

NGAKUTA BAY

5.1.3 Implementation schedule of proposed actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
NB-1	95	Rezoning of land in Little Ngakuta Bay in order to create 5 residential lots	Administrative	Short	M	
NB-2	95	Continued upgrade of bridle path, including signage to connect pedestrians and cyclists to Picton	Physical	Short - Long	M	
NB-3	95	Support the continuation of the Link Track as planned	Administrative	Short	H	
NB-4	95	Mark flush median to narrow traffic lanes	Physical	Short	H	
NB-5	95	Erect larger speed signs	Physical	Short	M	
NB-6	95	Upgrade the existing Jetty	Physical	Medium	M	
NB-7	95	Associated with possible development: require contribution to construct unformed section of Manuka Dr.	Administrative	Medium-Long	H	
NB-8	95	Ban freedom campers without on-board toilet	Administrative	Short	H	
NB-9	95	Encourage consolidation of water supply systems	Administrative	Short	H	
NB-10	95	Encourage construction of community sewer system	Administrative	Short	H	
NB-11	95	Monitor the recently constructed slow vehicle bay and consider implementation of an eastbound slow vehicle bay	Administrative and possibly physical	Short-medium	M	
NB-12	95	Land Care Group for pest control	Administrative	Short	L	

5.2 Momorangi Bay

Summary of findings and proposed initiatives:

- No practical scope for residential growth
- Improve traffic safety through pedestrian warning signs for crossing pedestrians, and speed signs and restrictions
- Upgrade of the bridle path



MOMORANGI BAY

5.2.3 Implementation schedule of proposed actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
MB-1	98	Erect larger speed signs	Physical	Short	H	
MB-2	98	Erect pedestrian signs	Physical	Short	H	
MB-3	98	Retain the seasonal 30km/h speed limit	Administrative	Short	H	
MB-4	98	Continued bridle path connection to Ngakuta Bay (and beyond)	Physical	Short-Long	M	

5.3 Whatamango Bay

Summary of findings and proposed initiatives:

- **Additional 30 residential lots, given required infrastructure requirements**
- **Upgrade of McCormicks Road**
- **'No Camping' signage**
- **Clarity of location and ownership of moorings in the Bay**

WHATAMANGO BAY

5.3.1 Residential growth

- There is scope in the area to accommodate residential growth. Subdivision is possible in Ahuriri Bay to create approximately 30 residential lots—rezoning required.
- For this to happen, the issue of water supply in Whatamango Bay will need to be addressed. In addition, there is a need for a small community sewer system.
- Constraints for further growth include flooding and land stability issues on the slopes.

5.3.2 Proposed initiatives

The following illustrates the proposed initiatives and their benefits for Whatamango Bay:

- In order to preserve the natural environment in Whatamango Bay, it is proposed that freedom camping issues be addressed, through the provision of 'No camping' signage at the top of Karaka Point and at the end of McCormick's Road.
- The upgrade of McCormick's Road is proposed to tackle the issue of dust and improve traffic safety and flow in the area. This has to be funded between the Council and the Area Benefit. The Council is prepared to fund 50% of the upgrade.
- The Council is to look into the issue of location and ownership of moorings in the bay.

5.3.3 Implementation schedule of proposed actions



ABOVE FIG. 5-3: location of Whatamango Bay and Ahuriri, relative to Waikawa

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+	Priority High; Medium; Low	Comments
WB-1	100	Upgrade McCormick's Rd	Physical	Medium	H	
WB-2	100	Erect 'No Camping' signage at top of Karaka Point	Physical	Short	H	
WB-3	100	Erect 'No Camping' signage at end of McCormick's Rd	Physical	Short	H	
WB-4	100	investigate and register the location and ownership of moorings in the bay	Administrative	Short	M	

A separate Inquiry-by-Design workshop was dedicated to Havelock. Section 6 contains a summary of the results of this workshop, which is a combination of reporting by technical Council staff, analysis and advice by external consultants and the integration of both. Furthermore, an important source of information has been: *Marlborough Townships and Small Settlements Growth Study, 2008*, by: Environmental Management Services Ltd for Marlborough District Council.



Havelock SECTION 6

HAVELOCK

6.1 Vision for Havelock

The Council's Discussion Paper 2: Marlborough Townships & Small Settlements was prepared, as part of the Regional Policy Statement (RPS) Review process. In it the Council acknowledges that:

"The quality of both the social fabric and the physical fabric of each township and settlement determines the quality of life of the people who live there."

Furthermore this paper recognises that local character is one of the important drivers of urban design. Character could be promoted by responding to and reinforcing locally distinctive patterns of development (built features) and culture (people and activities). These are in turn influenced by distinctions in the climate and geography of the different sub-regions.

"The differences that exist in the character of the settlements present potentially exciting opportunities to strengthen each community's identity, foster community pride and strong local networks and create competitive points of difference in the economy."

Against this policy background a *Vision* for Havelock is formulated that guides this growth and revitalisation project for Havelock. In order to achieve this vision eight *Strategies* have been identified, each consisting of several *Sub-strategies*.

Section 6 of this report describes the analysis and initiatives for Havelock under the headings of these Strategies and arranged according to these sub-strategies.

Vision

Capitalising on Havelock's unique natural setting and position as hub for the Pelorus Sound communities with a characteristic village centre, commercially viable and people-friendly waterfront, extensive recreational potential, future-proof residential opportunities, and safe and easy to get around in.

Strategies

Connect Main Road to Marina

**Enhance the footpath and
walkway system**

Improve traffic and parking

**Absorb residential growth
within the boundaries**

Construct a Beach

Develop a wetland

**Respond to heritage and
encourage building quality**

Sub-strategies

- Visual connection
- Pedestrian connection
- Neil Street extension
- Life at the waterfront
- Truck access Outram Street

- Footpath upgrade strategy
- Street tree planting strategy
- Off-street walkway system

- Traffic calming
- Pedestrian crossing
- Car parking strategy
- Truck access Outram Street

- Opportunities to accommodate residential growth

- Utilising Havelock's waterfront
- Recreational attraction
- Water quality issues

- Additional biodiversity node
- Tourist attraction at the entrance of Havelock
- Solution for dredging, sewerage, and flooding issues

- Recognising different aspects of heritage
- Levels of recognition of heritage and building quality

Strategy:

1

Connect Main Road to Marina

Initiatives aimed at improving the connectivity between the Village centre and the marina and waterfront

This strategy includes the following findings and proposed initiatives:

- Improving the visibility of the port and marina area from within the town centre
- Improving pedestrian connections between Main Road and the marina area
- Enhancing the visibility of Memorial Park
- Consolidating the campground
- Bringing more life to the waterfront by creating a setting for commercial development



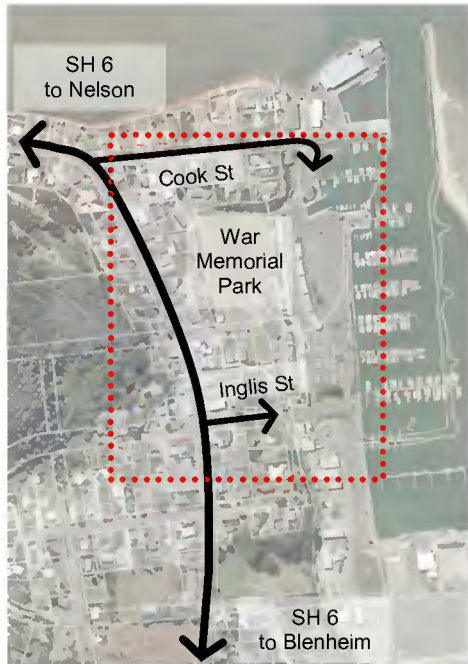
CONNECT MAIN ROAD TO MARINA

Havelock's 'hidden' waterfront

Havelock is located on the route between Blenheim and Nelson. This route is frequently used by tourists. When driving through Havelock it is easy to miss one of the town's main features: its waterfront, consisting of a both marina and a working port.

Figure 6-1 indicates the two vehicle connections that currently exist between the Main Road and the waterfront: Cook Street in the north and Inglis Street in the south.

War Memorial Park is a key community facility for Havelock, located between the Main Road and the waterfront.



ABOVE FIG. 6-1: Town centre to marina

Proposed master plan

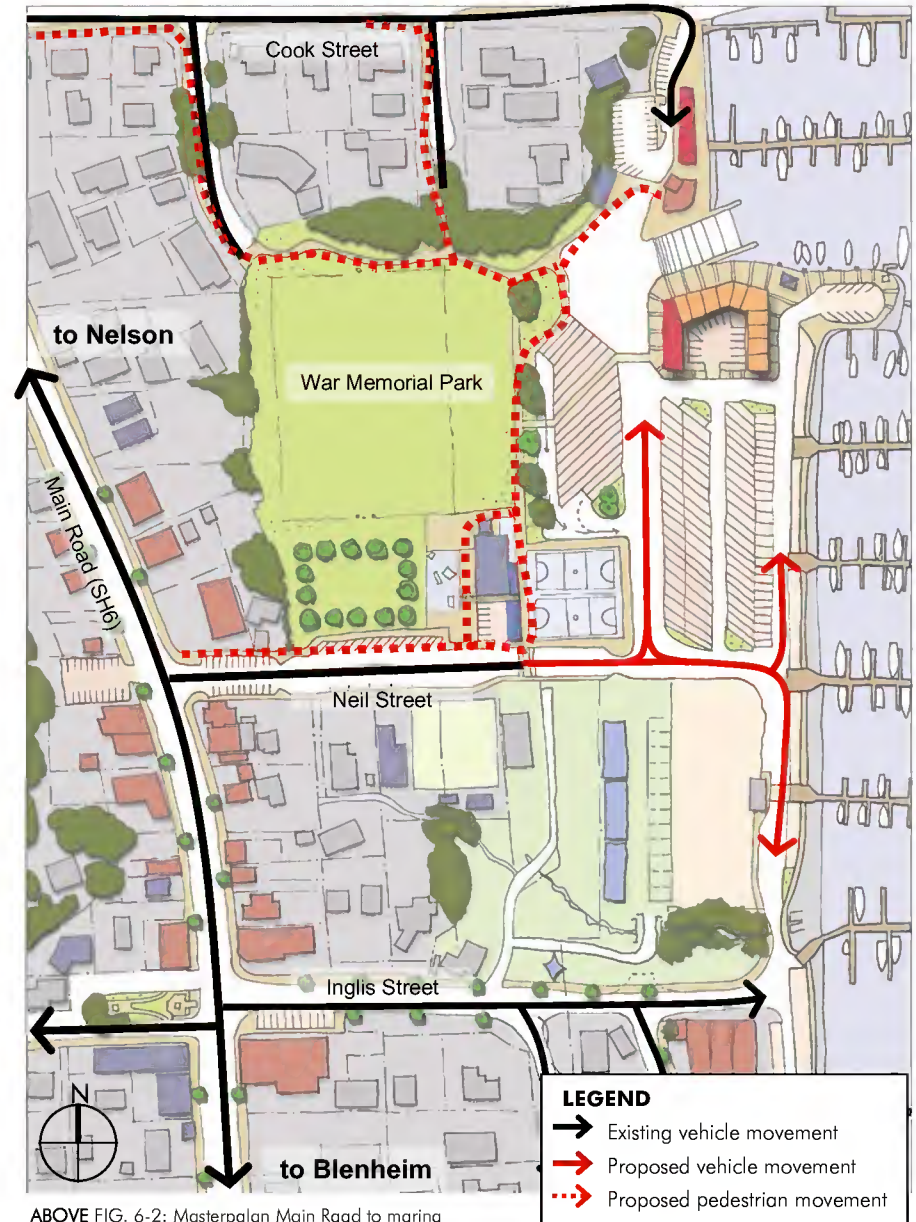
A master plan is proposed for the area around War Memorial Park and Neil Street. Its main aim is to improve and enhance physical and visual connections between the town centre and the waterfront. It is shown in Figure 6-2.

Key elements of the plan include:

- Extending and upgrading Neil Street to connect the Main Road with the port/marina area.
- Removing the majority of the boat sheds currently located on the western edge of the port area.
- Relocating the netball and tennis courts from the southern side to the south-eastern side of War Memorial Park to open up vistas across the park.
- Replacing the sports court for a community green for markets and events as well as overflow camping in peak season.
- Consolidating the camping ground to limit its extent to the southern side of Neil Street.
- Establishing a network of walkways connecting Main Road, War Memorial Park, the marina, Rose and Peel Streets.

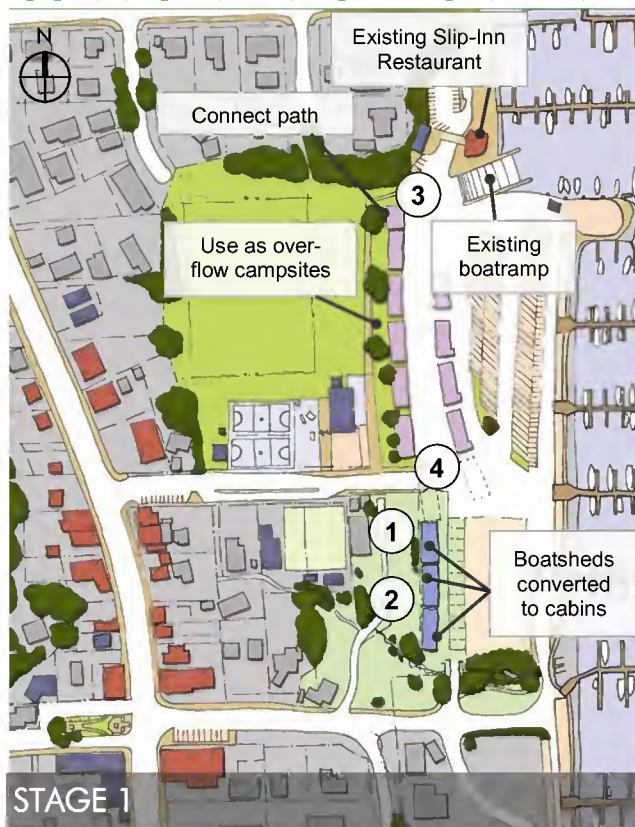
The above elements are also aimed to create the conditions for a viable commercial development on the foreshore, including new retail, restaurants and cafes, and possibly office space. It is crucial that this development will include a public open space upgrade to create a truly public and vibrant waterfront.

