

# **Mangawhai Historic Wharf Resource Consent Application**

## **Appendix 1:**

### **Community Consultation**



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Mangawhai Historic Wharf Trust  
March 2020

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## **1. Introduction**

This report outlines the community consultation undertaken prior to and since the March 2018 establishment of the Mangawhai Historic Wharf Trust (“the Trust”). The Trust was established to promote, re-establish, and operate a public wharf based on the design of the original wharf at Moir Street as a recreational asset for the benefit of the Mangawhai community and visitors.

The proposal to rebuild the wharf arose out of community interest in the natural and built heritage of Mangawhai Harbour and surrounds. The possibility was raised within the Mangawhai Harbour Restoration Society which then initiated a needs analysis. This was based on canvassing the response of community organisations to the proposal, and their ideas on what it might involve.

Once the need was confirmed, it was agreed to establish a stand-alone body, the Mangawhai Historic Wharf Trust, to advance the proposal through the statutory planning process. Part of the Trust’s role was to explore and consider the views of the community about the desirability of the wharf and the features people might be interested in.

The results of the needs analysis and community consultation have been brought together in this report by the Chairman of the Trust. The report deals first with the changes taking place in the Mangawhai community (Section 2). It then summarises the results of the needs analysis and community consultation (sections 3 and 4). It also outlines the communication programme that the Trust established to inform the community about the proposal and to allow feedback. The Trust’s conclusion based on these exercises is set out in Section 5.

## 2. The Mangawhai Community

This section describes the community setting for the proposal, drawing mainly on Census of Population (2006, 2013, and 2018) data.<sup>1</sup>

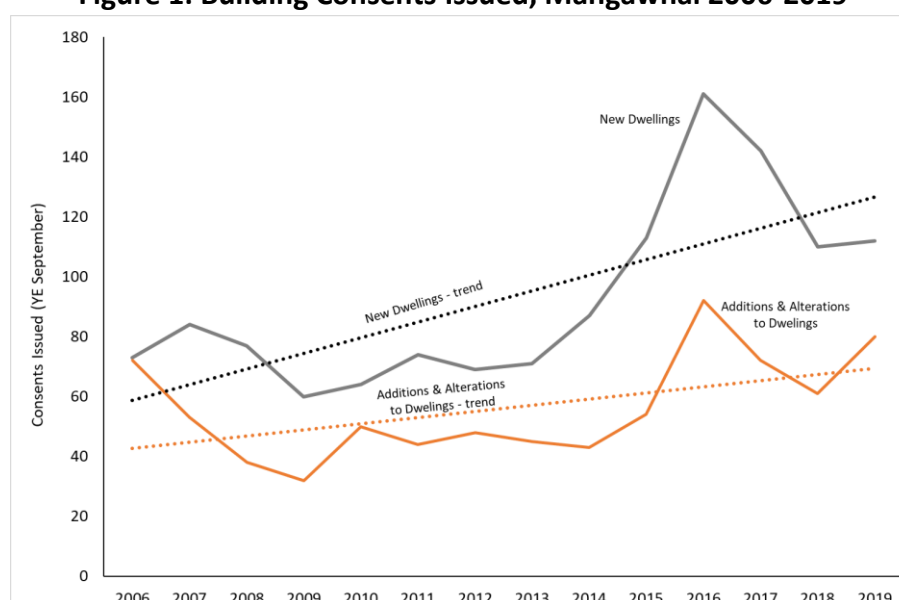
### Recent Growth

Mangawhai is a destination for many Auckland and Northland holidaymakers and for an increasing number of international visitors. Long a holiday settlement, population growth has been accelerating recently. Between 2006 and 2018 population more than doubled, from 2,310 to 5,030 residents.<sup>2</sup> An increasing rate of growth is seen in the annual average gain: 105 persons between 2006 and 2013 and 270 persons between 2013 and 2018.

With 220 residential building consents issued in September years 2018 and 2019 (although below the peak of 300 in 2016 and 2017), growth looks set to continue (Figure 1). Consents did fall off following the 2007-2008 Global Financial Crisis but recovered in 2013, reflecting pressure in the Auckland housing market leading older households to trade down and relocate and obliging younger families to seek more affordable housing outside the city.

Introduction of loan-to-value restrictions on borrowing and limiting overseas purchases flowed through to the Mangawhai housing in 2017. However, some recovery in the Auckland market since and a growing preference for ex-urban living should retain current levels of growth. Indeed, land availability and infrastructure capacity permitting, growth should continue at or above the long-term trend line, even if subject to short-term fluctuation, increasing demand for public amenities in and around Mangawhai.<sup>3</sup>

**Figure 1: Building Consents Issued, Mangawhai 2006-2019**



Source: Statistics NZ, Mangawhai Heads and Mangawhai Census Area Units ("Urban Mangawhai")

- <sup>1</sup> This section is based on an analysis by Dr Philip McDermott of Mangawhai Heads
- <sup>2</sup> Census of Population, for Mangawhai, Mangawhai Heads, and Mangawhai Rural SA2 Units (Stats New Zealand), referred to here as Greater Mangawhai
- <sup>3</sup> The short-term impact on the housing market of the Covid-19 pandemic is unpredictable at the time of writing but may well favour smaller, low-density settlements in the medium term.

New dwellings only tell part of the story. The conversion of holiday homes to permanent residences tells another. Assuming between 400 and 460 additional dwellings were completed from 2013 to 2018<sup>4</sup>, some 90 to 150 of the 650 Census gain in household numbers involved conversion of holiday homes to permanent residences. This is presumably reflected in the building consents issued for additions and alterations (Figure 1).

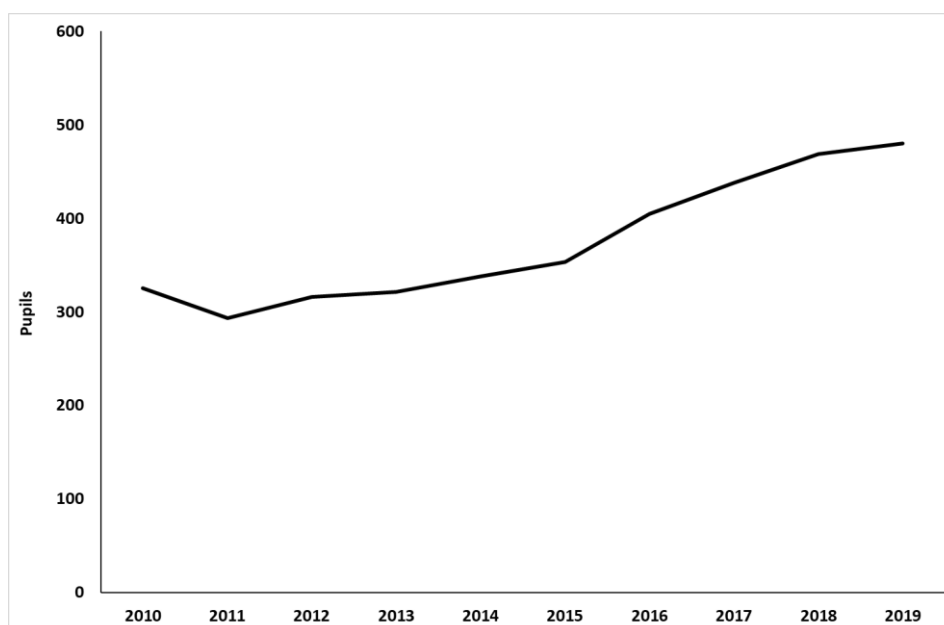
Interestingly, this growth was accompanied by an increase in average household size, which increased by 10% between 2013 and 2018, to 2.5 persons per household.<sup>5</sup> The average size of the additional households over that period was in fact 2.9 persons.

