



PUKENUI-HOUHORA

COMMUNITY DEVELOPMENT PLAN

Appendix

appendix 1

PUKENUI-HOUHORA

COMMUNITY DEVELOPMENT PLAN

FULL TEXT

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ZONING AND DEVELOPMENT

1 Zoning and permitted development in the village and its hinterland occurs in a sensitive and controlled manner, so as to conserve the atmosphere of a seaside village and its surrounding countryside. All development recognises and balances environmental, social and cultural values of the community.

- 1.0 Description and general principles*
- 1.1 When assessing the impact of further development in the village and its hinterland, particular account will be taken of the potential visual impact of residential buildings from both land and sea. General principles.*
- 1.2 The coastal areas will be conserved from inappropriate development.*
- 1.3 The skyline as seen from land and sea will be conserved.*
- 1.4 A suitable zone for industrial development will be identified, taking into account its potential visual and acoustic impact upon existing and future residential areas. A concealment strategy will be a requirement for any such industrial zone.*
- 1.5 Zoning should take account of the likely need for a bypass road within the next ten years (See Transport and Infrastructure).*
- 1.6 An increase in population of retired people is likely to lead to pressure for development of a marina. This should be planned to have a minimal impact on views of the harbour, both from the land and the sea.*
- 1.7 Green belts and other buffers will be planned when forming new zones.*
- 1.8 In planning new residential and commercial zones, account will be taken of the proximity of local forests and potential for spread of fires into and out of the zones.*

- 1.0.1 The area under consideration extends, to the North, from Henderson Bay and the southern end of Kimberley Road and, to the South, to but not including, Waiharara. While Henderson Bay is separated geographically from Pukenui Village by about 8 km, many of its residents have said that they regard Pukenui as their centre and wish to be included in this plan. It may well be that in time Henderson Bay will develop into a more substantial and separate nucleus of population.
- 1.0.2 The low cliffs to the seaward of the Henderson Bay settlement, Kowhai Beach and East Beach are under the administration of the Department of Conservation. Mount Camel and Perpendicular Point are designated as Outstanding Natural Landscape Features. Houhora Heads forms a natural extension of these features though the Heads area is not designated.
- 1.0.3 The whole of the coastal zone outside the Houhora Harbour is designated "Outstanding Landscape" in the District Plan.
- 1.0.4 At the moment, there are two nodes of population, centred on the village store and Harbour View Road to the north and on Waterfront Road and Northwood Avenue to the south. They are separated by an area zoned for Coastal living
- 1.0.5 Few areas within a kilometre of the coast rise above 40 metres in altitude, with most of the land lying below the thirty metre contour. There are many low, rounded ridges. Trees above fifteen metres in height are uncommon and there are no scheduled Notable Trees in the area. The trees nevertheless form important landscape features.
- 1.0.6.1 In the words of one submitter, "our local area is to a degree a last frontier...in the eyes of developers, the real estate industry and entrepreneurs, ripe for plucking and...it is important that we do have a plan to ensure that whatever happens is in the best interests of the community." There is a tension between those in the community who wish any development to be very restricted and entrepreneurs who wish to see a large return on their investment. Development elsewhere on the East Coast of Northland has not always had happy results, with inappropriate architecture prominent on skylines and bijou bungalows smeared on hillsides.
- 1.0.6.2 Pukenui Houhora has an opportunity to develop in a planned way rather than haphazardly. In doing so, the views of the community can be balanced against the wishes of developers. Most members of the community see development as inevitable rather than necessarily desirable and when we have received submissions on this point, they have favoured a cautious, conserving approach in which the balance should be weighted in

favour of the community's wishes. The FNDC District Plan already goes a long way to protecting community interests –if conscientiously applied by Council and its officers.

- 1.0.7.1 We therefore propose as a **first principle** that where the interests of the community may conflict with the desires of a developer, there should always be a presumption in favour of the community. The developer should be required to show that the development will clearly enhance the area in which it takes place and further the (usually amenity) interests of the community.
 - 1.0.7.2 As a **second principle**, we propose that the expansion of the Pukenui-Houhora area and of the geographically separate Henderson Bay area should be by radial expansion of existing nuclei of population. Development must not be allowed to straggle in a smear along the coastal landscape.
 - 1.0.7.3 There should be some “No Go Areas” where at least the appearance of a deserted beach is retained
 - 1.0.7.4 There should be some “Restrictive Areas”, usually those with outstanding visual characteristics near existing population nuclei, where development may be permitted, but only in a most tightly controlled and sensitive way, with trees and vegetation being conserved, height restrictions rigorously applied and access to the coastline restricted.
- 1.1 *When assessing the impact of further development in the village and its hinterland, particular account is taken of the potential visual impact of residential buildings from both land and sea.*
- 1.1.1 Given the low contour of the area, tall buildings are particularly intrusive and the preservation of skyline features is especially important. While the desire to have a view of the sea is understandable, so also is the desire of others to maintain their own view and not to have their eyes offended by insensitive developments.
 - 1.1.2.1 It is desirable that the character of all new residential and commercial buildings will be in sympathy with the existing seaside village atmosphere. Building applications in the area for buildings exceeding 10 metres in height above rolling average ground level, buildings that intrude upon the skyline, buildings that intrude upon the seascape and buildings whose architecture is not in keeping with the atmosphere of a seaside village should not be accepted. Ten metres should be an absolute height without discretion to vary without notification.

