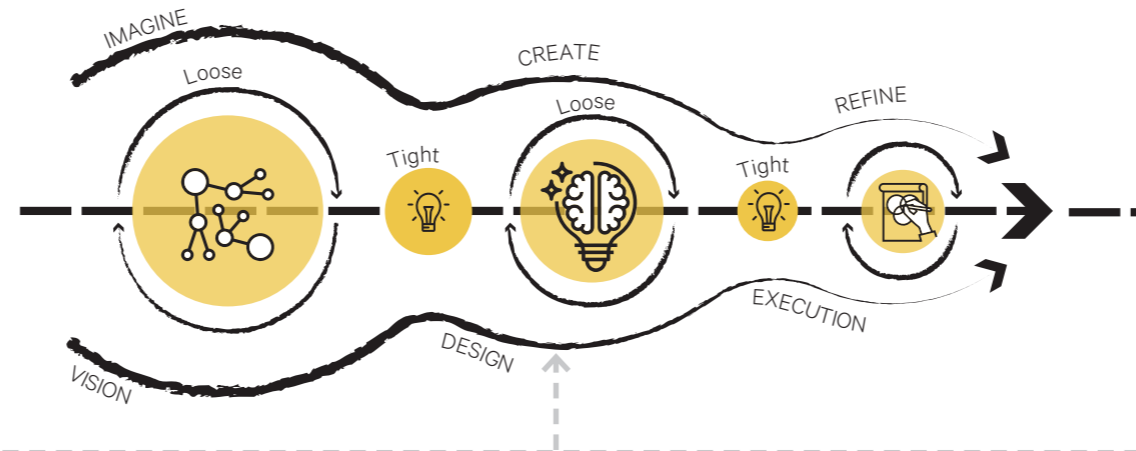
Refining Township Plan improvement projects: Refined, scoped, reviewed and measured for long term benefits. Technical and design interpretation helps to shape the parameters for what is possible, and how improvement projects can be packaged and delivered in a way that will contribute to the function, 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. Hikoi Wānanga.
4. Scenario Testing



ULDF background and preparation

**Iwi Hāpu Hikoi**

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

Community Focus Group

**'Imagine' Workshop 1**

Thursday 2 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**

20 June 2019  
Workshop: 9AM to 1.30PM  
Open community drop in session: 3.30PM to 7.30PM

Key concepts & principles.

1. Improvement Plans
2. Priorities
3. Evaluate benefits & measures

**NZTA Review**

Refinement and integration with the ULDF

Final township plans

Final 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)

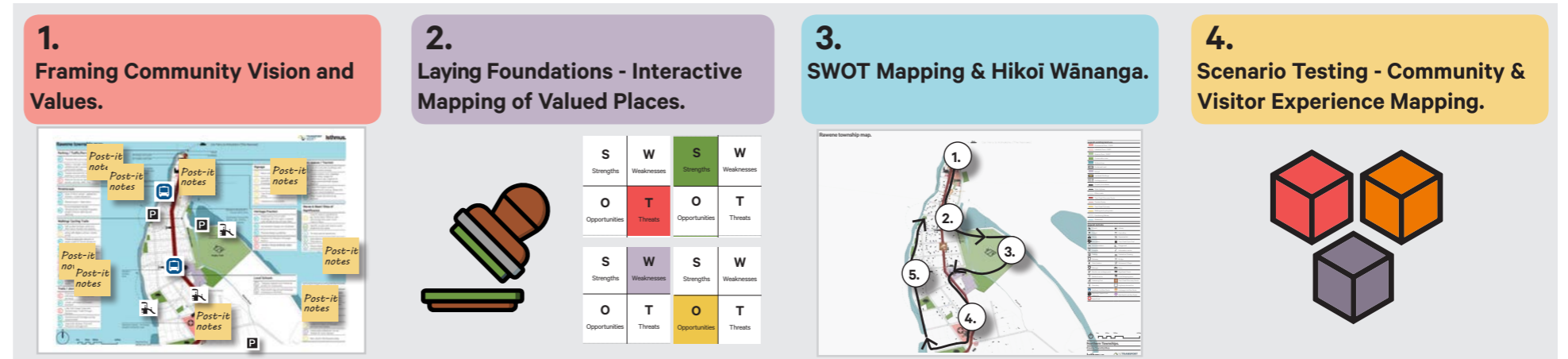
Workshop Attendance - 15 people attended workshop one. Refer to appendices for detailed workshop attendance information.

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

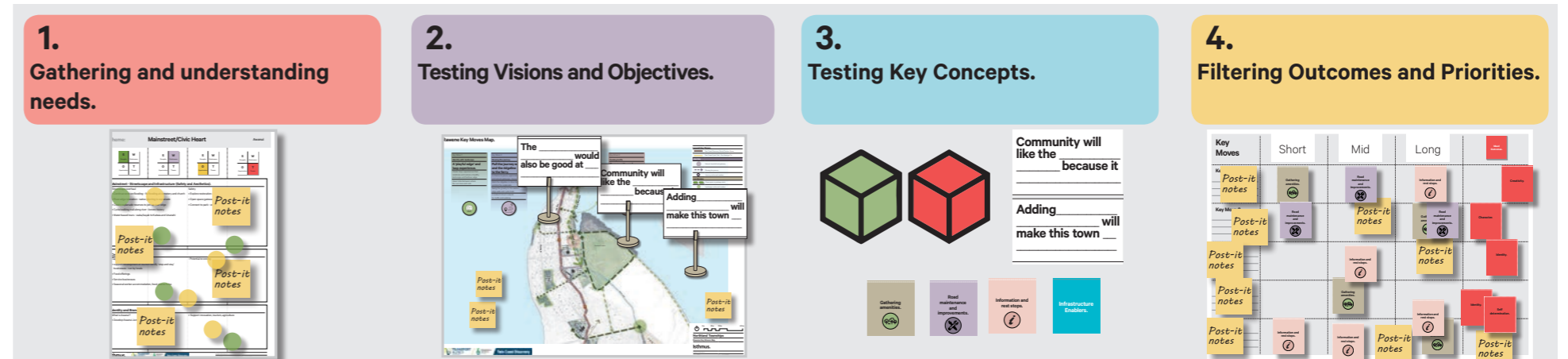
Workshop Attendance - 14 people attended workshop two and an additional 13 people registered for the drop in session, with more unregistered in attendance. Refer to appendices for detailed workshop attendance information.

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 Hikoī Wānanga:**  
Hikoī 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

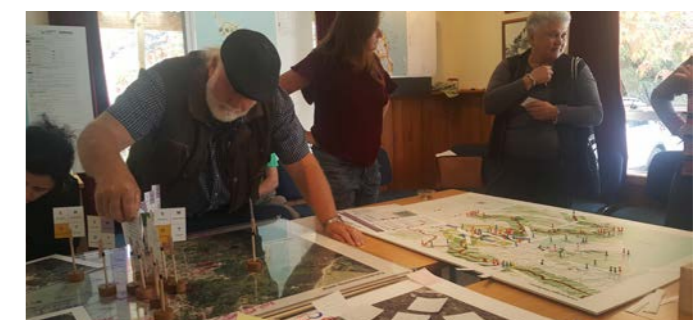
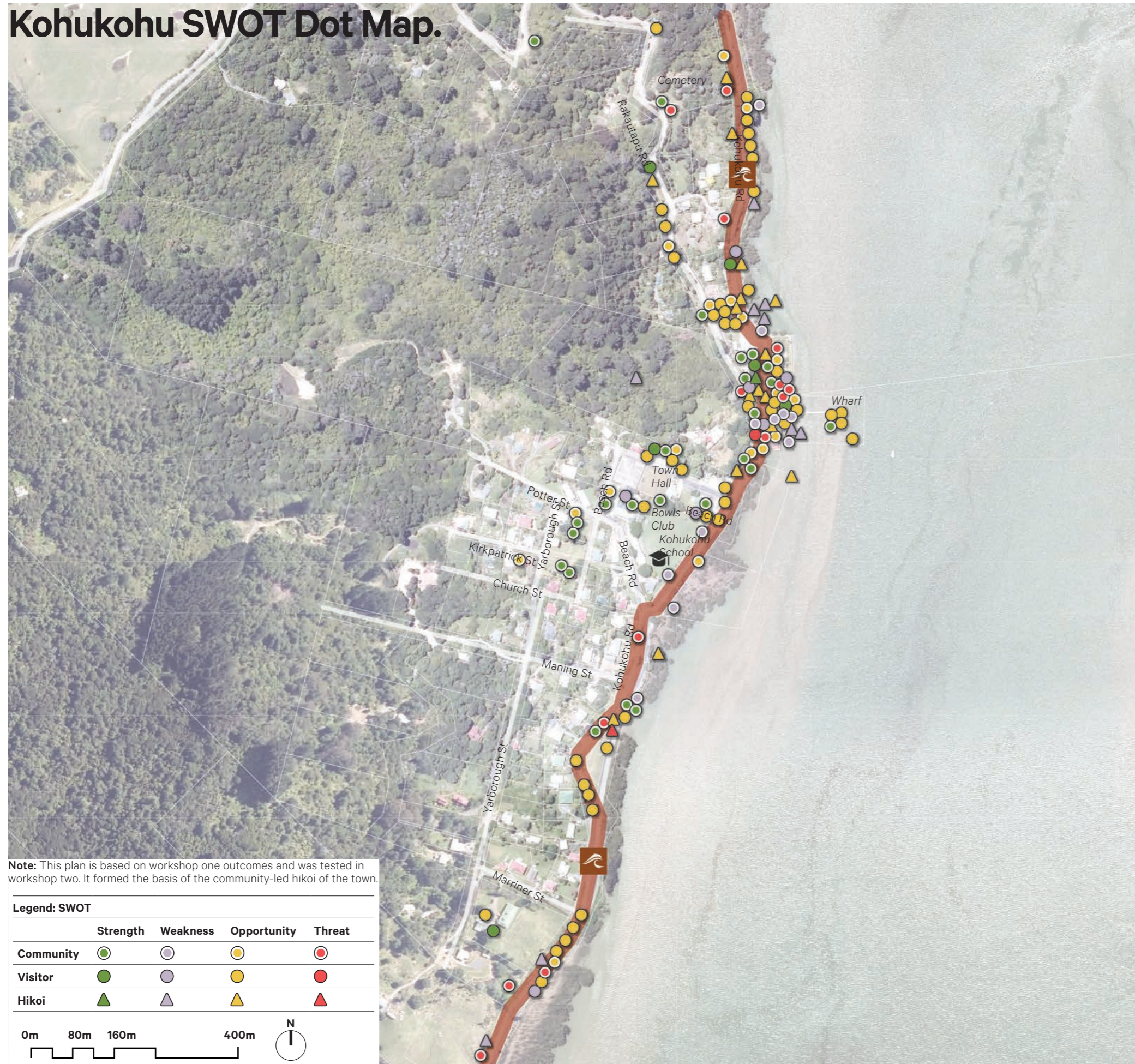
## Workshop 1. Imagine.



- 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.

# Kohukohu SWOT Dot Map.





# 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

- History and Heritage of Kohukohu - Māngungu treaty signing, stone bridge, character/heritage buildings, community history and history of the Hokianga Harbour
- Existing Industry, Business and Innovation – Galleries, community initiatives, library, publications and art
- Harbour and Landscape – Harbour as highway, mangroves, streams, bird life and views
- Town ‘Heart’ – Pub, art gallery, waters edge, main street, post office, library with a strong community identity and focus
- Community Culture – Active community with a strong voice and presence, hosting events, exhibitions, markets, youth groups, sport and music

## W

### Weakness

- Accessibility – Pedestrian access for disabled, elderly and children is an issue, with particular focus on the access to medical services
- Car Ferry Service – Limited ferry services late at night or on the weekend and the car ferry service is a far distance from the town centre
- Signage and wayfinding – Directional signage placement, ferry signage and street lighting
- Speed Limits – Speeding issue, 50km/hr speed signage too fast, need traffic calming interventions
- Access to Water – No safe access to the water, boat access, limited swimming areas and restricted views to the water
- Toilets and Shelter – Limited public space or shelter at ANZAC memorial reserve and boat ramp. Public toilets are run down.

## O

### Opportunity

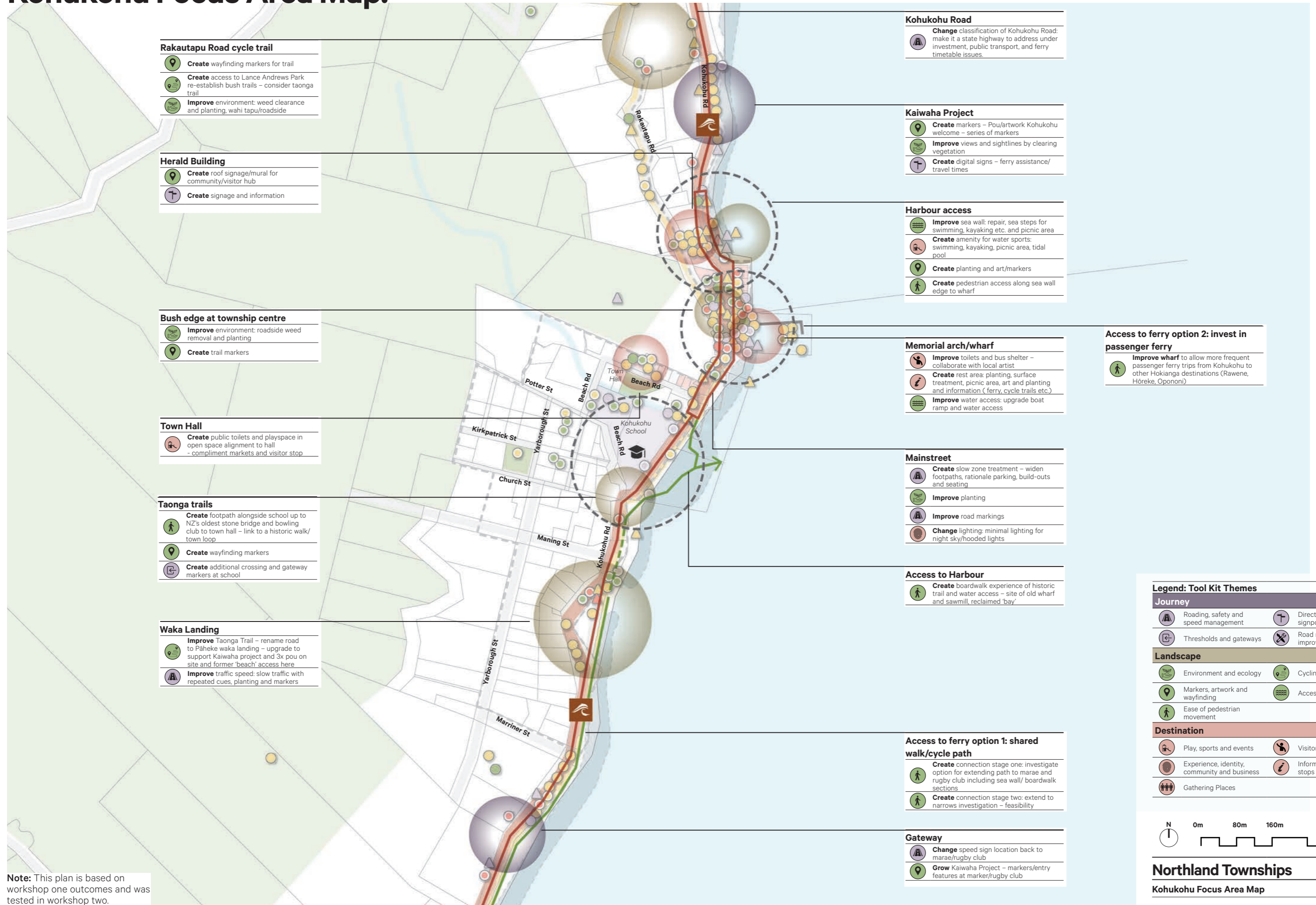
- Pedestrian Ferry Service – Pedestrian ferry could come to wharf in town
- Public Transport – Community bus service
- Events and Attractions – Night sky events
- Artwork and Signage – Visitor information, township entry, signage and gateways. Ferry signage, information, history, Marae and heritage buildings signage/art
- Recreational facilities – Rugby club, walking and cycling infrastructure as a base to build upon
- Traffic Calming – could be 30km/hr speed limit with traffic calming interventions and signage, logging truck traffic calming and safety improvements
- Access to the water – Swimming, recreation, boats, tours and safe water access
- Trails – Cycle and walking trails, cultural and historical trails, reopen Lance Andrews Park
- Public Facilities – Public toilets, bike wash/repair station and showers
- Strengthen town heart – Build off strong town centre
- Cycle Trails - Connection and attractions

## T

### Threat

- Lack of Connectivity - Ferry service location and timetable, as well as connections to other near by townships and greater Hokianga region
- Road Safety – Speeding, lack of pedestrian walking infrastructure, pedestrian crossing locations and logging trucks
- Seawall – Resilience of the seawall with the wharf and tides
- Weeds – Maintenance and removal of weeds and control of exotic weeds
- Knowledge sharing – Iwi/hapū history not represented
- Lack of camping/campervan facilities
- Support for existing community, initiatives – such as the gallery, library and Herald building

# Kohukohu Focus Area Map.



**Rakautapu Road cycle trail**

- Create wayfinding markers for trail
- Create access to Lance Andrews Park re-establish bush trails – consider taonga trail
- Improve environment: weed clearance and planting, wahi tapu/roadside

**Herald Building**

- Create roof signage/mural for community/visitor hub
- Create signage and information

**Bush edge at township centre**

- Improve environment: roadside weed removal and planting
- Create trail markers

**Town Hall**

- Create public toilets and playspace in open space alignment to hall – compliment markets and visitor stop

**Taonga trails**

- Create footpath alongside school up to NZ's oldest stone bridge and bowling club to town hall – link to a historic walk/town loop
- Create wayfinding markers
- Create additional crossing and gateway markers at school

**Waka Landing**

- Improve Taonga Trail – rename road to Pāheke waka landing – upgrade to support Kaiwaha project and 3x pou on site and former 'beach' access here
- Improve traffic speed: slow traffic with repeated cues, planting and markers

**Kohukohu Road**

- Change classification of Kohukohu Road: make it a state highway to address under investment, public transport, and ferry timetable issues.

**Kaiwaha Project**

- Create markers – Pou/artwork Kohukohu welcome – series of markers
- Improve views and sightlines by clearing vegetation
- Create digital signs – ferry assistance/travel times

**Harbour access**

- Improve sea wall: repair, sea steps for swimming, kayaking etc. and picnic area
- Create amenity for water sports: swimming, kayaking, picnic area, tidal pool
- Create planting and art/markers
- Create pedestrian access along sea wall edge to wharf

**Memorial arch/wharf**

- Improve toilets and bus shelter – collaborate with local artist
- Create rest area: planting, surface treatment, picnic area, art and planting and information ( ferry, cycle trails etc.)
- Improve water access: upgrade boat ramp and water access

**Mainstreet**

- Create slow zone treatment – widen footpaths, rationale parking, build-outs and seating
- Improve planting
- Improve road markings
- Change lighting: minimal lighting for night sky/hooded lights

**Access to Harbour**

- Create boardwalk experience of historic trail and water access – site of old wharf and sawmill, reclaimed 'bay'

**Access to ferry option 1: shared walk/cycle path**

- Create connection stage one: investigate option for extending path to marae and rugby club including sea wall/ boardwalk sections
- Create connection stage two: extend to narrows investigation – feasibility

**Gateway**

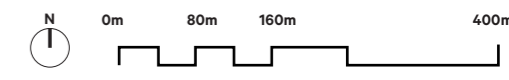
- Change speed sign location back to marae/rugby club
- Grow Kaiwaha Project – markers/entry features at marker/rugby club

**Access to ferry option 2: invest in passenger ferry**

- Improve wharf to allow more frequent passenger ferry trips from Kohukohu to other Hokianga destinations (Rawene, Hōreke, Opononi)

**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	



**Northland Townships**  
Kohukohu 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** Kohukohu

S	W	S	W	S	W	S	W
Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Access and Water/Harbour</b> <ul style="list-style-type: none"> <li>Safe swimming - sea steps and sea wall repair North of post office/opposite pub with picnic area, possible tidal pools, local artwork/sculpture and planting</li> <li>Boat ramp and wharf - upgrade/fix up (see Memorial arch)</li> <li>Beach access - by Old Beach Rd</li> <li>Tidy up beautify, possible make access and picnic area</li> <li>Opposite B+B blue building at Northern end of town - tidy up sea wall, kayak/waka access, beautify</li> <li>Boardwalk access through mangroves - sawmill area? and artwork birdwatching and conservation initiative 'old bay' - taonga trail</li> </ul>							
<b>Environmental Ngahere - Bush.</b> <ul style="list-style-type: none"> <li>Weed removal and replanting roadside</li> <li>Roadside bank</li> <li>Wahi tapu area</li> <li>Tidy up bush - walkway link to cemetery and Lance Andrews/taonga trails</li> <li>Bush trails/tracks</li> </ul>							
<b>Town/Mainstreet Character</b> <ul style="list-style-type: none"> <li>Dark sky initiative</li> <li>Lighting with hoods/minimal lighting</li> <li>Public art/sculpture</li> <li>Buildings, colour, murals</li> <li>Pou, markers for trails ] see signage and info</li> <li>Central gathering spaces- functional art eg. toilets/ shelter ] see memorial arch/wharf</li> <li>Whakatauki and iwi/hapu history represented/ expressed</li> <li>Planting</li> <li>Gardens within town</li> <li>Footpaths</li> <li>Widened footpaths and potential local art expression 'occupied edges' - outdoor driving spaces ] part of pedestrian experience</li> </ul>							
<b>Walking/Cycling Trails.</b> <ul style="list-style-type: none"> <li>Shared walk/cycle path to ferry</li> <li>Stage 1 - to marae and rugby club</li> <li>investigate seawall repair and boardwalk section</li> <li>Stage 2 - extend pathway to the Narrows or investigate road graphics, consider passenger ferry direct to Kohukohu and pros/cons with shared path link</li> <li>Cycle Trails</li> <li>Infrastructure at passenger ferry/memorial arch eg. toilets/change and signage and wayfinding to North to South cycle route [Blue Mountain loop] (Rakautapu Rd).</li> <li>Taonga Trails</li> <li>Footpaths - school edge (see landscape)</li> <li>Town Walking Loop - to cemetery/historic walk new signage/markers (see above signage and info)</li> </ul>							

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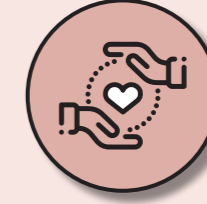


## Journey.

Theme: **Journey** Kohukohu

S	W	S	W	S	W	S	W
Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Shared Transport.</b> <ul style="list-style-type: none"> <li>Ageing, mobility, ___</li> <li>Investigate options for shared transport eg. school bus</li> <li>Shared transport for surrounding areas - shuttles/bus? - larger catchment</li> <li>Ferry</li> <li>Review frequency and demand for later ferry (seasonal/days per week)</li> <li>Pedestrian ferry to wharf (eg. Ranui) - options for cyclists and community frequency and demand</li> <li>Visitor trails</li> </ul>							
<b>Signage and Information.</b> <ul style="list-style-type: none"> <li>Gateway/entrances</li> <li>New gateway artwork/markers planned for Northern end (Kaiwaha)</li> <li>Entrance at Southern end - shift to marae with local artist input</li> <li>Centre of Town</li> <li>'Kohukohu' signage (see Herald building)</li> <li>Library and gallery information</li> <li>Ferry</li> <li>Ferry timetable and distance signage</li> <li>Information on ferry - refresh of 'attractions' map and brochures</li> <li>Town trails</li> <li>eg. heritage walk/old bridge/churches and cemetery wharfs and sawmill history taonga trail and waka landing</li> <li>Markers and guided walks (jobs)</li> </ul>							
<b>Traffic Calming and Pedestrian Experience</b> <ul style="list-style-type: none"> <li>Slow zone 30km/hr</li> <li>Widen footpaths, build outs and trees (see landscape) 30km/hr signs - fire station to Herald building</li> <li>Parking</li> <li>Direct to parking zones eg. Memorial and side street by town hall and ends of town hall and ends of town</li> <li>Stop to park car at edges of town, encourage ___ (road graphics)</li> <li>50km/hr threshold</li> <li>Combined with gateway signage/artwork (for gateways) more signs and markers</li> <li>Vegetation entrance - at road bends allow for views that signal and reinforce slowing into town</li> <li>Road classification - investigate state highway status</li> </ul>							

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## Destination.

Theme: **Destination** Kohukohu

S	W	S	W	S	W	S	W
Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Rest Stops.</b> <ul style="list-style-type: none"> <li>Memorial Arch</li> <li>Rationalise car/campervan parking and EV charging station/ground surface treatment</li> <li>Upgrade public toilets and facilities - bike wash and repair, wash and change facility</li> <li>Upgrade boat ramp and water access</li> <li>Shelter for bus stop - investigate best location and combine with toilet</li> <li>Character, public art, planting</li> <li>Information and wayfinding - historic walk junction - Rakautapu, bike trail, night sky, boat trips, pedestrian ferry</li> <li>Seating and picnic area</li> <li>Wifi access (library - extend hours</li> <li>Investigate private land ownership of open green spaces adjacent</li> </ul>							
<b>Community/Visitor Information Hub.</b> <ul style="list-style-type: none"> <li>Herald Building</li> <li>Footpath connection/widening and parking rationalise</li> <li>Roof signage/external mural and painting</li> <li>Character - name of form and meaning decision making information</li> <li>Galleries</li> <li>Widen footpaths, remove some carparks, public art and planting</li> <li>--- on rates? Assist ---</li> </ul>							
<b>Play/Activity/Event Based</b> <ul style="list-style-type: none"> <li>Town hall</li> <li>Open space upgrade - potential toilets and playground and public art and planting (car parking in street)</li> <li>Investigate access to stone bridge and (signage/info from here) upgrade space beside fire station/bowling club</li> <li>Investigate band ownership of green spaces and potential options</li> </ul>							

Isthmus. TRANSPORT AGENCY PROVINCIAL GROWTH FUND Twin Coast Discovery Job: 4098 Date: 04/11/2019

# 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 Kohukohu.

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 Kohukohu have emerged through a ‘card sort’ activity, linking core values and desirable outcomes to timeline and sequence. Broadly speaking, the Kohukohu community can see the value of improving access to and along the waters edge as their point of difference. The living heritage of Kohukohu is built on this edge between land sea, but over time this connection with the water- physically, visually, culturally, historically, spiritually - has diminished.

The community want to reinvent this relationship and to give back to the environment that has sustained the town of Kohukohu. The community can see the value of focusing on community first, in order to support increased visitor industry potential; i.e. “visitors come because of who we are, we don’t create the things we think people want”. This means carrying momentum for work underway to support the community and therefore enable manaakitanga, to welcome and support visitors.

In principle, early or short term improvement projects would enable longer term environmental gains, and would contribute to:

- **Landscape: Access to the water and ease of pedestrian movement-** particularly safe off-road walk and cycle trails that are coupled with environmental restoration and access to water, and provide opportunities for partnership with Iwi Hapū- for kaitiakitanga, self-determination, ownership and pride.
- **Journey: Road maintenance and safety improvements-** including speed management and continuous footpaths that help slow traffic speeds heading toward the ferry to support social wellbeing.
- **Destination: Identity, community and business-** reinforcing the identity of Kohukohu and its living heritage in gathering spaces for community and visitors that provide information and interaction.

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 access to the water in order to promote environmental restoration of the harbour edge and wider catchment.

Overall top priorities across all workshop groups include:

1. Experience, identity, community and business: (Celebrating the unique harbour edge identity of Kohukohu)
2. Roothing, safety and speed management: (Improving the roads and slowing speeds into the centre of Kohukohu)
3. Access to water: (Providing access to water, to restore environment and ecology)
4. Environment and ecology

Priority locations include:

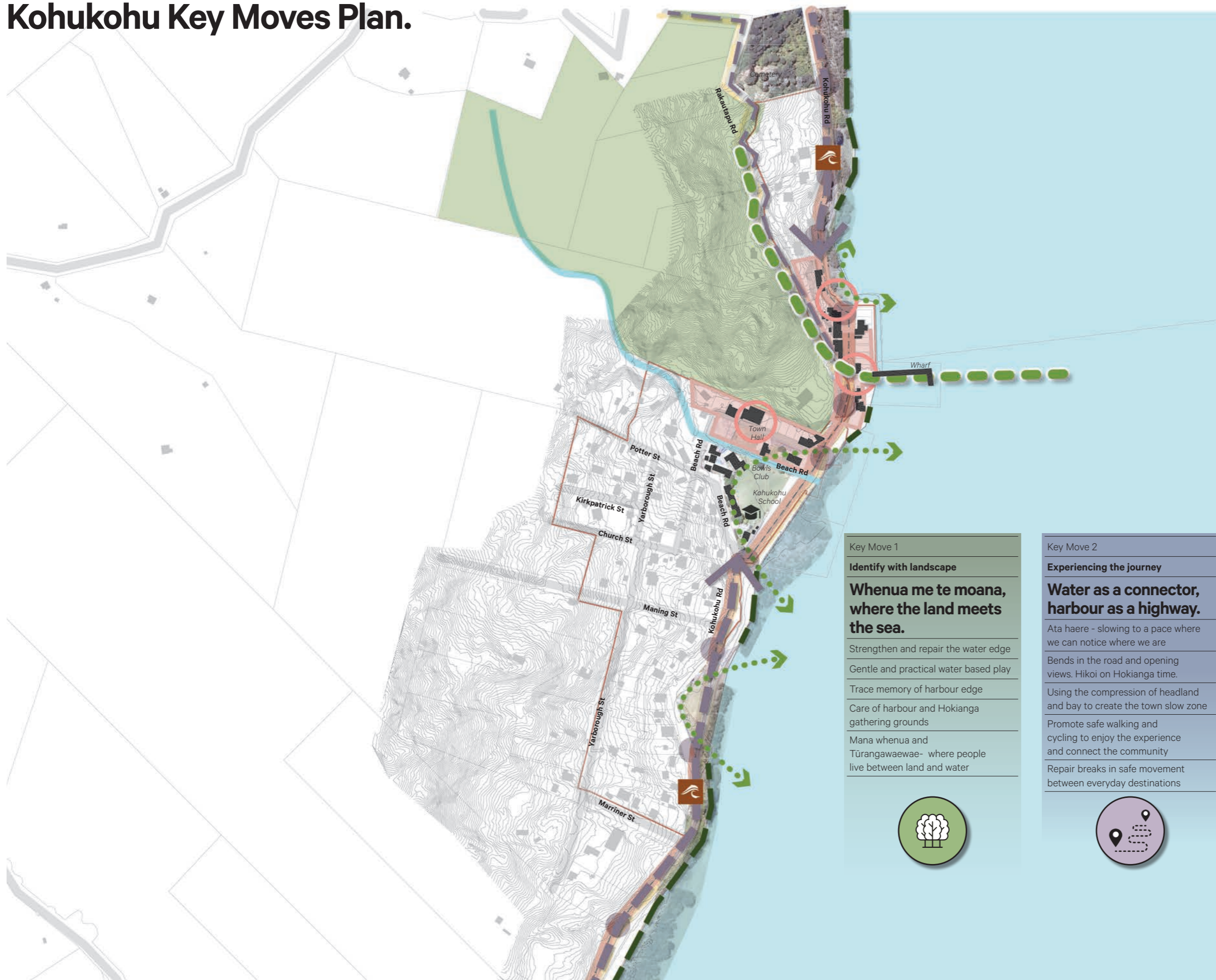
1. The ‘mainstreet’ and wharf (memorial arch area) which need investment to improve facilities for community and visitors, and support passenger ferry opportunities
2. Investment in improvements to the road (Twin Coast Discovery Route),
3. Walk and cycle paths between Kohukohu and The Narrows

### Prioritisation rationale (as identified with each community)

#### Kohukohu

Group 1		Group 2
<b>Landscape Priorities:</b> 1. Access to the water 2. Cycling and trails 3. Ease of pedestrian movement 4. Environment and ecology 5. Gathering amenities 6. Markers, artwork and wayfinding	<b>Notes:</b> Collective initiatives Community protected and planning Trails - road and waterways	<b>Landscape Priorities:</b> 1. Ease of pedestrian movement 2. Access to the water 3. Cycling and trails 4. Markers, artwork and wayfinding 5. Environment and ecology 6. Gathering amenities
<b>Journey Priorities:</b> 1. Road maintenance and improvements 2. Roothing, safety and speed management 3. Thresholds and gateways 4. Directions and signposting		<b>Journey Priorities:</b> 1. Road maintenance and improvements 2. Roothing, safety and speed management 3. Thresholds and gateways 4. Directions and signposting
<b>Destination Priorities:</b> 1. Experience, identity, community and business 2. Play, sports and events 3. Gathering places 4. Information and rest stops 5. Visitor facilities	<b>Notes:</b> Community needs to come first - to then be a catalyst and enabler for tourism. Tourist come because of the community and its attractions	<b>Destination Priorities:</b> 1. Information and rest stops 2. Experience, identity, community and business 3. Gathering places 4. Play, sports and events (Marae & Cemeteries) 5. Visitor facilities
<b>Top Three Priorities:</b> 1.Experience, identity, community and business 2. Environment and ecology 3. Cycling and trails		<b>Top Priorities:</b> 1. Roothing, safety and speed management 2. Access to water 3. Experience, identity, community and business

# Kohukohu Key Moves Plan.



**Legend: Key Moves**

- Twin Coast Discovery Route/Tourism Byway
- Heritage Precinct

**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

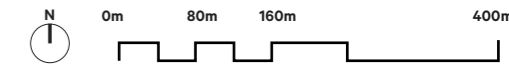
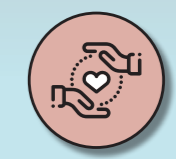
**Key Move 1**  
**Identify with landscape**  
**Whenua me te moana, where the land meets the sea.**  
 Strengthen and repair the water edge  
 Gentle and practical water based play  
 Trace memory of harbour edge  
 Care of harbour and Hokianga gathering grounds  
 Mana whenua and Tūrangawaewae- where people live between land and water



**Key Move 2**  
**Experiencing the journey**  
**Water as a connector, harbour as a highway.**  
 Ata haere - slowing to a pace where we can notice where we are  
 Bends in the road and opening views. Hiko on Hokianga time.  
 Using the compression of headland and bay to create the town slow zone  
 Promote safe walking and cycling to enjoy the experience and connect the community  
 Repair breaks in safe movement between everyday destinations



**Key Move 3**  
**Coming to life**  
**Hokianga is the destination.**  
 Squeeze spaces, meet in the street, put an anchor down and relax  
 Build around the junction of wharf and hill cycle trails  
 Create life, interest and meaning around local art culture  
 Bring community and visitors together to reveal and celebrate imperfections of life, living heritage and home.





