

Hōreke . 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, Flow Transportation and DVQS, alongside our Northland collaborators Kaihuna, Ākau Studio (based in Kaikohe), and Matakohē (based in Whangarei).

The design team wish to thanks the Hōreke 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.



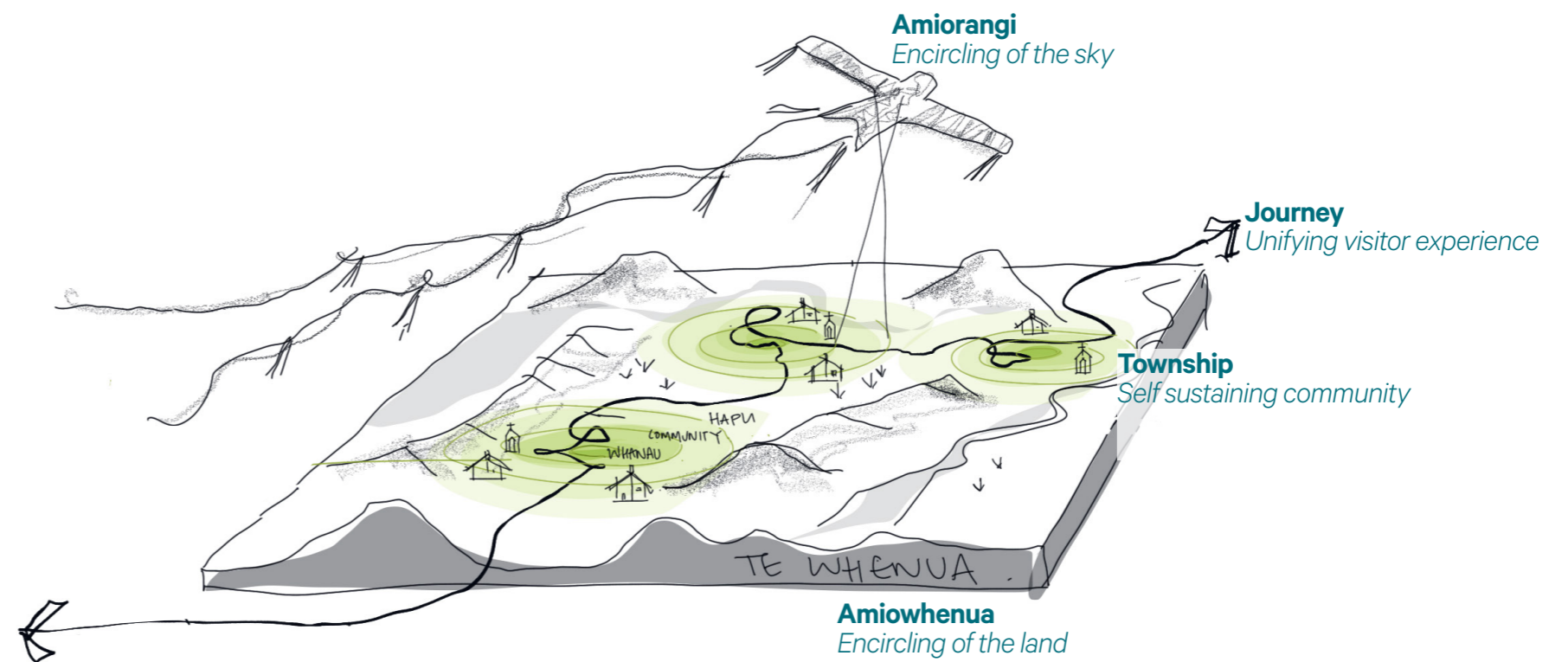
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Introduction.

Hōreke has attractions, character and scenic beauty which are locally, regionally and nationally significant. Yet the town is remote and has no ‘through traffic’, so it functions as a difficult-to-get-to destination for a visitor, and is ‘out of the way’ for locals.

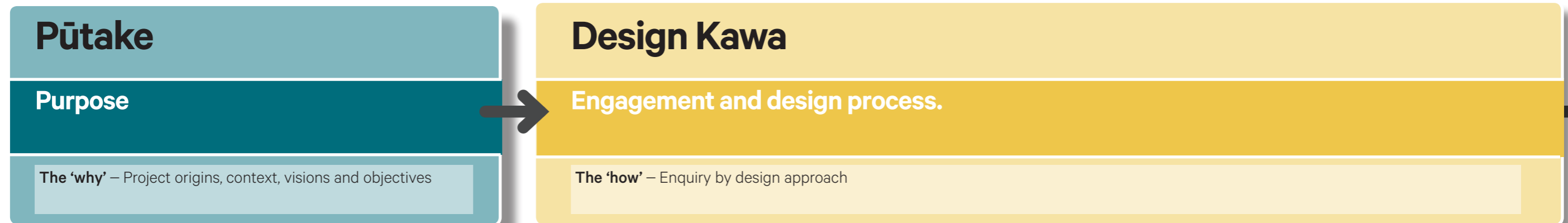






1. Executive Summary.

Executive Summary.



Pūtake. Purpose.

The Township Plans identify projects that have potential to bring mutual benefit to the community and visitors to Hōreke. 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 Hōreke 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 July 2019, and tested through a community drop in session in July 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.

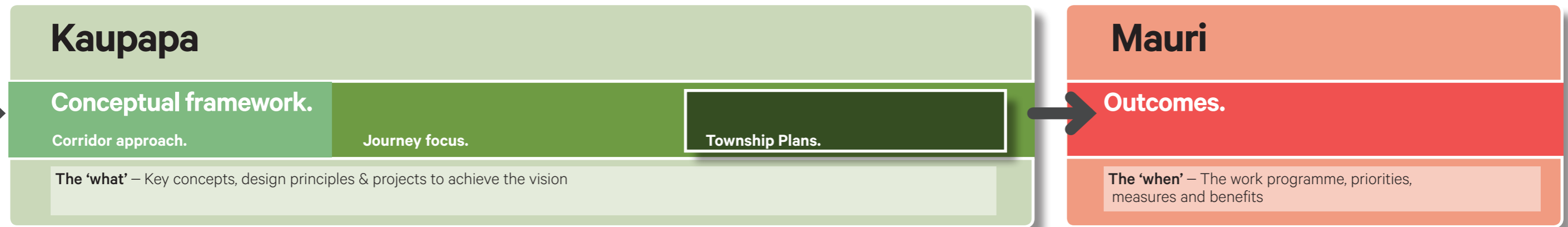
A ‘Design Kawa’ approach has been developed through consideration of the big scale networks and connections between townships along the 800km Twin Coast Discovery Route in an Urban Landscape Design Framework (ULDF), and at the local scale by building on community-led placemaking and development initiatives. The Township Plan considers place, identity and function from a community perspective, and opportunities to ‘stop, stay and spend’ from a visitor perspective within a mutual benefit framework of ‘Tūmatanui (What is shared/public focus) and Tūmataiti’ (What is held/internal focus).

Hōreke 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 Hōreke 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 Hōreke 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.

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

Hōreke/ Rawene/Kohukohu:

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 Hawaiki. 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, Te Tiriti o Waitangi was signed, church mission stations were established and battles were fought. Hōreke, Kohukohu and Rawene 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'.

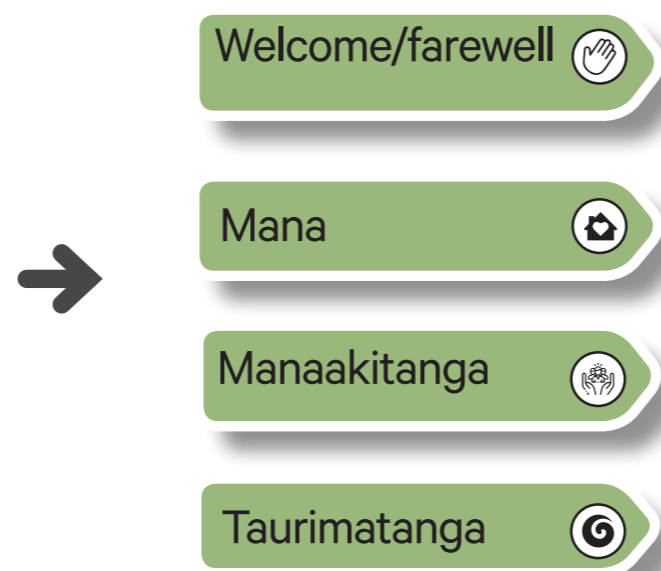
Hōreke Township:

Hōreke township is the second oldest colonial settlement in New Zealand and was established with primary access by boat. The Hōreke Wharf and adjoining boatramp are key local access points to the harbour. Much of the upper Hokianga and its coastal edge is now silted up due to vegetation removal and the effects of farming, agriculture and forestry further upstream as far as Lake Ōmāpere. This has affected the town's connection to and relationship with the water. The harbour edge at Hōreke Township was once beach, but is now fronted with a dense band of mangroves which extends out from the water's edge for between 50 – 100m. The mangroves restrict views, and access to the water from the main road and public spaces along the water's edge. The township is not considered good for swimming, and locals will go west of the town to Māngungu Wharf to swim, however this is also in need of repair.

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.

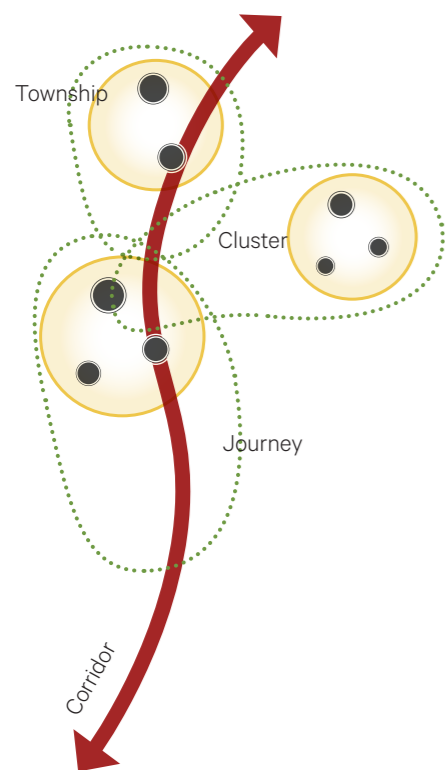
Framework. Kaupapa.



Themes. ULDF.

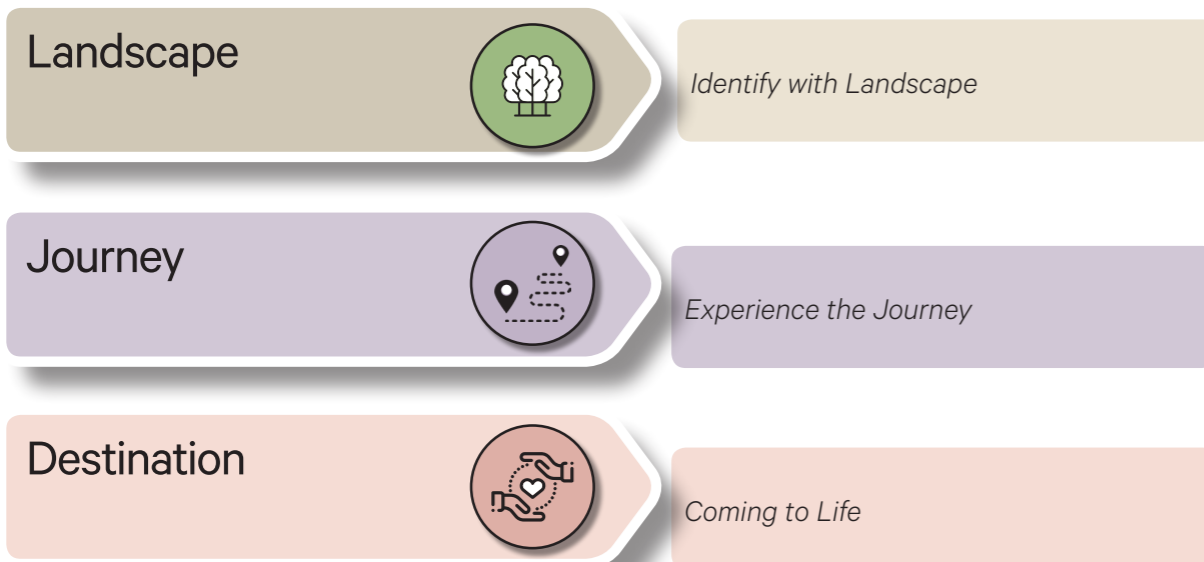
Improvement themes	
Place	Public realm and open space, Community heart, Legible town
Movement	Connections, Safety and access, Wayfinding
Experience	Parking and convenience, Places to stop, stay, spend, Local attractions and explorations

Executive Summary.



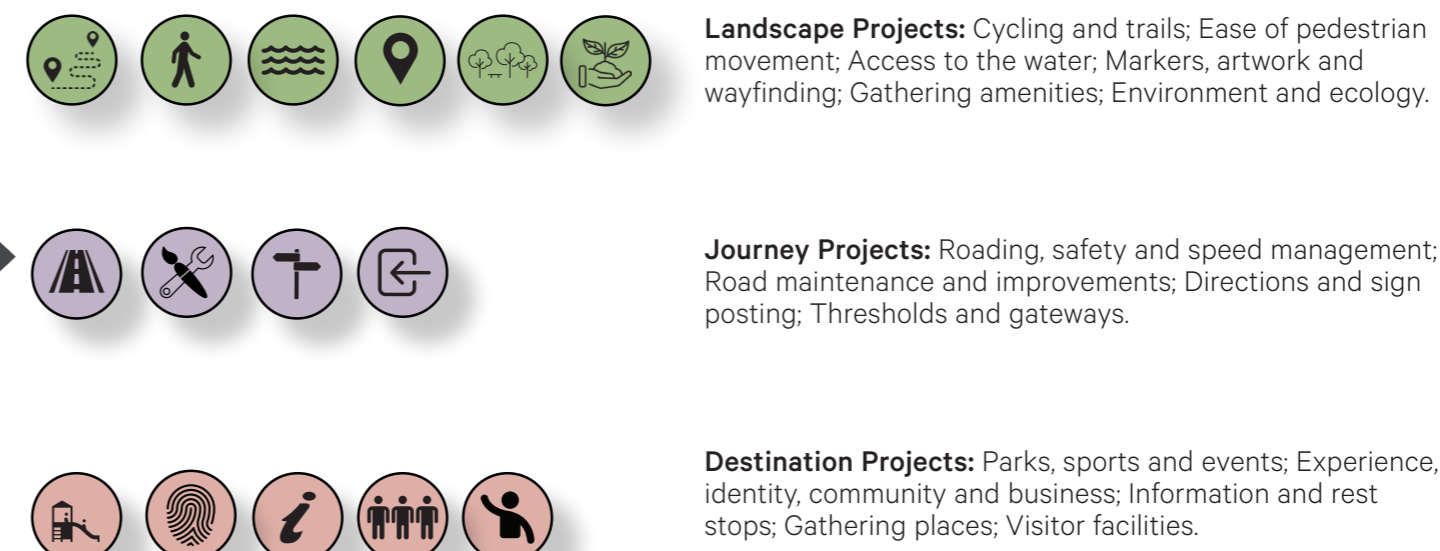
Investment Objectives.

Township Plans.
(Enquiry by design)

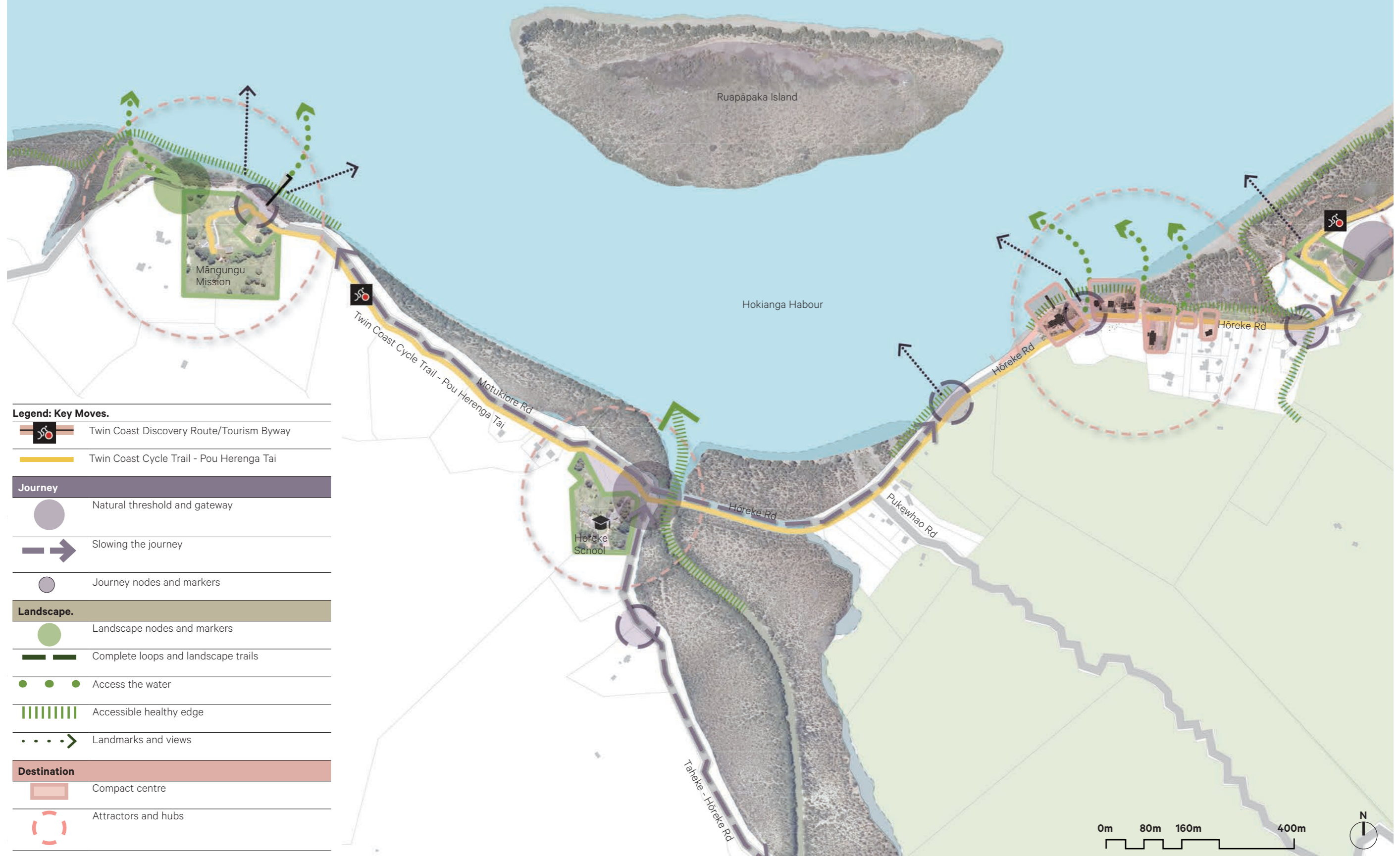


Improvement Projects.

'Toolkit' Examples.



Hōreke Key Moves Plan.



Legend: Key Moves.

Twin Coast Discovery Route/Tourism Byway

Twin Coast Cycle Trail - Pou Herenga Tai

Journey

Natural threshold and gateway

Slowing the journey

Journey nodes and markers

Landscape.

Landscape nodes and markers

Complete loops and landscape trails

Access the water

Accessible healthy edge

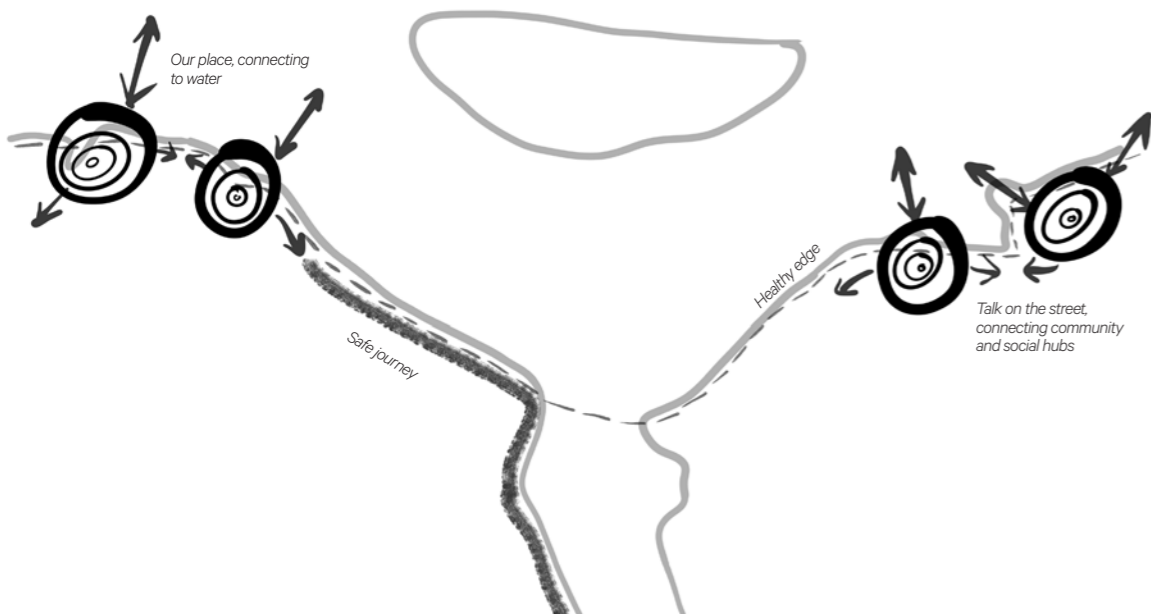
Landmarks and views

Destination

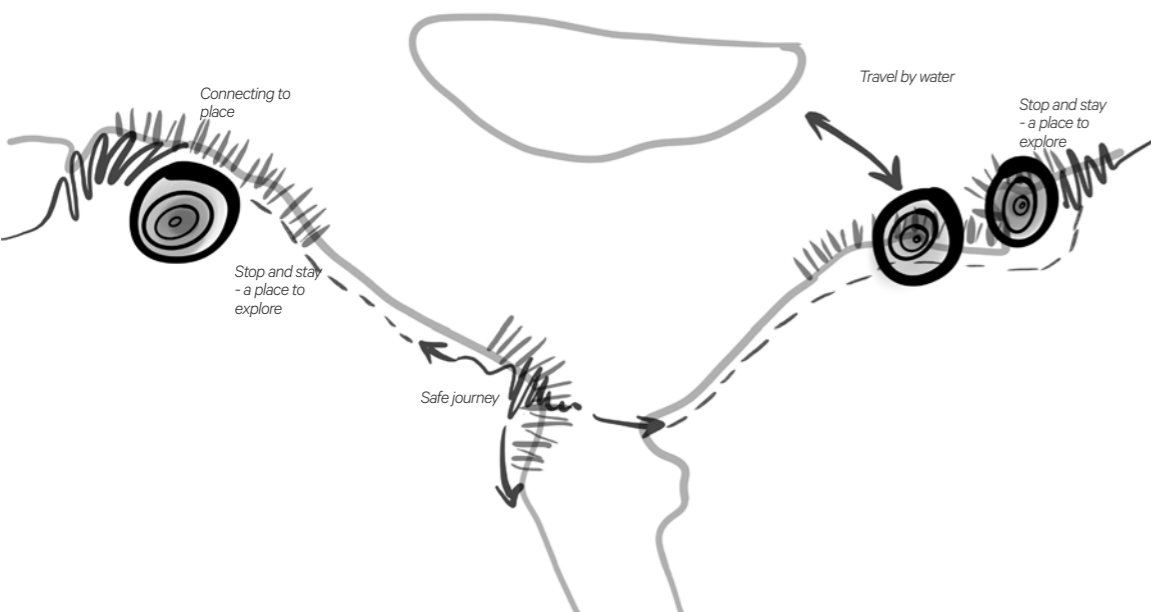
Compact centre

Attractors and hubs

Vision and Objectives.



Hōreke Community Key Moves Sketch Map.



Hōreke Visitor Key Moves Sketch Map.

Key Move 1

Identify with landscape

Healthy edge and waterways, feeding the Hokianga.

Edge repair - restoration planting along tidal edge and streams flowing to harbour

Improve harbour and upstream water quality. Partner with Iwi-Hapū for long term water health planning

Improve access to the harbour: celebrate landscape narrative and tell Hōreke and Hokianga stories



Key Move 2

Experiencing the journey

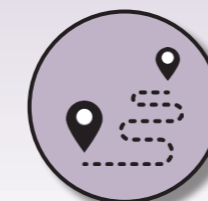
Land the cycle trail on an active Hōreke spine.

Slow the township centre

Create positive and connected street environment - safe road sharing for pedestrian/cyclist and vehicles

Visitor information and wayfinding at local activity nodes

Safe streetscape: footpaths, lighting and drainage



Key Move 3

Coming to life

Thriving Hōreke identity and enterprise.

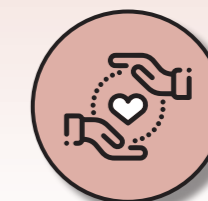
Celebrate Hōreke's māori identity

Integrate and connect community into existing local activity hubs

Encourage/allow informal community interactions along street

Support multi-purpose retail and information

Connect and make the cycle trail 'visible' in township centre



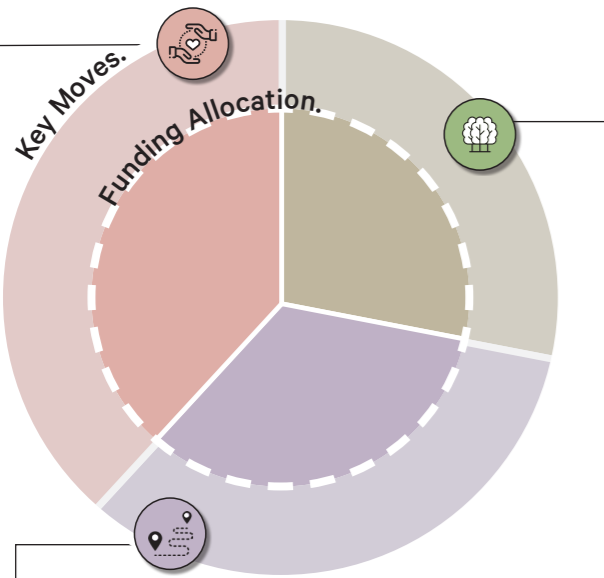
Improvement Project Timeline.

Short Term. Early implementations. 0-3 Years.

Identify with landscape.

Healthy edge and waterways, feeding the Hokianga.

- Wharf condition assessment and passenger ferry
- Repair boat ramp and paint wharf
- Coastal edge planting
- Plant the bridge
- Stream channel restoration planting



Experiencing the journey.

Land the cycle trail on an active Hōreke spine.

- Mainstreet tidy and temporary interventions for traffic calming and cycling
- Signage and traffic calming interventions for walking and cycling to the school
- Gateway and wayfinding pou markers
- Speed threshold treatment along Hōreke road
- Temporary linemarking and signage through town to bring the Twin Coast cycle trail through town

Coming to life.

Thriving Hōreke identity and enterprise.

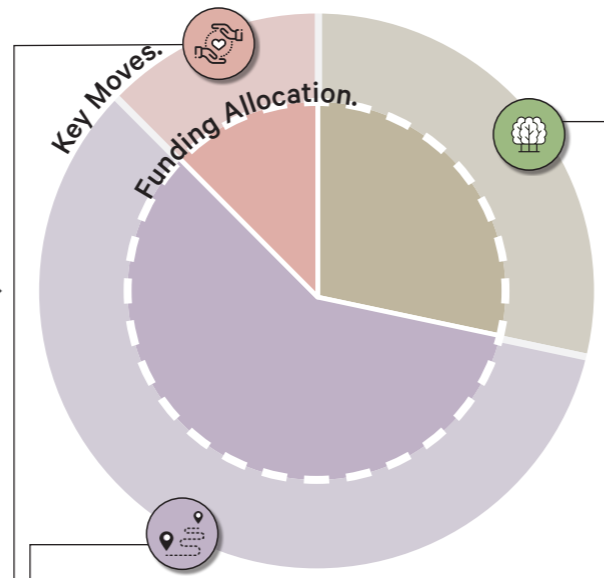
- Community gathering space on cycle trail
- Seating, signage and rest area
- Pop up information kiosk, parking and toilets at town hall
- Pou markers for wayfinding and identity
- Mainstreet rest area seating and signage

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

Identify with landscape.

Healthy edge and waterways, feeding the Hokianga.

- Selective mangrove removal
- Seawall repair and edge restoration
- Wharf upgrade
- Stream channel restoration planting



Experiencing the journey.

Land the cycle trail on an active Hōreke spine.

- Health clinic carpark upgrade

Coming to life.

Thriving Hōreke identity and enterprise.

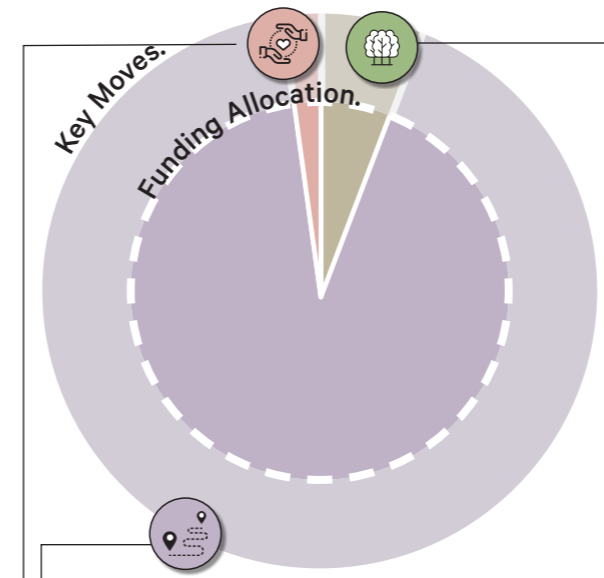
- Community gathering space facilities
- Freedom camping facilities
- Destination playground
- Youth centre & Whare Waka building facelift and signage
- Wharf parking and rest area upgrade and artwork

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

Identify with landscape.

Healthy edge and waterways, feeding the Hokianga.

- Pou Herenga Tai cycle trail extension
- Dedicated walking and cycling connection to the school
- Seal the road to visitor attractions
- Seal the road through to Utakura Valley
- Replace information kiosk
- Māngungu wharf upgrade and ongoing coastal edge restoration



Experiencing the journey.

Land the cycle trail on an active Hōreke spine.

- Mainstreet tidy and temporary interventions for traffic calming and cycling
- Signage and traffic calming interventions for walking and cycling to the school
- Gateway and wayfinding pou markers
- Speed threshold treatment along Hōreke road
- Temporary linemarking and signage through town to bring the Twin Coast cycle trail through town

Coming to life.

Thriving Hōreke identity and enterprise.

- Community gathering space on cycle trail
- Seating, signage and rest area
- Pop up information kiosk, parking and toilets at town hall
- pou markers for wayfinding and identity
- Mainstreet rest area seating and signage

Plan reference

Number Name

LANDSCAPE	
1A	Mangrove clearance at the heart
1B	Sea wall / edge restoration
1C	Improve access onto the water
1D	Maintain views to the harbour
1E	Hōreke bridge and stream access improvements
JOURNEY	
2A	Hōreke mainstreet, slowing speeds and connecting places
2B	Pou Herenga Tai cycle trail connecting with the town
2C	Hōreke Road pedestrian and cycle link from the town to the School (and to Māngungu Mission)
2D	Gateway markers in to the town
2E	Tāheke / Hōreke Road upgrade improvements
2F	Motukiore Road upgrade improvements
2G	Hōreke Road, Utakura Valley upgrade improvements *off map
DESTINATION	
3A	Improving open space for community and visitor use
3B	Health Clinic link and car park upgrade
3C	Town Hall, information kiosk and car park improvements
3D	Playground upgrade with seating and shade
3E	Youth Center establishment
3F	Whare Waka improvements and connection to the water
3G	Boat ramp, wharf and car parking upgrade
3H	Māngungu wharf and Mission House improvements
3I	Māngungu reserve access improvements and connection to water

Hōreke Improvement Plan.



Legend.

1. Landscape Improvements.	
	Sea wall/edge restoration
	Selective mangrove clearance
	Edge restoration planting
	Roadside amenity planting
	Pou Herenga Tai Cycle Trail
	Views to the harbour
2. Journey Improvements.	
	Town slow speed environment
	Unsealed road
	Footpath upgrade/widen
	Access to the water
	Gateway
	Interval threshold treatments
	New directional signage
	Frictional surfacing
	Improved parking
	Proposed speed change signage - subject to necessary approvals
	Warning people/cyclist signage
	Proposed additional compost toilets
	Existing public toilets
	Additional Water Tanks
3. Destination Improvements.	
	Building/facility
	Civic destination
	School

Final



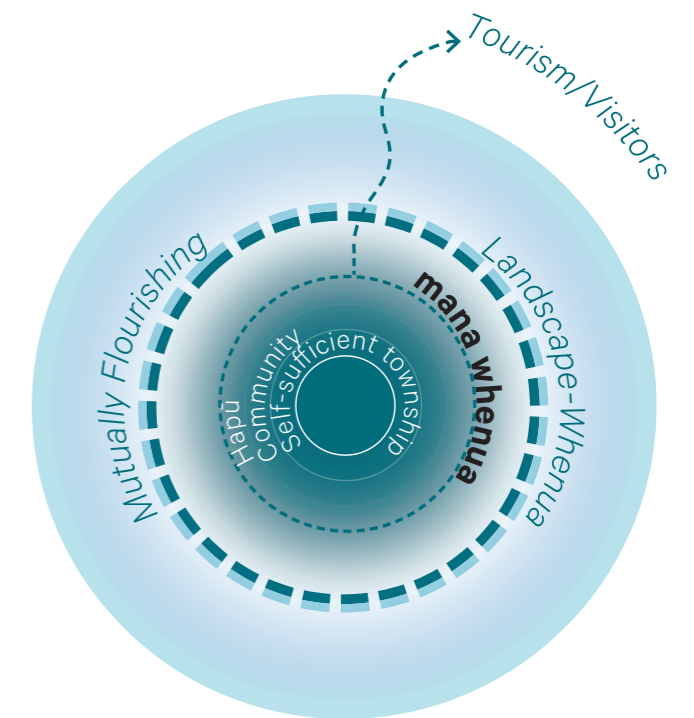
Twin Coast Discovery

Isthmus.