It is proposed that this master plan will be implemented in stages. The stages and the elements of this plan are presented in more detail on the following pages.



ABOVE FIG. 6-2: Masterplan Main Road to marina

CONNECT MAIN ROAD TO MARINA



This stage consists of the following steps (refer to the numbers above):

1. Camp ground extension
2. Refurbishment of three boatsheds into between 9 and 30 cabins (more details on how this could be done overleaf)
3. Connect path on edge of War Memorial Park
4. Remove two boatsheds and connect Neil Street to the port/ marina area



This stage consists of the following steps (refer to the numbers above):

1. Remove four boatsheds
2. New sports courts
3. New community green (market, events, informal sports, overflow camping)
4. Remove two boatsheds
5. Extend park



This stage consists of the following steps (refer to the numbers above):

1. Extend public space around the Memorial
2. New footpath connections northern end of War Memorial Park.
3. Internal camp ground changes
4. Construct locker room
5. Construct pavilion
6. Construct trailer parking
7. Development on the waterfront

CONNECT MAIN ROAD TO MARINA

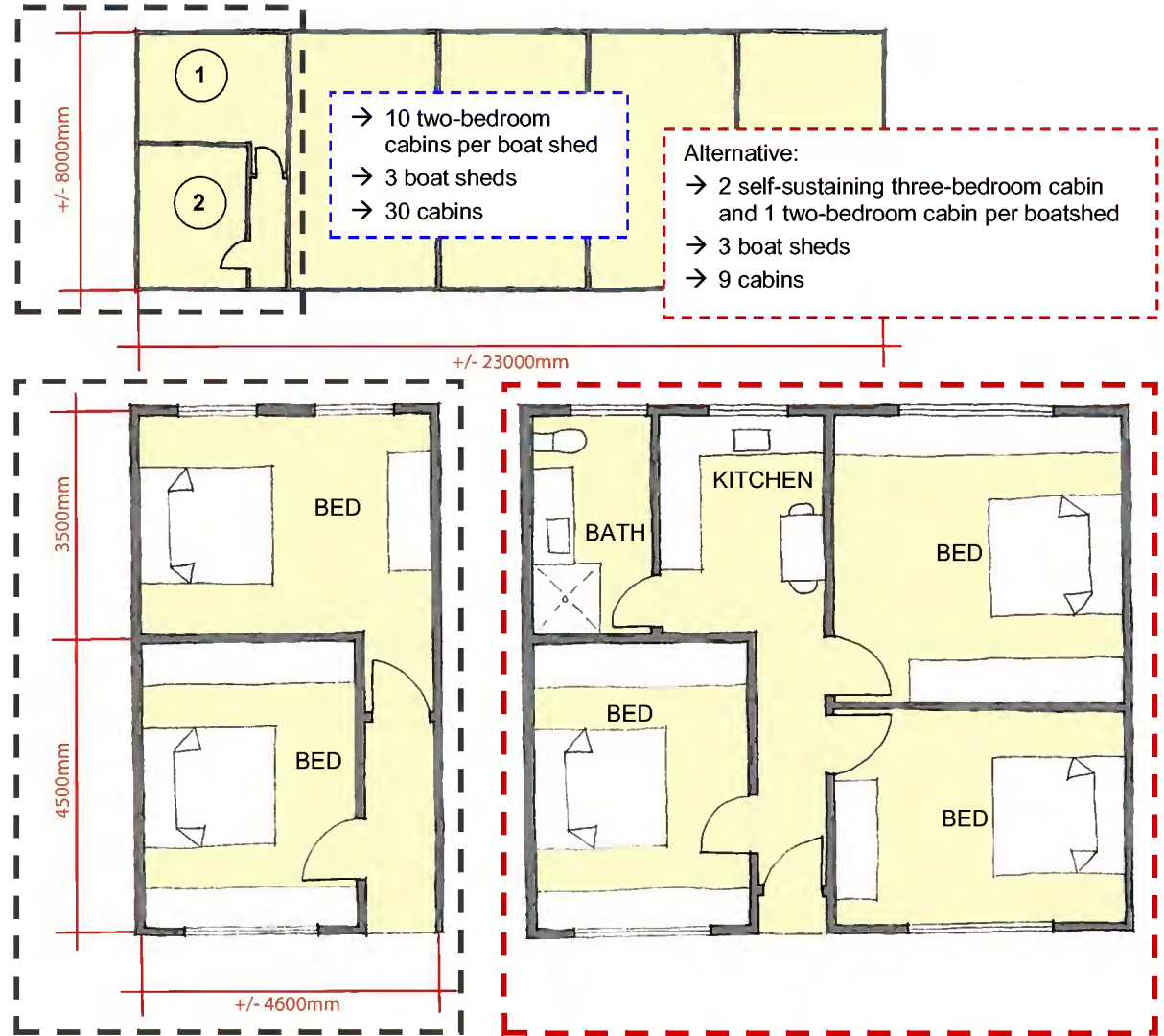
Conversion of the boatsheds

Some of the boatsheds that are located on the western edge of the port area could be refurbished into cabins for visitors.

There are three boatsheds that are located in an ideal position to become part of the campground (Fig. 6-3). The sheds are approximately 23m x 8m and there are several ways to convert these into 3 to 10 cabins. Two conceptual options are shown in Figure 6-4.

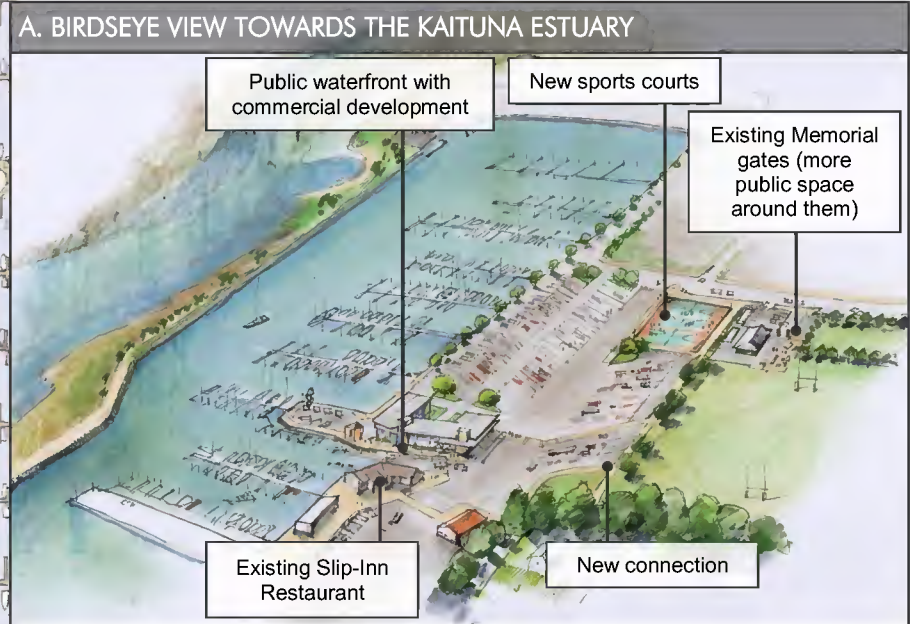
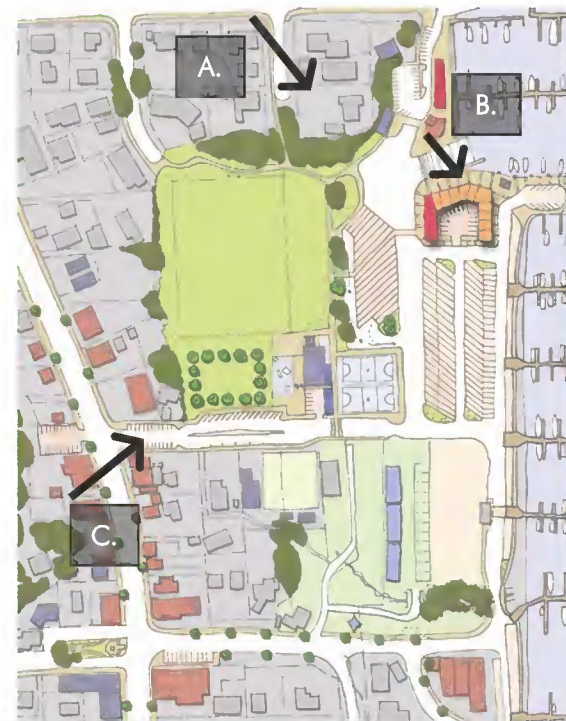


ABOVE FIG. 6-4: location of the boatsheds that could become part of the campground

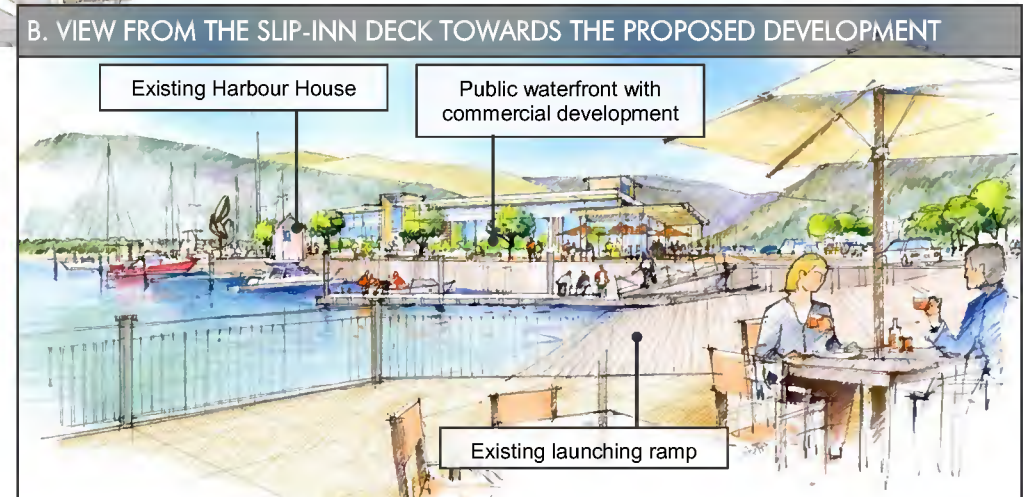
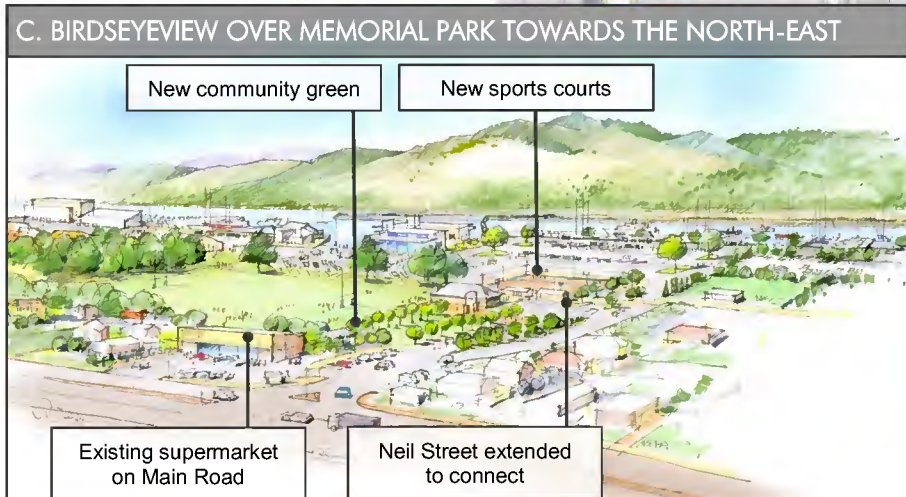


ABOVE FIG. 6-4: options for the refurbishment of boatsheds to camping cabins

CONNECT MAIN ROAD TO MARINA



Artist's impressions of how the implemented master plan could look



Strategy:

2

Enhance the footpath and walkway system

Initiatives aimed at improving the walking opportunities within the Havelock Village for residents, school children, visitors, shoppers, and workers

This strategy includes the following findings and proposed initiatives:

- Footpath upgrade strategy
- Street tree planting strategy
- Additions to the off-street walkway system



ENHANCE THE FOOTPATH AND WALKWAY SYSTEM

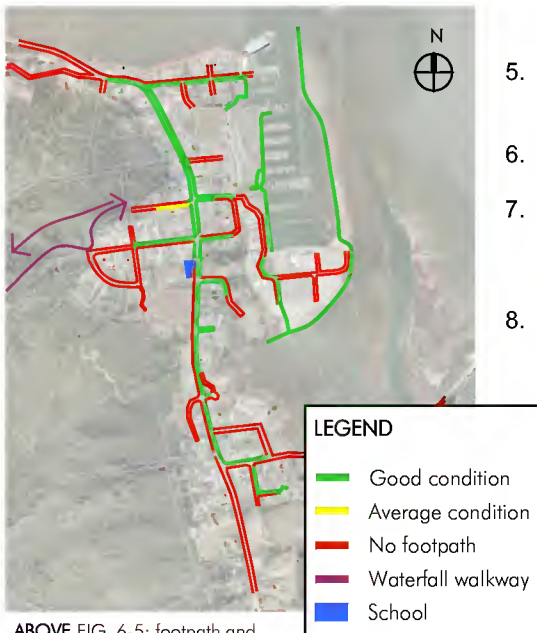
Havelock's walkway system

Footpaths and walkways within Havelock were mapped and their condition was evaluated (Fig. 6-5).

