

Connecting People to Place:

Kaituna-Waiari
River Access Feasibility Study



PREPARED BY

Conroy | Donald Consultants, February 2024

He Aumihi

This feasibility study brings together and draws upon the insights from tāngata whenua and community representatives associated with the Kaituna River and Waiari Stream.

They gave generously of their time to share their experiences, perspectives, and ideas in relation to river access, use and wider aspirations for these treasured awa.

A huge debt of gratitude is extended to all who provided valuable guidance to inform and shape the recommendations within this report.

E ngā rau rangatira mā
e kore te puna o mihi e mimiti
tēnā koutou katoa

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1. Introduction

This report presents the outcomes of a feasibility study to identify priority areas and sites for river access enhancement. It is limited to the Kaituna River and the Waiari Stream (and tributaries).

In the context of this report, river access enhancement is focused on activities such as swimming, food gathering, boat or waka launching, water quality monitoring, cultural practices as well as relaxation.

Key drivers for action

In 2019, Te Maru o Kaituna River Authority (TMOK) released their Action Plan: Te Tini a Tuna. Western Bay of Plenty District Council (Council or WBOPDC) is responsible for leading projects to progressively enhance river access within the Kaituna Catchment.

In 2023, tāngata whenua representatives of the Waiari Kaitiaki Advisory Group (KAG) identified actions relating to river access, Waiari bridge rest area restoration and cultural recognition elements.

Council and TMOK have also heard concerns or complaints about the lack of safe river access, particularly at the Waiari road bridge.

Where to prioritise action

An adaptive process was taken to identify possible areas to enhance river access, based on research and engagement (Sections 1-3).

Criteria was used to determine where best to focus action over the coming years (Section 4).

Four priority areas were identified for focused and collaborative action.

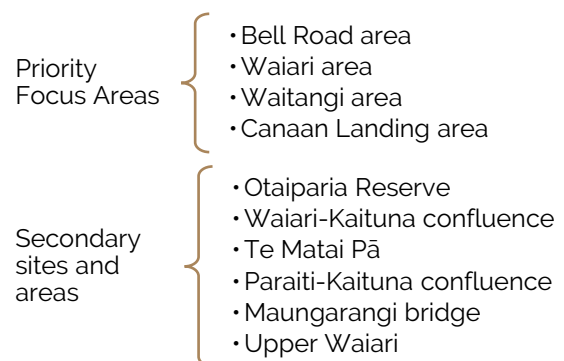


Figure 1. Priority and secondary areas for focused and collaborative action.

The secondary sites or areas do not meet the criteria for a priority project but connect with, or build on, existing projects.

Sections 6-10 of this report outline further details about each area. Sections 11 and 12 outline the findings and recommendations. Appendix 1 contains detail about all actions.

Opportunities

The study highlights benefits and opportunities from river access enhancement, including:

- ▶ More people, of all ages and abilities, accessing and enjoying these areas.
- ▶ Tāngata whenua reconnecting to their awa, history and cultural practices.
- ▶ Public and visitor awareness and appreciation of the rich cultural and historical context of these areas.
- ▶ Potential education and tourism opportunities.

2. Strategic landscape

Enhancing physical access to the Kaituna River and Waiari Stream aligns with, and contributes to, multiple strategies, plans and projects.



Figure 2. Examples of strategies and plans of relevance to this feasibility study (not an exhaustive list)

3. Understanding people and place

There is a wealth of publicly available information relating to the Kaituna River and Waiari Stream. This information provides a strong foundation to enable meaningful discussions that consider different viewpoints and unique aspects associated with each awa.

Information sources include:

Type	Example
Cultural values and heritage	<ul style="list-style-type: none">▶ Iwi Management Plans▶ Treaty settlement documents▶ Waiari Kaitiaki Advisory Group: Cultural recognition report (2023) and preliminary site visit report (2024).
Te Maru o Kaituna River Authority	<ul style="list-style-type: none">▶ Kaituna River Document (including submissions)▶ Te Tini a Tuna▶ Presentations by Te Karangi A 3D 2B Ahu Whenua Trust (2021) and Councillor Dally (2023)▶ Kaituna River Day feedback (2018)▶ Quarterly reports.
Local authority plans and reports	<ul style="list-style-type: none">▶ Bay of Plenty Water Access Inventory.▶ Otaiparia Concept Plan (including submissions).▶ Long Term Plans▶ Reserve Management Plans
Other	<ul style="list-style-type: none">▶ Te Puke Flaxmills▶ Ford Family History - Lower Kaituna River and Te Tumu

Cultural and historic context

There is no shortage of information highlighting the cultural and historic context of the Kaituna River and Waiari Stream.

This study provides an overview of the:

- ▶ intergenerational connection of tāngata whenua to these awa.
- ▶ historic use of the Kaituna River and Waiari Stream as pathways or routes for people, flax, stock and supplies.

This is evident through the location of pā sites, marae, settlements and flax mills in close proximity to these awa (Figure 3).

Connection and significance to tāngata whenua

Kaituna and Waiari Stream are significant awa to the multiple iwi of Te Arawa waka, including Tapuika, Waitaha, Ngāti Pikiao, Ngāti Whakaue and Ngāti Rangiwewehi.

These awa are treasured as taonga and a source of cultural identity, as evident in the references to one or both awa within pepeha, customs, waiata and purakau.

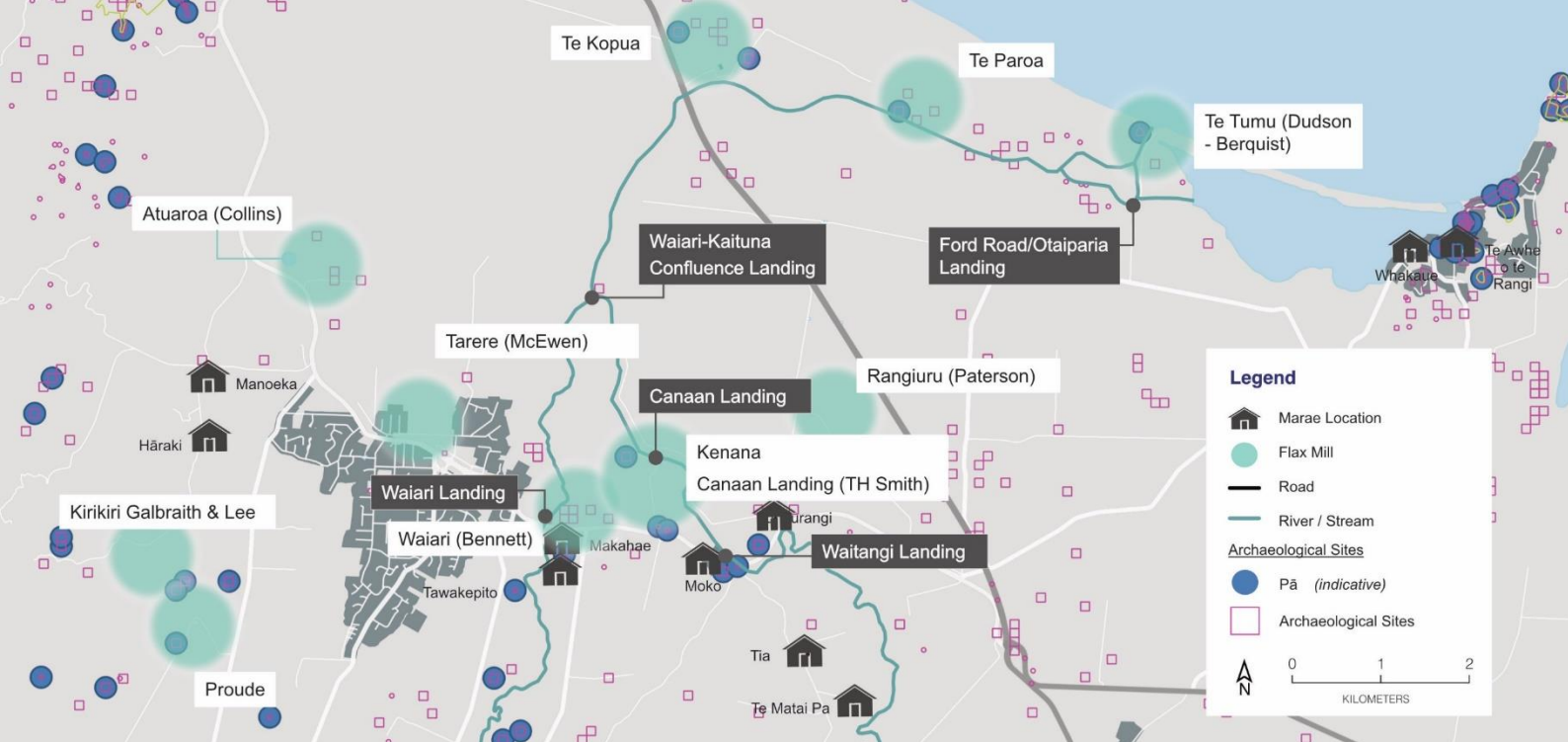


Figure 3. Distribution, extent and proximity of pā sites, marae and flax mills within the mid-lower Kaituna Catchment. Flax mills identified in Te Puke Flaxmills, by Richard Hart

*"The Kaituna River is a provider...
its river banks crowded with watercress,
its waters filled with tuna (eel), kākahi (fresh
water mussels), kōura (freshwater crayfish),
inanga and kōaro.*

*Its tributaries fed numerous swamps where
flaxes of untold varieties were harvested to
make clothes and building materials.*

*The name Kaituna is derived from the eating
of eels which were caught in abundance"*

- Tapuika Statement of Association
for the Kaituna River

*"Harakeke was found in profusion along the
banks of the Waiari Stream. Harakeke was
gathered for medicinal purposes; and to
make weirs and hīnaki to catch eels.*

*Eels were found in abundance along the
Waiari Stream and often they were so
plentiful and the water so clear, that you
could spear them from the banks rather than
trapping them in weirs or using a hīnaki."*

- Waitaha Statement of Association
for the Kaituna River

Pathways and transport routes

Waterways were important traditional routes for tāngata whenua travelling between the coast and inland. For example, Te Kaharoa o Ruangutu was a track which connected coastal areas to Rotorua and Kaharoa via Paraiti Stream, Te Rerenga Stream and Mangorewa River.

From the late 1800s, the Kaituna River was the major transport route for people, crops, stock and agricultural supplies to inland areas, as far upstream as Pakatore.

Key loading and unloading points were at Ford's Landing (Otaiparia), Waiari Landing, Canaan Landing (1881), Waitangi Landing (1909). There were also smaller landing points along the awa next to processing plants (e.g., flax mills).

Prior to the opening of Cannan's landing, boats would anchor at the Waiari-Kaituna confluence. Ngāti Tuheke waka would be used to take passengers and cargo upstream to Waiari Landing, at the foot of Te Kahika Pā.



Figure 4. Te Paroa mill on the Kaituna river edge and adjacent flax drying fields
 Photo sourced from retrolens.co.nz (1939, image 14_b_15, Kaituna River).
 Flax mill identified in Te Puke Flaxmills, Richard Hart

Paroa Flax mill

Paroa flax mill was the longest operating flax mill in the area, operating between 1889 and 1945 (Figure 4). Flax was harvested from the natural wetlands of the lower Kaituna. Later plantations were established to support a flourishing industry. Flax bundles were transported upstream and downstream by scow.

River changes

It is important to highlight the difficulty in mapping historic river access.

Large-scale engineering works, such as river straightening, stopbanks and drainage schemes have forever changed the course and form of the Kaituna River and Waiari Stream (Figures 4 and 5).

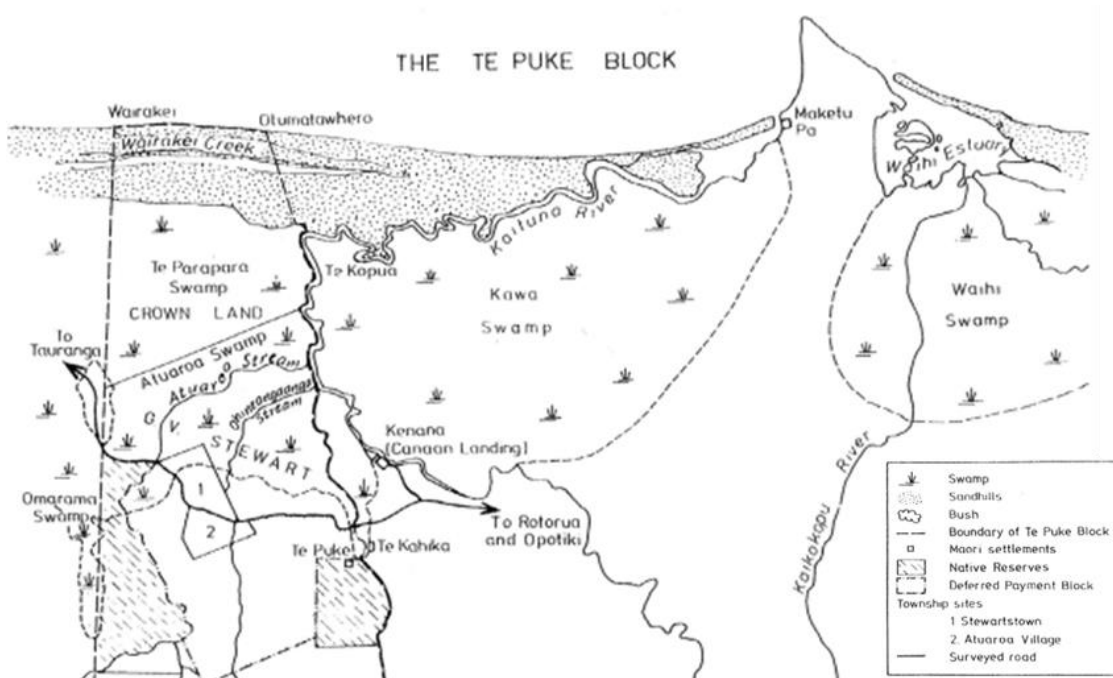


Figure 5. Te Puke Block c1879 showing the original course of the Kaituna River and Waiari Stream.
 Source: A History of Tauranga County, by Evelyn Stokes

Current river access points

The following is not an exhaustive list but an indication of known sites for river access.