Final

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.

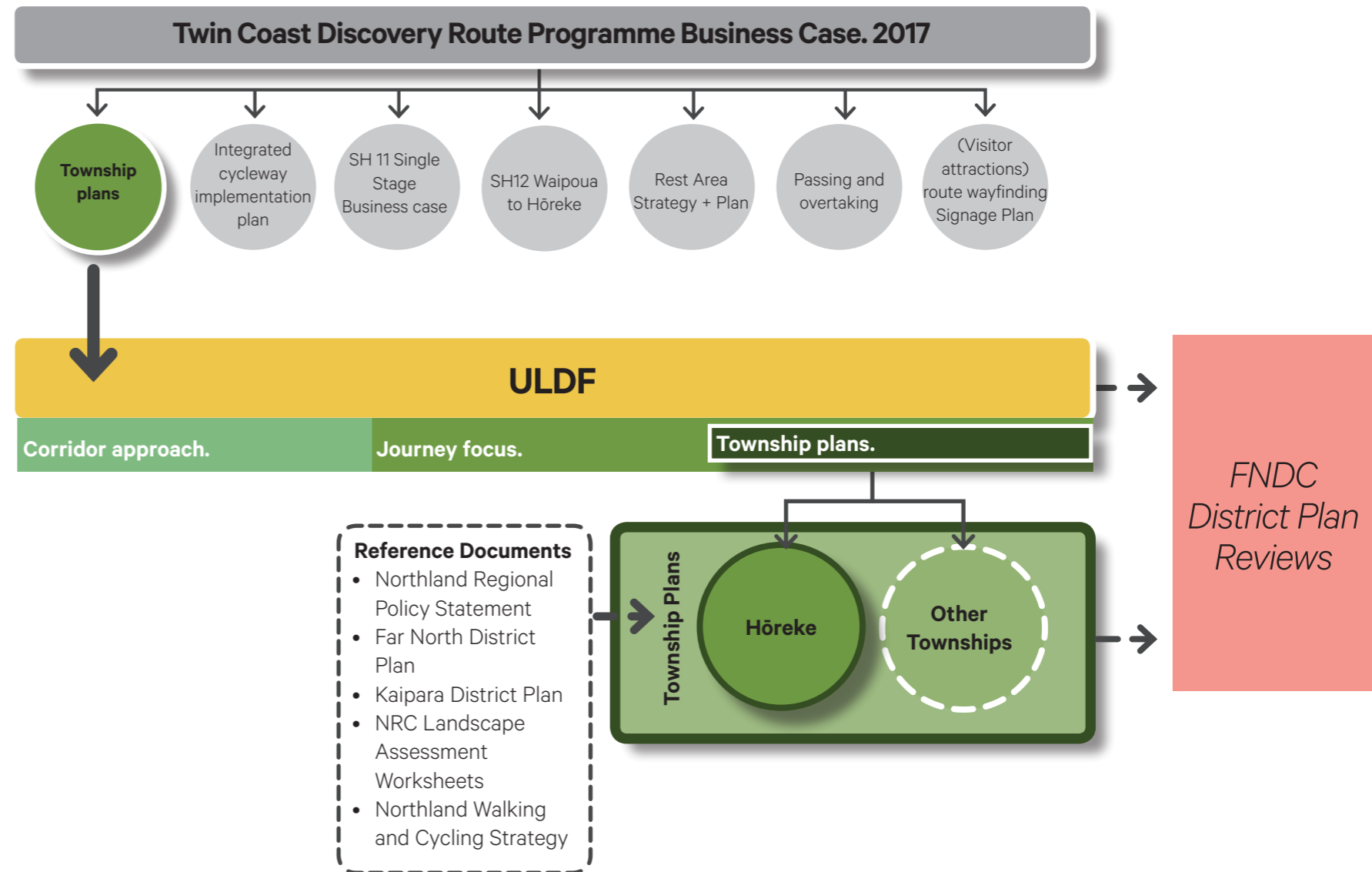
Purpose of the Township Plan.

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.



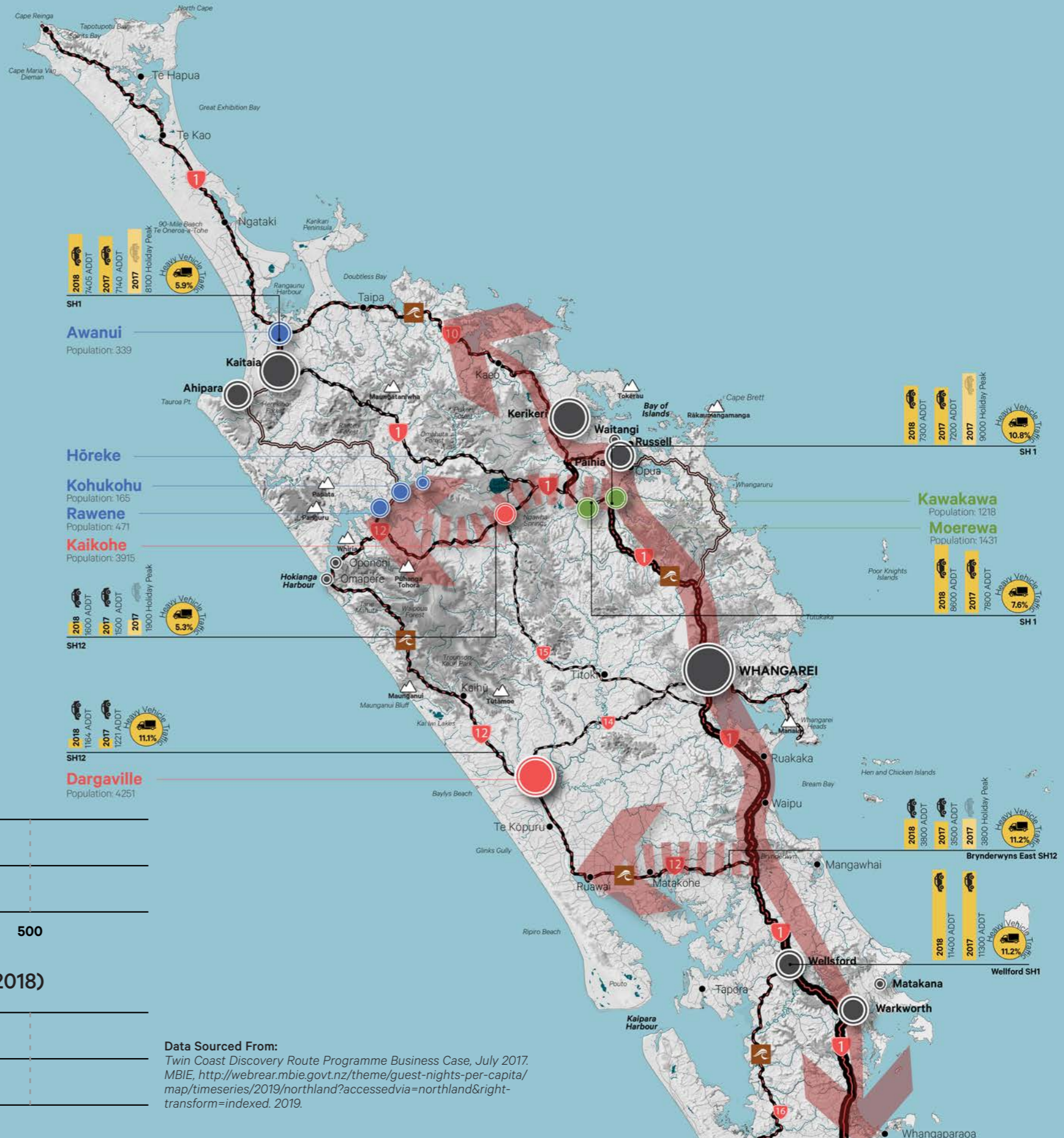
Problem Definition. The TCDR Programme Business Case (PBC).

Legend.

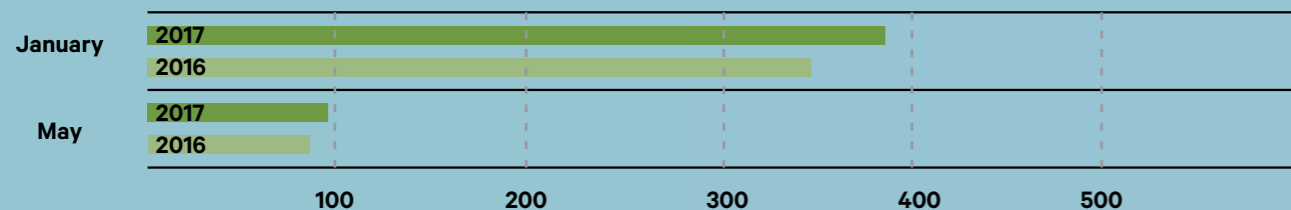
- 10,000-50,000 Average Vehicle Count Per Day
- 5,000-10,000 Average Vehicle Count Per Day
- <5,000 Average Vehicle Count Per Day
- High Volume Road - Road Classification
- National - Road Classification
- Regional - Road Classification
- Primary Collector - Road Classification
- Secondary Collector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

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

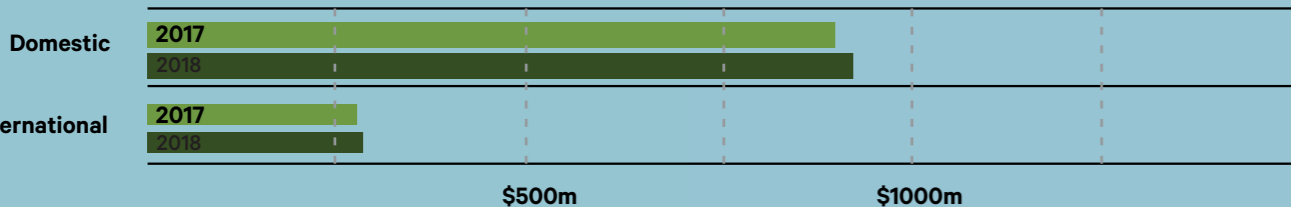
NZTA, State highway volumes by region,
<https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/> October 2019.



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.

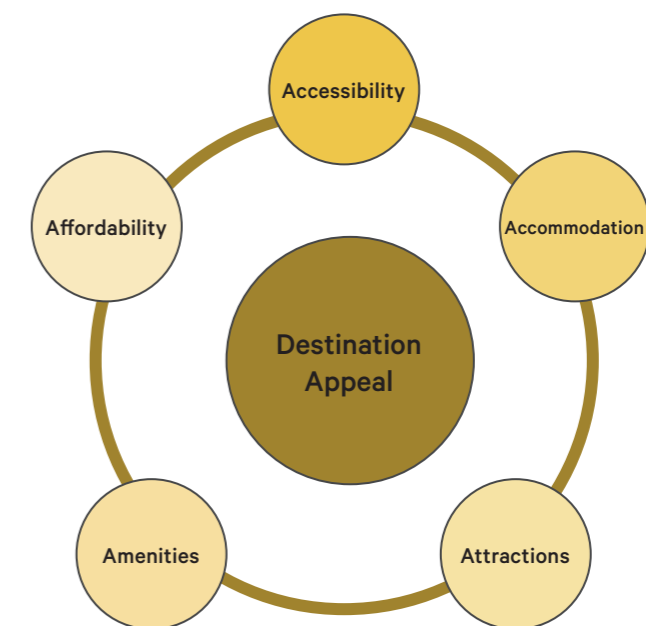
Accommodation: Options are currently limited in the townships, and difficult to sustain. With clusters of townships, there is usually one larger town which provides the majority of accommodation options for all. Options should be expanded to cater to increasing free independent travellers (FIT), for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

Hōreke - 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 Hōreke in relation to the Government Policy Statement (GPS) land transport priorities.

Safe transport system: Hōreke is isolated and less affected by traffic volumes, speed and heavy vehicles than other towns. The unsealed roads are a deterrent to many visitors, however the Pou Herenga Tai Twin Coast Cycle Trail provides access by alternative active modes that could be extended by a regular ferry service.

Access, resilience and transport choice: Road closures have been historically concentrated on SH1 in the Mangamuka Gorge, including Rangiahua bridge. Hōreke is not on the TCDR or a State Highway/ byway, but it is connected by the Twin Coast Cycle Trail. Improved access to Hōreke, and from Hōreke to surrounding visitor attractions such as Mangungu mission and Wairere Boulders can be achieved through road resealing, cycleway extension and water access that enables more transport choice.

Reduced adverse effects on the environment: Historical reclamations, surrounding landuses and harbour siltation have led to environmental issues. Infrastructural upgrades, mangrove removal and

Journey and Cluster Map. Hokianga Harbour.



Legend.

- State Highways, roads and infrastructure
- Twin Coast Discovery Route
- Tourism Byway
- Road (non-highway)
- SH 1 SH 14
- SH 10 SH 15
- SH 11 SH 16
- SH 12 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 Ngā Maunga o Ngāpuhi
- Church EV charging station
- Campground Single lane bridge
- Rest stop: existing/improvements/proposed Ferry connection
- Short walks

Location Plan



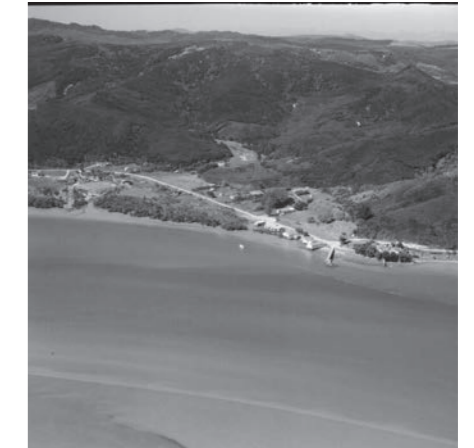
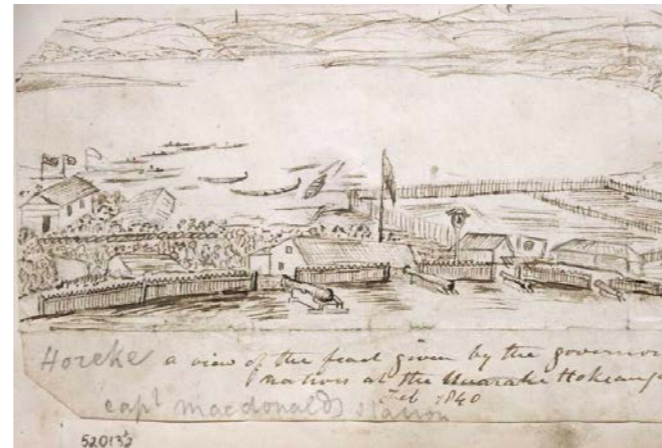
Township Context.

Historic Context.

The Hokianga is considered to be one of the oldest settlements of Māori, and many hapū have strong associations with the area.

Hōreke is one of the oldest towns in New Zealand, hosting New Zealand's first pub and post office. Hōreke was originally established as a ship building yard in the 1820's and in 1828 the mission at Māngungu was established.

The Māngungu Mission built in 1838-1839, is situated on a hillside with a stunning view over the Hokianga Harbour. The Māngungu Mission was the location of the largest signing of the Treaty of Waitangi, with over 70 chiefs, before a crowd of up to 3,000 people on the 12th February 1840.



Historic Context Sourced from: Nation Library, Digital Collection, 1873, 1890, 1958.

Landscape Catchments.

Hōreke is located on the banks of the inland reaches of the Hokianga. At Hōreke the harbour is shallow and tidal, characterised by mangrove habitat and mudflats, before it continues east twisting around headlands, and disappearing into rivers fed from the surrounding forested mountain ranges. Between Hōreke and State Highway 1 at Rangiahua are some of the finest tidal marshes in New Zealand. Hundreds of wildfowl and endangered swamp birds thrive in these marshlands.

The Hōreke township is defined by the Hokianga Harbour to the north, with the large sweeping bay mirrored by the mangrove Ruapāpaka Island. Hōreke sits between the tidal mangrove harbour edges and steep bush clad hill side to the south, divided by the Wairere River that separates Hōreke from Māngungu.



Landscape Catchment/Wider Context

Land Use and Township.

Today, the historic origins of Hōreke are apparent in the many remaining historic buildings and structures, with many buildings located on the harbour edge, and residential buildings scattered across the foothills. Dairy, agricultural and forestry are now the major industries in the area.



Township Context



3. Design kawa. Process.

Tūmatanui
What is shared

Tūmataiti
What is held

Stop, Stay, Spend
→
Visitors

←
Community
He Oranga - Economic Uplift



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 knowledge and development initiatives already underway in each town. Hōreke does not have a Community Development Plan in place; the Township Plan is the first collective plan that identifies the community aspirations as focus areas and objectives (refer to the appendices of this document for a summary).

The infographic on this page sets out the process that has determined what improvement projects are recommended for Hōreke 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.



Township Plan Process.

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.

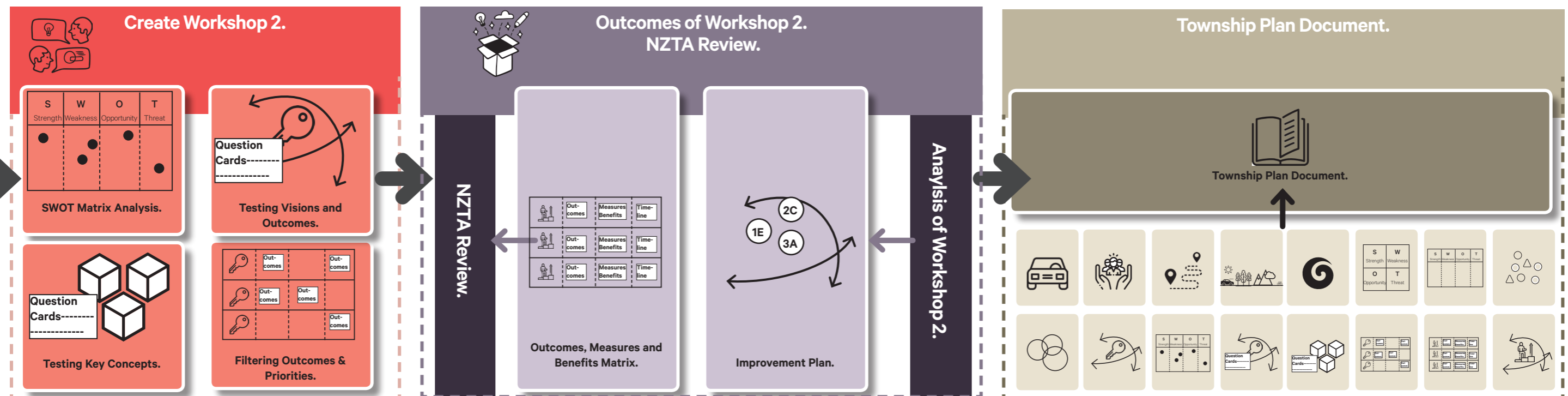
Testing and refining the objectives and measures: 'Create' workshop session two with Community Focus Group followed by an open community drop in session, confirming the measures for community wellbeing and economic uplift that are specific to the township, and using these to guide priorities, time frames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

Outcomes of Workshop 2.

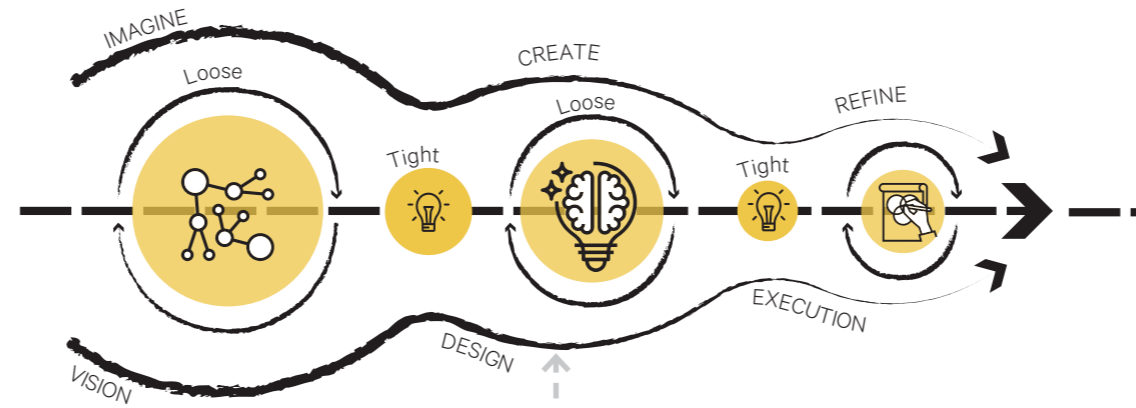
Refining Township Plan improvement projects: Refined, scoped, reviewed and measured for long term benefits. Technical and design interpretation helps to shape the parameters for what is possible, and how improvement projects can be packaged and delivered in a way that will contribute to the function,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

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

26 July 2019
Workshop: 1.30PM to 7.30PM

Key concepts & principles.

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

NZTA Review

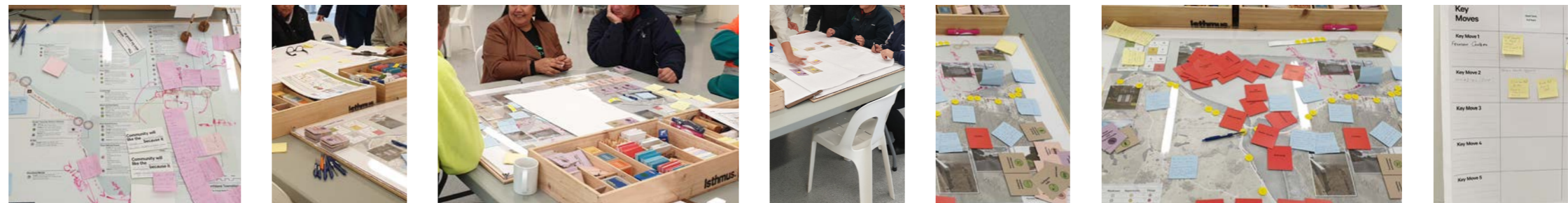
Refinement and integration with the ULDF

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)

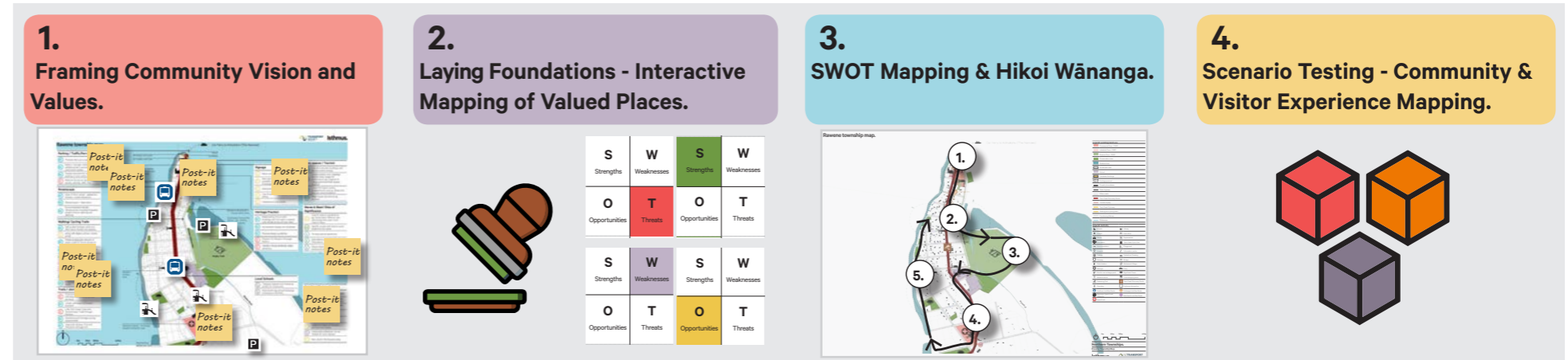
Workshop Attendance - 19 people attended workshop one. Refer to appendices for detailed workshop attendance information.

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 - 16 people attended workshop two and an additional 15 people registered school children. Refer to appendices for detailed workshop attendance information.

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



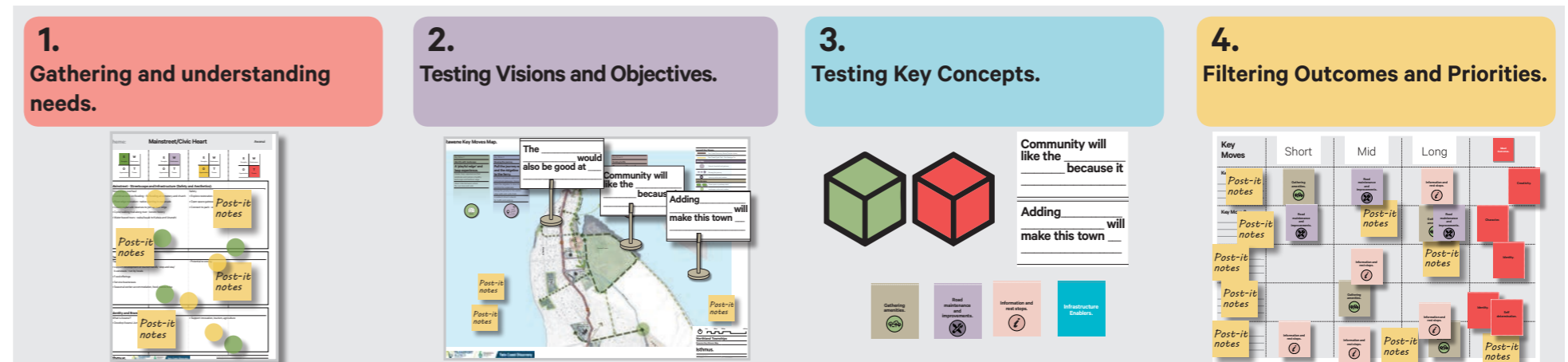
Session 1 Framing:
A. Understanding the purpose and mutual benefit framework
B. Establishing community vision and values

Session 2 Laying the Foundation:
A. Interactive mapping identifying important/treasured natural, cultural or historic places at a 'Journey' and 'Township' scale.
B. Establish what requires the most attention using SWOT cards

Session 3 Hikoi Wānanga:
Hikoi around the town led by the community, identifying key sites for improvements

Session 4 Scenario Testing:
Mapping outcomes and scenarios through interactive community and visitor scenario dice

Workshop 1. Imagine.



Session 1 Gathering and Understanding needs:
Review SWOT analysis from workshop 1. Establish what requires more understanding and focus

Session 2 Testing the Visions and Objectives:
Test and build on key moves, objectives and vision statements. Testing the key moves spatially on the map and prompting potential outcomes.

Session 3 Testing Key Concepts:
Reviewing focus areas improvement projects, with 'prompt question' cards and testing community and visitor scenarios.
Establish priority focus areas outcomes using 'toolkit' theme cards

Session 4 Filtering Outcomes and Priorities.
Look at the sequence of improvement along a time line to enable key outcomes.

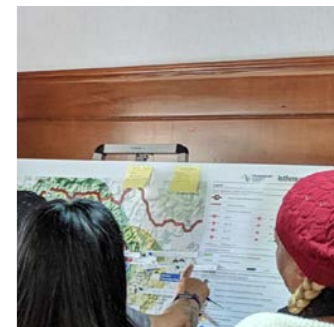
Workshop 2. Create.

SWOT Dot Map.

Legend: SWOT

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

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



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 Culture of Hōreke – Rich in both Māori and Pākehā
- Landscape/Harbour Location – Strong connection to the Hokianga Harbour, mangroves and mud flats, bird life and landscape
- Parking – Central parking
- Programmes – Youth Programmes, marae and treaty
- Māngungu Reserve – Good size trees, access to the water and boat/waka launching site

W

Weakness

- Traffic Speeds – Traffic speeds and speeding issues, traffic calming needed
- Road edges/Verge – Stop people dumping rubbish on verges, potential planting of verge edges
- Public Facilities – Limited facilities for campers/ campervans, no showers or toilets
- Event Spaces/Venue – Townhall has events and venue limitations
- Signage – Limited wayfinding signage, poor imagery at entrances to Hōreke water quality signs (toxic waterways)
- Parks and Playgrounds – Need a shared area for families and children with shade and seating.

O

Opportunity

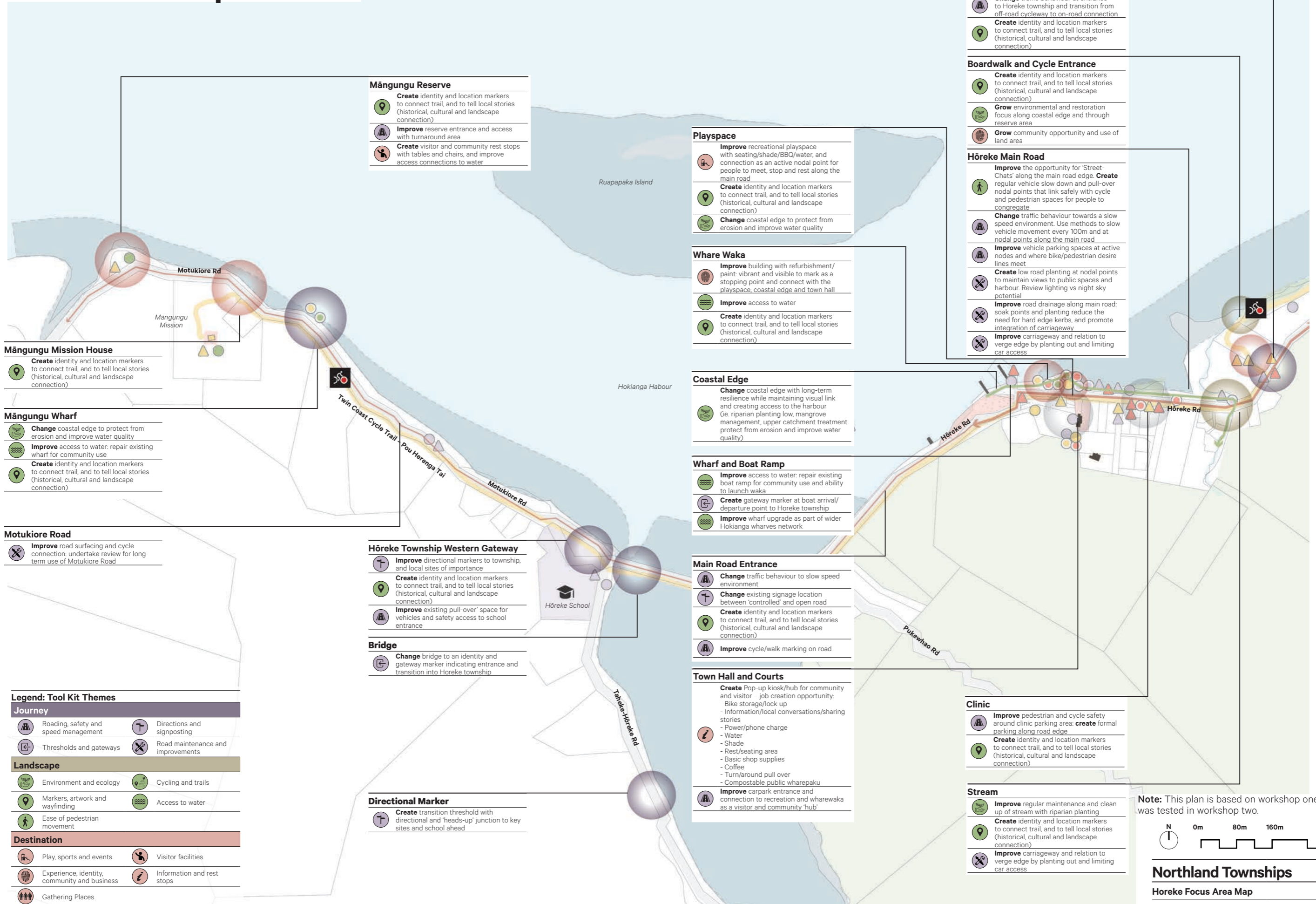
- Enhanced township facilities – Toilets, showers and backpackers accommodation, pop up café, information site, nursery and tourism operators
- Parks and Public Open Space – Shade and shelter provision in public open space, seating and potential outdoor stage
- Improved Resilience against Flooding – Seawall repairs and potential stop bank
- Wayfinding – Pou carving and pou workshop space, and entry point signage and art
- Cycle Trail – Hōreke building off cycle way visitors and encouraging them to stay
- Parking – Improved health clinic parking and pedestrian access to the health clinic
- Māngungu Reserve/ Māngungu Mission House – Building on these facilities for both community and visitors

T

Threat

- Parking – Parking on the street creates safety issues for both cars and pedestrians
- Resilience against flooding and erosion – Retain the bank to stop erosion at the Whare Waka shed
- Facilities – Limited facilities such as toilets, general store and information

Focus Area Map.