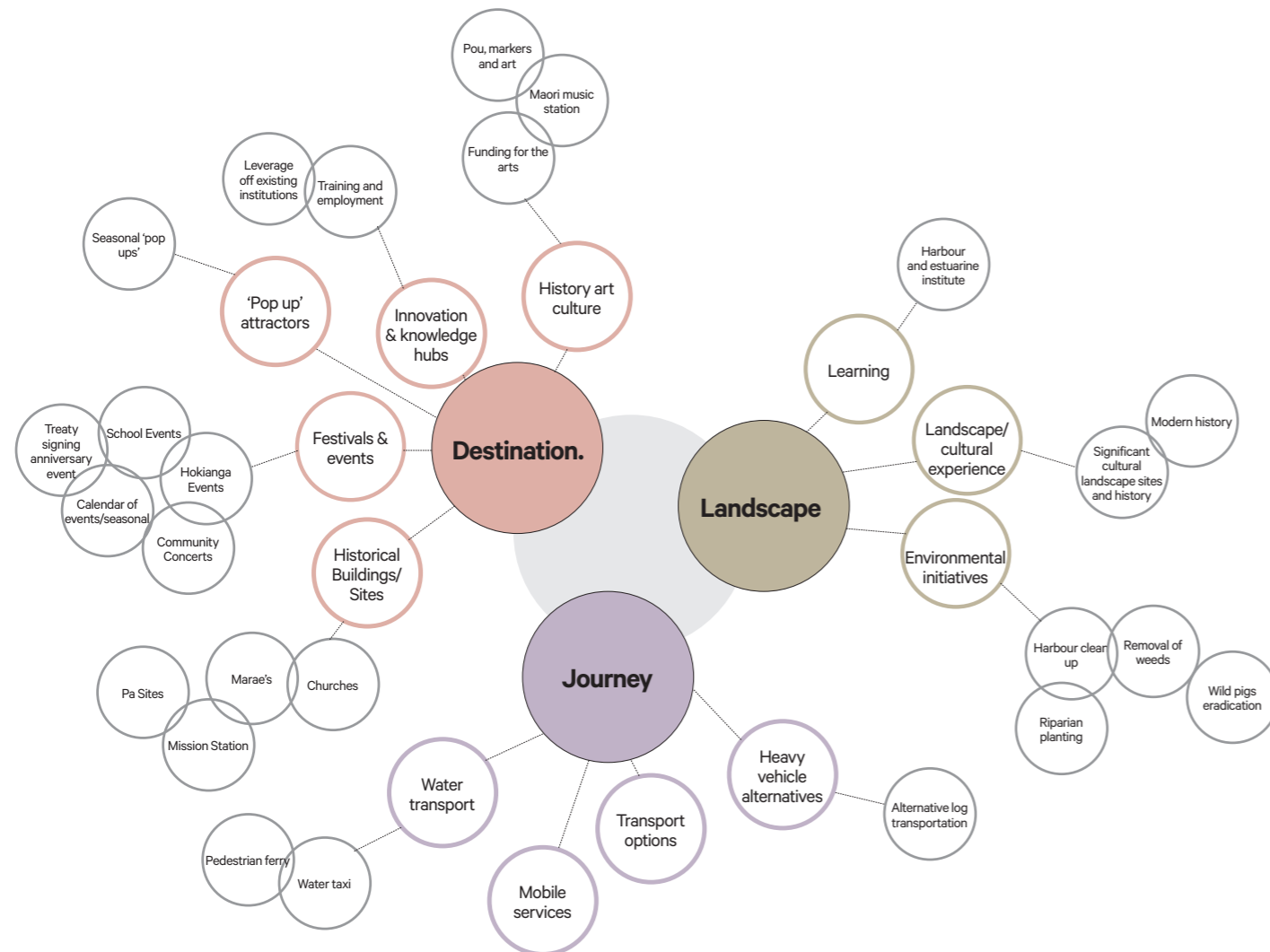
# 4. Kaupapa. Improvement Plans.



# 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 Kohukohu 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 Kohukohu that contribute to self-sufficiency and wellbeing.





# Overarching Themes. Journey Scale.

Economic	
Problems and risks	Opportunities
<p>For Northland, <b>destination appeal</b> is concentrated in a few locations and diminished for areas outside of those key tourist locations. <b>Seasonal flux</b> 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. <b>Job opportunities</b> in the off-peak season are low, and it can be difficult for businesses to stay afloat in the winter. <b>Re-investment</b> in privately owned buildings and infrastructure is limited and results in a tired appearance that suggests lack of pride and care. <b>Absentee landlords</b> 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 <b>difficult to start a new business</b>, in part due to regulatory barriers, complexity and cost. <b>Digital connectivity</b> 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><b>The branded 'Northland Journey' visitor maps</b> 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. <b>Small businesses need regulatory support and promotion</b>, 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. <b>Acquisition and divestment, and depreciation of council assets</b> 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 <b>widespread environmental degradation</b> in Northland. Siltation and pollution of the harbours and waterways is a significant issue, and aging or absent <b>wastewater infrastructure</b> compounds this issue in the townships. At the same time, climate change, flooding and sea-level rise contribute to <b>resilience issues</b> 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 <b>integrated 'whole of catchment' approach</b> 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. <b>A proactive approach to climate change</b> 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 <b>aging populations and the 'urbanisation' of young people</b> moving to the city for education and employment. This has a devastating impact on isolated communities which thrive on volunteerism and whānau support. <b>Affordable housing</b>, reliable rentals, and seasonal workers accommodation are hard to come by, and usually below acceptable standards. <b>Northland residents travel long distances</b> 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. <b>Elderly and youth are the most vulnerable</b> and</p>	<p><b>Social enterprises</b> for youth employment and education pathways have been successful in places like Kaikohe and Kawakawa, and this model could expand and grow. <b>Positive 'good news' stories</b> in each town would go a long way toward self-fulfilling uplift – particularly about home-grown innovations and social enterprise. A <b>wānanga learning environment</b> 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 <b>'mobility services'</b> could travel between communities. <b>Play and learning environments</b> 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</p>

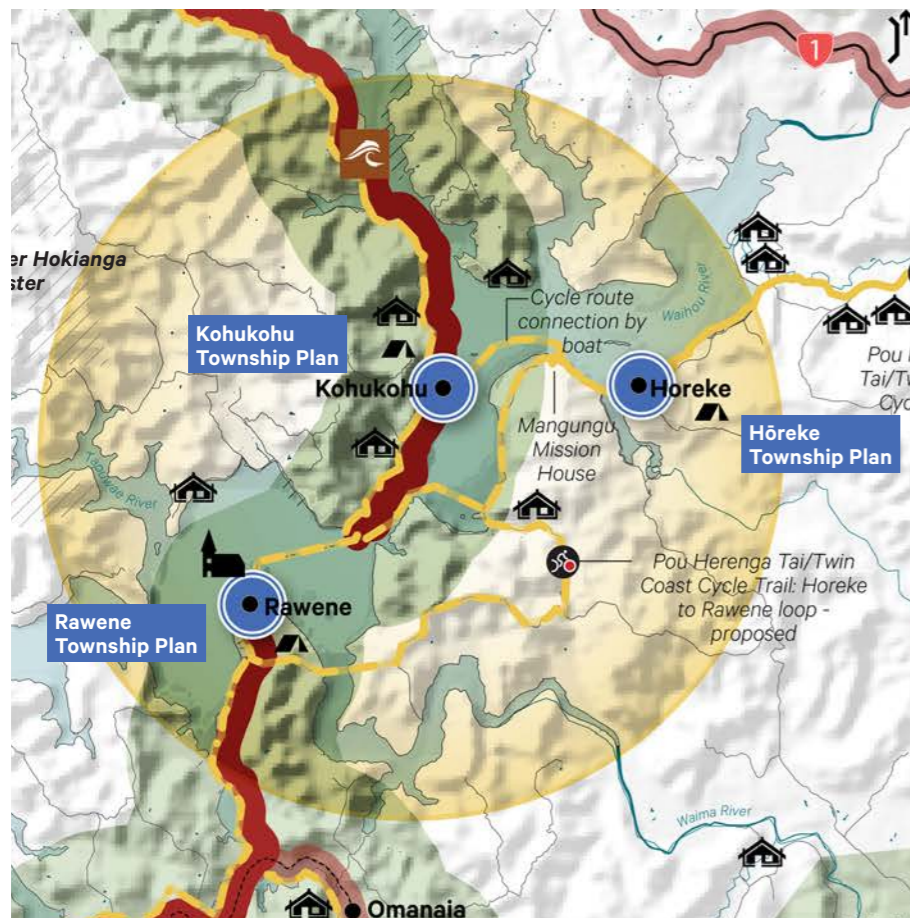
Cultural	
Problems and risks	Opportunities
<p>Many visitors are seeking an immersive and authentic experience, but the full richness of these places is not readily available and remains <b>untapped potential in Northland</b>. However the presence of many marae and churches side-by-side in the landscape 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. <b>Heritage is both a risk and an opportunity</b>- signage clutter and cumulative impacts can impact on the authenticity of a heritage structure or area.</p>	<p>There is significant potential for <b>hapū to host manuhiri</b> (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. <b>Iwi hapū and whanau owned businesses</b> 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 <b>visible expression of mana whenua stories, heritage and art with signage</b> 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. <b>Uncovering 'story gems'</b> about early settlements could be through involvement of a local historian for story boarding, interpretation panels and digital mapping. <b>Colour and texture</b> 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"> <li>A historic lack of investment makes Northland look tired.</li> <li>Visitors often bypass towns that don't look inviting or cared for.</li> <li>Travel is largely by private vehicle on roads dominated by trucks.</li> <li>Jobs are predominantly seasonal.</li> <li>Environmental degradation is widespread.</li> <li>Cycle trails and water based transport are not well connected to the towns.</li> <li>Speeding through towns is a widespread issue.</li> </ul>	<p><b>BIG IDEAS FOR NORTHLAND:</b> 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><b>IDENTIFY WITH LANDSCAPE:</b></p> <ul style="list-style-type: none"> <li>The inhabitable map- mark the landscape, signal landmarks and town approaches with pou, tell local stories.</li> <li>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.</li> <li>Re-naturalise some of the protected edges as a response to resilience and climate change issues.</li> <li>Restore whenua (land) and wai (water) to support healthy communities and sustainable tourism.</li> <li>Place-based colour palettes. Spruce up Northland!</li> </ul> <p><b>EXPERIENCING THE JOURNEY</b></p> <ul style="list-style-type: none"> <li>Diversify transport modes and separate the users (freight on rail and water, cyclists on trails, and public transport mobility for all)</li> <li>Facilitate more resilient business models and 'pop up' mobility services (where the service travels not the person)</li> <li>Roundabouts, raised zebras and road markings can go a long way toward slowing down towns on State Highways.</li> </ul> <p><b>COMING TO LIFE AS A DESTINATION</b></p> <ul style="list-style-type: none"> <li>More 'places become bases' for core free family experiences in the outdoors –loop trails and great walks, exploring and adventures, water access.</li> <li>Leverage the collective potential of townships to 'change the rulebook' and become more self-sufficient.</li> <li>Build innovation hubs for new ways of doing things-e.g, housing models, learning experiences, co-located micro-businesses</li> <li>Lots of small things add up to big things- trails between towns can be invisible, i.e. festivals, events, and packaged tours.</li> </ul>

# Overarching Themes. Cluster Scale.

## Hokianga 'Cluster' Scale.

Townships clustered on the Hokianga have some overlapping problems and opportunities. The Hokianga is the destination and water is the connector. This estuarine drowned valley defines life in these communities. These towns operate as a network and an interconnected system of history and stories, travel and services. Te Hokianga-nui-a-Kupe 'the place of Kupe's great return' was the departure point of legendary Māori navigator Kupe when he returned to his homeland of Hawaiki. The harbour and associated landscape is of great spiritual and cultural importance to Iwi and hapū. It is also the place of some of the earliest encounters between Māori and Pākehā- where timber, flax and spars were traded, the Tiriti o Waitangi was signed, church mission stations were established and battles were fought. Rawene, Kohukohu and Hōreke are some of the earliest shipbuilding and sawmilling settlements based on the kauri timber trade. In the 1960's and 70's people chose the Hokianga for its 'off the grid' alternative arts and crafts lifestyle. Hokianga Tourism still promotes these values- a slower pace of life known as 'Hokianga time'.



IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)	
Problems and risks	Opportunities
Harbour siltation and pollution, stormwater and wastewater discharge	Start at the source and take a catchment approach in partnership with Iwi/Hapū to clean up the harbour. Think big.
Harbour edge protection- seawalls and stopbanks that are eroding and failing with flooding and inundation from increasing storm events. Many of these walls hold up roading infrastructure.	Potential 'bulk consent' process for repairing and replacing seawalls, particularly historic ones in the CMA. Address seawall and civil infrastructure collectively e.g. Hōreke, Rawene and Kohukohu as a minimum. Re-naturalisation and declamation could be considered where appropriate and possible, creating habitat and trail experiences amongst saltmarshes.
The Twin Coast Cycle Trail stops at Hōreke/ Māngungu Mission, and it is cost prohibitive to continue by land/bridge. Off-road cycling and walking trails that are not extended or connected up will be a big missed opportunity.	The cycleway extension will make a difference to visitor numbers. Most feasible alternative is by water- Hōreke, Rawene and Kohukohu and beyond to Ōpononi and Ōmāpere.
There are limited safe places to walk and cycle off-road in these communities, especially for vulnerable road users, including school children. Roads cling to the edge of the harbour, often on reclaimed land formed with narrow/ no footpaths. Local roads often end in paper roads and are not well connected. Roads are dominated by fast moving private vehicles and heavy freight	Safe, off-road places for recreation will be new and valuable to the community and visitors. Utilising existing infrastructure, including paper roads and stopbanks will help create connected trails and longer routes.
Parts of the harbour are unsafe, especially for inexperienced visitors and children. But the Hokianga should be experienced by water and there are lots of untapped opportunities.	Experiencing the harbour by boat or waka and connecting to historic landing places. Guided tours and better infrastructure at landing places will provide community and visitors with more safe water based recreation options.
Far North District Council proposal to apply for dark sky reserve status requires wider recognition, promotion and funding, as well as support to preserve the status in the future. A steering group needs broader representation of North Hokianga residents to gain trust and credibility. A steering group will need to collaborate with the Council and the International Dark-Sky Association to work through the necessary scientific requirements, plans and procedures toward granting of Dark Sky Reserve status. Existing and future infrastructure will need to be designed and specified to enable dark sky status (e.g. hooded street lights at intersections).	The North Hokianga could join a select group of places around the world with official 'dark sky' status. Only 13 dark sky reserves — areas with outstanding night skies and protection from future sources of light pollution — are recognised around the world by the International Dark-Sky Association (IDA). The only one in New Zealand is Aoraki Mackenzie International Dark Sky Reserve. Gaining the status of Dark Sky Reserve carries high conservation value, including land protection and support for nocturnal habitat. Reserve status has great potential economic value, through ecological and astronomical tourism, as well as from its high scientific and educational value and interest. Dark sky status could boost boutique tourism in the North Hokianga, especially home stays and marae-based activities, because people need to stay overnight for the experience.

# Overarching Themes. Cluster Scale.

## EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)

Problems and risks	Opportunities
If there is an issue with the existing car ferry, the 'road' is effectively closed. The ferry is part of the road- the Twin Coast Discovery Route (TCDR), and general community consensus is that the ferry does not run often enough (especially peak season) and is not reliable enough. The ferry service is being re-tendered. The problem that the Ferry Committee are trying to solve with ferries is multi-layered: a) frequency, b) fuel and cost, c) shorten travel distance and time, d) reduce impact of queuing on towns, e) extend visitor experience, f) operate ferries later in the day- extend hours of operation, g) dredging and reclamation	'Harbour as highway, water as connector'. Several options have been investigated, but require a full business case. Options considered include a) an additional smaller car ferry to run at the same time as the current ferry in peak season (and instead of big ferry in low season while it is being maintained), b) moving the ferry landing from The Narrows westward so that it is a shorter distance to travel (requires dredging and reclamation), c) electric ferry and d) passenger ferry.
There is a locally owned charter boat service – the historic Rānui, which takes people between towns and runs when the car ferry is broken. But it is not a passenger ferry service. It mainly serves visitors with pre-bookings and tailored packages for guided tours. This is an untapped opportunity for servicing locals and visitors with a more regular, affordable service.	A new passenger ferry service will make transport more resilient and frequent, and encourage people to stay longer by doing day trips and tours. A passenger ferry service could operate alongside the car ferry during peak season to increase frequency. Two ferries during peak season would provide resilience to 'road closures'. A passenger ferry service would go straight to the 'front door' of each town.
Higher level of investment and maintenance needed for the TCDR. More visitors would use this road if it was better maintained and safer (i.e. not locally funded on rates). If more visitors use it, that is good for local economy. The TCDR through Rawene and Kohukohu is not a State Highway or byway like other towns, so road classification is a perceived issue.	Re-classification is unlikely, but operational subsidies are possible under the One Network Road Classification system (ONRC) for Northland. NZTA provides a funding subsidy to Councils for certain criteria, usually with a matching funding policy for Councils. There could be an application to increase subsidies without changing the classification.
The challenging topography on the edge of the harbor creates a road network with limited opportunities for safe and connected walking and cycling for locals or visitors, and especially vulnerable road users.	Slow speed environments for walking and cycling, shared spaces (in some particular cases), boardwalks and widened footpaths or shared paths could all provide better, safer options than currently exist.
Over-use of signage and temporary interventions that cause clutter.	Combine and rationalise signage where possible. Where signage is needed make it effective- e.g. speed signs both sides of the road and clear directions in the right locations. Paint speed markings on road where appropriate.
There is no obvious information hub/ directions/ wayfinding, map or brochure stand when visitors get off the ferry.	Signage and information on the ferry is a good way to inform visitors about experiences, places to stay, things to do. Signage for Wi-fi is a good attractor for visitors especially co-located with other services, and an efficient way to access information.
There is huge reliance on private vehicles and no real public transport or affordable taxi system. This is very isolating for an ageing population. There is a shuttle service that needs to be booked to make a detour to Rawene, and it runs infrequently. Bring back transport services- demand is there, especially for elderly- but not financially viable as a business.	Small buses and shuttles are appropriate for small towns to help people get around. Services like 'Driving Miss Daisy' could work for elderly. Local employment opportunity in efficient and reliable transport for locals as well as visitors.
Seawall repair is a massive long-term infrastructural issue, and a complex process. Infrastructure is ageing and there has been significant under investment.	Economies of scale and seawall repair 'with multiple benefits'- water access, consideration for sea level rise, fixing drainage and sewage overflow, selectively clearing mangroves for views, revealing history
Vehicles often speed to get to the car ferry. There is not a lot of information about ferry sailings available. Heavy freight vehicle conflicts, in some towns, compound this issue.	Digital signage is an option- ferry timetable and speed warnings, but it may also cause people to speed if they think they can make it. Traffic calming is needed before other projects can happen. Promote 'Slow to flow/ Hokianga time', a Hokianga version of speed management.
The towns could feel a lot more pedestrian friendly – so that people want to walk, and take notice of the unique environment. Locals speed too.	Calm traffic to create slow speed environment in places where there are other built environment or environmental factors that support behavioural shift and create transitional buffer zones. Street activation helps people pay attention to speed warnings- a reason to slow down.
Speed change zones don't always seem to be in the right place. Sometimes the environment dictates how fast people should go- with hills and bends in the road.	Review speed zones in relation to threshold treatment and location. It is a relatively short distance from SH12 to Rawene, and from the Narrows to Kohukohu so speeds could be lowered for these sections of road overall.

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

Problems and risks	Opportunities
The ferry comes straight into town for Rawene (which is an advantage but also something to be managed), but not for Kohukohu and Hōreke.	A new passenger ferry service could make transport more resilient and frequent, and encourage people to stay longer by doing day trips and tours- taking them straight to the shops, galleries, eateries and accommodation in each town, without the impact of vehicles loading and unloading. The wharf itself could become a thriving social and communal space. A regular passenger ferry service will make a big difference for visitors and locals- e.g. access to health services.
Communities are isolated from each other, and rely heavily on the ferry. It is hard for businesses to operate in isolation. Services are spread out. Rawene is a base for healthcare with the hospital, and relies on satellite facilities in other towns to reach the wider community.	Harbour trails by water will help connect up Hokianga towns with a generous, symbiotic experience-based network of services. Hokianga Tourism Association and Healthcare to support experiences and services that link up the towns. The Northland Regional Public Transport Strategy could consider the wider options and benefits of water based travel.
The 'living heritage' in Rawene, Kohukohu and Hōreke would all benefit from some investment. This usually relies on 'outside private financing'. Heritage precinct and buildings are hard to re-purpose and costly to maintain, which is a deterrent to most businesses.	Build on local success stories and learnings, put together a 'fact sheet' and create a role for an ambassador or navigator who can help other businesses survive, co-locate or pool resources- such as micro-businesses occupying a larger space.
New or overly polished development could ruin the character inherent in the imperfections of these heritage towns, with layers of history revealed and added to over time.	Living heritage is what keeps these towns alive- they adapt over time, slowly evolving within the heritage fabric that is so attractive to visitors. Plan carefully for a consistent design approach that is 'fit for purpose' in these towns.
There is not much left for young people in these Hokianga towns. Recreational facilities are limited and co-locating with schools and other facilities to survive. Sport teams are dropping in numbers. Accommodation, education and employment are lacking.	The youth sailing programme and community shed has been successful in Rawene, and made possible in part by divestment of assets. Hold the young people here with accommodation and jobs thought about holistically as live-work options. Social procurement is an opportunity to uplift local job creation, and improve quality of service due to remote location
Be careful of the impact of big infrastructure on little businesses, little towns and fragile environments imbued with history. People like the 'backwaters', they don't want it crowded.	There is opportunity in the small scale, finer grain development that is appropriate for these places with heritage and space constraints. Trading on the idea of 'lots of small things' could be a selling point. Clusters of small houses, small galleries and workshops, small towns connected by trails etc. This spreads the impact and creates something unique at the same time.

# Overarching Themes. Township Scale.

## Kohukohu Big Ideas and Themes.

Kohukohu is a harbourside heritage town. The township is perched on the edge of the Hokianga Harbour against a backdrop of forest. There are layers of māori and pākehā history here that are not obvious and easily missed. The old bays and beaches have been filled in, and the mangroves have grown over the remnants of the former sawmill wharf. Given its geographical constraints, it is hard to comprehend that this small, quiet town was once a commercial centre for the Hokianga and the bustling heart of New Zealand’s timber industry, boasting the largest mill in the southern hemisphere at its peak. Despite many original buildings burning down, the unique personality of the town right on the edge of the harbour is still evident. Its unique location is also what makes it vulnerable to the natural elements, with inundation from tidal action and storm events.

There are 5 marae in the area: Tauteihiihi, Motuti, Pateora, Ngai Tupoto and Pikiparia, and Kohukohu is the gateway to the north-west of the Hokianga by road. Kohukohu is enticing for the visitor wanting to uncover its mysteries. For the community, there is a perceived danger that ‘heavy-handed’ solutions to public infrastructure improvements could cover up the imperfections that make this town special. Restraint is needed, while at the same time addressing some real issues with maintenance, speed, and logging trucks that compromise safe pedestrian movement and access to the harbour. Kohukohu invites you to slow down and put down an anchor. Many artists, writers and musicians reside in Kohukohu and the wider area.

### IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
There is a limited range of options for visitors to stay in Kohukohu as a base for water adventures and tours in the wider area, but the opportunities are many and varied.	Experiencing the Hokianga by boat, waka, kayak -starting at Kohukohu. There are historic landing places in the upper Hokianga for visitor trails by water. Kohukohu is developing local ‘dark sky’ tourism experiences with night time chartered boat tours from Kohukohu.  Improvements to jetties between south and north Hokianga harbour, Rangi Point etc, will open up the opportunities by water. Stories should be told by locals and mana whenua.  The upper reaches of the Hokianga (the Waihou River) is connected to the Bay of Islands and destinations like Puketi Forest. There is funding for Tourism byway sealing on Waiare Road to Puketi Forest.
There are limited options or incentives for visitors to stay in Kohukohu as a base for land-based adventures and tours in the wider area, but the opportunities are many and varied	Kohukohu is a gateway to some of the real taonga trails of the north- Pangaru, Motiti, Mitimiti, Pawarenga. Build in visitor opportunities and ways to get there. Key into West Hokianga Tourism Strategy and the information hub at Pangaru  Build on night sky experience. Attain dark sky reserve status.
There is a sensitivity to materials and building methods that might undermine the character of Kohukohu.	Respond to historic vernacular- rocks and tim-ber, old wharves and piles. Edges and features to be low key and sympathetic.
Decomposing saw dust in old sawmill reclamation of the former bay emits gases. This is the current school location, and there may be some contamination.	In the future, the best answer may be to return the school grounds to the harbour and relocate the school.
Infrastructural issues with wastewater and stormwater network overflows, and sewage treatment areas are impacting on the harbour and bad smells which deter visitors. Service units are poorly located and impact adversely on high amenity public spaces/ water access areas.	These wider infrastructural issues need to be addressed with greater investment as a priority- because they impact on cultural values, environmental and natural assets, and community wellbeing- all reasons why visitors may or may not come to these places.
Water access is limited in Kohukohu and there is a lack of safe swimming locations. The existing boat ramp space is constrained, mangroves and reclamation have taken over traditional launching sites, and the road cuts off safe access. There is nowhere to store boats and watercraft, and kayaks/ waka ama are often just pulled up on the bank or amongst the mangroves	Create a new area for water access- swimming, launching kayaks, waka and small watercraft
Roadside weeds are prolific, and Arundo grass is widespread. But Arundo grass also holds up the bank	Removal of weeds has visual and ecological benefits, but drainage, erosion and stability issues would need to be addressed before removal. Biofuels are a possibility.

### EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)

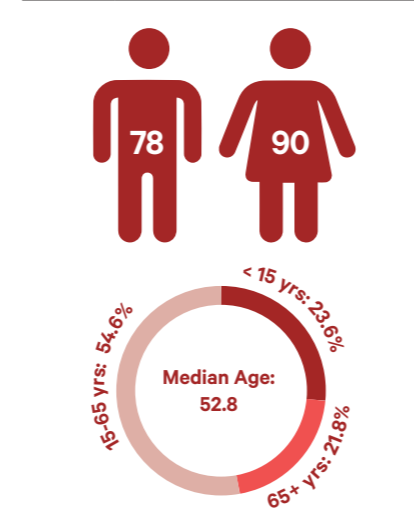
Problems and risks	Opportunities
Kohukohu could be isolated and cut off in weather events and emergencies.	Look after the people, give them safe places to go. Improve resilience in the area with flood protection and alternative routes.
Logging trucks are an issue through town- problematic for low speed environments, noisy and unsafe.	Alternatives to heavy vehicle bypass- e.g. barge/ water transport could be explored as part of a broader business case for Northland alternative freight links. A Business Case has already been looked at by the Ministry of Transport for freight rail- including the cost of upgrading the rail line between Whangārei and Auckland, reopening the mothballed tracks north to Ōtiria, near Moerewa and west to Dar-gaville, and also building a new spur to North-port from Oakleigh.
Vehicles often speed to the car ferry, and because the ferry Landing is 3.9km away at The Narrows, people don’t tend to wait in Kohukohu – they drive to The Narrows instead. Kohukohu Businesses suffer.	A Passenger ferry that arrives at the wharf in the town would benefit the businesses. The wharf provides potential walk and cycle connectivity straight to the front door. More frequent car ferry sailings at peak times/ seasons would enable people to slow down and stop, as there is always ‘the next one soon’.
Road maintenance and investment is lacking along the main road (Kohukohu Road)	Road re-classification or higher subsidies for the Twin Coast Discovery Route
There are limited options for walking and cycling in Kohukohu currently aside from a small network of low key local streets. Near the water- logging trucks are dangerous, and vehicles travel fast. Space and topography constraints limit options for ‘all users’. There are no footpath connections to Tauteihiihi Marae, Kohukohu Motorcamp or The Narrows, and vulnerable road users are compromised.	A continuous footpath for walking and cycling off-road to the ferry will benefit community and provide a new experience and attraction for visitors. There will be more recreational options for locals, and reduced reliance on private vehicles. An attractive option is the extension of walk and cycle loops by ferry- (arrive by passenger ferry, bike to The Narrows, leave by car ferry to Rawene).
Some of the back roads could be used as adventure cycling/ running/ motorbike routes, but the routes are typically steep and winding, and in some parts there are stability and erosion issues.	Could extend cycle trails with Blue Mountain loop (Rakautapu Road- Blue Mtn Rd- Creamery Rd- paper road- West Coast Rd- returning Ko-hukohu Road approx. 27km),

# Overarching Themes. Township Scale.

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

Problems and risks	Opportunities
Travel for trades and services is expensive and not sustainable. Kohukohu does not have enough diversity of services.	The community is already reinventing a self-sustaining model for the town with home grown industry, co-op and timebank. The Herald Building will become central to community collective services. Mobility services could also be considered.
There is a perceived danger that 'heavy-handed' solutions to public infrastructure improvements, and the cumulative clutter effect of signage and other interventions could cover up the imperfections that make this town special.	Living history made visible and connected, and celebrating imperfection. Restraint is needed, and community led initiatives/ autonomy and self sufficiency are supported. There is District Plan heritage precinct guidance and local knowledge to control interventions and their 'look and feel'. Scale is important.
Land ownership and zoning along the waterfront creates a confusing situation with open space that is not protected as reserve, but not commercially viable for development. There are a lot of gaps between shops.	Allow the town to grow by filling in the gaps with shops to make it more lively, more to see and do as a pedestrian. Consider how to address the 'back of shops' to the water if fronts face the mainstreet. Ensure public access along the waters edge.
Ngāpuhi identity is not visible. There are 5 marae in the area: Tauteihiihi Marae, (Tauteihiihi Road), Motuti Marae (Motuti Road), Pateora Marae (Te Karae Road), Ngai Tupoto Marae (Motukaraka Road) and Pikiparia Marae, Smith Deviation Road	Celebrate that this is one of the oldest sites for the earliest encounters between māori and pākehā- the good, the bad and the ugly- this is us! Local historians and Hapū could enrich guided heritage trails, digital information, signboards so that stories reach back to early Ngāpuhi tribal connection with the Hokianga, and the network of traditional walking trails and water based connections.
Visitors stop at the galleries, but there is no obvious place for parking campervans.	Look at ways to consolidate visitor facilities in stopping places.

### Demographics



### Ethnic Groups\*

74.5 %	European
47.1 %	Māori
5.9 %	Pacific Peoples
3.9 %	Other Ethnicity
0.0 %	Asian
0.0 %	Middle Eastern, Latin American, African

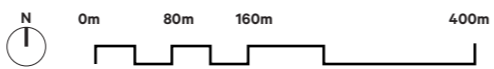
\*Reported as counted. Percentages do not add to 100

Sourced from Stats NZ - 2013 Census Data

Flooding data sourced from NRC - Natural Hazards Map

Crash data sourced from NZTA - 2019 Crash Analysis System

## Kohukohu Demographics, Flooding and Crash Data.



### Legend.

	Coastal Flood Hazard Zone (Current) - NRC
	Coastal Flood Hazard Zone (50 year Extent) - NRC
Crash Fatality	
	Fatal
	Serious
	Minor
	Non-injury

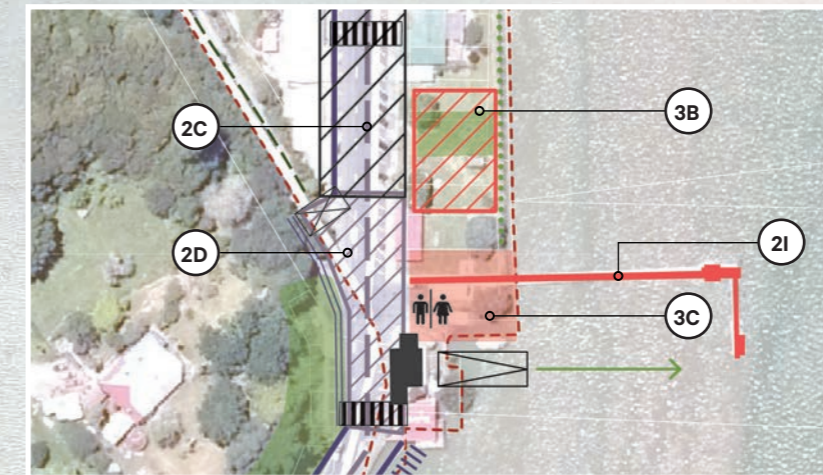
# Kohukohu Improvement Plan.