Increasing average household size is consistent with a transition from a traditional holiday destination, in which retirees dominate permanent residency, to a more balanced settlement with more young families. Another sign of this transition: Mangawhai is now seeing more new permanent dwellings built than holiday homes. Between 2006 to 2018 unoccupied dwellings (a surrogate for baches) increased by 40%, well behind the doubling of occupied dwellings (107%). Consequently, unoccupied dwellings fell from 51% to 41% of total dwellings in Greater Mangawhai over the 13 years.

### A Younger Population

One consequence of rapid growth in permanent population is more young families, leading the increase in average household size. This is evident in the growth of the school roll (Figure 2), up 64% since 2010, or 7% per year.

**Figure 2: Mangawhai Beach Primary School Roll, 2010-2019**



It is also seen in differences in the growth of age groups, aligned for present purposes with stage in the life cycle (Figure 2). *Child and Youth* (0-19 years) refers to the “growing and learning” stage. The next stage (20-39 years, *Young Family*) covers tertiary education,

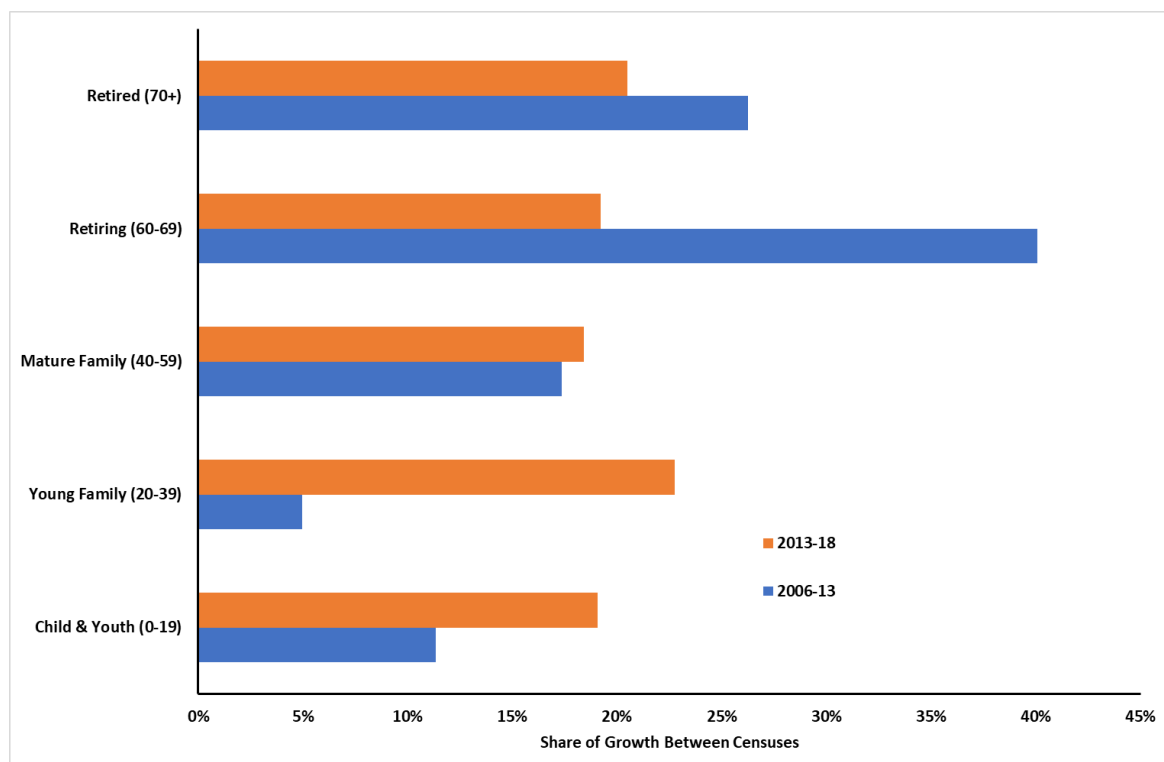
<sup>4</sup> Assuming: (1) two years between consent issued and dwelling completed; (2) at least 10% of consents replacements for existing dwellings; and (3) as many as 10% are not taken up.

<sup>5</sup> Based on Mangawhai and Mangawhai Heads Census Area Units (CAUs)

workforce entry, career commencement, relationship formation, and child-bearing ages. In the *Mature Family* (40-59 years) most people are established in work and family relationships. Teenage or adult children may still be at home. In their 60s people are transitioning into retirement, while above 70 years the majority are likely to be fully retired, or at least not in regular paid employment.

There was a clear shift towards the younger categories in the second period considered (2013-18). Most noteworthy is the gain in Young Families after 2013, with just 5% of growth from 2006 to 2013 but 23% from 2013 to 2018. This was also reflected in the Child and Youth category (and 50% growth in the school roll) over the five years to 2018 .

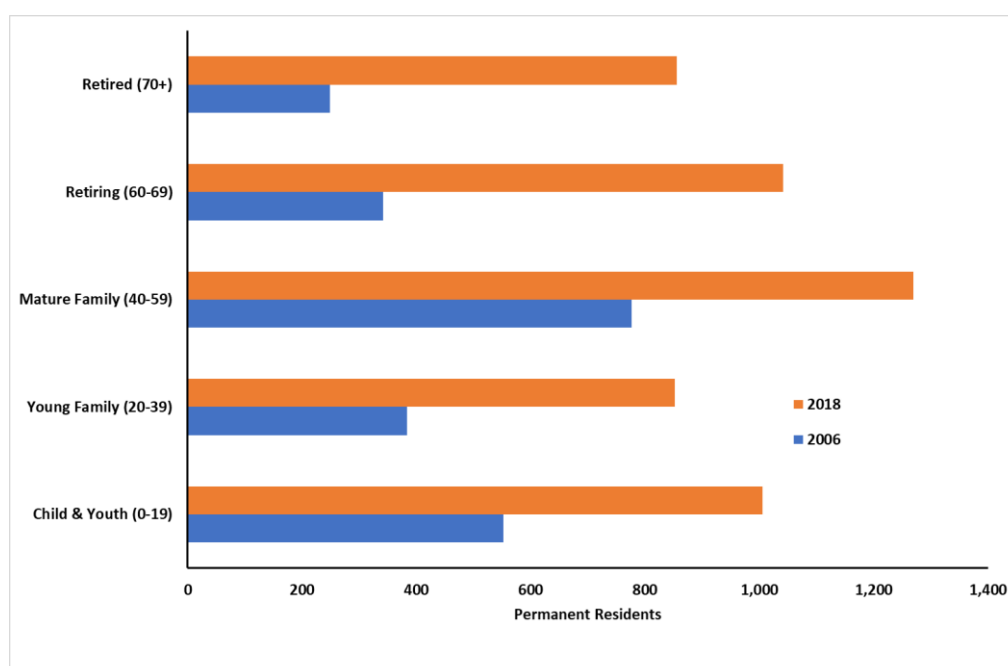
**Figure 3: Mangawhai Shares of Population Growth by Age Group**



The total population remains weighted for the time being towards the Mature Family, late career (Retiring), and post-working age (Retired) groups (Figure 4). Nevertheless, the substantial gains made by the Young Family and Child and Youth groups raise the prospect of future growth driven increasingly by younger households responding to local opportunities from the development and the service demands of growth, as well as by housing affordability and lifestyle choice.