Māngungu Reserve

- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)
- Improve** reserve entrance and access with turnaround area
- Create** visitor and community rest stops with tables and chairs, and improve access connections to water

Playspace

- Improve** recreational playspace with seating/shade/BBQ/water, and connection as an active nodal point for people to meet, stop and rest along the main road
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)
- Change** coastal edge to protect from erosion and improve water quality

Whare Waka

- Improve** building with refurbishment/ paint: vibrant and visible to mark as a stopping point and connect with the playspace, coastal edge and town hall
- Improve** access to water
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)

Coastal Edge

- Change** coastal edge with long-term resilience while maintaining visual link and creating access to the harbour (ie. riparian planting low, mangrove management, upper catchment treatment protect from erosion and improve water quality)

Wharf and Boat Ramp

- Improve** access to water: repair existing boat ramp for community use and ability to launch waka
- Create** gateway marker at boat arrival/ departure point to Horeke township
- Improve** wharf upgrade as part of wider Hokianga wharves network

Main Road Entrance

- Change** traffic behaviour to slow speed environment
- Change** existing signage location between 'controlled' and open road
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)
- Improve** cycle/walk marking on road

Town Hall and Courts

- Create** Pop-up kiosk/hub for community and visitor - job creation opportunity:
 - Bike storage/lock up
 - Information/local conversations/sharing stories
 - Power/phone charge
 - Water
 - Shade
 - Rest/seating area
 - Basic shop supplies
 - Coffee
 - Turn/around pull over
 - Compostable public wharepaku
- Improve** carpark entrance and connection to recreation and wharewaka as a visitor and community 'hub'

- Create** transition and gateway marker for both car and cyclist at entrance into Horeke township
- Change** traffic behaviour at entrance to Horeke township and transition from off-road cycleway to on-road connection
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)

Boardwalk and Cycle Entrance

- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)
- Grow** environmental and restoration focus along coastal edge and through reserve area
- Grow** community opportunity and use of land area

Horeke Main Road

- Improve** the opportunity for 'Street-Chats' along the main road edge. **Create** regular vehicle slow down and pull-over nodal points that link safely with cycle and pedestrian spaces for people to congregate
- Change** traffic behaviour towards a slow speed environment. Use methods to slow vehicle movement every 100m and at nodal points along the main road
- Improve** vehicle parking spaces at active nodes and where bike/pedestrian desire lines meet
- Create** low road planting at nodal points to maintain views to public spaces and harbour. Review lighting vs night sky potential
- Improve** road drainage along main road: soak points and planting reduce the need for hard edge kerbs, and promote integration of carriageway
- Improve** carriageway and relation to verge edge by planting out and limiting car access

Horeke Township Western Gateway

- Improve** directional markers to township, and local sites of importance
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)
- Improve** existing pull-over 'space' for vehicles and safety access to school entrance

Bridge

- Change** bridge to an identity and gateway marker indicating entrance and transition into Horeke township

Directional Marker

- Create** transition threshold with directional and 'heads-up' junction to key sites and school ahead

Māngungu Mission House

- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)

Māngungu Wharf

- Change** coastal edge to protect from erosion and improve water quality
- Improve** access to water: repair existing wharf for community use
- Create** identity and location markers to connect trail, and to tell local stories (historical, cultural and landscape connection)

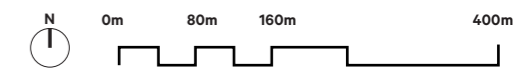
Motukiore Road

- Improve** road surfacing and cycle connection: undertake review for long-term use of Motukiore Road

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

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




Northland Townships
Horeke Focus Area Map

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: Mainstreet/Landscape		Hōreke																																	
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<h3>Mainstreet</h3> <ul style="list-style-type: none"> • Manage and control vehicle traffic - the road is a public space • Allow for road as a "meeting" and connecting space - safe pullover areas 		<ul style="list-style-type: none"> • Formalise nodal areas managing intersecting traffic/parking/cycle and walk at time of peak use 																																	
<h3>Landscape</h3> <ul style="list-style-type: none"> • Involve with iwi/hapu management towards restoration of environment • Support local based initiatives/riparian planting/nursery/operations and management of base infrastructure/information and cycleways support 		<ul style="list-style-type: none"> • Celebrate landscape as a part of ytge visitor experience link infrastructure between car/boat/bike • Mark and identify local stories - strength in collective 																																	

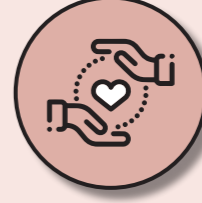
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Journey.

Theme: Journey		Hōreke																																	
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<h3>Journey</h3> <ul style="list-style-type: none"> • Improve signage, marking and identification of nodes and consistency between them • Improve the quality, look and feel as you enter and move through the towns 				<ul style="list-style-type: none"> • Indicate nodal points and relationship between spaces • Suitable for both walk/cycle/car/boat experience at points of intersection and direction 																															

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Destination.

Theme: Destination		Hōreke																																	
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<h3>Destination</h3> <ul style="list-style-type: none"> • Hōreke connects a number of nodla destinations along it's edge - experience however requires better physical infrastructure to identify and support these opportunities • The destination points celebrated together, share the current stories and past histories unique to Hōreke • Support basic and consistent 'infrastructure' at each point/node - reference back to each other across harbour • Create connected family/community orientated nodal spaces 				<ul style="list-style-type: none"> • Integrate community into development and operation of functional spaces, job creation 																															

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Prioritisation Principles.

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

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 Hōreke have emerged through a ‘card sort’ activity, linking core values and desirable outcomes to timeline and sequence.

The Hōreke community would like to prioritise improving access to and connections between local attractions and the water’s edge. Improving road safety is important, particularly for pedestrians and cyclists. A cultural narrative overlay along these connections is also a priority, and pou can be used to mark the route between the township and Māngungu Mission, and to integrate connections to the harbour. Creating a strong visual and spatial link between Māngungu, Hōreke and the water will enable opportunities to celebrate and make visible local history and identity. Improving water quality at the catchment level, and ecological restoration along the harbour edge is essential for the Hōreke community, and should be integrated into development projects.

It is also important to the Hōreke community that future developments support both locals and visitors, and follow a social procurement process to encourage job creation and economic uplift. New or redeveloped public space gathering places should seek to bring locals and community members together to enrich the visitor experience.

In working with and supporting the community to gain momentum with the social and environmental projects already underway in Hōreke, the manaakitanga of the township, and its ability to support and welcome visitors, will increase. In principle, early or short term improvement projects would enable longer term environmental gains, and would contribute to:

- **Landscape:** Environment and ecology, and access to the water- restoration and enhancement of the Hokianga to improve the health of the harbour, and coastal edge repair which integrates access to the water, providing the community with places to swim, launch boats and catch the ferry.
- **Journey:** Road maintenance and safety improvements sealing the roads to improve connectivity, speed management through the township, and safety to local, regional, and nationally significant visitor attractions (such as the schools and community hubs, Wairere Boulders, and Māngungu Mission).
- **Destination:** Identity, community and business- benefit from improved visitor facilities enticing people to stop and spend, and stay longer in the township. A pop-up shop for basic would serve both locals and visitors, and facilitate authentic social interactions, manaakitanga and celebration of local identity and pride.

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 connect along the cycle trail to local attractions, safe connections to social hubs of activity, and promote access to the water, integrated into environmental restoration of the harbour edge and the wider catchment. The top three overall priorities in order are:

1. Improving the health of the harbour, repairing and enhancing the coastal edge, and access to the water.
2. Improving the roads by sealing connections to local attractions, slowing speeds and increasing pedestrian safety.
3. Providing a reason to stop and stay, with markers and information and visitor facilities that celebrate Hōreke.

Priority locations include:

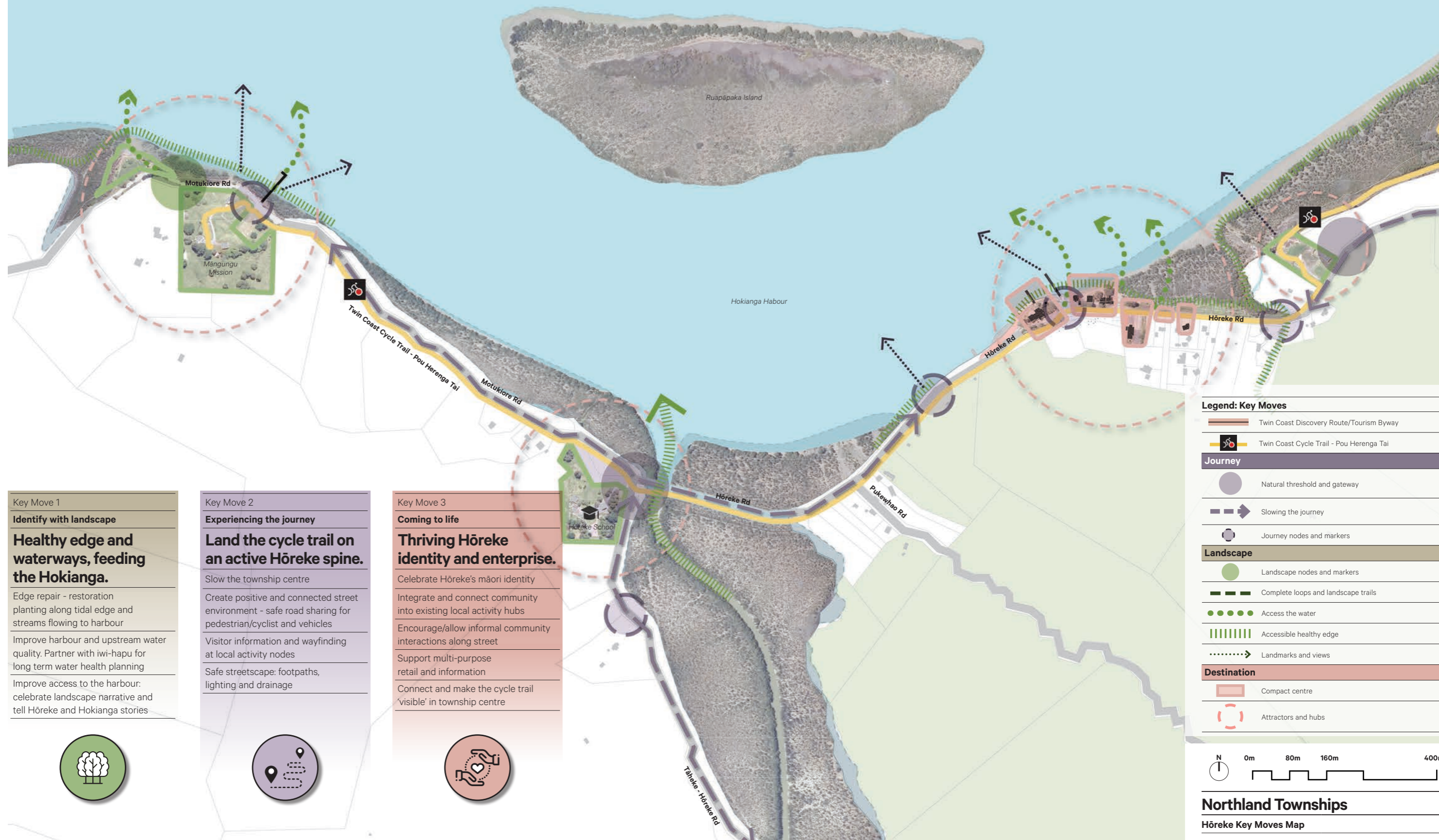
4. Coastal edge and planting restoration, mangrove removal in Hōreke Township to open up views to the harbour.
5. Sealing Motukiore Road and Tāheke-Hōreke Road to link the township to Wairere Boulders, Māngungu Mission and Māngungu Reserve.
6. Markers and artwork along the cycleway, defining its route through Hōreke and leading to Māngungu Mission.

Prioritisation rationale (as identified with each community)

Hōreke

Group 1	Group 2
Landscape Priorities: 1. Environment and ecology 2. Markers, artwork and wayfinding	Landscape Priorities: 1. Access to the water 2. Environment and ecology 3. Gathering amenities 4. Ease of pedestrian movement 5. Markers, artwork and wayfinding
Journey Priorities: 1. Roading, safety and speed management	Journey Priorities: 1. Road maintenance and improvements 2. Roading, safety and speed management 3. Thresholds and gateways 4. Directions and signposting
Destination Priorities: 1. Visitor facilities 2. Information and rest stops	Destination Priorities: 1. Experience, identity, community and business 2. Gathering places 3. Play, sports and events 4. Information and rest stops 5. Visitor facilities
Top Priorities: 1. Roading, safety and speed management 2. Access to water 3. Environment and ecology 4. Markers, artwork and wayfinding 5. Information and rest stops	Top Priorities: 1. Roading, safety and speed management 2. Access to water 3. Environment and ecology 4. Experience, identity, community and business 5. Gathering places

Hōreke Key Moves Plan.



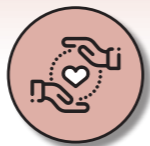
Key Move 1
Identify with landscape
Healthy edge and waterways, feeding the Hokianga.
Edge repair - restoration planting along tidal edge and streams flowing to harbour
Improve harbour and upstream water quality. Partner with iwi-hapu for long term water health planning
Improve access to the harbour: celebrate landscape narrative and tell Hōreke and Hokianga stories



Key Move 2
Experiencing the journey
Land the cycle trail on an active Hōreke spine.
Slow the township centre
Create positive and connected street environment - safe road sharing for pedestrian/cyclist and vehicles
Visitor information and wayfinding at local activity nodes
Safe streetscape: footpaths, lighting and drainage



Key Move 3
Coming to life
Thriving Hōreke identity and enterprise.
Celebrate Hōreke's māori identity
Integrate and connect community into existing local activity hubs
Encourage/allow informal community interactions along street
Support multi-purpose retail and information
Connect and make the cycle trail 'visible' in township centre



Legend: Key Moves

- Twin Coast Discovery Route/Tourism Byway
- Twin Coast Cycle Trail - Pou Herenga Tai

Journey

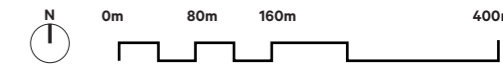
- Natural threshold and gateway
- Slowing the journey
- Journey nodes and markers

Landscape

- Landscape nodes and markers
- Complete loops and landscape trails
- Access the water
- Accessible healthy edge
- Landmarks and views

Destination

- Compact centre
- Attractors and hubs



Northland Townships
Hōreke Key Moves Map

OKAIHAU 23KM TAHEKE 17KM

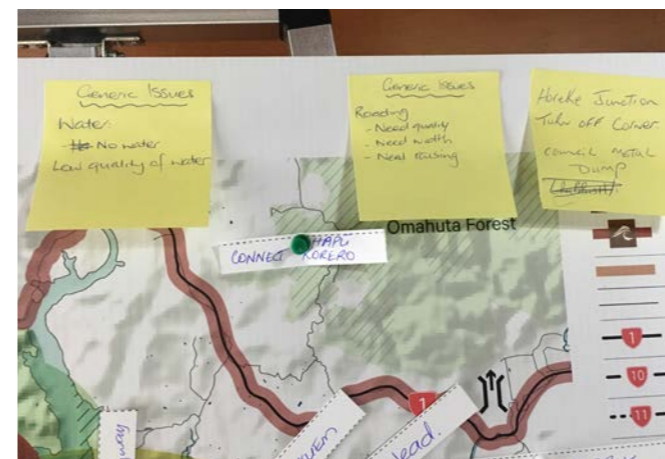
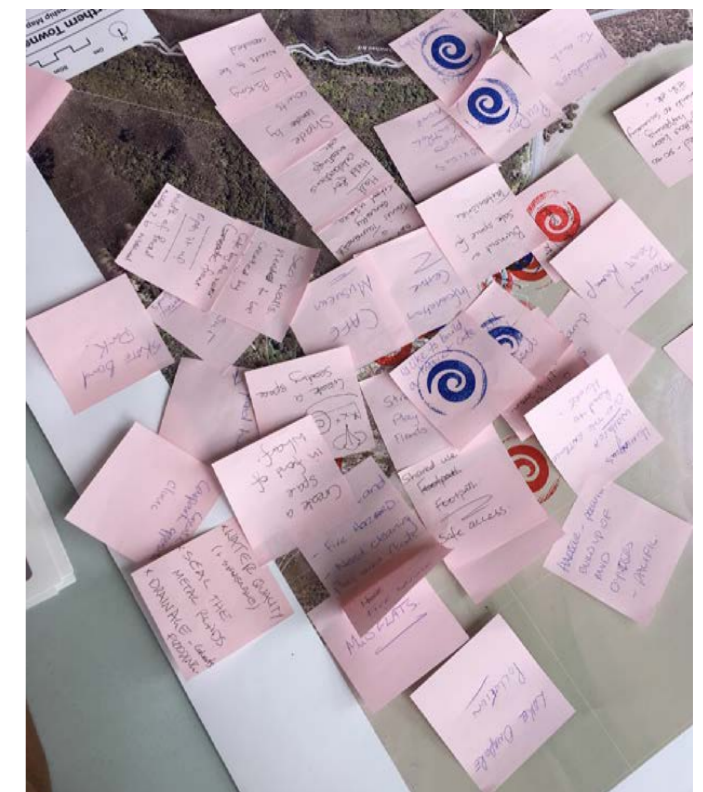
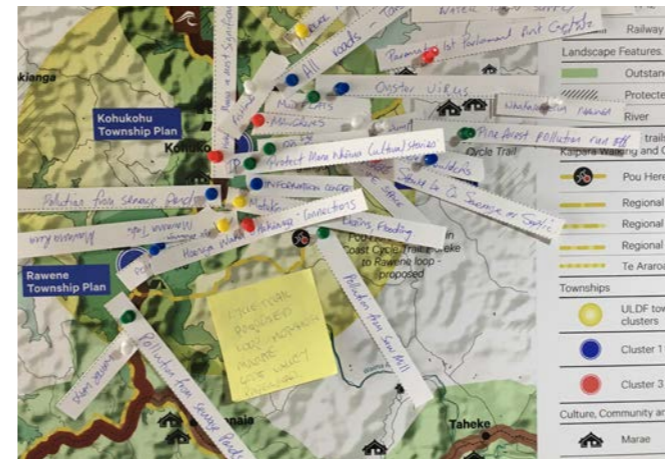
4. Kaupapa. Improvement Plans.



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 Hōreke 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 Hōreke that contribute to self-sufficiency and wellbeing.



Overarching Themes. Journey Scale.

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

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

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

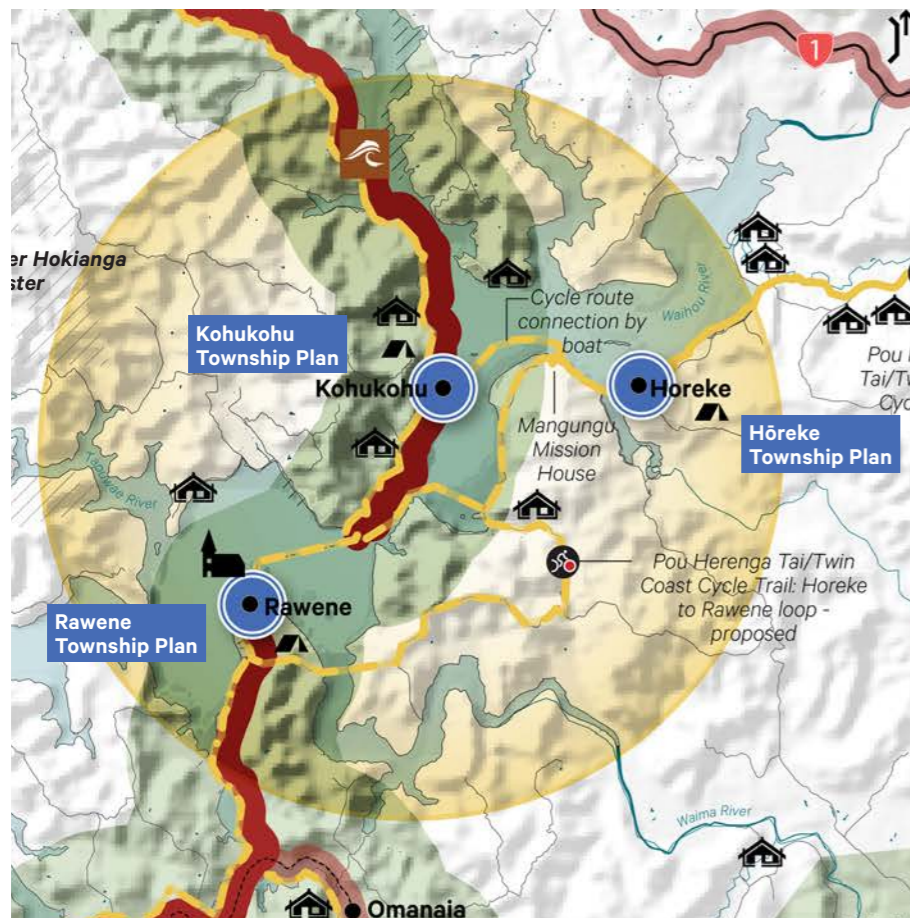
Cultural	
Problems and risks	Opportunities
<p>Many visitors are seeking an immersive and authentic experience, but the full richness of these places is not readily available and remains untapped potential in Northland. However the presence of many marae and churches side-by-side in the landscape evokes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

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

Overarching Themes. Cluster Scale.

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
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.

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.

Hōreke Big Ideas and Themes

Set on the southern edge of the upper Hokianga, Hōreke is a small settlement lying approximately 9km west of SH1, and 12km north of SH12 at Tāheke along a winding gravel road. The township is built along a narrow linear coastal edge stretching east and west between the harbour and a backdrop of bush-clad hills and ridges. Many of the older original buildings in the town were built extending out over the water due to limited available land, and the remaining collection of historic buildings add to Hōreke's historic character and charm. The centre of the township is marked by a boat ramp, wharf, and the Hōreke Tavern, the oldest pub in New Zealand, which is, along with the Riverhead Guesthouse, one of the only accommodation options in Hōreke. The main road through town (Hōreke Road), is the only public east-west connection linking the community to local amenity and each other.

Hōreke township is the second oldest colonial settlement in New Zealand and was established with primary access by boat. The Hōreke Wharf and adjoining boatramp are key local access points to the harbour. Much of the upper Hokianga and its coastal edge is now silted up due to vegetation removal and the effects of farming, agriculture and forestry further upstream as far as Lake Ōmāpere. This has affected the town's connection to and relationship with the water. The harbour edge at Hōreke Township was once beach, but is now fronted with a dense band of mangroves which extends out from the water's edge for between 50 – 100m. The mangroves restrict views, and access to the water from the main road and public spaces along the water's edge. The township is not considered good for swimming, and locals will go west of the town to Māngungu Wharf to swim, however this is also in need of repair.

With a small local population, the town serves a much wider catchment. The community is predominantly Māori. Because of its remote nature, the community bands together to support each other, and marae are important connecting points and gathering places for the community as is the physical centre of the township itself.

Hōreke has six marae near the township:

- Mataitaua Marae
- Motukiore Marae
- Paremata Marae
- Piki te Aroha or Rāhiri Marae
- Puketawa Marae
- Tauratamaru Marae

Hōreke has attractions, character and scenic beauty which are locally, regionally and nationally significant. Yet the town is remote and has no 'through traffic', (it is quicker to 'drive around' than shortcut through Hōreke), so it functions only as a difficult-to-get-to destination for a visitor, and is 'out of the way' for locals.

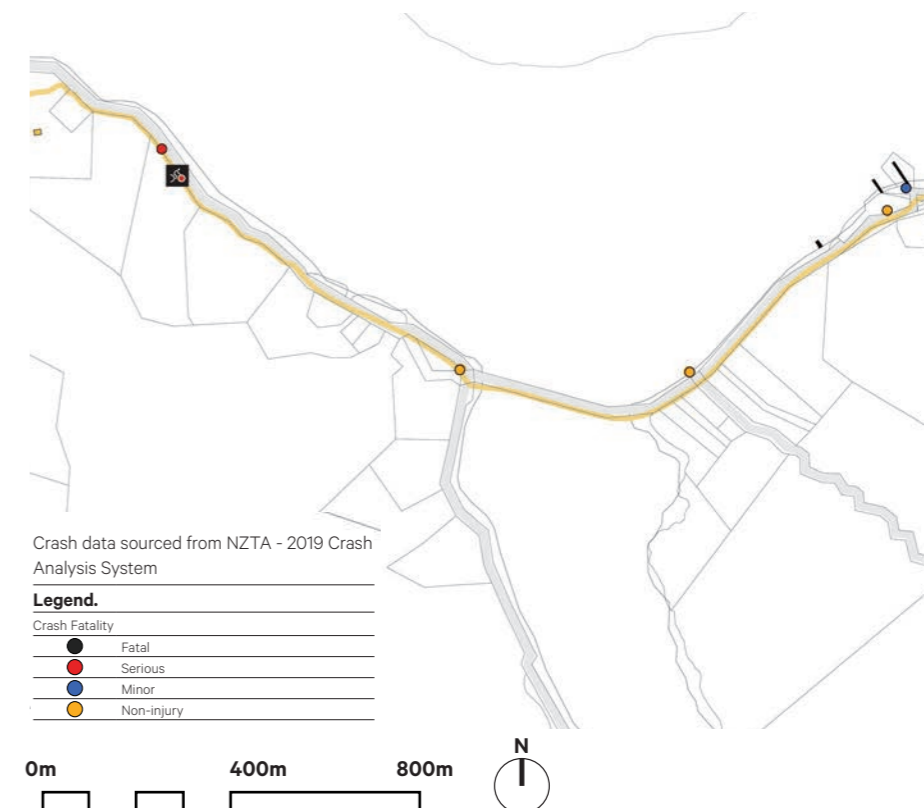
The coast-to-coast cycle trail 'Pou Herenga Tai', is increasing visitor numbers to Hōreke, yet the potential benefit to the community has yet to be fulfilled. The trail currently concludes 3km west of the township at Māngungu Mission; the location of the largest Treaty of Waitangi signing and a nationally significant historic site. Wairere Boulders, an unique local attraction, is 3km from where the cycleway passes Hōreke School, not far from Māngungu Mission.

Although Hōreke has a lot to offer, the town lacks visitor facilities that would support people to stay longer, connect to the harbour, and explore the area. Leveraging the cycle trail's potential, restoring the health of the harbour, and celebrating Hōreke's identity on the Hokianga are the three biggest opportunities for the development of a tourism industry and economic uplift for the community.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
Hōreke has limited safe access to the harbour due to siltation, pollution, and 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.
	Establish and support a controlled mangrove removal and programme of ecological restoration at points along the harbor to open up public views from the township, and to link view lines to local landmarks such as Māngungu Mission and Ruapāpaka Island, and from the cycle trail where it enters the township. Use programme as a catalyst to work in partnership with local initiatives and collective Iwi / Hapū and marae approach to bring community together.
	Upgrade and maintain existing water access points, and re-establish the Whare Waka as a local community hub connected on the water.

Hōreke Crash Data.



Overarching Themes. Township Scale.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)		EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)		COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)	
Problems and risks	Opportunities	Problems and risks	Opportunities	Problems and risks	Opportunities
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.	Address seawall civil infrastructure (the road, wharf and boatramp) for repair. Potential to leverage 'bulk consent' process for repairing and replacing seawalls, particularly historic ones in the CMA and collectively with Rawene and Kohukohu.	Hōreke is 'out of the way' and remote. Through traffic is limited, and visitor access from Tāheke is not safe, particularly for camper vans and visitors unfamiliar with the Tāheke to Hōreke Road. This limits access from SH12 and the west, and means that Hōreke is often not visited as part of a Hokianga experience.	Re-establish and support a programmed summer ferry service from Hōreke to Kohukohu. Harbour as highway to open up access by water. Seal the roads long-term to improve road access and safety. Put focus on sealing connections to Wairere boulders and Māngungu Mission House from Hōreke Township.	The 'living heritage' in Hōreke Rawene, Kohukohu and Hōreke would all benefit from some investment.	The upper harbor is a unique attraction for visitors. Provide uplift to historic character buildings and features; re-paint buildings and develop the Whare Waka and Youth Centre as key community hubs. Create visual impact, care and pride along the cycle way to entice visitors at stopping points of interest.
There is a limited range of options for visitors to stay in Hōreke as a base for water adventures and tours in the wider area, but the opportunities are many and varied, and there is potential in connecting with other townships on the harbour.	Extend and promote the Pou Herenga Tai cycle trail by water and ferry to connect with Kohukohu, inviting visitors to stay a night in Hōreke, and travel further on the Hokianga. Experiencing the Hokianga by boat, waka, kayak – Hōreke as part of a connected Hokianga experience. Hōreke holds significant historical attractions for visitors. Mutually support regional initiatives such as Kohukohu 'dark sky' tourism experiences and vice versa.	There is a perception that there is nothing to do in the township. Visitors head to Wairere Boulders and Māngungu Mission, but do not stay in the township.	Improving visitor 'stop' amenity such as information points, carparking, shelter, toilets and waiting and rest areas. Integrate a communal hub with pop up store around the Town Hall, playground and Whare Waka space that brings visitors and community together. Support additional water-tank storage over summer for the town hall, and provide public compost toilets in the town, similar to those recently installed at Māngungu Mission.	Visitors don't stay in the town and cycle tours get picked up from Māngungu Mission. There is little amenity to support visitor stay and provide basic needs such as shelter, water and food.	Pop up store serves both locals and visitors, and keeps people in the town longer. Store could be run by locals and provide basic provisions, and open at regular / peak times rather than 24/7. This could be co-located with a central information hub which could promote wider attractions, provide storage for visitors and connect to the playground, the Whare Waka, and a pick up point at the Town Hall with turnaround space.
There are limited options or incentives for visitors to stay in Hōreke as a base for land-based adventures and tours in the wider area, but the opportunities are many and varied.	Hōreke has regionally and nationally significant attractions: Wairere Boulders and Māngungu Mission. Build in visitor opportunities for improving cycleway access to attractions and back to the township. Support marae stay hosting for cycle tour groups and events. Improve visitor amenity infrastructure with information, toilets and rest points in the town. Potential pop up store initiative to support both visitors and locals.	There are limited options for walking and cycling in Hōreke and tight road carriageway is a safety issue as the cycleway gets busier. There are no footpath connections from town to Hōreke School.	Support a marked and identified connection for walking and cycling between the town and Hōreke school. This will benefit safety both for community and support visitors on the cycle way. There will be more recreational options for locals along the coastal edge, and reduced reliance on private vehicles.	Hōreke is remote, and upkeep of public services, such as public toilets, is limited. This detracts from the visitor experience and desire to stay longer.	Local people currently provide mowing services for public areas. Look to extend social procurement model for upkeep of toilet facilities, weed clearance and maintenance of visitor amenity. Support local community training for provision of public services. Make use of the previous fire station site for community storage, carving site, nursery, and entrance to Hōreke off the cycleway.
The existing 'palette' of Hōreke is a subtle but essential part of its character. If not done appropriately, restoration or new building work might undermine the character of Hōreke.	Respond to historic vernacular rocks and timber, old wharves and piles. Edges and features to be low-key and sympathetic. Develop a colour palette to work with the restoration of historic buildings. Incorporate māori identity in restoration and new building projects.	Vehicle speed through town is problematic, and locals speed too. The main road is the primary public space for community to meet and connect.	Improve pullover and carparking options off the main road at regular points (Town Hall, Health Clinic and boat ramp). Create thresholds at regular 100m to provide surface and edge friction and slow township speeds down.	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 subtle features that make this town special.	Living history made visible and connected, and celebrating imperfection, working with the vernacular of the place rather than creating overly refined developments.
Infrastructural issues with sewerage treatment areas and wastewater and stormwater network overflows are affecting the harbour and creating bad smells which deter visitors. Service units are poorly located and impact adversely on public spaces and water access areas.	Investment in these wider infrastructural issues needs to be prioritised because they impact cultural values, environmental and natural assets, and community wellbeing all reasons why visitors may or may not come to these places.			Hōreke is a predominantly Māori community with a rich history that is not immediately present or reflected in the identity of the town.	Mark and visually connect the cycle trail from where it arrives in the township, all the way out to Māngungu Mission. Pou and artwork can be used as wayfinding devices which celebrate local people and local stories. Develop in partnership with Iwi / Hapū.
Visitors do not connect deeply with Hōreke because they don't understand or connect with the wider landscape and stories of Ngāpuhi. Hōreke township doesn't hold any significance for them, and they tend to head through to attractions beyond the town.	Lift up the language, stories, art and identity of Ngāpuhi. Enable local people to work on local history and cultural narratives for information signage, and markers (pou). Co-design to embed identity in the built environment. Develop authentic cultural tourism opportunities to deepen awareness of tikanga and mātauranga māori, and practice whānaungatanga and manaakitanga.				

Hōreke Improvement Plan.



Legend.

1. Landscape Improvements.	
	Sea wall/edge restoration
	Selective mangrove clearance
	Edge restoration planting
	Roadside amenity planting
	Pou Herenga Tai Cycle Trail
	Views to the harbour
2. Journey Improvements.	
	Town slow speed environment
	Unsealed road
	Footpath upgrade/widen
	Access to the water
	Gateway
	Interval threshold treatments
	New directional signage
	Frictional surfacing
	Improved parking
	Proposed speed change signage - subject to necessary approvals
	Warning people/cyclist signage
	Proposed additional compost toilets
	Existing public toilets
	Additional Water Tanks
3. Destination Improvements.	
	Building/facility
	Civic destination
	School

Delivery Plan Summary.