- 1.1.3 Experience elsewhere shows that commercial developments of shops, offices, hotels and motels are not compatible with maintaining the atmosphere of a seaside village. We propose that in our area, in addition to formation of an industrial zone, there should be two classes of commercial zone: *Commercial (not accommodation)* for shops, offices, surgeries and the like; and *Commercial (accommodation)* such as motels and hotels. Future hotels and motels must occupy only the Commercial (accommodation) zone and change of use from Coastal Residential or Coastal Living to Commercial Accommodation should not generally be permitted. To hamper “creeping motelisation” via private residence and bed and breakfast, all proposed changes of use in residential areas should be notified as a matter of policy.
- 1.1.4 Commercial (not accommodation) can occupy areas inland from the existing coastal residential and coastal living zones. It is natural that occupiers of the Commercial (accommodation) zone should wish a view of the Harbour and this can be had from low hillsides on the inland side of Far North Road between Lamb’s Creek and Houhora Pub. While there may be room for relaxation of height restrictions, there should not be projection above the ridge line of more than four metres, signage should be unobtrusive and the wishes of existing residents be given full weight when considering permits.
- 1.1.5 The ratio of roofed area to section area of new buildings in residential areas should not exceed forty percent.
- 1.1.6 Wherever feasible, mature trees will be conserved when areas are developed, both within residential areas and bordering commercial and industrial zones
- 1.2 *The coastal areas will be conserved from inappropriate development.*
- 1.2.1 We do not think that change of use to commercial should be permitted in the immediate coastal area, but foresee that the two nodes will eventually link inland from the coastal area. Residential housing away from views of the Harbour is likely to be more affordable so that we may avoid local people of modest means being priced out of their area. As the village expands, it is likely that the school will need to be re-sited and this would remove a main objection to more intensive development along Lamb’s Road west of the existing school, that may eventually meet inland development from the south-east and north-west.
- 1.2.2.1 Some of the areas currently noted as “Outstanding Landscape” on the District Plan Resource Maps, i.e. all of the coast outside the Harbour, already receive protection from their conservation status. Consideration should be given to making a substantial strip of land inland from the shore lines of Henderson and Houhora Bays “No go” areas, where no development is permitted.
- 1.2.2.2 The area bounded to the north-west by Ngataki Stream, to the south-west by Rarawa Stream and to the north east by the shore line and the area bounded by the Ariawa Stream , the Motutangi Stream and Far North Road should be zoned “Restrictive Areas.”

1.2.3 It may be possible to link the two existing residential nodes by permitting higher density residential development in a U-shaped area extending southwest from the Waterfront Road node and thence northwest to link to Lamb Road.

1.3 The skyline as seen from land and sea will be conserved.

1.3.1 In view of the low contour of the local landscape, ridge lines should be regarded as visually sensitive areas. Development should be such as to conserve trees and vegetation, architecture should be in keeping with its surroundings and permitted tones should be such as to soften and blend the development with its surroundings. In particular, “scalping” of potential sites on or near ridge lines should not be permitted and infringements should result in more than merely token sanctions.

1.4 *A suitable zone for industrial development will be identified, taking into account its potential visual and acoustic impact upon existing and future residential areas. A concealment strategy will be a requirement for any such industrial zone.*

1.4.1 At the moment there is little industrial activity in the area other than farming and its siting is somewhat haphazard. However, avocado and other orchards are being developed north and south of the area and there is likely to be an increasing need for light industrial plant that supports forestry. Siting of an industrial zone can at this stage take account of local contour and residential concentrations in a way that may not be possible once further residential development has taken place.

1.4.2 The visual and acoustic impact of warehouses and industrial workshops will be lessened by the construction of earth banks and planting of trees.