This means that the amenities offered in Mangawhai need to appeal across age groups. Emphasis on family-friendly-facilities is important to help maintain momentum towards a more balanced age structure and to cater for the current community and for anticipated growth. The rebuild of the Mangawhai wharf is expected to play a positive role in this.

**Figure 4: Mangawhai Population Age Structure, 2006 and 2018  
Shares of Total Population**



### Visitor Numbers

Despite the rapid growth of permanent households, holiday homes remain a large share of total dwellings (around 1,500 compared with 2,100 occupied houses in the 2018 Census). Despite the conversion of some to permanent residences, the number continues to grow. At the 2018 total with, say, three or four people staying in bachs on average, the summer population would be boosted by between 4,500 and 6,000 at peak.

Commercial accommodation (camping grounds, cabins, and motels) could account for another 18,000 overnight visitors during the year<sup>6</sup>, and day visitors perhaps 5,000 to 10,000, the majority in the three summer months. The public benefits of the wharf as a harbourside amenity are substantially lifted by likely visits and use by non-residents.

### Prospects

The *Mangawhai Community Plan* (Kaipara District Council 2017) projected a population of 4,000 by 2030. The *Kaipara District 2018/28 Long Term Plan* drew on Statistics NZ projections for Mangawhai and Mangawhai Heads Census Area Units to project a population of 4,890 in 2028. These estimates are clearly low.

Statistics NZ projections rely on past migration to guide to future gains. Its extrapolation methods dampen the effect of short-term changes. This underplays the dynamics of local housing and labour markets and the shifting structure and preferences of new households. Hence, even the high growth projection for just five years from the 2013 to 2018 Census of 3,730 fell well short of the actual population (over 4,090 for the urban settlement<sup>7</sup>).

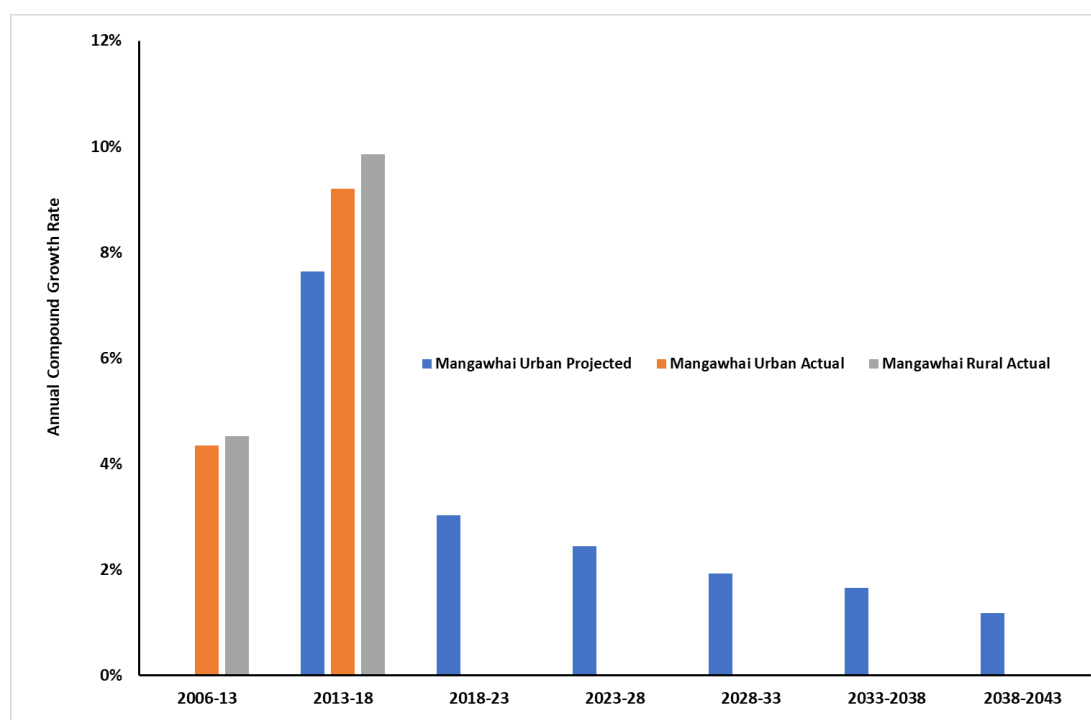
<sup>6</sup> Estimate based on visitor nights.

<sup>7</sup> The difference was in fact larger as Mangawhai CAU boundaries were reduced for the 2018 Census

The changing age profile of new residents suggests that growth over the next ten to twenty years will continue to exceed expectations. Figure 5 compares the projected annual growth rates used by Statistics New Zealand for the five yearly intercensal periods with the actual annual growth rates recorded between 2006 and 2013 and then 2013 to 2018.

Actual population growth from 2013 to 2018 (orange) was well above the high projection (blue). Even that figure can be considered misleading if it is accepted that the traditional “urban” parts of Mangawhai (the Heads and Village) no longer define the community of interest given the rapid growth of the immediate hinterland (“Mangawhai Rural”).

**Figure 5: Actual and Projected High Population Growth, 2013 to 2033**



The Stats NZ figures project a substantial reduction in the growth rate, down to 3% between 2018 and 2023, a figure that contrasts with the likelihood that growth over each of the past two years has reached or exceeded 10%<sup>8</sup>. Clearly, the 2018-2023 projection will fall well short, and this may be the case for the balance of the period, providing the capacity exists to meet sustained demand for housing and services from new residents.

## Conclusion

The proposal to rebuild the wharf outlined is taking place in a rapidly expanding settlement and so will offer an amenity to growing numbers of residents as well as visitors. The response of the current community can be usefully considered as a guide to the likely interest in and benefit a growing population might derive from the rebuilt wharf.

<sup>8</sup> E.g 400 completed permanent dwellings at 2.5 persons/dwelling over the past two years would be 10% growth/year (500 people), including Mangawhai Rural. At 2.9 persons/per household the growth rate would 11.5% per year (680 people)



### 3. Needs Analysis

A cross-community project team was assembled by the Mangawhai Harbour Restoration Society with the aim of determining whether there was likely to be sufficient enthusiasm in the community to justify rebuilding the wharf. A needs analysis was conducted, drawing on eleven community bodies and agencies. They were contacted in March 2017 and asked to provide comments on the desirability of the proposed wharf and, if they agreed with the concept, to identify any attributes that their members or “constituents” (e.g., parents and families in the case of schools) would see as important.

The organisations were first asked to respond to the proposal generally, then to nominate the specific needs the wharf might cater for, and, finally, to prioritise them according to three categories: *must have*, *should have*, *nice to have*. Responses are summarised below.