Plan reference		Project Type	Project Phase/Timeline Summary			Overall Score of Measures, Outcomes and Benefits					
Number	Name		Short Term (1-3 Years)	Mid Term (3-6 Years)	Long Term (6-10 Years)	Investigate	Design	Build	Low	Medium	High
		Landscape Environment and ecology Markers, artwork and wayfinding Ease of pedestrian movement Cycling and trails Access to water Gathering amenities									
		Journey Roading, safety and speed management Directions and signposting Thresholds and gateways Road maintenance and improvements									
		Destination Play, sports and events Experience, identity, community and business Gathering Places Visitor facilities Information and rest stops									
						Investigate	Design	Build			
						Investigate	Design	Build			
						Investigate	Design	Build			
LANDSCAPE											
1A	Mangrove clearance at the heart										
1B	Sea wall / edge restoration										
1C	Improve access onto the water										
1D	Maintain views to the harbour										
1E	Hōreke bridge and stream access improvements	 									
JOURNEY											
2A	Hōreke mainstreet, slowing speeds and connecting places	 									
2B	Pou Herenga Tai cycle trail connecting with the town	 									
2C	Hōreke Road pedestrian and cycle link from the town to the School (and to Māngungu Mission)	 									
2D	Gateway markers in to the town	 									
2E	Tāheke / Hōreke Road upgrade improvements	 									
2F	Motukiore Road upgrade improvements	 									
2G	Hōreke Road, Utakura Valley upgrade improvements *off map	 									
DESTINATION											
3A	Improving open space for community and visitor use	 									
3B	Health Clinic link and car park upgrade	 									
3C	Town Hall, information kiosk and car park improvements	 									
3D	Playground upgrade with seating and shade	 									
3E	Youth Center establishment	 									
3F	Whare Waka improvements and connection to the water	 									
3G	Boat ramp, wharf and car parking upgrade	 									
3H	Māngungu wharf and Mission House improvements	 									
3I	Māngungu reserve access improvements and connection to water	 									

Improvement Projects. Reference Images.



1. Landscape Improvements.

- 1A Mangrove clearance at the heart
- 1B Sea wall / edge restoration
- 1C Improve access onto the water

2. Journey Improvements.

- 2A Hōreke mainstreet, slowing speeds and connecting places
- 2D Gateway markers in to the town

3. Destination Improvements.

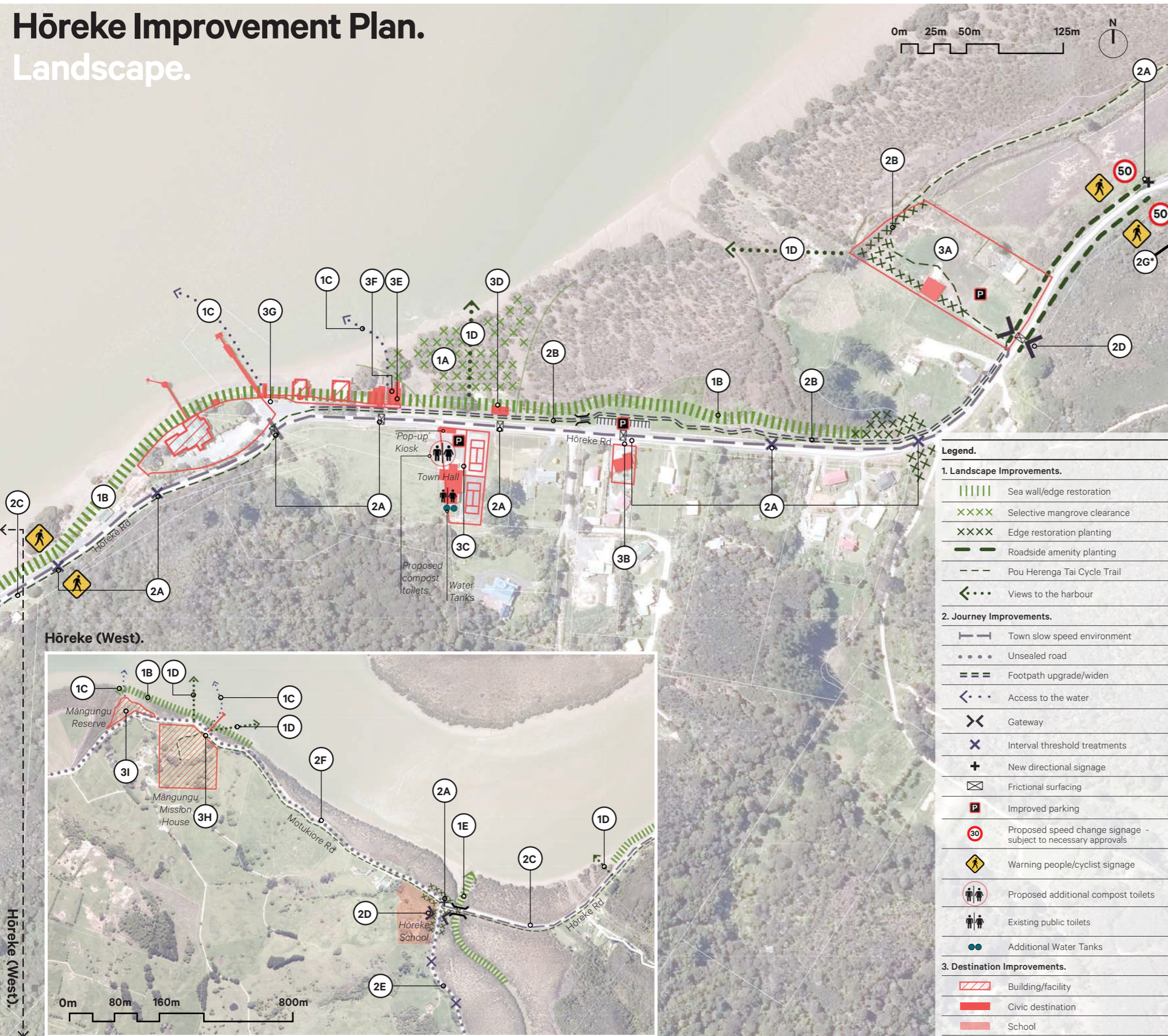
- 3C Town Hall, information kiosk and car park improvements
- 3D Playground upgrade with seating and shade
- 3F Whare Waka improvements and connection to the water
- 3G Boat ramp, wharf and car parking upgrade

Improvement Projects. Reference Images.

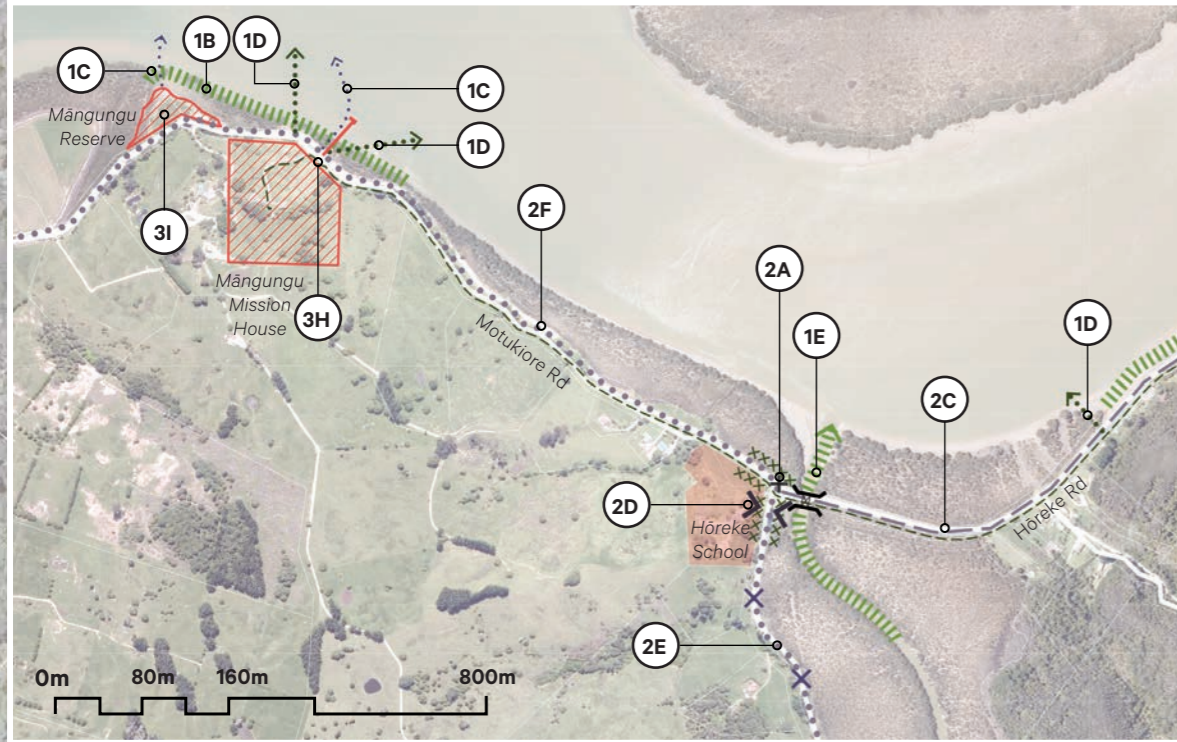


Hōreke Improvement Plan.

Landscape.



Hōreke (West).



Plan reference		Vision statement	Key design move
Number	Name		
LANDSCAPE			
1A	Mangrove clearance at the heart	Identify with the landscape: Healthy edge and waterways, feeding the Hokianga.	Edge repair- restoration planting along tidal edge and streams flowing to harbour; Improve harbour and upstream water quality. Partner with Iwi/ hapū for long term water health planning; Improve access to the harbour, celebrate landscape narrative and tell Hōreke and Hokianga stories.
1B	Sea wall / edge restoration	Identify with the landscape: Healthy edge and waterways, feeding the Hokianga.	Edge repair- restoration planting along tidal edge and streams flowing to harbour; Improve harbour and upstream water quality. Partner with Iwi/ hapū for long term water health planning; Improve access to the harbour, celebrate landscape narrative and tell Hōreke and Hokianga stories.
1C	Improve access onto the water	Identify with the landscape: Healthy edge and waterways, feeding the Hokianga.	Edge repair- restoration planting along tidal edge and streams flowing to harbour; Improve harbour and upstream water quality. Partner with Iwi/ hapū for long term water health planning; Improve access to the harbour, celebrate landscape narrative and tell Hōreke and Hokianga stories.

- Legend.**
- 1. Landscape Improvements.**
- Sea wall/edge restoration
 - Selective mangrove clearance
 - Edge restoration planting
 - Roadside amenity planting
 - Pou Herenga Tai Cycle Trail
 - Views to the harbour
- 2. Journey Improvements.**
- Town slow speed environment
 - Unsealed road
 - Footpath upgrade/widen
 - Access to the water
 - Gateway
 - Interval threshold treatments
 - New directional signage
 - Frictional surfacing
 - Improved parking
 - Proposed speed change signage - subject to necessary approvals
 - Warning people/cyclist signage
 - Proposed additional compost toilets
 - Existing public toilets
 - Additional Water Tanks
- 3. Destination Improvements.**
- Building/facility
 - Civic destination
 - School

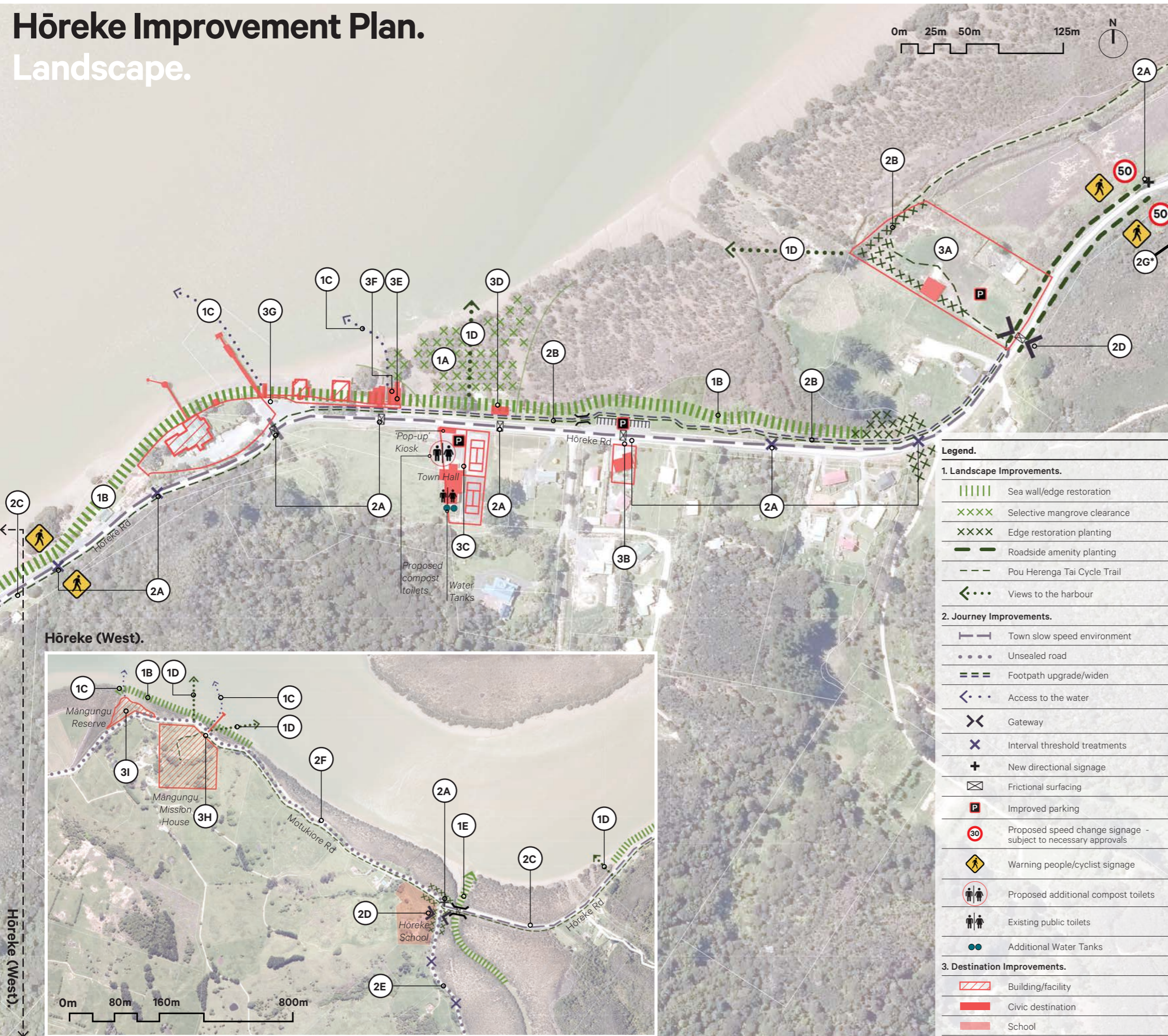
Improvement Plan. Landscape.

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, Cycling and trails, Markers, artwork and wayfinding, Access to water, Ease of pedestrian movement.	Change / Grow / Improve	coastal edge	Open up views and connection to the harbour from the center (heart) of Hōreke Township. Establish a programme of mangrove removal over time between the Whare Waka area to the playground along the coastal edge. Work in conjunction with repairs to the sea wall, and create an opportunity for people to connect to the water.	1B	Planning, programming and staged implementation: Work in partnership with Iwi/hapū to create a working group and generate local involvement in the process. Develop a staged programme and methodology for removal over time, incorporating a monitoring and review process. Include opportunities for volunteer and local job creation. Work programme to be developed with stakeholders and local partners for funding allocation and approval processes.	On-going implementation: Identify and implement working stages for mangrove removal. Undertake a review and monitoring process assessing change and impacts. Build momentum in the community for volunteer roles and local job creation.	On-going implementation: Implement a working programme over time- continuing a monitoring and review process. Undertake further areas along the coastal edge.	Works in the CMA require consent approvals. Mangrove removal may expose and reduce bank stability in certain sections. Volunteer capacity will require training.
Landscape: Environment and ecology, Cycling and trails, Markers, artwork and wayfinding, Access to water, Ease of pedestrian movement.	Change / Improve	coastal edge	Repair existing seawall, mitigate erosion and edge damage with specific attention to the public areas from the boat ramp and wharf areas, through to the playground and esplanade reserve. Support where applicable planting restoration and physical access points to the water.	1A	Planning, design and consenting: Working in partnership as per (1a) identify and develop a programme for sea wall and edge restoration over time. Identify threatened and undermining areas for immediate focus. Leverage off public areas such as the boat ramp to tie in with other works in progress. Work with partners for funding allocation and process approvals.	Implementation: Identify and implement working stages for approximately 900m of sea wall repair, and undertake programme over time. Where possible, support hard works solutions (sea wall) with soft solutions such as planting.	On-going implementation: Implement a working programme over time. Undertake further areas along the coastal edge.	Health and Safety issues with bank stability. Geotechnical and engineering investigations required. Works undertaken in the CMA will require consent.
Landscape: Environment and ecology, Cycling and trails, Markers, artwork and wayfinding, Access to water, Ease of pedestrian movement.	Change / Improve	Boat ramps and wharves	Support and improve existing water access points at Māngungu Wharf, Hōreke Wharf and the Hōreke Boat ramp including structural upgrade, maintenance and repair, and capacity to cater ferry type service- ie amenity and access to the wharf areas. Work with stakeholders and connections across the Hokianga harbour to coordinate connected ferry networks.	3G	Feasibility and design, maintenance: Undertake structural assessment and repair programme for each of the wharves (60m of town centre public wharf, 80m Māngungu Wharf and) and boat ramps (10m). Establish a working coordination with facility users and long-term initiatives for ferry service capacity to increase across the Hokianga. Māngungu Wharf: undertake wharf condition assessment and passenger ferry business case. Undertake repairs and maintenance to the facility. Hōreke Wharf: Undertake initial paint, maintenance and repair. Undertake structural review and in consideration to long-term capacity for increased ferry service. Develop plan for wharf upgrade to include improved access-drop off point and loading zones for cyclists in coordination the public boat ramp access, waiting areas with seating, shelter and lighting. Coordinate discussion with key stakeholders and ferry services providers for cyclist capacity particularly to Kohukohu. Hōreke Boat Ramp: Undertake maintenance and repairs to the existing boat ramp. Mark loading points and no-parking zones.	Implementation: Hōreke Wharf: Implement design initiatives as ferry demand and capacity increases. Safety for pedestrians and trail users due to the narrowness of the wharf, to be further to be considered at the pre-implementation phase with input from NTA		Structural assessments to be completed. Potential for update consenting and works in the CMA requiring consent.

*Items excluded from costings

Hōreke Improvement Plan.

Landscape.



Legend.

1. Landscape Improvements.

- Sea wall/edge restoration
- Selective mangrove clearance
- Edge restoration planting
- Roadside amenity planting
- Pou Herenga Tai Cycle Trail
- Views to the harbour

2. Journey Improvements.

- Town slow speed environment
- Unsealed road
- Footpath upgrade/widen
- Access to the water
- Gateway
- Interval threshold treatments
- New directional signage
- Frictional surfacing
- Improved parking
- Proposed speed change signage - subject to necessary approvals
- Warning people/cyclist signage
- Proposed additional compost toilets
- Existing public toilets
- Additional Water Tanks

3. Destination Improvements.

- Building/facility
- Civic destination
- School

Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
LANDSCAPE				
1D		Maintain views to the harbour	Identify with the landscape: Healthy edge and waterways, feeding the Hokianga.	Edge repair- restoration planting along tidal edge and streams flowing to harbour; Improve harbour and upstream water quality. Partner with Iwi/hapū for long term water health planning; Improve access to the harbour, celebrate landscape narrative and tell Hōreke and Hokianga stories.
1E		Hōreke bridge and stream access improvements	Identify with the landscape: Healthy edge and waterways, feeding the Hokianga.	Edge repair- restoration planting along tidal edge and streams flowing to harbour; Improve harbour and upstream water quality. Partner with Iwi/hapū for long term water health planning; Improve access to the harbour, celebrate landscape narrative and tell Hōreke and Hokianga stories.

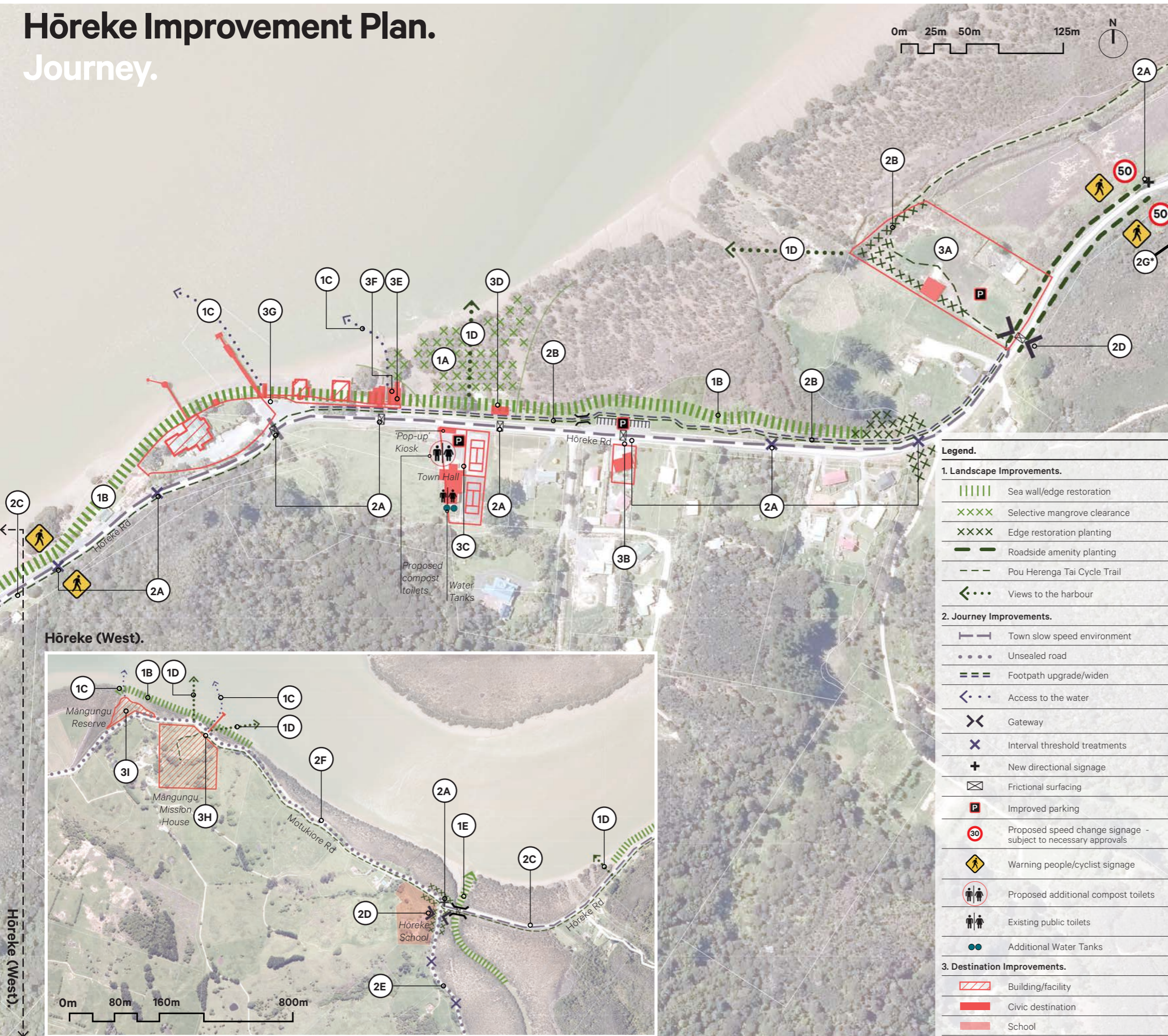
Improvement Plan. Landscape.

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				
Landscape: Environment and ecology, Cycling and trails, Markers, artwork and wayfinding, Access to water, Ease of pedestrian movement.	Improve	coastal edge	Open up and maintain site lines, reference points, and clears views to the harbour from the township to connect with landscape	1A, 1B	Collaboration and maintenance: Undertake (70m ² of coast edge restoration at each view shaft point, in total 350m ²) of coastal edge restoration along points identified, yet ensure plantings and interventions are kept low to maintain key view lines to key landscape elements. Support edge restoration over time and maintain view lines.	On-going implementation: undertake maintenance and weed removal.		Bank stability on edges. Works in the CMA may trigger consent. Archaeological investigations to be completed.
Landscape: Environment and ecology, Cycling and trails, Markers, artwork and wayfinding, Access to water, Ease of pedestrian movement.	Improve	Hōreke Bridge, Hōreke Road	Highlight the bridge as a natural gateway to Hōreke- paint and upgrade, and improve and support the capacity for watercraft access underneath the Hōreke Bridge, and potential watercraft connections to Wairere Boulders site.		Collaboration and implementation: Paint and tidy the bridge (Bridge 40m). Undertake 780m ² of coastal edge restoration of the channel over time, with planting and mangrove clearance, to maintain water craft access along the channel.	On-going implementation: Undertake coastal edge restoration of the channel over time, with planting and mangrove clearance, to maintain water craft access along the channel.	On-going implementation: Undertake coastal edge restoration of the channel over time, with planting and mangrove clearance, to maintain water craft access along the channel.	Safe access to under bridge and channel is difficult- ie by water for any works and / or mangrove clearance. Works in the CMA may trigger consents.

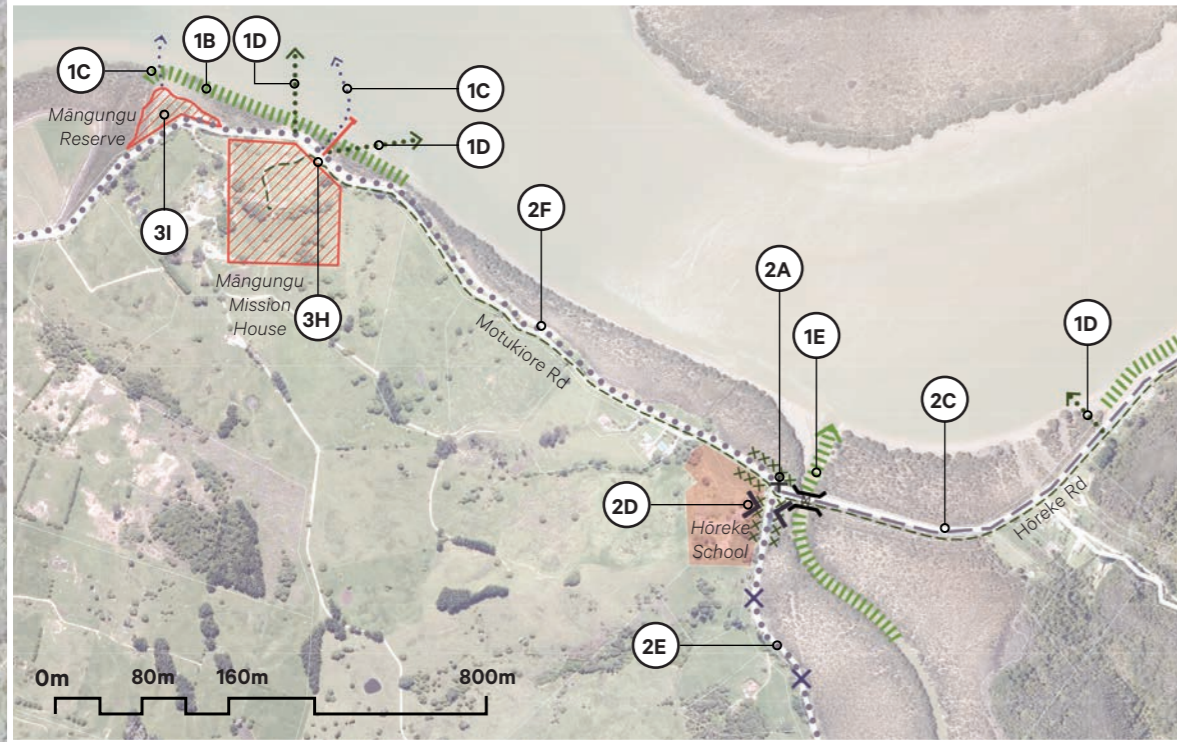
*Items excluded from costings

Hōreke Improvement Plan.

Journey.



Hōreke (West).



Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY			
2A	Hōreke mainstreet, slowing speeds and connecting places	Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.
2B	Pou Herenga Tai cycle trail connecting with the town	Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.
2C	Hōreke Road pedestrian and cycle link from the town to the School (and to Mangungu Mission)	Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.

- Legend.**
- 1. Landscape Improvements.**
- Sea wall/edge restoration
 - Selective mangrove clearance
 - Edge restoration planting
 - Roadside amenity planting
 - Pou Herenga Tai Cycle Trail
 - Views to the harbour
- 2. Journey Improvements.**
- Town slow speed environment
 - Unsealed road
 - Footpath upgrade/widen
 - Access to the water
 - Gateway
 - Interval threshold treatments
 - New directional signage
 - Frictional surfacing
 - Improved parking
 - Proposed speed change signage - subject to necessary approvals
 - Warning people/cyclist signage
 - Proposed additional compost toilets
 - Existing public toilets
 - Additional Water Tanks
- 3. Destination Improvements.**
- Building/facility
 - Civic destination
 - School

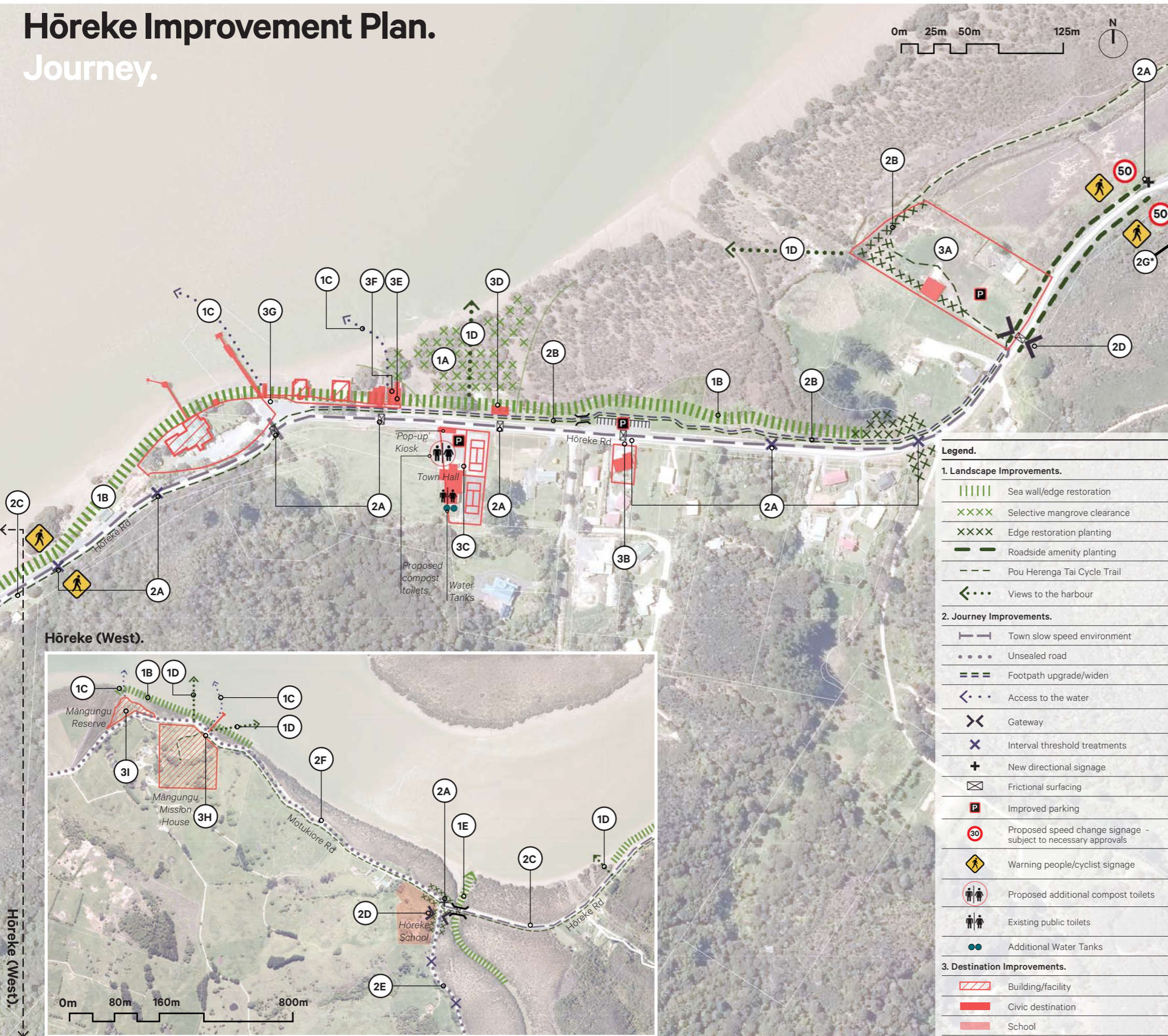
Improvement Plan. Journey.