## Context Plan - Kohukohu to the Narrows.

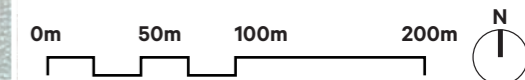


## Town Centre Enlargement.




**Legend.**

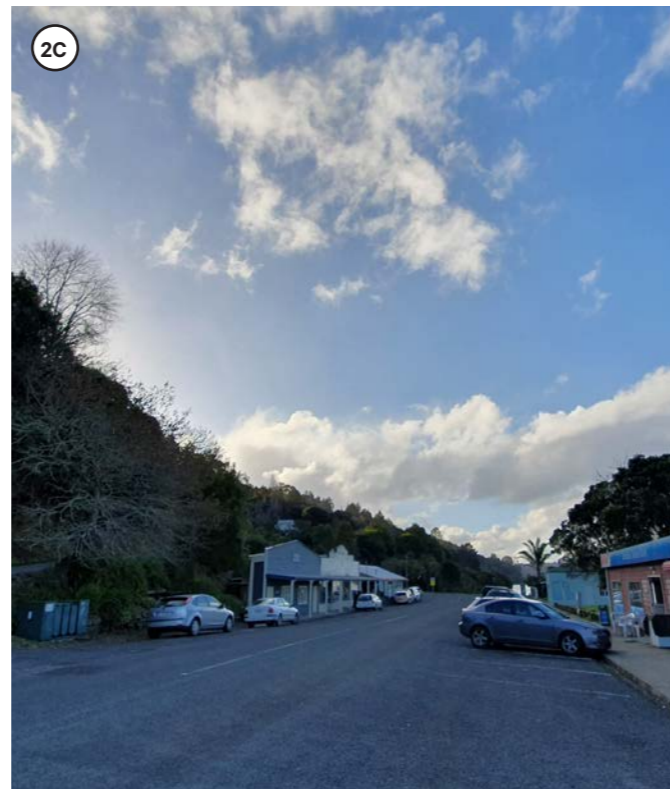
- Landscape Improvements.**
  - Seawall repair and water access
  - Low native coastal planting
  - Selective mangrove clearance
  - Weed removal and planting
  - Street amenity treatment
  - Views to the harbour
  - Boat ramp
- Journey Improvements.**
  - Main street slow zone
  - Speed management threshold
  - Seawall repair for road/pathway
  - Slow zone
  - Footpath - existing
  - New footpath extension
  - Footpath widening
  - Boardwalk/cantilevered deck on seawall
  - 'Off road' portion of heritage trail
  - 'On road' heritage trail
  - Maintenance and upgrades
  - Frictional surfacing/speed threshold
  - Trail/wayfinding markers
  - Identity marker (eg. Pou)
  - Existing Pou markers
  - Zebra crossing
  - Raised zebra crossing
  - Pedestrian central refuge island
  - Gateway signage/feature (community led)
  - Existing public toilets
  - Existing speed signage (remove/relocate)
  - Proposed speed signage - both sides of road and speed painted on road
  - School speed signage
  - Slow speed signs and slow markings on the road
  - Warning people signage
- Destination Improvements.**
  - Destination civic space
  - School/campus/community
  - Park upgrade/play activity
  - Heritage Precinct
  - Existing wharf piles
  - Mangroves



# Delivery Plan Summary.

Plan reference		Project Type	Project Phase/Timeline Summary			Overall Score of Measures, Outcomes and Benefits					
Number	Name					Investigate	Design	Build	Low	Medium	High
		<b>Landscape</b> Environment and ecology Markers, artwork and wayfinding Ease of pedestrian movement Cycling and trails Access to water Gathering amenities	<b>Journey</b> Rooding, safety and speed management Thresholds and gateways Directions and signposting Road maintenance and improvements	<b>Destination</b> Play, sports and events Experience, identity, community and business Gathering Places Visitor facilities Information and rest stops	Investigate	Design	Build	Low	Medium	High	
LANDSCAPE					Short Term (0-3 Years)	Mid Term (4-6 Years)	Long Term (7-10Years)				
1A	Harbour edge and heritage trail pou markers										
1B	Pioneer cemetery edge and entry										
1C	Herald hub water access										
1D	Headland threshold planting										
1E	Reclaimed bay heritage trails and saltmarsh boardwalk										
1F	Pāheke waka Landing open space upgrade and planting										
1G	Rakautapu Road trail/ bush trails										
JOURNEY											
2A	Kaiwaha project: gateway threshold										
2B	Herald hub slow speed environment										
2C	Main street slow speed environment										
2D	Rakautapu Road and wharf intersection- slow speed environment										
2E	Beach Road/ Old Beach Road trail and threshold treatment										
2F	Walking and cycling path and seawall improvements										
2G	Walking and cycling path extension stage one- to Tauteihiihi Marae										
2H	Walking and cycling path extension stage two- to The Narrows (vehicle ferry)										
2I	Passenger ferry service										
DESTINATION											
3A	Herald building signage										
3B	Temporary harbour edge green space and play trail										
3C	Memorial arch rest stop and water access										
3D	Town hall civic space										

# Improvement Projects. Reference Images.



### 1. Landscape Improvements.

- 1B Pioneer cemetery edge and entry
- 1C Herald hub water access
- 1E Reclaimed bay heritage trails and saltmarsh

### 2. Journey Improvements.

- 2B Herald hub slow speed environment
- 2C Main street slow speed environment
- 2E Beach Road/ Old Beach Road trail and threshold treatment
- 2F Walking and cycling path and seawall improvements
- 2I Passenger ferry service

### 3. Destination Improvements.

- 3A Herald building signage
- 3B Temporary harbour edge green space and play trail
- 3C Memorial arch rest stop and water access
- 3D Town hall civic space





# Improvement Projects. Reference Images.



# Kohukohu Improvement Plan. Landscape.



**Legend.**

**1. Landscape Improvements.**

- ||||| Seawall repair and water access
- XXXX Low native coastal planting
- XXXX Selective mangrove clearance
- Weed removal and planting
- Street amenity treatment
- Views to the harbour
- ⊠ Boat ramp

**2. Journey Improvements.**

- ▨ Main street slow zone
- ▨ Speed management threshold
- ||||| Seawall repair for road/pathway
- Slow zone
- Footpath - existing
- New footpath extension
- Footpath widening
- ▬ Boardwalk/cantilevered deck on seawall
- 'Off road' portion of heritage trail
- 'On road' heritage trail
- Maintenance and upgrades
- ⊠ Frictional surfacing/speed threshold
- × Trail/wayfinding markers
- ⊗ Identity marker (eg. Pou)
- ⤴ Existing Pou markers
- ||||| Zebra crossing
- ▬ Raised zebra crossing
- Pedestrian central refuge island
- ⤴ Gateway signage/feature (community led)
- ♿ Existing public toilets
- ←50 Existing speed signage (remove/relocate)
- 50 Proposed speed signage - both sides of road and speed painted on road
- ⊠ School speed signage
- SLOW Slow speed signs and slow markings on the road
- ⚠ Warning people signage

**3. Destination Improvements.**

- ▨ Destination civic space
- ▨ School/campus/community
- ▨ Park upgrade/play activity
- Heritage Precinct
- ⋯ Existing wharf piles
- ⋯ Mangroves

Plan reference	Number	Name	Vision statement	Key design move
<b>LANDSCAPE</b>				
1A	1A	Harbour edge and heritage trail pou markers	Identify with Landscape: Whenua me moana, where land sea and people meet	Trace memory of harbour edge.
1B	1B	Pioneer cemetery edge and entry	Identify with Landscape: Whenua me te moana, where land sea and people meet	Care of harbour and Hokianga gathering grounds
1C	1C	Herald hub water access	Identify with Landscape: Whenua me te moana, where land sea and people meet	Strengthen and repair the water edge, gentle and practical water-based play, care of harbour and Hokianga gathering grounds
1D	1D	Headland threshold planting	Identify with Landscape: Whenua me te moana, where land sea and people meet	Landscape: Care of harbour and Hokianga gathering grounds, Mana whenua and turangawaewae-where people live between land and water. Journey: Using the compression of headland and bay to create the town slow zone

# 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: Markers, artwork and wayfinding Journey: Thresholds and gateways	Create	On TCDR route approaching town: At new beach opposite Herald building, school edges to mark the bay, southern end of Pāheke waka Landing, and at natural gateway (stream crossing) northern edge of rugby grounds	Trail and narratives relating to the former beach/ bay, subsequent sawmill use and reclamation, and future restoration of the harbour environment. Creates an opportunity to tell stories about place and 'living heritage' involving school, mana whenua and local artists. Pou mark the edges of the reclaimed bays, slow traffic by providing H>W vertical threshold. Smaller trail markers/ pou mark the Church and old school heritage loop.	1F, 1E, 2E, 2A	Plan, consult, design pou markers (approx 10-13 pou markers of varying sizes and in clusters at 5 locations). Consult with Iwi hapu to confirm approach, locations and narratives to be expressed, and commission local māori artist to carve pou. May be in clusters and different sizes, but generally located in line of sight when turning bends in road, and to trace/ mark the edges of the former shoreline. Support existing 3x pou markers at Pāheke waka landing and Kaiwaha project (locally designed gateway entry signs). Confirm distances from road carriageway.	Implement: Selectively clear mangroves in sightlines at bends for view of harbour. Install pou in appropriate locations, in groupings at 5 locations (generally in line of sight at bends in road approaching town). Consult with Tauteihiihi marae- southern end, and Pikipiria marae about northern entrance markers. Implement smaller vertical heritage trail markers at intersections with 'other trails'- church and old school heritage loop (approx 7 markers)	Consider distance from road - carriageway (safety). Archaeological assessments and heritage precinct considerations
Landscape: Environment and ecology, Destination: Information and rest stops	Improve	TCDR road reserve at northern edge of town adjoining pioneer cemetery (wahi tapu) and on Rakautapu Road entry to pioneer cemetery- along road edge	Weed removal including Arundo donax, and bank stabilisation to prevent erosion issues on steep slopes that may cause road closures. Planting forms part of vertical gateway treatment on TCDR (H>W threshold), and includes potential wahi tapu area or boundary interface. Tidy up of seating and signage area at entry to pioneer gateway	2A, 1G	Plan and implement: Extra seating/ picnic table and wayfinding markers/ signage at pioneer cemetery entrance for cyclists and walkers appreciating the view and history	Collaborate and implement: Weed removal, bank stabilisation and planting of approx 3000m <sup>2</sup> area	Bank stability (Arundo is effective at holding up the bank especially where there are drainage issues). Some recent bank stability repair with gabions. Wahi tapu area- extents unknown and Iwi engagement required. FNDC gazette information suggests cemetery and Lance Andrews are 3.34ha combined. Entry to Lance Andrewes Park and bush trails grown over- from 1980's PEP scheme.
Landscape: Environment and ecology, access to water, ease of pedestrian movement	Grow, create, improve	On TCDR - from 1360 Kohukohu Road and remnant wharf piles to the post office 1369 Kohukohu Road	Seawall and stormwater infrastructure repair, sea steps for swimming and kayaking, seating and picnic areas and potential tidal pool. A space to engage with the water and promote environmental restoration- connected to educational programmes and community initiatives run from the Herald building. Green space next to old wharf piles included.	3A, 2B	Design and feasibility investigation in conjunction with road improvements 2b Herald Hub road improvements, review for consenting, environmental and social risks (ESR). Testing for source of contaminants, geotech etc. Options to be considered for water access: seawall repair, reclamation, importing and retaining sand, tidal pool, swimming pontoon or jetty to low tide mark, kayak launch etc.	Design, consent and construct: Reconstruct 85m seawall and build in water access to coincide with footpath extension - project 2c herald hub road improvements. Build in gathering amenities- seats and picnic tables, wayfinding and information as part of heritage trails. Selective removal of mangroves.	Potential water pollution at pipe outlet. Testing for source of contaminantstc, geotech etc needed, and may require other infrastructural upgrades. Options for water access will need to consider consenting strategy heritage precinct and work in the CMA.
Landscape: Environment and ecology, markers artwork and wayfinding Journey: Thresholds and gateways	Improve	On TCDR - Kohukohu Road headland between St Johns and Rakautapu Road	Weed removal- Arundo donax and other noxious weeds. Stabilise slope and replant with coastal natives. Plant taller tree species in cluster at base to contribute to threshold and slow traffic by providing H>W vertical threshold. Include locally commissioned public artwork near junction with Rakatapu Road and wharf.	2C, 2D	Collaborate and implement: Weed removal, bank stabilisation and planting of approx 1600m <sup>2</sup> area. Commission public artwork to install at threshold. Plan in coordination with 2c Rakautapu Rd and wharf intersection	Bank stability (Arundo is effective at holding up the bank especially where there are drainage issues). Land ownership- road reserve vs private land, boundary unclear. Requires consultation.	

\*Items excluded from costings

# Kohukohu Improvement Plan. Landscape.



**Legend.**

**1. Landscape Improvements.**

- ||||| Seawall repair and water access
- XXXX Low native coastal planting
- XXXX Selective mangrove clearance
- Weed removal and planting
- - - Street amenity treatment
- Views to the harbour
- ▭ Boat ramp

**2. Journey Improvements.**

- ▨ Main street slow zone
- ▨ Speed management threshold
- ||||| Seawall repair for road/pathway
- - - Slow zone
- - - Footpath - existing
- - - New footpath extension
- - - Footpath widening
- ▭ Boardwalk/cantilevered deck on seawall
- 'Off road' portion of heritage trail
- 'On road' heritage trail
- - - Maintenance and upgrades
- ▭ Frictional surfacing/speed threshold
- × Trail/wayfinding markers
- × Identity marker (eg. Pou)
- ⤴ Existing Pou markers
- ||||| Zebra crossing
- ▭ Raised zebra crossing
- ▭ Pedestrian central refuge island
- ⤴ Gateway signage/feature (community led)
- ♿ Existing public toilets
- ←50 Existing speed signage (remove/relocate)
- 50 Proposed speed signage - both sides of road and speed painted on road
- ⊘ School speed signage
- SLOW Slow speed signs and slow markings on the road
- ⚠ Warning people signage

**3. Destination Improvements.**

- ▭ Destination civic space
- ▭ School/campus/community
- ▭ Park upgrade/play activity
- - - Heritage Precinct
- Existing wharf piles
- Mangroves

Plan reference	Number	Name	Vision statement	Key design move
<b>LANDSCAPE</b>				
1E	Reclaimed bay heritage trails and saltmarsh boardwalk	Identify with Landscape: Whenua me te moana, where land sea and people meet	Care of harbour and Hokianga gathering grounds. Trace memory of harbour edge.	
1F	Pāheke waka Landing open space upgrade and planting	Identify with Landscape: Whenua me te moana, where land sea and people meet	Mana whenua and turangawaewae- where people live between land and water. Strengthen and repair the water edge, gentle and practical water-based play, care of harbour edge and Hokianga gathering grounds	
1G	Rakautapu Road trail/ bush trails	Identify with Landscape: Whenua me te moana, where land sea and people meet	Landscape: Care of harbour and Hokianga gathering grounds, Mana whenua and turangawaewae- where people live between land and water.	

# Improvement Plan.

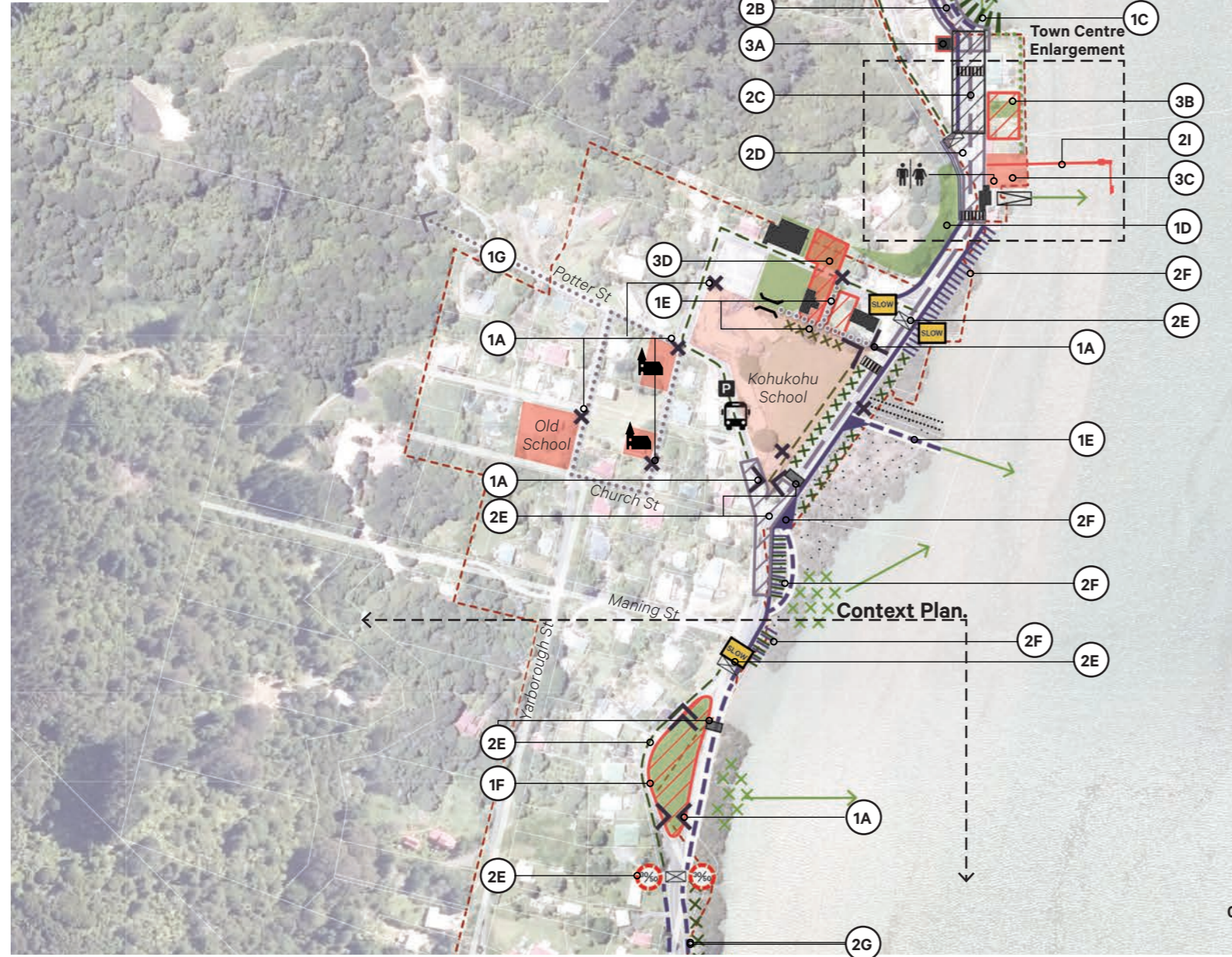
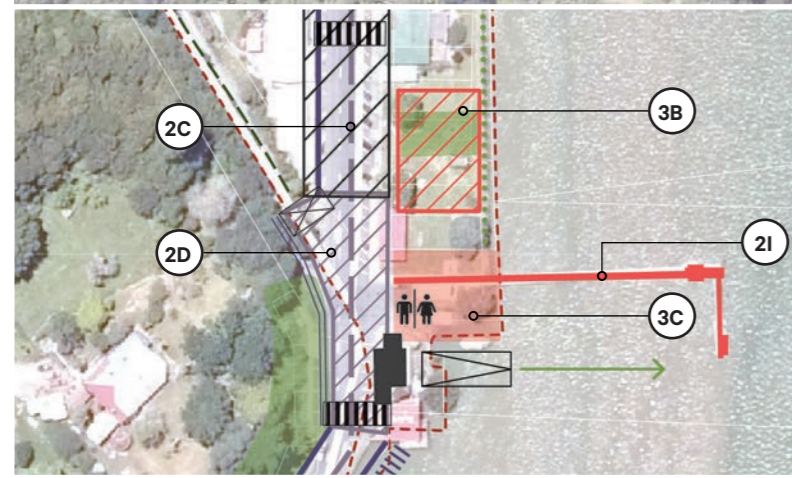
## Landscape.

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	Create	Alongside historic wharf - perpendicular to Kohukohu Road and alongside school grounds, stream and bowling club. Seawall repair along length of road from Waterline Building to school grounds and second Beach Road intersection.	New attraction to connect with living heritage of Kohukohu. Heritage trails along stream connecting old stone bridge, and inclusion of playful elements and interpretation. Link to boardwalk through mangroves and saltmarsh to view historic wharf remnants. Narratives associated with former sawmill in the bay, learn about local ecology, harbour siltation and stories of the Hokianga. Incorporate seawall build out and planting to visually connect two sides of the road to the story of the bay. Increased landscaping suggestive of a 'shoreline environment' to limit forward visibility and create a 30 km/hr speed environment. Address issues with discharge into harbour- close outlets in seawall.	2E, 2F, 1A, 3D	Concept design for heritage trails (stage 1) and boardwalk (stage 2). Commence detailed design and construction of Stage one- heritage trails (100m length permeable surface, one small footbridge across stream (approx 7m span), wayfinding/ interpretation markers x approx 5) alongside school and bowling club connecting old stone bridge to town hall civic space, and play elements associated with heritage trail- linking space beside bowling club to the town hall and catering to community use and market space, visitor rest stop and playful exploration. Include school frontage- removal of double fence (low fence adjacent to road approx 45m length) and plant along road berm between new school fence and kerbline (approx 240m <sup>2</sup> )- allowing for service/ mowing access to school.	Stage 2 - Design, feasibility and consenting investigation for fixed/ floating boardwalk (approx 60m length) and seawall repair/ extension in historic precinct and coastal management area (approx 130m length). Consultation and collation of stories for interpretation. Concept plan.	Detail design, consents and construction of boardwalk (floating boardwalk, no handrail - sitting just above mudflats at fixed height during low tide and rises with the tide like a pontoon) and seawall extension. Incorporate seawall repair taking into account sea level rise - between Waterline Building and down to both intersections with Beach Road. Investigate use of recycled materials.	Limitations of heritage precinct and coastal management area. Siltation of harbour and sea level rise may present some problems.
Landscape: Environment and ecology, access to water, ease of pedestrian movement, markers artwork and wayfinding. Journey: Thresholds and gateways Destination: Gathering places	Improve, grow	Old beach road and open space reclamation area currently within road reserve. Includes section of Kohukohu Road, footpath and seawall.	Recognition of Pāheke Road as a former beach and Waka Landing that has been reclaimed. Rename Old Beach Road to reflect its significance. Landscape treatment to establish a threshold approaching the town- contributing to identity and slowing traffic speeds. Increased landscaping suggestive of a 'shoreline environment' to limit forward visibility and create a slow speed environment (30km/hr school zone). Reconnection with harbour through sensitive designed response, water access and narrative. Address drainage issues.	2E, 1E, 1A, 2F,	Concept design, feasibility investigation and consultation for open space, including - seawall and hydrology, water access options. Consider function of reserve for mana whenua and community, as a visual threshold, environmental/ water treatment values, and practicality for launching waka/ watercraft. Could be a demonstration environmental project - lowering levels and planting the reserve to detain and treat water before entering the harbour.	Detail design, consenting and construction for open space- including planting and stormwater treatment, furniture/ sculpture.	Review land ownership and consult with Iwi/ Hapu on appropriate recognition and restoration approach, consult with adjoining residents (appears to be road reserve and only partially within heritage precinct. Also may need geotech - reclamation and fill - former bay	
Landscape: Environment and ecology, ease of pedestrian movement, markers artwork and wayfinding.	Improve, create, grow	Rakautapu Road and bush trails (by agreement- land ownership) from Potter Street to Rakautapu Road	Opportunity with Blue Mountain Road loop- on-road mountain bike trail with spectacular lookouts. From wharf - up Rakautapu Rd, Blue Mountain Road, Creamery Rd, West Coast Rd, connecting back via Kohukohu Road to township. Bush walks between Potter Street and upper Rakautapu Road would increase loop experiences for visitors and locals. Could be investigated with landowners.	1B, 2D		Re-seal Rakautapu Road to pioneer cemetery (distance of 460m), pullover areas and bank stability. Investigate Rakautapu Rd- Blue Mountain Road- Creamery Road trail as and advanced walk or mountain bike loop experience, include investigation of paper road. Investigate potential bush walks from end of Potter Street to Rakautapu Road.	Maintenance to gravel roads, pullover areas/ lookouts with signage (e.g. views/orientation) and bank stability. Wayfinding signage for loop (approx 27 km). Build bush trails for approx 1km bush walks from end of Potter Street to Rakautapu Road and lookout to Pikiparia Marae.	Review land ownership for bush walks and consult with landowners to see if an access easement could be feasible. Road safety Rakatapu Road - rutted, narrow and windy. Far North Rally uses Rakautapu Road

\*Items excluded from costings

# Kohukohu Improvement Plan. Journey.

Town Centre.



**Legend.**

**1. Landscape Improvements.**

- Seawall repair and water access
- Low native coastal planting
- Selective mangrove clearance
- Weed removal and planting
- Street amenity treatment
- Views to the harbour
- Boat ramp

**2. Journey Improvements.**

- Main street slow zone
- Speed management threshold
- Seawall repair for road/pathway
- Slow zone
- Footpath - existing
- New footpath extension
- Footpath widening
- Boardwalk/cantilevered deck on seawall
- 'Off road' portion of heritage trail
- 'On road' heritage trail
- Maintenance and upgrades
- Frictional surfacing/speed threshold
- Trail/wayfinding markers
- Identity marker (eg. Pou)
- Existing Pou markers
- Zebra crossing
- Raised zebra crossing
- Pedestrian central refuge island
- Gateway signage/feature (community led)
- Existing public toilets
- Existing speed signage (remove/relocate)
- Proposed speed signage - both sides of road and speed painted on road
- School speed signage
- Slow speed signs and slow markings on the road
- Warning people signage

**3. Destination Improvements.**

- Destination civic space
- School/campus/community
- Park upgrade/play activity
- Heritage Precinct
- Existing wharf piles
- Mangroves

Plan reference	Number	Name	Vision statement	Key design move
<b>JOURNEY</b>				
2A	Kaiwaha project: gateway threshold	Experiencing the journey: water as connector, harbour as highway	Marking bends in the road and opening views. Hiko on Hokianga Time, Ata Haere- slowing to a pace where we can notice where we are	
2B	Herald hub slow speed environment	Experiencing the journey: water as connector, harbour as highway	Ata Haere- slowing to a pace where we can notice where we are,	
2C	Main street slow speed environment	Coming to life: Hokianga is the destination	Squeeze spaces, meet in the street, put an anchor down and relax. Create life, interest and meaning around local art culture	
2D	Rakautapu Road and wharf intersection- slow speed environment	Experiencing the journey: water as connector, harbour as highway	Journey: Using the compression of headland and bay to create the town slow zone. Destination: build around the junction of wharf and hill cycle trails	

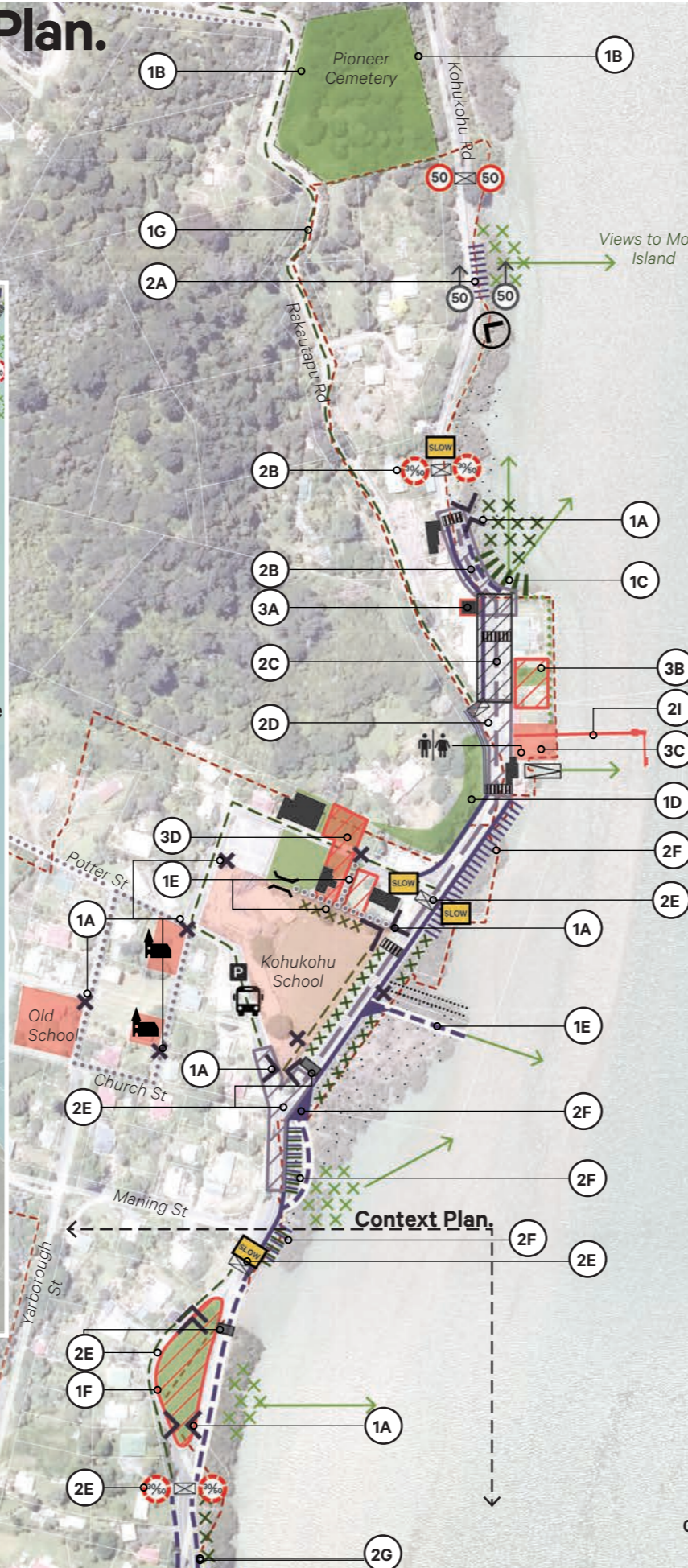
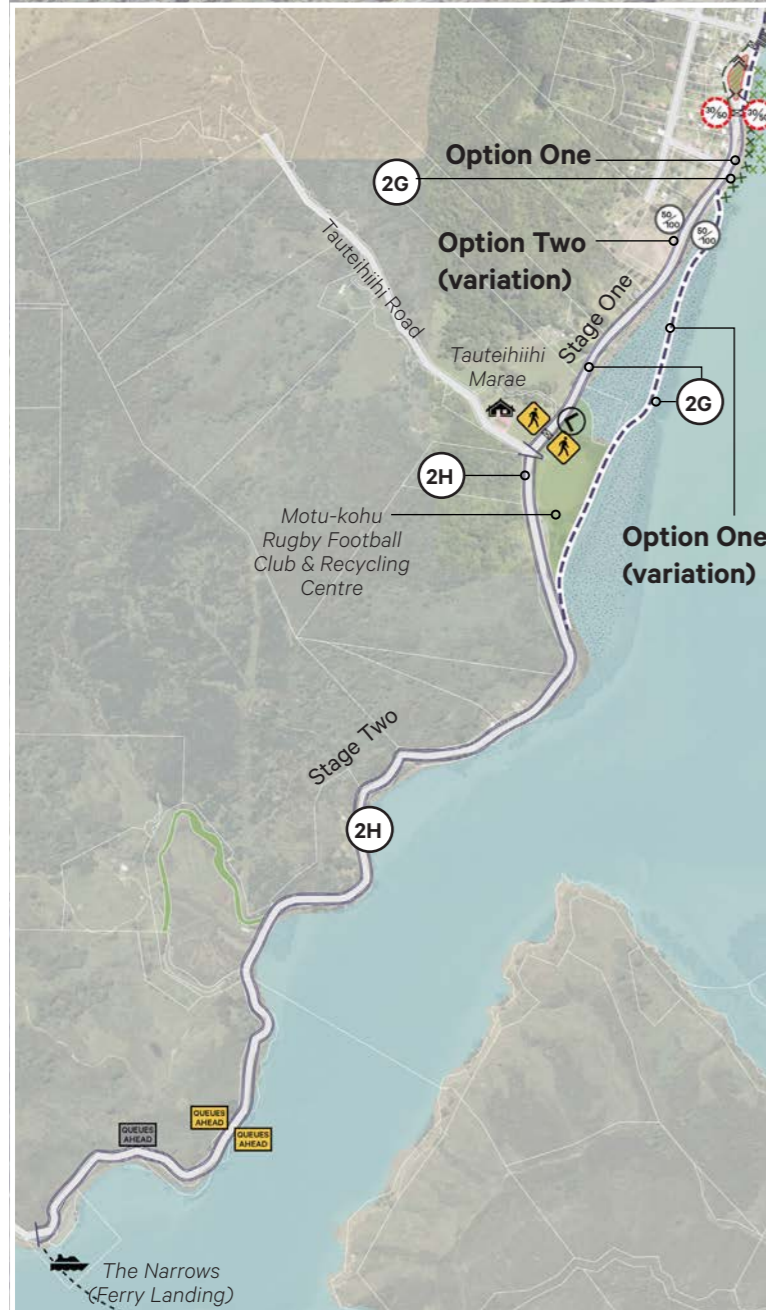
# Improvement Plan. Journey.

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: Thresholds and gateways, Road safety and speed management, road maintenance and improvements	Grow	On TCDR route approaching town- heading south (at existing sign) and heading north (at marae and rugby club junction). Extents determined by first views of habitation.	Kaiwaha project- locally designed gateway entry signs in two locations. Supported by traffic calming measures at threshold including duplicated signs and road markings, and seawall repair.	1B, 2F, 2G, 2H, 2B	Plan, consult, install kaiwaha entry signs as planned and designed by local community. Consult with Iwi hapu to confirm approach and locations. Plan, consult, install - At northern gateway threshold- duplicate 50 speed sign to both sides of road and move 100m further north, include speed limit painted on road. Duplicate existing 'children crossing sign' to both sides of the road and include frictional surfacing. At southern end install kaiwaha entry sign near rugby club in consultation with Tauteihihi marae.	Investigate, plan and seek consents to repair seawall for 50m section, and selectively clear 1000m <sup>2</sup> mangroves in sightlines at bends for view of harbour. Consider bundled consenting approach for all seawall repair or modified seawall edge (2F, 2G, 2H, 2B)		Entry signage is a community led and FNDC funded project. Moving speed change signage requires consultation and approvals
Journey: Thresholds and gateways. Road safety and speed management. Road maintenance and improvements	Improve	On TCDR - from 1360 Kohukohu Road and remnant wharf piles to the post office 1369 Kohukohu Road	Road reallocation (line marking and kerbline) to improve parking around the Herald building area, and footpath extension and widening both sides of the road. Provide traffic calming measures to create a 30 km/hr speed environment using vertical and horizontal traffic calming, coloured/textured road markings, build outs, street furniture and planting. Discuss 30 kph speed limit with Council. Reduce the need for parking to reverse directly into traffic lanes, with input from NTA during the pre-implementation phase of the project.	1C, 3A, 2C	Concept design and feasibility investigation for road reallocation and seawall in conjunction with water access as for project 1c Herald Hub water access. Line marking and kerb realignments to enable water access project. Implement: Widen footpath outside Herald building for street based community space	Design, consent and build: Extend footpath along waters edge to existing wharf piles by 110m. Install speed threshold treatments (speed humps), paint "SLOW" markings on the road and school zone 30 km/hr speed signs both sides. Install raised zebra crossing (x1) at northern end near old wharf piles.		Heritage precinct consider possible loss of carparks and consultation with businesses
Destination: Experience, identity community and business, gathering places. Journey: Road safety and speed management, Landscape: Ease of pedestrian movement	Grow and improve	main street between 1372 and 1377 Kohukohu Road.	Provide traffic calming measures to create a 30 km/hr speed environment using vertical and horizontal traffic calming with visual and physical narrowing of the street, and widening and activation of footpaths outside shops. Discuss 30 kph speed limit with Council. Include street tree planting in build-outs and rationalise parking spaces across the town centre. Incorporate public art, seating and lighting (designed to minimise light spill for night sky attraction). Reduce the need for parking to reverse directly into traffic lanes, with input from NTA during the pre-implementation phase of the project.	2B,2D	Placemaking project: Trial temporary interventions and road surface markings to reduce speeds in main street and indicate pedestrian activity. May include occupying parking spaces temporarily for seating or moveable planters.	Concept and consult, design and consent, implement main street interventions- in conjunction with 2B Herald Hub and 2D Rakautapu intersection. Discuss 30 kph speed limit with Council. Install speed threshold treatments including, raised zebra crossing (x1), and paint "SLOW" markings on the road.	Implement additional comprehensive main street upgrade interventions to enhance identity and socialisation on the street once threshold treatments start to reduce speeds down to 30 km/hr- e.g. build outs with planting, public art, lighting, seating	Heritage precinct possible loss or relocation of carparking. Consult with businesses. Logging trucks and maintenance.
Journey: road safety and speed management, directions and signposting	Improve	Intersection Rakautapu Road and Kohuhu Road (TCDR), including existing planted 'build outs' and parking in front of Kohukohu Library	Improvements to intersection for pedestrian and cycle movement. Investigate potential realignment to Rakautapu Road intersection with linemarking to improve pedestrian crossing. Extend and widen footpath on western side of Kohukohu Road, and incorporate raised threshold treatment across Rakautapu Road. Create awareness of 'crossroads' encouraging pedestrian movement from passenger ferry to cycling the Rakautapu Road hill trail with wayfinding signage, artwork and road surface marking. Rationalise car parking in front of Library to visually narrow road at threshold. Consider safe pullover for heavy/large vehicles stopping for supplies. Reduce the need for parking to reverse directly into traffic lanes, with input from NTA during the pre-implementation phase of the project.	1D, 3C, 2C, 2B	Consult and implement raised threshold treatment OR frictional surfacing and 'SLOW' road marking on Rakautapu Road approaching the intersection. Replace street light to illuminate intersection, with new hooded LED for night sky sensitivity. Widen and extend footpaths to existing seating area on western edge, and relocate service boxes blocking footpath. Install new raised zebra crossing just south of the library with build-outs and hooded lighting. Library car parking layout reformed with line marking and surface treatment - to enlarge existing 'build-out' with planting and signage to visually narrow road width. Create alternative pedestrian/ cycle lane accessible route in front of library by redesigning layout of parking spaces and delineating cycle/ pedestrian space	Implement additional comprehensive main street upgrade interventions to enhance identity and socialisation on the street once threshold treatments start to reduce speeds down to 30 km/hr- e.g. build outs with planting, public art, lighting, seating		Heritage precinct steep road - unsealed and stability issues. Geotech may be required.