Swim spots

Known swim spots include Waiari bridge (road and rail), Waitangi bridge (road and rail), an area just upstream of the Waitangi bridge, Bell Road boat ramp area as well as Maketu.

Watercraft launching

There are formed boat ramps at Otaiparia, Bell Road and Maketu. In recent years, waka launching has occurred at Rangiuru

Whenua Reserve (Kaituna River Day, 2018) and Canaan Landing (during the Kaituna Re-diversion works).

Maungarangi Bridge has also been used as the starting point for Tapuika Waitangi Day raft races.

Reserves by the Kaituna River

Council reserves include Otaiparia, Bell Road, Kaituna Bridge Esplanade (Waitangi) and Rangiuru Whenua (Waitangi).

The District Plan lists an esplanade strip, downstream of the Paraiti-Kaituna confluence (left bank only). There are also several proposed esplanade strips:

- ▶ Paraiti Stream, upstream of the Paraiti-Kaituna confluence (both banks).
- ▶ Upstream and downstream of the Paraiti-Kaituna confluence (left bank).
- ▶ Upstream and downstream of Maungarangi bridge (left bank).

Reserves next to the Kaituna Waiari Stream

Council reserves include Waiari Landing and Waiari Esplanade (by the Water Treatment Plant).

The District Plan lists an esplanade strip, just upstream of Tawakepito Marae to the Waiari Road Bridge (left bank only). There are also a number of proposed esplanade strips:

- ▶ Downstream of Waiari Esplanade Reserve (both banks).
- ▶ Downstream of Waiari bridge to the Waiari-Kaituna confluence (both banks).

The Waiari Stream Site, at the end of Shaw Road (Te Ranga), was previously managed by the Department of Conservation. In 2013, this 28.8 ha scenic reserve was vested in the Tapuika Iwi Authority due to treaty settlement legislation. This site is currently inaccessible.

Connectivity to river access points

An important factor for river access is proximity to a settlement and/or water users.

This makes it easier and convenient for activities such as swimming, food gathering or boat launching.

It also reduces travel time and effort to reach a site, encouraging more frequent use and fostering a stronger connection to place.

Access by car

All of the listed swim spots and watercraft launching sites are accessible by car.

There is even distribution of river access points across the mid-lower part of the Kaituna Catchment for boat launching. This ensures that a boat ramp or swim spot can be accessed within a 20-minute drive (Figure 6).

Access by bus

There are limited public transport options to reach any of the river access sites. None of the sites are near a bus stop. The closest bus stop is Te Puke town centre on the Bayhopper 143 bus route.

Nearby walkways and cycleways

There are a number of walkways and cycleways close to river access points (Figure 7). This includes:

- ▶ Te Ara Kahikatea pathway by the Waiari road bridge.
- ▶ Cycleway alongside the Tauranga Eastern Link which connects Pāpāmoa, Bell Road, Maketu and Paengaroa.
- ▶ Kaituna wetland loop walk.
- ▶ Te Rerenga Tunnel Track (TECT Park).

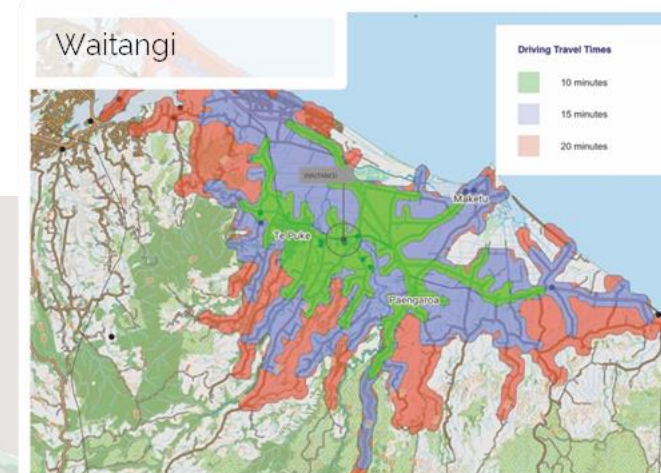
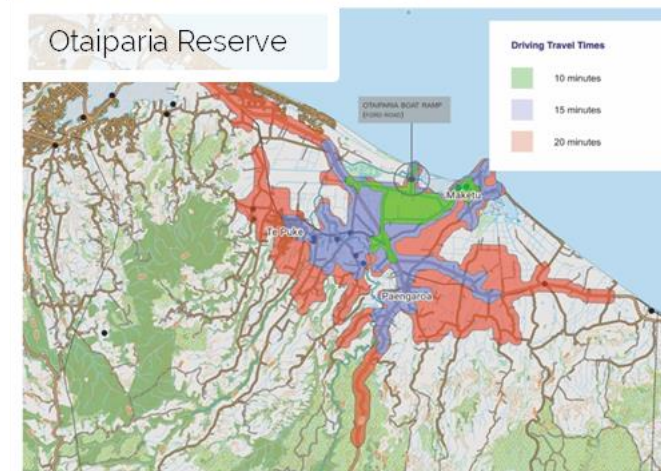
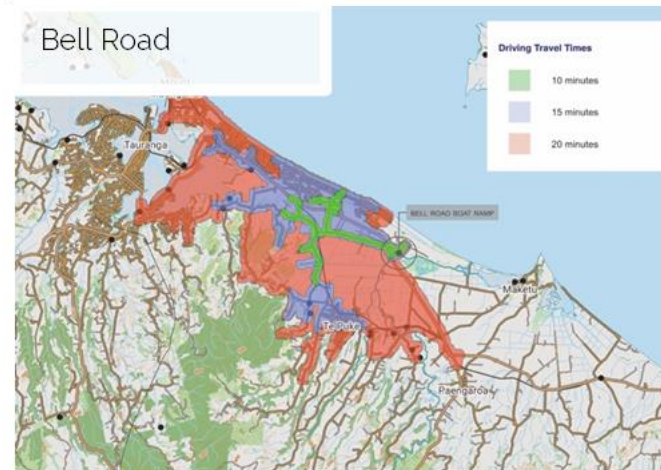
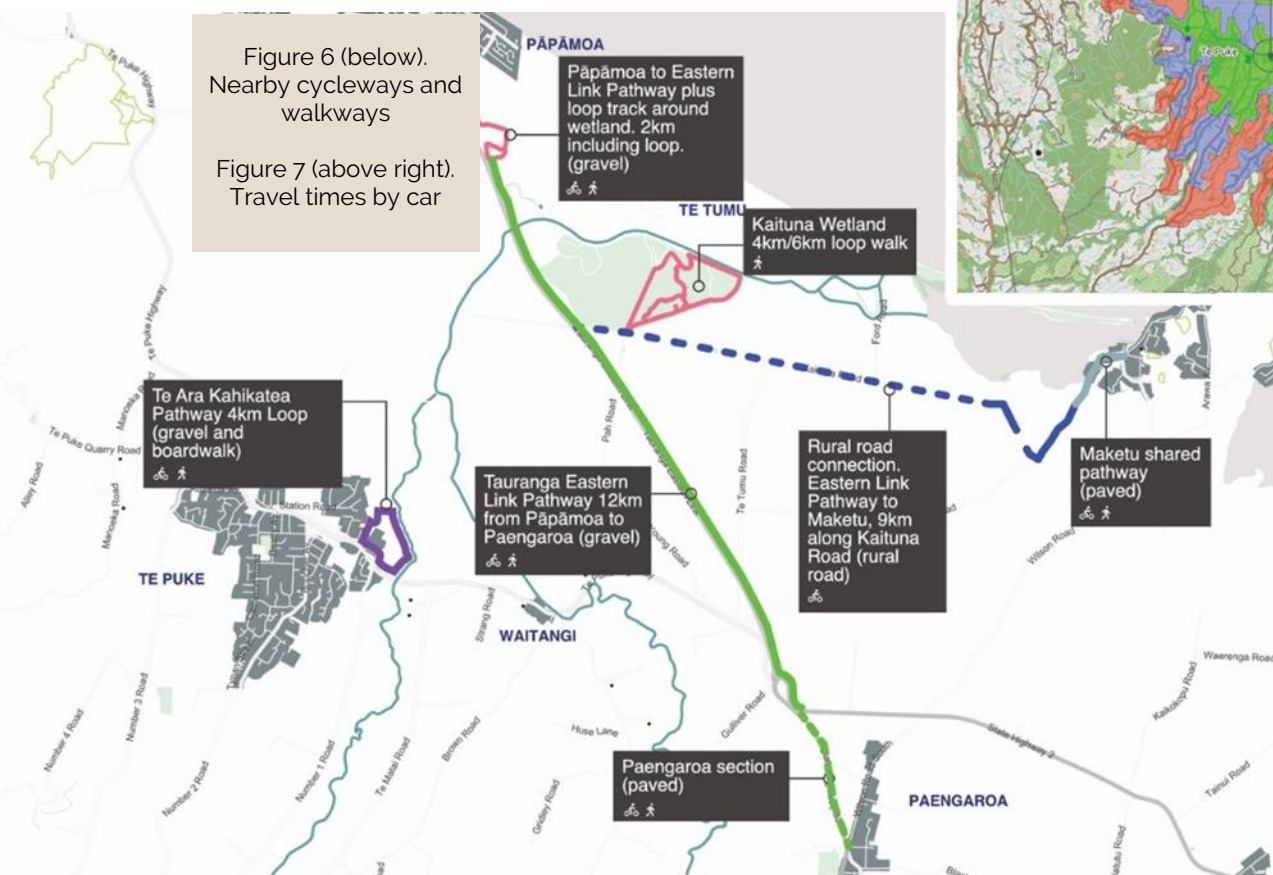


Figure 6 (below).
Nearby cycleways and walkways

Figure 7 (above right).
Travel times by car



4. Engaging to shape ideas

Engagement was an essential step to discuss current river use along with aspirations, challenges and opportunities associated with river access enhancement. This in turn would guide prioritisation of areas and projects.

Engagement planning was guided by Council's Kaupapa Māori Team to ensure that engagement occurred with the right people and in the right way. This was underpinned by research (Section 2 & 3) so that discussions built on known aspirations, challenges and opportunities.

Initial email contact was made key contacts to introduce the project and identify preference(s) for discussions. As a result, a number of site visits and meetings were held.

Targeted engagement

Targeted engagement comprised a mix of site visits, informal discussions and presentations, including:

- ▶ **Hapū and iwi**, through meetings, informal discussions and groupings (right). Some hui did not eventuate due to tangihanga and capacity.
- ▶ **Maketu Hoe Waka** at Otaiparia Reserve to discuss challenges with river access.
- ▶ **Council elected members** via site visit to discuss known issues and opportunities.
- ▶ **Bay of Plenty Regional Council** (Regional Council) river engineers to understand the practicalities of river access particularly in areas near stop banks and prone to flooding.
- **Tamariki and other river users** during visits to Bell Road and Waiari bridge.

Presentations and discussions were held with the collective groups:

Te Maru o Kaituna River Authority
Co-governance entity through Tapuika Claims Settlement Act

Presentation and discussion on 4 August and 24 November 2023.

Te Ihu o Te Waka o Te Arawa Forum
Council's tāngata whenua partnership Forum

Presentation and discussion on 6 December 2023.

Waiari Kaitiaki Advisory Group (Waiari KAG)

Oversees Waiari water take consent
Presentations and discussion on 21 August and 8 November 2023.

Regular project updates are expected from each of these groupings.

Engagement outcomes

Overall, engagement provided clarity on areas of importance, current access and use, experiences with launching watercraft (e.g. waka ama at Otaiparia, rafts at Maungarangi Road) and opportunities for river access enhancement.

Of most value was the cross-pollination of ideas and discussions about next steps including who to engage with for each priority area.

5. Where to focus effort

Criteria was developed and applied to determine where best to focus river access efforts over the coming years.

This criteria (Figure 8) considered matters such as use, cultural and historical significance as well as connectivity to places and projects.

Recreational use

- Area is historically or currently popular for activities like swimming or boat launching.

Cultural and historical significance

- Is of cultural significance to tāngata whenua.
- Is of historic significance to tāngata whenua and wider Te Puke / Papamoa community.

Connectivity

- On or close to, an existing Council reserve.
- Close to a marae, ensuring ease of access for tāngata whenua.
- Close to a main road, ensuring ease of access by car or bus.
- Close to to a walkway or cycle way, ensuring ease of access by foot or bike.
- Has co-benefits with existing or potential projects.

Priority Areas

Based on this criteria, four priority areas were selected:

- ▶ Bell Road area
- ▶ Waiari area
- ▶ Waitangi area
- ▶ Canaan Landing

Sections 6-9 of this report provide further detail about these areas.