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: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Create		Slowing the mainstreet with threshold treatments at approximately 100m intervals to reduce vehicle speed and slow the town centre down. Utilise a variety of frictional surface and vertical treatments such as signage and planting at each interval. Establish a pou trail to support local identity from 2054 Hōreke Road through to Māngungu Reserve at identified sites.	2B, 2C, 2D, 3A, 3B, 3C, 3D, 3F, 3G, 3H, 3I	Design and implementation: Threshold treatments from east to west: Eastern entrance along Hōreke Road: install pedestrian and cycle warning and new 50 km speed sign entering into Hōreke Township. Improve road edge planting amenity from sign to 2054 Hōreke Road (250m ² planting). Hōreke Road bridge between 2073A and 2065 (100m ² planting) Hōreke Road: natural gateway threshold, improve road edge planting with low care species, and stream restoration along stream entrance to harbour. Plant out berm area adjoining stream to reduce need for grass maintenance. Install pou marker (x1) and surface friction. 2085 Hōreke Road: Install pou marker (x1) and surface friction. In coordination with Health Clinic Car Park (3b): install pou marker (x1) and surface friction. Playground and Town Hall: Install planting buildouts, pou marker (x2) and surface friction. At Whare Waka and Youth Center: Install planting buildouts, pou marker (x1) and surface friction. Hōreke Hotel: Install planting buildouts, pou marker (x1) and surface friction. Include pedestrian and cycle signage. 2136 Hōreke Road: Install pou marker (x1) and surface friction. 2141 Hōreke Road: Install pou marker (x1) and surface friction. Include pedestrian and cycle signage. 2165 Hōreke Road: Install pou marker (x1) and surface friction. Include pedestrian and cycle signage. Junction of Hōreke Road, Tāheke-Hōreke Road and Motukioire Road: Install surface friction near junction and coordinate with gateway pou marker (2d) . Include directional signage.			Local carvers required for pou carving. Engagement with Iwi and hapū to coordinate delivery and alignment with project installation. Building consents/structural design likely for pou markers.		
Journey: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Change / Improve	Pou Herenga Tai - cycle trail	Improve the Pou Herenga Tai cycle connection into Hōreke. Alignment optioneering and feasibility to be investigated as separate business case: Option 1: Increase dedicated cycle provision through Hōreke township with path widening of existing footpath to 2m from reserve location at 2054 Hōreke Road through to the Hōreke Hotel. Realignment of path required to connect with active nodes along Hōreke Road (575m from 2054 to Hōreke Hotel). Option 2: To be investigated as a future option and separate business case. From leaving the mangrove boardwalk and entering Hōreke, extend coastal boardwalk connection from reserve at 2054 Hōreke Road, along coastal margin to connect with esplanade reserve at playground, and complete existing path widening to the Hōreke Hotel. (280m boardwalk at 2m wide, and existing path widening to Hōreke Hotel from end of boardwalk 200m).	2A, 2C, 2D, 2F, 2G, 3A, 3B, 3C, 3D, 3E, 3F, 3G, 3H, 3I	Planning and design, implementation of first stages: Install tactical intervention of painted sharrows along southern side of Hōreke Road from reserve at 2054 Hōreke Road, through to Hōreke Hotel to mark the cycleway until longer term solution is resolved. Commence feasibility and optioneering review for long term cycle connection to the town, to be developed further with input from NTA	Planning, design and implementation of continued stages: Undertake physical works of preferred optioneering and alignment. Coordinate connections with key local linkages, ie: Whare Waka (3f), Town Hall (3c), Health Clinic (3b).	Implementation to completion: Finish and complete a delineated cycle trail connection from reserve at 2054 Horeke Road, through to Horeke Hotel. Coordinate with (3b and 3c) to complete a delineated cycle connection from 2054 Hōreke Road through to Māngungu Mission over time.	Limited road carriage way at points along Hōreke Road will require structural intervention to accommodate. Technical investigation and design to be undertaken. Boardwalk option through the CMA will require consent, and engagement with adjoining landowner.		
Journey: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Change / Improve	Hōreke Road, from 2118 to Hōreke School.	Improve pedestrian and cycle connections from Hōreke Town to the school. Coordinate and connect with long term sealing of Motukioire Road (3e), a delimited cycle connection to Māngungu Mission. Seek input from NTA on the options to improve the cycle trail at the pre-implementation phase, which may include an alternative option for *a mangrove boardwalk between the bridge and eastward to Pukewhao Road before rejoining the one-land road bridge.	1B, 2A, 2B, 2D, 2E, 2F	Planning, design and consents: Undertake feasibility and optioneering for a delineated pedestrian and cycle connection along Hōreke Road from Hōreke main township through to Hōreke School (1.2km). Coordinate installation of cycleway signage at threshold points and frictional surface treatment (2a) to support a slower speed environment, and improve safety for pedestrians and cyclists. Allocate funding for carriageway widening to accommodate pedestrian and cycle access over time.	Funding and programming: Advocate and allocate carriageway widening funding. Implement widening as budget and resource is available.	Implementation to completion: Complete dedicated pedestrian and cycle connection from Hōreke main township through to Hōreke School over time.	Limited carriageway space in sections; coastal erosion and cliff embankment erosion may impact long term resilience of Hōreke Road. Geotechnical and civil review of the road to be undertaken as part of feasibility and optioneering phase.		

*Items excluded from costings

Hōreke Improvement Plan.

Journey.



Legend.

1. Landscape Improvements.

- Sea wall/edge restoration
- Selective mangrove clearance
- Edge restoration planting
- Roadside amenity planting
- Pou Herenga Tai Cycle Trail
- Views to the harbour

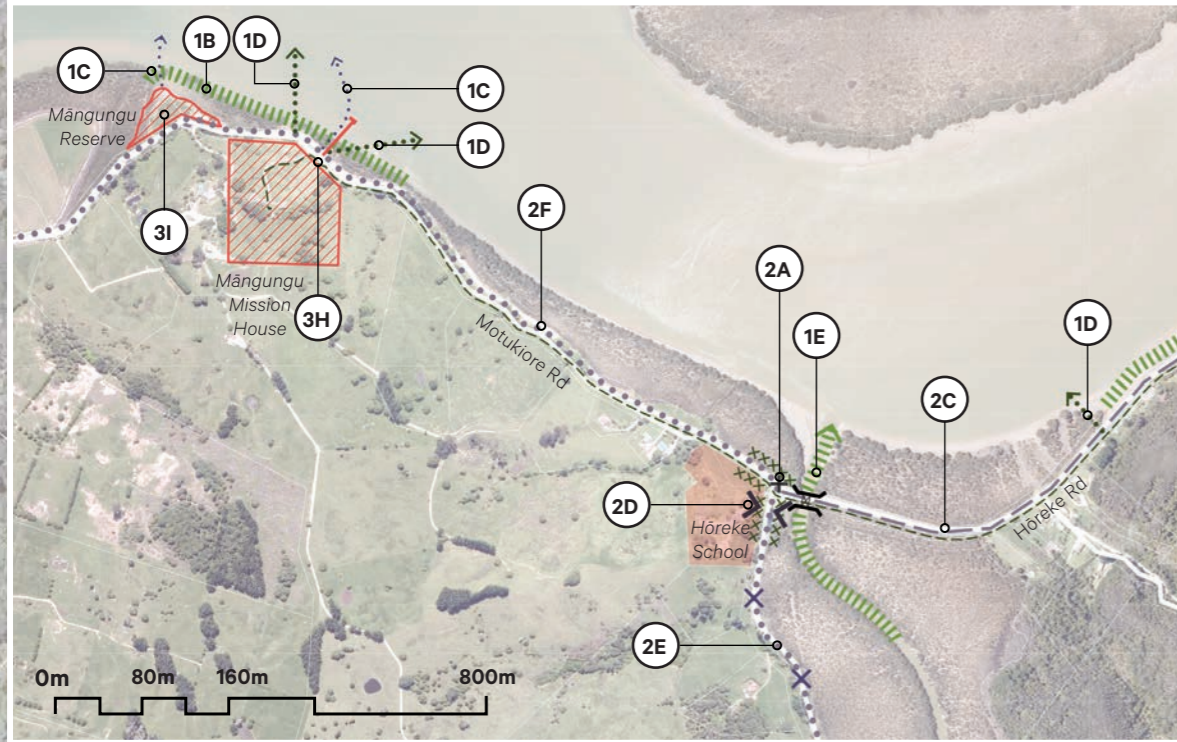
2. Journey Improvements.

- Town slow speed environment
- Unsealed road
- Footpath upgrade/widen
- Access to the water
- Gateway
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- Existing public toilets
- Additional Water Tanks

3. Destination Improvements.

- Building/facility
- Civic destination
- School

Hōreke (West).



Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY				
2D	Gateway markers in to the town		Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.
2E	Tāheke / Hōreke Road upgrade improvements		Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.
2F	Motukiore Road upgrade improvements		Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.
2G	Hōreke Road, Utakura Valley upgrade improvements *off map		Experiencing the journey: Land the cycle trail on an active spine.	Slow the township center; Create positive and connected street environment- safe road sharing for pedestrian / cyclist and vehicles; Visitor information and wayfinding at local activity nodes; Safe streetscape, footpaths lighting and drainage.

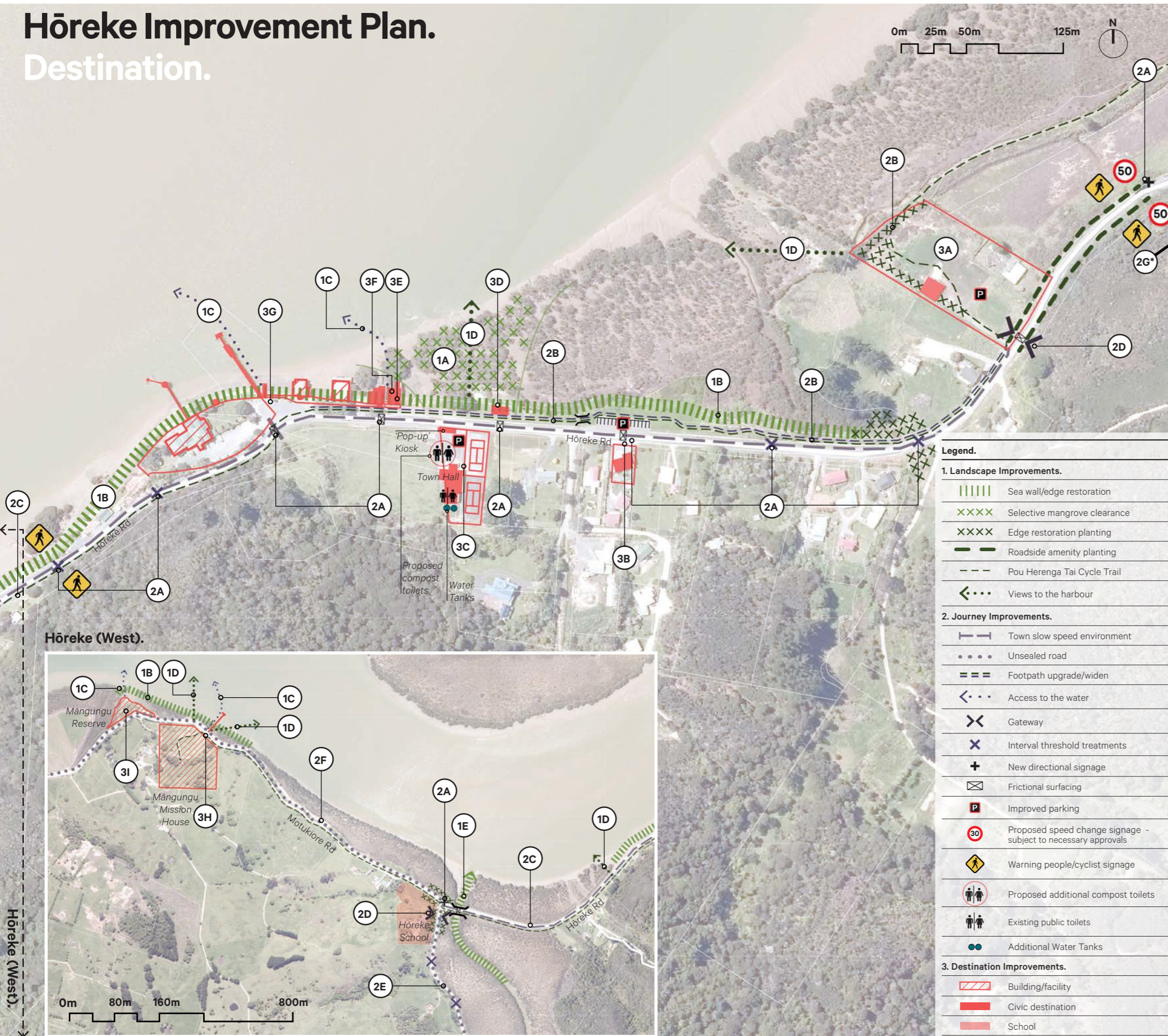
Improvement Plan. Journey.

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: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Create	West Gateway: Hōreke School Pull over area corner of Tāheke/Hōreke Road and Motukiore Road; East Gateway: 2054 Hōreke Road.	Install gateway markers to mark and identify Hōreke. West Gateway: Upgrade pullover area next to Hōreke School entrance. Install pou markers as part of coordinated pou trail along the cycle trail. Include direction markers and wayfinding. East Gateway: Install pou markers at road entrance to 2054 Hōreke Road.	2A, 2B, 2C	Collaboration and implementation: Undertake design and implementation of gateway pou markers at town entrances as part of coordinated pou trail along the coastal edge from 2054 Hōreke Road through to Māngungu Reserve (4x Pou markers). Establish design and development with local community and iwi/hapū for local carvers, and training opportunity. Utilise local facilities for carving location.			Appropriate locations with frangible protection may be required dependant on gateway marker design. Local carvers required for pou carving. Engagement with Iwi and hapū to coordinate delivery and alignment with project installation. Building consents/structural design likely for pou markers.
Journey: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Change / Improve	From the junction of Tāheke / Hōreke Road and Motukiore Road, south to connect with Wairere Boulders.	Undertake programme to seal the Tāheke / Hōreke Road, with primary connection to link Hōreke Township to the Wairere Boulders attraction. (2.8km of Road from Horeke Rd Bridge to Wairere Boulders)	2C, 2F	Funding and programming: Undertake funding application and process for road sealing . Develop programme and work with local stakeholders in the development process. Highlight opportunities to align the significance of the Wairere Boulders as a regional attraction, in support of funding with project partners. Design to be developed further in pre-implementation phase with input from NTA	Planning, design and consents: Develop programme for implementation and road sealing over time. Allocate funding where available.	Implementation to completion: Undertake physical works roll out and sealing to the Tāheke to Hōreke Road over time.	Feasibility and design, technical investigations to be completed.
Journey: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Change / Improve	From the junction of Tāheke / Hōreke Road and Motukiore Road, west to connect with Māngungu Mission House.	Undertake programme to seal the Motukiore Road, with primary connection to link Hōreke Township to Māngungu Mission House. Provide shared use road markings for cyclists on the upgraded sealed road(1.2km from the Horeke bridge to Mangungu Mission).	2C, 2E	Funding and programming: Undertake funding application and process for road sealing. Develop programme and work with local stakeholders in the development process. Highlight opportunities to align the significance of the Māngungu Mission House as a regional and national attraction, in support of funding with project partners.	Planning, design and consents: Develop programme for implementation and road sealing over time. Allocate funding where available.	Implementation to completion: Undertake physical works roll out and sealing of the Motukiore Road from the Tāheke / Hōreke Road and Motukiore Road intersection, to Māngungu Mission House over time. *Provide shared use road markings for cyclists on the upgraded sealed road	Feasibility and design, technical investigations to be completed.
Journey: Roding, safety and speed management, Directions and signposting, Thresholds and gateways, Road maintenance and improvements.	Change / Improve	From the junction of Hōreke Road and Rangiahua Road up the Utakura Valley.	Undertake programme to seal Hōreke Road through the Utakura Valley to improve cycling experience in summer from dust and traffic (8km from 1794 Horeke Rd to 901 Horeke Rd).	2C	Funding and programming: Review and programme allocation of funding over time to progress sealing of Hōreke Road through the Utakura Valley.	Planning, design and consents: Develop programme for implementation and road sealing over time. Allocate funding where available.	Implementation to completion: Undertake physical works roll out and sealing of Hōreke Road through the Utakura Valley over time.	Feasibility and design, technical investigations to be completed.

*Items excluded from costings

Hōreke Improvement Plan.

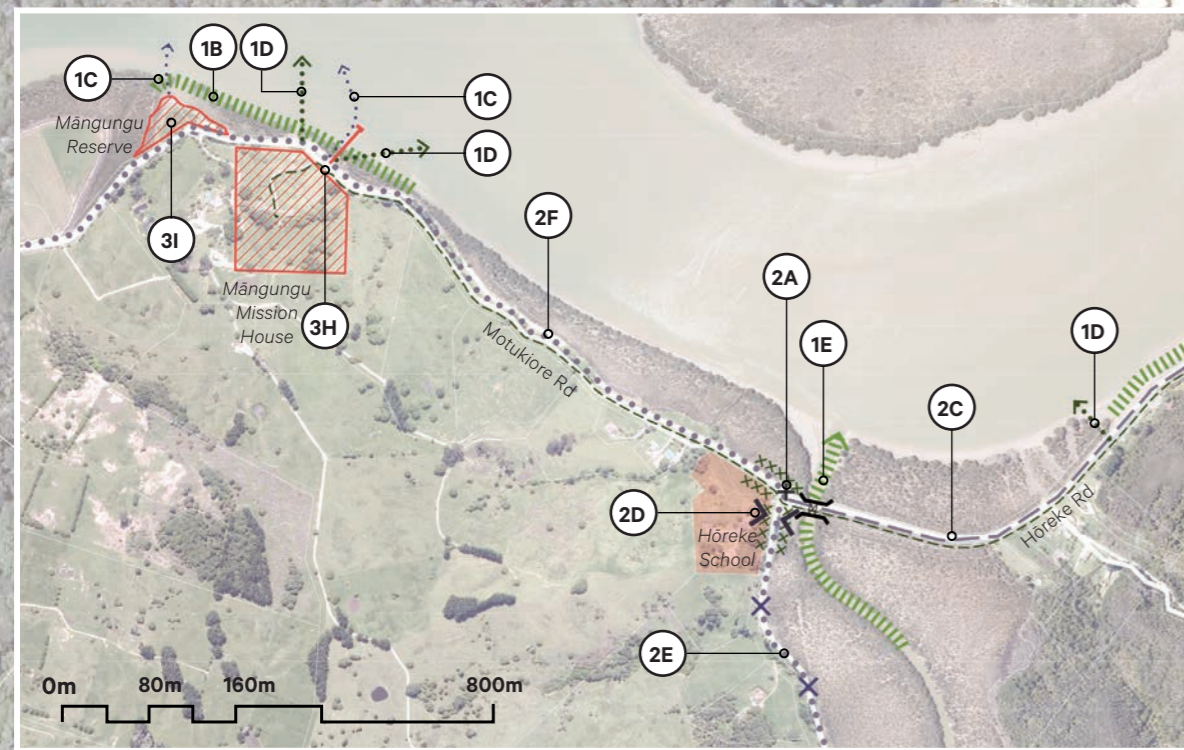
Destination.



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
DESTINATION		
3A	Improving open space for community and visitor use	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3B	Health Clinic link and car park upgrade	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3C	Town Hall, information kiosk and car park improvements	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.

- Legend.**
- 1. Landscape Improvements.**
- Sea wall/edge restoration
 - Selective mangrove clearance
 - Edge restoration planting
 - Roadside amenity planting
 - Pou Herenga Tai Cycle Trail
 - Views to the harbour
- 2. Journey Improvements.**
- Town slow speed environment
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- 3. Destination Improvements.**
- Building/facility
 - Civic destination
 - School

Hōreke (West).



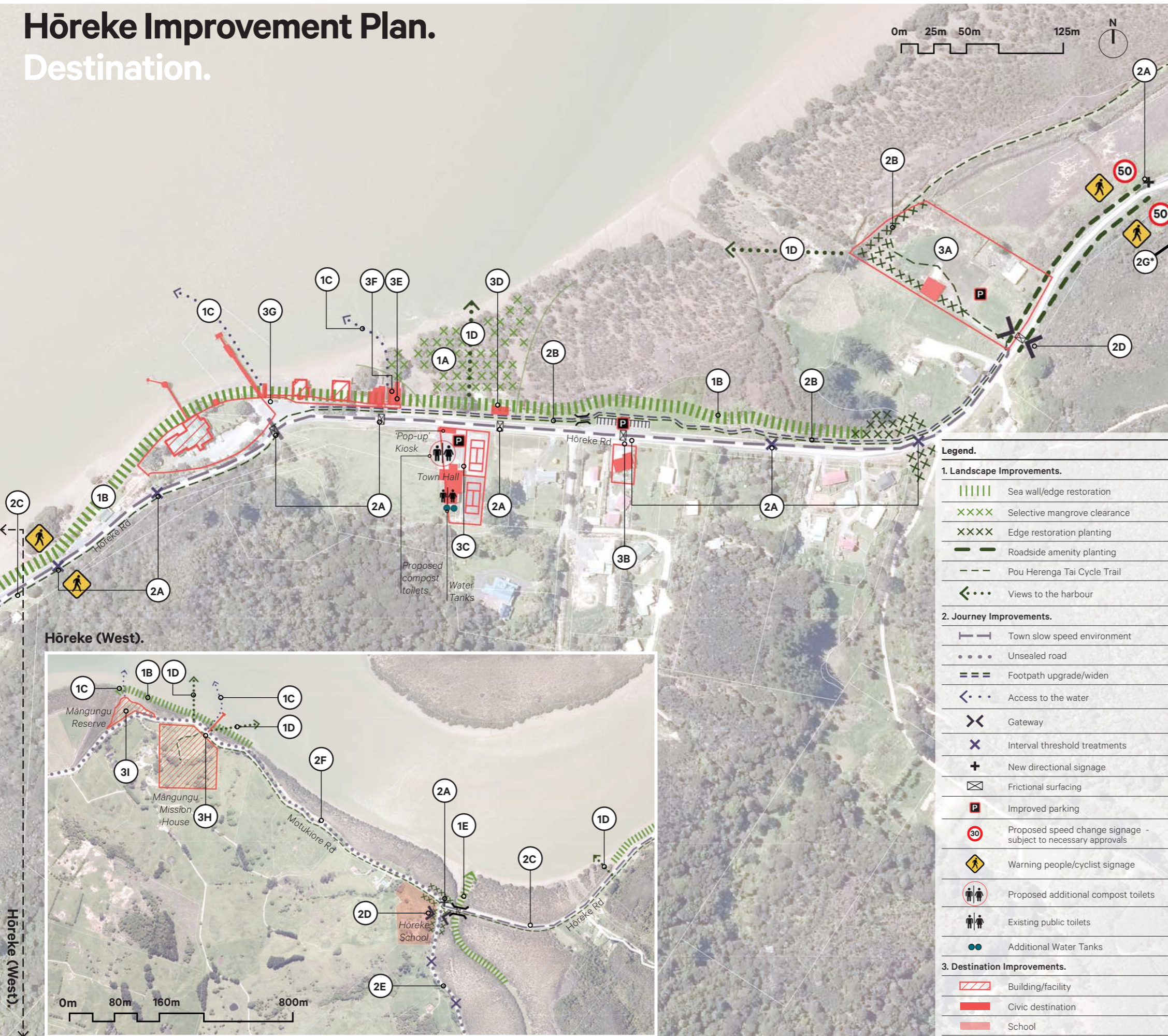
Improvement Plan. Destination.

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				
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Create / Change / Grow / Improve	Land parcel and reserve area at 2054 Hōreke Road.	Develop and implement concept plan for the Fire Station land and reserve at 2054 Hōreke Road, as a gateway to Hōreke off the Pou Herenga Tai - cycleway. Develop as a local community hub and resource- potential information and rest point at the barn. Utilise the space for community initiative- eg nursery / carving and integrate with the cycle way experience. Tidy and maintain the carpark and turnaround area to support as a cycle pick up and drop off point. Plant the reserve area.	2B	Collaboration and design: Undertake concept and development plan for the reserve area. Establish working group with the Cycleway Trust and the community to improve amenity and provision for the reserve as the key entry point into Hōreke township. Upgrade and tidy of the reserve facilities as a community gathering space and support local initiatives such as nursery, carving facility, and establishing toilets at the firestation site. Utilise the site for local carving of pou and markers. Implement tactical activation at the site with seating, signage and wayfinding as a rest area along the cycle trail. Improve vehicle access into the park, and trailer turn-around as a pick-up area for cyclists. Undertake edge and restoration planting involving local community to build over time.	Collaboration and implementation: Undertake edge and restoration planting through the area. Upgrade existing facilities to cater for community use, and build on social procurement opportunity to connect cycle trail visitors with local community facility.		Confirm land and facility ownership- structural integrity of buildings to be undertaken for public use.
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Improve	Hōreke Health Clinic, 2093 Hōreke Road	Formalise car parking on the harbourside edge of Hōreke Road with 90 degree parking. Widen and realign the footpath to accommodate shared pedestrian and cycle access. Create edge and surface friction- mark the road to slow traffic, and include garden ammentity and planting build outs to create edge friction.	1B, 2G	Design and implementation: Undertake design planning and upgrade to a sealed car park pullover space along reserve. Extend car park provision (100m ²) to allow for potential campervan use. Extend and re-align the footpath and cycleway connection (2g) around northern side of new carpark, and include build outs for low amenity planting to improve the streetscape. Coordinate physical works implementation in tandem with threshold intervention (2f) to slow pedestrian traffic down, and visually connect the carpark with the Health Clinic.			Technical investigation required for car park. Engagement with community and car park numbers/requirements to be confirmed.
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Improve	Hōreke Town Hall, Hōreke Main street.	Establish 'Pop-Up' kiosk at carpark entrance to Town Hall as a stopping point along the Pou Herenga Tai- cycleway. Support the kiosk for both community and visitors with basic supply shop, and visitor information, bike and gear storage, seating shade and rest area. Improve water supply at the town hall to cater for increase in visitor capacity- install additional water tanks to the site. Install additional compost toilets to support visitor use. Establish local training and service capacity to manage the site and facilities.	1A, 1B, 1C, 2B, 2F, 2G, 3C, 3E,	Collaboration, design and implementation: Support Cycleway Trust to establish and set up a pop-up kiosk. Supply with temporary power and water via the Town Hall. Install additional water tanks to meet demand over summer period, Install composting toilets to support increased cycle uptake and campers to Hōreke. Establish a management programme similar to Māngungu Mission House, and engage with local community to support social procurement and maintenance of the toilet facilities. Improve and tidy car park area in front of hall (85m ²). Implement edge and high surface friction along the carpark frontage to support a slow speed environment, and connect the hall with the playground, Youth Center and Whare Waka. Install signage, artwork and pou as part of a key attraction along the cycle trail.	Collaboration and planning, implementation: Continue to support long-term use of the kiosk site, and potential permanent options.	Collaboration and implementation: Continue to support long-term use of the kiosk site, and potential permanent options.	Water supply to be provided. Wastewater infrastructure limited.

*Items excluded from costings

Hōreke Improvement Plan.

Destination.



Legend.

1. Landscape Improvements.

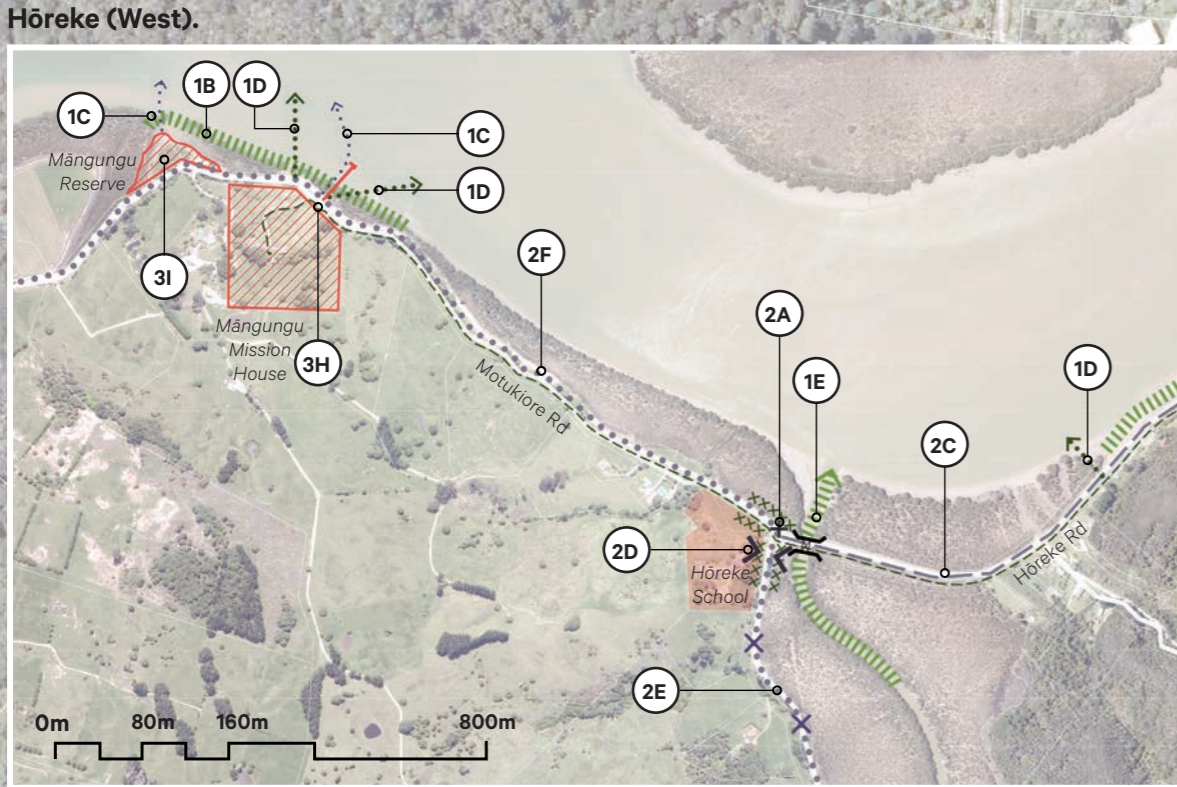
- Sea wall/edge restoration
- Selective mangrove clearance
- Edge restoration planting
- Roadside amenity planting
- Pou Herenga Tai Cycle Trail
- Views to the harbour

2. Journey Improvements.

- Town slow speed environment
- Unsealed road
- Footpath upgrade/widen
- Access to the water
- Gateway
- Interval threshold treatments
- New directional signage
- Frictional surfacing
- Improved parking
- Proposed speed change signage - subject to necessary approvals
- Warning people/cyclist signage
- Proposed additional compost toilets
- Existing public toilets
- Additional Water Tanks

3. Destination Improvements.

- Building/facility
- Civic destination
- School



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
DESTINATION.		
3D	Playground upgrade with seating and shade	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3E	Youth Center establishment	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3F	Whare Waka improvements and connection to the water	Coming to life: Thriving Hōreke identity and enterprise. Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.

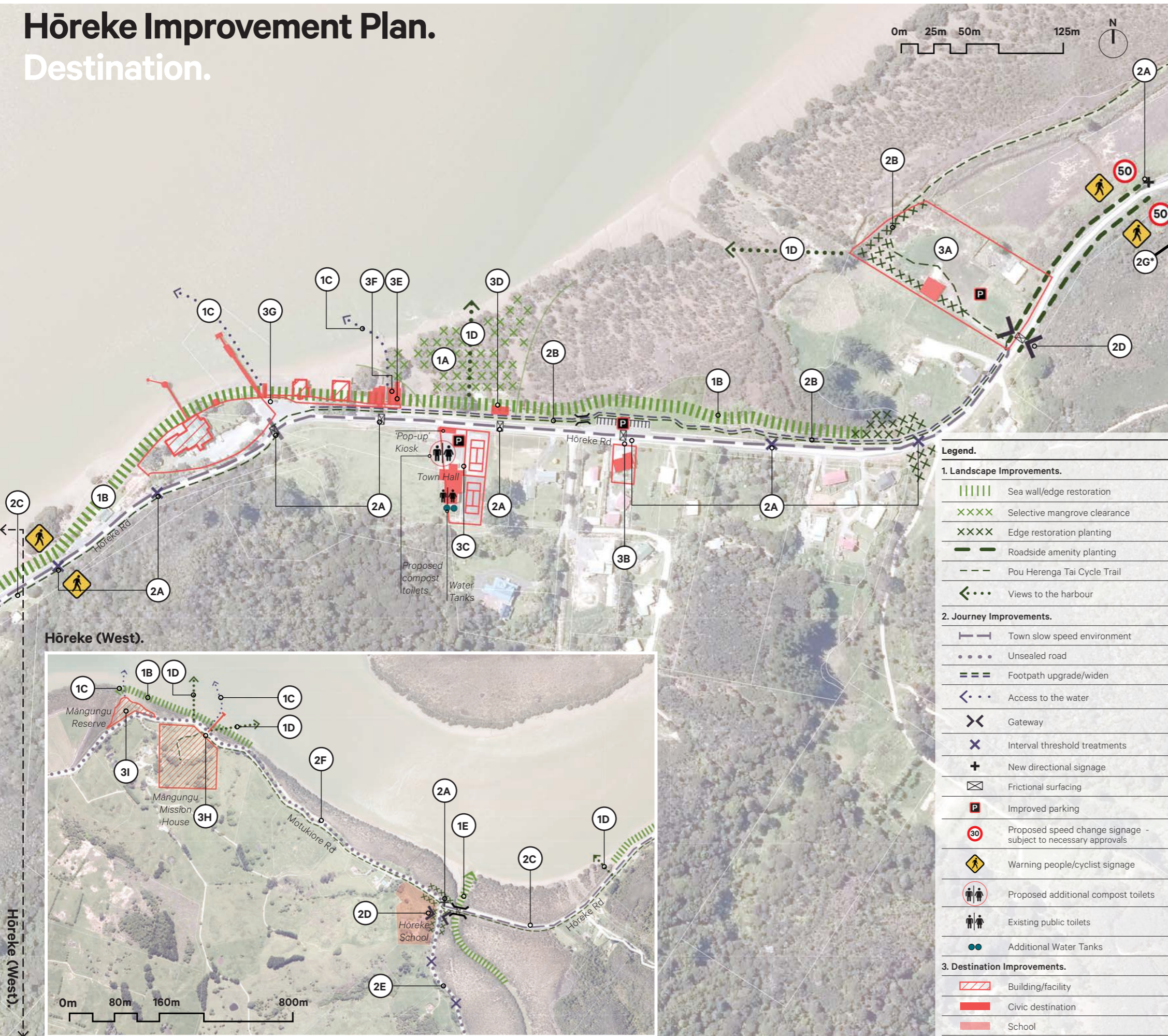
Improvement Plan. Destination.