\*Items excluded from costings

# Kohukohu Improvement Plan. Journey.

Context Plan - Kohukohu to the Narrows.



**Legend.**

**1. Landscape Improvements.**

- ||||| Seawall repair and water access
- XXXX Low native coastal planting
- XXXX Selective mangrove clearance
- Weed removal and planting
- - - Street amenity treatment
- Views to the harbour
- ⊠ Boat ramp

**2. Journey Improvements.**

- ▨ Main street slow zone
- ▨ Speed management threshold
- ||||| Seawall repair for road/pathway
- - - Slow zone
- Footpath - existing
- New footpath extension
- Footpath widening
- Boardwalk/cantilevered deck on seawall
- 'Off road' portion of heritage trail
- 'On road' heritage trail
- - - Maintenance and upgrades
- ⊠ Frictional surfacing/speed threshold
- × Trail/wayfinding markers
- × Identity marker (eg. Pou)
- ⤴ Existing Pou markers
- ||||| Zebra crossing
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- 50 Proposed speed signage - both sides of road and speed painted on road
- 50 School speed signage
- SLOW Slow speed signs and slow markings on the road
- ⚠ Warning people signage

**3. Destination Improvements.**

- ▨ Destination civic space
- ▨ School/campus/community
- ▨ Park upgrade/play activity
- - - Heritage Precinct
- ⋯ Existing wharf piles
- ⋯ Mangroves

0m 50m 100m 200m N

Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
<b>JOURNEY</b>				
2E	2E	Beach Road/ Old Beach Road trail and threshold treatment	Experiencing the journey: water as connector, harbour as highway	Journey: Promote safe walking and cycling to enjoy the experience and connect community, repair breaks in safe movement between everyday destinations. Landscape: Trace memory of harbour edge
2F	2F	Walking and cycling path and seawall improvements	Experiencing the journey: water as connector, harbour as highway	Journey: Repair breaks in safe movement between everyday destinations. Landscape: Strengthen and repair the water edge
2G	2G	Walking and cycling path extension stage one- to Tauteihiihi Marae	Experiencing the journey: water as connector, harbour as highway	Journey: Promote safe walking and cycling to enjoy the experience and connect community, repair breaks in safe movement between everyday destinations.



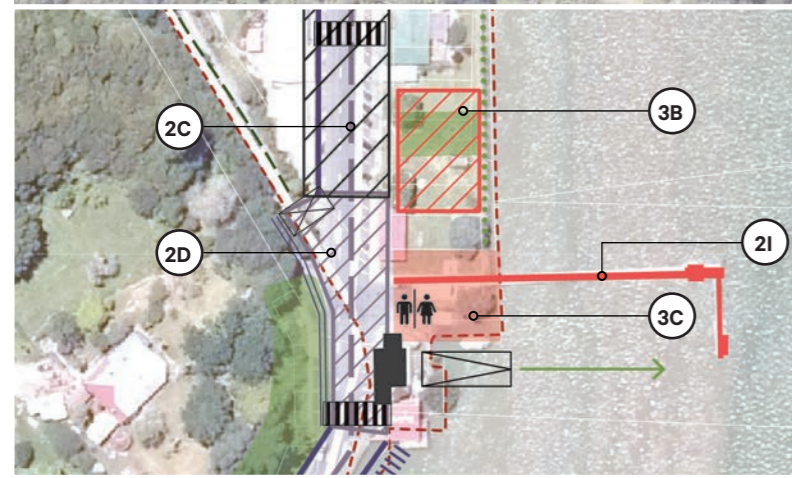
# Improvement Plan. Journey.

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: road safety and speed management, Thresholds and gateways, Landscape: ease of pedestrian movement, markers artwork and wayfinding	Improve	Old Beach Road and Beach Road including Kohukohu Road intersections- following the shoreline of the bay. Extension of heritage trail to include Church St and Yarborough St loop.	Speed threshold treatment and raised zebra crossings assist with speed management and pedestrian/ cycle access across from the harbour edge. Road has sense of 'bridging' the bay (through landscape treatment, levels/ 'embankment' design integrated with seawall, and coastal edge low planting). Trail and narratives relating to the former beach/ bay, subsequent sawmill use and reclamation, and future restoration of the harbour environment. Creates an opportunity to tell stories about place and 'living heritage' involving school, mana whenua and local artists. Self explaining road and footpath project - using walking/ shared surfaces to trace the line of the former beach/ shoreline as a 'playful learning trail'. Review speed threshold relocation and consider Safer System Methodology in the pre-implementation stage with input from the NTA.	1A, 1E, 1F, 2F, 2G	Placemaking project for 'Old Beach Road' and 'Beach Road' involving Hapū, school and community. Could be continuous coloured line or surface markers around Beach Road/ Old Beach Road. Road surface treatment for Old Beach/ Beach Road could reflect 'shoreline' in colour and texture. Allow for clearly demarcated bus and parent vehicle pick up/drop off parking. Plan, consult and install Kohukohu Road speed threshold interventions. Beach Road- At the southern Beach Road intersection- review intersection layout with possible realignment, line marking and surface frictional treatment to slow at the corner. Include pedestrian central refuge crossing with signage. At the northern Beach Road intersection- Install speed threshold treatments (speed humps), paint "SLOW" markings on the road with signage both sides. Footpath widening and existing pedestrian crossing to become a raised zebra crossing.	Plan, consult and install Kohukohu Road speed threshold interventions. Old Beach Road- At the southern end of Old Beach Road duplicate 'school zone' 30kph speed signs (school hours) to both sides of road, and paint SLOW markings on the road. Install pedestrian central refuge crossing opposite Pāheke Landing. Install speed threshold treatment (speed hump and SLOW painted on the road with frictional surfacing) at northern end of Old Beach Road, and duplicate existing 'children crossing sign' to both sides of the road. Selectively remove mangroves to open up views and water access.	Heritage precinct. May need geotech - reclamation area. Safety, sightlines and visibility	
Journey: Road safety and speed management Landscape: Ease of pedestrian movement. Cycling and trails	Improve	Kohukohu Road seawall and footpath- between Beach Rd intersection (northern end) and library, and between Beach Rd intersection (southern end) and Old Beach Rd intersection	Comprehensive approach to seawall repair and modification (raising/ widening options) and investigation for stormwater discharge and sewage overflow into harbour. Potential for footpath and seawall build-out and steps, seating and possible short boardwalk through mangroves aligned with other projects (approx 80m).	2D, 1C, 1E, 1F, 2G, 2H	Comprehensive seawall investigation report - for seawall condition, geotech and engineering feasibility investigation from northern Kaiwaha gateway threshold down to The Narrows. Include investigations for stormwater and wastewater infrastructure/ outlets and reclamation/ contamination discharging directly into harbour (to address pollution and smell issues). Provide information and context for seawall improvements, climate change and sea level rise, walk and cycle extensions. Implement short sections of seawall repair to align with Beach Road intersections.	Design, consent and construct footpath widening and build-outs , including seawall repair approx 250m from Waterline (former cafe) to north end of Pāheke Landing and reconstruction approx 35m with seating, sea steps and short section of boardwalk (approx 60m).	Broader issue around harbour pollution, stormwater and wastewater discharge, siltation etc. Infrastructure should be considered at network scale. Minor stormwater network upgrades in FNDC LTP over 7 years Consider sea level rise/ climate change and seawall repair to assist with resilience and minimising road closures. CMA and Heritage precinct consenting. Geotech investigations. Reclamation and fill	
Journey: Road safety and speed management Landscape: Ease of pedestrian movement. Cycling and trails	Create	Kohukohu Road seawall and footpath- between Old Beach Rd intersection (southern end) and Rugby Club / Tauteihihi marae.	Continuous footpath for walking and cycling off-road between the marae/ rugby grounds Kohukohu Campground and the Kohukohu school/ shops. Provides safe recreational options for locals (there are limited options currently and logging trucks are dangerous), and reduces reliance on private vehicles. New experience for visitors. Three options for investigation- seawall footpath on seaward edge (Option One) and variation to include mangrove boardwalk (Option One Variation), and landward edge footpath (Option Two). Consider waka ama access options (Pāheke Landing and/ or Tauteihihi marae) and consult. Incorporate Crime Prevention through Environmental Design (CPTED) design principles in the trail design during the pre-implementation phase of the project, with further input from NTA. *Investigate Marriner Street intersection upgrade to improve sight distance northbound- with input from NTA during the pre-implementation phase.	1F, 2E, 2F	Business Case- design, planning, consenting and cost investigation for stages one and two combined- from Kohukohu township (Old Beach Road intersection) to The Narrows- vehicle ferry- distance of 3400m. Include geotech, ecology, coastal feasibility, consenting, and optioneering. Include consideration for Blue Mountain cycle trail loop in investigations- opportunity to extend visitor experience and cycle trails arriving by vehicle OR passenger ferry to complete the loop. Plan, consult and install- could include sharrow on the road, and investigate optimal spacing. Discuss speed limit with FNDC - if there is more activity (people walking/cycling) then a reduction in speed limit should also be considered from the Narrows to the town. *Investigate Marriner Street intersection upgrade to improve sight distance northbound- with input from NTA during the pre-implementation phase.	Stage 1- Detail design, consenting and construction of option one (variation) including 360m new shared path and seawall reconstruction (or 160m boardwalk along Pāheke Landing and 200m path), 540m boardwalk through mangroves, and 315m path on embankment through saltmarsh alongside rugby club- including 1 x 15m span footbridge. Costings for alternative options include- Stage one option one: 1km length on-road seaward side shared path (with seawall reconstruction) or option two- 1km landward side on road shoulder with culvert infill. All options include Includes seawall repair and water access from Pāheke Landing.	Incorporate discovery trail elements - history and ecology stories and signage, art/ pou/ sculpture, seating and views	May require significant work in Coastal Management Area to push out seawall vs boardwalk cost and construction, but seawall construction likely to assist with resilience and road closures. TCDCR road width maintained for heavy vehicles but does not have State Highway classification. See note on context plan- issues with rubbish and sewage at rugby club? CMA consenting. Geotech investigations and likely stability and inundation issues

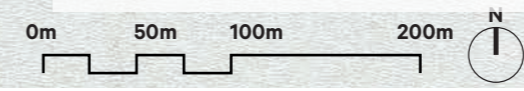
\*Items excluded from costings

# Kohukohu Improvement Plan. Journey.

Town Centre.



- Legend.**
- 1. Landscape Improvements.**
- ||||| Seawall repair and water access
  - XXXX Low native coastal planting
  - XXXX Selective mangrove clearance
  - Weed removal and planting
  - - - Street amenity treatment
  - Views to the harbour
  - ▭ Boat ramp
- 2. Journey Improvements.**
- ▨ Main street slow zone
  - ▨ Speed management threshold
  - ||||| Seawall repair for road/pathway
  - - - Slow zone
  - Footpath - existing
  - New footpath extension
  - Footpath widening
  - ▭ Boardwalk/cantilevered deck on seawall
  - 'Off road' portion of heritage trail
  - 'On road' heritage trail
  - - - Maintenance and upgrades
  - ▭ Frictional surfacing/speed threshold
  - × Trail/wayfinding markers
  - × Identity marker (eg. Pou)
  - ⤴ Existing Pou markers
  - ||||| Zebra crossing
  - ▭ Raised zebra crossing
  - ▭ Pedestrian central refuge island
  - ⤴ Gateway signage/feature (community led)
  - ♿ Existing public toilets
  - ←50 Existing speed signage (remove/relocate)
  - 50 Proposed speed signage - both sides of road and speed painted on road
  - ⊘ School speed signage
  - SLOW Slow speed signs and slow markings on the road
  - ⚠ Warning people signage
- 3. Destination Improvements.**
- ▨ Destination civic space
  - ▨ School/campus/community
  - ▨ Park upgrade/play activity
  - - - Heritage Precinct
  - ⋯ Existing wharf piles
  - ⋯ Mangroves



Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
<b>JOURNEY</b>				
<b>2H</b>		Walking and cycling path extension stage two- to The Narrows (vehicle ferry)	Experiencing the journey: water as connector, harbour as highway	Journey: Promote safe walking and cycling to enjoy the experience and connect community, repair breaks in safe movement between everyday destinations.
<b>2I</b>		Passenger ferry service	Experiencing the journey: water as connector, harbour as highway	Journey: Promote safe walking and cycling to enjoy the experience and connect community

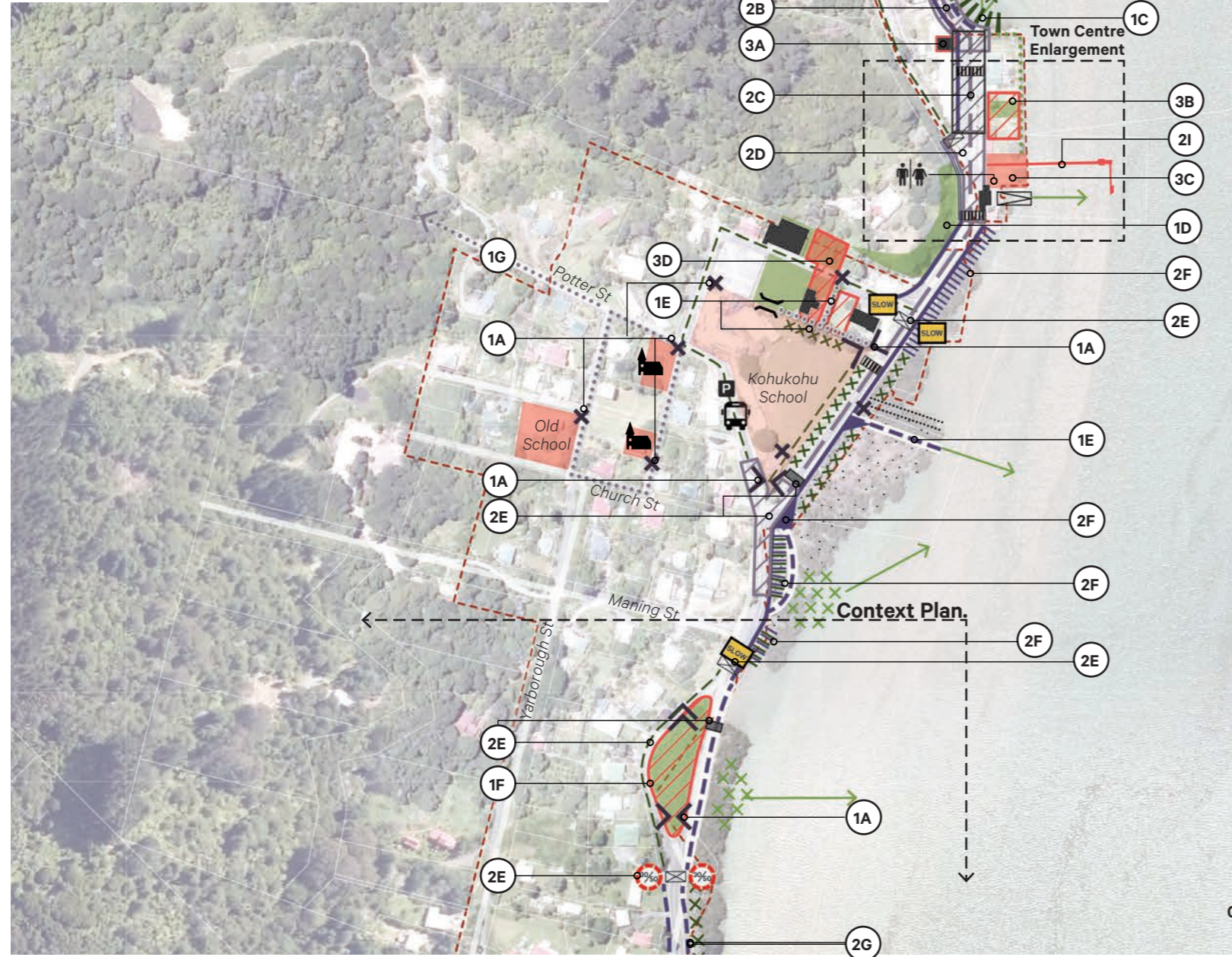
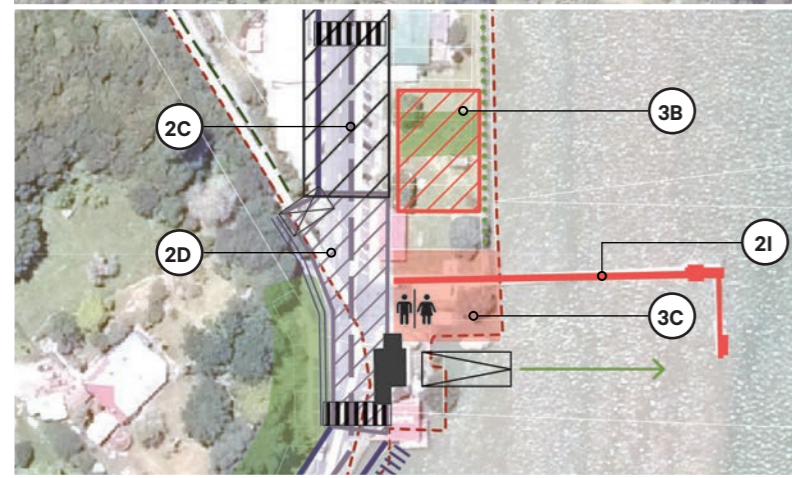
# Improvement Plan. Journey.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
					Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference				
Journey: Road safety and speed management Landscape: Ease of pedestrian movement. Cycling and trails	Create	Kohukohu Road seawall and footpath-between Rugby Club / Tauteihihi marae and The Narrows (Vehicle ferry loading/ landing area).	Continuous footpath for walking and cycling off-road to the ferry and benefits school children. Provides visitor experience to extend cycle trails with Blue Mountain loop (Rakautapu Road returning Kohukohu Road), more recreational options for locals, and reduces reliance on private vehicles. Selective mangrove removal for views/ construction.	2G, 2F	Investigations- as for 2F and 2G- combined design investigation for stages one and two. Plan, consult and install- Install additional 'queue ahead' advance warning advisory sign (to support existing queuing sign). Could include sharrows on the road, and investigate optimal spacing. Discuss speed limit with FNDC - if there is more activity (people walking/cycling) then a reduction in speed limit should also be considered from the Narrows to the town.		Stage 2- Detail design, consenting and construction of shared walk and cycle path from the Rugby Club / Tauteihihi marae to the Narrows (Vehicle ferry loading/ landing area) for a distance of 2.5km (seaward side with seawall construction, or landward side on road shoulder with culvert infill and allowance for some sections of retaining). including 2.5km new shared path - utilising road shoulder and cantilevered from seawall and/ or seawall reconstruction where required.	Decoupled from stage 1. Passenger ferry takes priority for bringing pedestrians and cyclists into town. CMA consenting requirements. Geotech investigation - likely stability issues and sea level rise and inundation. Cost benefits analysis. Review FNDC LTP capital works programme for Pou Herenga Tai extension years 4-10
Journey: Road safety and speed management Landscape: Ease of pedestrian movement. Cycling and trails. access to water	Create	Passenger ferry service direct to the wharf in Kohukohu township, and connecting to Höreke, Rawene and other Hokianga destinations	Regular passenger ferry service to connect the Pou Herenga Tai Twin Coast Cycle Trail, and to supplement the car ferry, providing more frequent, regular, reliable transport options by water, with longer operational hours and particularly in peak season or when the car ferry is not operational.	2G, 2H, 3C	Commence Business case for passenger ferry service. Repair and restore wharf to good condition to support passenger ferry service, and provide information and signage on the wharf for visitors - gateway to Kohukohu.			Cost benefits analysis. Review FNDC LTP capital works programme for Pou Herenga Tai extension years 4-10. Potential business case duplication walking and cycling. Reliant on feasible commercial or subsidised option

\*Items excluded from costings

# Kohukohu Improvement Plan. Destination.

Town Centre.



**Legend.**

**1. Landscape Improvements.**

- ||||| Seawall repair and water access
- XXXX Low native coastal planting
- XXXX Selective mangrove clearance
- Weed removal and planting
- - - Street amenity treatment
- Views to the harbour
- ⚓ Boat ramp

**2. Journey Improvements.**

- ▨ Main street slow zone
- ▨ Speed management threshold
- ||||| Seawall repair for road/pathway
- - - Slow zone
- - - Footpath - existing
- - - New footpath extension
- - - Footpath widening
- - - Boardwalk/cantilevered deck on seawall
- 'Off road' portion of heritage trail
- 'On road' heritage trail
- - - Maintenance and upgrades
- ⊠ Frictional surfacing/speed threshold
- × Trail/wayfinding markers
- ⊗ Identity marker (eg. Pou)
- ⤴ Existing Pou markers
- ||||| Zebra crossing
- ▨ Raised zebra crossing
- Pedestrian central refuge island
- ⤴ Gateway signage/feature (community led)
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- 50 Proposed speed signage - both sides of road and speed painted on road
- ⊠ School speed signage
- SLOW Slow speed signs and slow markings on the road
- ⚠ Warning people signage

**3. Destination Improvements.**

- ▨ Destination civic space
- ▨ School/campus/community
- ▨ Park upgrade/play activity
- - - Heritage Precinct
- ⋯ Existing wharf piles
- ⋯ Mangroves

Plan reference	Vision statement	Key design move	
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
<b>DESTINATION</b>			
<b>3A</b>	Herald building signage	Coming to life: Hokianga is the destination	Bring community and visitors together to reveal and celebrate imperfections of life, living heritage and home
<b>3B</b>	Temporary harbour edge green space and play trail	Coming to life: Hokianga is the destination	Bring community and visitors together to reveal and celebrate imperfections of life, living heritage and home. Create life, interest and meaning around local art culture
<b>3C</b>	Memorial arch rest stop and water access	Coming to life: Hokianga is the destination	Destination: Build around the junction of wharf and hill cycle trails. Landscape: Gentle and practical water based play
<b>3D</b>	Town hall civic space	Coming to life: Hokianga is the destination	Bring community and visitors together to reveal and celebrate imperfections of life, living heritage and home. Create life, interest and meaning around local art culture

# Improvement Plan. Destination.

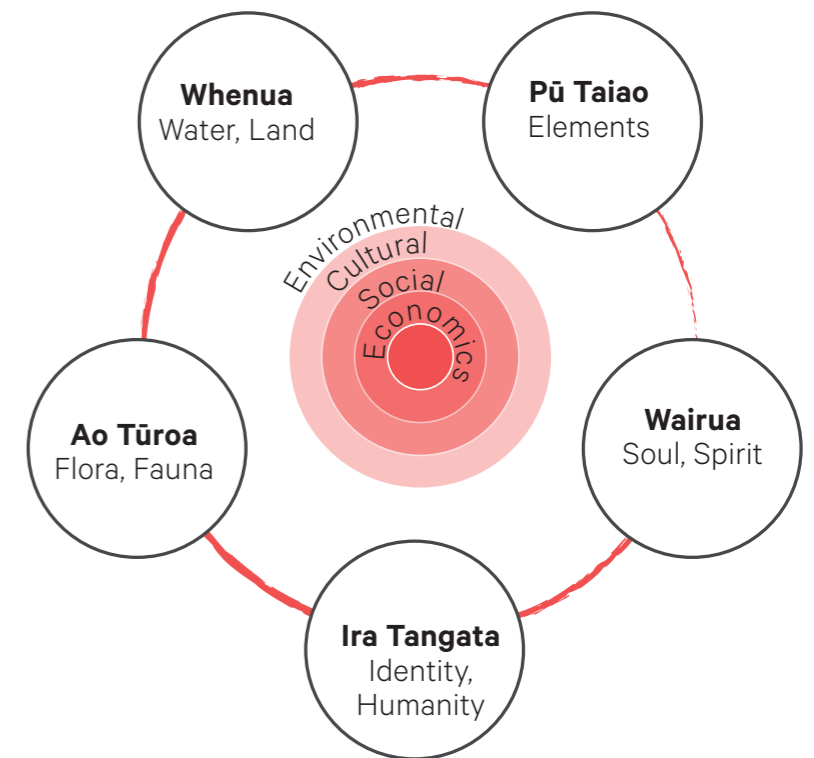
Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Destination: Visitor facilities, gathering places	Grow	Herald building 1366 Kohukohu Rd	Herald building to be refurbished as a community project and community gathering space (community led and outside this scope), to include co-op and environmental education centre. Support its potential to also provide and attractor for visitors with signage, painting and information.	2B, 1C	Placemaking project to assist community initiatives- Paint and exterior refurbishment, temporary outdoor moveable furniture, signage and 'information kiosk/ brochure stand' for visitors.			
Destination: Visitor facilities, gathering places, play sports and events	Grow and improve	Legal description: lots 5,7,8,9 TN OF Kohukohu Extension. Kohukohu Road green space between Kohukohu General Store and Op Shop.	Relocate and co-locate servicing infrastructural 'oddities' in access strip. Implement low key temporary play trail and picnic area amenities. Future retail potential to activate the street, and interim opportunity for markets. Maintain access to harbour edge.	3C	Placemaking project: Temporary interventions to improve use of site and activate the street. Include play trail, picnic and market space provision.			Land ownership is mixed (public and private). There is a small area of Recreation Reserve. May be services underneath utility boxes in reserve. District Plan review should consider future potential commercial use to close the retail gaps and activate the street, but also risks of dual frontage to main street and water.
Destination: Visitor facilities, gathering places, play sports and events, information and rest stops, gathering amenities	Improve	Kohukohu Road- entrance to wharf and boat ramp	New toilets combined with bus shelter- collaborate with local artist. Repair and upgrade boat ramp and pontoon, consult waka ama. Bring surface treatment right out to road carriageway to create larger defined space with colour change and line marking that defines space for campervans, bus pullover, trailer parking and clear zone for loading and unloading from boat ramp. Upgrade picnic area with planting, art, seats and picnic tables. (Total area approx 595m <sup>2</sup> including the boat ramp). Integrate with library- information/ coffee kiosk open regularly for cycle and walking trails, passenger ferry and vehicle ferry timetables (displayed visibly and possibly digitally)- that encourages people to stop and explore (complemented by existing free wi-fi at library). Minimising conflicts between pedestrians and vehicles, through the clear delineation of pedestrian routes, including school bus pick up/ drop off areas, to be developed further in the pre-implementation stage of the project with input from NTA.	2C, 2D, 3C, 3D	Design investigation and concept plan for memorial arch rest stop and water access. Advance design for toilet, changing facilities and bus shelter in collaboration with local artist. Bundle with town hall toilet and playspace design investigation and consider alternative or complementary facilities based on space constraints and co-location opportunities. Once confirmed scope and brief for toilet building, complete detail design and construction. Reliance on new passenger ferry service to bring more visitors and locals to Kohukohu by walking and cycling, and to extend the Pou Herenga Tai twin coast cycleway experience.	Detail design and consents through to construction- to improve boat ramp and wharf area, including parking, surfacing, planting, furniture, shade, water fountain and cycle facilities (e.g. bike rack, bike wash/ repair), EV charging facilities, and temporary space for hire facilities- bikes and kayaks. Design must be completely sympathetic and in keeping with the 'living heritage imperfections' of the town that create its unique character.		Design assumptions to minimise parking in this space, catering mostly to campervans, bus and shuttle (extend public transport offering to reduce reliance on private vehicles) and boat trailers using boat ramp- without compromising pedestrian space and character.
Destination: Visitor facilities, gathering places, play sports and events, information and rest stops, gathering amenities Landscape: Markers artwork and wayfinding, ease of pedestrian movement	Create	Beach Road- green space beside town hall	Upgrade of outdoor public space adjacent to town hall. May include toilets as dependent on Memorial Arch design/ town hall toilets available to public. Space beside town hall is south facing, cold and shady - possibly better suited to toilet or pop up kiosk/ cafe/ retail/ or parking to supplement loss in main street and increased use of refurbished hall. (Playful elements combined with heritage trail in between bowling club and fire station-refer project 1e.) Accommodate EV charging in car park next to fire station. Town hall refurbishment is underway. *Investigate alternative options for overflow car parking next to the town hall, with input from NTA during the pre-implementation phase of the project.	1E, 3C	Bundle concept design investigation for town hall civic space with memorial arch design investigation and consider alternative or complementary facilities based on space constraints, feasibility and land ownership, and co-location opportunities. Confirm final location for toilet with changing facilities in memorial arch space (or town hall green space as alternative). *Investigate alternative options for overflow car parking next to the town hall, with input from NTA during the pre-implementation phase of the project. Upgrade surfacing and drainage for temporary flexible market space beside town hall for 'easy-ups' or pop up kiosk/ container and for overflow parking.	Install EV charging station in carpark beside fire station		Mostly within Heritage precinct, partially in CMA. Toilets within town hall may be made accessible to public which would negate need for additional toilet facilities here. Long term best outcome is built response here- hospitality, space for youth, early childhood/ health services. Public land ownership - recreation reserve

\*Items excluded from costings





# 5. Mauri. Measures, Benefits and Outcomes.



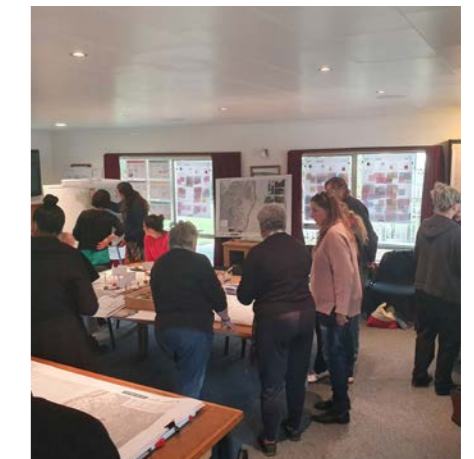
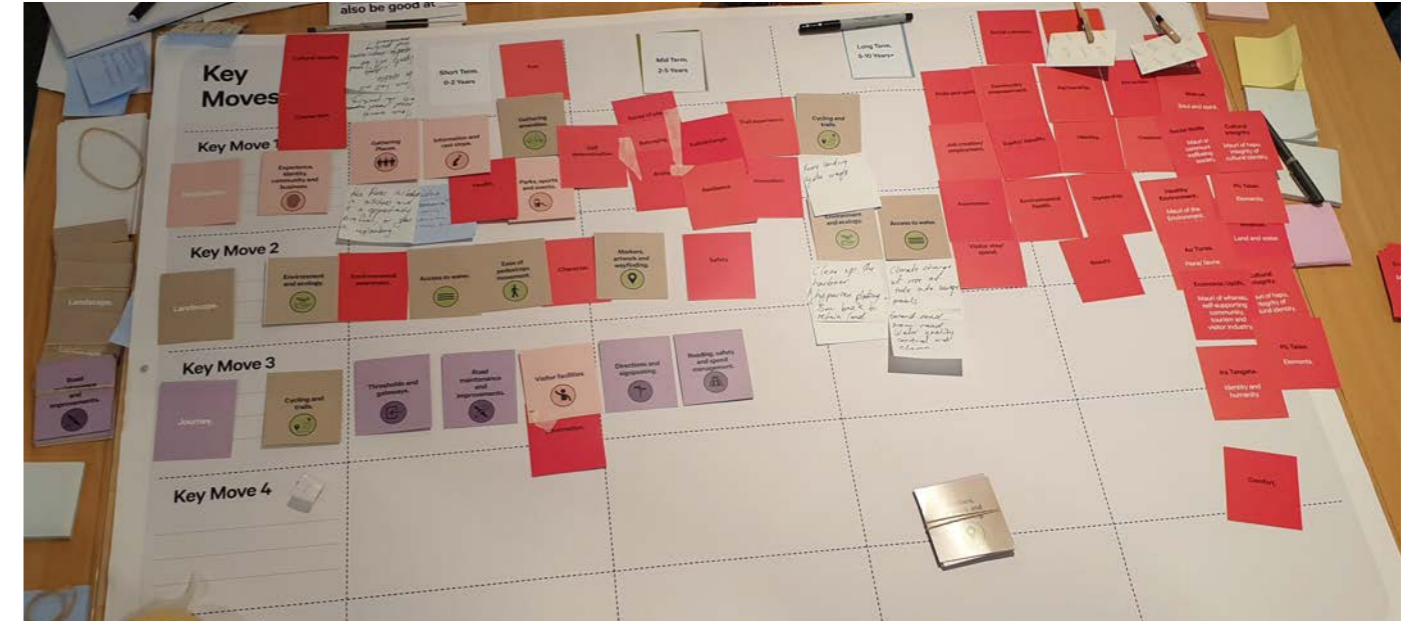
# Mauri. Measurements and Benefits.

## 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.

## Measurements and Benefits.

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
<b>Welcome/ farewell</b> 	The <b>welcome/farewell</b> 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.
<b>Mana</b>  <i>Sense of place.</i>	In the context of this project, <b>mana</b> 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.
<b>Manaakitanga</b>  <i>Meeting basic needs.</i>	<b>Manaakitanga</b> , 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.
<b>Taurimatanga</b>  <i>Deeper experiences.</i>	Closely connected to both mana and manaakitanga, <b>taurimatanga</b> 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.