1.5 *Zoning should take account of the likely need for a bypass road within the next ten years (See Transport and Infrastructure).*

1.6 *An increase in population of retired people is likely to lead to pressure for development of a marina. This should be planned to have a minimal visual and ecological impact on the harbour, both from the land and the sea.*

1.6.1 A triangular area on the northern bank of the Ariawa Stream to the east of the end of Northwood Avenue would meet this requirement, as it is at present populated only by mangroves and is already served by a road reserve extension of Waterfront Road. Removal of the mangroves here and downstream would very likely improve the general amenity value of the stream. However, the area for development is rather limited.

1.6.2 Siting a marina on the Motutangi stream might increase pressure for re-zoning a coastal living zone into a coastal residential zone, with consequent pressure on the harbour and estuarine environment and intrusion into areas of cultural significance.

- 1.6.3 A further possible site is in the vicinity of the present refuse transfer station, where there is ample low lying land with relatively easy access to the water. This is currently the most favoured area, especially as it will be in proximity to the proposed Commercial (accommodation) zone.
- 1.6.4 Zoning should take into account the likely need for sheltered housing for those who can no longer manage on their own but who do not wish to leave the village.
- 1.7 *Green belts and other buffers will be planned when forming new zones.*
- 1..8 *In planning new residential and commercial zones, account will be taken of the proximity of local forests and potential for spread of fires into and out of the zones.*

HARBOUR AND ENVIRONMENT

We will preserve and enhance the unique character of the harbour and its catchment, while balancing commercial and recreational interests in an ecologically sustainable way.

- 2.1 Wharf facilities should be expanded and modified to reduce conflict between need of vessels to refuel and need of others to unload, to allow for easier boarding of vessels and to cater for launching of recreational vessels.*
- 2.2 The harbour environment is under threat from siltation, erosion and contamination from road run-off and farming activities. Action will be taken to reduce the impact of these near-foreshore factors.*
- 2.3 Further aquaculture development will be contingent upon formal studies of the ecological impact of existing ventures and they will take into account adverse amenity effects of such development. The spread of mangroves will be checked and where possible reversed.*
- 2.4 Development in the catchment and hinterland will be managed in a sustainable way. Expansion of existing recreational areas and siting of new ones on the harbour will take account of visual and other impacts on the harbour. Any necessary re-zoning will take account of the overarching principle of preservation of the village atmosphere and harbour environment.*
- 2.5 Planning will continue for the mitigation of effects of natural disasters, in particular the effects of a tsunami.*

- 2.1 *Wharf facilities should be expanded to reduce conflict between need of vessels to refuel and need of others to unload, to allow for easier boarding of vessels and to cater for launching of recreational vessels .*
- 2.1.1.1 There is sometimes conflict between the need of fishing boats to unload, and for other vessels to refuel from the same wharf.
- 2.1.1.2. Jetty areas for refuelling and watering should be separate from other jetty areas.
- 2.1.2 There is need for a repair berth so that vessels can be serviced or repaired without occupying berths needed for boarding or unloading. At present the inadequate facilities place pressure on the Fishing Club launching ramp area.
- 2.1.3.1 Launching of boats from trailers in the Commercial Wharf area is difficult and the surface for wheeled vehicles is unsatisfactory. Parking for trailers is inadequate.
- 2.1.3.2 The launching ramp needs to be straightened and re-surfaced; and parking for boat trailers needs to be expanded
- 2.1.4 A floating pontoon would allow easier boarding for passengers of charter fishing vessels and allow expansion of tourism ventures.
- 2.1.5. Loading and unloading facilities are decayed or non-existent. Access to the wharf for wheeled vehicles is unsafe and needs to be upgraded.
- 2.1.6 There is need for secure dinghy storage and an improved dinghy ramp.
- 2.1.7 There is potential between the Commercial Wharf and Lamb's Creek to construct erosion protection and at the same time reclaim land to use for dinghy storage, improved boat ramp and extended parking or a board walk.
- 2.1.8 The Commercial and Fishing Club wharfs are often used for fishing and swimming to the detriment of their intended purposes. Safe access for fishers to the shore line from the coastal reserve to the south of the Commercial wharf should be constructed.
- 2.2 *The harbour environment is under threat from siltation, erosion and contamination from road run-off and farming activities. Action will be taken to reduce the impact of these factors.*
- 2.2.1 Storm and surface water drains with outfalls into the harbour are contributing to erosion and siltation. Drains should project their water well away from the toe of the cliff in such a way as to minimise erosion. See also *Transport and Infrastructure*.