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				
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Improve	Reserve Playground- Hōreke mainstreet.	Improve playground reserve area with platning, seating, and shade to create a stopping and meeting point for local community and visiting families. Connect the reserve as part of the cycle trail with bike racks, and wayfinding to local attractions, and artwork to celebrate the area.	1A, 1B, 1C, 2B, 2F, 2G, 3C, 3E,	Design and implementation: Undertake a design plan for the playground (100m ²) to connect as part of a hub with the Youth center, Whare Waka and the Town Hall. Include seating, shade, and planting to improve the amenity of the area, and connect with the future cycleway alignment (2g). Consider plans to open up views to the harbour and how seating and rest areas may orientate. Install pou markers as a part of a key attraction along the cycle trail.	Implementation and completion: Implement playground concept to completion.		Coastal edge erosion near playground space- potential safety issue near unstable embankment edge. .
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Create / Grow / Improve	2110 Hōreke Road, Hōreke	Support and improve the Youth Center space as a key youth hub in conjunction with the Whare Waka (3f). Paint and repair buildings- highlight as a key stopping point with colour along the cycleway. Improve and tidy the pull over space and transition to Hōreke Road. Include amenity planting, artwork and pou as part of coordinated wayfinding and threshold markers along the cycle trail. Improve visual connection with Town Hall and 'pop-up' kiosk with high surface friction along the road to indicate as a slow speed environment. Include signage and wayfinding markers to other local attractions.	1A, 1B, 1C, 2B, 2F, 2G, 3C, 3E	Collaboration and implementation: Implement immediate uplift with paint and tidy of the buildings - both Youth Center and Whare Waka. Install signage, wayfinding and pou markers and surface friction to link with the cycleway and coastal edge. Work with the local trust to support continual uplift over time, and long-term aspiration as a Youth Center. Design and plan for transitions to Hōreke Road, alignment of cycleway and visual connections to the Town Hall.	Implementation: Implement transition area upgrade with cycleway alignment along Hōreke Road (2g). Continue to support Trust in long-term aspirations and use of the Youth Center.		Structural assessment for use of existing facilities to be undertaken. Community owned facility.
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Grow / Improve	2110 Hōreke Road, Hōreke	Support and improve the Whare Waka as a key community hub, in conjunction with the Youth Center (3e).Paint and repair buildings- highlight as a key stopping point with colour along the cycleway. Improve and tidy the pull over space and transition to Hōreke Road. Include amenity planting, artwork and pou as part of coordinated wayfinding and threshold markers along the cycle trail. Improve visual connection with Town Hall and 'pop-up' kiosk with high surface friction along the road to indicate as a slow speed environment. Include signage and wayfinding markers to other local attractions. Undertake mangrove clearance in conjunction with (1a) to open up potential to link Wharewaka to the harbour via coastal edge restoration (1b).	1A, 1B, 1C, 2B, 2F, 2G, 3C, 3E,	Collaboration and implementation: Implement immediate uplift with paint and tidy of the buildings - both Whare Waka and Youth Center. Install signage, wayfinding and pou markers and surface friction to link with the cycleway and coastal edge. Work with the local trust to support continual uplift over time, and long-term aspiration to reconnect the Whare Waka with coastal edge and sea wall restoration, mangrove removal, and harbour. Design and plan for transitions to Hōreke Road, alignment of cycleway and visual connections to the Town Hall.	Implementation: Coordinate with cycleway alignment along Hōreke Road (2b). Continue to support Trust in long-term aspirations and use of the Whare Waka.	Implementation: Coordinate coastal edge restoration (1b) and long term connection of the Whare Waka to the harbour.	Structural assessment for use of existing facilities to be undertaken. Community owned facility.

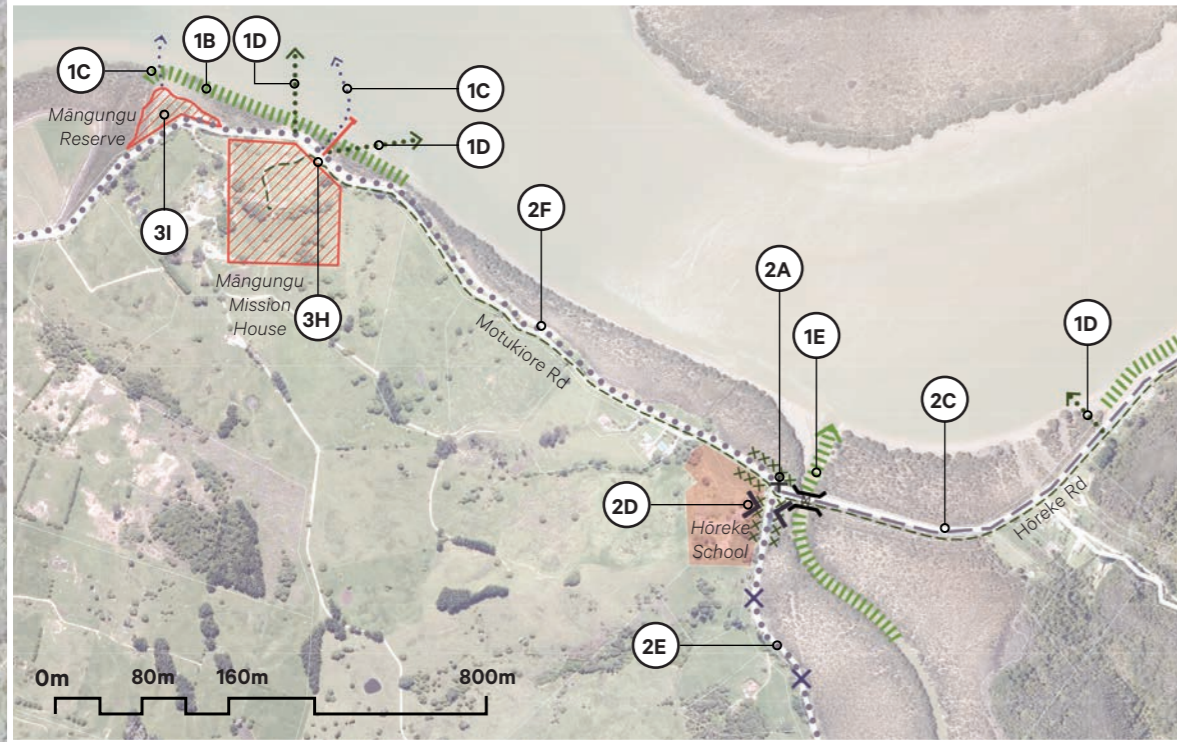
*Items excluded from costings

Hōreke Improvement Plan.

Destination.



Hōreke (West).



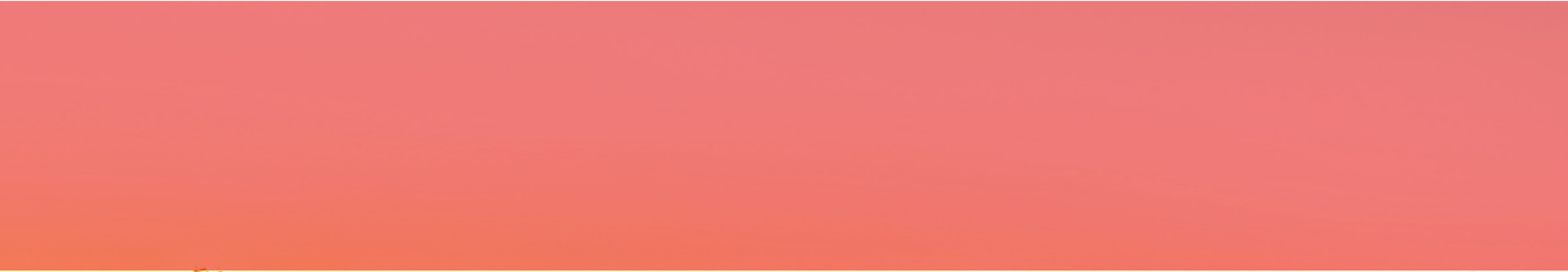
Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
DESTINATION.			
3G	Boat ramp, wharf and car parking upgrade	Coming to life: Thriving Hōreke identity and enterprise.	Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3H	Māngungu wharf and Mission House improvements	Coming to life: Thriving Hōreke identity and enterprise.	Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.
3I	Māngungu reserve access improvements and connection to water	Coming to life: Thriving Hōreke identity and enterprise.	Celebrate Hōreke's Māori identity; Integrate and connect community into existing local activity hubs; Encourage / allow informal community interactions along street; Support multi-purpose retail and information; Connect and make the cycle trail 'visible' in township center.

- Legend.**
- 1. Landscape Improvements.**
- Sea wall/edge restoration
 - Selective mangrove clearance
 - Edge restoration planting
 - Roadside amenity planting
 - Pou Herenga Tai Cycle Trail
 - Views to the harbour
- 2. Journey Improvements.**
- Town slow speed environment
 - Unsealed road
 - Footpath upgrade/widen
 - Access to the water
 - Gateway
 - Interval threshold treatments
 - New directional signage
 - Frictional surfacing
 - Improved parking
 - Proposed speed change signage - subject to necessary approvals
 - Warning people/cyclist signage
 - Proposed additional compost toilets
 - Existing public toilets
 - Additional Water Tanks
- 3. Destination Improvements.**
- Building/facility
 - Civic destination
 - School

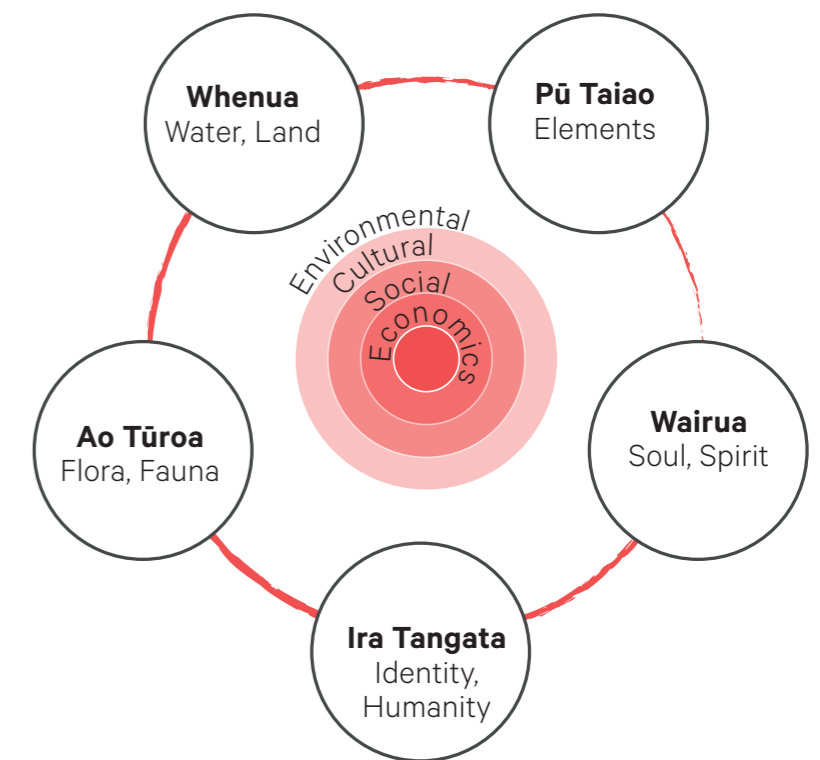
Improvement Plan. Destination.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Improve	Hōreke Wharf and Boat Ramp and turning area between 2118 and 2116 Hōreke Road, Hōreke.	Support and improve water access and movement circulation at the Hōreke Wharf and boat ramp area. Design and programme for increased capacity usage of the wharf for ferry use (1c) upgrade, maintenance and repair, and consider long term drop off and pick up zones, and transition of groups, pedestrian and bike movements and access to the public boat ramp.	1C, 2A, 2G	Collaboration, design and implementation: In conjunction with 1c- establish a working coordination with facility users and long-term initiatives for ferry service capacity to increase across the Hokianga. Fix the boat ramp (10m). Develop a concept plan for car parking and access area to include improved access- drop off point and loading zones for cyclists in coordination with the public boat ramp access. Include waiting areas with seating, shelter and lighting. Mark loading points and no-parking zones.	Implementation: Implement design initiatives as ferry demand and capacity increases. Undertake physical works upgrade for amenity including rest areas, shelter and car parking alignment. Carpark layout in front of boat ramp area to be developed further with input from NTA.	Implementation to completion: Complete upgrade of wharf, boat ramp and car park area as demand increases.	Works in the CMA are likely to trigger consent. Structural design and technical investigations required for boat ramp.
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Improve	Māngungu Mission House and Māngungu Wharf, Motukioere Road, Hōreke.	Improve visitor access to Māngungu Mission House and Māngungu Wharf. Improve wayfinding to the site by including pou, markers and artwork along Motukioere Road and as part of coordinated wayfinding along the Hōreke section of the Pou Herenga Tai- cycle trail. Undertake structural review of the existing wharf (1c) to upgrade and maintain as a key connector to the harbour for swimming and water craft access.	2G, 1D	Collaboration, design and implementation: Install pou, markers and artwork at the entrance between the Mission House and Wharf, to celebrate local stories and identity. Review and programme edge restoration along the wharf coastal edge to provide and maintain access to the harbour, and maintain visual connections between the wharf, Motukioere Road, and the Mission House (1D).	Implementation: Undertake structural upgrade works as required to maintain the use of Māngungu Wharf as a key connection to the harbour. Safety for pedestrians and trail users due to the narrowness of the wharf, to be further to be considered at the pre-implementation phase with input from NTA	Implementation and maintenance: Undertake structural upgrade works as required to maintain the use of Māngungu Wharf as a key connection to the harbour.	Structural assessments to be completed. Potential for update consenting and works in the CMA requiring consent.
Destination: Play, sports and events, Visitor facilities, Experience, identity, community and business, Information and rest stops, Gathering places.	Change / Improve	Māngungu Reserve, Motukioere Road, Hōreke.	Improve access and use of Māngungu Reserve as a connection point to the harbour. Upgrade the entrance of Motukioere Road and provide a turning circle for trailer vehicles. Improve the recreational amenity of the reserve and create a rest stop-include seats and tables. Mark the area as a key attraction along the Hōreke Waterfront with coordinated pout, markers and artwork.	2G, 1C, 1B, 1D	Design and implementation: Upgrade reserve entrance off Motukioere Road, and form a turning circle for trailer vehicles. Install seating, tables and rest areas. Install signage (naming of site), and include pou, markers and artwork to celebrate local stories and identity. Review and programme edge restoration to provide and maintain access to the harbour from the reserve.	Implementation: Undertake programme of edge restoration to provide and maintain access to the harbour from the reserve.	Ongoing implementation: Continue programme of edge restoration as a key access to the harbour from the reserve.	Works in the CMA are likely to trigger consent.

*Items excluded from costings



5. Mauri. Measures, Benefits and Outcomes.



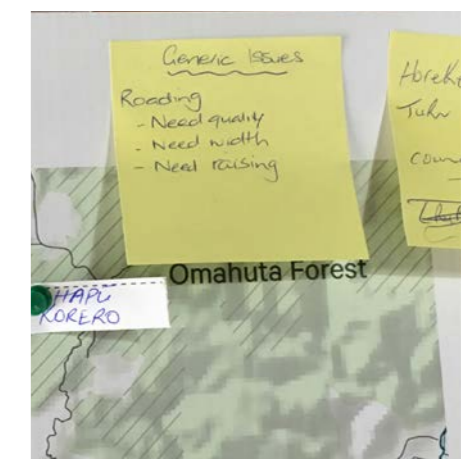
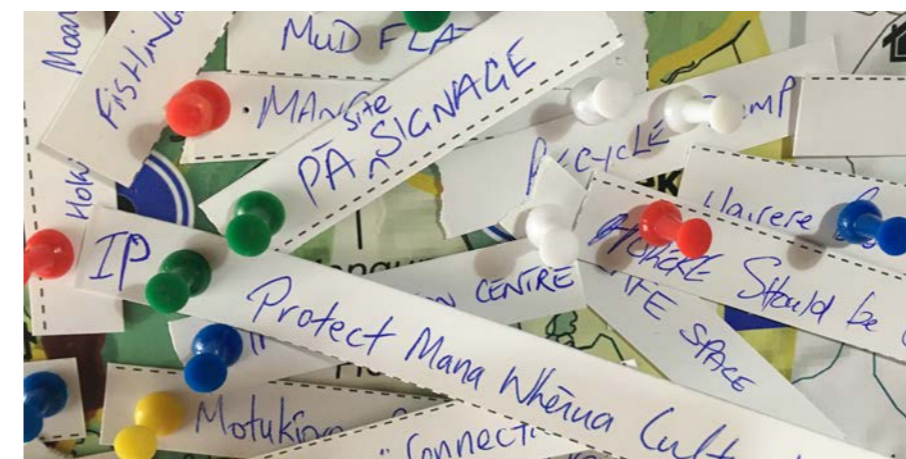
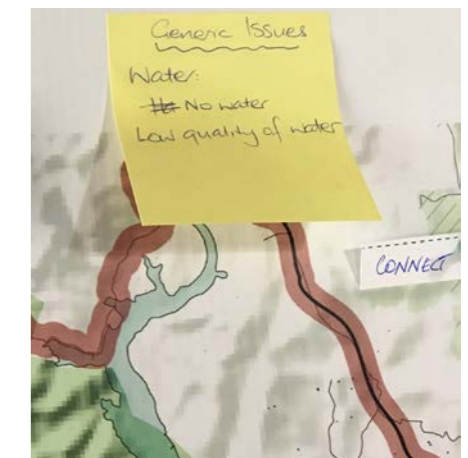
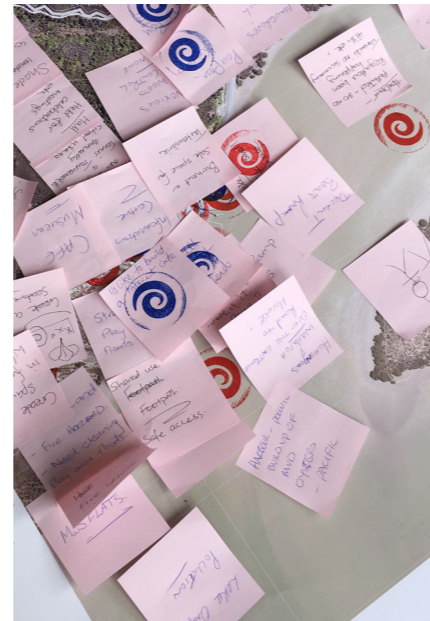
Mauri. Measures and Benefits.

Process For Refinement of Options, and Assessment of Benefits.

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

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

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



Mauri.

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

Investment Objectives & PGF Criteria.

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

Indicative Assessment against Provincial Growth Fund Criteria for eligibility

Programme Business Case - Measures and Outcomes.

Visitor Nights/ Spend;

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

Job Creation (Number of Jobs);

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

Upskilling and training opportunities;

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

Safety;

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

Resilience;

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

New/ Improved walking and cycling infrastructure;

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

Catalyst/ Momentum/ Function

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

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

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

Kaupapa Matrix

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

Mauri





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

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

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

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

Kaupapa matrix.

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

Mauri. Measures and Benefits.

Plan reference		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes						
Number	Name	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	
		Low, Medium, High	Low, Medium, High							
LANDSCAPE										
1A	Mangrove clearance at the heart	No	Medium	Low- improve Hōreke experience at key hub	Med- local involvement and community volunteers	Med- local involvement and community volunteers	NA	NA	Med- improve Hōreke experience at key hub and along coastal edge.	
1B	Sea wall / edge restoration	No	Medium	NA	NA	NA	Med- protection of coastal edge erosion.	High- edge restoration and long term erosion resilience along coast, and road assets..	High- edge restoration and long term erosion resilience along coast, and cycle assets..	
1C	Improve access onto the water	No	High	Med- support visitors to stay longer by providing transport options and options to access to the water.	Med- upgrades and improved capacity of Hōreke Wharf for long-term ferry service.	NA	High- upgrade and maintenance to improve safety and use of Māngungu Wharf and Hōreke boat ramp.	NA	NA	
1D	Maintain views to the harbour	No	Low	Low- experience of Hōreke enhanced.	NA	NA	NA	NA	Med- experience of Hōreke enhanced.	
1E	Hōreke bridge and stream access improvements	No	Medium	Med- additional activities and connection to key local attraction allowing people to stay longer and explore Hōreke.	Med- support potential recreation activity: eg kayak.	Low- support potential recreation activity: eg kayak.	NA	NA	Low- marking of the bridge as a natural threshold into Hōreke and highlighting importance of the stream connection to local attractions and historical narrative.	

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
CATALYST: Improving views for the town center heart, and application to other areas of coastal edge management. MOMENTUM: Build capacity for local involvement. FUNCTION: Improve use and experience in the town center.	Med- improve Hōreke experience at key hub.	Low- improve visual connections to the harbour from key location in town center.	Med- improve Hōreke experience at key hub.	NA	Med- environmental awareness opening up to harbour views	Low- highlight connections to the harbour and Ruapāpaka Island.	Med- support and provide a more attractive and active heart to the town center.	Med- improved environment and experience attracts people to stop and stay longer.	
CATALYST: Edge protection along coastal edge over time. MOMENTUM: Build capacity for local / iwi and hapū involvement. FUNCTION: protect coastal assets.	NA	Low- improve coastal edge erosion.	NA	NA	High- protection of coastal edge	NA	High- protection of coastal edge and public reserve spaces.	NA	
CATALYST: Upgrade and maintenance of options to access water and harbour. MOMENTUM: Support long term capacity for improved ferry connection to Hōreke Wharf. FUNCTION: Improve existing options to access the water and harbour.	High- improved experience and capacity at Hōreke Wharf for visitors arriving by boat.	Med- improved access to harbour	High- improved access to harbour, and key swimming location at Mānugngu Wharf.	Med- improved swimming option at Mānugngu Wharf.	NA	High- improve quality of access to the harbour as local identity.	High- improve quality of access to the harbour as local identity.	High- improved water access allows for additional activities on the water.	
CATALYST: Maintain a visible presence of the harbour. MOMENTUM: Stimulate coastal edge restoration. FUNCTION: Improve existing options to access the water and harbour.	NA	High- enhance and maintain views to key landscape elements and identity of place.	NA	High- enhance and maintain views to key landscape elements and identity of place.	High- enhance coastal edge.	High- enhance and maintain views to key landscape elements and identity of place.	High- enhance and maintain views to key landscape elements and identity of place.	High- enhance experience of Hōreke	
CATALYST: Stimulate use and active recreation on the harbour and connecting to Wairere Boulders. MOMENTUM: Build potential tour operations connecting the river to the harbour. FUNCTION: Maintaining river connection for water craft use.	Med- highlight the bridge as a natural gateway into Hōreke.	Med- restore historical connections and local attractions.	Med- provide recreational options for visitors.	Med- highlight local stories and identity of Hōreke.	Med- support coastal edge restoration of the river channel, and connect to local attractions.	Med- support and connect to local attractions.	Med- support and connect to local attractions and provide a range of recreational opportunities to connect the harbour and river.	Med- additional recreation opportunities building off longer visitor stays as capacity increases in Hōreke.	

Strength of Project Against Measurement.

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

Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
JOURNEY									
2A	Hōreke mainstreet, slowing speeds and connecting places	Yes *excludes artwork	Medium	Low- improved experience of Hōreke	High- local involvement and pou trail carving	High- local involvement and pou trail carving	High- slow the journey through Hōreke township.	NA	High- uplift the experience of the cycle trail.
2B	Pou Herenga Tai cycle trail connecting with the town	No	Medium	Med- upgrades to provide safer and better connections on arrival from the cycle trail into Hōreke will uplift visitor experience.	NA	NA	High- upgrade of safe cycle connection and experience into Hōreke Township.	NA	High- upgrade of safe cycle connection and experience into Hōreke Township.
2C	Hōreke Road pedestrian and cycle link from the town to the School (and to Māngungu Mission)	No	Medium	Med- Improve the cycle experience to allow visitors to stay longer, heading to Māngungu and back to Hōreke Township.	NA	NA	High- significant improvement to pedestrian and cycle access and safety.	NA	High- significant improvement to pedestrian and cycle access between the township and to Hōreke School.
2D	Gateway markers in to the town	No	Medium	Low- improved experience of Hōreke	High- local involvement and pou trail carving	High- local involvement and pou trail carving	Low- slow the journey through Hōreke Township.	NA	High- uplift the experience of the cycle trail.
2E	Tāheke / Hōreke Road upgrade improvements	No	Medium	High- increase visitor capacity to Wairere Boulders and likelihood to stay longer.	Low- increased visitor capacity to support local attractions.	NA	High- significant improvement to vehicle and cycle safety to key regional attraction.	NA	High- significant improvement to vehicle and cycle safety to key regional attraction.
2F	Motukiore Road upgrade improvements	Yes	Medium	High- increase visitor capacity to Māngungu Mission House, and likelihood to stay longer.	Low- increased visitor capacity to support local attractions.	NA	High- significant improvement to vehicle and cycle safety to key regional attraction.	NA	High- significant improvement to vehicle and cycle safety to key regional attraction.
2G	Hōreke Road, Utakura Valley upgrade improvements *off map	No	Low	Low- increase visitor cycle experience with reduced vehicle dust impact through Utakura Valley.	NA	NA	Low- improvement to vehicle and cycle safety along Pou Herenga Tai cycle trail.	NA	Low- improvement to vehicle and cycle safety along Pou Herenga Tai cycle trail.

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
CATALYST: Support increased visitor capacity to stop in the town MOMENTUM: Connect and build on adjoining community hubs. FUNCTION: Improve pedestrian and cycle experience through the town.	High- support the experience of Hōreke Township.	High- uplift the identity of Hōreke.	High- slow the journey and pedestrian / cycle safety; care and pride of place- local stories.	High- uplift the identity of Hōreke.	High- streetscape planting and amenity	High- uplift the identity of Hōreke.	High- uplift the identity of Hōreke.	High- uplift experience of Hōreke and connect local attractions.	
CATALYST: Support increased visitor capacity and use experience of cycle trail. MOMENTUM: Improved local connectivity. FUNCTION: Improve cycle experience and safety inot Hōreke Township.	High- improved cycle experience into Hōreke.	High- improved cycle experience of Hōreke.	High- improved safety and cycle experience	NA	NA	Med- improved connections to local attractions.	NA	Med- improved connections to local attractions.	
CATALYST: Improve capacity and safety of pedestrian and cycle connections. MOMENTUM: to extend sealing and pedestrian cycle access to Māngungu Mission House and Wairere Boulders. FUNCTION: Widen carriageway to include safe pedestrian and cycle connections from Hōreke Township to Hōreke School.		Med- uplift safe connections to school and support improved access into township.	Med- uplift safe connections to school and support improved access into township.	NA		Med- provision and safety for local community and connections to school	Med- provision and safety for local community and connections to school	Med- improves visitor access to wider attractions- and supports local access into township.	
CATALYST: Support visitor wayfinding linking the town MOMENTUM: Celebrate local stories FUNCTION: Memorable marker for the township	High- mark and identify gateways into Hōreke Township.	High- uplift the identity of Hōreke.	High- slow the journey and pedestrian / cycle safety; care and pride of place- local stories.	High- uplift the identity of Hōreke.	High- streetscape planting and amenity	High- uplift the identity of Hōreke.	High- uplift the identity of Hōreke.	High- uplift experience of Hōreke and connect local attractions.	
CATALYST: Support increased visitor capacity and road safety. MOMENTUM: Generate continued extension of sealing over time. FUNCTION: Improve road quality, safety and experience to significant regional attraction.	Med- Improved experience to key regional attraction.	High: value of visitor experience and access enhanced to regionally significant attraction.	High: Improved visitor and cycle safety and experience	NA	Med: dust mitigation	High: improved connection to significant regional attraction.	High: improved connection to significant regional attraction.	High- visitors likely to stay with improved access back to Hōreke Township.	
CATALYST: Support increased visitor capacity and road safety. MOMENTUM: Generate continued extension of sealing over time. FUNCTION: Improve road quality, safety and experience to significant regional attraction.	Med- Improved experience to key regional attraction.	High: value of visitor experience and access enhanced to regionally significant attraction.	High: Improved visitor and cycle safety and experience	NA	Med: dust mitigation	High: improved connection to significant regional attraction.	High: improved connection to significant regional attraction.	High- visitors likely to stay with improved access back to Hōreke Township.	
CATALYST: Support increased visitor capacity and use experience of cycle trail. MOMENTUM: Generate continued extension of sealing over time. FUNCTION: Improve road quality, safety and experience connecting to Hōreke.	Low- increase visitor cycle experience with reduced vehicle dust impact through Utakura Valley.	NA	Low- increase visitor cycle experience with reduced vehicle dust impact through Utakura Valley.	NA	Med: dust mitigation	Low- improved cycle experience through Utakura Valley.	Low- improved cycle experience through Utakura Valley.	NA	

Strength of Project Against Measurement.

Mauri.

Kaupapa Matrix.

Project Business Case.

Investment Objectives.

Overall Benefits Score.

Low

Medium

High

Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
DESTINATION									
3A	Improving open space for community and visitor use	No	High	High- upgrade of fire station facility to support visitor stay	High- management of site as visitor experience and community hub, with continued opportunity to build volunteer roles in planting, carving and community function.	High- management of site as visitor experience and community hub, with continued opportunity to build volunteer roles in planting, carving and community function.	NA	Med- potential to establish local involvement and planning operation to sustain planting and coastal edge restoration over continued years.	High- improved visitor experience and welcome to Hōreke. Improved cycle connections to township.
3B	Health Clinic link and car park upgrade	Yes *Excludes parking	Low	NA	NA	NA	High- improved alignment of pedestrian, cycle and vehicle safety in slow speed environment, particularly at peak times of use.	NA	Med- increased safety with realignment of footpath around new car park.
3C	Town Hall, information kiosk and car park improvements	No	High	High- improve visitor experience as part of connected hub along the cycleway, allowing visitors to stay longer.	High- local operation and visitor attraction.	High- local operation and visitor attraction.	NA	NA	High- improves experience of the cycleway in Hōreke as a meeting and gathering hub.
3D	Playground upgrade with seating and shade	No	Low	High- improve visitor experience as part of connected hub along the cycleway, allowing visitors to stay longer.	NA	NA	NA	NA	High- improves experience of the cycleway in Hōreke as a meeting and gathering hub.
3E	Youth Center establishment	No	Medium	High- improve visitor experience as part of connected hub along the cycleway, allowing visitors to stay longer.	High- local operation and visitor attraction.	High- support local youth.	NA	NA	High- improves experience of the cycleway in Hōreke as a meeting and gathering hub.
3F	Whare Waka improvements and connection to the water	No	High	High- improve visitor experience as part of connected hub along the cycleway, allowing visitors to stay longer.	High- local operation and visitor attraction.	High- local operation and visitor attraction. Re-establish waka on the harbour.	High- improve waka access to the water (currently using existing boat ramp and blocking off of road for access).	NA	High- improves experience of the cycleway in Hōreke as a meeting and gathering hub.

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
CATALYST: Opportunity to support social capacity and involvement directly related to the cycleway experience. MOMENTUM: Build capacity for ongoing community involvement and growth to support community outcomes. FUNCTION: Ley community and visitor hub.	High- Primary welcome point into Hōreke off the Pou Herenga Cycle Trail.	High- reserve space and facilities to support community and bring together with visitors for shared benefit.	High- ability to cater for visitors with rest stop, community interaction, and information leading to Hōreke.	High- catalyst opportunity to support community and visitor activities and shared outcomes- eg planting and nursery facility.	High- coastal edge restoration, and on-going community involvement.	High- key hub to welcome and showcase Hōreke identity- carving of pou, stories and histories reflected in community site.	High- facility to support ongoing community benefit.	High- improved visitor experience with benefits to stop, stay and spend.	High
CATALYST: Coordinate and align parking and key node. MOMENTUM: Improve streetscape amenity and introduce slow speed environment at key community hub. FUNCTION: Improve pedestrian and cycle safety at peak times of use.	NA	Med- key community asset and service provision for the wider area.	Med- care and pride in local places, upgrade of community amenity.	NA	NA	Med- key community asset and service provision for the wider area.	Med- key community asset and service provision for the wider area.	Med- provides service to wider Hōreke region.	High
CATALYST: Stimulate local growth opportunities. MOMENTUM: Support a connected hub with the Youth Center, Whare Waka and playground space. FUNCTION: Key provision support for both locals and visitors..	High- support community and visitor experience of Hōreke.	High- uplift local community.	High- support community and visitor experience of Hōreke.	High- key connector to other local attractions and experiences.	Med- improved amenity planting and street interface.	High- significant to local community and uplift potential.	High- key connecting point between local community and visitors.	High- support connections to wider attractions and experiences.	High
CATALYST: Allow people, in particular families to stop and stay longer. MOMENTUM: Support a connected hub with the Youth Center, Town Hall and Whare Waka. FUNCTION: Key local asset improvement.	High- support community and visitor experience of Hōreke.	High- uplift local community.	High- support community and visitor experience of Hōreke.	Med- local youth activity.	Med- improved amenity planting and street interface.	High- significant to local community and uplift potential.	High- support youth identity in Hōreke.	NA	High
CATALYST: Stimulate local growth opportunities. MOMENTUM: Support a connected hub with the Youth Center, Town Hall and playground space. FUNCTION: Key local asset improvement.	High- support community and visitor experience of Hōreke.	High- uplift local community.	Med- the ability to host events and support community aspirations.	Med- local youth activity.	Med- improved amenity.	High- significant to local community and uplift potential.	High- support youth identity in Hōreke.	NA	High
CATALYST: Stimulate local growth opportunities. MOMENTUM: Support a connected hub with the Youth Center, Town Hall and playground space. FUNCTION: Key local asset improvement.	High- support community and visitor experience of Hōreke.	High- uplift local community, and potential to reconnect with the harbour.	High- the ability to host events and support community aspirations.	High- unique local attraction and identity.	Med- improved amenity and connections to the harbour.	High- significant to local community and uplift potential.	High- restore Māori identity in Hōreke.	High- supports visitors to stay longer and explore local attractions.	High

Strength of Project Against Measurement.