# 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						
<b>LANDSCAPE</b>									
<b>1A</b>	Harbour edge and heritage trail pou markers	No	High	Med- Increased visual engagement with the harbour, and 'place appropriate' pou markers invite curiosity, respect and care	Med- collaboration and construction- local carvers, artists, craftspeople	Med- Young people can learn stories, cultural craft, art and carving.	Low- More visual connection with the harbour at bends, and vertical markers, help slow vehicles down-speed transition and threshold device	NA	NA
<b>1B</b>	Pioneer cemetery edge and entry	No	Medium	NA	High-Weed removal and planting-work scheme/partnership/ community contracts. Potential to use weeds to create biofuels. Local environmental innovation and business	Med- Environmental restoration and ecology- education and training	NA	NA	NA
<b>1C</b>	Herald hub water access	No	High	Med- Water access, upper harbour trips, e.g. to historic Landing- kayak/camping/ picnic area 1056 Kohukohu Road, Ivydale to Mangungu, Waihou River to Puketiki Forest.	Med- Guided water trails history and stories, waka and kayak hire and teaching. Potential tidal pool supervision	Med- Water based training and skills. Young people can learn stories for guided tours- culture, art, carving.	Low-Travel alternatives reduces cars on road	High- seawall repair to form water access, creates opportunity for addressing current flooding issues	NA
<b>1D</b>	Headland threshold planting	No	Medium	NA	High-Weed removal and planting-work scheme/partnership/ community contracts. Potential to use weeds to create biofuels. Local environmental innovation and business	Med- Environmental restoration and ecology- education and training	NA	NA	NA
<b>1E</b>	Reclaimed bay heritage trails and saltmarsh boardwalk	No	High	High- visual and physical engagement with the harbour, historic information evokes curiosity and desire to explore /go deeper'	Med- Guided tours possible (e.g. heritage walk, history and stories)	Med- young/ local people can learn history and stories to gain employment (tours, guided walks)	Med- 'natural threshold' contributes to speed management. Safe ways to move around -off road walking trails	High- resilience in terms of climate change and inundation. Area prone to flooding	Med- NEW- Safe off-road heritage walking trail connected up
<b>1F</b>	Pāheke waka Landing open space upgrade and planting	No	High	High- visual and physical engagement with the harbour, historic information evokes curiosity and desire to explore /go deeper'	Med- Guided tours possible (e.g. heritage walk, history and stories)	Med- young/ local people can learn history and stories to gain employment (tours, guided walks)	Med- 'natural threshold' contributes to speed management. Safe ways to move around -off road walking trails	High- resilience in terms of climate change and inundation. Area prone to flooding	NA
<b>1G</b>	Rakautapu Road trail/ bush trails	Yes	Medium	High- Adventure tourism- could start or host an annual event for the Blue Mountain Loop based in Kohukohu	Med- Community based maintenance/ building tracks and trails	NA	NA	Low- repair stability issues to provide continued access- ongoing	High- New cycle infrastructure. Local loop (layer below national trails, destination experience)

# 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	
MOMENTUM- build on 3 existing pou at Pāheke Landing, and community initiative for Kaiwaha project	High- signals approach to township. Invites respect and care from visitors and locals	High- Authentic if place appropriate and mana whenua led. Marking the edges of the original shoreline	High- visual cues for place and history- marks original shoreline	High- visual cues for place and history, connecting to local stories- marks original shoreline	Med- sits within natural landscape, cues to care	High- visual engagement with the harbour, and 'place appropriate' pou markers. Mark the former shoreline	Med- contributes to social cohesion, local pride and belonging	Med- potential guided trails, creation of markers, local artists and mana whenua	
MOMENTUM- wider environmental health improvements, FUNCTION- stormwater, stabilisation, repressing weeds	Med- Entry to township- natural threshold	High- Restores and protects essence of place- coastal ecology and wahi tapu	Med- natural threshold, 'compression' of space with headland and H>W ratio, creates strong sense of arrival, space to sit at cemetery	Low - Enriched experience created by environmental restoration	High- restoration and regeneration of coastal edge (lowland coastal native vegetation)	High- Culturally significant wahi tapu area	High- Access and facilities for community space- cemetery. Community/ hapū project (subject to assessment/ consultation for wahi tapu with hapū)	Low- Business opportunities with conversion to biofuels (would take other investment/ research)	
CATALYST- NEW water access, FUNCTION- stormwater, stabilisation, car parking, pedestrian access	Med- potential welcome by water (waka ama/ kayak)	High- Hokianga- water edge and access is essence of place. Selective mangrove removal for visual and physical connection between whenua and moana	High- access to Water	High- Enriched experience of the Hokianga by water	Med- Improve stormwater runoff into harbour, reduce pollutants	Med- Heritage and connection to Hokianga- fishing grounds	High- Social gathering space water based activity and youth programmes	Med- potential for kayak hire, water based tours (complement Wharf area)	
MOMENTUM- wider environmental health improvements, FUNCTION- stormwater, stabilisation, repressing weeds	Med- Entry to township- natural threshold	High- Restores and protects essence of place- coastal ecology and wahi tapu	Med- natural threshold, 'compression' of space with headland and H>W ratio, creates strong sense of arrival	Low - Enriched experience created by environmental restoration	High- restoration and regeneration of coastal edge (lowland coastal native vegetation)	High- Culturally significant wahi tapu area	Low- Community project- involve locals and youth (subject to assessment/ consultation for wahi tapu with hapū)	Low- Business opportunities with conversion to biofuels (would take other investment/ research)	
CATALYST- new visitor experience over mudflats to see old wharf, MOMENTUM- building on existing heritage trail and assets	High- Entry to township- natural threshold	High- brings people to the edge, see the harbour, restore edges, history and stories	Med- natural thresholds, slowing and safety	High- Experience of landscape and place, and stories (signage or tour guide) that explain history	Med- Planting, stormwater treatment and harbour connection.	High- acknowledgement of cultural relationship to harbour (with planting, interpretation, trails)	Med- Opportunity to educate about harbour siltation and water quality issues. Walking trails build social cohesion. A friendly and healthy way to get around.	Med- attractions that support economic uplift	
CATALYST- new visitor experience MOMENTUM- building on existing heritage trail and assets. FUNCTION- improving stormwater and drainage function and water access	High- Entry to township- natural threshold	High- Returning the landing to the harbour. Brings people to the edge, see the harbour, restore edges, history and stories	Med- natural thresholds, slowing and safety	High- Experience of landscape and place, and stories (signage or tour guide) that explain history	High- Restore environmental integrity, water quality and harbour connection.	High- acknowledgement of cultural relationship to harbour - water access/ waka Landing	Med- Opportunity to educate about harbour siltation and water quality issues. Park upgrade that is more functional and attractive for neighbours.	Low- attractions that support economic uplift	
CATALYST- for growing local tourism opportunities. MOMENTUM- road exists and has been used for rallies	NA	NA	NA	High- Experience of landscape and place, and stories (signage or tour guide) that explain history	NA	Low- Can see Pikiparia marae and Hokianga Harbour from high point. Opportunity for guided tours	NA	Low- Can see Pikiparia marae and Hokianga Harbour from high point. Opportunity for guided tours	

Strength of Project Against Measurement.

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

# 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						
<b>JOURNEY</b>									
<b>2A</b>	Kaiwaha project: gateway threshold	No	Low	NA	Collaboration and construction- local carvers, artists, craftspeople (already commissioned for entry signage)	NA	Med - threshold to slow vehicles approaching town	Low- seawall repair, not a flood prone area	NA
<b>2B</b>	Herald hub slow speed environment	Yes	Medium	Low- allows for safer pedestrian experience, visitors more likely to slow down and explore	NA	NA	Med- Improves walkable environment 30 km/hr reduced traffic speeds	Med-enables seawall repair to form water access, creates opportunity for addressing current flooding issues	Low- improved footpaths
<b>2C</b>	Main street slow speed environment	Yes *Excludes public art	Medium	Med- Encourages businesses, more to do, see, places to eat. Allows for safer pedestrian experience, visitors more likely to slow down, stop and explore.	Med- increases business confidence, grow businesses and employ staff	NA	High- Improves walkable environment 30 km/hr reduced traffic speeds	NA	Low- improved footpaths
<b>2D</b>	Rakautapu Road and wharf intersection- slow speed environment	Yes *Excludes carparking	Low	Low- directional signage and speed management helps visitors slow, stop and explore. More likely to stay or come back	NA	NA	High- improve safety at intersection- slowing and crossing	Low- may be prone to flooding in future	Med- improved existing footpaths and disability access
<b>2E</b>	Beach Road/ Old Beach Road trail and threshold treatment	No	Medium	High- visual and physical engagement with the harbour, historic information evokes curiosity and desire to explore /go deeper'	Med- Guided tours possible (e.g. heritage walk, history and stories)	Med- young/ local people can learn history and stories to gain employment (tours, guided walks)	Med- contributes to speed management. Speed transition threshold that acknowledges the former bay	Med-enables seawall repair to form water access, creates opportunity for addressing current flooding issues	Low- IMPROVE shared environments for walking and cycling, and extension of trails
<b>2F</b>	Walking and cycling path and seawall improvements	No	High	Med- visual and physical engagement with the harbour- part of wider trail connectivity	NA	NA	Low- travel alternatives that reduce cars on road, safer off-road walk and cycle options (existing narrow footpath improved)	High- Seawall repair reduces likelihood of road closures- king tides and climate change. Flood prone area.	Med- IMPROVE existing footpath along seawall to enable walk and cycle connections
<b>2G</b>	Walking and cycling path extension stage one- to Tauteihiihi Marae	No	High	High- Potential to cycle to/ stay on the marae, learn tikanga and stories. Helps with big events- park and walk or cycle to town. Safe recreational options. New experience for visitors	High- Potential marae hosting visitors and guided walks. Potential local/ social procurement as part of larger contracts, mangrove clearance, Guided cycle tours	NA	High- Increased safety for locals and visitors- off-road walking and cycling away from heavy vehicles (there are limited options currently and logging trucks are dangerous). Reduces reliance on private vehicles.	Med- Seawall repair reduces likelihood of road closures- king tides and climate change (this section not as exposed due to mangroves).	High- NEW walk and cycle extension. Walking to school/ bike to Rugby Club. Park at rugby club and walk/ cycle to town for events. New visitor experience- potentially linked to Blue Mountain Trail/ ferries at either end.
<b>2H</b>	Walking and cycling path extension stage two- to The Narrows (vehicle ferry)	No	High	High- free visitor experiences likely to increase spend in town. Walk or cycle/ arrive by passenger ferry or car ferry -extends cycle trail between Rawene, Hōreke, Kohukohu	High- potential local/ social procurement as part of larger contracts, selective mangrove clearance, Guided cycle tours	NA	High- Increased safety for locals and visitors- off-road walking and cycling	High - Seawall repair reduces likelihood of road closures- king tides and climate change.	High- New walk and cycle extension from car ferry to passenger ferry (reliant on stage one)
<b>2I</b>	Passenger ferry service	No	Medium	High- Passenger ferry contributes to more frequent service, enables day trips between towns, adventure tourism and longer stays. People waiting for ferry IN town, so will spend there (rather than Narrows).	High- Employment to operate and manage ferry service, provide visitor information etc.	NA	Med - harbour as highway, alternative travel options reduces reliance on private vehicle	High- Passenger ferry builds resilience- harbour as highway, frequency of service, less speeding to ferry (more options available), less reliance on vehicles	High- extension to cycle trail BY WATER

# 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	
FUNCTION- Speed management, MOMENTUM- supporting local project- Kaiwaha gateway signage	High- gateway and threshold function	Low- Supports local identity in gateway signage	NA	Low- Improving experience of township, harbour and Kohukohu history	Low- mangrove removal and seawall repair	Low- supports Kaiwaha gateway signage	NA	NA	
FUNCTION- Speed management and pedestrian access, MOMENTUM- supporting Herald building restoration and repurpose for community and visitor use	High- Attractive entry to Kohukohu when arriving by vehicle, by water, cycling or walking	Med- Showcasing living heritage/ buildings by making more walkable	High- Meeting basic need through safe footpaths, lighting, directions	Med- Improving experience of township, harbour and Kohukohu history	NA	NA	Med- Social gathering and encounters,	Med- Supports businesses- people stay in street longer	
MOMENTUM- lift appearance of streetscape to match quality of heritage buildings. FUNCTION- Even grade to footpaths, comfort for occupying space e.g seating and shade, slow speed helps pedestrian movement, activation helps speed management	High- Attractive entry to Kohukohu when arriving by water	Med- Showcasing history of buildings and pride in living heritage	High- Supports businesses, and provides footpaths, seating, shade, lighting, directions	Med- Improving experience of township, entertainment and Kohukohu history	NA	NA	High- social gathering and encounters. Squeeze spaces help people interact together more	High- Supports businesses- people stay in street longer	
FUNCTION- Speed management and pedestrian access, MOMENTUM- supporting library for community and visitor use	High- Attractive entry to Kohukohu when arriving by vehicle, by water (passenger ferry), cycle or walking	Med- Showcasing living heritage/ buildings and structures by making more walkable	High- Meeting basic need through safe footpaths, lighting, directional signage	Med- Improving experience of township, harbour and Kohukohu history	NA	NA	Med- Social gathering and encounters- the junction	Med- Supports businesses- people stay in street longer	
FUNCTION- Speed management and pedestrian access, MOMENTUM- using existing roads to trace history and tell stories about the former beach/ shoreline and subsequent industry in the bay.	High- Entry to township- at natural threshold	Med- Brings people to the edge, see the harbour, restore edges, history and stories	High- natural thresholds, slowing and safety	Med - Slow down, walkable experience of landscape and place to learn about history	NA	High- acknowledgement of cultural relationship to harbour (with planting, interpretation, trails)	High- Walking trails/ shared streets and slow zones- build social cohesion. A friendly and healthy way to get around.	Med- attractions that support economic uplift (heritage trails)	
FUNCTION- Seawall repair, stormwater improvements, pedestrian access, MOMENTUM- improving existing footpaths to enable walk and cycle connection to wharf.	Low- by walk/ cycle - IF connection to the Narrows implemented	Med- Brings people to the edge, see the harbour, restore edges, history and stories	High- Meeting basic need through safe footpaths	Med - Slow down, walkable experience of landscape and place to learn about history	High- Clean up the harbour- riparian/ coastal planting and stabilise slopes	High- acknowledgement of cultural relationship to harbour (with planting, interpretation, trails)	High- Walking trails/ shared streets and slow zones- build social cohesion. A friendly and healthy way to get around.	Med- attractions that support economic uplift (heritage trails)	
CATALYST- new visitor experience, safe community walk and cycle connections MOMENTUM- building on existing heritage trails and assets. FUNCTION- improving safety, water access	High- Welcoming because it is safe route for walking and cycling	High- Harbour edge is essence of place	High- Safety and accessibility- especially children away from logging trucks	High - Connection with harbour edge, slower experience. Marae visits	Med- opportunity for coastal edge repair and planting	High- acknowledgement of cultural relationship to harbour (with planting, interpretation, trails)	High- Community use Rugby Club. Footpath to connect marae to town. Social and safe place.	High- attractions that support economic uplift (cycle trail extension connected to ferry)	
CATALYST- new visitor experience, safe community walk and cycle connections MOMENTUM- building on existing heritage trails and assets. FUNCTION- improving safety, water access	High- Welcoming because it is safe route for walking and cycling	High- Harbour edge is essence of place	High- Safety and accessibility for walking and cycling	High - Connection with harbour edge, slower experience. Marae visits	Med- opportunity for coastal edge repair and planting	High- acknowledgement of cultural relationship to harbour (with planting, interpretation, trails)	High- multimodal travel options for community and visitors. Social and safe.	High- attractions that support economic uplift (cycle trail extension connected to ferry)	
CATALYST- new visitor experience, safe and frequent community connections between towns MOMENTUM- building on existing ferry service function. FUNCTION- improving connectivity between Hokianga Harbour towns	High- Arrival by water into centre of town	High- Hokianga Harbour is essence of place	High- Safe, convenient and accessible travel alternatives	High - service and network function supports connections between Hokianga Harbour towns	NA	Low - acknowledgement of cultural relationship to harbour (experience by water)	High- multimodal travel options for community and visitors. Social and safe.	High- Uplift to local economy- more trips between towns. Locals and visitors would go out for dinner with later sailings.	

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

# 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									
<b>3A</b>	Herald building signage	No	Medium	High- visitor information and experience	High- Local knowledge- talking to people about things to do, experiences on offer for visitors	High- venue for sharing knowledge, education, co-op and timebank	NA	NA	NA
<b>3B</b>	Temporary harbour edge green space and play trail	No	Medium	Med- More visual and physical engagement with the harbour means more curiosity about history and 'going deeper'	NA	NA	NA	NA	Low- IMPROVE temporary trails- extends experience (currently accessible space)
<b>3C</b>	Memorial arch rest stop and water access	No	High	High- Hub for activity- increases likelihood of visitor stay and spend. Upper harbour trips, e.g. to historic landing- kayak/ freedom camping/ picnic area 1056 Kohukohu Road, Ivydale and Maungunu e.g. Waihou River to Puketū Forest.	Med- Meeting point and information for guided history walks and bush trails, shuttle and cycle tours further west. Tours could start from here and/or Herald building. Employment for young people. Guided water trails, waka and kayak hire.	Med- water based training and skills	Low-Travel alternatives reduces cars on road	High- address current flood prone area. Improving infrastructure around the wharf will encourage investment in and use of a new passenger ferry service. This builds resilience against road closures- where the car ferry is currently part of the road.	High- supports extension of cycle trail between towns BY WATER
<b>3D</b>	Town hall civic space	No	Low	Low- could support market/ festival activities and event based attractions	Low- could support pop-up kiosk for food/ information/ events	NA	NA	NA	NA

# 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	
MOMENTUM- supporting community initiative and growing to support visitor purpose	High- hub for information and interaction with locals	Med- local pride and identity	High- hub for information and interaction with locals	High- opportunity for enriched experience, local knowledge and entertainment	NA	Med- local pride and identity	High- social meeting and gathering space	High- information on what to see and do. Deeper experience	
CATALYST- attractions for visitors, opportunity to educate with play trails- harbour health, climate change etc	High- Attractive entry to Kohukohu when arriving by water	High- Harbour edge is essence of place	High- safety, accessibility, comfort, play, rest	Med- Improving experience, entertainment and Kohukohu history	Med- making best use of 'green space' temporarily	Low- play trails could be inspired by cultural narratives	High- social gathering and interaction, play and provision for children/ youth	High- Supports businesses- people stay in street longer	
MOMENTUM- upgrade existing public space to support passenger and charter ferry service, and water based activities. FUNCTION- improve facilities for visitors and community	High- Attractive entry to Kohukohu when arriving by water or by vehicle - the 'junction'	High- Harbour edge is essence of place	High- hub for information, rest stop, EV charging, Wi-fi, water access	High- opportunity for enriched experience, water based entertainment	Med- Improve stormwater runoff into harbour, reduce pollutants	High-Heritage and connection to Hokianga-fishing grounds	High- Social gathering space water based activity and youth programmes	Med- supports water based businesses- kayak hire, fishing and chartered tours (Complement Wharf area)	
MOMENTUM- upgrade existing space to suport town hall refurbishment, heritage trails and markets. FUNCTION- improve facilities for visitors and community	NA	NA	Med- potential toilet, kiosk, carparking and EV charging opposite	Med- supports markets and event based attractions	NA	NA	High- Town Hall is being refurbished. Could support youth- including spill-out space to occupy next to hall. Social and gathering space	NA	

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	
<b>LANDSCAPE</b>											
<b>1A</b>	Harbour edge and heritage trail pou markers	FNDC, (Hapū, community)	PGF	No		49,000		100,000		-	Fees costed at 16% and contingency 30%.
<b>1B</b>	Pioneer cemetery edge and entry	FNDC, (Hapū, community)	LTP	No		27,000		150,000		-	Allows for bank stabilisation (reduce steepness of batter). Fees costed at 16% and contingency 30%.
<b>1C</b>	Herald hub water access	FNDC/NRC	PGF/ NLTF	No		91,000		495,000		-	Allows for detailed design, consent - in CMA, engineering, planning, landscape architecture. Fees costed at 16% for Short and Long Term and 28% for Mid Term and contingency 30%.
<b>1D</b>	Headland threshold planting	FNDC, (Hapū, community)	PGF	No		81,000		-		-	Allows for biodegradable geotextile and 3 years maintenance. Fees costed at 16% and contingency 30%.
<b>1E</b>	Reclaimed bay heritage trails and saltmarsh boardwalk	FNDC, NRC	PGF	No		202,000		78,000		1,356,000	Allows for floating pontoon 1.5m wide. Fees costed at 16% for Short Term and 28% for Long Term. Contingency 30%.
<b>1F</b>	Pāheke waka Landing open space upgrade and planting	FNDC	PGF/ NLTF (stormwater for TCDR)	No		45,000		257,000		-	Allows for excavation works with cut to fill on site. Allows for 3 years maintenance for weed removal. Allows for detailed design, consent - in CMA, engineering, planning, landscape architecture. Fees costed at 16% for Short and Long Term and 28% for Mid Term. Contingency 30%.
<b>1G</b>	Rakautapu Road trail/ bush trails	FNDC	PGF	<b>Yes</b>		-		373,000		158,000	No allowance for property purchase for bush track construction. Maintenance of gravel roads, and bank stability. Assume this is already covered by road corridor maintenance contract. Fees costed at 16% and contingency 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	
<b>JOURNEY</b>											
<b>2A</b>	Kaiwaha project: gateway threshold	FNDC	NLTF	No		63,000		279,000		-	Fees costed at 16% and contingency 30%.
<b>2B</b>	Herald hub slow speed environment	FNDC	NLTF	<b>Yes</b>		91,000		102,000		-	Fees costed at 16% and contingency 30%.
<b>2C</b>	Main street slow speed environment	FNDC. Not a state highway so speed management and maintenance is Council responsibility	NLTF	<b>Yes *Excludes public art</b>		30,000		122,000		170,000	Includes lighting allowance for new oclight pole. Fees costed at 16% and contingency 30%.
<b>2D</b>	Rakautapu Road and wharf intersection- slow speed environment	FNDC	NLTF	<b>Yes *Excludes carparking</b>		161,000		-		128,000	Allows for relocating service boxes blocking footpath. Allows for stormwater adjustments. Fees costed at 16% and contingency 30%.
<b>2E</b>	Beach Road/ Old Beach Road trail and threshold treatment	FNDC	NLTF (intersection treatments- slow TCDR)	No		102,000		68,000		-	Fees costed at 16% and contingency 30%.
<b>2F</b>	Walking and cycling path and seawall improvements	FNDC, NRC	NLTF low cost, low risk	No		618,000		-		1,568,000	Fees costed at 16% and contingency 30%.
<b>2G</b>	Walking and cycling path extension stage one- to Tauteihiihi Marae	FNDC	PGF/NLTF	No		130,000		2,889,000		83,000	Option 1 priced. Allows for cantilever path, gabion + post structure boardwalk. Fees costed at 16% and contingency 30%. Excludes investigation of Marriner Street intersection upgrade.
<b>2H</b>	Walking and cycling path extension stage two- to The Narrows (vehicle ferry)	FNDC	PGF/NLTF	No		65,000		-		5,776,000	Fees costed at 16% and contingency 30%.
<b>2I</b>	Passenger ferry service	FNDC/Far North Holdings	PGF/TIFF	No		905,000		-		-	Fees costed at 16% and contingency 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	
<b>DESTINATION</b>											
<b>3A</b>	Herald building signage	FNDC	TIFF	No		98,000		-		-	Fees costed at 16% and contingency 30%.
<b>3B</b>	Temporary harbour edge green space and play trail	FNDC.	LTP/ TIFF	No		392,000		-		-	Allows for investigation for relocation of stormwater control unit. Fees costed at 16% and contingency 30%.
<b>3C</b>	Memorial arch rest stop and water access	FNDC/NRC.	PGF/ TIFF	No		528,000		363,000		-	Fees costed at 16% and contingency 30%.
<b>3D</b>	Town hall civic space	FNDC.	LTP	No		45,000		151,000		-	No allowance to refurbish hall. Allows for gravel carpark. Fees costed at 16% and contingency 30%. Excludes investigation of alternative overflow car parking for town hall.

# 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	
<b>PROJECT AMBASSADOR</b>							
Community champion/ programme ambassador	72,670		72,670		72,670		Allows 1 person full time at \$25/hr. Contingency 30%.
<b>OVERALL PROJECTS COSTING</b>							
	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
<b>Total OPEX and CAPEX</b>	72,670	3,723,000	72,670	5,427,000	72,670	9,239,000	<b>18,389,000</b>

## 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 74-75 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](#)

Decide how many times screen should be filled out (Group Options)  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 type="checkbox"/> High density residential <input type="checkbox"/> Y <input type="checkbox"/> >18 months <input type="checkbox"/>	District/Unitary Plan Zoning Maps Commercial <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Parks/open space <input checked="" type="checkbox"/> N <input type="checkbox"/> <18 months <input type="checkbox"/>
	G2 Does the option disturb previously undisturbed land?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Natural Environment
	G3 What is the construction timeframe?	Y <input type="checkbox"/>	Regional Plan Maps and Schedules
	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	District Plan Maps and Schedules
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input type="checkbox"/>	Department of Conservation
NATURAL ENVIRONMENT	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"/>	
	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"/>	
	NE5 Will more than 0.5 hectares of vegetation be removed?	Y <input type="checkbox"/>	
	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input type="checkbox"/>	Iwi NZTA Maphub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	NZ Archaeological Association District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
CULTURAL AND HISTORIC HERITAGE	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	NZTA Maphub Project Team District Plan Maps Council and Community Strategy Documents
	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 Maphub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	HH1 What is the One Network Road Classification?	National <input type="checkbox"/> Arterial <input type="checkbox"/>	
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	
HUMAN HEALTH	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y <input type="checkbox"/>	
	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"/>	
	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input type="checkbox"/>	
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input type="checkbox"/>	
SOCIAL	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"/>	
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input type="checkbox"/>	
	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"/>	
	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. <b>Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.</b></p>	
<p>NATURAL ENVIRONMENT:</p>	<p>Outstanding/significant natural features and conservation land zoning areas within Kohukohu (as per FNDC District Plan). Potential to effect coastal marine area, rivers, streams or their margins due to the coast nature of Kohukohu (as per FNDC District Plan). Potential to effect significant natural features/conservation areas due to conversation zones located in or around Kohukohu Kohukohu is at risk of coastal erosion and 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 history and age of the Kohukohu township there is the potential for significant maori or archaeological sites to be located in or around Kohukohu. Kohukohu does have a designated heritage prescient and identified heritage buildings (refer to FNDC district plan) which are located within or near to projects.</p>
<p>HUMAN HEALTH:</p>	<p>One Network Road Classification - Secondary Collector, Access and Low Volume Roads. Unable to find source for airshed information for Kohukohu. Kohukohu township has historically had timber processing/mills industries with potential contaminated reclaimed land at the Kohukohu school site (Old Kohukohu Timber Mill site). Potential HAIL site at the Kohukohu Cemetery. Unable to find source for SLUR information for Rawene.</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, accessibility and access to public transport (Ferry Service). 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. <b>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.</b></p>	<p>Restoring the health of the harbour edge, with consideration of improving harbour water quality, restoration planting and seawall repairs. Increased connectivity between the Hokianga township clusters, with a focus of improved ferry service connectivity and walking and cycling trail connectivity. Creating a slower speed environment for safer walking and cycling. Seeing slower speed environments and as enabler to improvements to public spaces.</p>
<p>3. <b>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?</b></p>	<p>Structural assessment of the historical harbour edge seawall and detailed impacts of flooding and coastal erosion.</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.

**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.

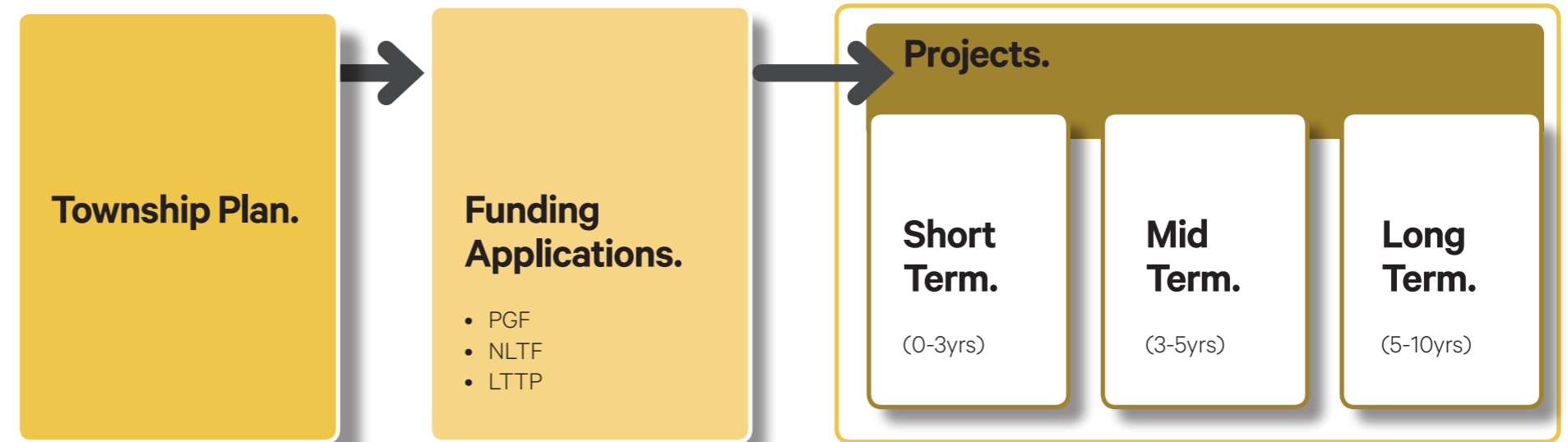
# The Way Forward. Summary.

## 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.



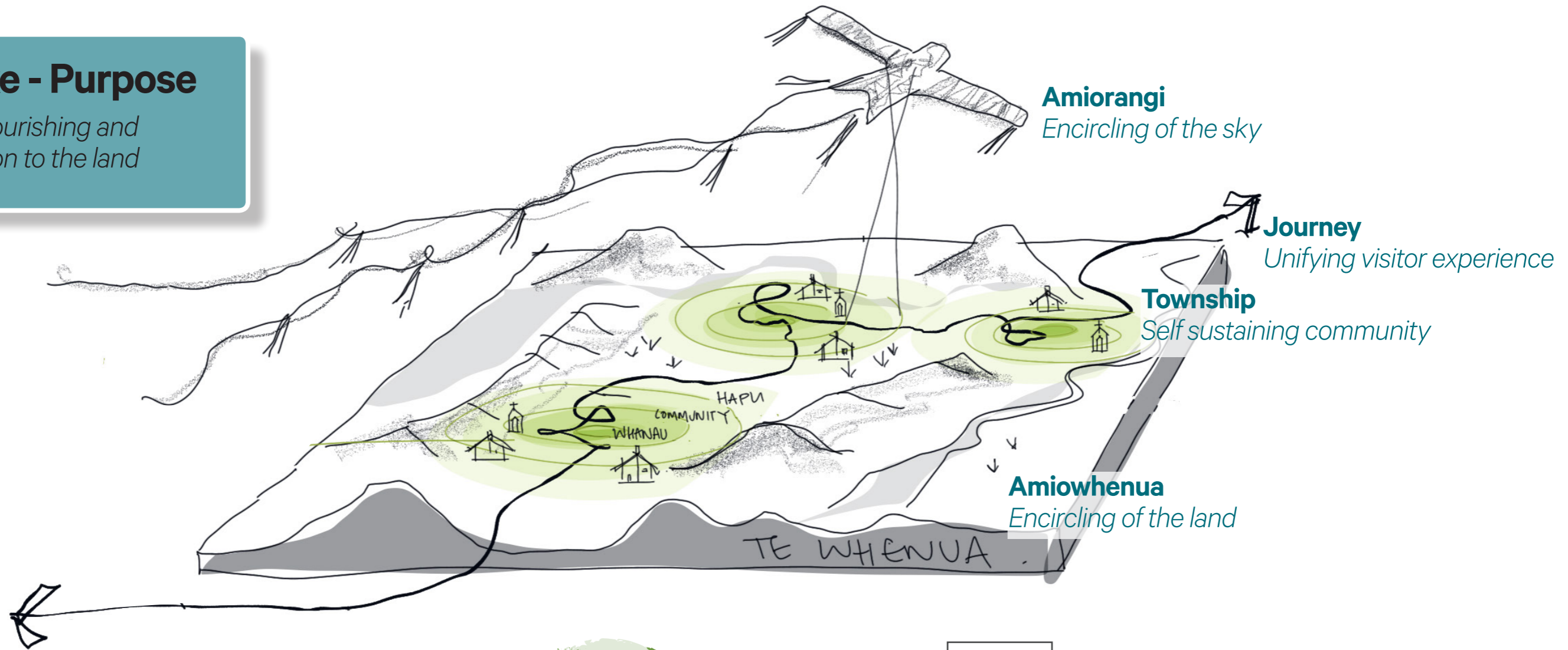
## 6. Appendices.



# 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

## 2. Design Kawa

Collaborative design process and relationships

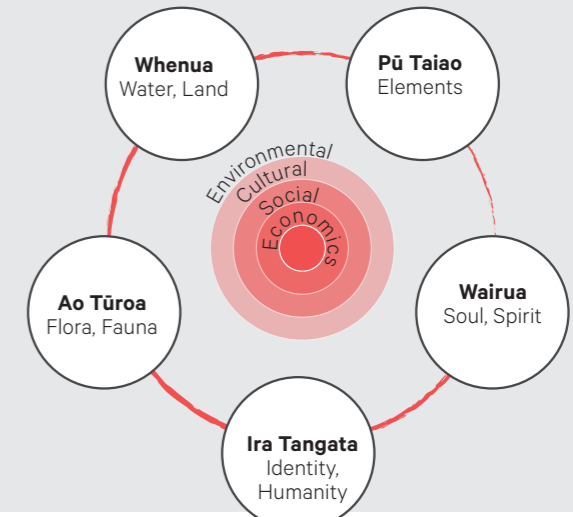


	Enablers		
Welcome/Farewell			
Mana	Relevance	Journey Scale	Township Scale
Manaakitanga			
Taurimatanga			

## 3. Kaupapa

Framework for infrastructure, corridor and spatial plans

Miharo



## 4. Mauri

Healthy measures, wellbeing evaluators and physical outcomes



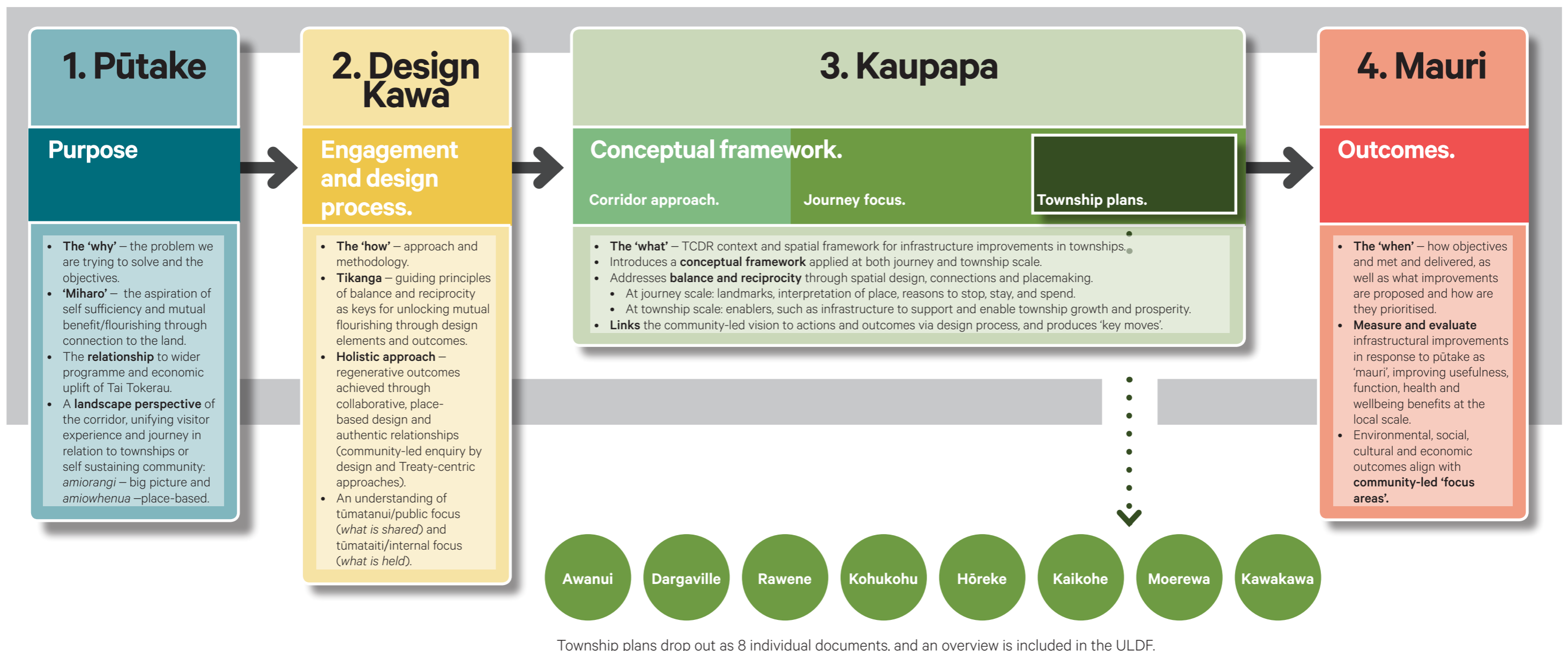
# ULDF document structure.