Secondary sites and areas

This report also identified six secondary sites or areas:

- ▶ Otaiparia Reserve
- ▶ Waiari-Kaituna confluence
- ▶ Te Matai Pā
- ▶ Paraiti-Kaituna confluence
- ▶ Maungarangi bridge
- ▶ Upper Waiari

While the secondary sites or areas do not meet the criteria for a priority project, they still connect with, or build on, existing activities or projects.

Section 10 of this report provides further detail about these sites and areas.

Figure 8. Criteria for identifying priority locations to enhance river access



PRIORITY AREA 1

BELL ROAD AREA

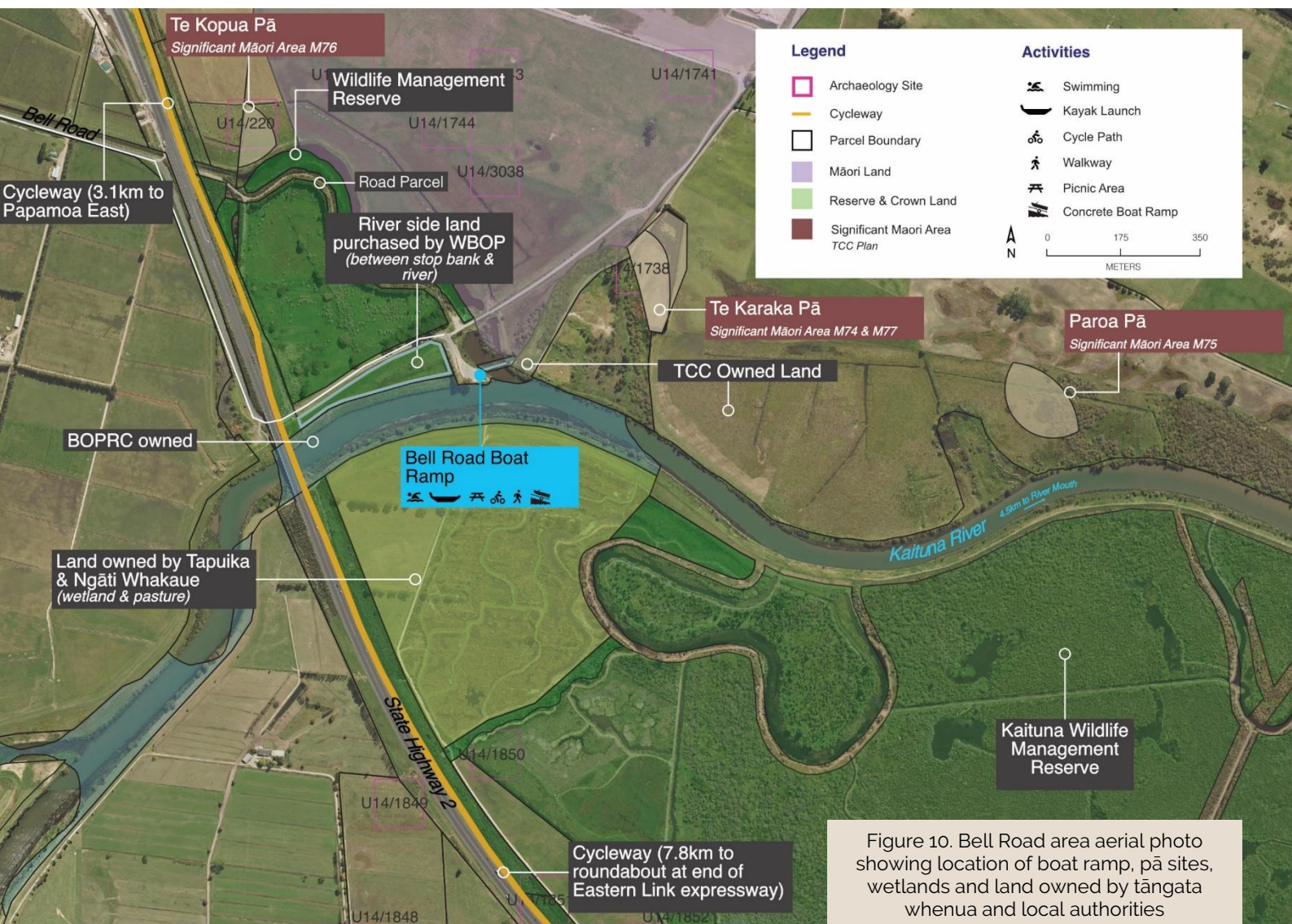


6. Bell Road

This Priority Area is located at Bell Road, east of Pāpāmoa. It includes the extent of the Kaituna River from the Tauranga Eastern Link (TEL) State Highway bridge to Paroa Pā.

Within this area are former pā, waahi tapu and other places of significance, including Te Kopua, Karaka, Te Paiaka, Paroa and further along Te Tumu.

Multiple flax mills established in this area, including Kopua (1913-1934) and Paroa (1889-1945) on the left bank of the river. Bell Road was a vital access way for the flax mills.



Visual assessment



Figure 11. Looking down Kaituna River from TEL bridge.
Area highlighted was recently purchased by Council.

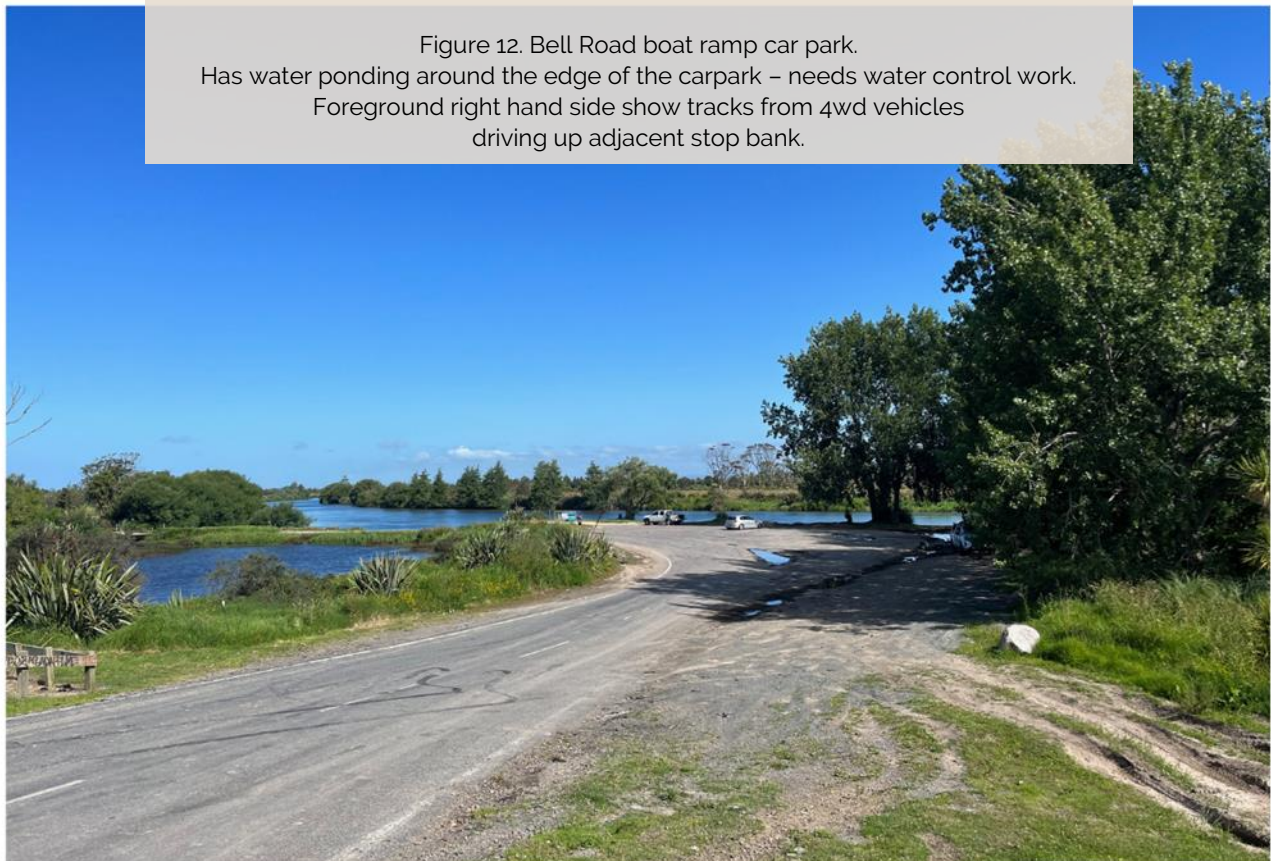


Figure 12. Bell Road boat ramp car park.
Has water ponding around the edge of the carpark – needs water control work.
Foreground right hand side show tracks from 4wd vehicles
driving up adjacent stop bank.



Figure 13. Bell Road boat ramp

Figure 14. Aquatic weeds around the boat ramp.

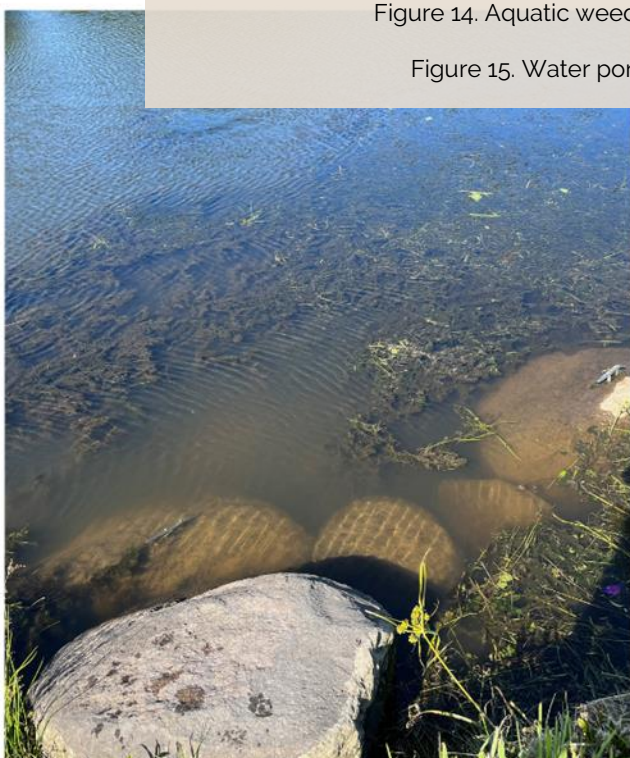


Figure 15. Water ponding at car park area

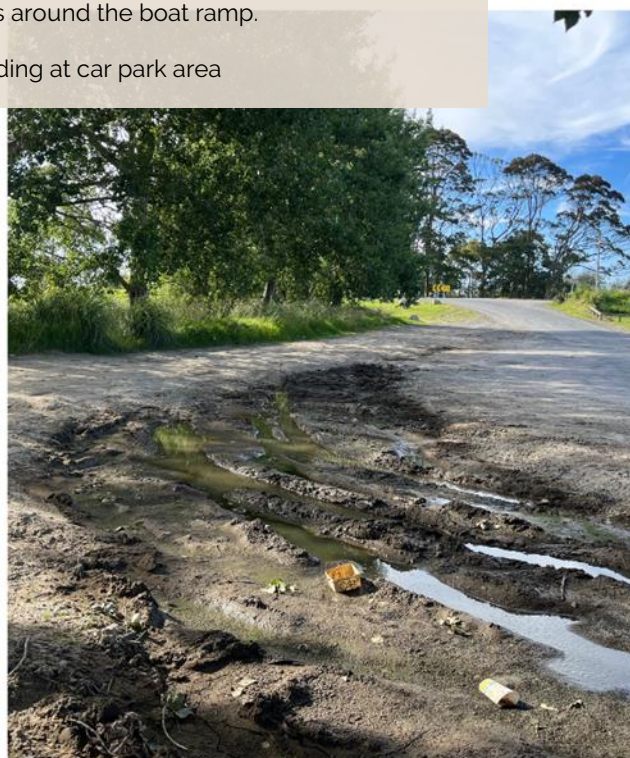




Figure 16. Rope swing in tree. An example of good access to river via large rocks with a flat face to provide a good jump off point into the river.

Figure 17. Ladder constructed on riverbank tree. Used by tamariki for climbing and jumping into the river.

Figure 18. Example of poor access to the river for swimming due to small angular rocks. Larger rocks have slipped down into the river, creating a shallow, muddy, weedy area that is less pleasant for swimming.

Access and use

This area is accessible by car (Bell Road) and bike (cycleway alongside the Tauranga Eastern Link that connects Pāpāmoa to Paengaroa).

Recreational use mainly occurs at, or from, the boat ramp. It provides handy access to the Kaituna River for those travelling from Pāpāmoa and Te Puke. The closest alternatives are Otaiparia Reserve (Ford Road) and Taylor's Reserve (Pāpāmoa).

Representatives from Maketu Hoe Waka confirmed that they do not currently launch or land at the boat ramp.

The riverbank provides good access for fishing and casting into the river.

Swimmers access the water by the car park, jumping from the riverbank or stepping down the steep stream bank. In some places, large flat faced rocks (placed along the water's edge) provide reasonably good access for stepping down into and up out of the water. Tamariki jump into the water from a riverside tree or via tree rope swing.

Known issues

Boat ramp

The Bay of Plenty Water Access Inventory report highlighted that the Bell Road boat ramp was a "very poor launching area for small craft".

Aquatic weeds are also visible in the vicinity of the boat ramp.

Swim access

Access to the water for swimming is difficult in places due to a steep riverbank bank or small angular sized rock rip rap at the toe of the riverbank. These areas are muddy and silty. This makes it hard to access, move across to deeper water and get back out of the river. There are only a few large flat faced boulders for accessing the river.