#### Overall Needs

##### **Kaipara District Council**

A wharf off Moir Street would provide an opportunity for the community to access and enjoy the harbour and surrounding environment from Mangawhai Village. As the community grows, recreational opportunities such as boat ramps and coastal facilities are under increasing pressure. A wharf in this location can shift the pressure off other coastal facilities such as the boat ramps at Sellars Reserve and Alamar Crescent. It also provides a connection to the history of Mangawhai Village at the original wharf location.

A wharf will be a significant coastal structure with substantial costs to build and maintain and is not considered a priority project for Council “at this time”. However, Council may have capacity to support a community organisation through non-financial means. Furthermore, additional factors need to be investigated, such as car parking to support this facility, particularly as there are already constraints on space within this area.

It should be noted that in December 2019 the Council provided a letter in support of the initiative (Attachment One). This emphasises alignment of the project with the Mangawhai Community Plan and its expectations of population growth, the role of the wharf in a growing visitor sector, and its contribution at that location to the character of Mangawhai.

##### **Mangawhai Business Development Association**

The Association circulated the proposal through its membership and reported a positive response. Rebuilding would bring a positive vibe to Mangawhai leading to increased exposure of the area, in turn leading to increases in domestic and international visitors.

##### **Mangawhai Walking Track Trust**

The reconstruction of the wharf would add to the Trust's objective of establishing a round-harbour walkway both in its historical significance as well as its physical accessibility.<sup>9</sup>

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<sup>9</sup> In 2019 the Trust received consent to create a boardwalk through the mangroves to link the Back Bay walkway with the Pearson Street esplanade reserve, providing continuous public access along the harbour edge from Molesworth Drive to Moir Street where the wharf is proposed. It is intended to explore the incorporation of this section of the walkway into Te Araroa Trail, reducing on-road sections.

### **Mangawhai Boating and Fishing Club**

In the opinion of the executive rebuilding the Historic wharf will not directly affect the long-term infrastructure objectives of the Club or its membership. Direct usage of the facility by members will be the same as any other Mangawhai resident or visitor. However, all tide access, by opening up the current non-navigable channel to the Wharf from Heads to Village, would give inner harbour boaties more harbour area to use recreationally and perhaps help reduce summer congestion at the Heads.

Any dredging<sup>10</sup> may help our long term strategic objectives which are: additional ramp facilities i.e boat launching with adequate parking for cars and trailers and traffic management, relocation of an expanded Boating and Fishing Club catering for Sea Scouts, a Sailing Club, Waka Arma, a Restaurant on the water and a Marina to remove current moorings from the estuary and provide more room for water recreation. These listed objectives do not have to be in the vicinity of the Wharf.

If the Wharf proceeds it needs to cater for fishing for adults and children. With tide movement a floating section or pontoon should be incorporated into the design. This would also allow craft to moor alongside the wharf to disembark passengers without having to climb ladders. Also, lighting would cater for safety and night use and be a bonus for fishing.

### **Mangawhai Harbour Restoration Society**

The Society has an objective to assist the community restoring the historical features of the harbour. The restoration of a wharf to meet today's needs would be a significant step in this regard. A wharf would link both ends of the harbour, and the Village and Heads, by sea, enhancing the utility of the harbour. It would also open up the upper harbour for recreation activities by the community. It would provide a focal point for a growing community.

### **Mangawhai Beach School**

With a growing population, Mangawhai needs to address and support recreational use of waterways.

### **Mangawhai Preschool**

The children and their families would use this wharf to safely board their boats and families would enjoy fishing safely with their children from the wharf.

### **Mangawhai Activity Zone**

MAZ sees the rebuilding of this landmark as an opportunity for youth to utilise the wharf with construction of an additional floating pontoon for sail and paddle craft. It would be the Mangawhai Water Zone

### **Tern Point Residents**

No Comment

### **Mangawhai Museum**

The recreation of an historic feature of the Mangawhai Harbour would assist in linking the Mangawhai Community with the harbour.

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<sup>10</sup> It is noted that no dredging is required for wharf construction.

## Northland Inc

While there is no direct commercial aspect to the project, it would be expected to help generate downstream economic spin-off by adding to the base of community infrastructure in the area. Auckland's rapid growth and the city's northwards population growth are seeing Northland's southern locations such as Mangawhai become increasingly attractive as options for residential relocation. Additional public infrastructure and community facilities help fast-developing areas such as Mangawhai become more desirable places to live and therefore to relocate to, for business and lifestyle reasons.

The location adjacent to the Mangawhai Hotel and with an easy walk to Mangawhai Village, would assist the growth of commercial opportunities in the area by stimulating additional recreation-based visitation, including increased foot and vehicle traffic in the area

## Specific Needs

No organisation disputed the need for the wharf, all endorsing it through their comments and expectations (Attachment Two). Most see it as contributing through additional access to the harbour and recreation amenities. While suggestions were generally enthusiastic, it is noted that the wharf will not meet all expectations. Enhanced boat launching and parking (associated with the existing ramp), for example, public toilets and changing rooms, harbour dredging and boat refuelling are not provided for in the proposal.

Beyond seeking their general comment, the organisations (or their representatives) were asked to prioritise things that might be associated with the wharf on a three-point scale. Responses were as follows:

- must have =1;
- should have = 2;
- nice to have = 3.

The items were grouped into *active recreation*, *passive use*, and *amenities* and their points based on the individual ratings summed to indicate relative endorsement by the eleven organisations (Table 2). The results show that the capacity to cater for active use – boating, swimming (ladders), and fishing – rank highly among the organisations. At the other end of the scale, with lower overall levels of endorsement, are more commercial uses – refuelling, storage and commercial activity generally.

The importance of simply being able to walk on the wharf is reflected in a concern for interpretation (display board and links to the past), seating and shelter, and catering for pedestrian, handicapped, and bike access. Access is important generally, with parking high on the list of associated needs although the setting is one that is well placed to attract walkers<sup>11</sup> and not rely on car access.

Among desirable amenities, toilets and lighting stand out, the former reflecting a lack of public toilets in the vicinity generally. Provision for safety is also important.

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<sup>11</sup> See footnote 9

**Table 1: The Desired Wharf Role and Amenities identified in the Needs Analysis**

Item	Agency:											Score
	Kaipara District Council	Mangawhai Beach School	Business Development Assoc.	Boating and Fishing Club	Harbour Restoration Soc.	Mangawhai Kindergarten	Tracks Charitable Trust	Mangawhai Activity Zone	Tern Point	Mangawhai Museum	Northland Inc	
	Active Uses											
All tide access small boats	3	3		3	3	3			3	3	3	24
Yacht & Kayak launching & retrieval	3	3	3		3			2				14
Floating Pontoon	2			3		2		3				10
Ladders		3		3		3						9
Fishing					3	2				2		7
Re fuelling										2		2
	Passive Use											
Pedestrian and Bike Width	2		3				3			3		11
Link to the past	3							3		3		9
Seating	3		2		3							8
HC Access					3		3					6
Display Board	3		1							2		6
Shelter				2								2
	Amenities											
Parking	3		3		2			2	3	3	3	19
Toilet facilities	3				1					3	3	10
Safety		3			3	3						9
Lighting				3	3			2				8
Power	3									2		5
Commercial Activity										2	2	4
Capacity		3										3
Bike racks			2									2
Changing Facilities	1											1
Storage					1							1