Mauri.

Kaupapa Matrix.

Project Business Case.

Investment Objectives.

Overall Benefits Score.

Low

Medium

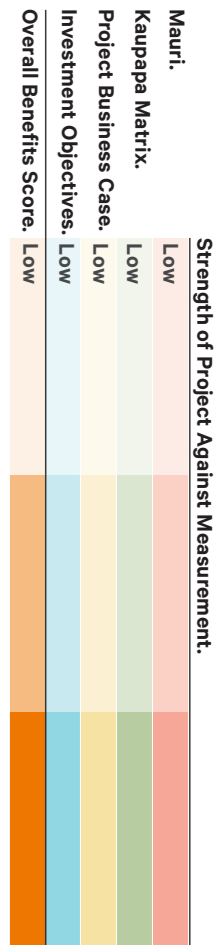
High

Mauri. Measures and Benefits.

Plan reference		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Number	Name	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
DESTINATION.									
3G	Boat ramp, wharf and car parking upgrade	No	High	High- improved ferry capacity of the wharf allows opportunities to expand the cycleway connection to other areas of the Hokianga, and supports people to stay longer in Hōreke.	High- carving and creation of pou markers along the Hōreke cycle trail, and indirect potential for increased ferry services over time.	High- carving and creation of pou markers along the Hōreke cycle trail.	High- improve safety and circulation of area as capacity of cycling increases and demand pressures on space at the wharf area for loading and pick up.	NA	High- improves experience of the cycleway in Hōreke as a meeting and gathering point.
3H	Māngungu wharf and Mission House improvements	No	High	Low- improves wayfinding linking Hōreke townships to Māngungu Mission House.	High- carving and creation of pou markers along the Hōreke cycle trail.	High- carving and creation of pou markers along the Hōreke cycle trail.	NA	Med- structural upgrade to wharf infrastructure as a key connection to the harbour.	High- improves wayfinding and connection of visitors from Hōreke Townships to Māngungu Mission House.
3I	Māngungu reserve access improvements and connection to water	No	High	Low- supports visitor capacity to stay longer in Hōreke	High- carving and creation of pou markers along the Hōreke cycle trail.	High- carving and creation of pou markers along the Hōreke cycle trail.	Med- improves all weather turnaround capacity off Motukiore Road for vehicles with trailers, and pick up of cycle tours.	NA	High- improves wayfinding and connection of visitors from Hōreke Townships to Māngungu Reserve.

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
DESTINATION.									
CATALYST: Potential to increase and support long term ferry capacity as cycle demand grows. MOMENTUM: Stimulate amenity change and experience in key area between community and visitor. FUNCTION: Improve usage and movement around busy community area.	High- marks and celebrates arrival and departure point to Hōreke.	High- local stories and identity uplifted and represented.	Med- allows capacity and management of increased visitor numbers over time.	Med- Mark and identify a key community space in Hōreke- bring community and visitor together.	Med- improved amenities and infrastructure resilience along coastal edge.	High- celebration of local identity and stories- arrival and departure point to Hōreke.	High- celebration of local identity and stories- arrival and departure point to Hōreke.	High- supports improved access to the township.	
CATALYST: Improves wayfinding and visitor experience through pou and artwork, to link the Hōreke coastal edge from the township to Māngungu Reserve. MOMENTUM: Supports job creation and local identity. FUNCTION: Improved access and connection to the harbour.	High- marks and celebrates an 'end' point to the Hōreke cycle section.	High- local stories and identity uplifted and represented.	Med- supports visitor wayfinding and experience of 'place'.	High- improve connections to site of national importance.	High- improved planting amenity and coastal edge.	High- celebration of local identity and stories- local access for swimming and connection to harbour.	High- celebration of local identity and stories, key local spot for swimming	Med- supports cycle trail to function well	
CATALYST: Improves wayfinding and visitor experience through pou and artwork, to link the Hōreke coastal edge from the township to Māngungu Reserve. MOMENTUM: Supports job creation and local identity. FUNCTION: Improved access and connection to the harbour.	High- marks and celebrates an 'end' point to the Hōreke cycle section.	High- local stories and identity uplifted and represented.	Med- supports visitor wayfinding and experience of 'place'.	NA	High- improved planting amenity and coastal edge.	High- celebration of local identity and stories- local access for connection to harbour.	High- celebration of local identity and stories, key local spot for access to harbour.	Med- supports cycle trail to function well	



Delivery Plan. Cost Assumptions.

General Cost Assumptions and Clarifications.

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

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

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

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

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

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

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

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

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

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

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

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

Delivery Plan.

Cost Assumptions.

Cost Assumptions to Note for Specific Project Improvement Types.

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

OPEX Assumptions.

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

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

Key:

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

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
LANDSCAPE											
1A	Mangrove clearance at the heart	FNDC, NRC	NRC/PGF	No	3,900	47,000	16,900	24,000	16,900	24,000	Fees costed at 16% and contingency 30%. OPEX Cost - Monitoring, removal of mangrove seedlings per annum.
1B	Sea wall / edge restoration	FNDC, NRC	NRC/PGF/ NLTF (resilience)	No		94,000		1,264,000		626,000	Fees costed with contingency at 30% for short term, at 8% and 30% contingency for mid term, and 16% and contingency 30% for long term. Consent - works in coastal marine area - assumed repairs in existing footprint - no further reclamation of the CMA.
1C	Improve access onto the water	FNDC, NRC	PGF/ NLTF (resilience, transport choice, environment)	No		226,000		45,000		-	Fees costed at 16% and contingency 30%.
1D	Maintain views to the harbour	FNDC, NRC	NRC/PGF	No	6,500	179,000	6,500	-	6,500	-	Fees costed at 16% and contingency 30%. OPEX Cost - Yearly removal of mangrove seedlings. Assumes consent for mangrove removal, combined consent with 1A
1E	Hōreke bridge and stream access improvements	FNDC	FNDC LTP/NRC/PGF/ PGF/ NLTF (resilience, safety, access, transport choice, environment)	No	2,600	25,000	2,600	9,000	2,600	40,000	Fees costed at 16% and contingency 30%. OPEX Cost - Yearly removal of mangrove seedlings. Assumes consent for mangrove removal, combined consent with 1A

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
JOURNEY											
2A	Hōreke mainstreet, slowing speeds and connecting places	FNDC	NLTF/FNDC LTP (placemaking and amenity, safety, access, transport choice, environment)	Yes *excludes artwork		154,000	-		-		Fees costed at 16% and contingency 30%.
2B	Pou Herenga Tai cycle trail connecting with the town	FNDC, Pou Herenga Tai Cycle Trail Trust	PGF/ NLTF (safety, access, transport choice, environment)	No		72,000		915,000		603,000	Fees costed at 16% and contingency 30% for short term, 8% and 30% contingency for mid term, and 16% and 30% contingency for long term. Option 1 costed. Note most of footpath will need extensive work to form. Allows for underground overhead powerlines.
2C	Hōreke Road pedestrian and cycle link from the town to the School (and to Māngungu Mission)	FNDC	PGF/ NLTF (safety, access, transport choice, environment)	No		343,000		1,685,000		2,948,000	Fees costed at 30% contingency for short term, 8% and 30% contingency for mid term and long term.
2D	Gateway markers in to the town	FNDC	PGF/ NLTF (placemaking and amenity to slow- safety)	No		90,000		-		-	Fees costed at 16% and contingency 30%.
2E	Tāheke / Hōreke Road upgrade improvements	FNDC	NLTF/FNDC LTP (safety, access, transport choice)	No		15,000		135,000		1,816,000	Funding application (Assumes application for 2E, 2F & 2G combined). Fees costed at 16% and contingency 30% for short term, 30% contingency for mid term, and 8% and 30% contingency for long term. Allow to seal existing road assumes 6m wide, including grading existing surface, topping up and compacting metal, cleaning out swales and sealing.
2F	Motukiore Road upgrade improvements	FNDC	NLTF/FNDC LTP (safety, access, transport choice)	Yes		15,000		58,000		778,000	Funding application (Assumes application for 2E, 2F & 2G combined). Fees costed at 16% and contingency 30% for short term, 30% contingency for mid term, and 8% and 30% contingency for long term. Allow to seal existing road assumes 6m wide, including grading existing surface, topping up and compacting metal, cleaning out swales and sealing. Excludes shared use road markings for cyclists.
2G	Hōreke Road, Utakura Valley upgrade improvements *off map	FNDC	NLTF/FNDC LTP (safety, access, transport choice)	No		15,000		384,000		5,189,000	Funding application (Assumes application for 2E, 2F & 2G combined). Fees costed at 16% and contingency 30% for short term, 30% contingency for mid term, and 8% and 30% contingency for long term. Allow to seal existing road assumes 6m wide, including grading existing surface, topping up and compacting metal, cleaning out swales and sealing.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
DESTINATION											
3A	Improving open space for community and visitor use	FNDC	PGF/FNDC LTP	No		15,000		133,000		-	Fees costed at 16% and contingency 30%. Assumes septic tank required.
3B	Health Clinic link and car park upgrade	FNDC	NLTF/FNDC LTP	Yes *Excludes parking		38,000		-		-	Fees costed at 16% and contingency 30%.
3C	Town Hall, information kiosk and car park improvements	FNDC, Pou Herenga Tai Cycleway Trust	NLTF/FNDC LTP	No		447,000	13,000	0	13,000	0	Fees costed at 16% and contingency 30%. OPEX Cost - Collaboration, planning and implementation.
3D	Playground upgrade with seating and shade	FNDC	FNDC LTP	No		136,000		14,000		-	Fees costed at 16% and contingency 30%.
3E	Youth Center establishment	FNDC	FNDC LTP	No		24,000		321,000		-	Fees costed with contingency at 30% for short term, at 8% and 30% contingency for mid term, and 16% and contingency 30% for long term.
3F	Whare Waka improvements and connection to the water	FNDC	FNDC LTP	No		-		-		-	Fees costed at 16% and contingency 30%. See 3E for costing.
3G	Boat ramp, wharf and car parking upgrade	FNDC	NLTF/FNDC LTP (safety, access, transport choice, resilience, environment)	No		22,000		80,000		211,000	Fees costed with contingency at 30% for short term, at 8% and 30% contingency for mid term, and long term. See 1C for boat ramp costing.
3H	Māngungu wharf and Mission House improvements	FNDC	PGF/TIF/ NLTF (transport choice)	No		51,000		75,000	13,000	0	Fees costed at 16% and contingency 30%. OPEX Cost - Wharf maintenance.
3I	Māngungu reserve access improvements and connection to water	FNDC	FNDC LTP	No		62,000	13,000		13,000	0	Fees costed at 16% and contingency 30%. OPEX Cost - ongoing Edge restoration maintenance.

Delivery Plan.

	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
	OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
PROJECT AMBASSADOR							
Community champion/ programme ambassador	72,670		72,670		72,670		Allows 1 person full time at \$25/hr. Contingency 30%.
OVERALL PROJECTS COSTING							
	Total Short Term OPEX	Total Short Term CAPEX	Total Mid Term OPEX	Total Mid Term CAPEX	Total Long Term OPEX	Total Long Term CAPEX	Total Overall CAPEX
Total OPEX and CAPEX	85,670	2,070,000	124,670	5,142,000	137,670	12,235,000	19,447,000

Environmental and Social Risk.

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

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

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

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

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

Environmental and Social Risk.



ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



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

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

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

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

Final



Twin Coast Discovery

Isthmus.

Answers and Comments		Refer to screen questions explanation to help complete this part.
<p>1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.</p>		
NATURAL ENVIRONMENT:	<p>Conservation land zoning areas within Hōreke (as per FNDC District Plan), potential for outstanding/significant natural features not recorded on district plan. Potential to affect coastal marine area, mangroves, rivers, streams or their margins due to the coast nature of Hōreke (as per FNDC District Plan). Potential to affect significant natural features/conservation areas due to conversation zones located in or around Hōreke Hōreke has the potential to be at risk of coastal erosion and flooding. Selective mangrove removal for water access and visual connection with harbour, likely to be cumulative and not removed all at once. Typically cumulative and not removed all at once.</p>	
CULTURAL AND HISTORIC HERITAGE:	<p>No listed māori or archaeological sites in the FNDC District plan however due to the history and age of the Hōreke township there is the potential for significant māori or archaeological sites to be located in or around Hōreke. Hōreke does have an identified heritage buildings (refer to FNDC district plan) which are located within or near to projects.</p>	
HUMAN HEALTH:	<p>One Network Road Classification - Secondary Collector, Access and Low Volume Roads. Unable to find source for airshed information for Hōreke. Hōreke township has historically had timber processing/mills industries with potential contaminated reclaimed land. Potential HAIL site at the Māngungu Cemetery. Unable to find source for SLUR information for Hōreke.</p>	
SOCIAL:	<p>Most improvement projects (in particular roading, walking and cycling related projects) will 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>		
URBAN AND LANDSCAPE DESIGN:	<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. There is a high landscape visual sensitivity to character and the intension of new built elements in this environment.</p>	
<p>Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.</p>		
<p>2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.</p>		
	<p>Restoring the health of the 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. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?</p>		
	<p>Structural assessment of the historical harbour edge seawall and detailed impacts of flooding and coastal erosion.</p>	
Completed by	Isthmus - TB/HK	
Reviewed by NZTA Project Manager		
Incorporated results into IBC assessment of options summary table?	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

The Way Forward.

Summary.

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

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

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

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

Funding pathways for implementation.

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

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

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

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

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

Community champion/ activation programme co-ordinator.

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

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

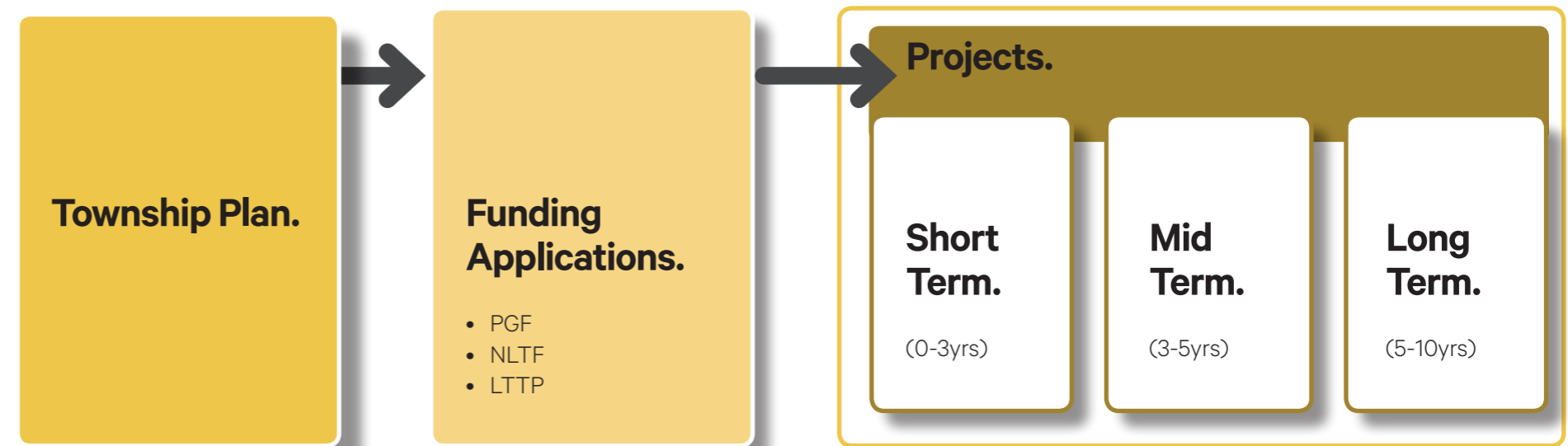
The Way Forward. Summary.

Strategic opportunism.

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

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

Next steps:



Other ways to use the Township Plan:



The Way Forward.

Iwi Hapū Engagement Principles.

Introduction.

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

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

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

High-level protocols of engagement.

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

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

For the purposes of project implementation, this includes;

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

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

Project establishment.

Prioritisation

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

Project design

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

Procurement

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

Design principles

Visioning / establishing guiding values

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

Developing or adapting design principles

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

Generic urban design principles

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

These are:

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

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

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

The Way Forward.

Iwi Hapū Engagement Principles.

Design methodology.

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

Potential methods include:

Hikoī

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

Wānanga

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

Pūrākau (cultural narratives)

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

Rangahau (archival research)

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

Kōrero (oral history)

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

Whakamahere (cultural mapping)

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

Tākaro (play)

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



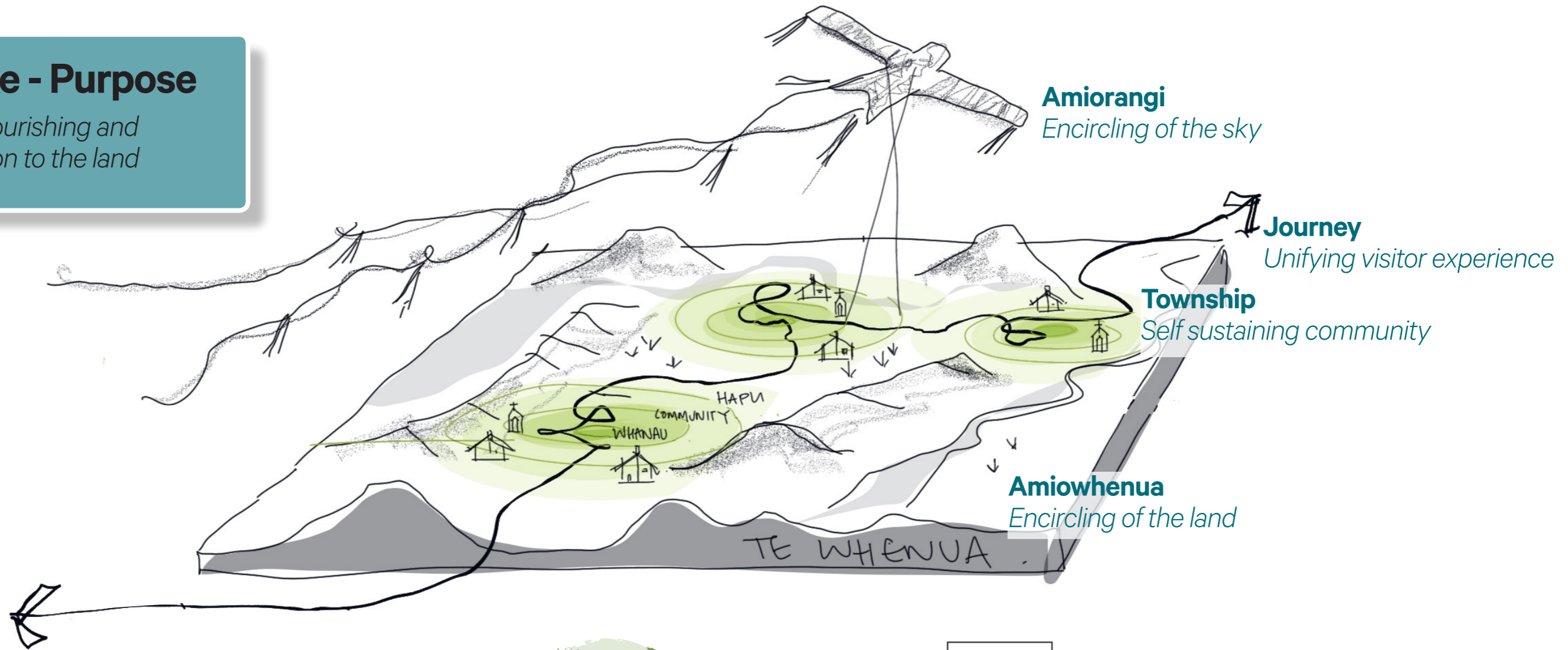
Final

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

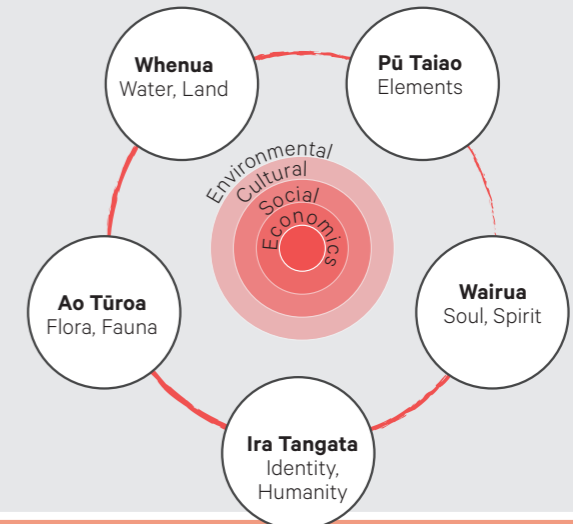


	Enablers		
Welcome/Farewell			
Mana	Relevance	Journey Scale	Township Scale
Manaakitanga			
Taurimatanga			

3. Kaupapa

Framework for infrastructure, corridor and spatial plans

Miharo



4. Mauri

Healthy measures, wellbeing evaluators and physical outcomes

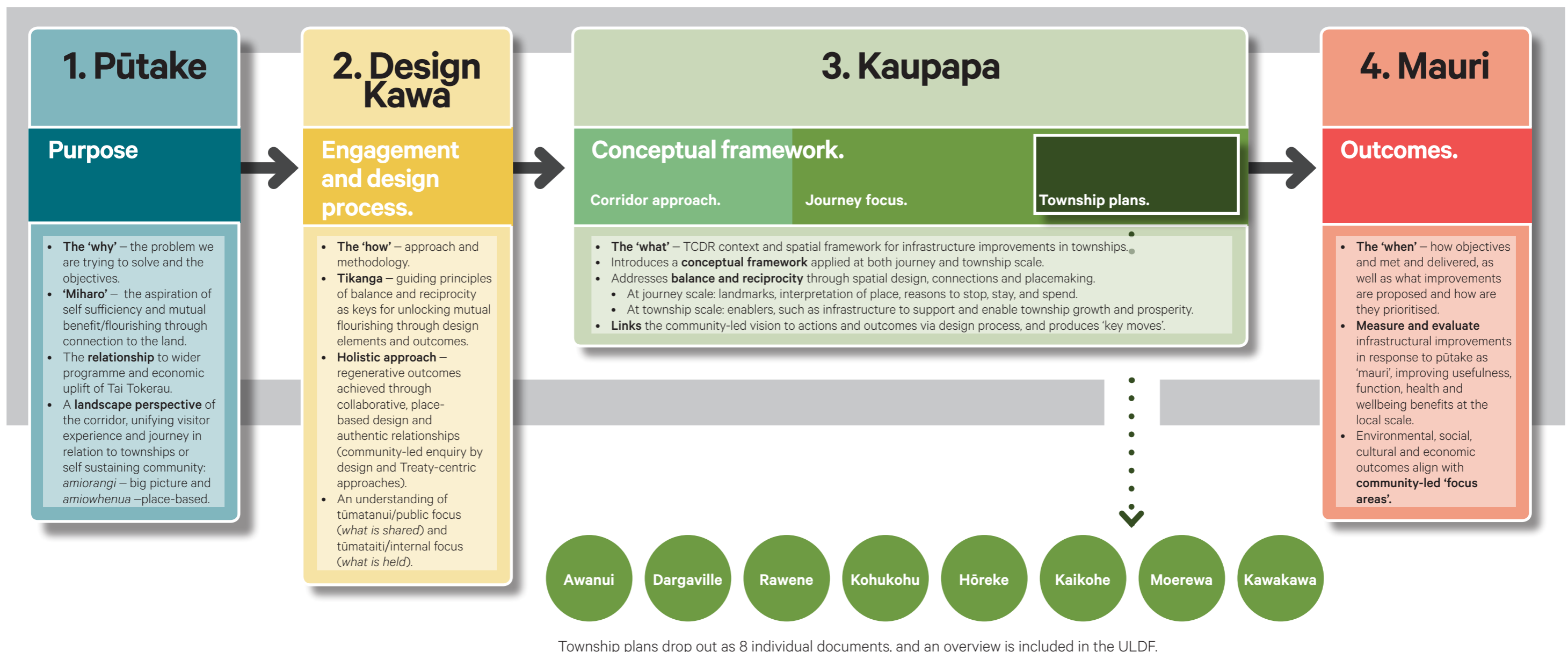
ULDF document structure.

Tēnā koutou, tēnā koutou, tēnā tātou katoa.

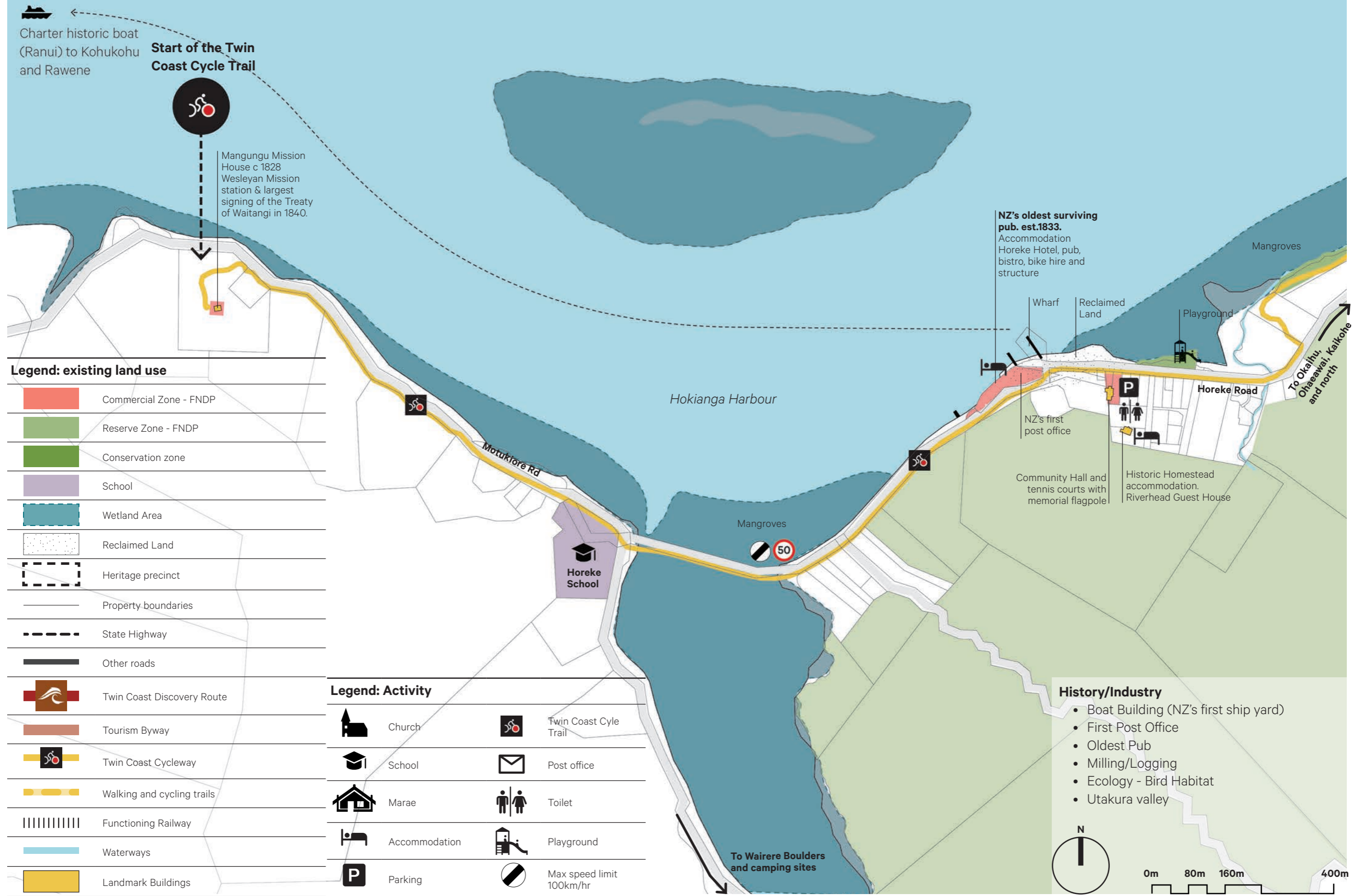
This collaborative Urban and Landscape Design Framework recognises the potential in Tai Tokerau/ Northland. It takes a **miharo** approach, positioning **excellence** as the focus for a shared visitor and community experience, the primary objective of the project. The **miharo** approach helps to generate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

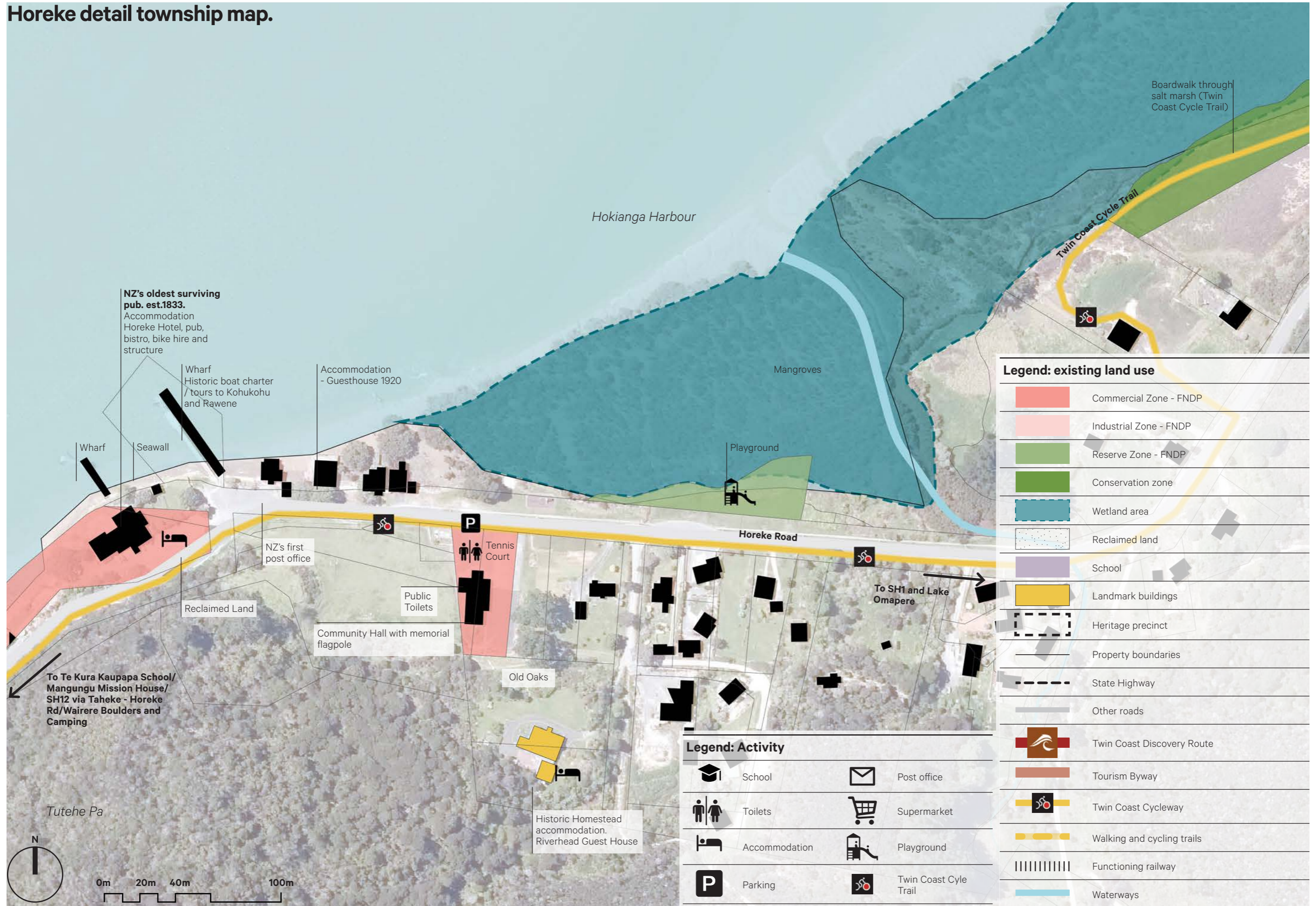


Horeke township map.



Note: Paper roads not shown on this map.

Horeke detail township map.



Legend: existing land use	
	Commercial Zone - FNDP
	Industrial Zone - FNDP
	Reserve Zone - FNDP
	Conservation zone
	Wetland area
	Reclaimed land
	School
	Landmark buildings
	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			
	School		Post office
	Toilets		Supermarket
	Accommodation		Playground
	Parking		Twin Coast Cycle Trail

Note: Paper roads not shown on this map.

Workshop 1. Invitation and Programme.



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

The Transport Agency would like to invite you to participate in our first community design workshops on:
Workshop 1
When: Thursday 2 May 2019
Location: The Whare Waka, Horeke Road, Horeke (opposite the Horeke Town Hall)
Time: 9am - 4:30pm
Please register your interest to attend the workshops by emailing northlandprojects@nzta.govt.nz
If you are unable to make the events, there will be an opportunity to provide your feedback through our website www.nzta.govt.nz/twin-coast-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 Horeke.