Carpark

The carpark area has ponding and needs water control work.

The Bell Road Reserve carpark has, at times, a lot of rubbish onsite.

It is evident that this site is used by vehicles recreationally, leaving deep tracks in the adjacent grass verge and stopbank.

At the time of drafting this report, Council was planning a series of safety and amenity enhancement works at the Bell Road carpark. This includes:

- ▶ New picnic tables
- ▶ Traffic calming elements
- ▶ Improved drainage and carparking.
- ▶ Planting.

Open space

There is limited open space and amenity at the carpark area. There is no seating or picnic tables or a buffer between the riverbank and carpark. Only a small grass verge along the riverbank is available to sit and enjoy the area.

The area is adjacent to the Wairākei and Te Tumu Urban Growth areas. This highlights the need for more open space to accommodate a growing population.

Onsite information

There is a lack of onsite information and storytelling of the area. This includes recognition of the cultural and historical significance of the whole area. Likewise for the ecological significance of nearby high value wetlands.

Flood resilience

The area is located within a floodplain and protected by stopbanks. Consideration will need to be given to any structure or planting to ensure resilience to flooding and easy maintenance. Regional Council bylaw authority may be needed for structures and planting.

Opportunities to enhance river access

Bell Road forms a natural central point for this Priority Area as it is already well used for recreational activities.

There are opportunities to enhance open space and river access within this area. It is understood that Council has purchased land next to Bell Road reserve. This area would become a Local Purpose Reserve, providing much needed open space for potential access points to river.

Any works to improve access to the Kaituna will need to be discussed with the Regional Council, as the land title does not extend to the river and is within an area that is prone to flooding.

There is also potential for future waka ama groups to launch from this site, especially given its close proximity to Pāpāmoa as well as the Wairākei and Te Tumu Urban Growth areas.

Ideas for enhancing access for swimming

- ▶ Construct a jumping platform (e.g., pontoon or streambank platform with steps) and/or more rope swings for tamariki.
- ▶ Establish more defined swim access points along this area.
- ▶ Install concrete riverside steps or more large boulders (with a flat surface) to enter and exit the river.

Ideas for enhancing access for watercraft (boats/waka /kayaks):

- ▶ Construct a designated area to launch non-powered craft such as waka ama and kayaks.
- ▶ Upgrade boat ramp. This could include a boardwalk access alongside the ramp.
- ▶ Ensure there is enough space for on water manoeuvring around the boat ramp, especially if multiple craft are entering/exiting or waiting.
- ▶ Establish defined car and boat trailer parking.

Continued discussion will be needed with tāngata whenua and waka ama clubs about future aspirations for waka launching within this area.

Beyond river access: other opportunities

This area stands out as a noteworthy district and a versatile destination for locals and tourists. For example:

- ▶ Amenity enhancement through picnic area facilities, boardwalk(s), shelter(s) from weather and toilets.
- ▶ Cultural and historical recognition and storytelling through artwork, wayfinding elements, whakairo (carving), information boards and Tohu Māori (indigenous designs).
- ▶ Enhanced linkages to / between river access points, wetlands, pā sites, and flax mill sites ('heritage trail').
- ▶ Enhanced connection to taiao, culture and heritage through education, citizen science, bird watching, walking, cycling, kayaking and other recreational activities.
- ▶ Potential for tourism opportunities including eco-tourism, guided historic, cultural or ecological tours (walking, cycling, kayaking).

These opportunities link with multiple projects with Te Tini a Tuna (Kaituna Action Plan). This includes creating a multi—landowner coastal park network as well as protecting and cultural, historical and ecological sites and features.

Summary of Actions

The following are indicative actions for the Bell Road Priority Area. It is noted that the timing of actions is indicative only, as it is dependent on funding and priorities of each partner to this project.

Short-term (Jan 2024 – Jun 2025)

- ▶ Complete carpark safety and amenity enhancement work.
- ▶ Identify interim options to ensure safe river access for swimming.
- ▶ Carry out aquatic weed control at the boat ramp.
- ▶ Establish work programme for Bell Road Concept Plan.

Medium term (Jul 2025 – Jun 2028)

- ▶ Continued carpark improvements.
- ▶ Carry out concept planning for the priority area (TEL bridge to Paroa Pā). To include:
 - flood-resilient river access points
 - upgraded boat ramp, carpark and amenity facilities.
 - potential uses of the new reserve.
 - greater connectivity to places and features within and between priority areas.
 - potential for a cultural, heritage and/or ecological trail.
 - potential establishment of a coastal park network.

Case study: The Ōtakaro Avon River Corridor Regeneration Plan is an excellent example of an area-based plan which connects people to place.

Long term (Jul 2028 onwards)

- ▶ Implement concept plan

Further details are provided in Appendix 1 of this report.

PRIORITY AREA 2

WAIARI AREA



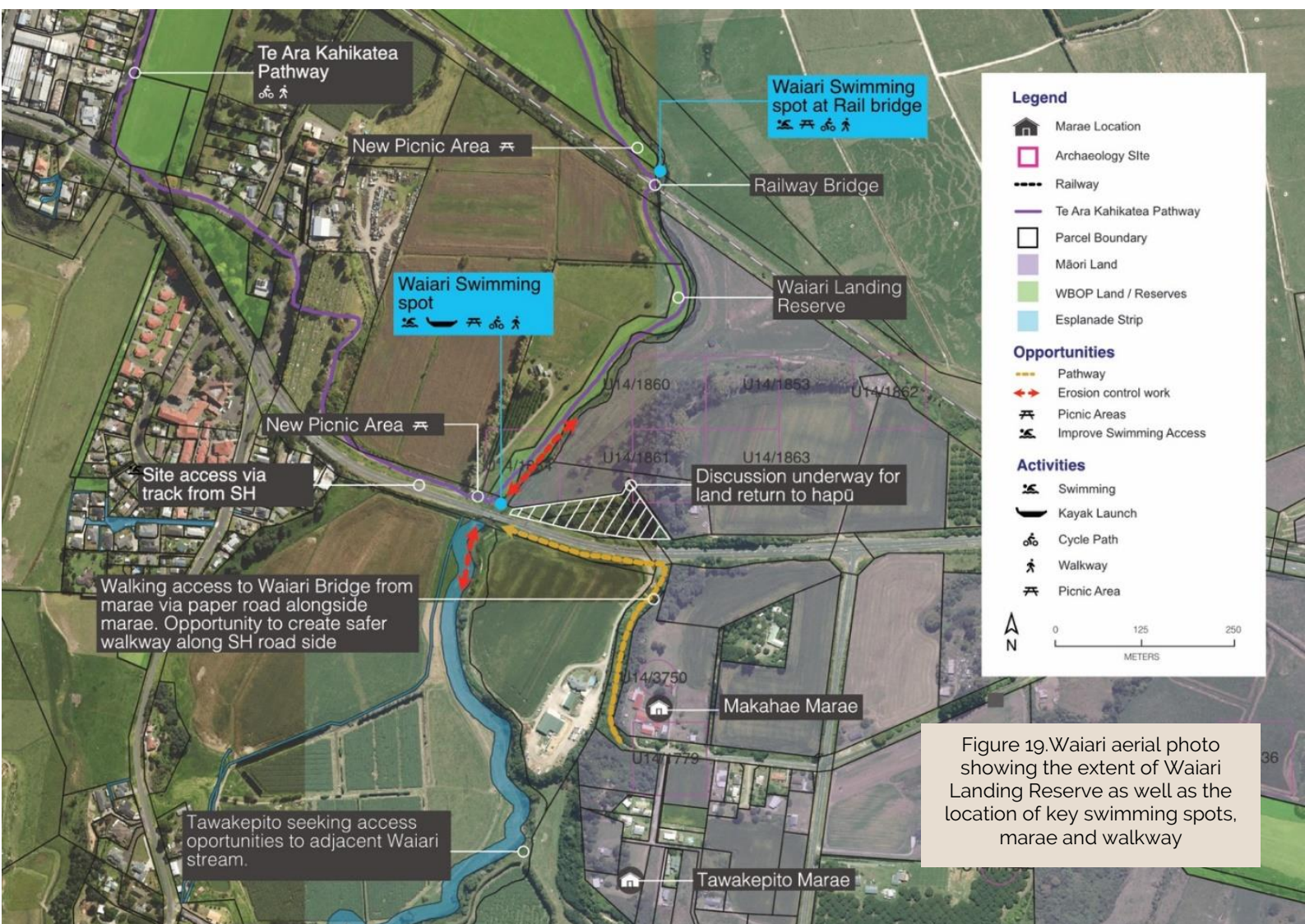
7. Waiari

This Priority Area is located immediately east of Te Puke and includes the Waiari Stream, from Tawakepito marae to the Waiari rail bridge. It includes two marae, the road bridge and part of the Te Ara Kahikatea walkway.

Within this area are pā, urupā, waahi tapu and other places of significance, including Tawakepito and Makahae marae.

Both marae and nearby urupā are scheduled cultural heritage sites within the District Plan.

The awa provided access from Maketū to Te Puke Township, with the landing place ("Waiari Landing") at the foot of Te Kahika pā. The Waiari flax mill (1890-1898) and later sawmill was located on the right bank, downstream of the road bridge.



Visual assessment



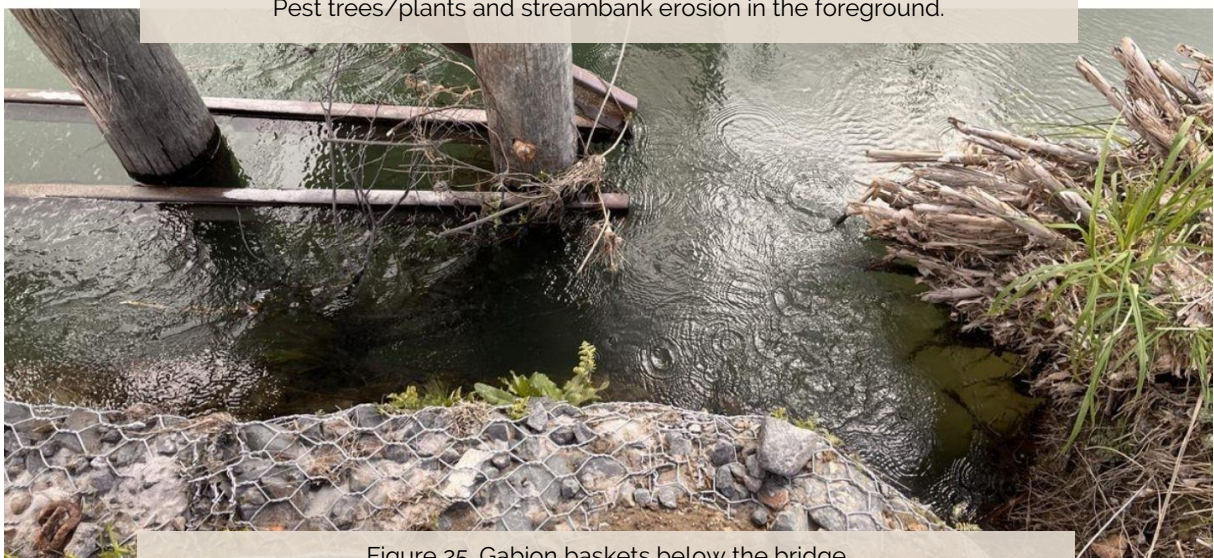
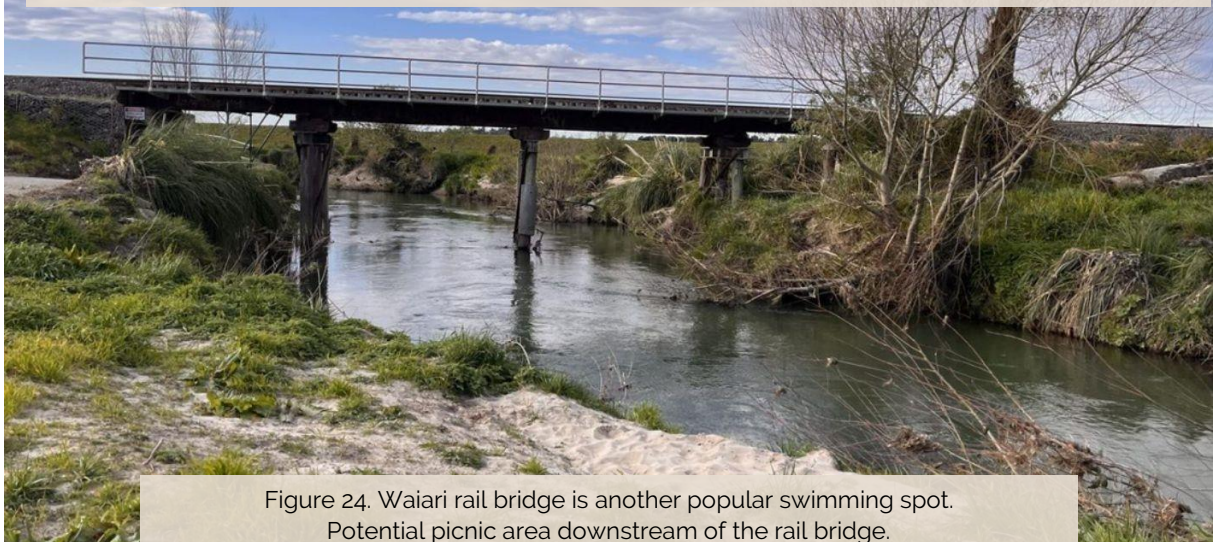
Figure 20. Car park area for Waiari Landing Reserve.