From this it can be seen that footpaths within the commercial core of Havelock are generally in reasonably good condition. Main Road has footpaths on both sides north of the school.

The residential areas generally rely on the roads for walking, as traffic volumes are very low and only serve a local purpose.

A comprehensive network of off-road walking tracks exists in Havelock, including the Waterfall walkway (and, if you can find it, beyond to the top of the Takorika Hill), along the spit east of the marina, and on the edge of the estuary.



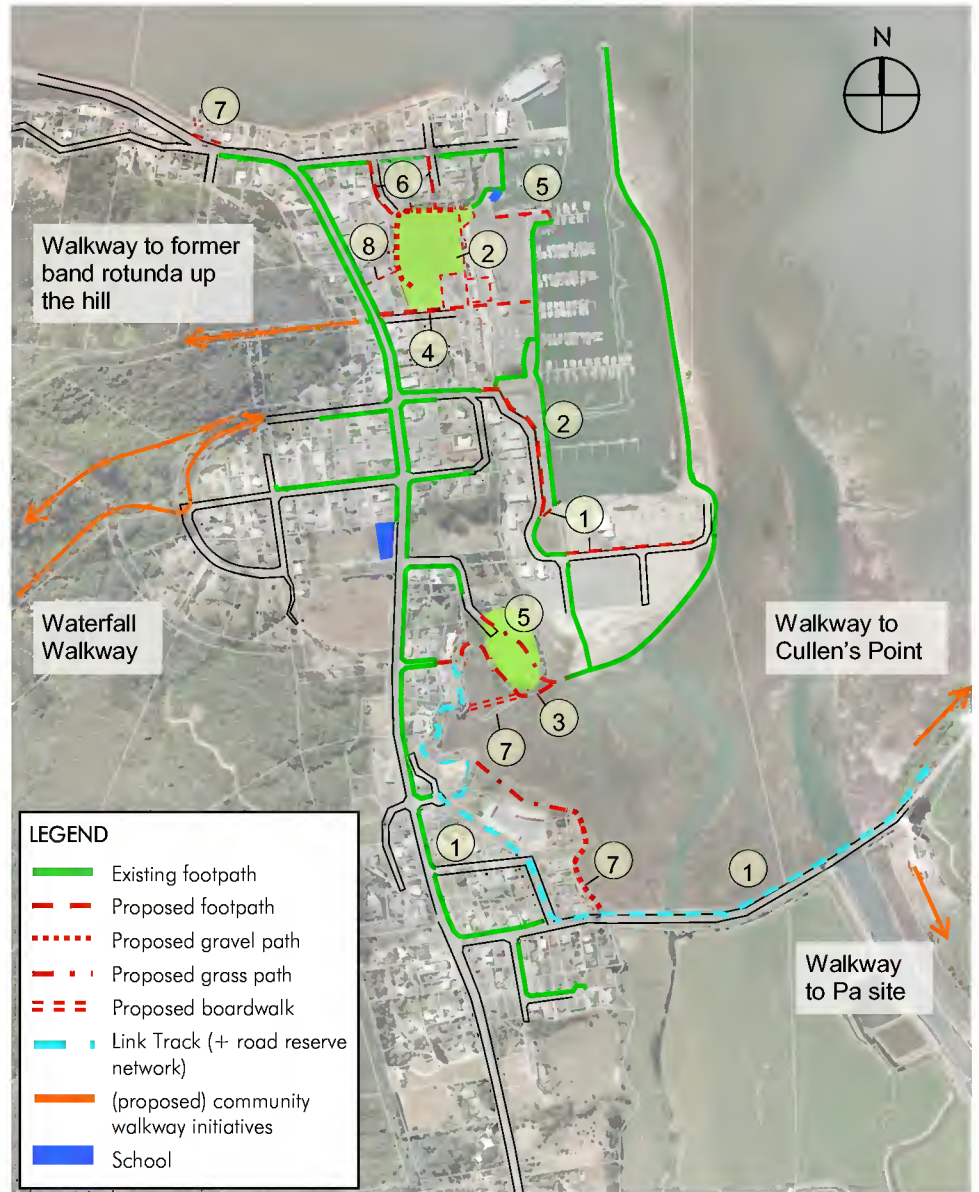
ABOVE FIG. 6-5: footpath and walkway assessment

Proposed walkway and footpath interventions

It is proposed to focus on providing a connected walkway system, consisting of both sidewalks and off-street tracks (refer to Figure 6-6). As not of all these can be constructed at once, the following prioritisation is suggested:

1. Connecting the Link Track (along Queen Charlotte Drive to Picton) with the town; Footpath along Rangitane Drive to connect the walkway on the western edge of the marina basin with the area to the east, where a beach is proposed (refer to Strategy 5).
2. Walkway on the eastern edge of Memorial Park (refer to Strategy 1); Footpath along Ngati Kuia Drive.
3. Walkway around the southern edge of the cemetery.
4. Footpath on Neil Street, connecting between Main Road and marina (refer to Strategy 1).
5. Walkway through the cemetery connecting Slogan Street with the network around the estuary.
6. Footpaths Rose and Peel Streets to connect with War Memorial Park.
7. Walkway on the western edge of the estuary; footpath to serve residential properties on the northern edge of the town.
8. Walkway on the western edge of Memorial Park, connecting through to Main Road.

Additional walkways that could be or are part of a community initiative, and that the Council could facilitate are presented overleaf.



ABOVE FIG. 6-6: Proposed footpath upgrades and new linkages

ENHANCE THE FOOTPATH AND WALKWAY SYSTEM

Walkway to Cullens Point

A community initiative to connect the proposed Link Track (across Mahakipawa Road and beyond to Picton) with a walkway to Cullens point is currently being implemented.

Plans for a walkway to the scenic reserve/ pa site could form part of this. Maintenance of and access to the rubbish disposal site should be considered



RIGHT FIG. 6-7: Proposed walkways to Cullens Point and the scenic reserve / pa site east of the Kaituna River

Walkway to former band rotunda

The derelict walkway from Neil Street-west to the historic band rotunda up the hill on the western side of Havelock could be re-opened as part of a community initiative. Seating and interpretation panels could form part of the attraction in addition to the views over the town and the estuary. In the long term, possible restoration of the old band-rotunda in the historic style could be added. It could function as a place for a sheltered picnic or for bands to play casually (as in the old days).



RIGHT FIG. 6-8: location of the access for the proposed track to the former band-rotunda

Proposed tree planting strategy

A tree planting strategy (Fig 6-9) was designed, based on the analysis of existing open space and notable trees (Fig. 6-10) and aligned with other proposals for Havelock.

As most of the trees are located within private properties, the opportunity exists to better define and enhance streets and routes with consistent tree planting.

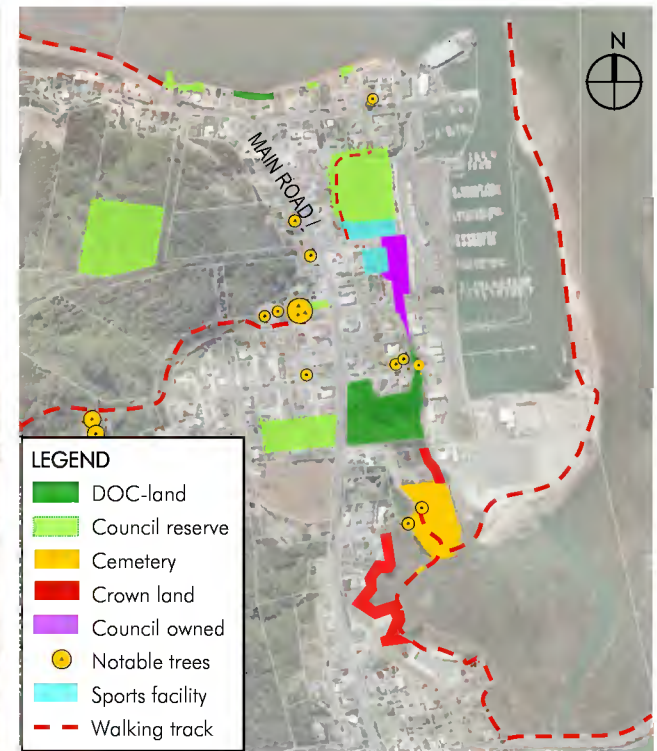
Sequencing plan (refer to the numbers in Figure 6-9)

1. Along the Main Road to provide shelter for pedestrians and contribute to traffic calming by optically narrowing the road.
2. Around War Memorial Park as part of Strategy 1, Main



ABOVE FIG. 6-9: proposed tree planting strategy

3. Along Rangitane Drive to enhance the proposed footpath to the proposed beach (refer to Strategy 5)
4. Along the proposed footpath on Ngati Kuia Drive.
5. Along Inglis Street East to enhance the walking experience from the village centre to the marina/ Port area.



ABOVE FIG. 6-10: analysis of the existing open space and notable trees

Strategy:

3

Improve traffic and parking

Initiatives aimed at improving opportunities to move around in Havelock by foot, on bicycle and by car

This strategy includes the following findings and proposed initiatives:

- Traffic calming on the Main Road through the settlement
- Pedestrian crossings near the school
- Accommodating carparking within the Village centre
- Truck access to Port via Outram Street



IMPROVE TRAFFIC AND PARKING

Transport issues

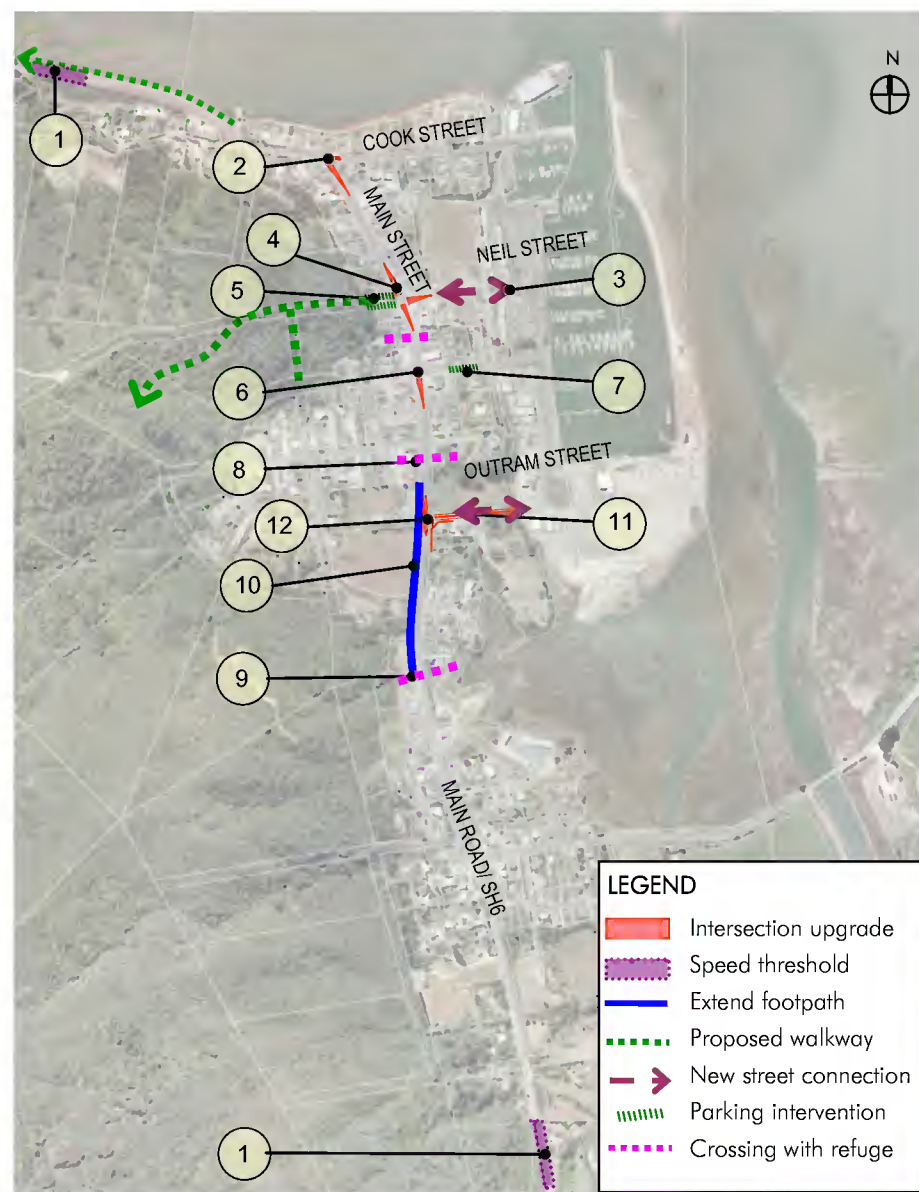
Havelock's traffic issues include the following:

- Vehicle speeds on State Highway 6/ Main Road through the middle of the township.
- In relation to the above, safety of school children walking or cycling to school.
- Capacity issues in relation to right-turns on several intersections.
- Parking in high season.