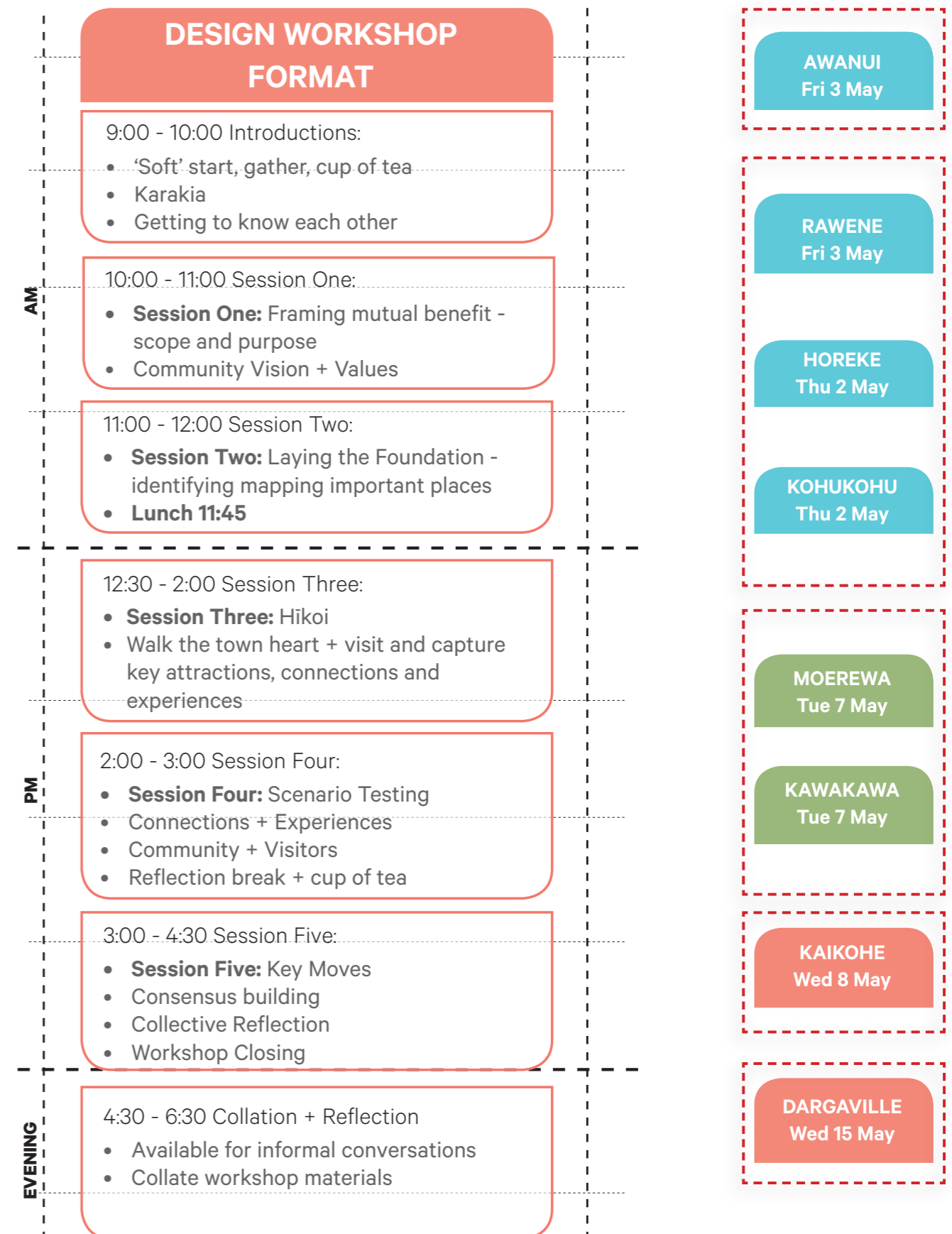
Workshop two will focus on testing design options and identifying and prioritising projects for improving Horeke's public spaces.

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.

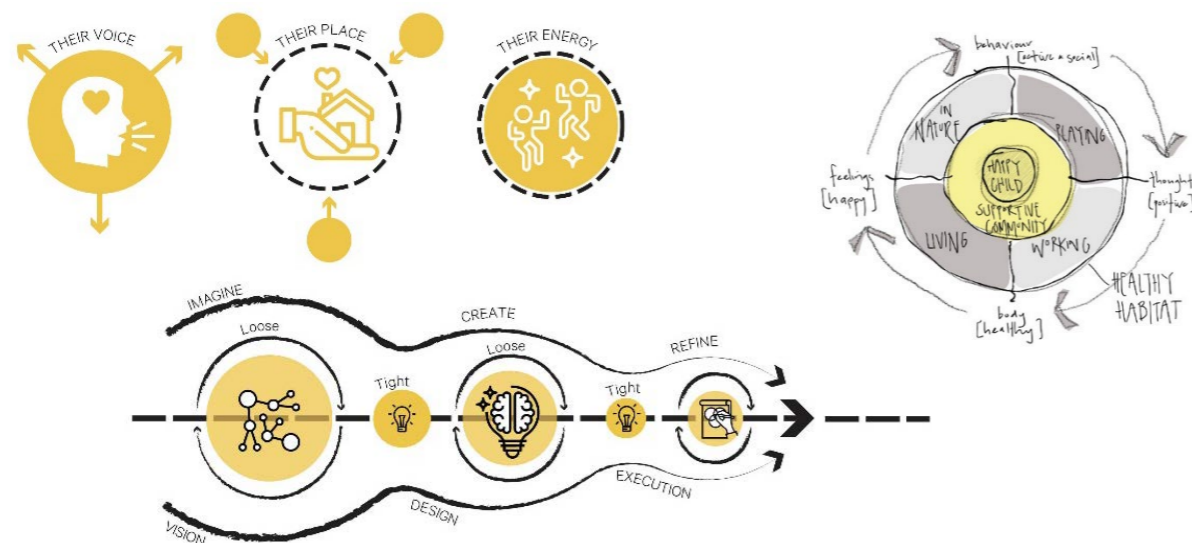
NORTHLAND TOWNSHIP ENGAGEMENTS: FORMAT STRUCTURE + PROGRAMME

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

Workshop 1. Outline.

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

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



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

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

Workshop 1. Outline.

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

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

Workshop Summary.

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

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

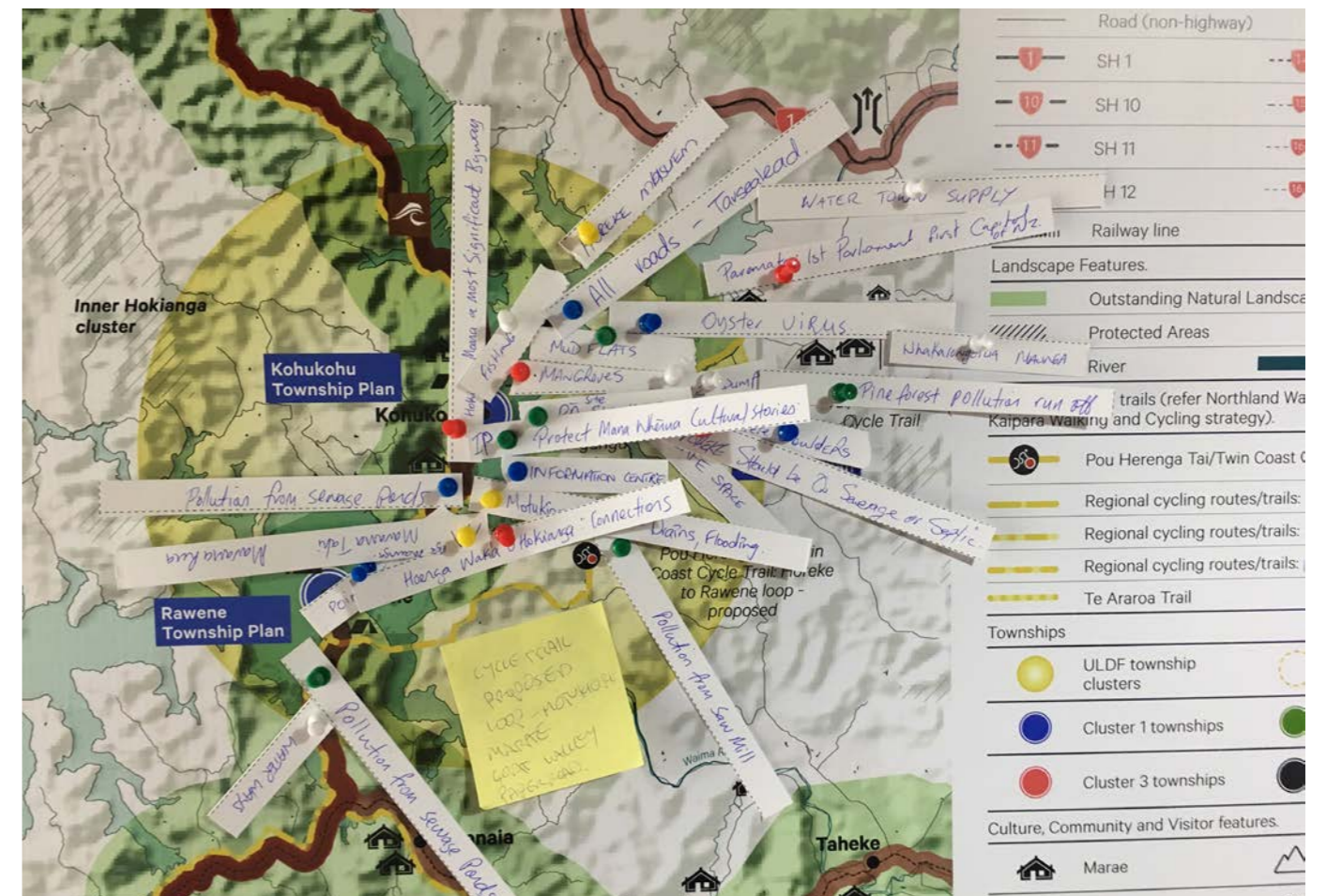
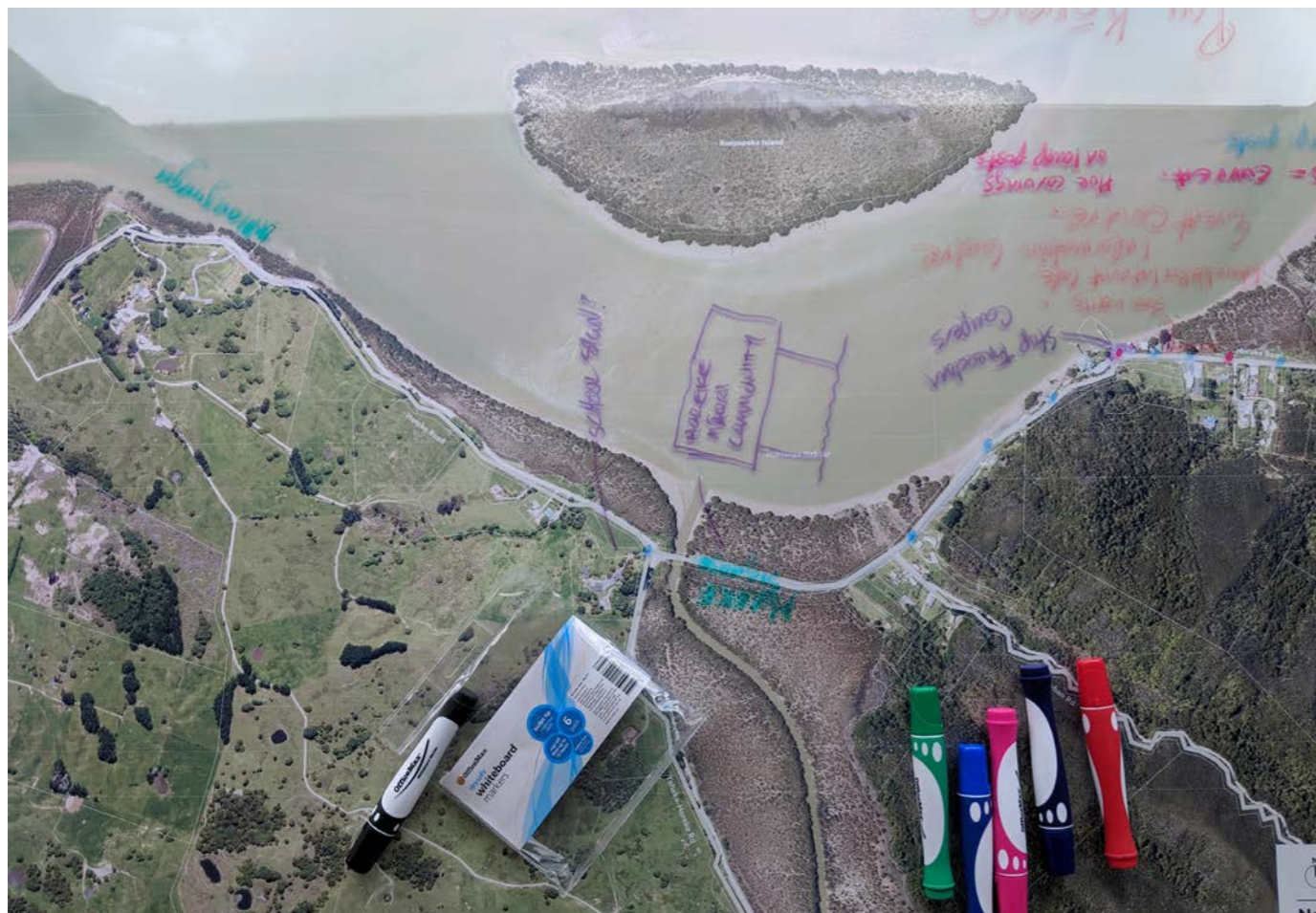
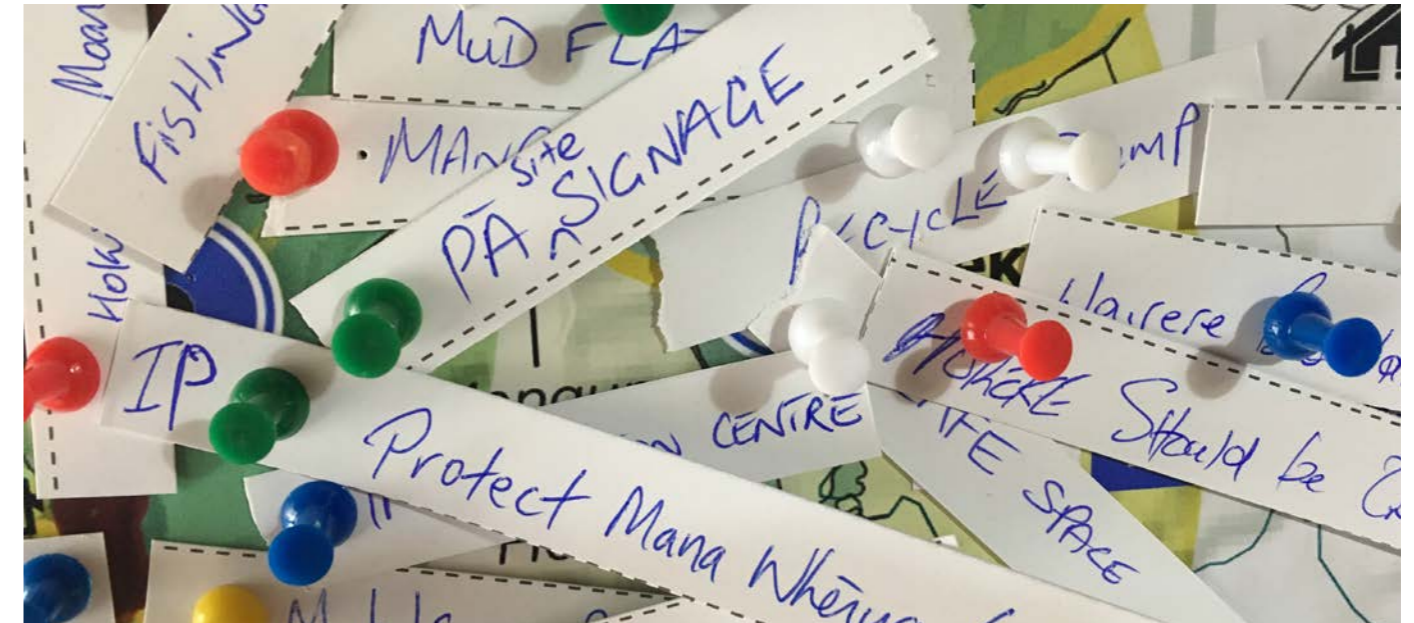
Representatives: Key Council representatives for Far North and Kaipara invited (community development and urban planning). A mix of local body representatives and community members attended, along with local business owners, accommodation suppliers, community group representatives and Hokianga tourism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

Location: Riverhead Guesthouse, 2097, Hōreke Road, Hōreke. Date: 2 May 2019.

Workshop Attendance: 19

Comments: Strong Iwi/hapū attendance.

Workshop 1. Framing Community Visions and Values.



Workshop 1. SWOT Mapping & Hikio Wānanga.



Workshop 2. Invitation.

An invitation to the Horeke community

Twin Coast Discovery Highway Community drop-in session

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



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, Horeke 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 Horeke Township plan and potential improvement opportunities.

Community drop-in session

When: Friday 19 July 2019

Location: Mataitaua Marae
632 Rangiahua Rd,
Horeke, Okaihau

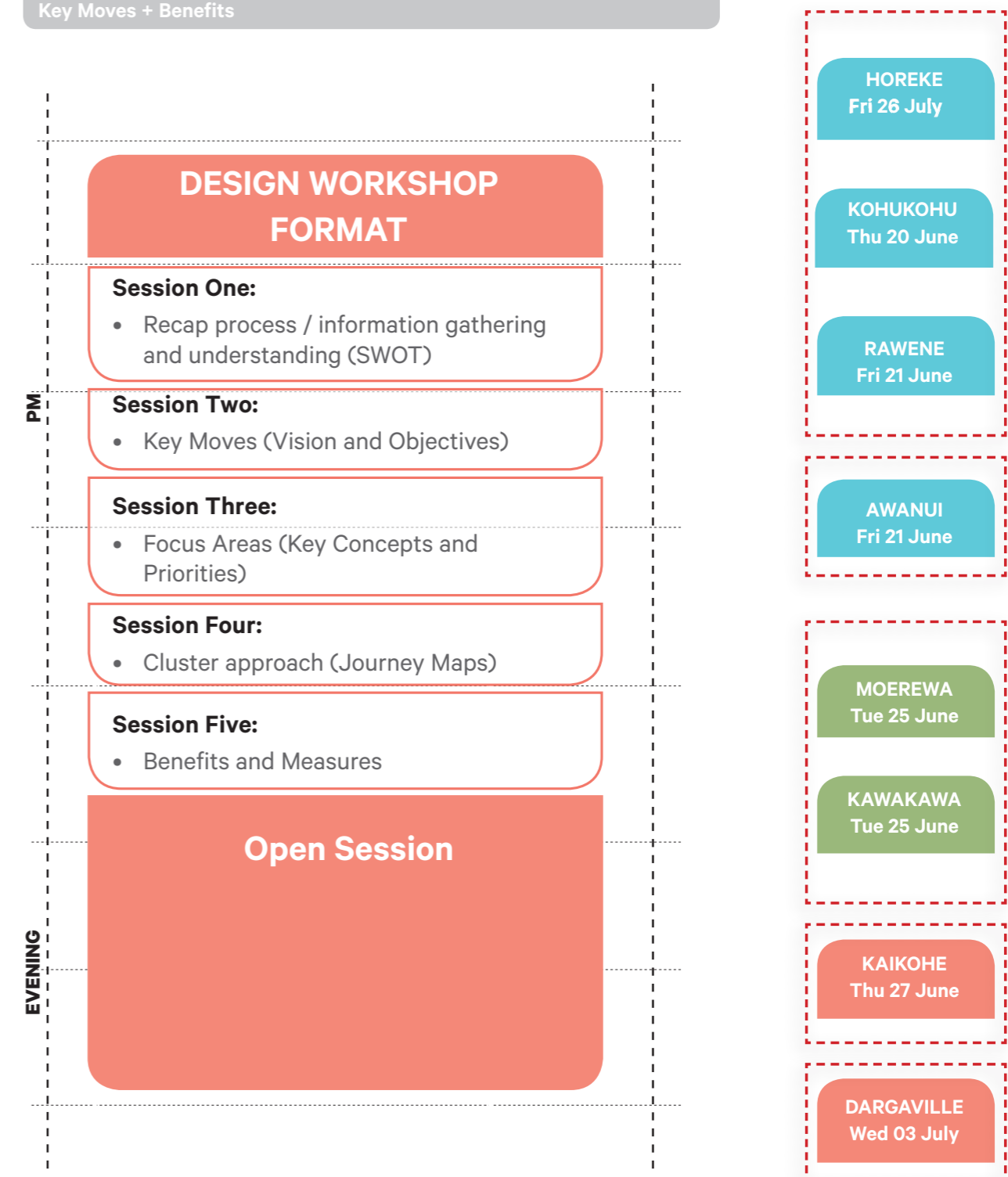
Time: 1pm - 7:30pm

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

NORTHLAND TOWNSHIP ENGAGEMENTS: WORKSHOP FORMAT + PROGRAMME

Objective: Second Round of CREATE Sessions

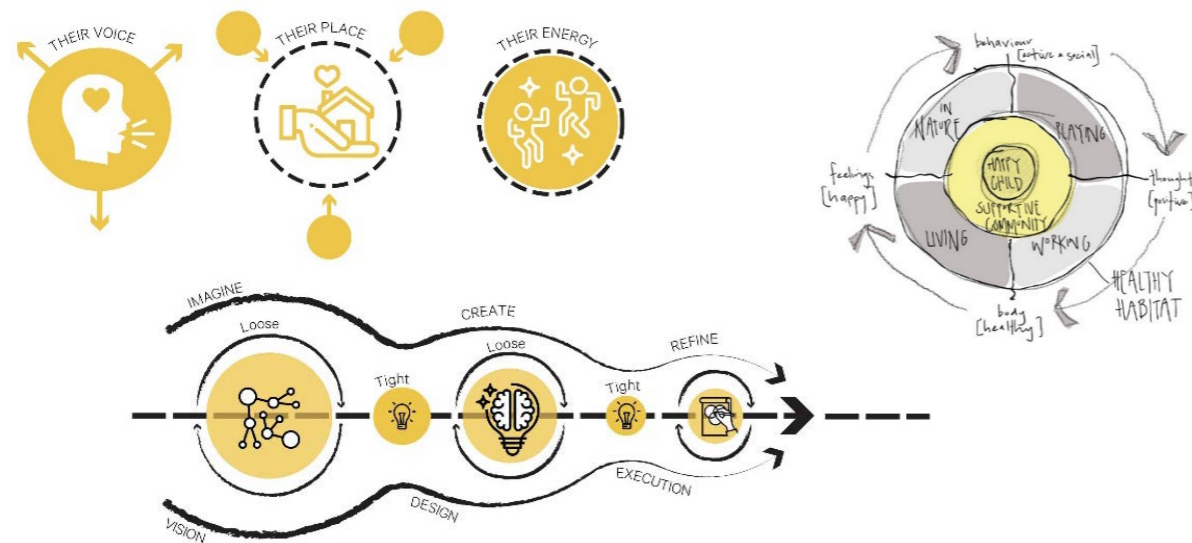
Key Moves + Benefits



Workshop 2. Outline.

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

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



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

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

Workshop 2. Outline.

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

Workshop 2 Attendance Summary.

Workshop Summary.

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

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

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

General Comments.

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

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

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

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

Location: Mataitaua Marae, 632 Rangiahua Road, Hōreke. Date: 26 July 2019.

Workshop Attendance: 16 + 15 School Children

Drop in Session Attendance: Same session continued with above attendance.

Comments: Workshop date and structure/timing of the session shifted to allow community attendance during a number of Tangihanga. Local Hōreke School attended which has a mix of children up to Intermediate age.

Workshop 2. SWOT Matrix.

Theme: *Destination/Journey* Horeke

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

Destination

- Horeke connects a number of nodal destinations along its edge - experience however requires better physical infrastructure to identify and support these opportunities
- The destination points celebrated together, share the current stories and past histories unique to Horeke
- Support basic and consistent 'infrastructure' at each point/node - reference back to each other across harbour
- Create connected family/community orientated nodal spaces
- Integrate community into development and operation of functional spaces, job creation

Journey

- Improve signage, marking and identification of nodes and consistency between them
- Improve the quality, look and feel as you enter and move through the towns
- Indicate nodal points and relationship between spaces
- Suitable for both walk/cycle/car/boat experience at points of intersection and direction

Theme: *Mainstreet/Landscape* Horeke

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

Mainstreet

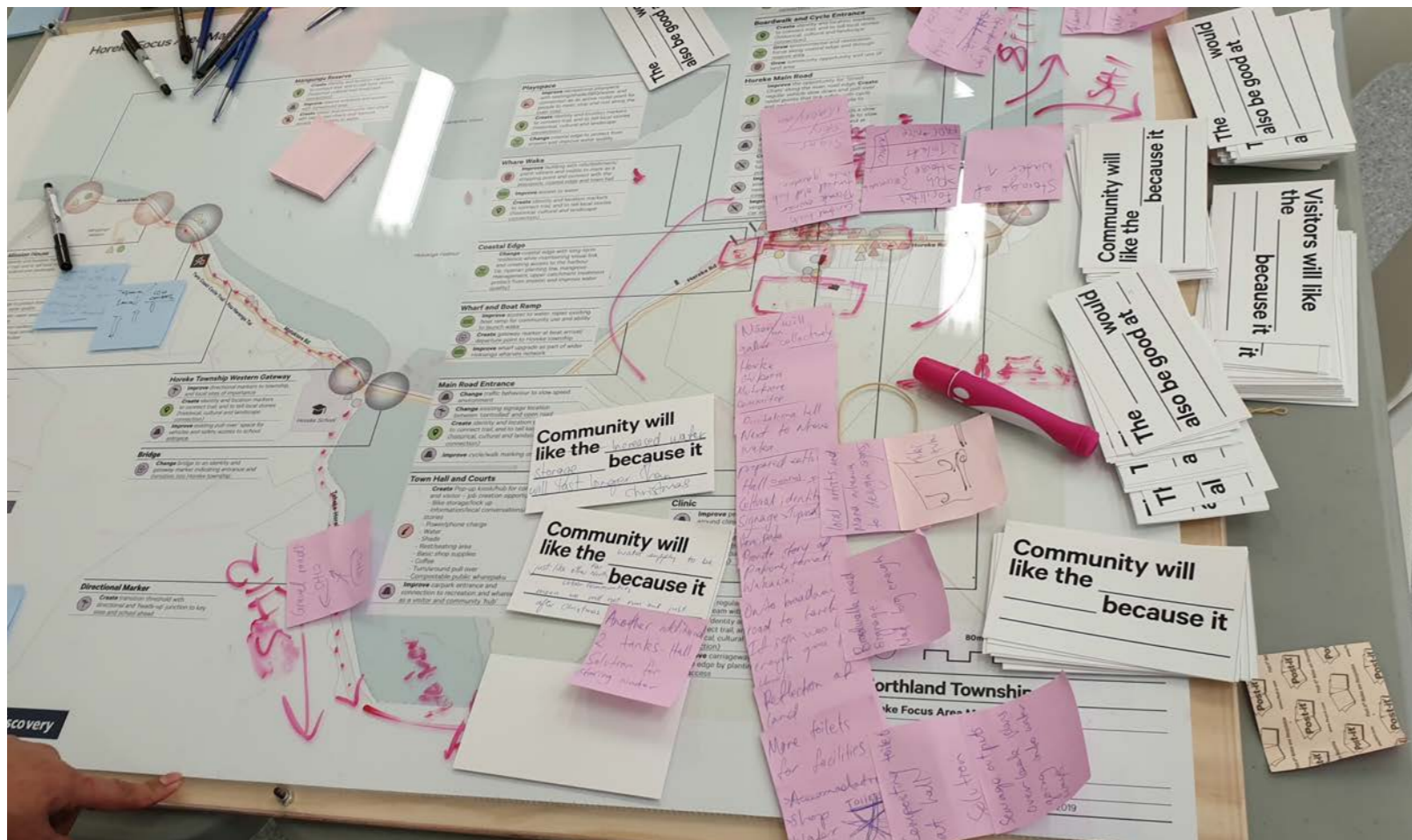
- Manage and control vehicle traffic - the road is a public space
- Allow for road as a "meeting" and connecting space - safe pullover areas
- Formalise nodal areas managing intersecting traffic/parking/cycle and walk at time of peak use

Landscape

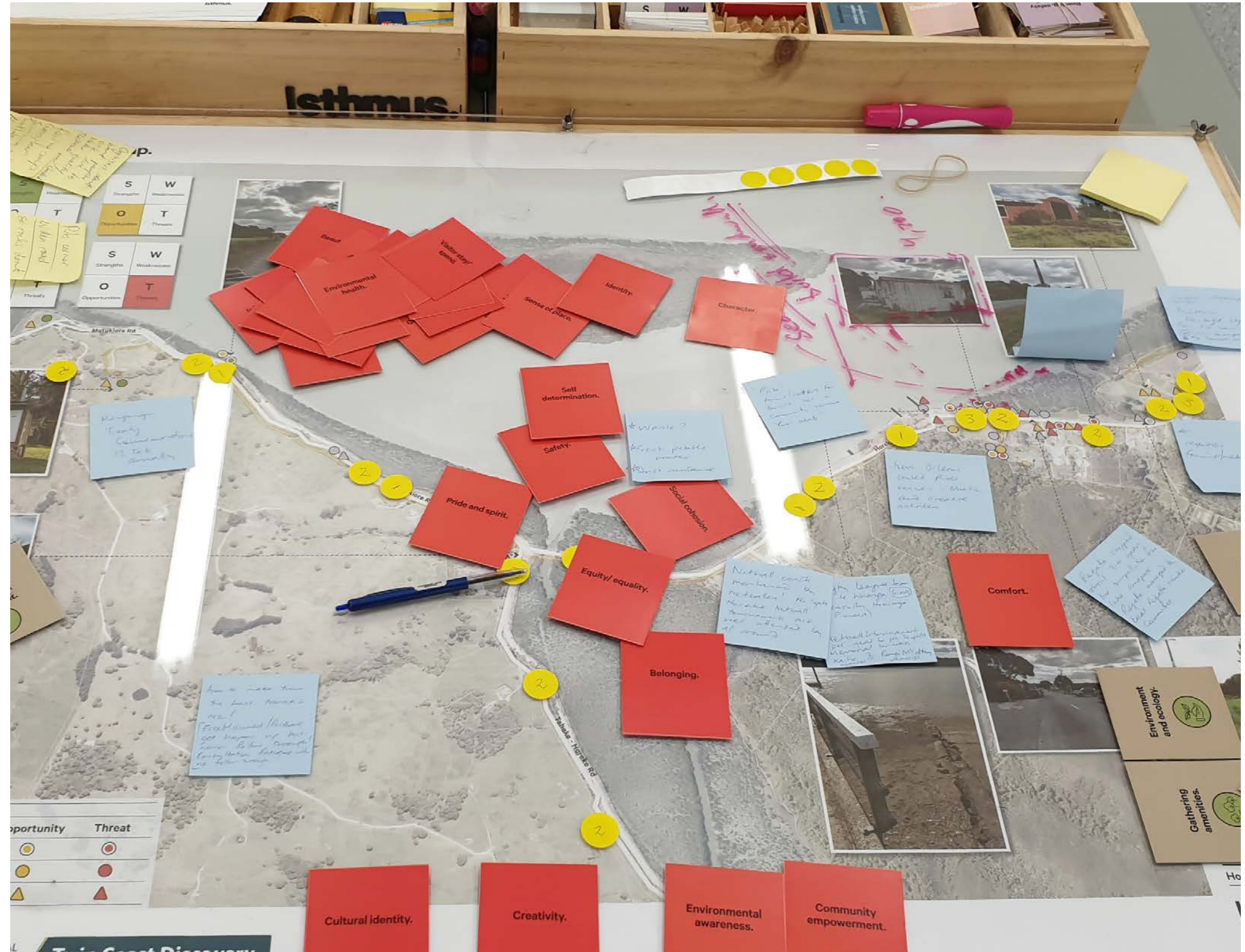
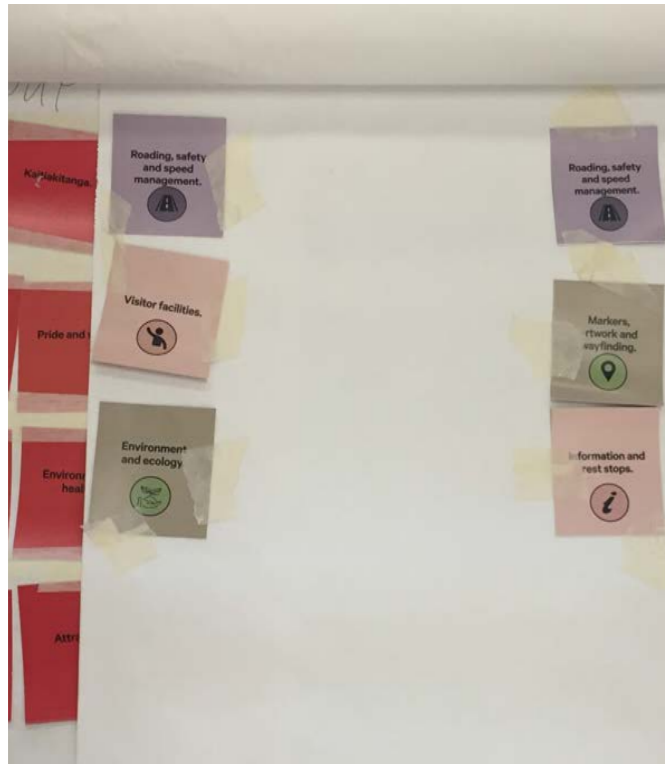
- Involve with iwi/hapu management towards restoration of environment
- Support local based initiatives/riparian planting/nursery/operations and management of base infrastructure/information and cycleways support
- Celebrate landscape as a part of ytge visitor experience link infrastructure between car/boat/bike
- Mark and identify local stories - strength in collective



Workshop 2. Testing Key Concepts.



Workshop 2. Filtering Outcomes and Prioritises.



Final



Isthmus.

Isthmus.