Figure 21. Track up the stop bank towards Waiari Landing Reserve. Consider accessibility needs, as bank may be too steep for some.



Figure 22. Looking downstream of the Waiari - Te Ara Kahikatea pathway running parallel. Overgrown grass area in the foreground is the main swim access point.



River access and use

The Waiari road and rail bridges are popular swimming spots. The bridges themselves are sometimes used as jumping platforms.

Waiari Landing Reserve (road bridge end) is the main access point to this area.

For those arriving by car, there is an informal driveway and car park west of the road bridge. Both of these are located on road reserve.

Cyclists and walkers travelling from Te Puke can access Waiari Landing Reserve via the 1.2km Te Ara Kahikatea pathway or along the main road. There are currently no formed pathways from the east (by Makahae Marae).

There have been discussions for a number of years about extending walking and cycling tracks/trails to Waitangi, either via the main road or rail corridor.

Known issues

Stream access

"Safe access across and into the awa has long been an issue for Ngāti Tuheke, parking and the ability to enjoy recreational activities is far too limited.

We want to see this area improved and restored to create positive experiences for our tamariki"

- Waiari KAG Cultural Recognition Report

Access to the Waiari Stream at the road bridge can be difficult. This is due to streambank steepness and stability, which creates slippery and potentially unsafe access points.

Concerns have also been raised about the safety of tamariki jumping from the road and rail bridge.

Flooding and bank stability

Streambank erosion is evident, between the road bridge and rail bridge

The area is protected by stopbanks and prone to flooding. This means that options for improving river access must be practical and flood-resilient.

Cultural practices

Direct access from local marae to the Waiari Stream is hampered by private land and road safety issues.

"The ability to catch tuna (eels) bring back the ari, catch kōura and harvest rongoā as well as swimming and bombing as a way of life is important for tangata whenua."

- Waiari KAG Cultural Recognition Report

Cultural and historic recognition

There is no visible information of the cultural and historical significance of the area, particularly given the importance of Waiari Landing and the role of tāngata whenua in providing transport for settlers and cargo.

Amenity

There are pest trees along the riverbank (willow and wattle) and the riparian area is overgrown.

There is no seating and limited car parking.

Opportunities to enhance river access

Waiari Landing Reserve (road bridge end) forms a natural central point for this Priority Area. At the time of drafting this report, Council staff confirmed that a rope-type handrail system had been installed as an interim measure to enable safer stream access for swimming.

Longer-term options for river access could include, but not be limited to:

- ▶ reshaping the streambank to create a gentler contour (top).
- ▶ placing large size rocks flat side up to form steps down to the awa (middle).
- ▶ Installing gabion baskets (like the rail bridge) with decking timber on top to create safer steps (bottom).
- ▶ constructing concrete steps (bottom).

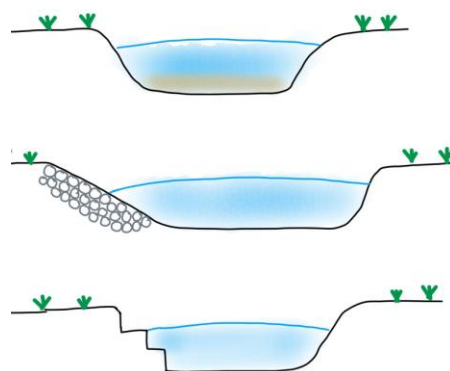


Figure 26. River access options

Regional Council (flood protection asset managers) should be involved in determining the appropriate option(s) for access. They could also provide practical advice, based on their experience across the region.

Local hapū, members of the Waiari Kaitiaki Advisory Group and Te Ara Kahikatea Inc. Society should also be involved.

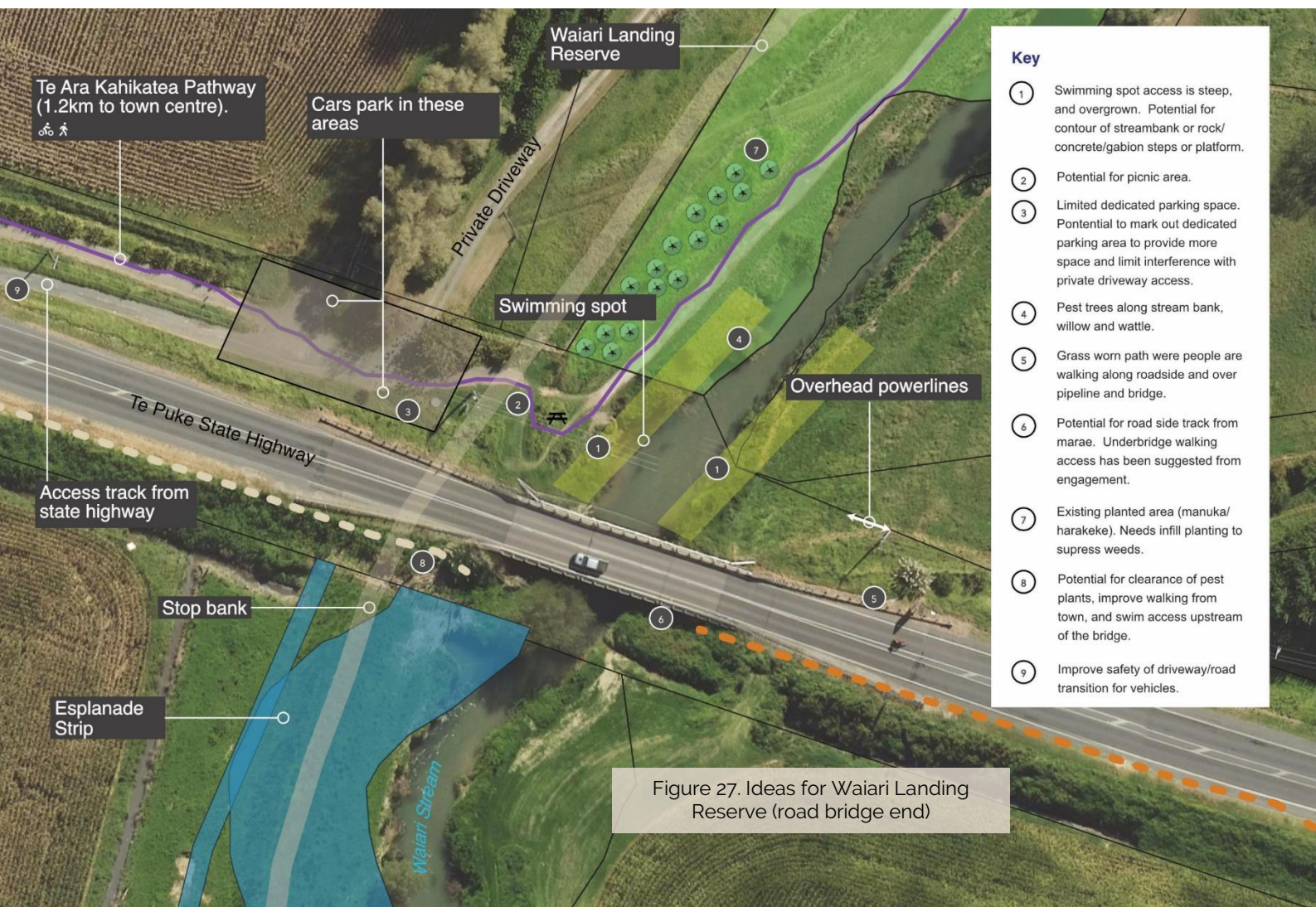


Figure 27. Ideas for Waiari Landing Reserve (road bridge end)

Beyond river access: other opportunities

This Priority Area presents significant opportunities to enhance outcomes in addition to river access. This includes:

- ▶ recognising and celebrating local history through artwork, wayfinding elements, whakairo (carving), information boards and Tohu Māori.
- ▶ amenity and biodiversity related improvements such as picnic tables, seating, weed control and riparian planting.

Safer walking access is needed to the awa from Te Kahika Pa (Makahae Marae) and Tawakepito Marae to the road bridge site – this is currently a minimum 500m walk along the roadside of the busy Te Puke Highway.

It is noted that discussions are underway between hapū, Council and NZ Transport Agency Waka Kotahi to regarding the return of land parcels downstream of the road bridge (right bank).

The land parcels were taken by the Crown in 1886 for road construction purposes. Tāngata whenua have aspirations to revitalise cultural practices beside the awa at the waahi tapu, known as Te Pito o Te Whenua.

Summary of Actions

The following are indicative actions for the Waiari Priority Area. It is noted that the timing of actions is indicative only, as it is dependent on funding and priorities of each partner to this project.

Short-term (Jan 2024 – Jun 2025)

- ▶ Install interim measures for safe stream access at the road bridge.
- ▶ Community awareness about safety measures and planned work.
- ▶ More frequent mowing at Waiari Landing Reserve.
- ▶ Stream bank erosion assessment.

Short-medium term (Jan 2024 – Jun 2028)

- ▶ Install at least one cultural design element (e.g. pou, anchor stone) within this area.
- ▶ Develop and implement a plan for Waiari Landing Reserve. To include:
 - flood-resilient river access points.
 - carpark and driveway improvements.
 - safe walking access from marae.
 - Information relating to cultural and historic significance.
 - Pest plant control and riparian planting.
- ▶ Restore access to Waiari Stream:
 - behind Tawakepito and Makahae Marae.
 - Downstream of the road bridge (right bank).
- ▶ Assess options for safe stream access at the railway bridge.

Further details are provided in Appendix 1 of this report.

PRIORITY AREA 3

WAITANGI AREA



8. Waitangi Area

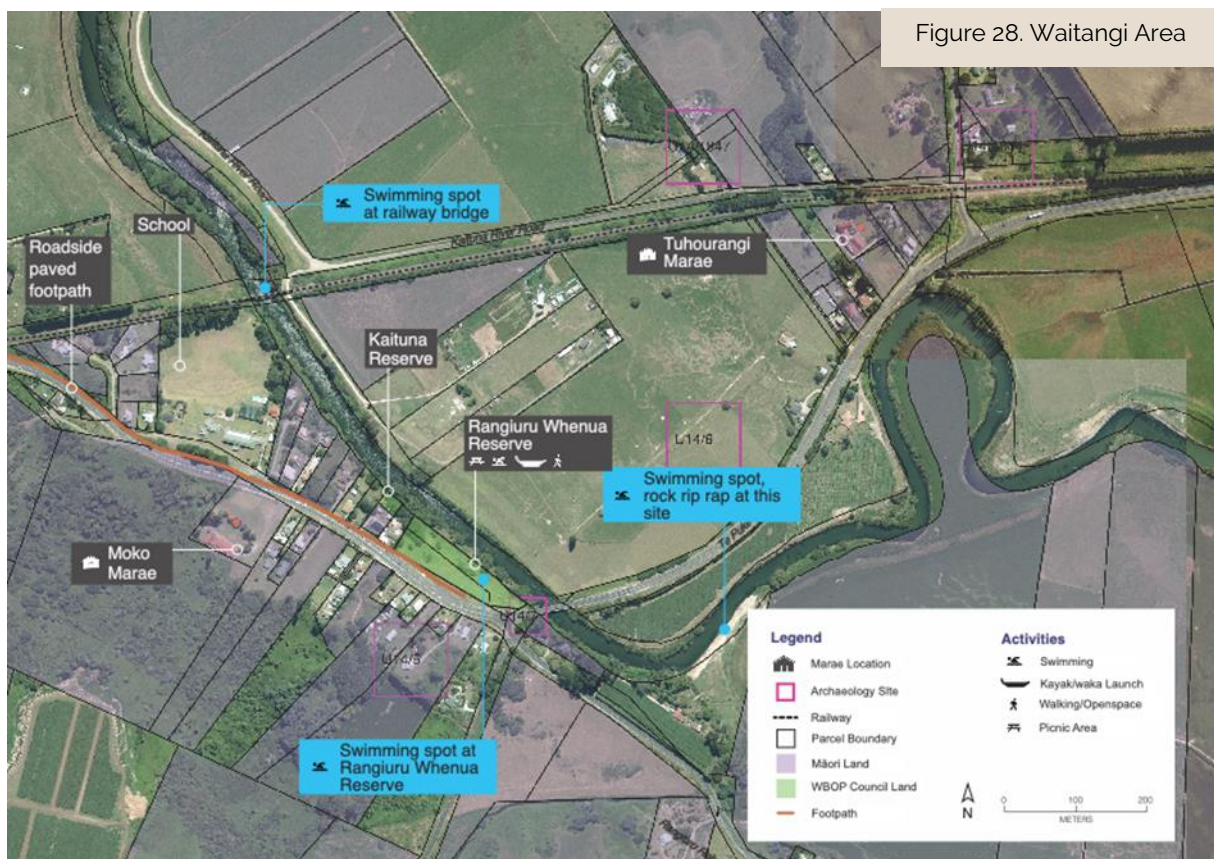
This Priority Area is located at Waitangi, approximately 3.5km east of Te Puke. It includes the extent of the Kaituna River, upstream of the road bridge, adjacent to Rangiuuru Whenua Reserve and the rail bridge. It is an area of cultural and historical significance, particularly to Tapuika and Tuhourangi.

Rangiuuru Whenua Reserve is located within Waitangi. It is accessible and within walking distance to Moko Marae, Te Kura Kaupapa Māori o Te Matai, homes and local dairy. Tuhourangi Marae is located to the east of the road bridge.