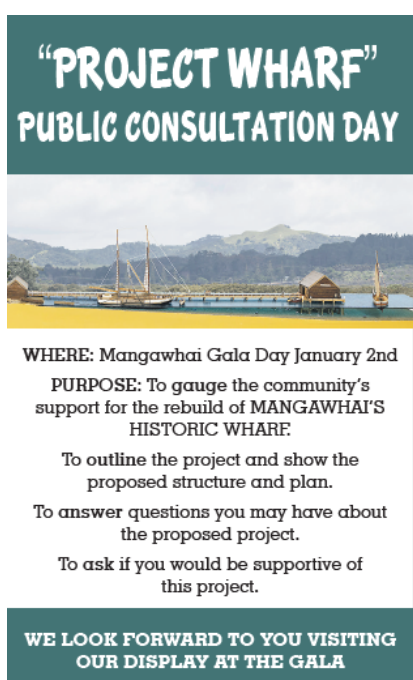
## 4. Consultation

### Events

Once community support for the wharf was confirmed through the needs analysis, a commitment was made to seek a resource consent. A series of expert reports was commissioned, and a programme of public consultation undertaken.

The wider community was invited to two events, a stand at the annual gala (January 2<sup>nd</sup> 2018) and an open day at the Mangawhai Museum (January 28<sup>th</sup> 2018), enabling people to sight the plans and visual renditions and to ask questions about the project.

The community was informed of the events through radio and community newspaper advertising and, in the case of the Museum, through posters and fliers. Prior to the open day a dedicated email address (mangawhaihistoricwharf@gmail.com) was set up to facilitate communicating directly with the project. The display remained in the museum foyer for several weeks after the open day with people being able to email their views. A Question and Answer information sheet (Attachment Three) was made available at the gala and Open Day with the aim of encouraging an informed response from those interested in the proposal.



The gala day stand received a constant flow of visitors, a benefit of being at the gala itself. Interest in the project was high with people showing genuine interest in the prospect of the historic wharf being rebuilt. Visitors were able to view the plans and renditions of the wharf in-situ from a number of perspectives around the harbour (as contained in the landscape visual assessment, Appendix 7). Project team members were on hand to discuss the project and answer questions. A comprehensive question and answer sheet was also prepared and displayed (and placed on the website<sup>12</sup>).

Those who visited the stand at the Gala were asked to share with the project team how they felt about the wharf: whether they supported it or not, and to make any suggestions or voice any concerns they had about the project.

At both events, the Gala and Museum Open Day, visitors were also asked to write their thoughts on a post-it note, sign it, and place it on a white board. The feedback gathered in this way saw 97% support for the project, with only five negative responses. These are listed verbatim in Attachment Four.

<sup>12</sup> <https://www.mangawhaihistoricwharf.com/q-a>

Those who were in support generally felt it would be a valuable addition to the community's recreational facilities. A number also endorsed the historical connection it would provide.

Those who were not in favour cited environmental reasons, including the possible impact on the fairy tern. (Others saw the prospect of reinforcing awareness of the conservation needs of the fairy tern). Most concerns related to adequate parking and ensuring the channel around the wharf was navigable across all tides. Suggestions included fund-raising ideas, channel marking, boat speed controls, design suggestions, and mangrove removal. Many are outside the remit of the Trust. Others, such as dredging, are not being considered.

In addition, visitors to the gala and the museum stands were invited to become friends of the Mangawhai Historic Wharf by registering their contact details. One hundred people opted to do so and others have followed through Facebook (see below).

In addition to these events, the Trust operated an information stand at the Mangawhai Tavern Market attended by members for four hours on six Saturdays in October and November 2019. This period aligned with fund-raising for preparing and submitting the resource consent. These well-attended markets provided further exposure to many people and the opportunity for questions and comment. Over that period support was continuously expressed by passers-by and only one negative comment was received.

### **Neighbours**

The Trust, through the Chairman and a member of the project team made personal visits to all the near neighbours of the proposed wharf. Each was fully briefed on the project and asked to complete and sign a questionnaire covering their thoughts about the wharf, including their level of support, concerns, suggestions and need for further information.

The response was overwhelmingly positive, with only two concerns raised. One related to the possibility of dredged material being dumped on the foreshore. As no dredging is required this concern is unfounded. The other related to the shed on the end of the wharf impeding the view. The decision to leave the east and west facing walls open will minimise any such impact, affording a view of the harbour and Moir Point through the structure.

### **Publicity**

The Trust's approach to consultation was to take the proposal into the community through events and venues known to be well attended by a cross section of locals as well as by visitors and to seek a response from them. Among other things, this meant providing information as widely as possible within the community.

Hence, it has established a presence through its wharf rebuild website and Facebook page. There were 410 website visits between 11 November 2019 and 2 February 2020, during which 314 people signed on as Friends of the Wharf. Some of these were directed through the Facebook page, which recorded over 650 views between being set-up on 26th October 2019 and 10 February 2020.

The rebuild initiative has also featured in several newspaper articles across the wider region (Attachment Five). None of these initiatives have generated a negative response.

Perhaps more importantly, they were designed to increase awareness of the proposal and to ensure that for many people, the physical display stand they encountered at one of the events or the market was not their first exposure to the prospect.

The project was also publicised through Mangawhai's Community Facebook pages during the fundraising campaign for the resource consent. The fact that the community donated \$80,000 to fund the application in just 6 weeks further demonstrates strong local support.

## 5. Summary and Conclusion

The Trust has been proactive in seeking out community opinion towards and suggestions for the proposed wharf rebuild. The decision was made to proceed to a resource consent application only when the cross-community working group was satisfied from the views of selected community representatives that it would be an amenity valued by the community. Following this endorsement of need, the proposal was put before the public through print and social media and through a presence at three key community channels – the gala, the museum, and the market. The response was overwhelmingly positive, as demonstrated by the public commitment to funding the resource consent process.

There is strong support in the community, and very little opposition to the historic wharf rebuild. Support can be expected to be sustained as the community grows.

The limited objections raised relate to environmental matters. These are addressed in the expert reports and the Assessment of Environmental Effects (Appendix 3). The Trust is committed to managing any possible adverse effects documented in the expert reports during and after construction. The Trust is equally committed to working with the Northland Regional Council and other relevant bodies to ensure that activity on the harbour respects both its history and environment. For example, there are significant design constraints which mean that not all the expectations of supporters will be fully met. There will be no dredging undertaken, for example, no commercial facilities, reclamation, or water or wastewater services on the wharf.

**The Trust concludes that the consultation demonstrates strong support by the Mangawhai community at large for the rebuild. It is to be expected that demand for and support of the facility will grow with the solid population growth that can be anticipated for the area over the next ten to twenty years. The response to the initiative received by the Trust indicates that the active and passive public benefits fully justify advancing the project.**



## Attachment One: Letter of Support, Kaipara District Council

KAIPARA DISTRICT COUNCIL

17 December 2019

Northern Regional Council  
Private Bag 9021  
Whangarei Mail Centre 0148

To whom it may concern

### Letter of support for Mangawhai Historic Wharf Rebuild consent submission

Kaipara District Council's vision is 'thriving communities working together' and we've been collaborating with the Mangawhai Historic Wharf Trustees on their project scope and alignment to our Mangawhai Community Plan.