Transport summary

In response to the above issues a transport strategy was designed. This strategy consists of the following elements (refer to the numbers in Figure 6-11).

1. Entrance thresholds to define the extent of the township and make motorists aware of the fact that they are entering an urban area, which helps reducing vehicle speeds. More details on the entrance thresholds are presented on the following page.
2. Intersection measures to improve the visibility for motorists turning right from Main Road into Cook Street.
3. Neil Street connection to marina/ port (refer to Strategy 1: Main Road to Marina)
4. Right turn bays on Main Road to cope with the increased traffic flow turning into Neil Street after opening of the link to the marina/ port area.
5. The construction of approximately 20 parking bays in the road reserve (Council-owned land) of Neil Street-west, which is currently underutilised. This also links in with the proposed construction of the walking track to the former band-rotunda up the hill.
6. Right turn bay to cope with increasing traffic flows turning right from main Road into Inglis Street-East.
7. Extension of the angled parking in Inglis Street-East.
8. Pedestrian refuge to assist with pedestrians (including school children) crossing Main Road just south of the Lawrence Street intersection
9. Pedestrian refuge to assist with pedestrians (including school children) crossing Main Road just south of the Kavanagh Place intersection. Due to sight distance issues caused by the topography, this is the safest position for a pedestrian crossing south of the school.
10. Extend the footpath on the western side of Main Road south of the school to connect with the proposed pedestrian crossing (item 9).
11. Outram Street as a heavy vehicle route to port would improve the traffic situation in the township greatly as northbound trucks could enter the port without going through the village centre. Further investigations should address technical and financial feasibility in relation to topography and land ownership.
12. Related to item 11, intersection upgrades to resolve the sight distance problems and enable heavy vehicles turning safely into Outram Street.



ABOVE FIG. 6-11: Transport summary

IMPROVE TRAFFIC AND PARKING

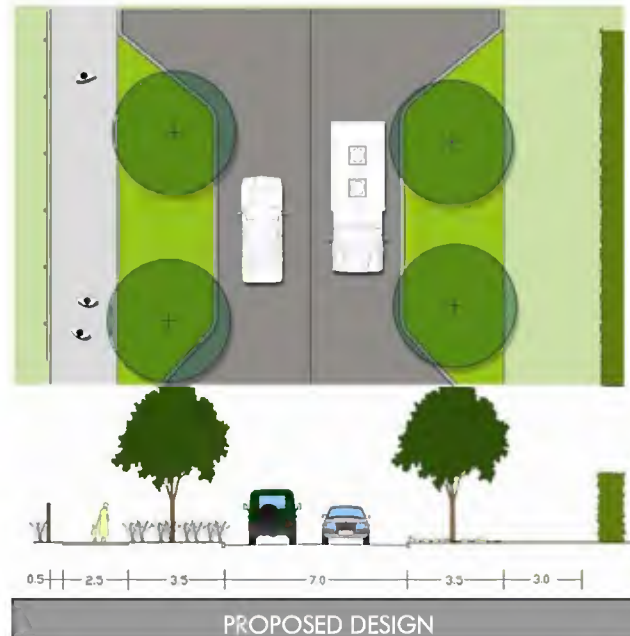
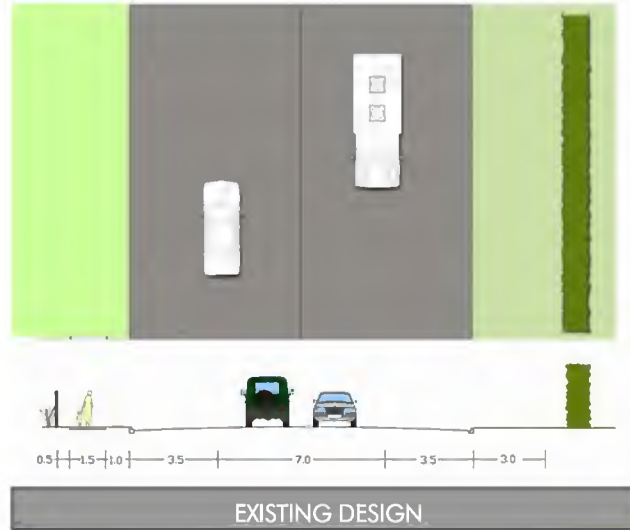
Entrance thresholds

The strategy for the Wairau-Awatere settlements proposes entrance thresholds for Wairau Valley Township, Spring Creek and Ward. These were well-received by NZTA in principle.

It is proposed to locate similar elements on State Highway 6, one on the northern end of Havelock and one on the southern end.

These proposed elements consist of planters that narrow down the carriageway significantly ('pinch points') and notify drivers of vehicles that they are entering the urban area of the township. Arguably more so than traffic signs, this will assist with speeds being lowered.

The entrance thresholds will carry a signature Marlborough-theme in their planting and signage, which makes them recognisable across the entire Marlborough District. A specific Havelock 'flavour' could be added.



RIGHT FIG. 6-11: generic cross section of State Highway 6 -current situation (above) and proposed (below)



ABOVE FIG. 6-12: location of threshold elements on State Highway 6



Strategy:

4

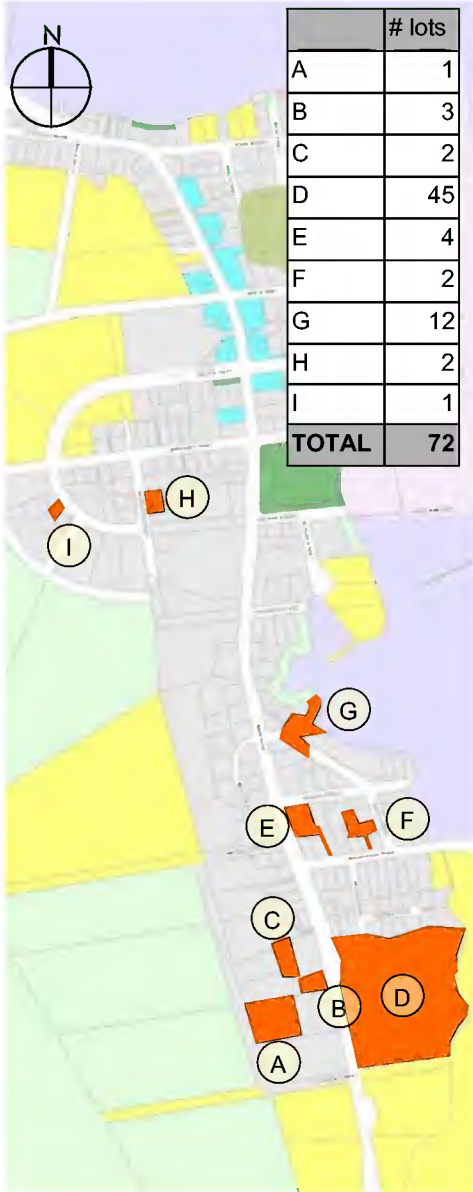
Absorb growth within the boundaries

Initiatives aimed at dealing with growth pressures until 2031 and beyond

This strategy includes the following findings and proposed initiatives:

- **Opportunities to accommodate residential growth in relation to constraints, such as land instability and flooding**
- **Strengthening Havelock's community infrastructure**

ABSORB GROWTH WITHIN THE BOUNDARIES



ABOVE FIG. 6-13: available residential land

Population growth projection

Havelock's population is projected to increase with **92** people to the year 2031. With an estimated household size of 2.3 people per household, approximately **40** new residential lots are required.

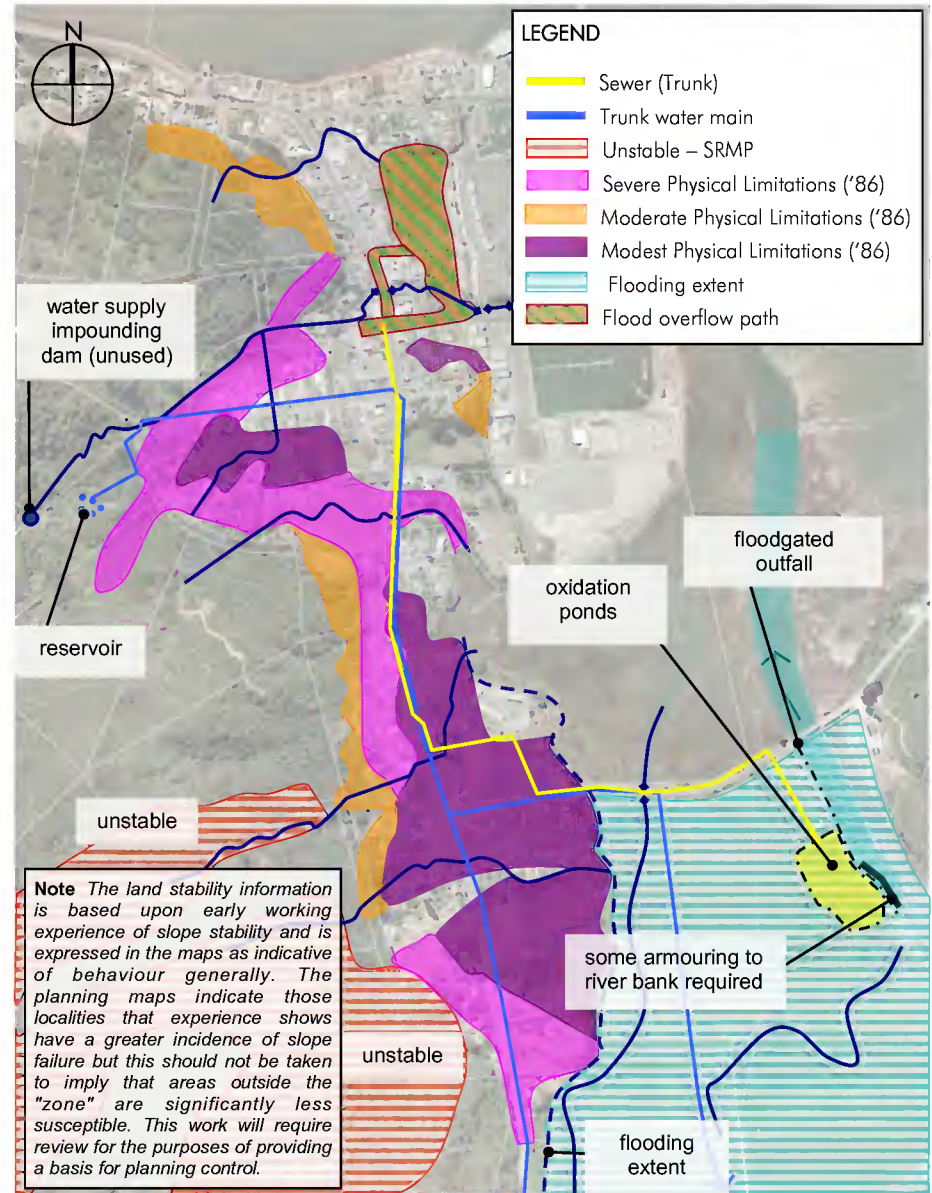
Analysis identified the availability of approximately **72** lots on Urban Residential Zoned land within Havelock's boundaries. This will provide capacity for a population growth of approximately **166**.

Figure 6-13 shows the locations of the available sites. The large majority of these sites is located south of Mahakipawa Drive. Development in this location will help define the township when entering from the south and the resultant increase in activity will assist with traffic calming.

Land use constraints

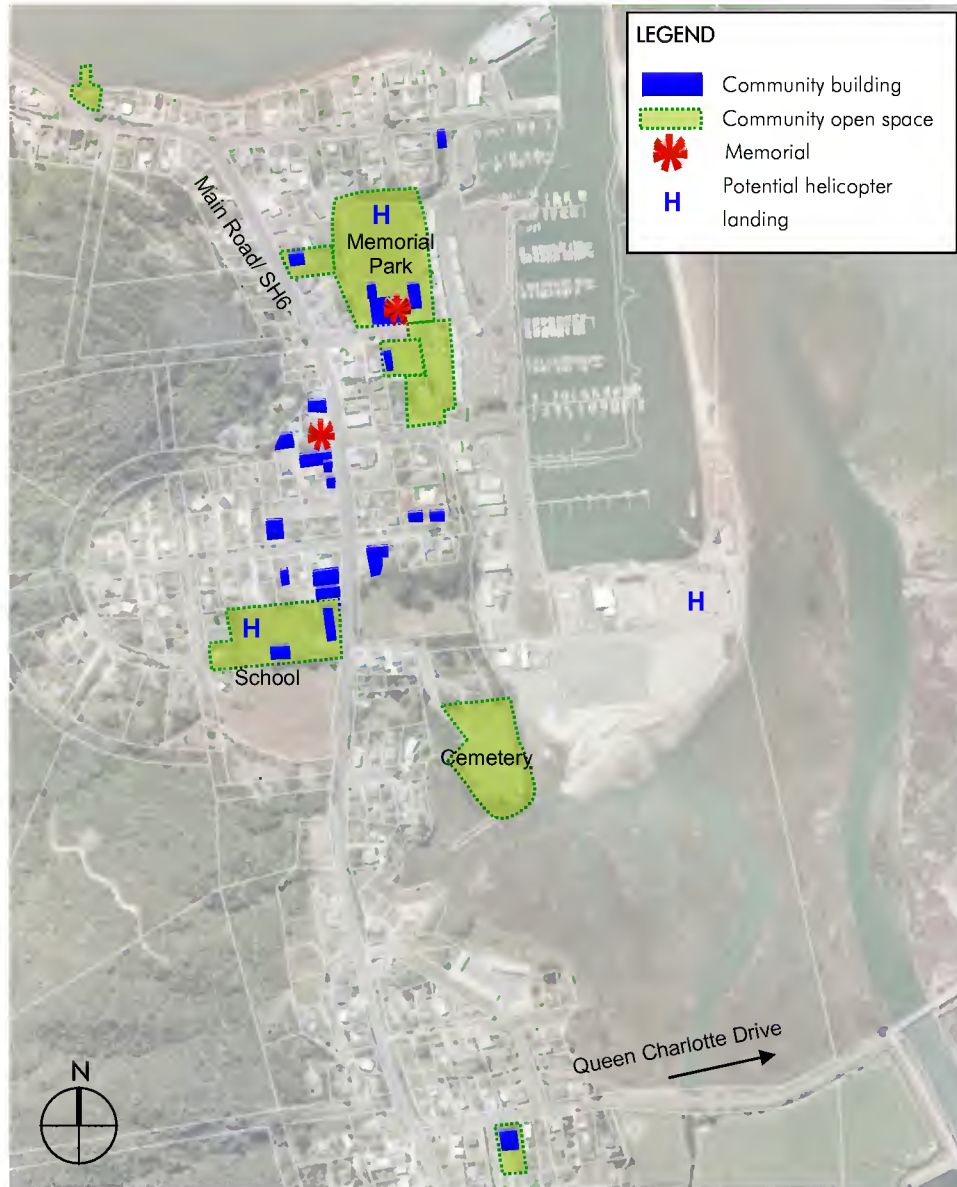
This growth capacity analysis takes into consideration the several growth constraints mapped in Figure 6-14, which include:

- Flooding;
- Land instability; and
- Gradient of the land.