Kaituna Reserve is inaccessible. It is located between the river and a home.

Known swim spots are at the rail bridge (Kaituna River Road end) and immediately upstream of the road bridge.

There have been discussions for a number of years about a small jetty at Rangiuuru Whenua Reserve to enable access to the Kaituna River.



Visual assessment



Figure 29: River access point at Waitangi Rangiuru Reserve.
Streambank has a reasonably gradual slope down to the water.
The area is overgrown with grass and some weeds.
The riparian margin of the bank has pest plant trees overhanging this river.
The trees may pose a hazard for swimmers and launching of watercraft.

Figure 30: Rangiuru Reserve at Waitangi
has a large grass area, trees and picnic tables.

Known issues

Overgrown vegetation

Rangiuru Whenua Reserve is an open grass area with trees near to the riparian margin. The riparian margin is overgrown, with trees potentially blocking visibility e.g., parents supervising children.

Erosion works

Concerns were raised by tāngata whenua about the swim spot immediately upstream of the road bridge, which was affected by Regional Council erosion protection works.

Regional Council would like to carry out erosion protection works immediately downstream of the road bridge.

Cultural and heritage recognition

There is a lack of visible information recognising the cultural or historical context of the area.

Waka and kayak launching

There are limited safe or easy sites within this area to launch waka or kayaks.

Opportunities

River access

While a jetty has been talked about for years, engagement feedback highlighted a floating pontoon as a potential alternative to a fixed structure as they are more resilient to variable river flows.

The pontoon could have multiple uses such as swim access, jumping platform, waka/kayak/ paddle board launching as well as environmental monitoring and education.

Consideration should be given to providing greater accessibility to the river for all ages and abilities (e.g. elderly, wheelchair access, prams, children).

Amenity and Biodiversity

Opportunities include biodiversity enhancement from riparian pest control and planting. Likewise for providing BBQ facilities and all-weather shelters for community enjoyment.

Cultural and heritage recognition

This could include artwork, wayfinding elements, whakairo (carving), information boards and Tohu Māori.

Summary of Actions

The following are indicative actions for the Waitangi Priority Area. The timing of actions is indicative only.

Short-term (Jan 2024 – Jun 2025)

- ▶ Practical action to address immediate issues relating to river access, riparian vegetation, and erosion, upstream and downstream of the road bridge.
- ▶ Investigate viability of floating pontoon at or near Rangiuru Whenua Reserve.
- ▶ Confirm site(s) for carved pou.

Medium term (Jul 2025 – Jun 2028)

- ▶ Confirm appropriate form and site(s) of cultural and historical design elements.
- ▶ Link aspirations within this report to any spatial or community planning for this area.
- ▶ Provide more amenity facilities at or near Waitangi Whenua Reserve.

Further details are provided in Appendix 1 of this report.

PRIORITY AREA 4

CANAAN LANDING



View towards Canaan Landing

9. Canaan Landing

This area is located along Kenana Road, near Waitangi. Te Maru o Kaituna River Authority representatives nominated Canaan Landing as a Priority Area to recognise the cultural and historic significance of this place.

The wider area, which included Tapuika Pā sites and settlements, was originally called Muriwharau.

It was later renamed Kenana (after Canaan, the promised land) following the re-settlement of Tapuika in the late 1830s. They were also joined by Waitaha and Ngāti Rangiwewehi. Soon after, Thomas Chapman and Hakaraia established a Christian mission at Kenana.

In the late 1800s Canaan Landing was a key feature of the area, as it facilitated the movement of people and cargo by boat along the Kaituna River.

The Canaan Flax Mill (1894-1914) was located close between Canaan Landing and Waitangi Landing.

Access and use

Kenana Road is accessible by car.

Maketu Hoe Waka temporarily utilised the Council reserve for waka storage and launching while during the construction of the Kaituna Re-diversion at Ford Road.



Known issues

There is a lack of public awareness about the history of this area; no obvious public access to the river or visible information recognising the cultural or historical context of the area.

Opportunities

There are opportunities to create connectivity to the Kaituna River and the rich history of the area.

This could include:

- ▶ utilising riverside land as a reserve.
- ▶ establishing access points at appropriate locations.
- ▶ recognising and celebrating local history through artwork, wayfinding elements, whakairo (carving), information boards and Tohu Māori.
- ▶ amenity and biodiversity related improvements such as picnic tables, seating, weed control and riparian planting.
- ▶ linkages to / between river access points, pā sites, and flax mill sites ('heritage trail').

Tāngata whenua have been exploring opportunities to reestablish the natural course of the Parawhenuamea Stream within this area.

In 2021, representatives for Te Karangi A 3D 2B presented to TMOK¹. They shared plans for the land block, which featured a native plant nursery, harakeke and rongoā cultivations as well as riparian and wetland planting.

¹ Link to presentation:

https://infocouncil.boprc.govt.nz/Open/2021/05/TMOK_20210521_MAT_3395.htm

They also have aspirations for tourism development on this block and greater connectivity to local walkways and cycleways.

Summary of Actions

The following are indicative actions for the Canaan Landing Area. The timing of actions is indicative only.

A collaborative approach is needed to identify *what is possible* for this area.

Short-term (Jan 2024 – Jun 2025)

- ▶ Confirm focal point for area and potential riverside land for access point(s).
- ▶ Establish work programme for Canaan Landing Concept Plan.

Medium term (Jul 2025 – Jun 2028)

- ▶ Carry out concept planning for the area which includes:
 - flood-resilient river access points
 - ways to share the history of the area.
 - amenity facilities.
 - biodiversity enhancement.
 - greater connectivity to places and features within and between priority areas.
 - potential for a cultural or heritage trail.

Long term (Jul 2028 onwards)

- ▶ Implement concept plan

Further details are provided in Appendix 1 of this report.

SECONDARY SITES OR AREAS



10. Secondary sites / areas

A number of additional sites or areas have also been identified for river access enhancement. While they did not meet the criteria for a priority project, they still connect with, or build on, existing activities or projects.

The recommended sites are:

- ▶ Otaiparia Reserve
- ▶ Waiari-Kaituna confluence
- ▶ Te Matai Pā
- ▶ Paraiti-Kaituna confluence
- ▶ Maungarangi bridge
- ▶ Upper Waiari

Otaiparia Reserve

Otaiparia (also known as Ford's Landing) is located at 83 Ford Road. Maketu Hoe Waka raised concerns about the current waka launching site (i.e., concrete pad is needed). There are also ongoing issues about debris impeding access following storm events.

The Chair of Te Maru o Kaituna spoke about a new local project call Nga Niao o te Kaituna for youth to learn about waka building, currents and star navigation. There are aspirations for a future berthing site at Otaiparia for double hulled waka.

This site is already captured by the Otaiparia Concept Plan. Indicative costings for the waka launching site are included in this concept plan. However, the reference to "waka launching site" has been changed to "boat ramp" within the Te Puke Maketu Reserve Management Plan. This will need to be checked to ensure there is sufficient funding for the waka launching site upgrade.



Figure 32. Waka launching site



Figure 33. Waiari-Kaituna Confluence

Waiari-Kaituna Confluence

The Waiari-Kaituna Confluence, also known as Kongutuawa ki te Kaituna, was nominated by the Kaitiaki Advisory Group.

This is a culturally and historically significant area. The islands within the Kaituna River channel were known for its high-quality fertile soils, making it easy to grow kumara and other tubers.

Prior to the opening of Cannan's landing, boats would anchor in this area, take passengers and cargo up the stream by waka to Waiari Landing.

There is limited public access to this place. Stopbanks and proposed esplanade strips line the banks of both awa.

Nevertheless, there are opportunities to recognise and celebrate the cultural and historic context of the area through storytelling elements such as information boards, pou and art. Likewise for connecting this area to Waiari Landing Reserve and Canaan Landing.

Figure 34. Waiari-Kaituna Confluence



Te Matai Pā

Te Matai Pa is located near McMeeking Road, Rangiuru. It is the home of Ngāti Kuri, a hapū of Tapuika. Ngāti Kuri has a block of Māori land along the Kaituna river that they would like to plant up with native trees, particularly rongoā. They would also like to improve access at this site to the river for swimming.

Swimming access in this area has been impacted by rock protection works. Regional Council has been working with Ngāti Kuri to address the problem.

Paraiti-Kaituna Confluence

This area is located near the confluence of the Paraiti River and Kaituna River, in line with Partridge Lane, Paengaroa.

Within this area, there are no Council reserves, although esplanade strips are dotted along the banks of both awa.

This area is culturally significant to tāngata whenua. The Paraiti River - where it enters the Kaituna River - was the entrance to one of the main passages for those travelling inland from the coast to Rotorua.

Travellers would stay at Otamamarere / Otama Marere Pā, located on the right bank of the Kaituna, just upstream of the confluence. The wetland around the pa was known to be abundant in tuna and watercress. Despite being protected by a Historic Places Trust covenant, the site was largely destroyed in the 1980s.

Otamamarere urupā is the only remnant feature of this area. Tāngata whenua representatives have raised concerns about severe erosion of the riverbank by the urupā.

There is no public access to the river or urupā as the landowners have prohibited access to the river from Partridge Lane.

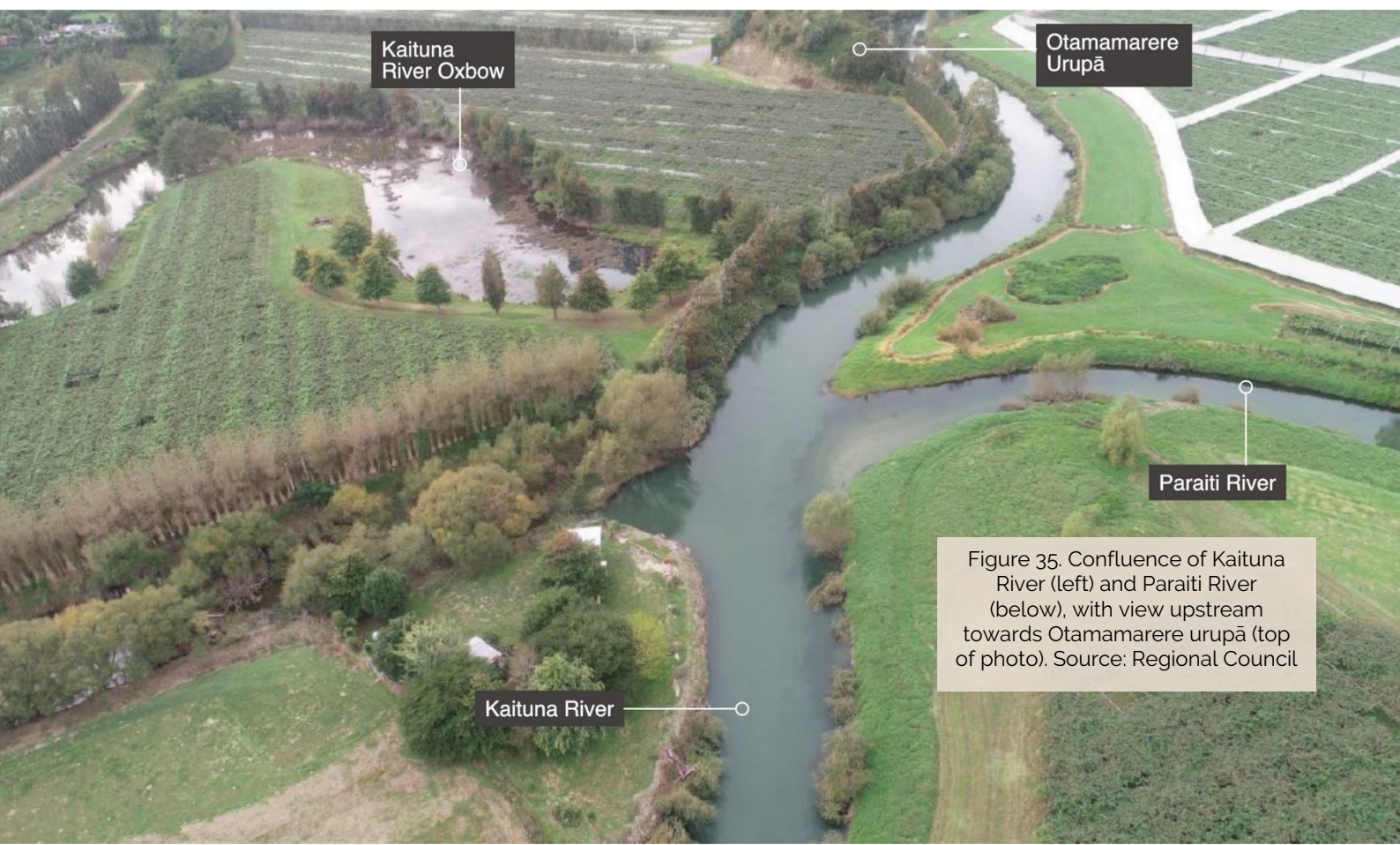


Figure 35. Confluence of Kaituna River (left) and Paraiti River (below), with view upstream towards Otamamarere urupā (top of photo). Source: Regional Council

The Regional Council is working with adjacent landowners to:

- ▶ restore the hydraulic connection of a river oxbow directly opposite of the confluence.
- ▶ retire 4ha of land next to the Kaituna for wetland restoration purposes.

Maungarangi bridge

The Maungarangi bridge is located approximately 3km south of Paengaroa. Roadside parking is limited at this site.

This area has in the past been used as the starting point for Tapuika Waitangi Day raft races.

