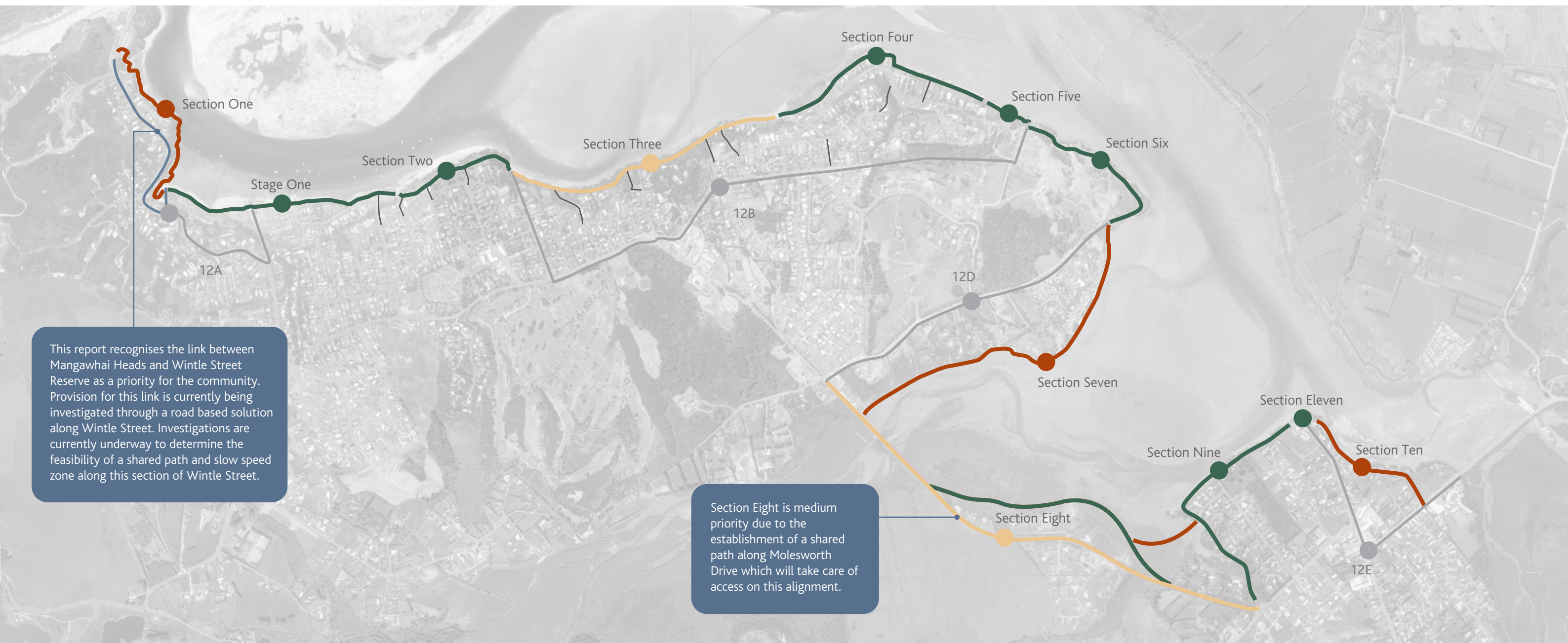


Mangawhai Coastal Walkway _ Summary Document

HIGH PRIORITY ROUTE SUMMARY | MAY 2020



Route Prioritisation Plan



This report recognises the link between Mangawhai Heads and Wintle Street Reserve as a priority for the community. Provision for this link is currently being investigated through a road based solution along Wintle Street. Investigations are currently underway to determine the feasibility of a shared path and slow speed zone along this section of Wintle Street.

Section Eight is medium priority due to the establishment of a shared path along Molesworth Drive which will take care of access on this alignment.