- 2.2.2. Storm water from areas likely to be contaminated by fuel and silt should wherever possible be provided with suitable sumps and traps.
- 2.2.2.2 Livestock farming is thought to be major contributor to siltation. Cows trample banks of streams and drains. Solutions include fencing access and conserving and planting vegetation bordering streams and drains. See also *Mangroves*.
- 2.2.3.1 Those who seek to protect what remains of Coastal Reserve strip appear to encounter opposition rather than approval from DoC. There is a need for the FNDC to work creatively with NRC and DoC to encourage activities that conserve and beautify the strip.

- 2.3 *Further aquaculture and other development will be contingent upon formal studies of the ecological impact of existing ventures and they will take into account adverse amenity effects of such development, with the aim of sustainable management.*
- 2.3.1 The Harbour should be reserved for recreational and sustenance fishing. There is strong concern about the impact on harbour's ecology of existing aquaculture development which appears to bring relatively little benefit to the local economy.
- 2.3.2.1 Low and high estimates of the amount of fine, organically enriched sediment from the present oyster farm are 47 to 73 tonnes per day (17 to 26,000 t/yr or 250 to 390,000 t since inception). There are anecdotal reports of once-sandy areas now being thigh-deep in mud.
- 2.3.2.2 There is concern that the Northland Regional Council will have a conflict of interest, in that it is likely to be a large beneficiary from expansion of aquaculture, while being required to regulate it. The local community feels that their interests and values are at least as important as those of aquaculture ventures, while the effects on their lives are daily and long-lasting.
- 2.3.2.3 Members of the local community have a strong sense that the Northland Regional Council's professional staff are deaf to their concerns and that they are fobbed off when they express them.
- 2.3.2.4 The FNDC should ensure that the community's concerns are heard and acted upon.
- 2.3.3.1 It appears that the NRC has never formally monitored the aquaculture activities within the Harbour so as to ensure that the effects are known and sustainability achieved.
- 2.3.3.2 Monitoring programs should be established to identify adverse impacts upon the harbour environment..
- 2.3.3.3 In particular, use and development of the Coastal Marine Area should be

monitored to identify its effects on the marine environment and ecosystems.

2.3.4 As to further Aquaculture Management Areas, the whole of Houhora Harbour should be designated an Excluded Area.

2.3.5.1 It is clear from photographic and other historical data that mangroves are a relatively recent part of the harbour's ecology and one that left unchecked may eventually reduce the harbour to a narrow river with muddy banks.

2.3.5.2 It is said that an important factor that encourages mangrove growth is siltation and the main cause of that is in turn clearing of vegetation and farming, especially livestock farming. However, there is if anything more vegetation now than fifty years ago, farming practices have improved considerably in the last twenty years when spread of mangroves has been most noticeable; and the land contour is low so there is very little rapid flow in the streams.

2.3.5.3 Warming of the climate between 1990 and the present is likely to have been a further factor in the recent spread of mangroves.

2.3.5.4 It remains to be seen whether it is correct that sediment from oyster farming aggravates the problem and contributes to a vicious cycle.

2.3.5.5 Those who have known the Harbour over many years feel that simply eliminating further siltation may not restore the harbour, as a vicious circle of siltation, mangrove growth and wild oyster growth is firmly established. They feel a radical approach is required.

2.3.5.6 Mangrove encroachment should be formally investigated to identify sources of organic enrichment.

2.3.5.7 Management plans should be instituted to reduce organic enrichment and to remove mangroves from key areas.

Development in the catchment and hinterland will be managed in a sustainable way. Expansion of existing recreational areas and siting of new ones on the harbour will take account of visual and other impacts on the harbour. Any necessary re-zoning will take account of the overarching principle of preservation of the village atmosphere and harbour environment.

2.4 Development in the catchment and hinterland should be managed in a sustainable way. Council policy should ensure that primary and secondary industry management and development follow best practices, Such best practices are outlined in the Commissioner for the Environments report "Growing for Good."

2.4.1 Waingarara is the only sheltered anchorage available to yachts in the lower harbour, but lies immediately adjacent to the water skiing lane. This conflict should be addressed and resolved.

2.4.2 Potential marina sites should be identified with special reference to their

affect on the Harbour's ecology and appearance; and their effect on the atmosphere of the village.

2.5 *Planning will continue for the mitigation of effects of natural disasters, in particular the effects of a tsunami*

- 2.5.1 A large tsunami would flood the harbour and cause massive erosion of the harbour margins. A relatively small tsunami in the 1960's "flushed the Harbour out." An event that overtopped the harbour banks would inundate all residential areas to the northwest of an axis running along SH1, Burnage Road-Salvation Road with the exception of a few dwellings on Pukenui hill itself and a few farms that lie above the 30 metre contour.
- 2.5.2 A large tsunami originating in the Kermadec Trench would allow about ten minutes warning so that such an event would not be survivable for much of the population of the area. Longer warning would allow retreat inland where there is some higher land.
- 2.5.3 The Houhora Community Response Plan will be formally adopted ; and a telephone calling tree organised and tested.