There are opportunities to improve river access at this site, particularly along the right bank of the Kaituna River.



Figure 36. Kaituna River at Maungarangi bridge

Upper Waiari

Upper Waiari extends from TECT Park to just downstream of the Waiari Water Treatment Plant. The Waiari Stream and its tributaries retain its most pristine qualities within this extent, especially compared to the lower reaches of the awa.

Five sites or areas of cultural significance were identified by the Waiari KAG and verified through a site visit² in mid-January 2024. These sites or areas are:

- ▶ Te Rerenga Wairua
- ▶ Te Ranga ō Hineata
- ▶ Te Raho ō Totokau
- ▶ Waiari Esplanade Reserve
- ▶ Pōtakataka

Tāngata whenua have aspirations to access and reconnect to these culturally significant places.

There are opportunities to enhance river access at many of these sites, for swimming, cultural practices, water quality monitoring as well as biodiversity enhancement. Likewise, for safe pathways, clear wayfinding elements (signage) and Tohu Māori to access and share the history of these places.

Te Rerenga Wairua

This area comprises Te Rerenga stream, from the mid reach to its confluence with Waiari Stream. It includes nearby pā sites, kāinga, pathways and food gathering areas.

² involving Council staff and tāngata whenua members

For example, Te Rerenga Wairua ō Kahukura is a particular site of significance. It is located close to the Te Rerenga Tunnel Track within TECT Park. There is no direct access from this track to the site.

Further downstream is Heruiwi Pā, located at the confluence of the Te Rerenga and Whataroa Streams. There is no direct river access due to terrain and private blocks.

There are opportunities to enhance river access, particularly through TECT Park, and provide for Tohu Māori to share the history and significance of these places.

Te Ranga ō Hineata

Te Ranga ō Hineata is located at the end of Shaw Road, Te Ranga. It is the site of Ngaengaenui, a treasured puna (spring) and wāhi tapu. This wāhi tapu, associated with tohi (birth-right ceremonies) is referenced within multiple Tapuika.

The Tapuika Claims Settlement Act 2013 resulted in the vesting of the adjacent stream reserve ("Waiari Stream Site") from the Department of Conservation to Tapuika.

There is no direct access from Shaw Road to this site.

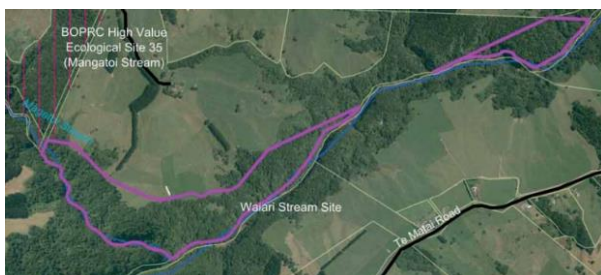


Figure 37. Waiari Stream Site, cultural redress site (source: Tapuika Environmental Plan)

Te Raho ō Totokau

Te Raho ō Totokau is located between 650 and 700 No.1 Road, just upstream of the Waiari Water Treatment Plant.

There is no direct access to this wāhi tapu from No.1 Road.

Waiari Esplanade Reserve

Waiari Esplanade Reserve is located on the left bank, immediately downstream of the Waiari Water Treatment Plant. The purpose of the stream-side reserve, which is owned and managed by Council, is "recreational and ecological linkages".

Physical access to the stream from No. 1 Road is difficult due to the steepness of the terrain.

There are opportunities associated with pest management and biodiversity enhancement of this block, in line with the purpose of the reserve.

Pōtakataka

Pōtakataka is a stretch of the awa located downstream of the Waiari Esplanade Reserve. It comprises comprising multiple bends and deep swirling water, which provide habitat for tuna (eels), watercress and other mahinga kai species.

Tapuika aspires to reconnect to this area to revitalise cultural practices and knowledge sharing activities.

Ease of access is variable due to land ownership. There is also a proposed esplanade strip along both stream banks within this reach.

Pest plant control and riparian planting is needed along this stretch of the awa.

Summary of actions

The following are indicative actions Upper Waiari Area. The timing of actions is indicative only.

A collaborative approach is needed to identify *what is possible* for this area.

Short-term (Jan 2024 – Jun 2025)

- ▶ Develop design plan and verify funding allocation for upgraded waka launching site at Otaiparia.
- ▶ Resolve river access problems caused by rock protection works at Te Matai Pā.
- ▶ Identify measures to address riverbank erosion by Otamamarere Urupā.

Short-medium term (Jan 2024 – Jun 2028)

Across all sites and areas, continue identifying and creating defined access points to awa. This includes, where appropriate:

- ▶ new or upgraded signage to guide river access.
- ▶ cultural and historical recognition.
- ▶ amenity and biodiversity enhancement.
- ▶ pest plant control.

Medium term: (Jul 2025 – Jun 2028)

- ▶ Explore feasibility of a berthing site for double-hulled waka.
- ▶ Connect the Waiari-Kaituna confluence to Waiari Landing Reserve and Canaan Landing.

Further details are provided in Appendix 1 of this report.

11. Summary of findings

This feasibility study identifies priority locations to improve physical access and connection to the Kaituna River and Waiari Stream. This includes safer access, particularly for recreational activities (swimming), waka launching and education.

Although this feasibility study was intended to just identify potential locations to enhance physical river access there are also opportunities to foster connection.

Engagement feedback and research highlighted that there are many potential sites where river access could be enhanced. Criteria helped to determine where best to focus efforts over the coming years.

Priority Areas

Four areas were identified and assessed as priorities as they meet the required criteria and provide opportunities for initiatives beyond physical river access.

Based on this criteria, four priority areas were selected:

- ▶ Bell Road area
- ▶ Waiari area
- ▶ Waitangi area
- ▶ Canaan Landing

Three of the areas also comprise multiple river access sites. Waka launching sites could potentially be established within the Waitangi and Bell Road priority areas.

Secondary sites and areas

Six secondary sites or areas were also identified:

- ▶ Otaiparia Reserve
- ▶ Waiari-Kaituna confluence
- ▶ Te Matai Pā
- ▶ Paraiti-Kaituna confluence
- ▶ Maungarangi bridge
- ▶ Upper Waiari

While they did not meet all of the required criteria for a priority project, they still connect with, or build on, existing activities or projects.

Opportunities

The study highlights the opportunities to **Connect People to Place**, whether it is connecting people, marae and walkways to the awa; integrating universal design for people of all ages and abilities; as well as showcasing the cultural and historic significance of these special awa.

12. Recommendations

The following recommendations are critical factors to the effective implementation of the actions proposed in this report



Figure 38. Recommendations

Take a collaborative and design-led approach to planning

This report recommends a collaborative and design-led approach to the concept plans. This approach ensures that concept plans embody innovative solutions and reflect a wealth of diverse viewpoints and aspirations.

A **collaborative approach** involves a diverse network of local experts, including tāngata whenua and community representatives as well as technical experts, such as river engineers.

A **design-led approach** explores and tests innovative yet feasible solutions to meet multiple outcomes while taking into account matters such as climate resilience, best practice river engineering and cost.

Ensure, enable and resource active involvement of tāngata whenua

This report recommends the active involvement of tāngata whenua in the implementation of actions associated with this feasibility study.

Best practice engagement with tāngata whenua should occur in parallel, not as a defined stage in a project.

It requires a shift in mindset, such as moving away from consultation on draft concept plans to involvement from the outset. This approach recognises the intergenerational knowledge held by tāngata whenua and ensures that their mātauranga and aspirations are recognised, respected, and integrated into concept planning and integration.

Existing forums (Te Ihu o Te Waka o Te Arawa, Waiari KAG, TMOK) are essential to test and shape ideas and approaches for project / engagement planning and delivery. Direct engagement with hapū and Iwi is also important is also recommended.

Consideration should be given to the formation of a project or priority area-specific tāngata whenua working group, as suggested at the recent meeting with Te Ihu o Te Waka o Te Arawa. Adequate resourcing will be essential.

Finally, further discussions will be needed with Council's Kaupapa Māori team with regards to engagement planning, key contacts, forum meeting calendars and ways to resource tāngata whenua involvement.

Integrate Cultural and historic narratives

This report highlights the rich history of the awa particularly in relation to:

- ▶ cultural significance and long-standing connection of hapū and iwi.
- ▶ historical significance in the 1880's to early 1900's in relation to the river landings and flax mills.
- ▶ intergenerational impacts of river changes resulting from large-scale engineering works.

This report recommends integrating cultural and historic narratives within the concept plans for the priority areas and the actions associated with some of the individual sites.

"Storytelling is our cultural capital that council will be able to embrace to increase the value of investment in the area. We have pā sites significant to us from the top to the bottom of the awa. We have wāhi tapu and caves that are sacred and embedded in our histories."

"We want our mokopuna to know our real stories. We want to be able to reconnect and access the awa".

- Cultural Recognition Report, prepared on behalf of the Kaitiaki Advisory Group

Storytelling elements

This involves communicating cultural and historic narratives in a compelling and accessible manner, utilising interpretive elements such as signage, storytelling boards, or digital media.



Figure 39. New information board at Pāpāmoa Hills Cultural Heritage Regional Park

Figure 40. New information board at Pāpāmoa Hills Cultural Heritage Regional Park



Māori design principles

Te Aranga Māori Design Principles could be used to guide the concept plans to help embody tāngata whenua values, expression and creativity, and ensure recognition of their association with the areas.

The principles are also useful to guide how the project team can work together collaboratively and communicate design elements.

Cultural design elements

Cultural design elements could include:

- ▶ Pou, kōhatu (mauri or anchor stones), carvings and wayfinding markers.
- ▶ Signage acknowledging original place names or events.
- ▶ Plants for rongoā and weaving.

There are also opportunities for cultural elements in architectural design and landscape features (e.g., facilities, furniture, pathways, colours, patterns).



Figure 41. Cultural design element of seating on Mauao



Figure 42. Kohatu and pou at Dive Crescent, Tauranga

The following are best practice examples of cultural design elements and storytelling:

- ▶ Pāpāmoa Hills.
- ▶ Mauao.
- ▶ Ōtakaro Avon River Corridor Regeneration Plan
- ▶ Ōtāhuhu Station Transport Interchange.

Create a connected story along the awa

Design elements used at all priority areas could have a consistent look or feel. Consideration should be given to ways in which they connect to each other, not only physically but also in terms of the shared history (e.g., from Waiari Landing to the Waiari-Kaituna Confluence then downstream to Bell Road).

River side pou or kōhatu could be placed at key sites along the Kaituna River (and Waiari Landing) as a form of wayfinding and signifying the cultural and historical significance of the areas.



Figure 43. Pou at the TEL Kaituna River Bridge

"Pou and other appropriate markers are erected adjacent to the Kaituna River where considered appropriate by iwi, to indicate sites of special significance."

- Outcome 2b, Kaituna River Document

Integrate connectivity

Consideration should be given to enhancing connections to, and between priority areas. This could include, where appropriate, walkways and cycleways.

This includes connecting Makahae and Tawakepito marae to the Waiari Stream as well as Moko, Tuhourangi and Tia Marae as well as Te Matai Pā to the Kaituna River.

Integrate accessibility

This means designing for people of all ages and abilities. For example:

- ▶ use of ramps and minimising steps.
- ▶ paved paths leading from parking areas to rest areas and seating.
- ▶ wide parking spaces to cater for mobility parking needs.
- ▶ picnic table design that caters for wheelchair and pushchair use.

Integrate flood resilience

All priority areas are within the Regional Council flood control scheme areas. Considerations must involve:

- ▶ designing areas knowing that floods may/will occur.
- ▶ ensuring furniture and structures are resilient to flooding i.e., bolted down or inset into concrete.
- ▶ ensuring that furniture and structures are out of the way of machinery carrying out river maintenance work.
- allowing for post-flood maintenance and/or repair.



Figure 44. Flood resilient furniture at Dallington Landing, Christchurch

Includes raised and reinforced concrete footing for seating, picnic tables and shelter/shade

It would be advisable to involve the Regional Council's Rivers and Drainage team during concept planning and/or options analysis to ensure that structures or facilities are fit for purpose, resilient and located in the right place.

Create distinctive multi-use areas or spaces

Within each priority area, considerations for facilities that create distinctive multi-use zones or spaces include, where appropriate:

- ▶ Jumping platforms, rope swings, floating pontoons.
- ▶ Seating for resting and tables for picnics.
- ▶ Shelter from sun and rain (built structure and trees).
- ▶ Vehicle parking space, including accessible parking spaces.
- ▶ Cycle parking stands.
- ▶ Playground equipment.
- ▶ Waka ama equipment storage.
- ▶ Toilets and drinking water fountains.
- ▶ Open space for play and recreation.

Resource consents and approvals

The works associated with enhancing river access at the priority areas and individual sites may require approvals, such as:

- ▶ Resource consents from the Regional and/or District Council under the Resource Management Act.
- ▶ Bylaw authority under the Regional Council Flood Protection and Drainage Bylaws.
- ▶ Archaeological authority under the Heritage Protection Act.
- ▶ Easements.

Cultural impact assessments may also be needed for resource consent processes.

In the context of this feasibility study, it is too early to determine what may be needed in each area. It is expected that this will be confirmed in the next stage.

Prioritise efforts that result in visible progress

Many of issues and opportunities within this report are not new. Engagement feedback highlighted the need for swift implementation of pragmatic and tangible solutions.