## 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.

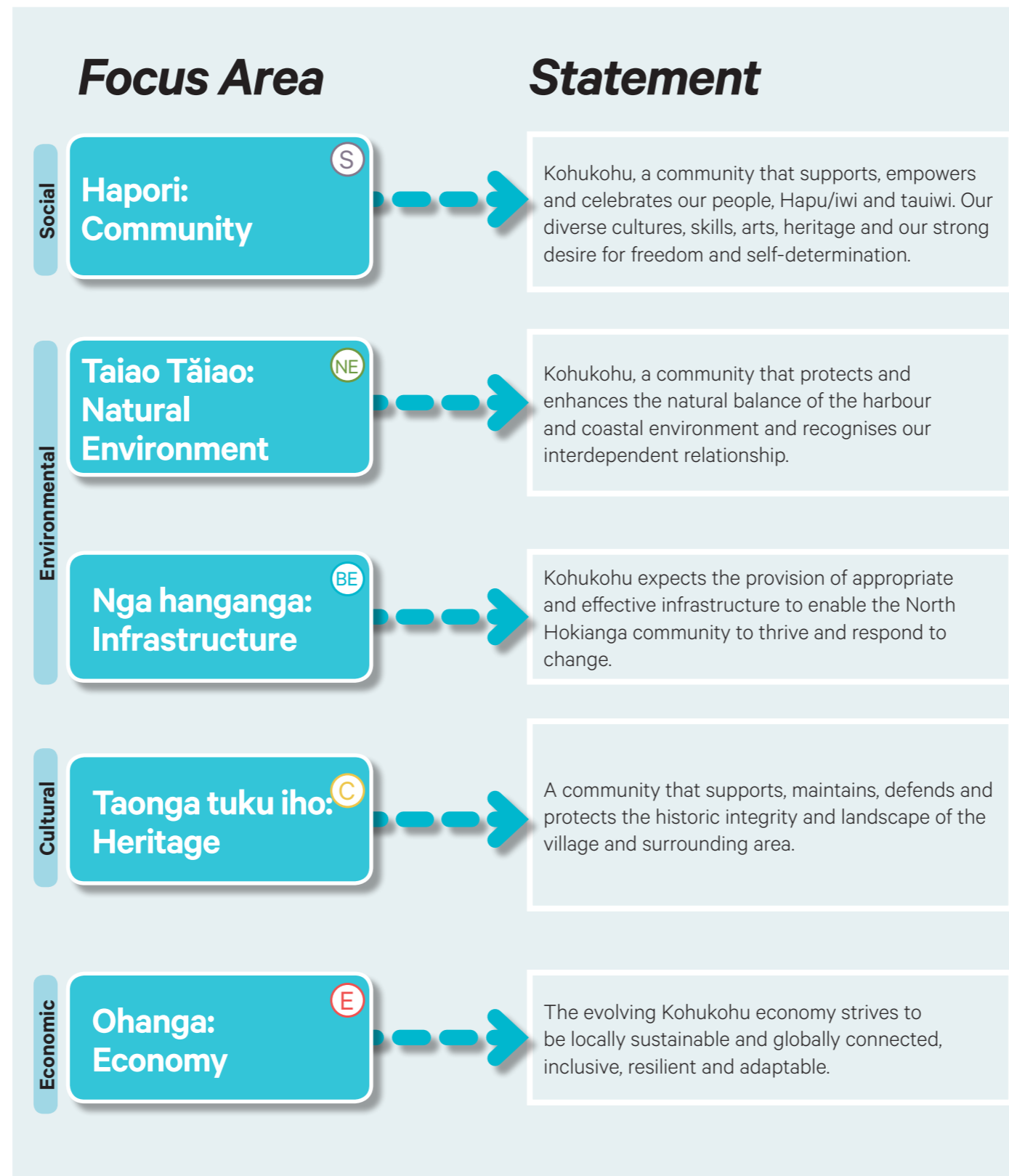
Drawing on the Northland Economic Action Plan and the Tai Tokerau Māori Development Plan, *He Tangata, He Whenua, He Oranga*, an **authentic** Treaty and tikanga-based framework document will enable and deliver economic uplift in Northland communities, directly representing a visitor experience based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



**Kohukohu:  
Community Plan 2008 Revised 2018-19**

**Community Vision**  
‘Kohukohu, a thriving harbourside and rural community which values its unique history, culture, people, environment and future.’



**Legend: existing land use**

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

**Legend: Activity**

	Church		Library
	School		Post office
	Marae		Supermarket
	Recreation		Accommodation
	Gateway		Max speed limit 100km/hr
	Parking		Toilets

**Legend: community plans**

	Social
	Culture
	Economics
	Built Environments
	Natural Environments

Note: This is a graphic representation of the Vision Kohukohu 2007. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome.

Kohukohu township map.

Note: This is a graphic representation of the Vision Kohukohu 2007. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome.

Community Facilities/ Recreation	
(S) (E)	Maintain / Improve town hall, library and old school
(S) (NE)	Creation of identifiable village green
(S)	Diverse facilities for land based sports and recreation
(S) (NE)	Maintain and improve public green spaces and parks.
(S) (E)	'Te Whare Herara' Project, community use of Herald Building & information centre
(S)	Extend use of town hall
(E) (NE)	Restore Lance Andrewes Park (FNDC Reserve) to native forest recreation reserve and walking trails

Traffic Calming & Safety	
(S) (E)	Traffic calming in and approaching village
(S) (E)	Slow traffic in commercial zone create pedestrian friendly village centre to walk and gather
(S) (E)	New / safe / accessible footpaths for all (including ageing)
(S) (E)	Additional pedestrian crossing at the health clinic
(BE)	Improve public transport (Hokianga link bus service)

Streets and lanes	
(BE) (C)	Preserve scale of lanes and narrow streets, original paths and soft/unofficial road or footpath edges (intimacy and informality)
(BE) (E)	Tracks & possible use of paper roads for walking tracks

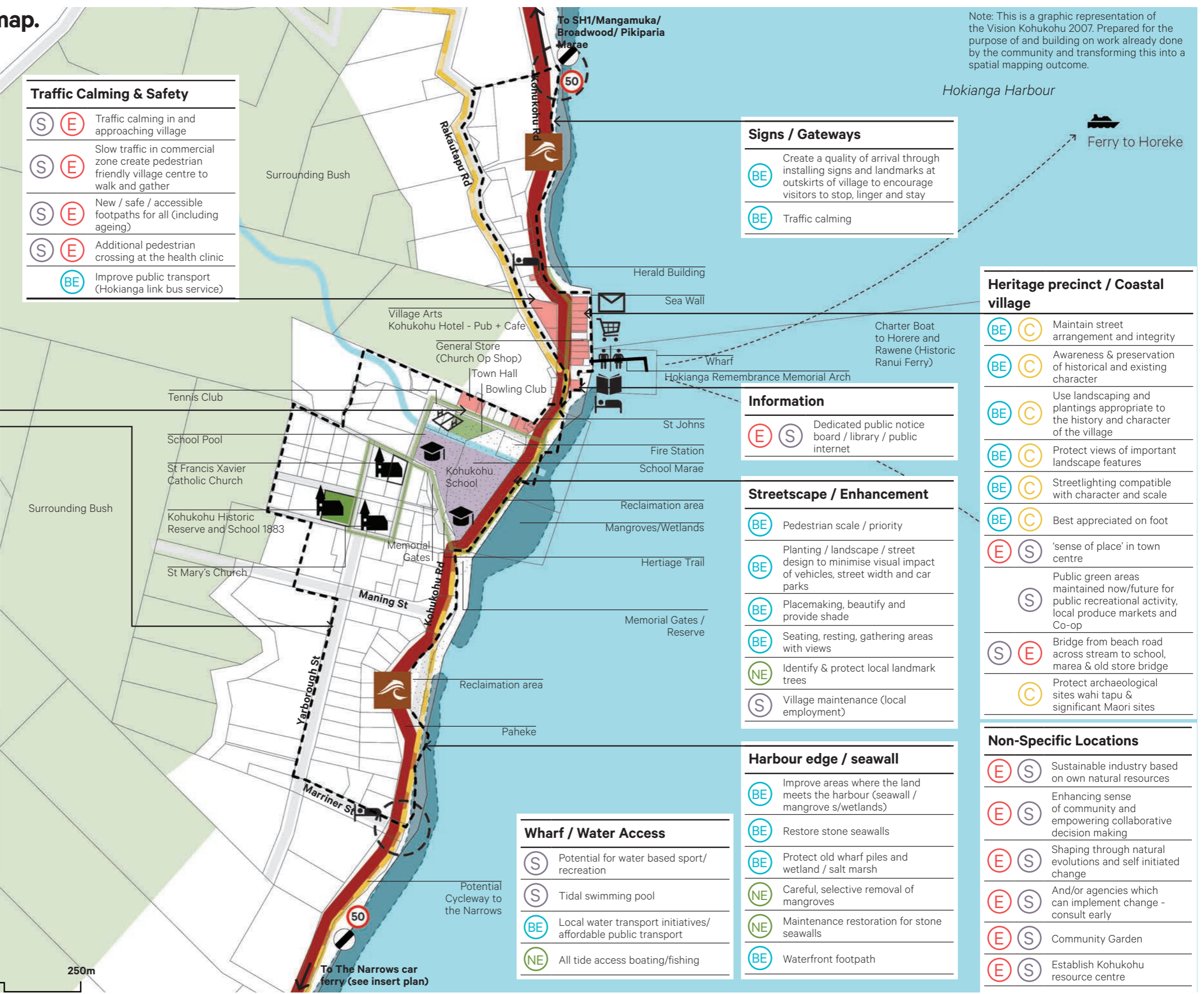
The Narrows (ferry)	
(S) (E)	Improve road, traffic and pedestrian safety at 'The Narrows' where the Hokianga ferry comes in
(S) (E)	Create a safe pedestrian and cycle route from Kohukohu to The Narrows



To 'The Narrows' and Rawene via car ferry.  
To Mitimiti/Matihetihē Marae/Warawara Forest.



0m 50m 100m 250m



Signs / Gateways	
(BE)	Create a quality of arrival through installing signs and landmarks at outskirts of village to encourage visitors to stop, linger and stay
(BE)	Traffic calming

Information	
(E) (S)	Dedicated public notice board / library / public internet

Streetscape / Enhancement	
(BE)	Pedestrian scale / priority
(BE)	Planting / landscape / street design to minimise visual impact of vehicles, street width and car parks
(BE)	Placemaking, beautify and provide shade
(BE)	Seating, resting, gathering areas with views
(NE)	Identify & protect local landmark trees
(S)	Village maintenance (local employment)

Harbour edge / seawall	
(BE)	Improve areas where the land meets the harbour (seawall / mangrove s/wetlands)
(BE)	Restore stone seawalls
(BE)	Protect old wharf piles and wetland / salt marsh
(NE)	Careful, selective removal of mangroves
(NE)	Maintenance restoration for stone seawalls
(BE)	Waterfront footpath

Wharf / Water Access	
(S)	Potential for water based sport/ recreation
(S)	Tidal swimming pool
(BE)	Local water transport initiatives/ affordable public transport
(NE)	All tide access boating/fishing

Heritage precinct / Coastal village	
(BE) (C)	Maintain street arrangement and integrity
(BE) (C)	Awareness & preservation of historical and existing character
(BE) (C)	Use landscaping and plantings appropriate to the history and character of the village
(BE) (C)	Protect views of important landscape features
(BE) (C)	Streetlighting compatible with character and scale
(BE) (C)	Best appreciated on foot
(E) (S)	'sense of place' in town centre
(S)	Public green areas maintained now/future for public recreational activity, local produce markets and Co-op
(S) (E)	Bridge from beach road across stream to school, marae & old store bridge
(C)	Protect archaeological sites wahi tapu & significant Maori sites

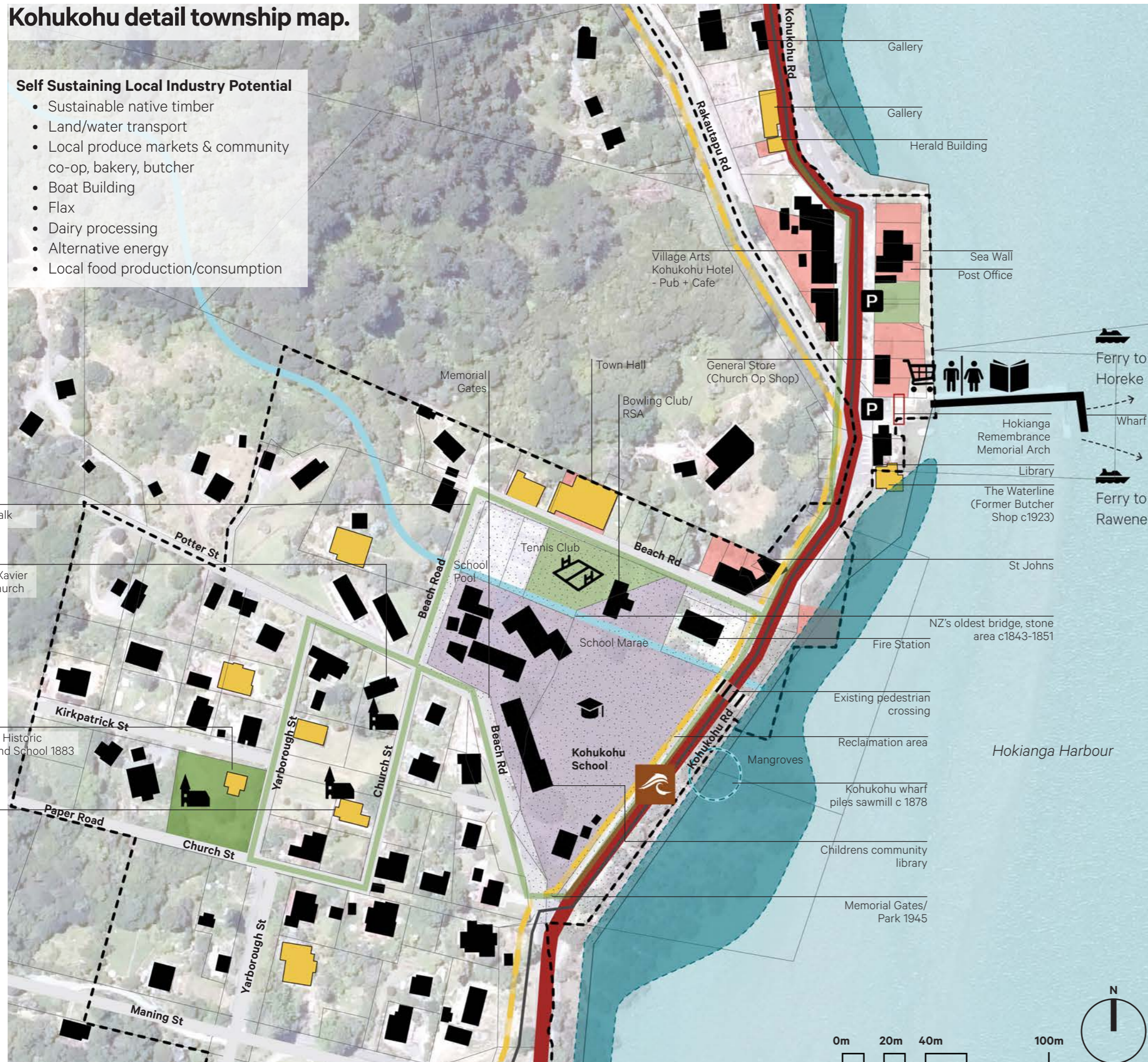
Non-Specific Locations	
(E) (S)	Sustainable industry based on own natural resources
(E) (S)	Enhancing sense of community and empowering collaborative decision making
(E) (S)	Shaping through natural evolutions and self initiated change
(E) (S)	And/or agencies which can implement change - consult early
(E) (S)	Community Garden
(E) (S)	Establish Kohukohu resource centre

Note: Paper roads not shown on this map.

Kohukohu detail township map.

Self Sustaining Local Industry Potential

- Sustainable native timber
- Land/water transport
- Local produce markets & community co-op, bakery, butcher
- Boat Building
- Flax
- Dairy processing
- Alternative energy
- Local food production/consumption



Legend: existing land use

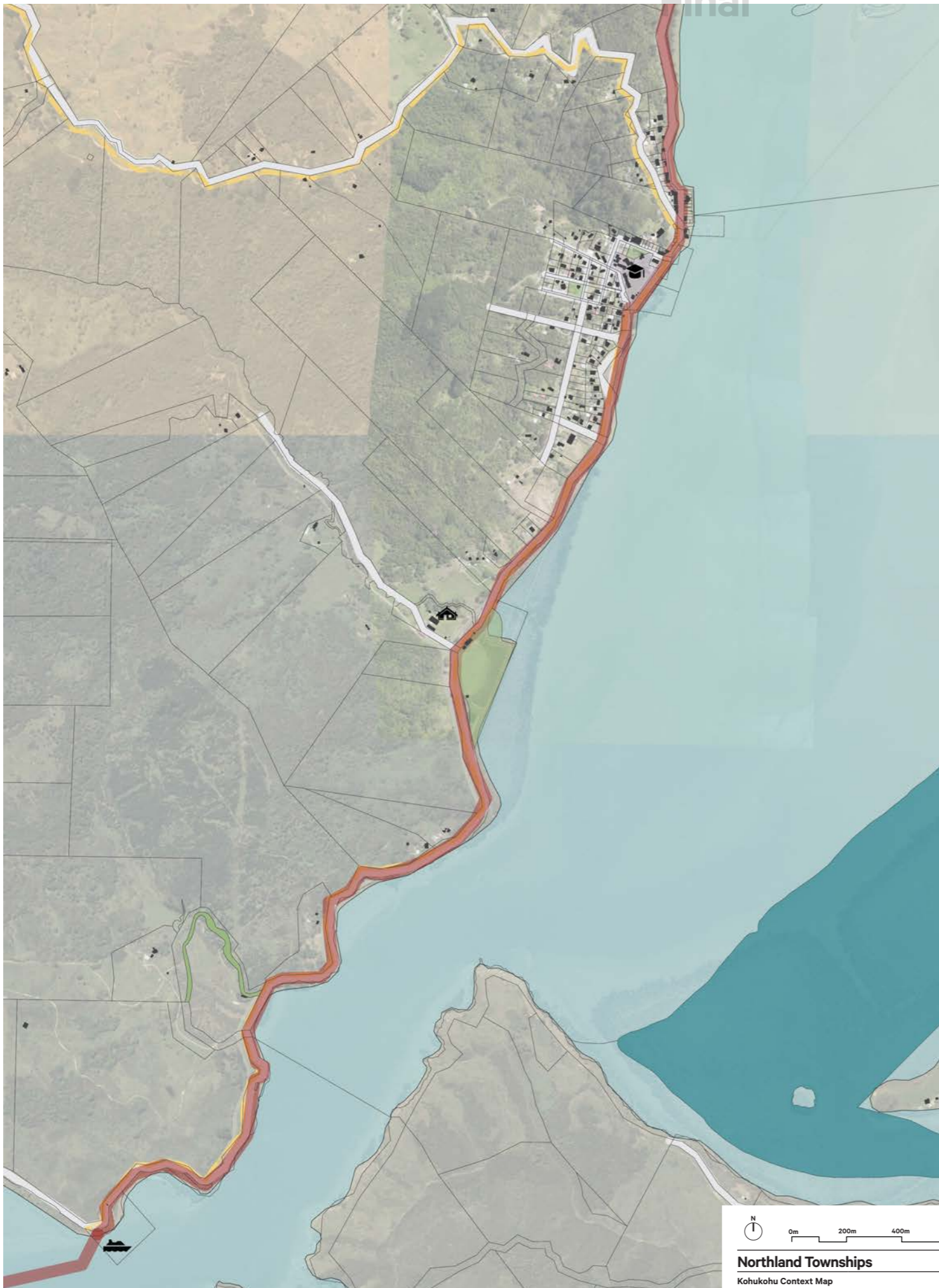
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	Parking		Pedestrian Crossing
	Gateway		Bridge

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Kohukohu Township Plan | NZTA | November 4, 2019



# Workshop 1. Invitation and Programme.

An invitation to the Kohukohu community

## Twin Coast Discovery Highway Design Workshop

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



Kohukohu General Store

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, Kohukohu 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 Kohukohu will align with the Vision Kohukohu Community Plan (2008 and updated) which was developed with local knowledge, stakeholder input and Far North District Council guidance. You can read more about the Kohukohu township action plan here:

[CLICK HERE](#)

The Transport Agency would like to invite you to participate in our first community design workshops on:  
Workshop 1

**When:** Thursday 2 May 2019

**Location:** Kohukohu Firestation, 24 Beach Rd, Kohukohu

**Time:** 9am - 4:30pm

Please register your interest to attend the workshops by emailing [northlandprojects@nzta.govt.nz](mailto: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-discovery-route](http://www.nzta.govt.nz/twin-coast-discovery-route).

### 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 Kohukohu.

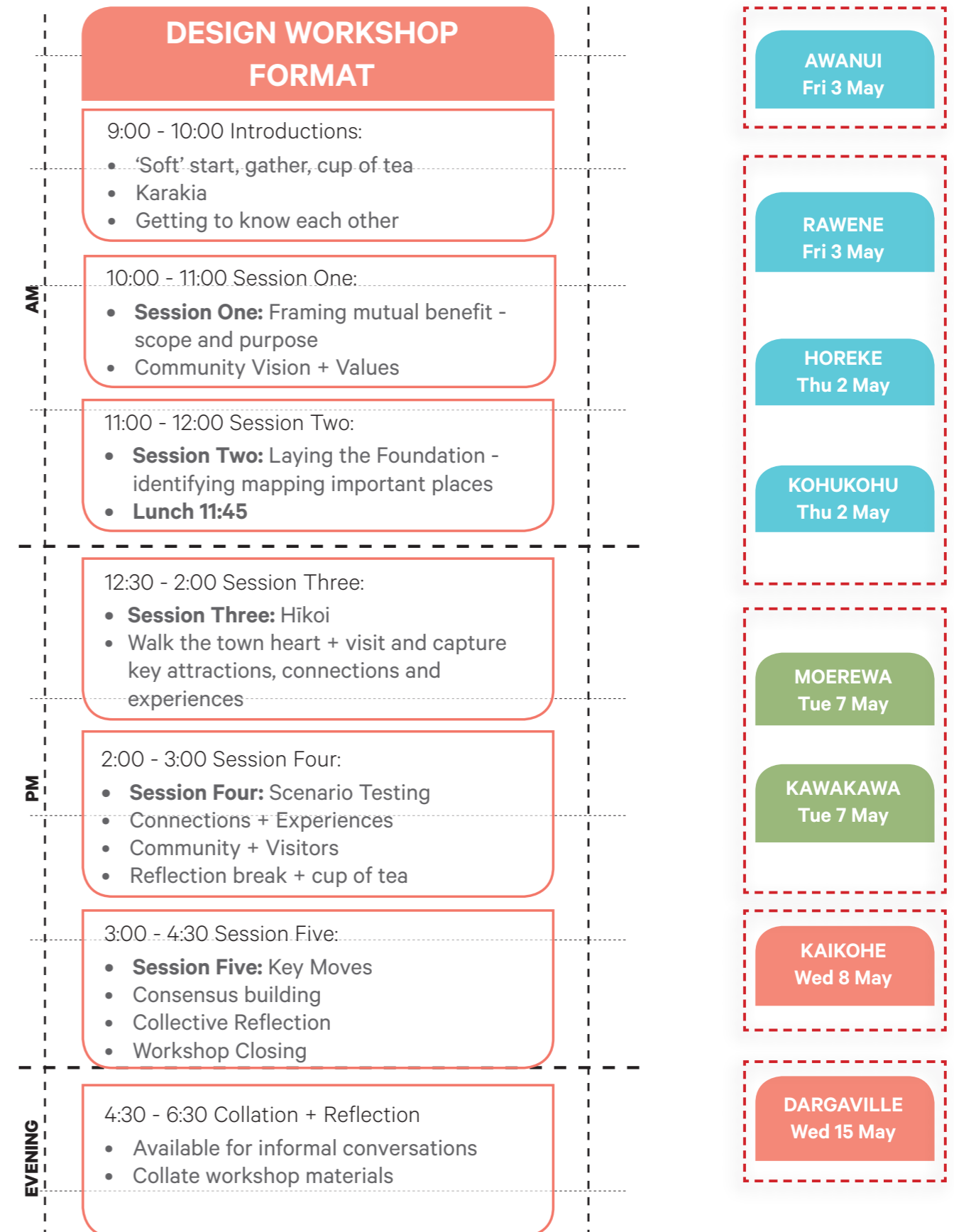
Workshop two will focus on testing design options and identifying and prioritising projects for improving Kohukohu's public spaces.

### 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.

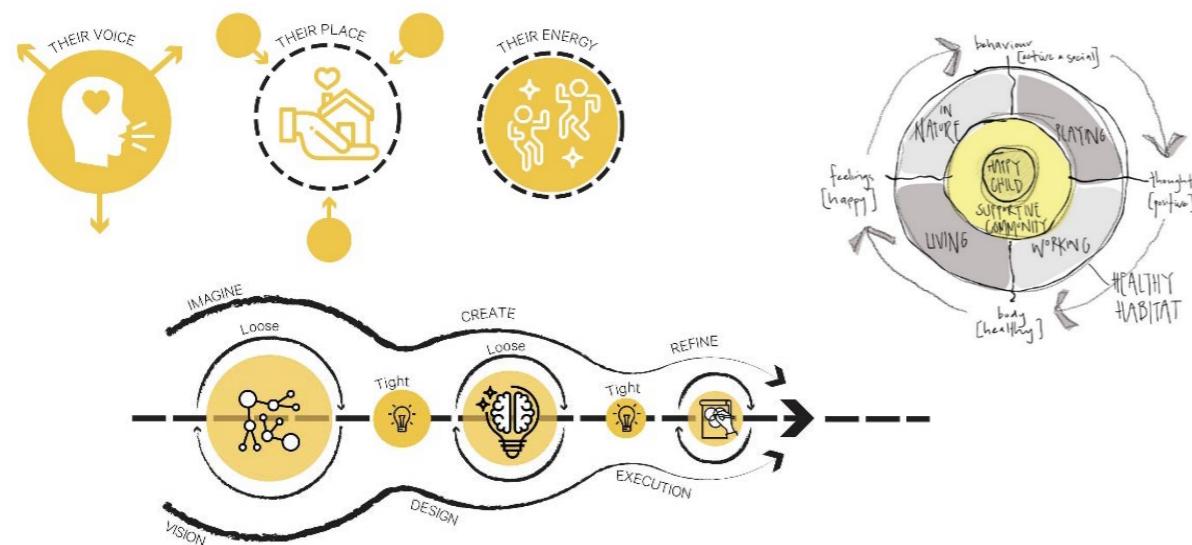
## NORTHLAND TOWNSHIP ENGAGEMENTS: FORMAT STRUCTURE + PROGRAMME

CLUSTER WEEK ONE								
Objective: Relationship building + First Round of CREATE Sessions								
	MON 29 APR	TUE 30 APR	WED 1 MAY	THU 2 MAY	FRI 3 MAY	SAT 4 MAY	SUN 5 MAY	
AM			<b>TRAVEL + PREP</b> <ul style="list-style-type: none"> <li>Travel to Kaikohe</li> <li>Setup as BASE Camp over the Cluster period</li> </ul>	<b>HOREKE + KOHUKOHU TWO TEAMS IN TANDEM</b> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> <li>'Soft' start, gather, cup of tea</li> <li>Karakia</li> <li>Getting to know each other</li> </ul> <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> <li><b>Session One:</b> Framing mutual benefit</li> <li>Community focus</li> <li><b>Session Two:</b> Laying Foundation</li> <li>Lunch 11:45</li> </ul>	<b>RAWENE + AWANUI TWO TEAMS IN TANDEM</b> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> <li>'Soft' start, gather, cup of tea</li> <li>Karakia</li> <li>Getting to know each other</li> </ul> <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> <li><b>Session One:</b> Framing mutual benefit</li> <li>Community focus</li> <li><b>Session Two:</b> Laying Foundation</li> <li>Lunch 11:45</li> </ul>	<b>TRAVEL + RETURN</b> <ul style="list-style-type: none"> <li>Awanui back to Kaikohe</li> </ul>		
	PM			<b>RELATIONSHIP WORKSHOPS</b> <ul style="list-style-type: none"> <li>Meet with Key Community Leads + Connects across townships Rawene / Kohukohu + Horeke</li> <li>Confirm all in place for programme</li> <li>Divide as needed using Kaikohe BASE as a starting hub</li> </ul>	<p>12:30 - 2:00 Session Three:</p> <ul style="list-style-type: none"> <li><b>Session Three:</b> Hikoi</li> <li>Walk the town heart + visit key connections</li> </ul> <p>2:00 - 3:00 Session Four:</p> <ul style="list-style-type: none"> <li><b>Session Four:</b> Scenario Testing</li> <li>Connections + Experiences</li> <li>Community + Visitors</li> <li>Reflection break + cup of tea</li> </ul> <p>3:00 - 4:30 Session Five:</p> <ul style="list-style-type: none"> <li><b>Session Five:</b> Key Moves</li> <li>Consensus building</li> <li>Collective Reflection</li> <li>Workshop Closing</li> </ul>	<p>12:30 - 2:00 Three</p> <ul style="list-style-type: none"> <li><b>Session Three:</b> Hikoi</li> <li>Walk the town heart + visit key connections</li> </ul> <p>2:00 - 3:00 Session Four:</p> <ul style="list-style-type: none"> <li><b>Session Four:</b> Scenario Testing</li> <li>Connections + Experiences</li> <li>Community + Visitors</li> <li>Reflection break + cup of tea</li> </ul> <p>3:00 - 4:30 Session Five:</p> <ul style="list-style-type: none"> <li><b>Session Five:</b> Key Moves</li> <li>Consensus building</li> <li>Collective Reflection</li> <li>Workshop Closing</li> </ul>		
		EVENING				<p>4:30 - 6:30 Collation + Reflection</p> <ul style="list-style-type: none"> <li>Available for informal conversations</li> <li>Collate workshop materials</li> </ul>	<p>4:30 - 6:30 Collation + Reflection</p> <ul style="list-style-type: none"> <li>Available for informal conversations</li> <li>Collate workshop materials</li> </ul>	

# Workshop 1. Outline.

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

Inform: <b>TELL</b>	Consult: <b>ASK</b>	Involve: <b>DISCOVER</b>	Collaborate: <b>CREATE</b>	Empower: <b>DO</b>
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)

<b>Project Goal:</b>	<p>Why we are engaging with township communities for this project</p> <ul style="list-style-type: none"> <li>The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element.</li> <li>Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler</li> <li>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</li> <li>We show how design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities</li> <li>Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential</li> <li>Each township has unique identifiers / distinctive qualities and character that we can draw out</li> </ul>
<b>Commitment:</b>	<p>Our commitment to working with township communities for this project</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> <li>We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure).</li> <li>We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities</li> </ul>
<b>Purpose:</b>	<p>Why are we seeking community involvement in the process</p> <ul style="list-style-type: none"> <li>An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC</li> <li>To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process</li> <li>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</li> <li>To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'</li> </ul>
<b>Objectives:</b> Phase one: Imagine	<p>What we hope to achieve for workshop sessions</p> <p><b>FRAME: Introductory session with Community Working Group:</b></p> <ul style="list-style-type: none"> <li>Frame up project, potential benefits and parameters (TCDR and clustering context)</li> <li>Outline purpose of two separate clusters of 'enquiry by design' process</li> <li>Introduce purpose, process and principles (Pūtake, kawa, kaupapa, mauri)</li> <li>Gain insight to previous community roles and inputs/ process for involving wider community</li> <li>Reflect and collectively review community plans, vision and values (as spatial plan)</li> <li>Build collective understanding of scope, themes, drivers and physical outcomes (i.e. public realm improvements), and test with scenarios/ precedents</li> <li>Mark/highlight locations for hikoī- what do we need to test/ understand/ capture?</li> </ul> <p><b>HIKOI: Hikoī wānanga with Community Working Group:</b></p> <ul style="list-style-type: none"> <li>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</li> </ul>



# Workshop 1. Outline.

	<ul style="list-style-type: none"> <li>Mindmap (spatially articulate) what is unique and important for the community, and capture character</li> </ul> <p><b>WORKSHOP:</b> Interactive mapping sessions with Community Working Group:</p> <ul style="list-style-type: none"> <li>Demonstrate the benefit of spatially mapping 'key moves' to guide planning, placemaking and prioritisation</li> <li>Use design process to draw out key placemaking moves and themes as distinctive to place/ township from both community and visitor perspective</li> <li>Scenario testing and building consensus</li> <li>Discuss next steps- i.e. prioritisation of infrastructure improvement projects</li> </ul>
<b>Participants:</b>	<b>Who we are inviting and why</b>
	<p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> <li><b>Targeted sessions</b>, 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.</li> <li>Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email)</li> <li>Kay Council representatives for Far North and Kaipara invited (community development and urban planning)</li> </ul> <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> <li>Targeted and open sessions</li> <li><b>Targeted workshops</b> 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.</li> <li><b>Open studio sessions</b> 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.</li> <li>Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)</li> </ul>
<b>Method:</b>	<b>How we are engaging (Methods and techniques)</b>
	<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><b>Guiding framework- how we work together</b></p> <ul style="list-style-type: none"> <li>Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri</li> </ul> <p><b>Hikoi methods</b></p> <ul style="list-style-type: none"> <li>The community map a route and identifying stopping places.</li> <li>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.</li> <li>May be one group or break into smaller groups, depending on size of town and group.</li> </ul>

	<ul style="list-style-type: none"> <li>Listen, observe, photograph, sketch and record on map as we go</li> <li>Physically mark stopping locations and route with participant interaction and photo</li> <li>Polaroids to pin up – capture character and people</li> </ul> <p><b>Workshop methods</b></p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> <li><b>Marking treasures</b>- the places, landscapes and features that are most important and unique</li> <li><b>Scenario testing</b>- considering both community and visitor perspectives with scenario testing and mapping. Considering place, movement and experience and mapping communal spaces, decision points and attractors.</li> <li><b>Consensus building</b>- 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</li> </ul>
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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)