TRANSPORT AND INFRASTRUCTURE

- 3 Planning takes account of present and foreseeable increases in demand on infrastructure that threaten conservation of the special attributes of the area, in particular, in the areas of roading, water supply and waste disposal.*
- 3.1 Land will be reserved for use as a roading by-pass and its construction initiated when passage of heavy vehicles through the village exceeds a pre-determined threshold.*
- 3.2 Aquifers will be conserved by minimising commercial exploitation; and the potential for contamination of shallow aquifers in particular will be avoided. Deep aquifers will continue to be closely monitored for falling levels and quality. Long term planning will take into account the probable need for a reticulated water supply.*
- 3.3 The transport and housing requirements of an aging population is taken into account as Pukenui-Houhora develops.*
- 3.4 Run off from the state highway where it is near the coast, and from coastal residential roads is discharged into the harbour in such a way as to minimise erosion and deposition of silt and contaminants.*
- 3.5 Planning will continue for the advent of integrated small-scale sewage treatment systems, in which septic tank effluent from an area of housing is further treated.*
- 3.6 Future power lines, including high voltage feeders, will be laid underground where they are likely to have a visual impact on existing or potential residential zones. Power lines in existing residential zones will be laid underground as part of the normal maintenance process. From 2013, power companies will not be obliged to maintain uneconomic power lines. Contingency planning for this event will continue.*
- 3.7 Commercial and economic development will create a demand for low cost housing of relatively high density. Zoning should take account of this need.*
- 3.8 Kaitia airport will be promoted as being able to accommodate international flights.*
- 3.9 The FNDC will support the community in lobbying for appropriate increase in policies staff and facilities*

3.1 *Land will be reserved for use as a roading by-pass and its construction initiated when passage of heavy vehicles through the village exceeds a pre-determined threshold.*

3.1.1 Transit New Zealand notes that traffic to Cape Reinga is increasing at the rate of five percent per year. Taking 2007 tourist traffic as 100 percent, 2012 will be 128 percent, 2017 will be 163 percent, 2022 will be 208 percent and 2027 will be 265 percent of 2007 levels, probably not enough increase on its own to justify a by-pass road.

3.1.2 A very large area of forest north of Pukenui-Houhora will be logged over the next twenty years. Avocado orchards are also being developed. The passage of very heavy goods vehicles associated with these industries is not consistent with conserving the village atmosphere. Though present traffic levels probably cannot justify the construction of a heavy vehicle by-pass road, there may well come a time when it does. This threshold should be determined in advance and land reserved for the purpose.

3.1.3 Juken NZ will extract its wood via the No 2 Arterial Road. It is unlikely that the rate of extraction north of Pukenui will ever exceed 1,800 tonnes per day. At 28 tonnes per vehicle, this equates to 128 vehicle movements a day, half unladen.

3.1.4 There is said to be a road reserve running southwards from Salvation road to the junction of May Road with Lamb Road and thence to the end of Burnage road, though a portion south of the junction has been sold to a farmer. This reserve seems to be an obvious axis for any by-pass road.

3.1.5 Access to the north and south of the village can be maintained. Access from the by pass via Lamb Road would generate undesirable traffic past the school.

3.2 *Aquifers will be conserved by minimising commercial exploitation; and the potential for contamination of shallow aquifers in particular will be avoided. Deep aquifers will continue to be closely monitored for falling levels and quality. Long term planning will take into account the probable need for a reticulated water supply.*

3.2.1 There are no significant bodies of surface water in the area and those that do exist are recharged mainly by surface rainfall, as they do not have watersheds of any great area. Domestic water is obtained by storing run-off from roofs or from bores

3.2.2 During La Niña and El Niño episodes, January rainfall on the Aupouri Peninsula may fall to about thirty percent of average levels and tank storage in some households, especially those with children, may not be adequate. It is now known that much roof water is contaminated by faecal and other bacteria.

3.2.3 Bore water on the Peninsula is obtained from two aquifers, a shallow one at about 12 meters and a deep one at about 86 meters. The former is said to be brackish, presumably because of salt-water intrusion, but water from the deep aquifer is of high enough quality to be drunk without further treatment. The shallow aquifer is probably unconfined, that is to say, rainfall water

infiltrates directly into the saturated zone. The recharge rate of both aquifers depends largely on the heavier and more consistent winter rainfall.

3.2.4 The shallow aquifer is plainly at risk from infiltration of human and animal effluent, fertilisers and pesticides, nitrates, leakage from landfills, industrial waste-water disposal and the like. There is anecdotal evidence that within the village it has already been deliberately used as a soakage area for septic tank run off.