Kaipara district is on the rise, and Mangawhai alone has projected growth of 40% to 2028, taking us beyond 10,000 during peak holiday times. On the twin coast discovery route, Mangawhai also receives thousands of visitors passing through. As these numbers grow, so does the expectation of well-designed and usable facilities.

Mangawhai is built around the harbour and caring for our coastal character and history is a priority ahead for Kaipara District Council. Our intent is to complete the network of esplanade reserves for coastal recreation and enjoyment, Moir Street included, to enable more boat/kayak launching, and all tide coastal walking and cycling. The Mangawhai Historic Wharf would be a key attraction together with the Mangawhai Tavern, celebrating Mangawhai's past, and a valuable over-water contemporary structure for further activity.

With the development of a slow street through Mangawhai Village, roundabouts at Insley/Moir Streets intersection and Moir Street/Molesworth Drive intersection, and further parking provisions, vehicle flow will improve and access to the Wharf and coastal reserves will be more achievable.

Kaipara District Council is looking to the future, and through our spatial planning, a refreshed District Plan, and our 2028 Long Term Plan, we'll create a well-planned infrastructure footprint for our residents, to welcome visitors, and offer plenty of active outdoor opportunities. We feel the Mangawhai Historic Wharf rebuild aligns well to our plans and is a good decision for our future.

Yours faithfully



Louise Miller  
Chief Executive



Kaipara he Whangarei  
**KAIPARA**  
DISTRICT  
"The District" "Our Harbour"

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www.kaipara.govt.nz

## Attachment Two: Needs Analysis, Specific Requirements

### Kaipara District Council

#### ***Specific Needs***

Safe public access along the Mangawhai Harbour. Pedestrian access is very un-safe and un-clear at the existing boat ramp.

Additional all-tide boat ramp access to cope with growth in demand.

Additional Parking to ensure that the effects of parking do not become an issue for the neighbours.

Public Toilets. The need for public toilets at Alamar Crescent boat ramp is a constant issue for Council and visitors.

General amenities. Amenities to ensure this area can be enjoyed by all ages

#### ***Must have***

As a coastal location public access to the harbour through esplanade reserves and walkways is key. Having safe pedestrian access along the harbour is important.

All tide boat access

Sufficient parking to provide for users of this facility, including trailer boat parking

A single pan unisex toilet

Good public amenities such as seating, dingy racks, kayak launching area, grassed areas, shade, interpretative signage about history etc., concessions, power outlet for concessionaire

#### ***Should Have***

Floating pontoon

Clear pedestrian access through the area

Public amenity facilities such as seating and kayak access At least the number of car parks to meet District Plan rules 2 pan toilets

Good public amenities such as seating, cycle racks, grassed areas, shade , concessions, power outlet for concessionaire

#### ***Nice to Have***

Concrete footpath

More than minimum requirement for parking Changing facilities; shower

Good public amenities such as seating, grassed areas, shade, concessions, power outlets for concessionaire

### Mangawhai Business Development Association

#### ***Specific Needs***

Car and possibility bus parking needs to be considered in the design.

Beach access for sail dinghies/kayaks etc

#### ***Must Have***

Wide enough for walkers, cyclists etc.

#### ***Should Have***

Bike racks, seating at the end

#### ***Nice to have***

A display board or commentary on the history of the wharf

## **Mangawhai Tracks Charitable Trust**

### ***Specific Needs***

Good walking width. The jetty is slightly peripheral to the Trust's objectives but would enhance the round harbour experience

### ***Must Have***

Access for able and disabled individuals. ie wheel chair and mobility scooter access

## **Boating and Fishing Club**

### ***Specific Needs***

Easy access for all ages and disabilities. Safety equipment readily on hand.

### ***Must Have***

Wharf that can access water for most of the tidal range. Ladder back up to wharf from water.

Pontoon, lighting. No ban on fishing or swimming.

### ***Should have***

Lighting for night visitors. Some form of shelter.

### ***Nice to have***

Different levels of wharf or pontoon for fishing.

### ***Comment***

We want the wharf to be user friendly for the activities we promote, namely boating and fishing.

## **Mangawhai Harbour Restoration Society**

### ***Specific Needs***

Access from the sea (boating)

Access from the land

Access to and from the water (swimming)

Health and safety

Parking Practical width

### ***Must Have***

Access to end of the wharf during all tides

Easy access for disabled. Level walk on and walk off.

Ability to wheel small yacht cradles on and off

Easily accessed floating pontoon(s) to connect the wharf to the sea.

Safe in all tides from the wharf, including young children. Rescue rings on wharf. Sufficient close parking to allow easy access for families and small yacht cradles

Sufficient width to allow groups to come and go and which allows for small yacht cradles families fishing

Low maintenance.

References the original wharf.

### ***Should Have***

All tide access to the wharf along all

sides Accessible across the tidal range

Closed during functions/concerts at the hotel Parking incorporated into the wharf

Seating and

lighting

### ***Nice to have***

Vehicle access

Adjacent toilets

Storage for kayaks and small yachts

## **Mangawhai Beach School**

### ***Specific Needs***

Access to water for more children at most tidal ranges.  
Easy walking distance from school.

### ***Must Have***

Capacity to comfortably hold 30 children and 10 adults.  
Rails down sides for safety  
Ladder to get back up to wharf from all platforms.

### ***Should Have***

Platform at end that has lots of space

### ***Nice to Have***

Pontoon to get closer to the water at all tides.  
Aesthetics: looks in keeping with area and historic character  
lots of space.

## **Mangawhai Pre-School**

### ***Specific Needs***

Safe access to the water. Families need to be able to access wharf safely for the enjoyment and for getting on/off boats  
Access to the water for the public.

### ***Must Have***

Ladder back up to the wharf  
Safe access to allow maximum use of the waterways

### ***Should have***

Plenty of room for both boaties and families  
fishing  
Large useful wharf pontoon

### ***Nice to have***

Floating pontoon

## **Mangawhai Activity Zone**

### ***Specific Needs***

Replicate the old  
wharf

### ***Must Have***

Floating pontoons to be used for sail and paddle craft both for training and recreation for youth.

### ***Should have***

Parking, lighting, boat ramp.

### ***Nice to have***

## **Tern Point Residents**

### ***Specific Needs***

Parking

### ***Must Have***

It is essential to have a reasonable amount of space to accommodate trailers and cars for yachts as well as parking for visitors.

***Should have***

Ideally it should reach the low tide (water) level to allow maximum use of the facility.

***Nice to have***

A pontoon (depending on the length of the wharf).

## **Mangawhai Museum**

Specific Needs

Design

Position

Public access

Community impact

***Must Have***

Similar length to original wood construction and to include the 2 shed structures

Predominantly for recreation use from land and sea

In exactly the same place as the original

Pedestrian access except where commercial functions by Tavern/or other commercial uses

Access by light pleasure boats

A “place to go” call about it. Bringing the upper harbour alive

Management of vehicles/trailers.

Incentive to walk to the wharf from the village.