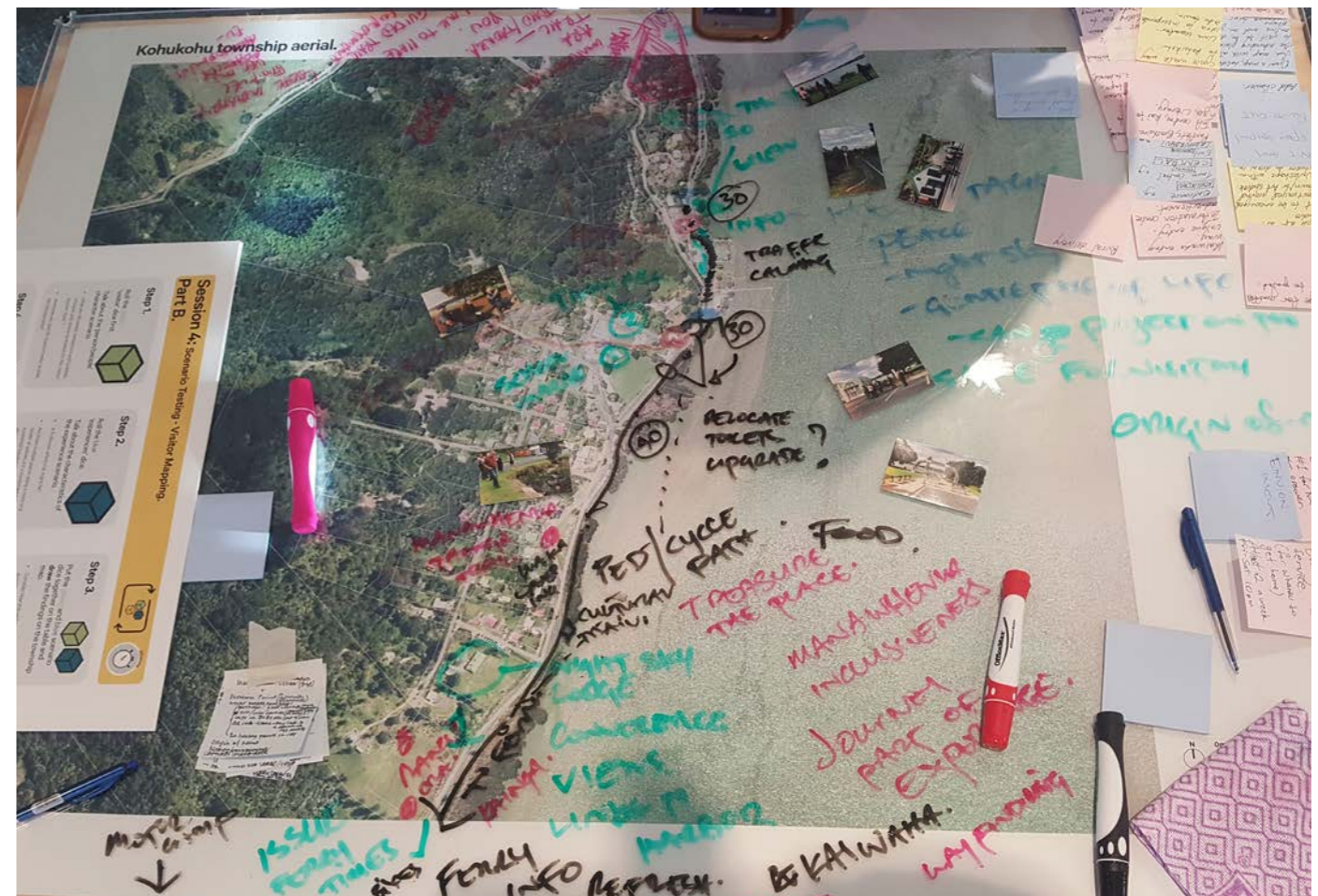
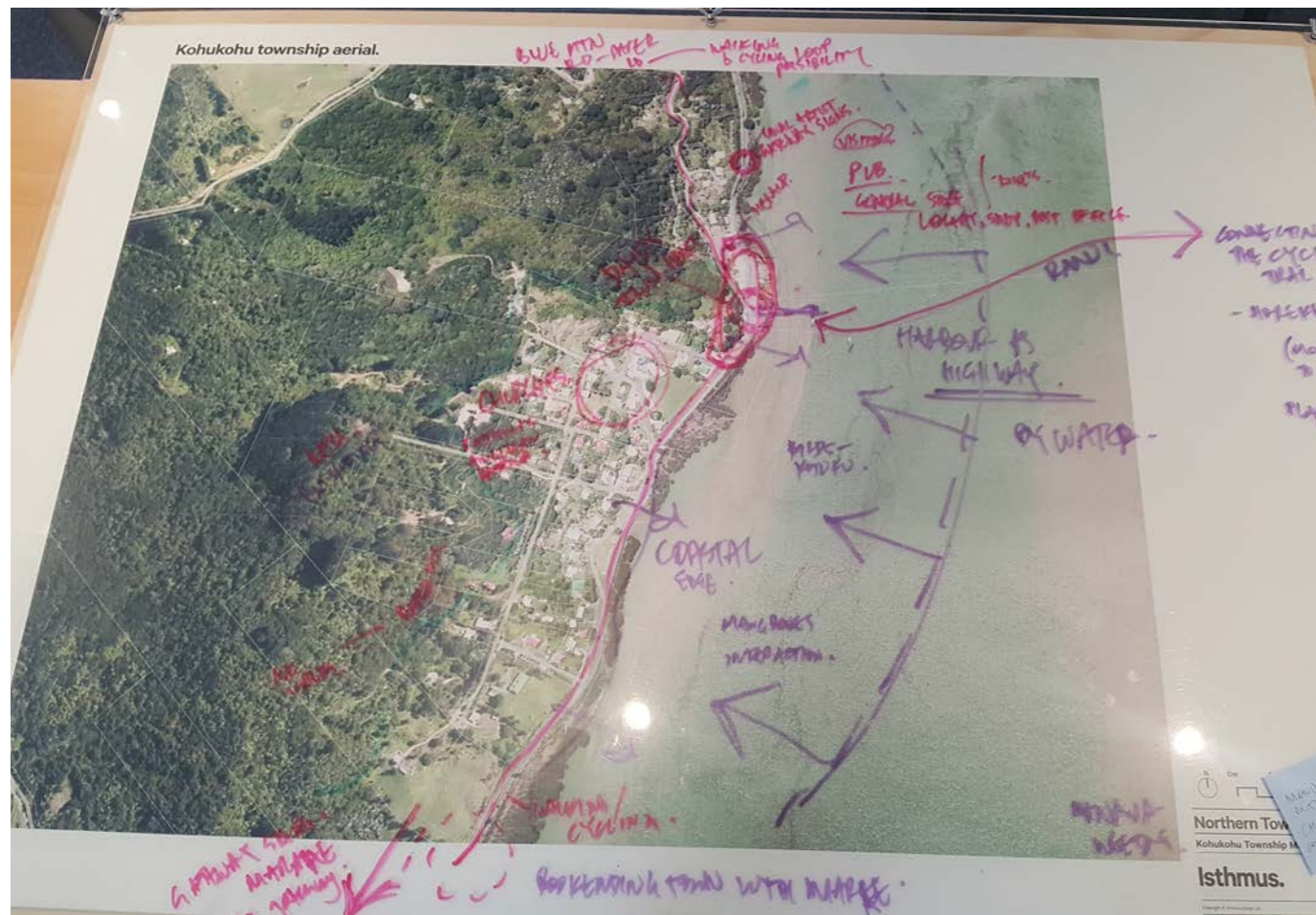
**Representatives:** Key Council representatives for Far North and Kaipara invited (community development and urban planning). A mix of local body representatives and community members attended, along with local business owners, accommodation suppliers, community group representatives and Hokianga tourism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

**Location:** Kohukohu Firestation, 24 Beach Road, Kohukohu. Date: 2 May 2019.

**Workshop Attendance:** 15

**Comments:** A strong community attendance drawing on a wide area to the township, with local body representatives also.

# Workshop 1. Framing Community Visions and Values - Township Scale.



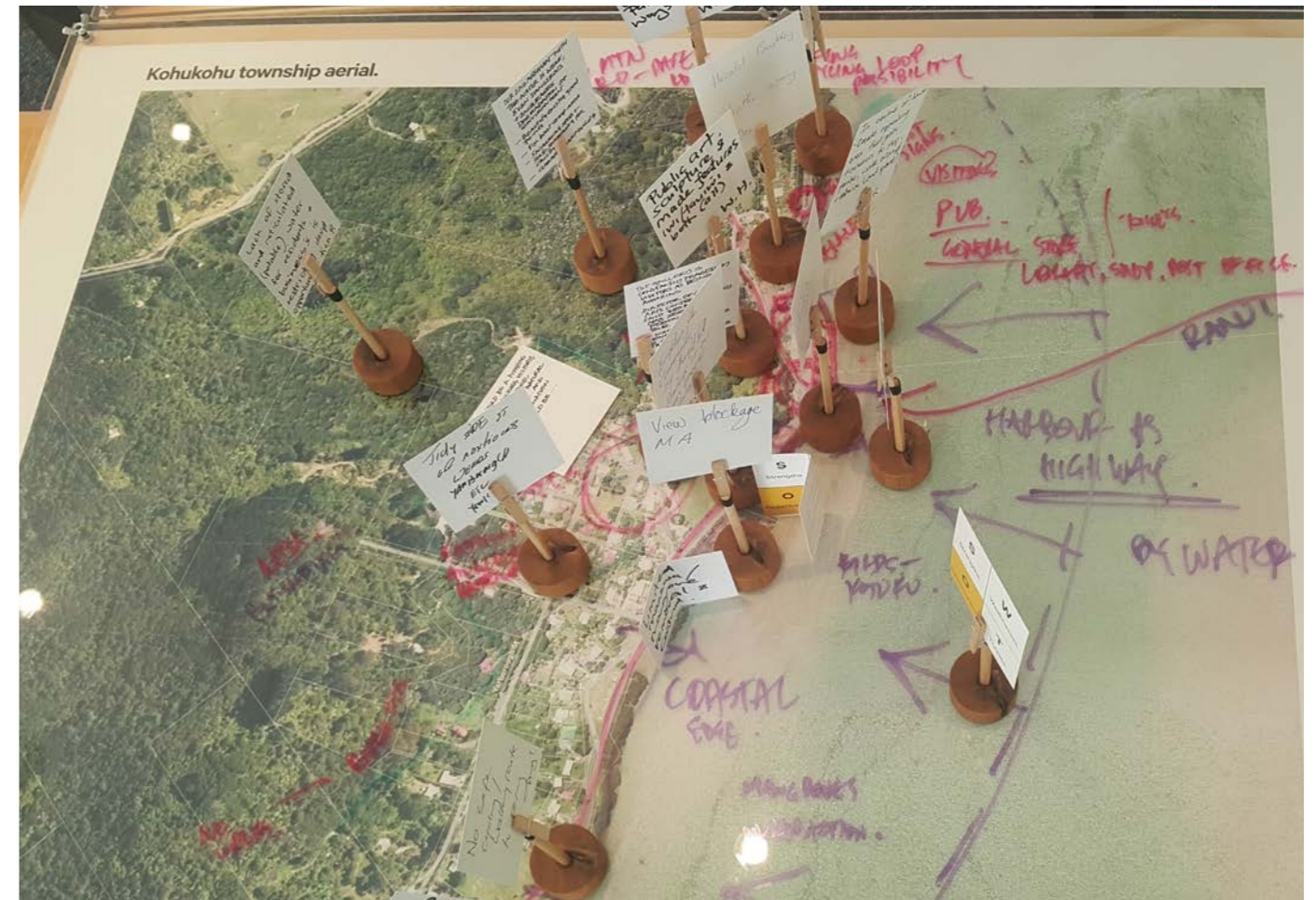
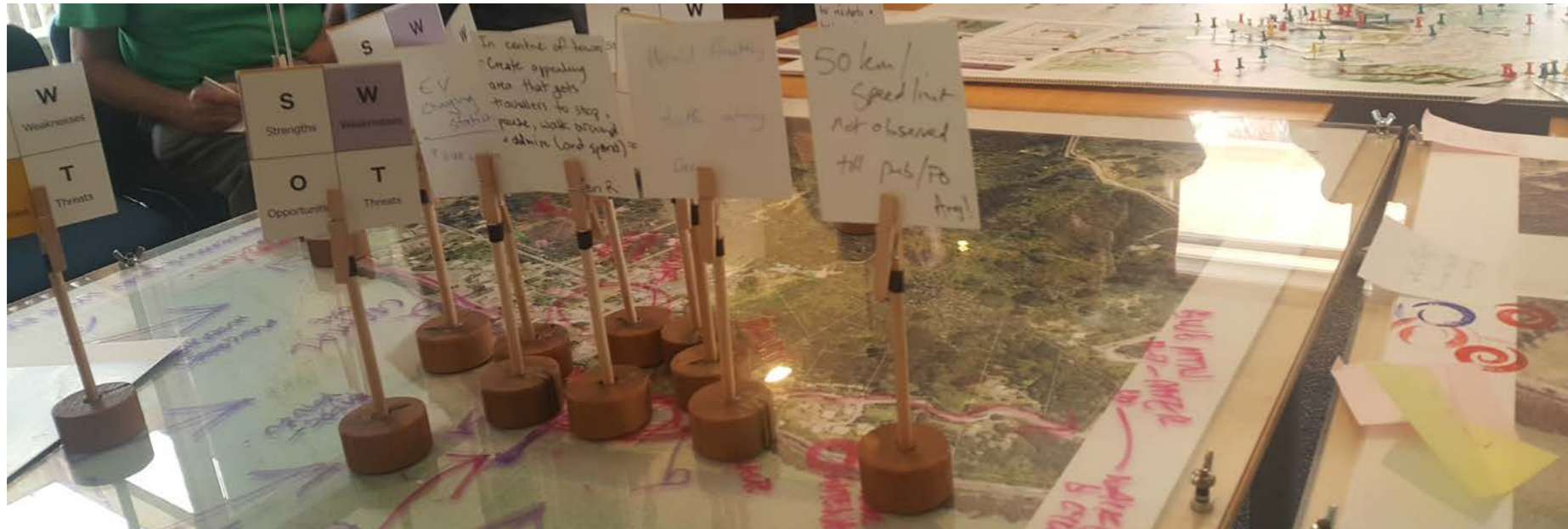
# Workshop 1. Framing Community Visions and Values - Journey Scale.



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



# Workshop 1. SWOT Mapping & Hikio Wānanga.



# Workshop 2. Invitation.

An invitation to the Kohukohu community

## Twin Coast Discovery Highway Community drop-in session

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



Kohukohu General Store

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, Kohukohu 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 Kohukohu Township plan and potential improvement opportunities.

### Community drop-in session

**When:** Thursday 20 June 2019

**Location:** Kohukohu Fire Station, 24 Beach Rd, Kohukohu

**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](http://www.nzta.govt.nz/twin-coast-discovery-route).

### NORTHLAND TOWNSHIP ENGAGEMENTS: WORKSHOP FORMAT + PROGRAMME

Objective: Second Round of CREATE Sessions

Key Moves + Benefits

PM

EVENING

#### DESIGN WORKSHOP FORMAT

##### Session One:

- Recap process / information gathering and understanding (SWOT)

##### Session Two:

- Key Moves (Vision and Objectives)

##### Session Three:

- Focus Areas (Key Concepts and Priorities)

##### Session Four:

- Cluster approach (Journey Maps)

##### Session Five:

- Benefits and Measures

#### Open Session

HOREKE  
Fri 26 July

KOHUKOHU  
Thu 20 June

RAWENE  
Fri 21 June

AWANUI  
Fri 21 June

MOEREWA  
Tue 25 June

KAWAKAWA  
Tue 25 June

KAIKOHE  
Thu 27 June

DARGAVILLE  
Wed 03 July

# Workshop 2. Programme.

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

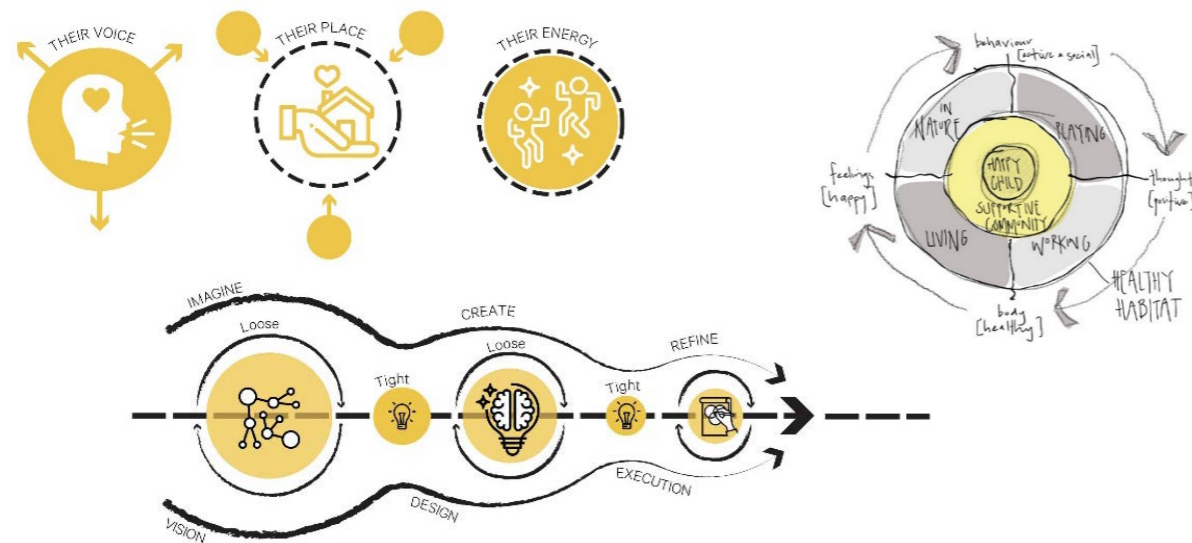
**WORKSHOP TWO - CREATE: Programme Rundown**  
Objective: Scenario Testing + Refinement of Workshop Sessions

	MON 17 JUN	TUE 18 JUN	WED 19 JUN	THU 20 JUN	FRI 21 JUN	SAT 22 JUN	SUN 23 JUN
AM			<b>TRAVEL + PREP</b> <ul style="list-style-type: none"> <li>Travel to Kaikohe</li> <li>Setup as BASE Camp over the Cluster period</li> </ul>	<b>HOREKE + KOHUKOHU TWO TEAMS IN TANDEM</b> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> <li>'Soft' start, gather, cup of tea</li> <li>Karakia</li> <li>Project review and update</li> </ul> <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> <li><b>Session One:</b> Testing the plans and confirming the key moves.</li> <li><b>Session Two:</b> Setting the projects and actions</li> <li>Lunch 12:00</li> </ul>	<b>RAWENE + AWANUI TWO TEAMS IN TANDEM</b> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> <li>'Soft' start, gather, cup of tea</li> <li>Karakia</li> <li>Project review and update</li> </ul> <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> <li><b>Session One:</b> Testing the plans and confirming the key moves</li> <li><b>Session Two:</b> Setting the projects and actions</li> <li>Lunch 12:00</li> </ul>	<b>CLUSTER EVENT + PUBLIC ACTIVATION</b> <p>9:00 - 10:00 Set Up</p> <ul style="list-style-type: none"> <li><b>Project Team Set-Up across Rawene, Horeke + Kohukohu</b></li> </ul> <p>10:00 - 12:00 Open Studio</p> <ul style="list-style-type: none"> <li><b>Open Studio Session across each township</b></li> </ul>	
	PM			<b>RELATIONSHIP WORKSHOPS</b> <ul style="list-style-type: none"> <li>Meet with Key Community Leads + Connects across townships Rawene / Kohukohu + Horeke</li> <li>Confirm all in place for programme</li> <li>Divide as needed using Kaikohe BASE as a starting hub</li> </ul>	<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> <li><b>Session Three:</b> Aligning and prioritising the projects and actions</li> <li><b>Session Four:</b> Setting up for the open studio and public session</li> </ul>	<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> <li><b>Session Three:</b> Aligning and prioritising the projects and actions</li> <li><b>Session Four:</b> Setting up for the open studio and public session</li> </ul>	<p>12:00 - 5:00 Cluster Activation</p> <ul style="list-style-type: none"> <li><b>Rānui Charter Boat between harbour townships</b></li> <li><b>Open studio showcases and drop-in stations at each township</b></li> </ul>
EVENING					<b>OPEN STUDIO PUBLIC INVITE</b> <p>3:30 - 6:00 Open Studio</p> <ul style="list-style-type: none"> <li>Pin-up display and drop in sessions</li> <li>Project and prioritising activities</li> <li>Feedback and discussion opportunities with the community working group and the project team</li> </ul>	<b>OPEN STUDIO PUBLIC INVITE</b> <p>3:30 - 6:00 Open Studio</p> <ul style="list-style-type: none"> <li>Pin-up display and drop in sessions</li> <li>Project and prioritising activities</li> <li>Feedback and discussion opportunities with the community working group and the project team</li> </ul>	
				<b>TEAM ALLOCATION</b> <ul style="list-style-type: none"> <li>Horeke: DP / MH / ANA / Mere</li> <li>Kohukohu: HK / SB / Tukaha / Matenga</li> </ul>	<b>TEAM ALLOCATION</b> <ul style="list-style-type: none"> <li>Awanui: DP / MH / ANA / Mere</li> <li>Rawene: HK / SB / Tukaha / Manawanui</li> </ul>		

# Workshop 2. Outline.

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

Inform: <b>TELL</b>	Consult: <b>ASK</b>	Involve: <b>DISCOVER</b>	Collaborate: <b>CREATE</b>	Empower: <b>DO</b>
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)

<b>Project Goal:</b>	<p>Why we are engaging with township communities for this project</p> <ul style="list-style-type: none"> <li>The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element.</li> <li>Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler</li> <li>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</li> <li>Design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities</li> <li>Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential</li> <li>Each township has unique identifiers / distinctive qualities and character that we can draw out</li> </ul>
<b>Commitment:</b>	<p>Our commitment to working with township communities for this project</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> <li>We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure),</li> <li>We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities</li> </ul>
<b>Purpose:</b>	<p>Why are we seeking community involvement in the process</p> <ul style="list-style-type: none"> <li>An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC</li> <li>To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process</li> <li>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</li> <li>To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'</li> </ul>
<b>Objectives:</b>	<p>What we hope to achieve for workshop sessions</p> <ul style="list-style-type: none"> <li>An robust understanding of community needs and opportunities for township improvements that will achieve mutual benefit</li> <li>A community perspective on what might <b>attract visitors to stop, stay and spend</b> – the catalyst for economic uplift in Tai Tokerau</li> <li>A deep and wide understanding of what could enhance township <b>safety, place and function</b>- the enablers, including transport infrastructure and place based improvements</li> </ul>
<b>Participants:</b>	<p>Who we are inviting and why</p> <p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> <li><b>Targeted sessions</b>, 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.</li> </ul>



# Workshop 2. Outline.

# Workshop 2 Attendance Summary.

	<ul style="list-style-type: none"> <li>• Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email)</li> <li>• Key Council representatives for Far North and Kaipara invited (community development and urban planning)</li> </ul> <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> <li>• Targeted and open sessions</li> <li>• <b>Targeted workshop session</b> 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.</li> <li>• <b>Open studio session</b> 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.</li> <li>• Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)</li> </ul>
<b>Method:</b>	<b>How we are engaging (Methods and techniques)</b>
	<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><b>Guiding framework- how we work together</b></p> <ul style="list-style-type: none"> <li>• Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri</li> </ul> <p><b>Enquiry by design methods</b></p> <ul style="list-style-type: none"> <li>• Reflecting community vision, principles and focus areas (as diagrams and spatial maps identifying potential public space/ physical improvements)</li> <li>• 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.</li> <li>• Consensus building: measures and benefits that define and achieve impact in each community, and</li> </ul>

## 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:** Kohukohu Firestation, 24 Beach Road, Kohukohu. Date: 20 June 2019.

**Workshop Attendance:** 14

**Drop in Session Attendance:** 13

**Comments:** Again varied and broad presence from wider community area, including Iwi/hapū.

# Workshop 2. SWOT Matrix.

Final

Theme: **Landscape** Kohukohu

S	W	S	W	S	W	S	W
Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Access and water/harbour</b> <ul style="list-style-type: none"> <li>Safe swimming – sea steps and sea wall repair North of post office/opposite pub with picnic area, possible tidal pools, local artwork/sculpture and planting</li> <li>Boat ramp and wharf – upgrade to (see landscape arch)</li> <li>Beach access – by Old Beach Rd           <ul style="list-style-type: none"> <li>Tidy up/beautify possible make access and picnic area</li> </ul> </li> <li>Opposite B+B blue building at Northern end of town – tidy up sea wall, kayak/waka access, beautify</li> <li>Boardwalk access through mangroves, sawmill area? and artwork. Birdwatching and conservation initiative. Old bay – taonga trail</li> </ul>							
<b>Environmental – Ngāhere/bush</b> <ul style="list-style-type: none"> <li>Weed removal and replanting roadside</li> <li>Roadside bank, wahi tapu area, and tidy up bush – walkway link to cemetery and Lance Andrewes Taonga trails – see walkways</li> <li>Bush trails/tracks</li> </ul>							
<b>Town/mainstreet character</b> <ul style="list-style-type: none"> <li>Dark sky initiative – lighting with hoods/minimal lighting</li> <li>Public art/sculpture           <ul style="list-style-type: none"> <li>Buildings, colour, murals, Pou, markers for trails – see signage and info</li> <li>Central gathering spaces- functional art e.g. toilets/shelter – see memorial arch/wahi</li> <li>Whakatāiki and w/hapū history represented/expressed</li> </ul> </li> <li>Planting – gardens within town</li> <li>Footpaths – widened footpaths and potential local art expression. 'Occupied edges' – outdoor driving spaces. Part of pedestrian experience</li> </ul>							
<b>Walking/cycling trails</b> <ul style="list-style-type: none"> <li>Shared walk/cycle path to ferry           <ul style="list-style-type: none"> <li>Stage 1 – to marae and rugby club. Investigate seawall repair and boardwalk sections</li> <li>Stage 2 – extend pathway to the Narrows or investigate road graphics. Consider passenger ferry direct to Kohukohu and pros/cons with shared path link</li> </ul> </li> <li>Cycle Trails           <ul style="list-style-type: none"> <li>Infrastructure at passenger ferry/memorial arch e.g. toilets/change, and signage and wayfinding to north-south cycle route (Blue Mountain loop/Rakautapu Rd).</li> </ul> </li> <li>Taonga Trails           <ul style="list-style-type: none"> <li>Footpaths – school edge (see landscape)</li> <li>Town Walking Loop – to cemetery/Lance Andrewes Park/historic walk with new signage/markers (see above signage and info)</li> </ul> </li> </ul>							

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Theme: **Destination** Kohukohu

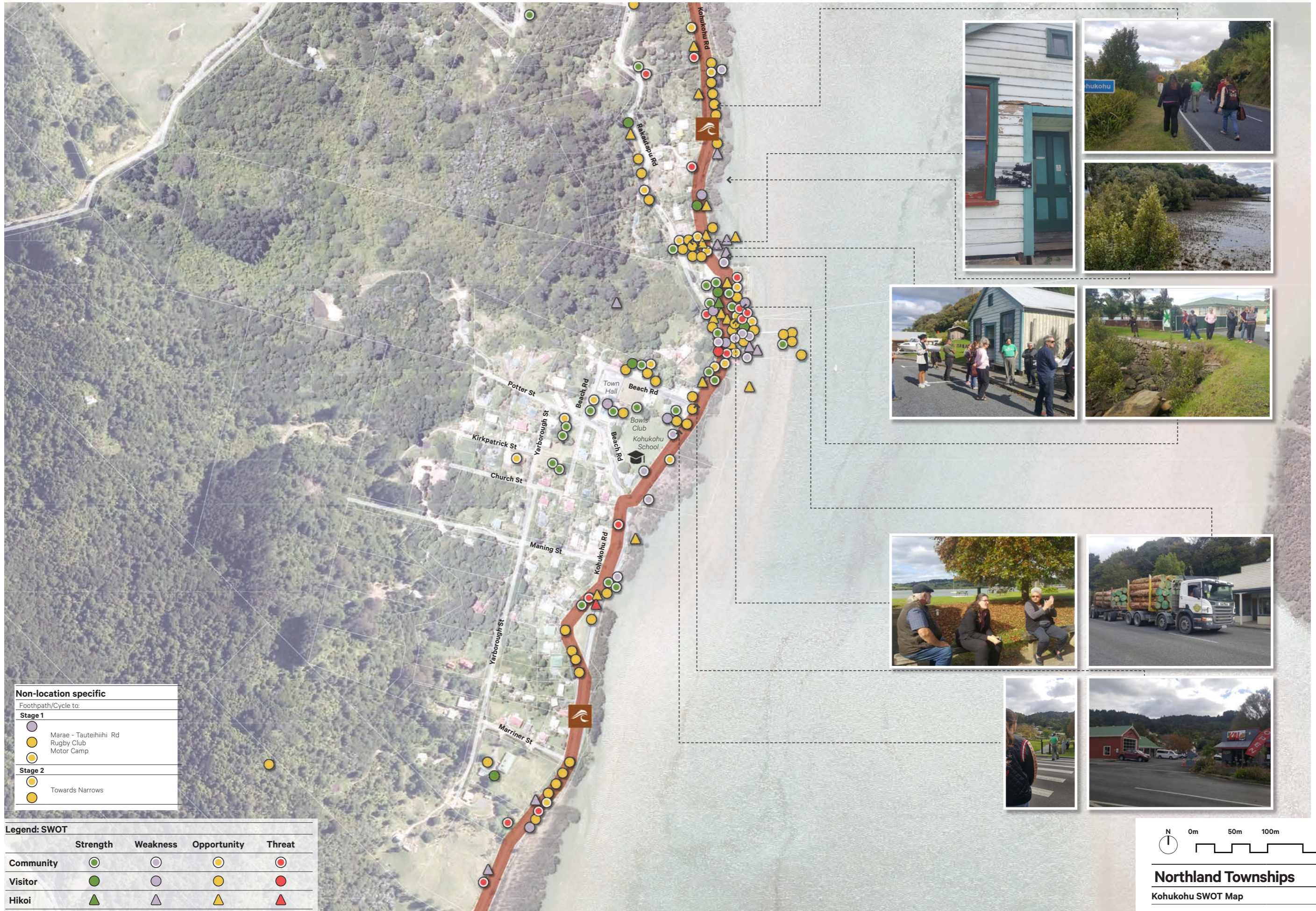
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Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Rest stops</b> <ul style="list-style-type: none"> <li>Memorial Arch           <ul style="list-style-type: none"> <li>Rationalise car/campervan parking and EV charging station/ground surface treatment</li> <li>Upgrade public toilets and facilities – bike wash and repair, wash and change facility. Potential art project</li> <li>Upgrade boat ramp and water access</li> <li>Shelter for bike stop – investigate best location and combine with toilet</li> <li>Character, public art, planting</li> <li>Information and wayfinding – historic walk, Junction – Rakautapu, bike trail night sky boat trips, pedestrian ferry</li> <li>Seating and picnic area</li> <li>Wifi access (library) – extend hours</li> <li>Investigate private land ownership of open green spaces adjacent</li> </ul> </li> </ul>							
<b>Town centre attractions</b> <ul style="list-style-type: none"> <li>Support for art/craft and food businesses to flourish</li> <li>Local co-op expanded</li> <li>Attractions for all ages clustered together</li> <li>Seating and maps for walks</li> </ul>							
<b>Community/visitor information hub</b> <ul style="list-style-type: none"> <li>Herald Building           <ul style="list-style-type: none"> <li>Footpath junction widening and parking rationalisation (see 30km zone)</li> <li>Roof signage/external mural and painting</li> <li>Character – name of town and meaning</li> <li>Encourage making information</li> </ul> </li> <li>Galleries           <ul style="list-style-type: none"> <li>Widen footpaths, remove some carparks, public art and planting (see 30km zone)</li> <li>Recycle on river? Assist survival</li> </ul> </li> <li>Play/activity/event based           <ul style="list-style-type: none"> <li>Town hall               <ul style="list-style-type: none"> <li>Open space upgrade – potential toilets and playground, public art and planting (see 30km zone)</li> <li>Investigate access to stone bridge and signage/info from here</li> <li>Upgrade space beside fire station/bowling club</li> <li>Investigate land ownership of green spaces and potential options</li> </ul> </li> </ul> </li> </ul>							

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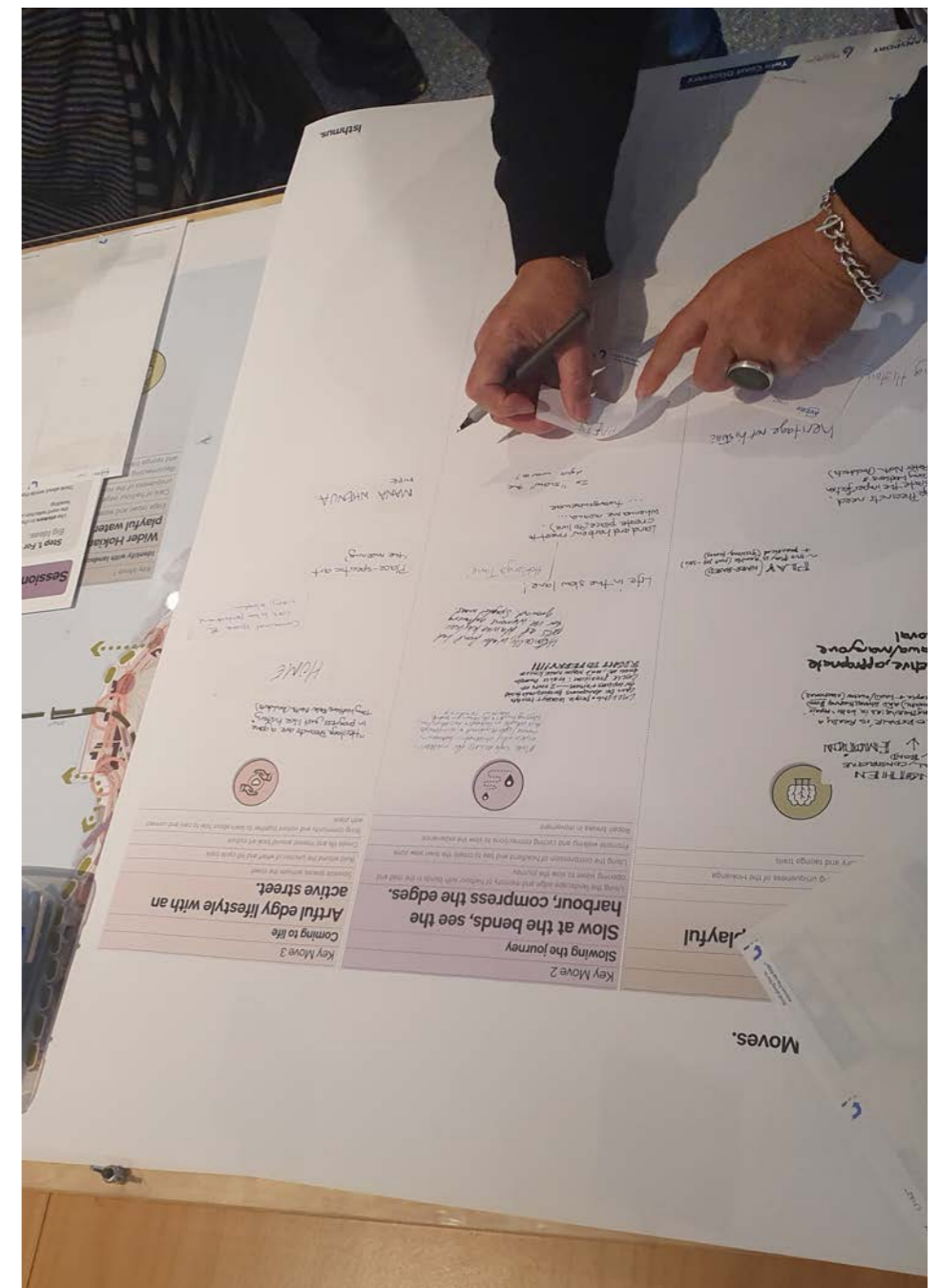
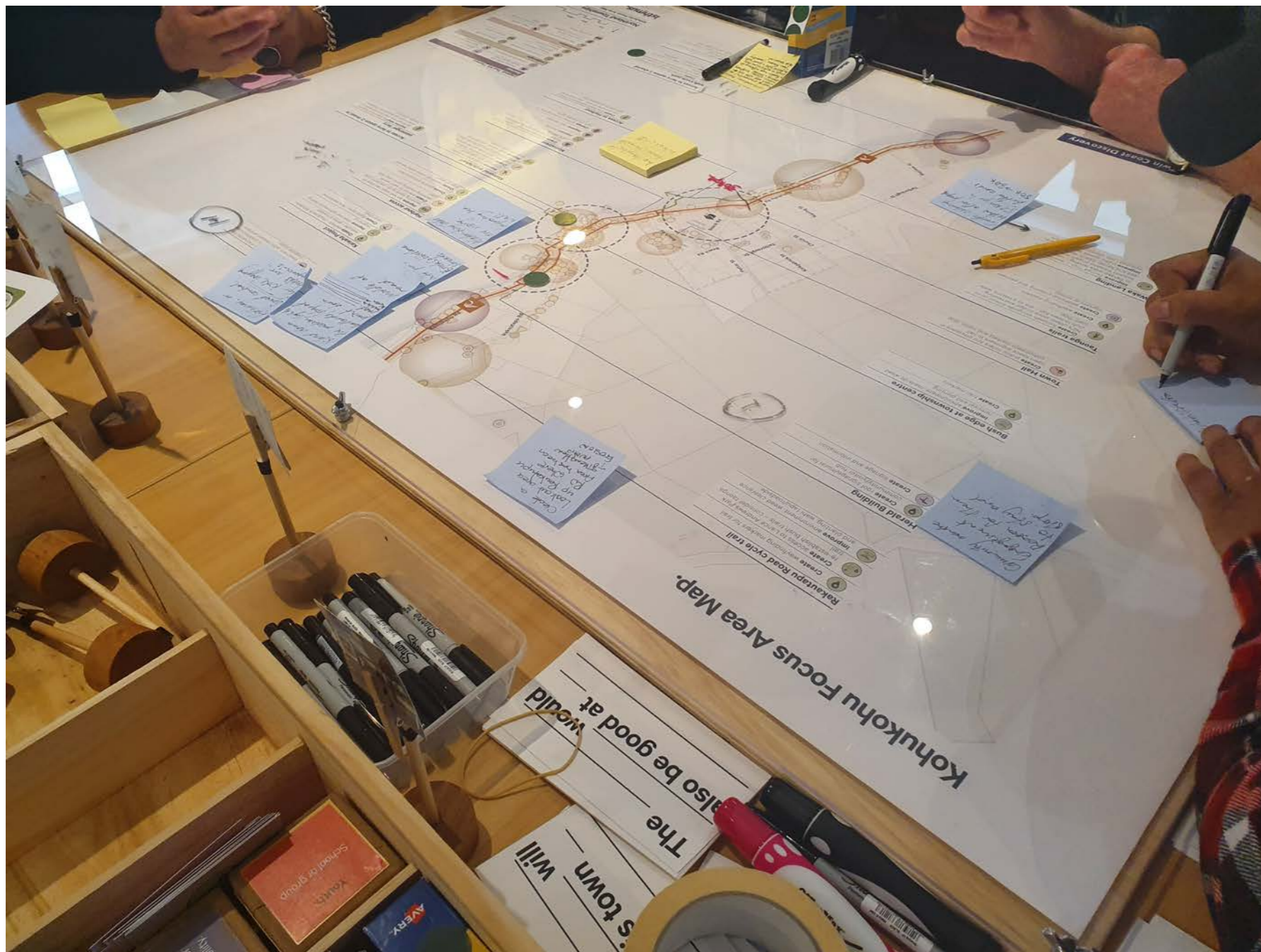
Theme: **Journey** Kohukohu