3.2.5 The local aquifers, especially the deep one, have traditionally been regarded as an inexhaustible supply of water, but this is against a background of low population density and little industrial activity. Depending as it almost certainly does on recharge from local rains, it is at least foreseeable that unrestricted draw-off may lead to significant falls in levels and the possibility of salt-water intrusion, which would render it useless for drinking untreated.

3.2.5.1 The average age of the deep aquifer water is about 100 years and its

levels are monitored in the Pukenui area via three bores, one in the village and two in the forest to the west. Between January 1987 and January 2006, the level has varied over a range of three metres. It is estimated that a five-fold increase in draw-off would have a negligible effect on the total stored amount.

3.2.6 Future expansion of the population may make a reticulated water supply an economic proposition. Storage of roof run-off for other than drinking purposes should nevertheless be a requirement for future developments.

3.3 *The transport and housing requirements of an aging population are taken into account as Pukenui-Houhora develops.*

3.3.1 The population of New Zealand as a whole is aging and the age structure of settlements such as Pukenui-Houhora tends to be strongly skewed towards the elderly, who see its relatively low cost housing and its benign climate as an attraction.

3.3.2 However, with increasing age comes decreasing mobility and sense of isolation from shopping, entertainment and medical care. Small scale public transport ventures should be encouraged so that elderly and infirm people can visit Kaitaia on an at least weekly basis.

3.3.3 As Pukenui-Houhora expands there will be a need for sheltered housing to be developed in the area, for those elderly residents who can no longer manage on their own but do not wish to move.

3.4. *Run off from the state highway where it is near the coast, and from coastal residential roads will be discharged into the harbour in such a way as to minimise erosion and deposition of silt and contaminants.*

3.4.1 Run-off at appears currently to be carried by drainage ditches to the edge of the harbour, where it runs down the cliff face, causing a focus for erosion. In erosion prone zones this should be minimised by conducting the water to beyond the foot of the cliff. Drainage from areas at high risk of siltation and contamination will be provided with appropriate traps.

- 3.5 *Planning will continue for the advent of integrated small scale treatment systems, in which septic tank effluent from an area of housing is further treated.*
- 3.6 *Future power lines, including high voltage feeders, will be laid underground where they are likely to have a visual impact on existing or potential residential zones. Power lines in existing residential zones will be laid underground as part of the normal maintenance process. From 2013, power companies will not be obliged to maintain uneconomic power lines. Contingency planning for this event will continue.*
- 3.6.1 Local bodies are planning for this event. Local power schemes and reticulation, managed by the local communities have been mooted.
- 3.6.2 The wind run off many parts of the Ninety Mile Beach is sufficient to allow wind farming; and small scale tidal generation schemes may also be possible
- 3.7 *Commercial and economic development will create a demand for low cost housing of relatively high density. Zoning should take account of this need.*
- 3.8 *Kaitaia airport will be promoted as being able to accommodate international flights*
- 3.8.1. Kaitaia Airport can now accommodate aircraft of medium size including those capable of international flights, but so far permission for clearance of such flights has been refused. The airport could be exploited for exporting locally produced perishables as well as bringing tourists directly to the area.

ECONOMIC AND COMMERCIAL

4 *We recognise the ever-increasing opportunities for employment in primary industries, adding value to local produce; and in boutique industries and tourism.*

4.1 *Local primary industries will be encouraged to add value to produce before it leaves the area.*

4.2 *Pukenui will be marketed as a desirable place to live and work*

4.3. *Cottage and craft industries on the one hand and tourism ventures on the other will be of mutual benefit as the former expands.*

4.4 *Agriculture remains the pre-eminent local industry and will be supported accordingly.*

4.1 *Local primary industries will be encouraged to add value to produce before it leaves the area.*

4.1.1 Value is not added to local produce at least in part because of shortage of labour e.g. all locally produced fruit is sorted elsewhere.

4.1.2 There is potential for cottage industries in processing fish skin for high value accessories, processing avocado rejects for oil and pulp, processing mandarin rejects for liqueur production, flower growing, and olive processing.

4.1.3 Transport costs will be relatively reduced as the value of the product that is transported increases.

4.2 *Pukenui will be marketed as a desirable place to live and work.*

4.2.1 The values that attracted the present population may be promoted to attract new members of the work force to Pukenui: peaceful, safe for children and others, providing an opportunity to return to family and other roots, having access to beaches and Cape Reinga, having a wide variety of recreational opportunities and being close to an airport.