Toilets

Access to both sides of the wharf at all tides

***Should have***

Services such as electricity, boat fuel, fishing place

Ability for some commercial use by tavern/private enterprise

Some boat access all tides

Tourist maps and museum brochures

***Nice to have***

Larger boat access

10-15 designated car parks

Photo and history of the original wharf

## **Northland Inc**

***Specific Needs***

To maximise the potential of these recreational and commercially-linked opportunities, the provision of toilets and bus parking in the vicinity of the Wharf would be logical to consider as part of the development. It is also likely that the opening up of the Upper Harbour area through development of the Wharf would lead to the later identification of other, commercially-based visitor activity in the vicinity

## Attachment Three: Question and Answer Sheet

### Available at Museum Open Day and on Trust Website

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#### Who are we?

*We are a cross-community group coordinated by the Mangawhai Harbour Restoration Society. We are working together to rebuild the former historic wharf, which was built in the 1880's and demolished in the 1950's. Along with the MHRS, the Museum and Historical Society, the Business Development Association, the School, the Mangawhai Boating and Fishing Club, and The Mangawhai Activity Zone all have members on the project team.*

#### Why is the historic wharf being rebuilt?

*This project as an excellent community-wide initiative which will provide the growing Mangawhai community with not only a tangible link to the history of the district but also with a very valuable asset for the enjoyment of our growing community. It will provide a means to link both ends of the harbour by sea, and a place for the young and old to fish, stroll and relax. It would be a feature on the round harbour walking tracks and potentially a base for passive water sports such as kayaking and sailing*

#### What materials will the wharf be built from?

*The primary material will be wooden poles, braces and planks held together with stainless steel hardware/ The floating pontoon will be aluminium and concrete. The shed at the end of the wharf will be constructed from timber with a corrugated iron roof.*

#### What facilities will the historic wharf have?

*The wharf will have a 12m by 4m floating pontoon to allow easy access to and from the water. It will have a 7m by 6m shed at the end to provide shelter and reflect the design of the old wharf. There will be navigation and safety lighting along with a life buoy ring and ladders. As the wharf will not house any commercial activities it is not planned to have services such as water and waste on the wharf.*

#### What are the dimensions of the wharf

*The wharf will be 102m long in total, as was the former wharf. This length is so it reaches out into the channel. The first 90m is 3m wide and then it opens up to 11m by 12m section on the end. There will be a 7m x 6m shed on this section. The shed will be open on two sides and closed on the other two. On the right side of the end section (looking from the road) there will be a 12m by 4 metre floating pontoon. The pontoon will be linked to the end section of the wharf by a 14m long gangway.*

#### What are the differences between the original wharf and the rebuilt wharf?

*The rebuild will*

- be using treated timber and not native timbers*
- have fittings will be marine grade stainless steel*
- have a shed at the end, which is smaller allowing more recreational use*
- have lighting and safety equipment to reflect today's requirements*
- have a larger pontoon with easier accessed compared to the original pontoon*

#### Who has been consulted about the wharf rebuild?

*So far we have undertaken a Needs Analysis with a wide range of community groups; spoken to neighbours and those close to the location of the wharf. We have also commissioned an Environmental and Seabed Assessment and a Visual Impact Assessment. We are conducting two open days – at the Mangawhai Gala and on Auckland Anniversary weekend at the museum.*

#### Where will the historic wharf be located?

*The historic wharf will in the same location as the original at the end of Moir Street.*

#### Who can use the historic wharf?

*It will be open to the whole community and visitors for recreational purposes.*

**Will there be any commercial activities?**

*No commercial activities are foreseen with the possible exception being a water taxi operation or similar.*

**What is the environmental impact of the historic wharf?**

*We have commissioned environmental and visual impact reports, which will form part of any resource consent application. These reports are available on request.*

**What will the historic wharf cost?**

*We are still working through the numbers and it will also depend on how much of the construction can be undertaken by volunteers. At this stage we envisage a number between \$300,000 and \$400,000. This would include a sum for future maintenance and insurance.*

**How will the historic wharf be funded?**

*The historic wharf will be funded by our wider local community through contributions in cash and materials. So far, we have had a \$20,000 grant from the KDC via the MELA fund. The grant is to conduct a feasibility study for the historic wharf. The MELA fund is a capital fund administered by the KDC for development projects in Mangawhai.*

**Will it affect my rates?**

*It will not affect your rates bill. We will all make a discretionary decision to contribute to this valuable community amenity or not. We hope you will.*

**When will it be built?**

*Once we have completed the feasibility study, including community feedback, obtained a Resource Consent and raised sufficient money to get underway. Probably late 2018 at the earliest.*

**Who will own and maintain it?**

*The historic wharf will be owned and managed by a single purpose charitable trust. It will operate as an entity under the Mangawhai Harbour Restoration Society. Trustees will be appointed from the community of Mangawhai.*

**Will the channel be dredged?**

*This will be subject to the resource consent. It is planned to have the wharf useable by boats up to 7m in length.*

**Can boats tie up alongside it?**

*Yes, the aim is for boats up to 7m to be able to use the wharf, or parts of it, across the tidal range. The purpose of the floating pontoon is to allow easy access to and from the sea. The 14m ramp will enable people of all ages to walk between the pontoon and the wharf easily*

**Can you fish from it?**

*Yes, from the wharf and the pontoon.*

**Will the existing boat access remain?**

*Yes, it will remain.*

**Will there be parking?**

*The provision of additional parking is being discussed with the KDC.*

**Where are we in the process?**

*We have completed the Resource Consent drawings, the environmental and visual impact reports, and in the process of completing other elements of the consent process – consultation and ownership. We are also working on funding options and ideas.*

**How can I help?**

*Let us know what you think about the historic wharf rebuild and any suggestions you might have to ensure it gets built, funded and used in the way you believe it should be.*

## Attachment Four: Post-It Feedback from Gala Day and Museum Open Day

NOT in support	
No	Let's turn the clock back 100 years
No Way	Fairy Tern feeding grounds by Mangawhai Pub. Will be death knell for NZ bird
No	Fairy Tern feeding grounds
No	This is a terrible idea - a waste of money and will wreck the environment
No	Fairy terns deserve consideration
IN support	
Yes	Great community facility
Great concept	ASAP. Will help to enhance our special place
Yes	Great idea
Yes	
Yes	All support. Great idea
Yes	
Yes	Do it
Yes	
Yes	
Yes	
Yes	
Yes	Overdue
Yes	
Yes	For sure
Yes	To historic wharf. More dredging
Yes	Great idea
Yes	Definitely support proposal
Yes	
Brill	
Yes	Need to dredge
Brilliant idea	Lets' do it
Great Idea	In favour
Yes	All for it
Too right	I'll buy a plank or more
Yes	
Great Idea	for the future and then
Yes	
Yes	Totally
A big yes	A very good idea. Good luck
Yes	
Yes to wharf	Yes to wharf
Yes	
Yes	More dredging
Awesome idea	
Sounds great	
Yes	
Yes	
	And no doubt working in with groups such as Fairy Tern conservationists will keep all happy and all groups getting what they want. Conversation, compromise, community all win
Sounds great	