S	W	S	W	S	W	S	W
Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses	Strengths	Weaknesses
O	T	O	T	O	T	O	T
Opportunities	Threats	Opportunities	Threats	Opportunities	Threats	Opportunities	Threats
<b>Shared Transport</b> <ul style="list-style-type: none"> <li>Ageing, mobility, health           <ul style="list-style-type: none"> <li>Investigate options for shared transport e.g. school bus</li> <li>Shared transport for surrounding area and larger catchment – see across coast</li> </ul> </li> <li>Ferry           <ul style="list-style-type: none"> <li>Review frequency and demand for later ferry (seasonal/days per week)</li> <li>Frequency and demand for pedestrian ferry to wharf (eg. Ranu) – options for cyclists and community</li> <li>Visitor trails – eg. Venmor, cycle trail, Māngungu by boat (link Rawene, Kohukohu, Horeke)</li> </ul> </li> </ul>							
<b>Signage and Information</b> <ul style="list-style-type: none"> <li>Gateway/entrances - Kaiwaha project           <ul style="list-style-type: none"> <li>New gateway artwork/markers planned for northern end (Kaiwaha project)</li> <li>Entrance at southern end – shift to marae with local artist input</li> </ul> </li> <li>Centre of Town           <ul style="list-style-type: none"> <li>Kohukohu signage (see Herald building)</li> <li>Library and gallery information</li> </ul> </li> <li>Ferry           <ul style="list-style-type: none"> <li>Ferry timetable and distance signage</li> <li>Information on ferry – refresh of attractions map and brochures</li> </ul> </li> <li>Town trails           <ul style="list-style-type: none"> <li>e.g. heritage walk/old bridge/churches and cemetery/wharfs and sawmill history</li> <li>Taonga trail and waka landing</li> <li>Markers and guided walks (jobs)</li> </ul> </li> </ul>							
<b>Traffic Calming and Pedestrian Experience</b> <ul style="list-style-type: none"> <li>Slow zone 30km/hr           <ul style="list-style-type: none"> <li>Widen footpaths, build outs and trees (see landscape). 30km/hr signs – fire station to Herald building</li> </ul> </li> <li>Parking           <ul style="list-style-type: none"> <li>Direct to parking zones, e.g. Memorial and side street by town hall, and ends of town</li> <li>Stop to park car at edges of town, encourage walking (road graphics)</li> </ul> </li> <li>50km/hr threshold           <ul style="list-style-type: none"> <li>Combined with gateway/signage/artwork (for gateways) more signs and markers</li> <li>Vegetation entrance at road bends to allow for views that signal and reinforce slowing into town</li> <li>Road classification – investigate state highway status due to being on the TCDR</li> </ul> </li> </ul>							

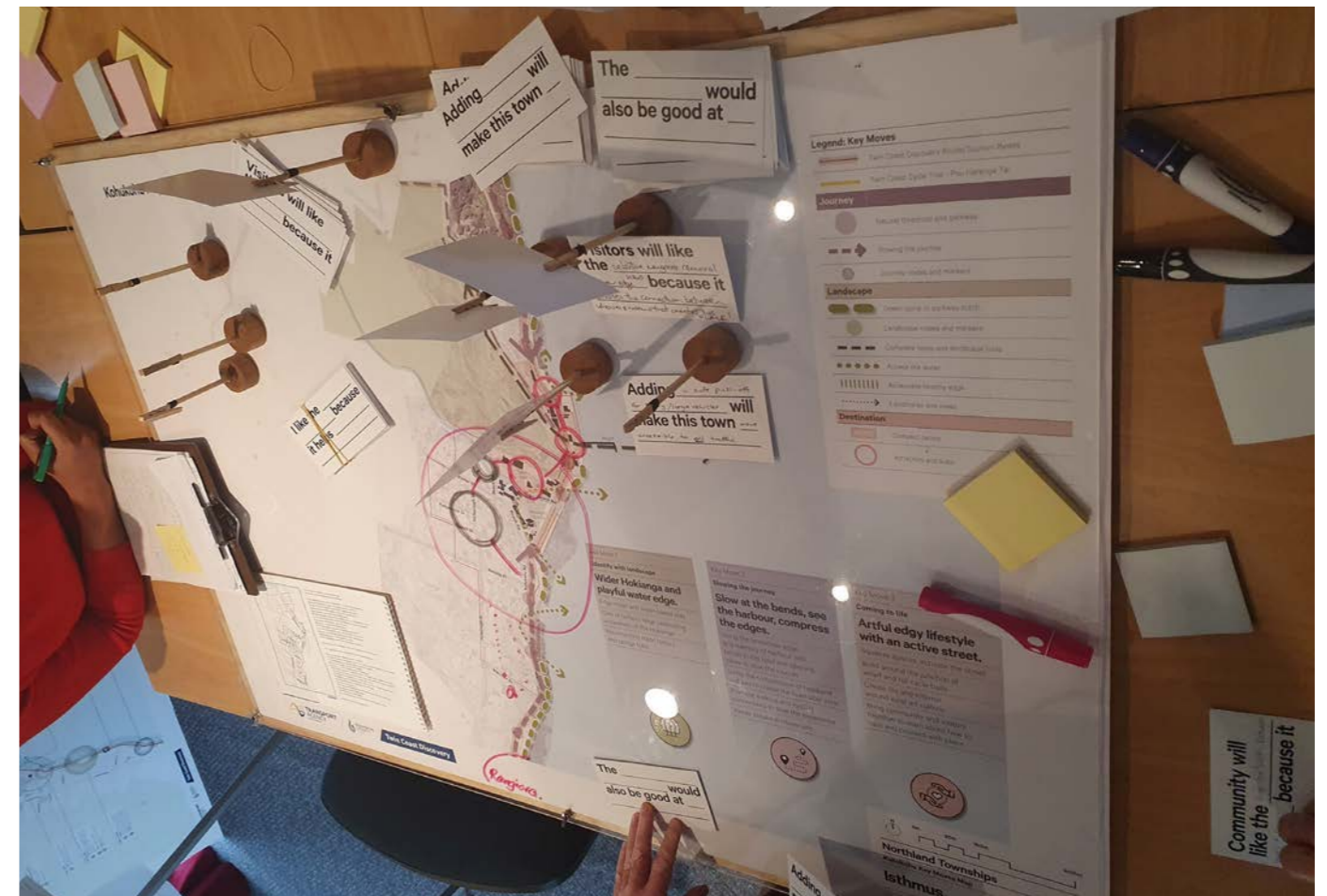
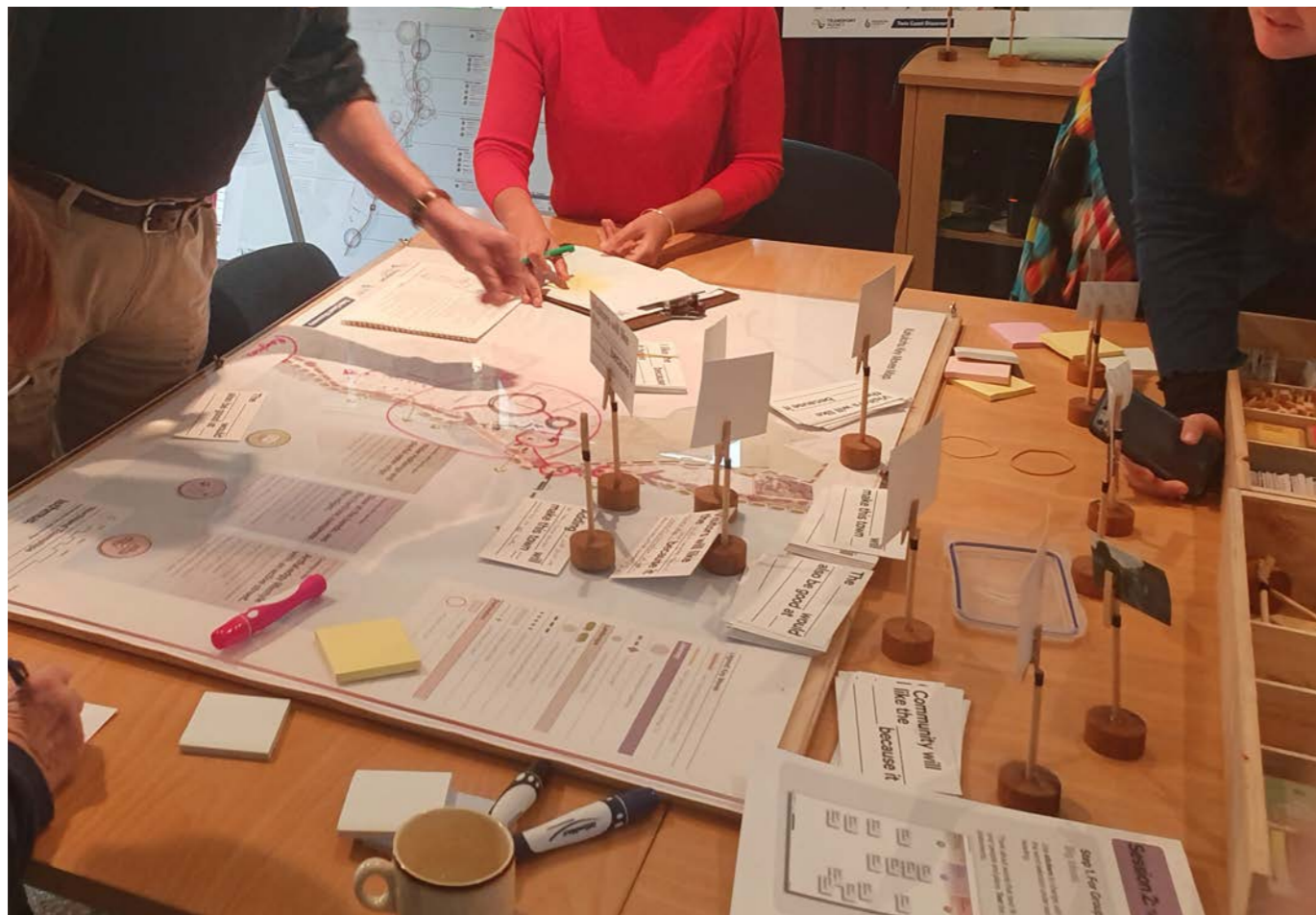
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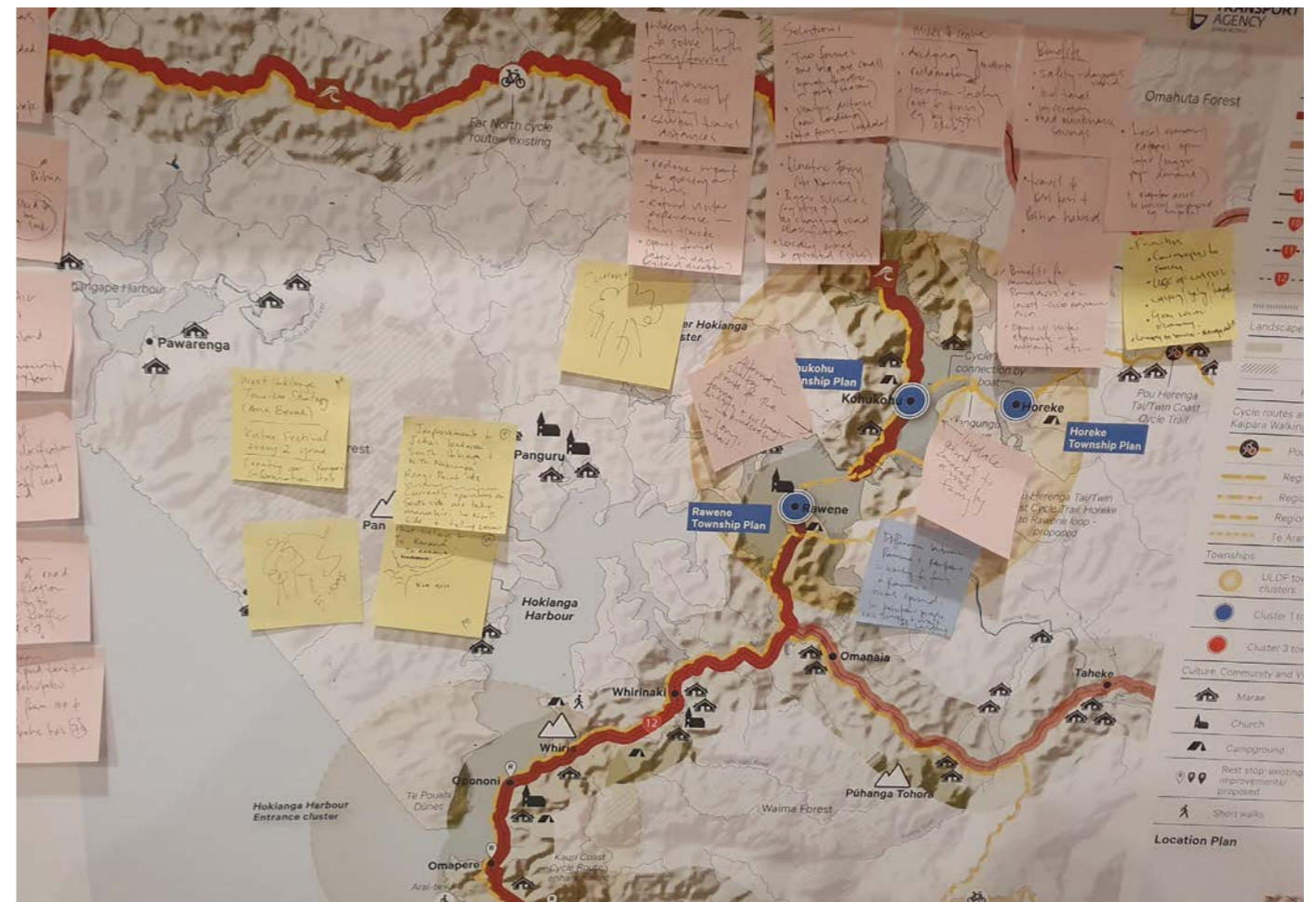
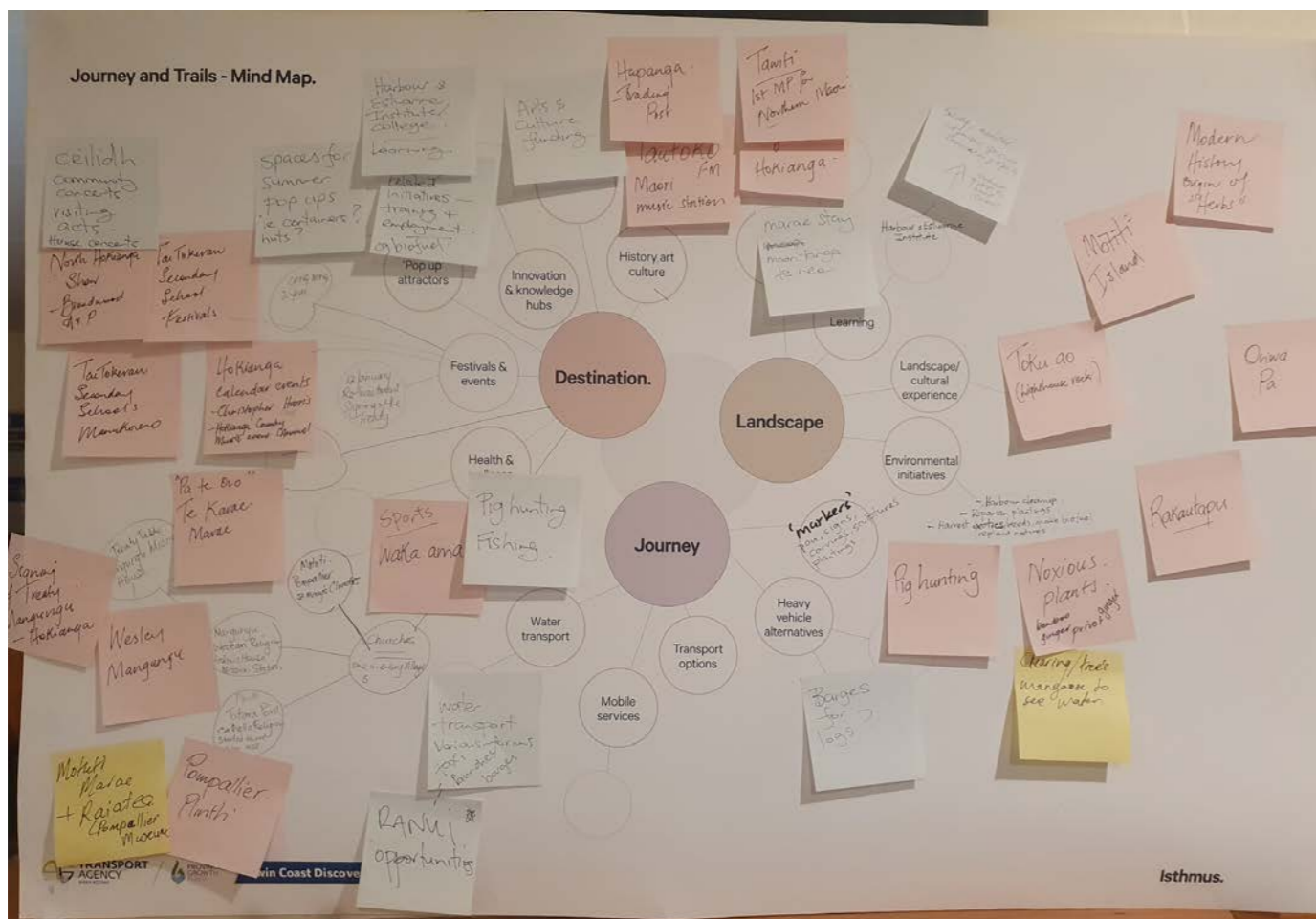
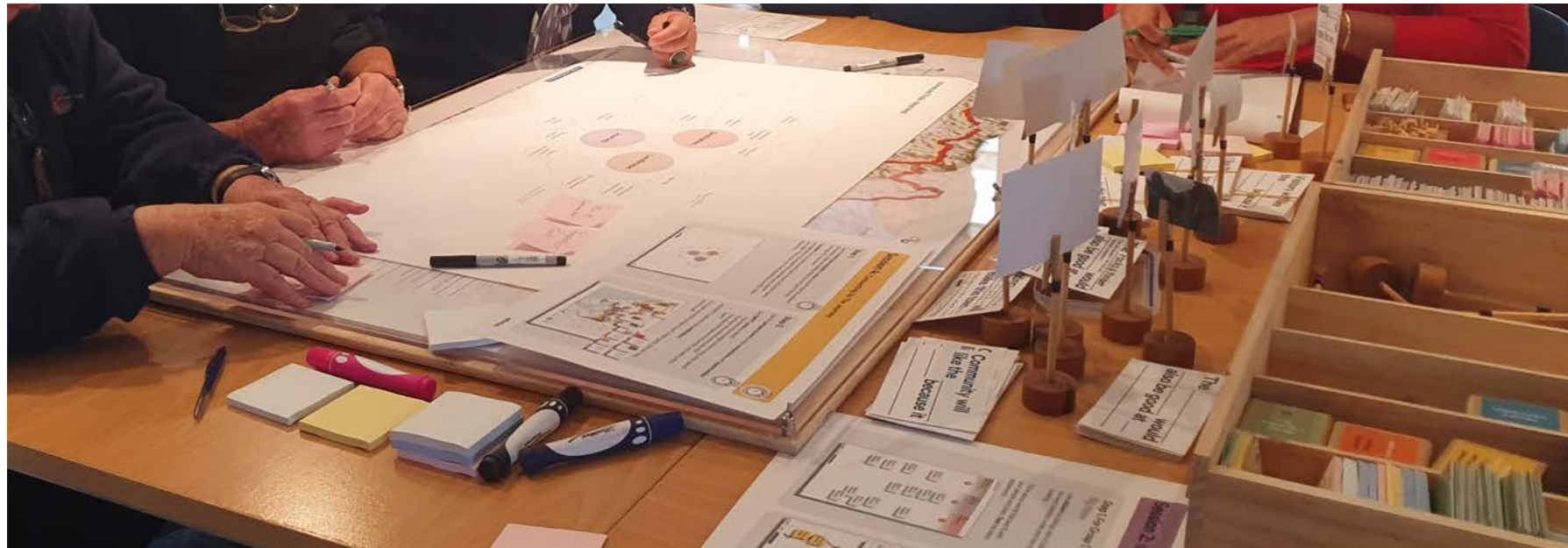
# Workshop 2. Testing The Vision and Objectives.



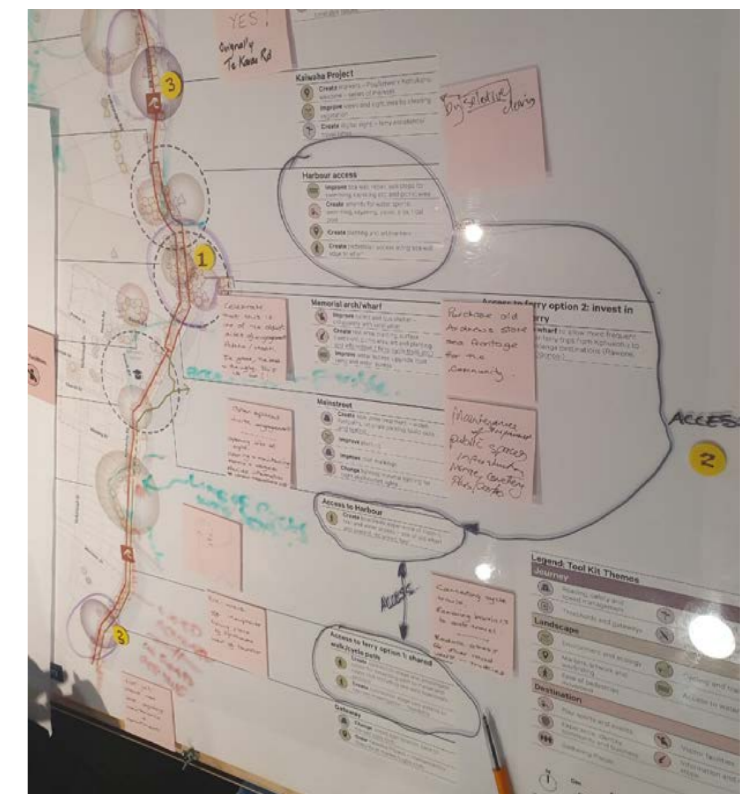
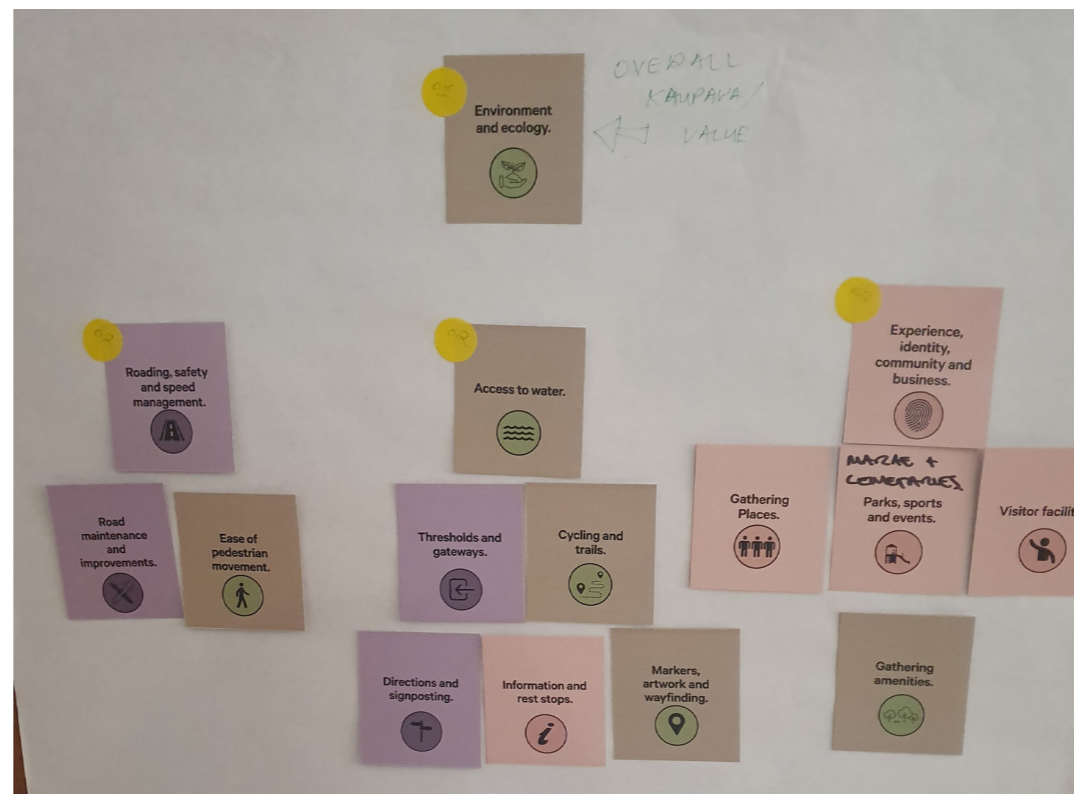
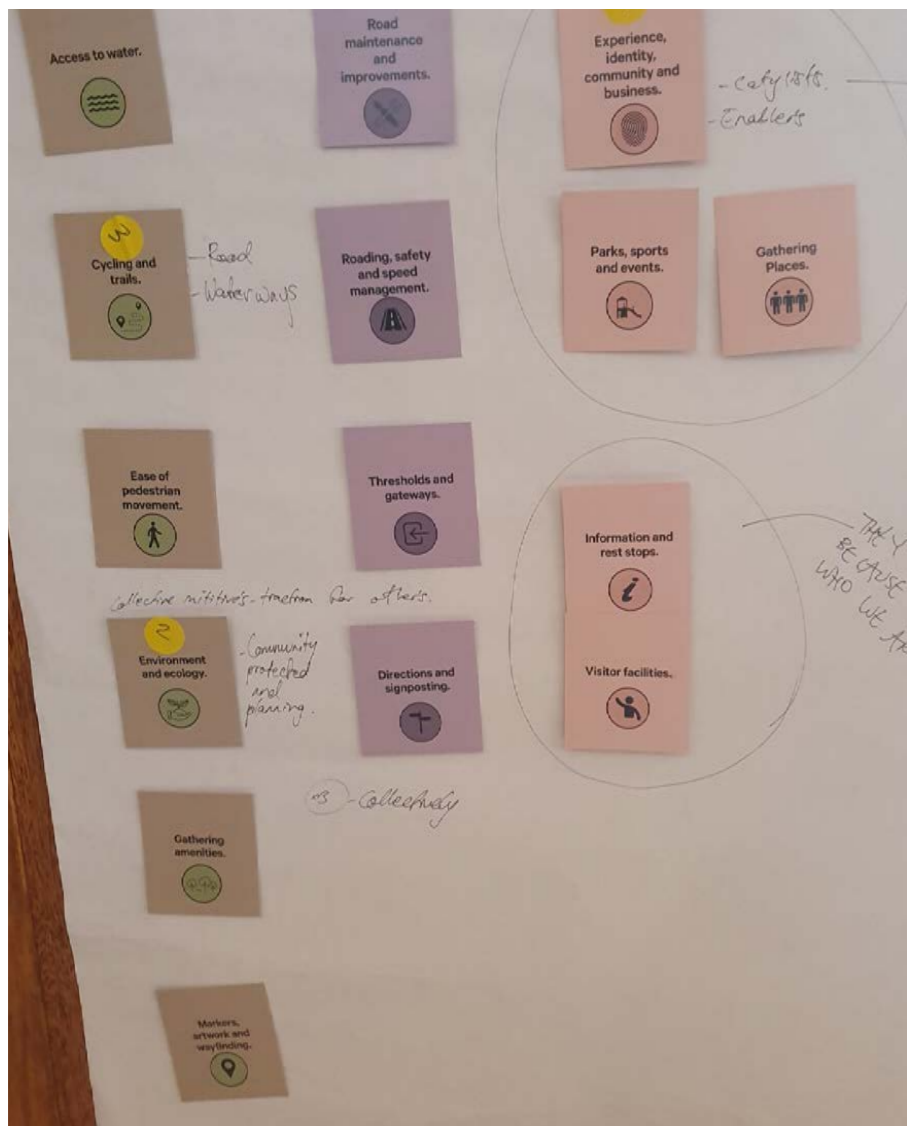
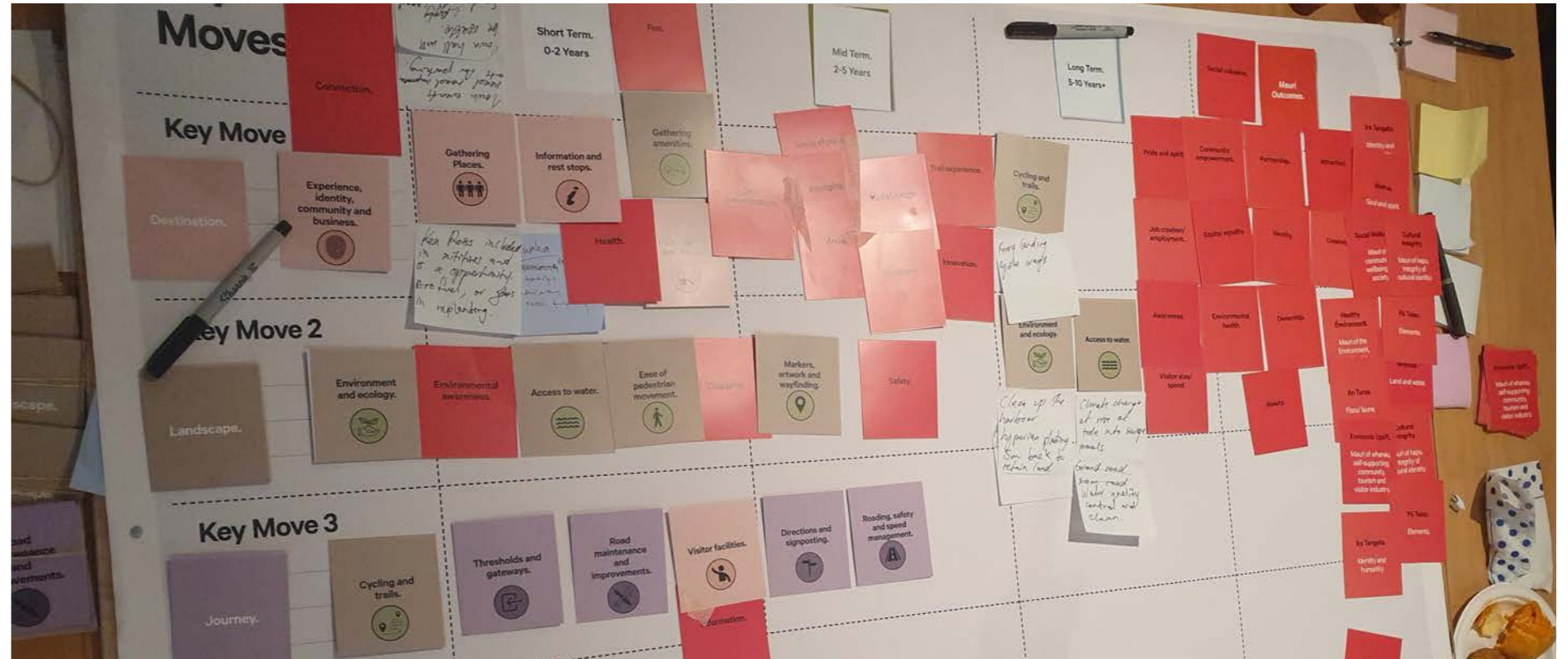
# Workshop 2. Testing Key Concepts.



# Workshop 2. Connecting the Journey.



# Workshop 2. Filtering Outcomes and Prioritises.



**Isthmus.**