● High Priority

● Medium Priority

● Low Priority

● Alternative Route

— Walkway Connections

- Section One
- Stage One
- Section Two
- Section Four
- Section Five
- Section Six
- Section Nine
- Section Eleven

- Section Three
- Section Eight

- Section Seven
- Section Ten

Section Twelve

● Shared Path on Wintle Street

Route Prioritisation Matrix

- Low Priority
- Medium Priority
- High Priority

	SECTION ONE					STAGE ONE	SECTION TWO	SECTION THREE		SECTION FOUR	SECTION FIVE	SECTION SIX	SECTION SEVEN						SECTION EIGHT	SECTION NINE				SECTION TEN				SECTION ELEVEN
	1A	1B	1C	1D	1E			3A	3B				7A	7B	7C	7D	7E	7F		9A	9B	9C	9D	10A	10B	10C	10D	
Community Support	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Geotechnical Complexity	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Ecological Complexity	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Cultural and Historical Significance	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Technical Complexity	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Resource Consenting Complexity	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Cost Considerations	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Land Ownership	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SUMMARY	●					●	●	●	●	●	●	●	●			●	●				●				●			

Summary of High Priority Routes

SECTION ONE

Mangawhai Heads Carpark to Wintle St Reserve

Section 1 is a high priority route. The connection from the heads to the start of the wintle street hill is a high priority identified by community. Further investigation is required to understand if this link is to be best supplied by a shared path along Wintle street, a bush track around the coast or a boardwalk around the coast. It has been identified within this feasibility study that the boardwalk option around the coast is cost prohibitive and complex in terms of; ecological impacts, consenting, technical complexity and lacks community support.

STAGE ONE

Wintle St Reserve to Sellars’ Reserve

Reason for Priority

General - This section services the community at Mangawhai heads, where there is an existing concentration of residents. The area is a popular destination as it has direct access to the coast and provides recreational opportunities for the greater community. The area is accessible for vehicles (including those with boat trailers) and there is parking available.

Simple Aspects

Geotechnical - The geotechnical aspects to the project and topography allow for simple construction

Cultural significance - There are currently no obvious suggestions of significant cultural activity present along the walkway. As with most sheltered coastal sites in NZ the chance of discovery is always a possibility, therefore a methodology should be developed to manage any future discoveries. Due to the notable characteristics present within this section of the reserve opportunities to celebrate cultural heritage may yet be presented.

Technical complexity - This section of the walkway

requires only basic and non-complex design responses. Cost considerations - The simplicity of geotechnical, technical and cultural/historical considerations mean that a relatively cost effective design solution can be implemented through this section.

Land Ownership - Kaipara District Council (KDC) owns the land required for this section.

Complexities

Ecology - This section is located within the esplanade reserve adjacent to the Mangawhai estuary. Some parts of the alignment exhibit valuable ecological pockets. Construction poses some risk to those areas, as well as to the estuary in general. Risks need to be managed, and areas holding ecological value can be designed around.

Resource consenting - The coastal context and pockets of ecological value confirm this section will require consent. Any work in the CMA will increase the complexity of the consent requirements.

Project Challenges

Community support - The local community (primarily focused around Alamar Crescent) have demonstrated resistance to change within this section of the walkway.

SECTION TWO

Robert St Stairs to Findlay St

Reason for Priority

General - Section two builds on the amenity provided by the provision for coastal access at Stage 1. Together these two parts of the path provide access to the coastal environment in locations where there is a concentration of residential use, whilst also providing for access and parking by car for those visiting the site for recreational use.

Simple Aspects

Ecological complexity - The proposed path alignment poses little risk to the coastal / estuary environment. Any work within the CMA, or through the dunes present at this location, may elevate the requirement for further ecological assessment, risk management and mitigation, through this section.

Wayfinding markers are intended to guide people, no formal pathway is proposed.

Land Ownership - Kaipara District Council owns the land required for this section.

Complexities

Community support - There is mixed support for this alignment. Geotechnical complexity - The elevated aspects of this alignment require consideration of the complexity of the slopes and analysis of the areas susceptible to erosion. Sloped or eroding locations will require geotechnical input to resolve the final design solution.

Technical complexity - The sloped or eroding portions through this section will require a more technically complex solution in order to provide access - including the installation of boardwalks, bridges and stairs.

Project Challenges

Resource Consenting - Any work in the CMA or through the dune environment will trigger requirements for consent.

Cost considerations - Bridges boardwalks and stairs will add cost to this section.