ABOVE FIG. 6-14: land use constraints

ABSORB GROWTH WITHIN THE BOUNDARIES



ABOVE FIG. 6-15: current community facilities

Community facilities

Growth within Havelock, but also in the Marlborough Sounds settlements that rely on Havelock, will put further pressure on Havelock's community facilities.

These facilities are mapped (Figure 6-15) and the main items include:

- Primary School
- Community Hall
- Recreational facilities in and around Memorial Park
- Two churches
- Police station
- Health: Visiting General Medical Practitioner 3 days per week, Plunket Clinics, weekly medical lab.

Shortfalls/ issues

- Community consultation identified that the opportunities locate a doctor and medical facilities within Havelock should be explored. An ageing population is relying on services in Blenheim. Besides, Havelock serves a wider Sounds community.
- Community consultation identified that indoor sports facilities are lacking in Havelock. This is an issue for long-term consideration, given Havelock's population base to justify such facilities. This project focuses on strengthening Havelock's existing outdoor recreational facilities in and around Memorial Park (Strategy 1) and proposes two new ones: a beach (Strategy 5) and Wetland (Strategy 6).

Fire station

The Havelock Volunteer Fire Brigade has expressed concern that the existing building is too small for its growing needs. There are also issues such as storage, training, fumes from vehicles getting into

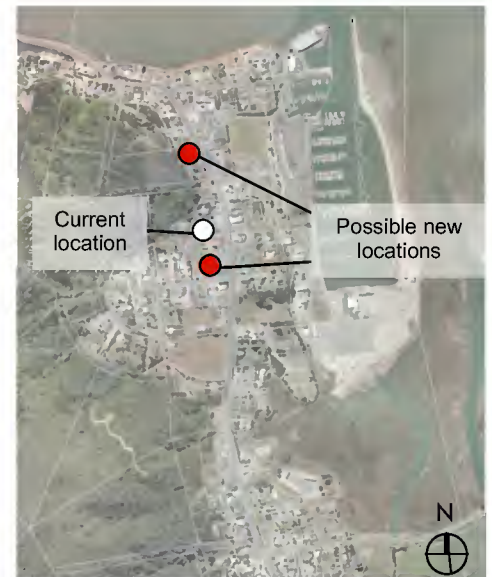
staff areas. The required footprint would be approximately 12x12m for the fire engines & storage of gear, plus an office and a training room. Dedicated parking for up to 14 vehicles is also required.

The current site is owned by the fire service and is almost totally covered by the building. The only expansion option is the neighbouring road reserve, which could be an option.

Relocation options are indicated in Figure 6-16. These include:

- Vacant road reserve, western side of Main Road
- Marlborough Lines building

Both of these options require further consideration.



ABOVE FIG. 6-16: fire station site options

Strategy:

5

A Beach for Havelock

Initiatives aimed at enhancing Havelock's recreational opportunities and capitalising on its waterfront setting by locating a publicly accessible beach

This strategy includes the following findings and proposed initiatives:

- Utilising Havelock's waterfront for a public facility that forms a recreational attraction for Havelock
- Further issues to be considered



CONSTRUCT A BEACH

A beach for Havelock

Havelock's recreational opportunities could be enhanced by the construction of a publicly accessible beach. This proposal aims to capitalise on Havelock's unique setting on the Kaituna River estuary and the head of the Pelorus Sound.

Figure 6-17 shows a concept design for a beach development on the eastern side of the spit in the Kaituna estuary. It utilised the existing walkway for its pedestrian access. Parking takes place along Rangitane and Ngati Kuia drives. It should be emphasised that this is a concept proposal only. Several issues need to be considered in more detail.



The water quality issue

One of the crucial issues is the local water quality. Although children often swim off the Kaituna River bridge, on the causeway, close-by the pond outlet, it is recommended to carry out some monitoring at the suggested beach site, before investing in a facility like this. The water has a perennial high bacterial loading, fed by both the Pelorus Sound and the Kaituna River. By far the biggest contributor to this state is the run-off from grazing pasture. The sewage treatment plant is a relative minor contributor. All of this is exacerbated by a slow mixing environment, relatively high temperatures from extensive and tidally-exposed dark mud and sand banks and the natural movement constraints within the surface of the estuary.

Other issues

Additional key issues to be investigated include:

- The beach site is characterised by very deep mud. Even if dredged, it is the natural process related replacement material. Apart from the bathing aesthetics and utility, deep mud can also be hazardous under tidal conditions.
- Reverse sensitivity and access issues in relation to the port's commercial interests and operational requirements.
- Protection of wildlife and vegetation in relation to access by increased numbers of people and possibly dogs.



ABOVE FIG. 6-17: concept design for a beach on the Kaituna River estuary

Strategy:

6

A wetland in the Kaituna Estuary

Initiatives aimed at creating a biodiversity node and enhancing Havelock's recreational opportunities by constructing a wetland in the estuary of the Kaituna River

This strategy includes the following findings and proposed initiatives:

- An additional biodiversity node
- A tourist attraction at the entrance to Havelock
- A solution for dredging, sewerage and flooding issues



DEVELOP A WETLAND

"The Kaituna estuary is an important and rich ecological area. Although its size has been reduced over the years by farming, roads and port development, it has been an important feature of this reclamation to enhance the habitat along the new shoreline. The constant rhythm of tides and river flow produce an ever-changing landscape. The native rushes, mudbanks and fingers of water are alive with a myriad of scurrying, swimming, wading wildlife, such as the crabs hiding in their holes in the mud, the fish that use the safe sheltered water to spawn, and the countless birds that visit, feed, roost or breed in the area."

Inscription on plaque placed near the estuary by Port Marlborough.

A wetland for Havelock

The area in Figure 6-19 is targeted for a wetland. This has several purposes:

- It will form a biodiversity node which will provide an ecological connection for flora and fauna.
- It will filter the outfall from the sewerage ponds in a series of natural filtration systems before it flows into the Kaituna River. Sewerage outfall will be cleaner when flowing into the river than it currently is.
- It potentially forms a long-term solution for the dredging spoils from the estuary. It is recommended to use systems to build this wetland that use the solids from the dredging, put in dewatering containers. These reduce in volume over time and additional dredging material is required over time.



ABOVE FIG. 6-18: Wetland design

ABOVE FIG. 6-19: Wetland study area

Continued overleaf

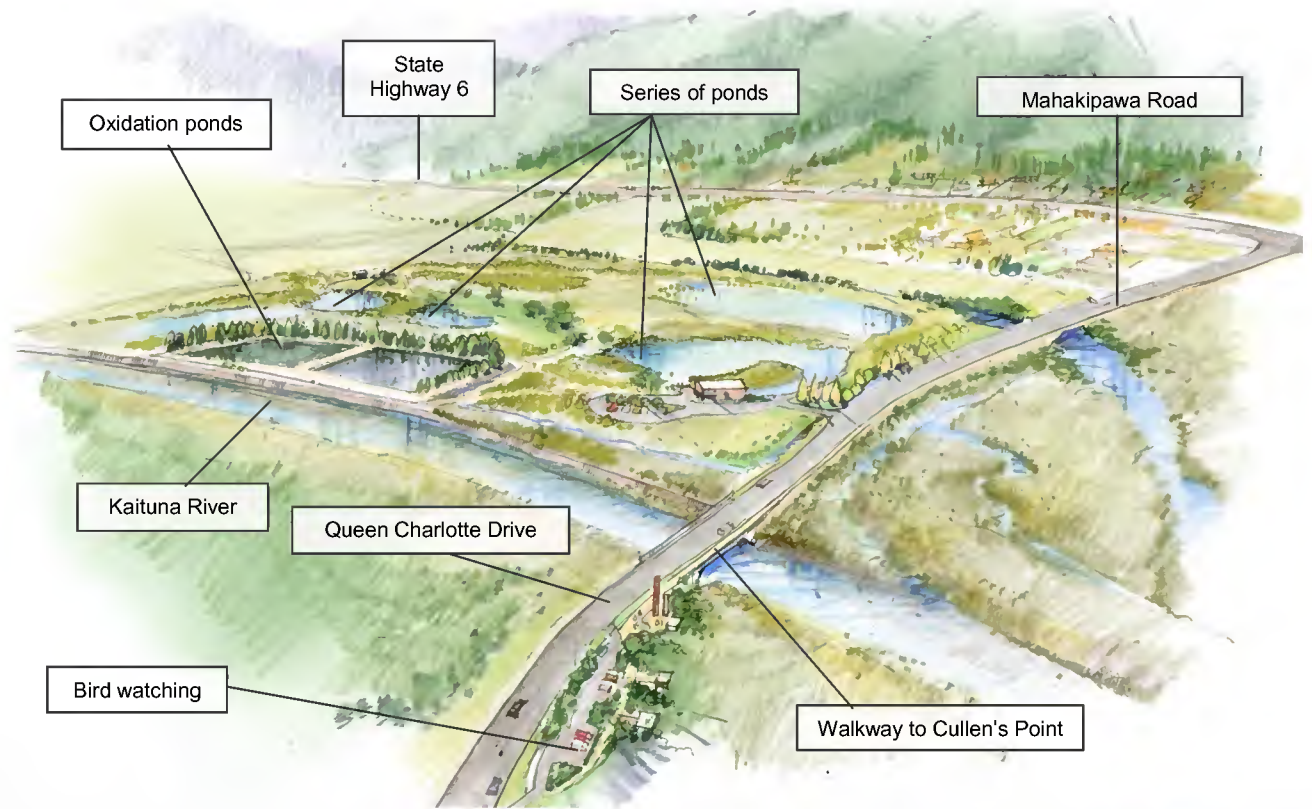
DEVELOP A WETLAND

Geotube® is such a system and is used in New Zealand by a Blenheim-based company.

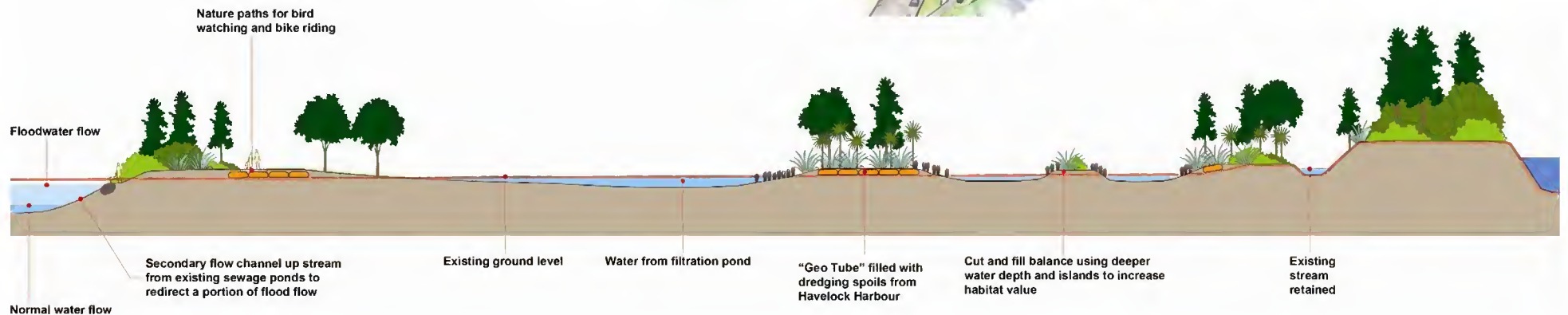
- The flora and fauna could be utilised as a tourist attraction. The design should contain carparking, bird watching areas and boardwalks.
- It could help define the entrance to Havelock from the east and enrich Havelocks identity.
- It increases the 'storage' of the Kaituna River. When in flood, rather than inundating grazed farmland, it inundates the wetland.