4.2.2 Increasing population may stimulate a beneficial circle. As population increases, doctors and other professionals may be attracted to live and work in the area, and access to their services will be seen as a positive attribute of the area by those considering settling in Pukenui.

4.2.3 Pukenui will be promoted by forming a web site with financial and other help from the FNDC, tapping in to existing marketing within local tourist organisations, and liaising with local iwi groups and schools.

4.2.4 As cottage industries expand, they have the potential for being the basis of an annual festival, perhaps to coincide at first with One Base and later in its own right.

4.2.5 Further expansion of cottage industries will allow the founding of a cottage or craft industries training centre, further contributing to the beneficial circle.

- 4.3. *Cottage and craft industries on the one hand and tourism ventures on the other will be of mutual benefit as the former expands.*
- 4.3.1 Houhora Big Game and Sports Fishing Club, motels hotels and other parties form a planning group to promote Pukenui as a conference centre.
- 4.3.2 Increasingly, tourists are interested not only in the products that are marketed to them but in the manner of their production.
- 4.3.3 Vigorous and inventive interchange of ideas between industrial and tourist ventures will be stimulated and maintained. The potential for eco-tourism to flourish is recognised and exploited.
- 4.4 *Agriculture remains the pre-eminent local industry and will be supported accordingly.*
- 4.4.1 Although tourism is now being promoted heavily and horticulture expanding rapidly, agriculture remains the predominant industry and economic earner of the area.
- 4.4.2 Agriculture should continue to receive the support and recognition of its requirements in light of its contribution to the community.

5. HEALTH AND RECREATION

We encourage the creation and maintenance of a clean, healthy environment in which there are abundant opportunities for leisure and recreation. We ensure that people of all ages and abilities have access to facilities that promote personal development and good health.

- 5.1 Suitable zoned areas will be identified for recreational facilities.
- 5.2 Recreational facilities will be multi-use, incorporating sport and social activities.
- 5.2.1 Facilities for community celebrations, recreation and leisure are incorporated in the area just south of the Pukenui township (the area from the playground to the outdoor bowling club), with a secondary area for field sports on the development near Houhora Heads.
- 5.2.2 A new community centre is constructed above the Houhora Big Game and Fishing Club, to serve as the 'communal heart' of Pukenui-Houhora.
- 5.3 There is a significant need for a doctor to provide regular service from the Whakawhiti Ora Pai clinic in Pukenui.
- 5.4 A dentist and other such healthcare providers will be required to provide regular service in the Pukenui/Houhora area. With dental facilities in Kaitaia overstretched to meet demand it can take months to get an appointment, even for emergency treatment.
- 5.5 Adventure and playground activities will be planned and developed in conjunction with community consultation, taking into account their potential visual and acoustic impact upon the surrounding areas.

APPENDIX 2

RESULTS OF SURVEY INTO OPINIONS

OF SCHOOL CHILDREN, THEIR CARE

GIVERS, GRANDPARENTS AND RETIRED

PEOPLE OF PUKENUI-HOUHORA

Question One: Why do you choose to live in Pukenui?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
born here/ family lives here	9	35	lifestyle/ safe	6	25	outdoor activities	1	10
good climate	1	4	rural/ small community	3	13	clean fresh environment	1	10
easy lifestyle	3	12	work	5	21	space	1	10
nice community/ people	5	19	getting away from city	4	17	laid back	1	10
get out of Auckland	3	12	raising children in country/ safe	5	21	ideal sport for family	1	10
we knew people up here	1	4	fishing	1	4	best place in the world	1	10
like school	3	12	Total responses	24		born in the far north	1	10
like beaches	1	4				lived here before it was discovered	1	10
Total responses	26					friends and family	1	10
						close proximity to facilities	1	10
						Total responses	10	

Question Two: What do you consider to be the good things (things you like) about Pukenui?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	number of responses	%
nice community/ people	6	19	children growing up in country	3	16	self sufficiency	1	6
small community- know everyone	1	3	community spirit/ nice people	6	32	motivation options	1	6
good places to swim (wharf and beaches)	8	26	quiet village	2	11	fishing	1	6
hunting, fishing, surfing, riding horses	4	13	weather	2	11	golfing	1	6
hang out with friends	5	16	beach/ harbour	3	16	freedom of living	1	6
shops	3	10	school	1	5	weather	2	13
school	3	10	no pollution	1	5	people	1	6
nothing	1	3	lifestyle	1	5	beaches	1	6
Total responses	31		Total responses	19		clean harbour	1	6
						central to both coasts	1	6
						bird watching	1	6
						archaeology	1	6
						botany	1	6
						friends	1	6
						village itself	1	6
						Total responses	16	