SECTION FOUR

Lincoln St Coastal Walkway

Reason for Priority

General - Section 4 provides public access through an area that may outwardly appear privately-owned, based on its isolation and proximity to a group of houses. We are using section 4 along with sections 5 and 6 to extend the track to a pre-existing path along section 6, and then link it through to Lincoln reserve. The primary proposal is for wayfinding, without a formalised path.

Simple Aspects

Community support - There is community support for this alignment.

Geotechnical complexity - The ground is flat and not challenging, from a geotechnical perspective.

Ecological Complexity - Alignment is outside of the CMA and located in reserve space. There is little risk to the estuary.

Cultural and Historical Significance - Cultural significance - There are currently no obvious suggestions of significant cultural activity present along the walkway. As with most sheltered coastal sites in NZ the chance of discovery is always a possibility, therefore a methodology should be developed to manage any future discoveries. Opportunities to celebrate cultural history within this section of the reserve have not yet been put forward.

Technical complexity - Leading proposal is for wayfinding markers with no formal pathway. Some risk exists for flooding - If a formal pathway were to be considered the technical considerations and design solution will need to factor any flood risks.

Resource Consenting - Works outside of the CMA and no formal pathway proposed. If a more formal pathway were to be considered the requirements for consent may increase.

Cost considerations - Wayfinding markers are intended to guide people, no formal pathway is proposed.

Land Ownership - Kaipara District Council owns the land required for this section.

Complexities

N/A

Project Challenges

N/A

SECTION FIVE

Jordan St Coastal Walkway

Reason for Priority

General - Much like section 4, section 5 provides public access through a section that currently feels privatised based on its isolation and proximity to a group of houses. We are using section 5 along with sections 4 and 6 to extend a pre-existing track at section 6, and link it through to Lincoln reserve. The primary proposal is for wayfinding, without a formalised path.

Simple Aspects

Community support - The community supports this alignment

Geotechnical complexity - The ground is flat and not challenging, from a geotechnical perspective.

Ecological Complexity - Alignment is outside of the CMA and located in reserve space. Little risk to the estuary. If a formal path is proposed, ecological investigation may be required.

Cultural and Historical Significance - There are currently no obvious suggestions of significant cultural activity present along the walkway. As with most sheltered coastal sites in NZ the chance of discovery is always a possibility, therefore a methodology should be developed to manage any future discoveries. Opportunities to celebrate cultural history within this section of the reserve have not yet been put forward.

Technical complexity - Leading proposal is for wayfinding markers with no formal pathway. Some risk exists for flooding - If a formal pathway were to be considered the technical considerations and design solution will need to factor in the risk for flooding

Resource Consenting - Works outside of the CMA and

no formal pathway proposed. If a more formal pathway were to be considered the requirements for consent may increase

Cost considerations - Wayfinding markers are intended to guide people, no formal pathway is proposed. If a more formal pathway were to be considered the requirements for consent may increase.

Land Ownership - Kaipara District Council owns the land required for this section

Complexities

N/A

Project Challenges

N/A

SECTION SIX

Jordan St to Estuary Drive Coastal Walkway

Reason for Priority

General -A gravel pathway already exists in this location. Opportunity to supplement with the path with additional features (seating etc) may bring greater usage. Currently the path is partially isolated and does not provide a link between destinations. We understand that at the eastern end of the walkway housing is currently being developed. At the western end of the section we have suggested a linkage into section 4 and 5, which will then create a connection through to Lincoln reserve.

Simple Aspects

Community support - Track already exists and supplementation is supported by the community.

Geotechnical complexity - The track already established.

Ecological Complexity - Some erosion is present along the existing track alignment. Control of this through amenity planting could strengthen the current track alignment.

Cultural and Historical Significance - There are currently no obvious suggestions of significant cultural activity present along the walkway. As with most sheltered coastal sites in NZ the chance of discovery is always a possibility, therefore a methodology should be developed to manage any future discoveries. Opportunities to celebrate cultural history within this section of the reserve have not yet been put forward.

Technical complexity - The track has already been constructed. There is scope to upgrade this track if required.