Further investigations are still required, including:

- Feasibility and construction costs of this project in relation to the potential financial benefits for the port company;
- Land ownership; and
- Flooding management - required capacity of the stream 'bypassing' the wetland.



RIGHT FIG. 6-21: artist's impression of the proposed wetland



ABOVE FIG. 6-20: cross section of the proposed wetland design



Strategy:

7

Respond to heritage and encourage building quality

Initiatives aimed at managing and adding to Havelock's stock of heritage and quality buildings

This strategy includes the following findings and proposed initiatives:

- Recognising different aspects of heritage in Havelock
- Introducing different levels of acknowledgement of heritage and quality buildings

HERITAGE AND BUILDING QUALITY

The need for protecting heritage protection and encouraging building quality

Celebrating heritage and protecting and encouraging high quality buildings that are sensitive to their context contributes to a vibrant and characteristic town centre that is attractive to visitors and residents.

Different aspects of heritage are relevant and distinguish Havelock from other places:

1. Maori archaeological and cultural sites
2. European archaeological sites (pre 1900)
3. Botanical heritage, including:
 - heritage trees
 - significant natural areas
 - view shafts
 - stream beneath Mount Takorika
4. Built heritage: monuments, individual buildings
5. The Havelock historical cemetery

Figure 6-22 shows registered heritage buildings, and buildings and items that should be investigated for their heritage potential. These could include the following:

- | | |
|--|---|
| 1. 4197 Main Road, Railway Survey Marker (outside the figure) | 19. Rutherford/ Pickering Memorial |
| 2. 4 Old Coach Road (111 Main Road), Old Cottage Hospital | 20. Havelock War Memorial |
| 3. 8 Cook Street | 21. Havelock Town Hall |
| 4. 14 Cook Street | 22. Havelock Hotel |
| 5. 101 Main Road, Californian bungalow | 23. St. Peter's Anglican Church + hall |
| 6. 11 Cook Street | 24. Havelock Post Office building |
| 7. 76 Main Road | 25. 48 Main Street, Blue Moon Cottage |
| 8. 89 Main Road | 26. 55 Main Road, 1900 single-bay window villa |
| 9. Havelock Museum | 27. 53 Main Road, circa-1900 full veranda villa |
| 10. The Clansman bar and restaurant | 28. Lawrence Street, Sacred Heart Catholic Church |
| 11. 87 Main Road | 29. Rutherford School (Information Centre) |
| 12. 83 Main Road, circa-1900 veranda villa, without veranda; and heavily modified (fabric has potential for adaptation to integrate with precinct theme) | 30. 40 Main Road |
| 13. Wakamarinian Café | 31. Havelock cemetery |
| 14. War Memorial Gates | 32. 30 Main Road |
| 15. Mussel Pot Restaurant | 33. 23 Mahikipawa Road (Queen Charlotte Drive) |
| 16. Havelock Gallery/ Bow & Stern | 34. 13 Main Road |
| 17. Havelock Real Estate | 35. "Takorika" |
| 18. 65 Main Road, Havelock Healthcare (+ bakery/ cafe) | 36. 15 Main Road |
| | 37. 7 Main Road |



ABOVE FIG. 6-22: registered heritage buildings, and buildings and items that should be investigated for their heritage potential

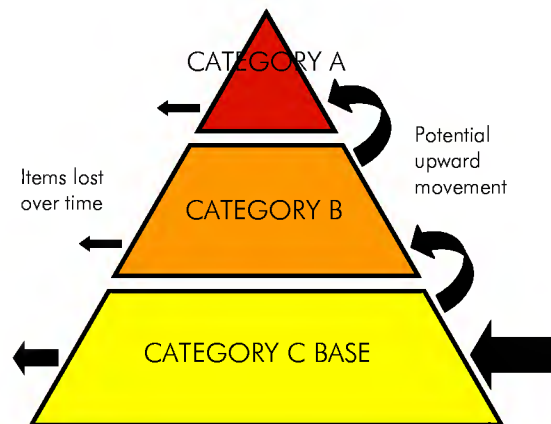
HERITAGE AND BUILDING QUALITY

Heritage aspirations

- Further recognising and safeguarding valued heritage and character buildings in the town centre through a revision to the District's built heritage management strategy.
- Guiding adaptive reuse of heritage buildings or new development to be sensitive to the immediate and wider context within the resource management process.
- Providing heritage specific governance structures to more adequately deal with Havelock's built character in an open communicative, multi-disciplinary forum.

Heritage management process

As for Picton and Blenheim, three categories of heritage building, places, site listings are proposed: Category A, B and C (refer to diagram). In comparison to the current approach, an additional listing category 'C' has been created. This is a recognition of an emerging 'heritage' resource. In other words, buildings which contribute to the character of the town centre that have potential heritage attributes. By building a stronger management base, these character assets have greater chance of community acknowledgement, protection and potential to climb up the heritage ladder to a higher listing status.



Category A: Recognised by the NZHPT, existing category A1/A2 heritage listed in the District Plan + other buildings of historic significance and value or high architectural quality.

Category B: Heritage assets which are 'old and handsome' or 'modern and well-designed' which are not (or ever likely to be) recognised by NZHPT.

Category C: An emerging resource with 'heritage' potential comprised of places of interest and buildings with character values.

Heritage management is a dynamic process, with elements being lost and added continually. 'C' listings may offer considerable utility for the wider management of the built heritage portfolio by:

- recognising a lower value heritage or character building / item;
- avoiding associated onerous or costly controls to building owners;

- helping to raise custodial awareness, pride of ownership and intrinsic worth;
- raising community consciousness and appreciation of heritage values;
- enabling contemporary, post-war buildings to be included which progressively add value to the built environment over time.

Resource Management Controls

A comprehensive review of all planning provisions in the Town Commercial Zone within the Sounds Resource Management Plan is recommended. This review should not be about creating more or less rules, but rather on identifying the *right* rules that make development easier to undertake, but in a manner which also helps make Havelock a better, more attractive, and more vibrant place.



ABOVE FIG. 6-23: some examples of listed and potential heritage buildings (refer to Figure 6-22 for the location of these buildings. 9: Post office building; 10: Rutherford/Pickering Memorial; 20: villo 76 Moin Road; 27: St. Peter's Anglican Church

HERITAGE AND BUILDING QUALITY

Heritage precinct

Havelock is unique in the Marlborough township experience, in that, it is the only Marlborough township that has an obvious built heritage fabric, with a public face. This is a result of historic commercial and economic realities, as opposed to any specific management intervention. It also reflects a conscious, positive and tangible commitment by the locals in recognising these values and endeavouring to keep them alive. What remains / exists is a tangible and potentially quite valuable resource platform.

Proposed community initiative

It is proposed that the Havelock community takes the initiative and recognises, identifies and creates a town centre heritage precinct, which has the potential to provide increased interest, improve vitality and vibrancy and add commercial value to the Havelock town centre. An area is suggested in Figure 6-23.

Even with what currently exists, the informal and unmanaged theme of what is 'Uniquely Havelock' adds value to and interest to the town – no other Marlborough town can offer this unique experience. One really exciting element in what is, and can be on offer, is that it is operating 24 hours a day, 7 days a week, for 365 days a year. It is not a peak seasonal event.

How it works

The prospective heritage precinct offers a period theme, which should be interpreted to ascertain the period that it represents, and how it does that (essential features and characteristics). It also needs to be understood how the existing structures can be maintained and enhanced to retain and improve this asset. New buildings will inevitably be added to this precinct and existing buildings will be extended, upgraded and refurbished. If these processes are appropriately managed, then the value of the precinct can be added to, as opposed to detracted from by inappropriate architectural outcomes. To achieve positive outcomes, mechanisms should be put in place, based upon the essential thematic components, to ensure that any new building will also enhance the theme, by

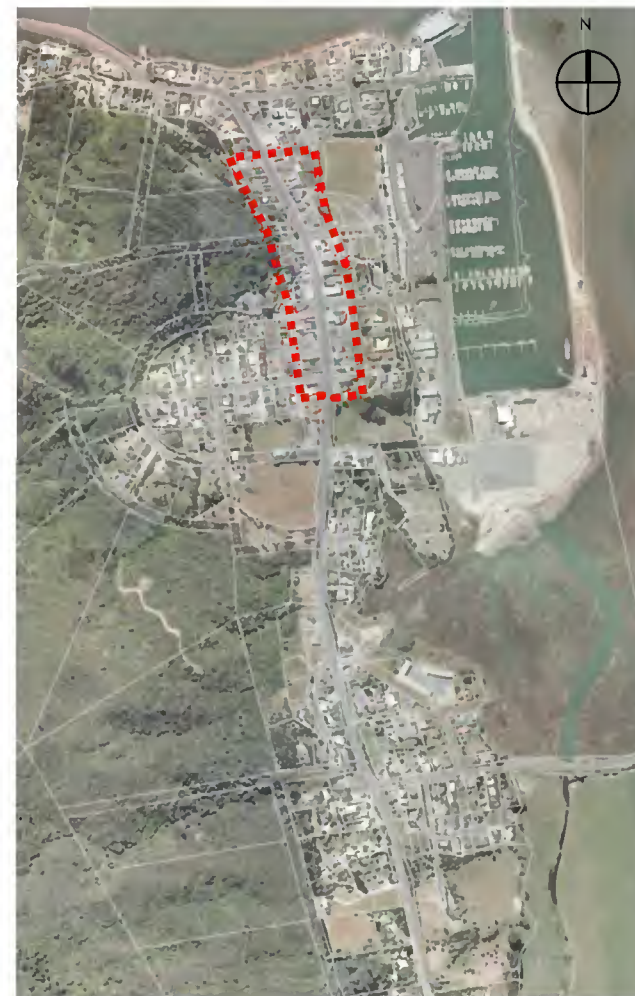
complementing the existing resource with architectural sympathy: relative form, line, materials colour and scale.

Value of a precinct

The creation of a heritage precinct in Havelock could be described as "adding value to the heritage resource". It is a step over and above the recognition and protection of individual heritage buildings. It arises from a conclusion that says that the sum of the parts provides greater value than the individual pieces. That is the notion that gives rise to this idea and presents it as an opportunity as well as a responsibility. For the idea to be taken forward what comprises this precinct and how it might be managed would need significant consideration.

Formal Resource Management framework

Any recognition and development of this heritage precinct would require a formal management framework. Such a framework can find its expression in the forthcoming review of the Marlborough Regional Policy Statement and the Marlborough Sounds Resource Management Plan. These resource management tools can be utilized by the Havelock community to achieve significant heritage outcomes. Similar management regimes exist around New Zealand. Greytown and Arrowtown could serve as examples. It has been done and is being carried out with distinction, and to considerable advantage, in the localities that have the visionary capacity to recognise and manage these special resources. The most applicable and successful of the existing tools can be adapted to serve the Havelock situation.



ABOVE FIG. 6-23: extend of the proposed Heritage Precinct

HAVELOCK

6.2 Implementation schedule of actions

Ref	Page	Action	Type of project	Timeline	Priority	Comments/assumptions
			<i>Physical or Administrative</i>	<i>Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.</i>	<i>High; Medium; Low</i>	
		Community/ Employment				
HV-1	117	Investigate fire station requirements and possible site options	Administrative	Short	M	
HV-2	105,106	Extend the existing campground	Physical	Medium	H	
HV-3	107	Refurbish 3 existing boatsheds into 9-30 cabins	Physical	Medium	M	
HV-4	105,106	Connect pathway along northern edge of War Memorial Park	Physical	Medium	H	
HV-5	105,106	Remove 2 boatsheds to enable a connection between Neil Street and the Port area	Physical	Short	H	
HV-6	105,106	Remove 4 boatsheds in the south	Physical	Medium	H	
HV-7	105,106	Construct new sports courts	Physical	Medium	H	
HV-8	105,106	Create a new community lawn in the location of the current sports courts	Physical and Administrative	Medium	H	
HV-9	105,106	Remove 2 boatsheds in the north	Physical	Medium	H	
HV-10	105,106	Extend War Memorial Park to the north-east	Physical	Medium	H	
HV-11	105,106	Extend the public space surrounding the Memorial	Physical	Medium	H	
HV-12	105,106	Create new footpath connections with Rose Street and Peel Street at the northern end of War Memorial Park	Physical	Medium	M	
HV-13	105,106	Internal camp ground changes	Physical	Medium	M	
HV-14	105,106	Construct a locker room near the proposed sports court	Physical	Medium	M	
HV-15	105,106	Construct a pavilion near the proposed sports court	Physical	Medium	M	
HV-16	105,106	Construct trailer parking	Physical	Medium	H	
HV-17	105,106	Commercial development near Slip-Inn	Physical	Long	H	