Question three: What do you do now for your recreation in Pukenui?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	number of responses	%
beach	4	5	housie	1	2	gardening	2	11
swimming	10	13	kids sport	3	6	crafts	1	6
camping	1	1	fishing	8	16	beach combing	1	6
fishing	11	14	beach	10	20	kayaking	1	6
horse riding	4	5	gym	2	4	walking	3	17
motorbikes	5	6	friends	7	14	snorkeling	1	6
walking	5	6	horses	3	6	swimming	1	6
hunting	4	5	swimming	3	6	fishing	2	11
surfing	2	3	biking with kids	2	4	golfing	1	6
skateboarding	7	9	hunting	2	4	entertaining	1	6
sports	7	9	camping	1	2	friends	2	11
hanging with friends	10	13	family time	3	6	all sorts	1	6
biking	5	6	surfing	2	4	harbour fishing	1	6
playing at home	1	1	walking	2	4	Total responses	18	
nothing to do	1	1	gardening	1	2			
computer games	2	3	Total responses	50				
go to playground	1	1						
Total responses	80							

Question Four: What do you think could be done to improve or increase your recreational opportunities?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
more variety	5	15	there is plenty for adults already	3	17		1	11
more activities for teenagers (gym)	6	18	more for youth/ teenagers	5	28		1	11
sports area with adult supervision	2	6	movies at Riao Hall	1	6		1	11
nothing much	10	29	BMX track	2	11		1	11
sports complex for children	2	6	recreation centre/ sports complex	3	17		1	11
building of the new marae	2	6	skateboard area	2	11		1	11
rough areas tidied up	1	3	better mobile phone coverage	1	6		1	11
seats to sit and admire the view	1	3	night classes	1	6		1	11
fitness trail built along beachfronts	2	6	Total responses	18			1	11
Total responses	2	6					9	
ice ring	1	3						
Total responses	34							

QUESTIONS ABOUT HEALTH IN PUKENUI/HOUHORA

Question Five: What health services do you know exist in Pukenui?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
Whaka Whiti ora pai	18	50	Whakawhiti ora pai	12	63	Health clinic	5	100
St Johns	11	31	St Johns	4	21	Total responses	5	
Doctor once a week	7	19	Fire Service	2	11			
Total responses	36		mobile dental clinic	1	5			
			Total responses	19				

Question Six: What (if anything) makes it difficult for you to use existing health services (wherever they are) when you need them (e.g. Transport, open hours, location, cost etc?)

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
nothing	3	14	transport	2	20	location	2	25
too far	4	19	location	3	30	lack of specialists	1	13
opening hours	5	24	no services for emergencies	1	10	time	1	13
transport	3	14	no problem	2	20	cost	1	13
cost	5	24	open hours	1	10	transport	3	38
too hard to make an appointment	1	5	doctor availability	1	10	Total responses	8	
Total responses	21		Total responses	10				

Question Seven: What health service do you think would benefit Pukenui in the future?

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
Dental nurse/ dentist	9	26	dentist	6	35	GP	4	44
hospital	8	24	doctor	4	24	small surgery clinic	1	11
chemist	8	24	chemist	2	12	mole checks	1	11
doctor	7	21	pedestrian crossing from shop to wharf	1	6	dentist	1	11
vet	2	6	improve mobile phone coverage	1	6	plunket	1	11
Total responses	34		transport to Kaitaia	3	18	something for the little ones	1	11
			Total responses	17		Total responses	9	

**Question Eight: Do you think there are any health issues that need addressing in Pukenui?
(e.g. water/ harbour quality, air quality, effluent, drugs, food outlets, transport, education etc)?**

Young people (11-12 years)	Number of responses	%	Parents and Caregivers	Number of responses	%	Grandparents and Retired people	Number of responses	%
drugs	4	33	not sure	1	17	cleanliness of food outlets	1	7
toilet at the wharf	2	17	need something for youth	1	17	horticulture spray	1	7
stop killing wild horses	1	8	food outlets	1	17	sewerage systems put in place	2	14
drains with rubbish in them	1	8	forestry traffic	1	17	road safety	1	7
more trees planted	1	8	drinking and driving	1	17	silting	1	7
healthy food	1	8	spray from orchards	1	17	water quality	1	7
more male teachers	1	8	Total responses	6		transport noise	1	7
polluted harbour	1	8				mangrove removal smell at lambs creek	1	7
Total responses	12					transport	1	7
						weekly shopping service to Kaitaia for the elderly	1	7
						open drains adjacent to roads need to be filled in	1	7
						home assistance for elderly	1	7
						transport to services - banks, legal etc in Kaitaia	1	7
						Total responses	14	