Resource Consenting - Track already established and sets precedent

Cost considerations - The track is already established. Any costing considerations are most likely to go toward track upgrades and supplementary items, such as seating etc.
Land Ownership - Kaipara District Council owns the land required for this section.

Complexities

N/A

Project Challenges

N/A

SECTION NINE

Old Waipu Dr to Moir St and Mangawhai Wharf Space

Reason for Priority

General - Section 9 and 11 provide coastal access for the Mangawhai township area. The township is one of the more populated areas both in terms of residential buildup and visitor numbers. Access to and along the coast will enable local residents and visitors to utilise the coastal edge as part of an access and circulation network in the area. Section 9 specifically will provide improved connectivity to the coast for recreational picnicking and swimming activities at this location.

Simple aspects

Geotechnical complexity - The proposed alignment is within a flat reserve space. It is not considered complex, from a geotechnical perspective. Some erosion exists along the estuary edge, however for the majority of this section the pathway can avoid these eroded areas. Consideration should be made to fortify the area against further erosion in this location.

Cultural and Historical Significance - We recognise the presence of midden site/s along this section. The proposed pathway avoids this location.

Technical complexity - The land is anticipated to be stable and has a gentle slope through this area. Construction of a pathway is considered to be technically simple in this area. Some minimal use of boardwalks is anticipated to provide access over drainage channels and ground depressions.

Cost considerations - Pathway construction will be simple. Given the proximity to the Mangawhai township, a concrete pathway may be the most appropriate design solution in this area, which comes at a cost based on material price.

Land Ownership - Kaipara District Council owns the land

required for this section. One section of the alignment crosses private land, however it is understood that KDC already has an agreement in place to cross this section.

Complexities

Ecological Complexity - Pathway is proposed in close proximity to the coastal estuary environment. Consideration should be made to establish design and construction methodologies that protect this environment. Supplementary amenity planting could increase ecological value of the coastal edge.

Resource Consenting - Installation of a concrete pathway in this location will require consent.

Project Challenges

Community support - The community support ranked low for this section. Further consultation will be required to understand community concerns for this alignment.

SECTION ELEVEN

Mangawhai Wharf Space

Reason for Priority

General - Section 9 and 11 provide coastal access for the Mangawhai township area. The township is one of the more populated areas both in terms of residential buildup and visitor numbers. Access to and along the coast will enable local residents and visitors to utilise the coastal edge as part of the access and circulation network in this area. Section 11 specifically will provide coastal connections linking the residential communities and reserve at Kainui St, Pearson St and William Gilbert Dr through to the Mangawhai Tavern, Moir Street and the Mangawhai Township urban area.

Simple aspects

Cultural and Historical Significance - We recognise the presence of midden site/s along this section. The proposed pathway avoids this location.

Technical complexity - The land is anticipated to be stable and has a gentle slope through this area. Construction of a pathway is considered to be technically simple in this area. Some minimal use of boardwalks is anticipated to provide access over drainage channels and ground depressions. Some retaining and shoring up at eroded locations may be required for path construction.

Cost considerations - Pathway construction will be simple. Given the proximity to the Mangawhai township, a concrete pathway may be the most appropriate design solution in this area which comes at a cost based on material price. Some isolated parts of the pathway may be more expensive than others, based on fortifying undercut banks and providing erosion control.

Land Ownership - Kaipara District Council owns the land

required for this section. Some consultation with the tavern may be required to derive an optimum solution.

Complexities

Geotechnical complexity - The proposed alignment is within a flat reserve space. Not considered complex from a geotechnical perspective. Some erosion exists along the estuary edge, and in this location the ground may need to be shored up to afford path construction.

Ecological Complexity - The pathway is proposed in close proximity to the coastal estuary environment. Consideration should be made to establish design and construction methodologies that protect this environment. Supplementary amenity planting could increase ecological value of the coastal edge.

Resource Consenting - Installation of a concrete pathway in this location will require consent. Some erosion control measures may fall within the CMA adding additional requirements for consenting.

Project Challenges

Community support - Community support ranked low for this section. Further consultation will be required to understand community concerns for this alignment.