Continued overleaf

HAVELOCK

		Movement				
HV-18	105,106	Connect Neil Street with the Port	Physical	Medium	H	
HV-19	110	Connect the Link Track with the town via Mahakipawa Drive and the road reserve network as indicated	Physical	Short	H	
HV-20	110	Construct a footpath along Rangitane Drive	Physical	Short	M	
HV-21	110	Construct a walkway on the eastern edge of War Memorial Park	Physical	Short	H	
HV-22	110	Construct a footpath along Ngati Kuia Drive	Physical	Short	M	
HV-23	110	Construct a walkway around the southern edge of the cemetery	Physical	Medium	L	
HV-24	110	Construct a footpath on the northern side of Neil Street as part of the proposed connection between Main Road and the port/ marina area	Physical	Medium	H	
HV-25	110	Construct a grass path through the cemetery, connecting Slogan Street with the network around the estuary	Physical	Medium	L	
HV-26	110	Construct a footpath in Peel Street to connect with the paths in War Memorial Park	Physical	Medium	L	
HV-27	110	Construct a footpath in Rose Street to connect with the paths in War Memorial Park	Physical	Medium	L	
HV-28	110	Construct a walkway on the western edge of the estuary	Physical	Long	H	
HV-29	110	Construct a footpath on Main Road to serve residential properties on the northern edge of the town	Physical	Long	L	
HV-30	110	Construct a walkway on the western edge of War Memorial Park and connect with Main Road	Physical	Medium - Long	H	
HV-31	113,114	Construct entrance thresholds	Physical	Short - Medium	H	
HV-32	113	Improve the safety of the Main Road - Cook Street intersection	Physical	Medium	M	
HV-33	113	Construct right turn bays at the Main Road - Neil Street intersection	Physical	Medium	H	
HV-34	113	Construct 20 carparks on vacant land of Neil St-west road reserve + signage	Physical	Medium	H	
HV-35	113	Create a right turn bay on Main Road to turn into Inglis Street-East	Physical	Medium	L	
HV-36	113	Construct a pedestrian refuge on Main Road just south of Lawrence Street	Physical	Short	H	
HV-37	113	Construct a pedestrian refuge on Main Road just south of Kavanagh Place	Physical	Short	H	
HV-38	113	Construct a footpath on the western side of Main Road between the school and the proposed pedestrian crossing south of Kavanagh Place	Physical	Short	H	
HV-39	113	Investigate the feasibility of a connection between Main Road and port via Outram Street extension	Administrative	Short	H	
HV-40	113	Solve sight distance problems for heavy traffic turning from Main Road on to Outram Street if this route is to be used for heavy vehicles	Physical	Long	H	
HV-41	113	Extend Outram Street as heavy vehicle route to port	Physical	Long	H	

Continued overleaf

HAVELOCK

Green and blue network						
HV-42	111	Plant trees in indicated area on Main Road	Physical	Short	H	
HV-43	111	Plant trees in indicated areas around War Memorial Park	Physical	Medium	H	
HV-44	111	Plant trees along Rangitane Drive	Physical	Medium	L	
HV-45	111	Plant trees along proposed footpath Ngati Kuia Drive	Physical	Medium	L	
HV-46	111	Plant trees along Inglis Street	Physical	Medium	L	
HV-47	111	Consider issues around opening a walkway to the scenic reserve and pa site	Administrative	Short	H	
HV-48	111	Launch a community initiative for the reopening of the derelict walkway to the former band rotunda on the hill west of the town	Administrative	Short	L	
HV-49	119	Investigate water quality and other indicated issues with the view to create a beach in the estuary	Administrative	Short	H	
HV-50	119	If the above issues are satisfactorily resolved, construct a beach on the eastern side of the spit and improve access and parking	Physical	Long	M	
HV-51	121,122	Investigate the required capacity to deal with flooding potential in the area envisaged for the wetland	Administrative	Short	H	
HV-52	121,122	Create a wetland around the oxidation ponds south of the Kaituna Bridge	Physical	Long	H	
Resource Management Plan						
HV-53	125	Introduce A,B,C-heritage categories	Administrative	Short	H	
HV-54	126	Launch community initiatives for a heritage precinct	Administrative	Short	L	

Section 7 consists of 6 sub-sections:

7.1 Rai Valley Township

7.2 Okiwi Bay

7.3 Canvastown / Wakamarina

7.4 Anakiwa / Tirimoana

7.5 Linkwater / The Grove

7.6 Ohingaroa Bay

An Inquiry-by-Design workshop was dedicated to each of these settlements. Each sub-section contains a summary of the results of these workshops, which is a combination of reporting by technical Council staff, analysis and advice by external consultants and the integration of both. Furthermore, an important source of information has been: *Marlborough Townships and Small Settlements Growth Study, 2008*, by: Environmental Management Services Ltd for Marlborough District Council.



Havelock-associated settlements

SECTION 7

7.1 Rai Valley Township

Summary of findings and proposed initiatives:

- Additional residential 43 sections—staged
- Development on the old mussel factory site
- Traffic calming entrance thresholds on State Highway 6
- Pedestrian crossing near the Post Shop
- Footpath on the western side of SH6
- Improved recreational facilities near the river



RAI VALLEY

7.1.1 Residential growth

- Subdivision is recommended on the 'Rural 2' zoned land located on the western side of the settlement (refer to 1 in Figure 7-1) to create approximately 43 lots to cater for the projected growth in the Sub-district. Development is already occurring in this area as there are currently eighteen sub-divided lots for sale near Bryants Road. These subdivided lots have been included in calculation.
- Re-zoning and subdivision could occur on the old Mussel Factory site (2) in order to create eight new residential lots. This area is currently zoned as 'Rural Township' and would require a site evaluation of industrial contaminants.

7.1.2 Proposed initiatives

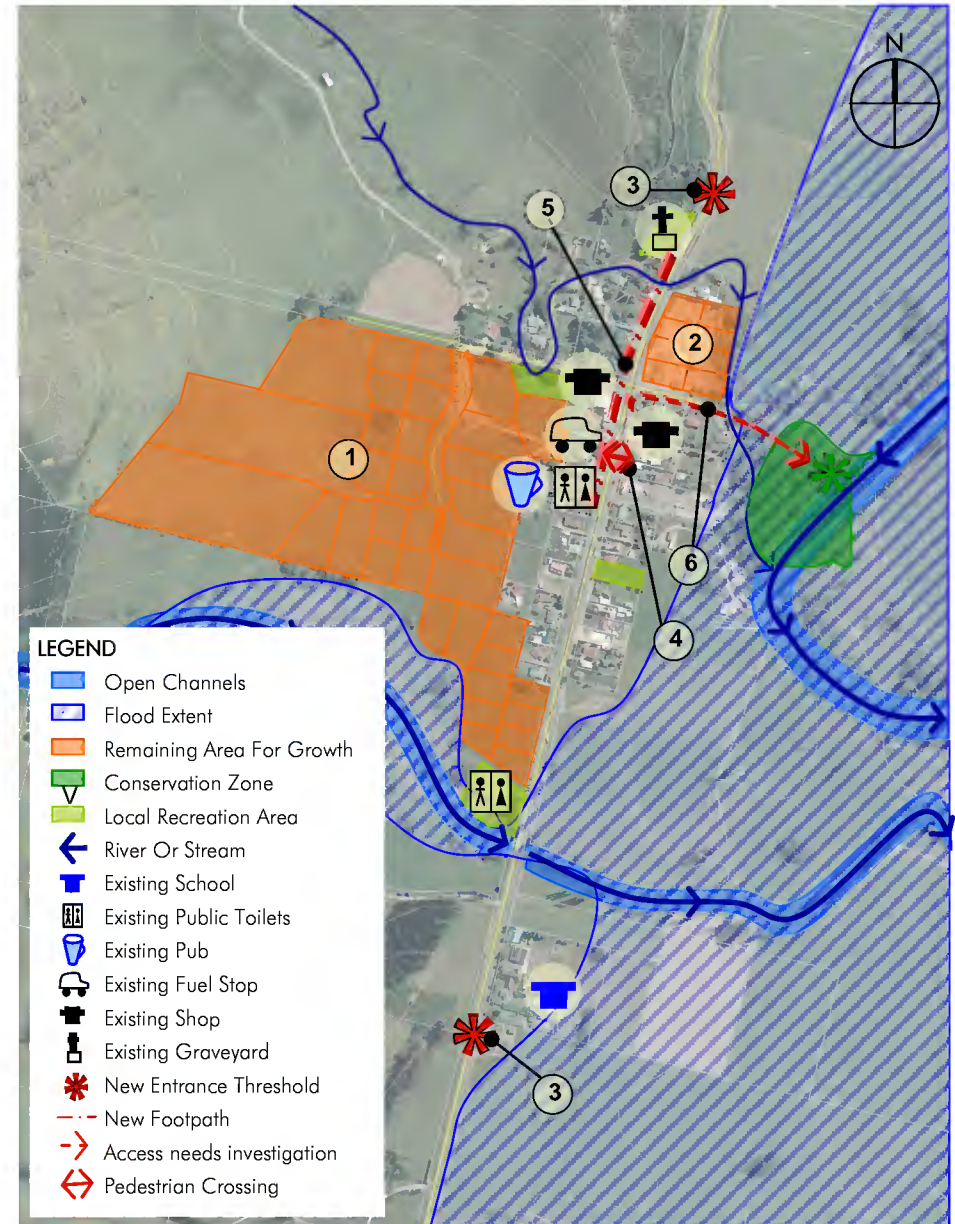
The following illustrates the proposed actions and their benefits for Rai Valley:

- In order to improve traffic safety within the village, it is proposed to introduce:
 - Entrance thresholds on State Highway 6. These elements mark both the southern and northern end of the township in order to alert drivers that they are approaching Rai Valley (3). Additionally, in their signage and planting they will carry a distinguishable Marlborough signature that will be repeated with proposed entrance thresholds in Havelock, Wairau Valley Township, Spring Creek, Seddon and Ward. More information on these elements is presented overleaf;
 - A pedestrian refuge by the Post Shop (4), to provide a safe crossing opportunity across State Highway 6 which currently divides the settlement's cluster of retail and community facilities. This will assist with keeping the speed in the heart of the settlement to the signposted limit of 60km/h; and
 - A footpath on the western side of State Highway 6 between the tavern and the cenotaph (5). This is a popular route for both locals and visitors, and connects the town with one of its important focal points. This pathway needs to be formalised in order to emphasize the importance of the monument, and to improve pedestrian safety.
- Improved public access to the conservation land around the river on the eastern side of Rai Valley (6) should be investigated. This would help stimulate more recreational activity in the area and connect the township to one of its natural features.

Long term aspirations

The following issues will have to be addressed:

- The township accommodates a number of important community facilities, however it is lacking in health-related facilities and amenities that entertain the youth. The nearest GP post is in Havelock, visiting from Blenheim 3 times per week.
- There are concerns about the mental health of the community, especially with a relatively high percentage of solo mothers and the lack of activities for youth.



RIGHT FIG. 7-1: Summary of proposed initiatives in Rai Valley

RAI VALLEY

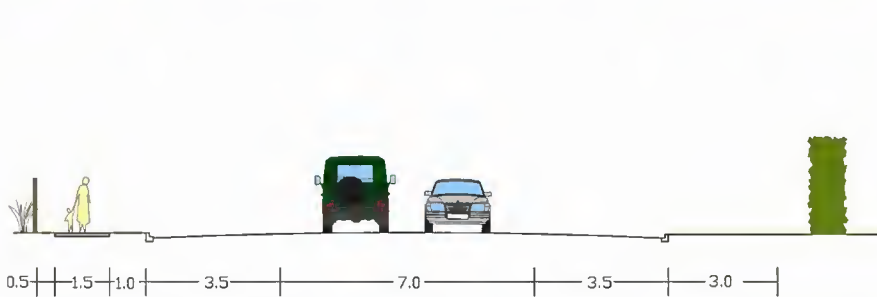
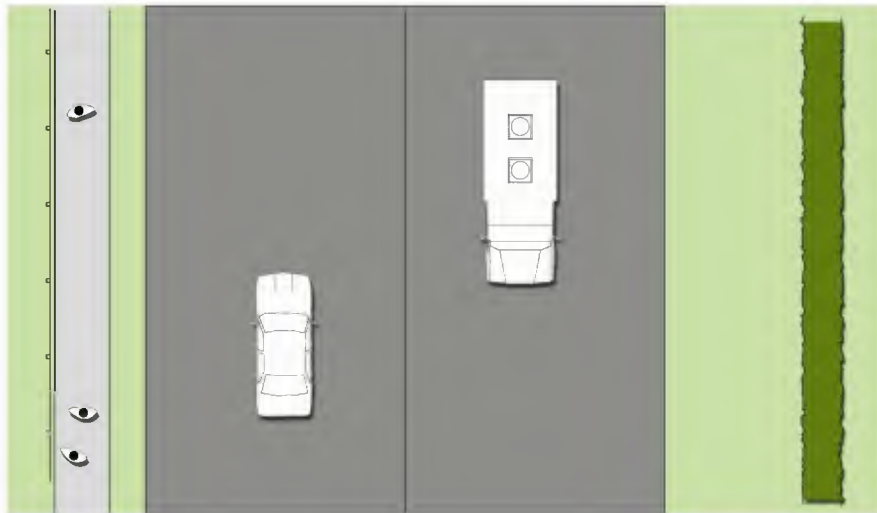
7.1.3 Entrance thresholds

The strategy for the Wairau-Awatere settlements proposes entrance thresholds for Wairau Valley Township, Spring Creek, Seddon and Ward. These were well-received by NZTA in principle.