Appendix 1 Actions

The following tables provide further detail about actions relating to related to the identified issues and opportunities within this report:

- ▶ All Areas (as recommended in Section 12)
- ▶ Bell Road (as outlined in Section 6)
- ▶ Waiari (as outlined in Section 7)
- ▶ Waitangi (as outlined in Section 8)
- ▶ Canaan Landing (as outlined in Section 9)
- ▶ Secondary sites and areas (as outlined in Section 11)

In total, there are 43 actions however, many of these can be carried out in parallel.

Timeframe

The timing of actions is indicative only and relates to three time periods:

- ▶ Short-term (Jan 2024 – Jun 2025)
- ▶ Medium term (Jul 2025 – Jun 2028)
- ▶ Long term (Jul 2028 onwards)

The timing of actions is indicative only, as it will be dependent on funding and priorities of each partner to this project.

Key parties

The action tables provide an *indication* of the key parties to be involved in each action or grouping of actions. The list is not exhaustive.

Further discussion will be needed to confirm the specific role, available resourcing and capacity of:

- ▶ Local authority staff and elected members: WBOPDC, BOPRC and Tauranga City Council (TCC) and representatives on Waiari KAG and TMOK.
- ▶ Tāngata whenua: marae committees, hapū, Iwi, and representatives on Waiari KAG, Te Ihu o Te Waka o Te Arawa as well as TMOK.
- ▶ Key agencies or groups such as Department of Conservation, KiwiRail, Maketu Hoe Waka, Te Ara Kahikatea Inc. Society.

The involvement of staff and representatives will vary from area to area; action to action; as well as stage of implementation (e.g., planning, design, delivery).

Guidance is provided within the recommendations in Section 12 of this report.

All Areas

Action	Where	Timeframe	Key parties (indicative)	Comment
1. Take a collaborative and design-led approach to implementation of actions that involves tāngata whenua, BOPRC river engineers, and where applicable, landowners, local groups and stakeholders.	All areas	All	WBOPDC, supported or resourced by all partners within Te Maru o Kaituna.	Involve tāngata whenua in project and engagement planning.
2. Develop a tailored plan for each area and/or site which integrates: <ul style="list-style-type: none"> - cultural and historic narratives and designs. - river access points that are flood resilient. - multi-use spaces. - amenity and biodiversity enhancement. - environmental monitoring and education. 	All areas	All	As above	The nature and size of the plan and associated process should reflect the scale and complexity of each area or site.
3. Develop a cultural and historic interpretation plan to create a connected story along the awa.	All areas	Medium	Te Maru o Kaituna, led or guided by tāngata whenua	Links with Project 13 of Te Tini a Tuna. Explore opportunities for external funding
4. Explore the feasibility of a 'heritage trail' to create a connected story along the awa. This could include physically connecting priority areas, river access points, wetlands, pā sites (where appropriate), and former flax mill sites.	All areas	Medium	Te Maru o Kaituna, led or guided by tāngata whenua	Links with Project 13 of Te Tini a Tuna. Explore opportunities for external funding
5. Provide regular project updates to Te Maru o Kaituna, Te Ihu o Te Waka o Te Arawa and Waiari Kaitiaki Advisory Group.	All areas	All	WBOPDC	-

Action	Where	Timeframe	Key parties (indicative)	Comment
6. Capture more aerial photos and drone footage of the areas and sites to support project planning and monitoring.	All areas	All	WBOPDC, supported by BOPRC	-

Bell Road

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions related to area-based planning				
7. Confirm work programme and project team for the Bell Road Concept Plan.	Whole area	Short	WBOPDC with TCC, BOPRC and tāngata whenua	Refer Actions 1 and 2. Include a stocktake of all projects within this area
8. Develop and implement Bell Road Concept Plan.	Whole area	Medium – Long	As above	-
Actions relating to river access				
9. Carry out aquatic weed control	Boat ramp	Short	WBOPDC or BOPRC	Site visit to discuss options
10. Identify interim options for safer river access for swimming. For example, larger flat faced boulders where riprap has fallen into the river.	Boat ramp area	Short	WBOPDC and BOPRC	Site visit to discuss options
11. Identify long term options for safe and flood-resilient access into Kaituna River. This includes <ul style="list-style-type: none"> - Boat ramp upgrade - Jumping platform or pontoon - More defined swim access points - Area for waka and kayak launching. 	Boat ramp area and adjacent Council land	Medium	WBOPDC via collaborative approach	Refer Actions 1 and 2.

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to carpark improvements				
12. Complete planned carpark safety and amenity enhancement work	Boat ramp area	Short	WBOPDC	-
13. Continued carpark improvements, such as: <ul style="list-style-type: none"> - Wider buffer between the carpark and riverbank. - Barriers to keep vehicles off stop bank and grass areas. - Defined car and boat trailer parking. - Carpark re-sealing, where needed. 	Boat ramp area	Medium	WBOPDC	-

Waiari

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions related to area-based planning				
14. Confirm work programme and Project Team for Waiari Landing Reserve Plan.	Waiari Landing Reserve	Short	Waiari KAG (incl WBOPDC, tāngata whenua and TCC) and BOPRC	Refer Actions 1 and 2.
15. Develop and implement a plan for Waiari Landing Reserve that incorporates: <ul style="list-style-type: none"> - flood-resilient river access points. - carpark and driveway improvements. - safe walking access from marae. - information and design elements relating to the cultural and historic context. - environmental education and monitoring. - pest plant control and riparian planting. 	Waiari Landing Reserve (road bridge to rail bridge)	Short - Medium	As above Te Ara Kahikatea Inc. Society	Refer Actions 1 and 2.

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to river access				
16. Install interim safety measures to clearly mark hazards and guide swimmers to entry and exit points at Waiari Landing Reserve.	Waiari Landing Reserve	Short	WBOPDC	Confirm approach(es) with Waiari KAG and BOPRC.
17. Improve community awareness of the temporary safety measures and long terms plans for river access.	Waiari Landing Reserve	Short	WBOPDC	Utilise a range of ways to provide information in a proactive way.
18. Discuss: <ul style="list-style-type: none"> - long-term options for safe and flood-resilient access by the road bridge. - measures to address potential safety risks at the rail bridge with the use of existing gabion baskets as entry and exit points for swimming. 	Waiari Landing Reserve (road bridge to rail bridge)	Short	WBOPDC with BOPRC and Waiari KAG (incl tāngata whenua and TCC)	Requires site visit - needs to include WBOPDC reserve planners and roading engineers as well as BOPRC river engineers. Also, KiwiRail for the rail bridge.
19. Enable safer pedestrian access from Makahae and Tawakepito to Waiari Landing Reserve.	Waiari Landing Reserve	Short	WBOPDC, with Waiari KAG and marae reps	-
20. Increase frequency of mowing and maintenance activities on the left bank of the Waiari Stream to improve riverbank visibility and access.	Waiari Landing Reserve	Short	WBOPDC	-
21. Restore access to Waiari Stream: <ul style="list-style-type: none"> - behind Tawakepito and Makahae Marae. - downstream of the road bridge (right bank). 	As stated	Short – Medium	Ngāti Tuheke, supported by Waiari KAG reps	-
Action relating to cultural and historical recognition				
22. Install at least one cultural design element (e.g., pou, anchor stone) within this area.	Waiari Landing	Short – Medium	Waiari KAG (incl WBOPDC, tāngata whenua and TCC)	Preference to utilise local carvers

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to erosion and amenity				
23. Assess and discuss the severity, and potential measures to address, stream bank erosion and pest plants.	Waiari Landing Reserve (road bridge to rail bridge extent)	Short	WBOPDC and BOPRC	Requires site visit. Needs to include WBOPDC reserve planners and roading engineers as well as BOPRC river engineers.
24. Install a picnic table and/or seating at an appropriate location(s).	Waiari Landing Reserve (road bridge to rail bridge extent)	Short	WBOPDC guided by BOPRC and Waiari KAG reps	Requires site visit. Needs to include WBOPDC reserve planners and roading engineers

Waitangi

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions related to area-based planning				
25. Confirm work programme and Project Team for Waitangi.	Whole area	Short	WBOPDC, tāngata whenua, BOPRC	Refer Actions 1 and 2.
26. Link aspirations within this report to any spatial or community planning for this area.	Whole area	Short – Long	WBOPDC	-
Actions relating to river access				
27. Investigate the feasibility of a floating pontoon at for swimming, waka launching and environmental monitoring.	At or near Rangiuru Whenua Reserve	Short	WBOPDC, BOPRC, tāngata whenua	Refer Actions 1 and 2. Link with Rotorua Lakes Council re: floating pontoons

Action	Where	Timeframe	Key parties (indicative)	Comment
28. Identify opportunities for a pathway, from the footpath to the Kaituna River that meets accessibility needs for all ages and abilities.	At or near Rangioru Whenua Reserve	Medium	WBOPDC, tāngata whenua	-
29. Identify practical solutions to river access concerns, due to erosion protection works.	Immediately upstream of the Waitangi Road bridge	Short	WBOPDC, BOPRC and Ngāti Moko.	-
30. Trim or remove hazardous riparian vegetation.	At or near Rangioru Whenua Reserve	Short	WBOPDC, BOPRC, tāngata whenua	-
Action relating to cultural and historical recognition				
31. Confirm appropriate type and site(s) of design elements or features to highlight the cultural and historic significance of the area. This could include carved pou, kōhatu, signage, information boards etc.	At or near Rangioru Whenua Reserve	Short	Tāngata whenua, supported by Tapuika Iwi Authority and WBOPDC	Include discussion about the four pou that have been carved.

Canaan Landing

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions related to area-based planning				
32. Confirm work programme and Project Team for Canaan.	Whole area	Short	WBOPDC, BOPRC and tāngata whenua	Refer Actions 1 and 2.
33. Develop and implement Canaan Landing Concept Plan.	Whole area	Medium	As above	-

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to river access				
34. Identify a suitable riverside location at or near Canaan's Landing to establish an access point. This could result in a new recreation reserve.	At or near Canaan Landing	Medium	WBOPDC, working with adjoining landowners and tāngata whenua	-
35. Install road signage on Te Puke Highway to indicate the presence and location of the riverside reserve.	Corner of Kenana Road and Te Puke Highway	Medium	WBOPDC	-
Action relating to cultural and historical recognition				
36. Confirm appropriate type and site(s) of design elements or features to highlight the cultural and historic significance of the area. This could include carved pou, kōhatu, signage, information boards etc.	At or near Canaan Landing	Short	WBOPDC with tāngata whenua Local historian	-
Action relating to amenity				
37. Identify options for reserve facilities such as benches, picnic tables and/or an all-weather shelter.	At or near Rangiuru Whenua Reserve	Medium term	WBOPDC	-

Secondary sites and areas

The following actions are organised by location rather than type for ease of implementation.

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to Otaiparia				
38. Develop design plan and verify funding allocation for upgraded waka launching site at Otaiparia.	Otaiparia	Short	WBOPDC with Maketu Hoe Waka	-
39. Identify options to address concerns about debris impeding access following storm events.	Otaiparia	Short	WBOPDC, BOPRC and Maketu Hoe Waka	-
40. Explore the feasibility of a berthing site for double-hulled waka.	Otaiparia	Medium	Te Maru o Kaituna, guided by tāngata whenua representatives	-
Actions relating to Waiari-Kaituna Confluence				
41. Determine the feasibility of establishing a defined river access point at this site.	Waiari-Kaituna confluence	Short - Medium	Waiari KAG, BOPRC and private landowners (where applicable).	-
42. Determine the form of cultural design element(s) to highlight the cultural and historic significance of this site. This could include carved pou, kōhatu, signage, information boards etc.	Waiari-Kaituna confluence	Medium	Tāngata whenua representatives of Waiari KAG supported by WBOPDC, TCC and BOPRC	
43. Investigate and pursue opportunities to physically connect the Waiari-Kaituna confluence to Waiari Landing Reserve and Canaan Landing.	Waiari-Kaituna confluence	Medium	WBOPDC, Waiari KAG, tāngata whenua, BOPRC, TCC and private landowners (where applicable).	

Action	Where	Timeframe	Key parties (indicative)	Comment
Actions relating to Te Matai Pā				
44. Resolve river access problems caused by rock protection works at Te Matai Pā.	Te Matai Pā	Short	BOPRC and Ngāti Kuri	
45. Carry out riparian enhancement work along the Kaituna River.	Te Matai Pā	Short	Ngāti Kuri, supported by BOPRC	E-introduction in late 2023 between BOPRC land management officer and Ngāti Kuri representatives
Actions relating to Paraiti-Kaituna Confluence				
46. Take a collective approach to wetland restoration, biodiversity enhancement and cultural heritage protection.	Paraiti-Kaituna Confluence	Short-Medium	BOPRC working with landowners, tāngata whenua and WBOPDC	-
47. Identify measures to address riverbank erosion by Otamamarere Urupā.	Paraiti-Kaituna Confluence	Short-Medium	BOPRC and tāngata whenua,	-
Actions relating to Maungarangi Bridge				
Pursue opportunities for river access and amenity enhancement.	Maungarangi Bridge	Short-Medium	WBOPDC and tāngata whenua	-
Actions relating to Upper Waiari				
48. Pursue opportunities, where appropriate, to: <ul style="list-style-type: none"> - create pathways and/or defined river access points. - secure access across private land. - install design elements or features to recognise the cultural significance of a site. - install or upgrade signage to guide stream access. - carry out pest control and riparian planting. 	Upper Waiari	Short-Medium	Waiari KAG, supported by WBOPDC, TCC and private landowners (where applicable).	-