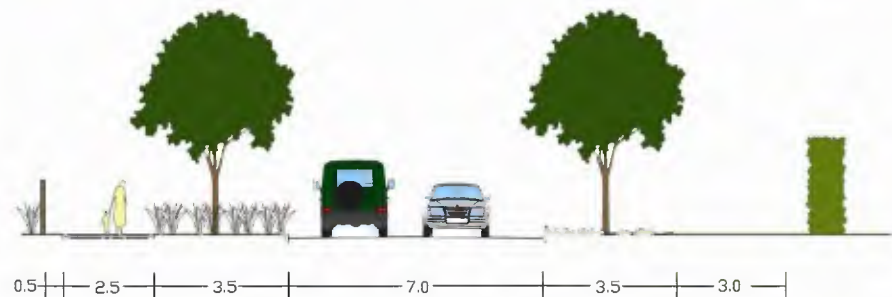
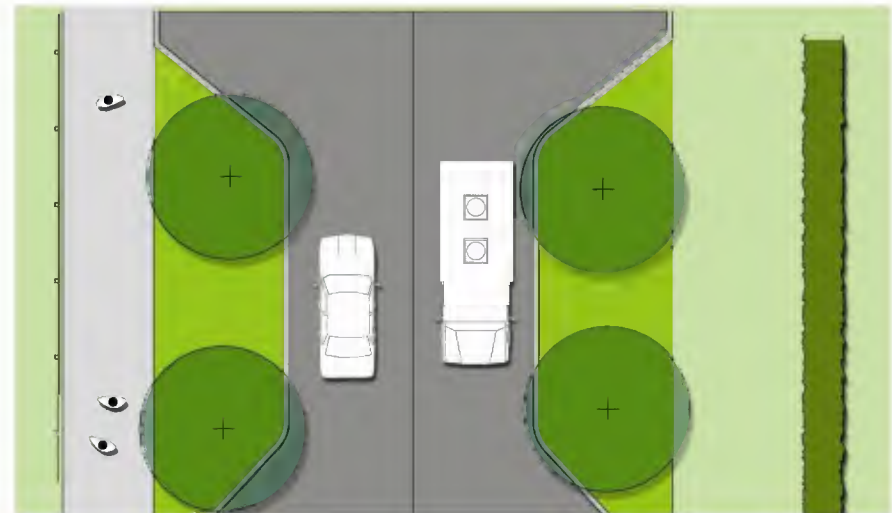
It is proposed to locate similar elements on State Highway 6, one on the northern end of Rai valley and one on the southern end.

These proposed elements consist of planters that narrow down the carriageway significantly ('pinch points') and notify drivers of vehicles that they are entering the urban area of the township. Arguably more so than traffic signs, this will assist with speeds being lowered.

The entrance thresholds will carry a signature Marlborough-theme in their planting and signage, which makes them recognisable across the entire Marlborough District. A specific Rai Valley 'flavour' could be added.



ABOVE FIG. 7-2: existing cross section of State Highway 6 at the entrances of Rai Valley (approximate dimensions only)



ABOVE FIG. 7-3: approximate cross section of the proposed entrance threshold in Rai Valley

RAI VALLEY

7.1.4 Implementation schedule of actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
RV-1	133	Create entrance thresholds on SH6 keeping with a Marlborough theme	Physical	Short	H	
RV-2	132	Construct a pedestrian refuge in the indicated position on SH6	Physical	Short	H	
RV-3	132	Create a footpath on the western side of SH6	Physical	Short - Medium	M	
RV-4	132	Investigate improvements to the access and recreational use of conservation land and the area around the river to the east	Administrative	Short	H	
RV-5	132	Investigate potential long-term future for derelict mussel factory site	Administrative	Short	M	

7.2 Okiwi Bay

Summary of findings and proposed initiatives:

- Additional 35 residential sections—staged
- Footpath to connect Old Mill Road to the foreshore
- Encourage community sewer system
- Sports court (long term)
- Encourage community wetland plans (long term)



OKIWI BAY

7.2.3 Implementation schedule of actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
OB-1	136	Construct a footpath that runs along the western side of Okiwi Crescent from the bottom of Old Mill Rd to The Parade	Physical	Short	H	
OB-2	136	Construct a pedestrian crossing in the indicated position to the playground	Physical	Short	H	
OB-3	136	Construct a pedestrian crossing across The Parade in the indicated position to connect the proposed footpath with the foreshore and the long term future community-proposed jetty	Physical	Short	H	
OB-4	136	Facilitate a community sewer system	Administrative	Medium	H	
OB-5	136	Construct a new sports court	Physical	Long	L	
OB-6	136	Facilitate community plans for a wetland	Administrative	Long	L	
OB-7	136	Investigate the suitability of the indicated land south of Renate Road for approximately 30 residential lots	Administrative	Short	H	

7.3 Canvastown / Wakamarina

Summary of findings and proposed initiatives:

- Additional 50 residential sections in several locations near Canvastown and higher up in the Wakamarina Valley—staged
- Improved access to and amenities in the reserve area between the pub and the river



CANVASTOWN / WAKAMARINA

7.3.1 Residential growth

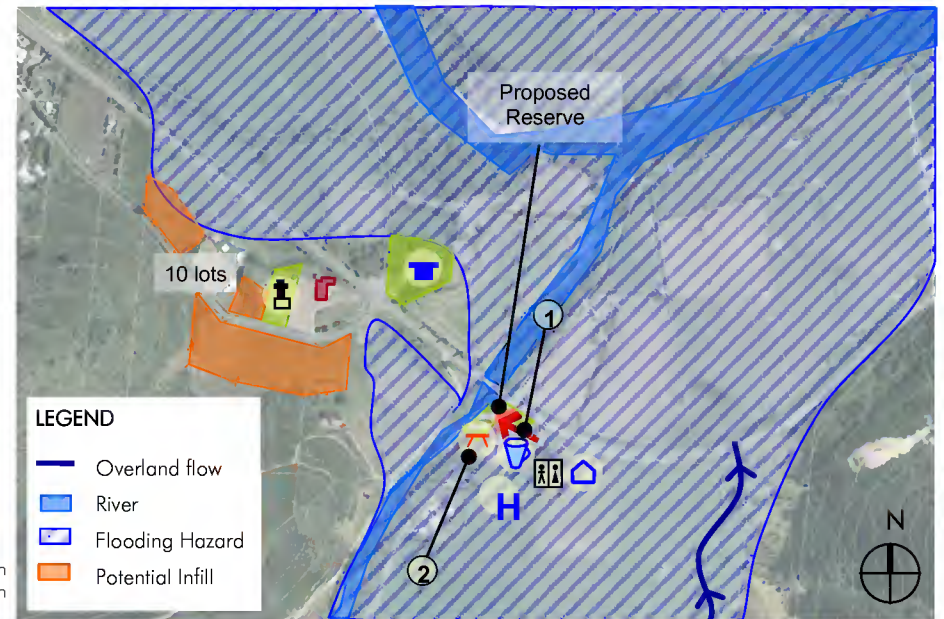
There is scope for an additional 50 residential lots in the Canvastown and Wakamarina Valley area:

- Approximately 10 additional lots could be created on Te Hora Pa Road near the Marae and cemetery (refer to Figure 7-5);
- Approximately 30 additional lots could be created outside the flooding area and in proximity of the existing lots in Canvastown (refer to Figure 7-6); and
- Approximately 10 lots further up the Wakamarina Valley in various locations.

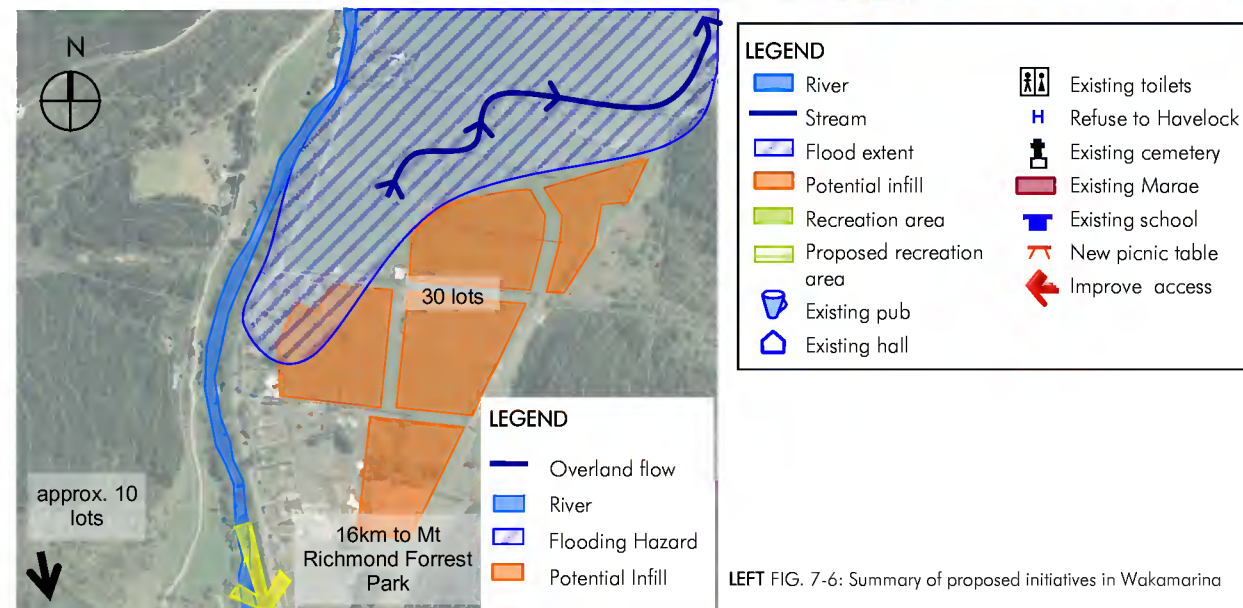
7.3.2 Proposed initiatives

The following illustrates the proposed actions and their benefits for Canvastown:

- Improve pedestrian access to existing (informal) reserve area between the pub and the river (refer to 1 in Figure 7-5). This will enhance the opportunities for visitors and residents to utilise this site of high amenity and access the river for recreational activities (1).
- Provide a new picnic table in the reserve (2).



RIGHT FIG. 7-5: Summary of proposed initiatives in Canvastown



LEFT FIG. 7-6: Summary of proposed initiatives in Wakamarina

CANVASTOWN / WAKAMARINA

7.3.3 Implementation schedule of actions

Ref.	Page	Action	Type of project	Timeline Short: 0-2yr; Medium: 2-5yr; Long: 5yr+.	Priority High; Medium; Low.	Comments
CT-1	139	Improve the access to the existing (informal) reserve area between the pub and the	Physical	Short	H	
CT-2	139	Provide a new picnic table near the existing pub	Physical	Short	L	
CT-3	139	Investigate the suitability of the indicated land near the cemetery and Marae for its suitability to accommodate approximately 10 residential lots	Administrative	Medium	H	
CT-4	139	Investigate the suitability of the indicated land just south of the Canvastown pub for approximately 30 lots	Administrative	Medium	H	
CT-5	139	Investigate the opportunities to accommodate for approximately 10 lots for further up the Wakamarina valley in various locations	Administrative	Medium	H	



7.4 Anakiwa / Tirimoana

Summary of findings and proposed initiatives:

- Approximately 20 additional residential sections in Anakiwa—staged dependent upon infrastructure upgrades
- Several signage improvements
- Speed bumps and signs
- Carparking capacity improvements
- New playground and public toilets on the Tirimoana foreshore
- Jetty and boat ramp upgrades

ANAKIWA / TIRIMOANA

7.4.1 Residential growth

In Anakiwa there is limited scope for additional residential development, whilst all undeveloped land in Tirimoana appears too constrained for development.

The following considerations apply to Anakiwa's growth:

- Subdivision and partial rezoning is required to create approximately 20 lots in the 'Sounds Residential' zone on the land located off Lady Cobham Grove to the north of the existing settlement (refer to 1 in Figure 7-7).
- To enable residential growth, the community water supply will need to be extended.
- Residential growth will place pressure on the existing sewer system. Septic tanks are a possibility, however a community sewer scheme is preferred to remedy existing issues and potential issues associated with an increase in population.

7.4.2 Proposed initiatives Anakiwa

The following illustrates the proposed actions and their benefits for Anakiwa:

- Consistent signage to all visitor accommodation is proposed (2).
- Freedom camping and overnight parking will be banned with signs in the indicated location (3).
- The Link Track will be signposted at the end of the Queen Charlotte Track (4) to connect the two walkways.
- The construction of a formal car parking area is recommended for the unused part of the road reserve at the front of Outward Bound (5).
- A speed bump is proposed for the indicated position (6) on Anakiwa Road to restrict vehicle speeding in the area.



ABOVE FIG. 7-7: Summary of proposed initiatives in Anakiwa

ANAKIWA / TIRIMOANA

7.4.4 Proposed initiatives Tirimoana

The following illustrates the proposed actions and their benefits for Tirimoana:

- Speeding along Anakiwa Road will be discouraged by erecting a larger speed sign in the indicated location (refer to 1 in Figure 7-8).
- A new playground is proposed for the indicated area (2). This location is highly visible from the road and there is space for parking nearby.
- Associated with the new playground, the parking (3) will be rationalised and formalised in order to increase the capacity. This will also encourage the use of the nearby boat ramp, resulting in a better balance in traffic flows between the two boat ramps in the Tirimoana area.
- The incorporation of new public toilets (4) in the proposed development of this playground and parking area is proposed.
- The community expressed concerns regarding the public access to the indicated reserve in Thompson Place (5). In response to this, it is proposed to consider the disposal of the Thompson Place Reserve as it is unsuitable for a playground given the profound shading and seclusion and focus on the development of the foreshore reserve instead.
- It is proposed that the jetty (6) be upgraded as part of the Council's jetty upgrade programme. This will alleviate the pressure on the Anakiwa jetty.
- Access to the kinked boat ramp (7) will have to be improved in order to make this facility more user-friendly.

Long term aspirations

- Dredging around the jetty will have to take place in order to secure long-term usability of this facility (6).
- The ongoing maintenance of the Link Track (8) requires Council support.
- Improved sea defences are required to prevent further erosion along the foreshore.



ABOVE FIG. 7-8: Summary of proposed initiatives in Tirimoana