IN support	
Yeah	The boys
Yes	Great idea, Would be great to have this
Yes	Absolutely
Yes	More dredging
Yes	O 4 Awesome
Yes	
Yes	Dredging a boat channel to the wharf would be good
Yes	Sooner the better
Yes	
Yes	Would be great
Yes	
Great idea	Funds? Some sort of early commencement would help
Yes	More dredging
Yes	
Great plan	
Yes	
Yes	Totally agree to start process
Yes	Definitely. Brilliant concept
Great idea	Do it
Yes	Great idea
Yes	
Yes	Great idea. Full support
Yes/maybe	Great asset if self funded
GR8T project	
Yes	
Yes	Love the idea
Fantastic idea	Will really enhance the upper harbour
Yes	Most definitely
Yes	Cool
Awesome idea	
Yes	
Yes	
Yes	Please
Great Idea	Bring back the history
Yes	
Yes	
Yes	
Yes	Great idea
Yes	Great idea. Keep going
Best thing ever	
Yes	
Yes	More dredging
Yes	
Yes	
Yes	Friggin awesome
Yes	No brainer
Yes	
Yes	
Yes	
Yes	KaPai
Yes	Love history

IN support	
Awesome idea	
Great idea	Let's do it
Yes	Great idea
Yes	Maybe dredge the channel to it
Great idea	
Great idea	Dredge the channel to it
Yes	
A great idea	Adding real value
Yes	
Yes	Great idea
Yes	Good project to restore history in Mangawhai
Yes	Sounds like a great bit of history to rebuild
Yes	
Great idea	
Yep	Really good idea
Yes	Definitely
Great Idea	Asset for Mangawhai
Yes	+ needs dredging
Yes	Go for it
Awesome idea	The more historic stuff we can bring back the better
Definitely	Do it
Go 4 it	
Yes	OK
Yes	Dredge for launch access
Yes	
Yes	More dredging
Yes	
Yes	
Yes	
Wicked idea	B129:K160
Very much in favour	Great idea and facility
	Community asset could be integrated with Fairy Tern awareness programs to the benefit of them as well
Yes	
Yes	Great idea. Fully support it
Great idea	But need to dredge the channel
Great	Go for it
Yes	
Yes	Yes Yes
Yes	
Yes	x 2
Love it	Well done
Yeh	
Yes	
Heck yes	
Yes	
Yes	
Yes	Great initiative
Yes	Absolutely
Yes	
Yes	
Yes	Great. Need to dredge

IN support	
Yes	I do believe that history and its restoration is an important part of a town culture and identity
Yes	
Great idea	
Great idea	
Yes	
Go for it	
Yes	Please build it
Yes to wharf	
Yes	
Yes	
Yes	
Yes	Great asset. Total support
Great Idea!	Good alternative access to the pub
Great Idea	May cut congestion at Heads in future if ferry could be used
Yes	Dredge the channel
	Really like the way the wharf will replicate the original wharf
Yes	Good idea for Mangawhai
Yes, Great	Agree with dredging areas of the estuary
Good idea if no dredging	This area is a seabirdfeeding area and dredging would have a big effect. We have a large number of seabirds that are endangered.
Fully support this idea	Mangawhai can do this
Great idea	Love to see the wharf happen. Look at policing speed restrictions in the harbour making 5 knot limit clear
	Would be great to have the wharf in addition to the proposed walkway
Super idea	A real asset for the community if it comes to fruition. Long term funding for maintenance must be established in advance
	A great feature to help lift the village
	Great for kids to fish off and swimming area at full tide
Great idea!	Mangawhai is a growing community. Needs more "attractions". Great historical thing to replicate
100% support from me	
Great Idea	Persevere

SUGGESTIONS/CONCERNS
Why does it need a building on the end if it
Parking and traffic control
Environmental impact? Fairy Terns etc
Keep dredging the harbour
Cut the mangroves
Sort parking first
No more moorings
Parking?
Would need to impose motorboat restrictions so wharf remains usable for others
Parking
Do studies of the seabed. Bird feeding area. Who is paying? No Dredging (pipis)
Need to ensure channel is well marked (and dredged?) to get there
Donate boards for decking & put plaque on board with family's name who donated

Dredge the channel

Can something be done about the jet skis that are invading the estuary, usually going far too fast, being noisy + dangerous. Very concerned!!

My concern with the wharf is although no increased dredging is proposed, it will create a perceived need for maintaining or deepening this part of the estuary. Dredging has considerable environmental effects on ecology, water chemistry and hydrodynamics. Long term dredging can lead to erosion of the shoreline, if spoil is dumped outside the estuary or on dunes

## Attachment Five: Newspaper Articles

kaiparalifestyle.co.nz



A detailed artist's model of the historic Mangawhai wharf, showing how it will appear when constructed

### Historic wharf plans in action

by Andy Bryenton

DECEMBER 3, 2019 | 8:45 AM

**A trust formed in Mangawhai to bring about the construction of a wharf in the seaside town has reached the halfway point in its campaign to raise funds for resource consent.**

The Mangawhai historic wharf would be a modern recreation of the structure, which facilitated transport and commerce from colonial times through until the post-war era. Public desire for a new wharf is strong, and supported by many local institutions, clubs and groups, says Mangawhai Historic Wharf Trust chairman Colin Leach.

"It's been discussed by many sectors of the community what a wonderful addition to the town it would be to restore the historic wharf," he says. "The beginning of the idea came out of the Mangawhai Harbour Restoration Society, who have as one of their aims 'to restore the historic nature of the harbour'. The original wharf was a big part of early Mangawhai life, and only went out of service at the end of World War II."

The concept for a new wharf, to be constructed near the historic Mangawhai Tavern in the village end of town, has been easier to conceive thanks to the existence of detailed hand-drawn plans from the 1920s, outlining a refurbishment of the original wharf from the 1880s. Completed the wharf will stretch 12 metres out into the channel to allow access for tourist boats and anglers. A shelter structure will replicate the old cargo shed, which graced the original wharf, and of course, modern, longer-lasting materials will be used in its manufacture.

"We're rebuilding it for the public to enjoy and use, as well as in its role as a historic landmark," says Mr Leach. "It will be for kids to swim off, people to fish from, and to promote tourism."

Currently, the trust is raising funds to meet resource consent costs, in preparation for the build. To help make this project a reality and to find out more visit [mangawhaihistoricwharf.com](http://mangawhaihistoricwharf.com).

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## New wharf a popular project

By Rob Pooley

The new wharf project has fired up a wide public interest not only through the editorial in the last issue of the Focus but with the open displays and information at the New Year Gala where the stand fuelled interest and team members fielded questions from a constant flow of visitors.



Interest in the project generally was high especially in the prospect of the historic wharf being rebuilt. Visitors were able to view the plans and also renditions of the wharf in-situ from a number of perspectives around the harbour.

Those who visited the stand were asked to share with the project team how they felt about the wharf – whether they supported it or not – and also to share any suggestions or concerns they had about the project. This was done by visitors to the stand writing their thoughts on a post-it note and placing it on a white board.

Feedback was just over 97 per cent in support of the project. Of the 153 views expressed 149 were positive and four were negative. Those who were in support felt the wharf would be an excellent addition to the community's recreational facilities. Those who were against the wharf cited environmental reasons including concerns over the fairy tern habitat.

The most mentioned concerns and suggestions related to adequate parking and ensuring the channel around the wharf was navigable across all tides. Other mentions included fundraising ideas, channel marking, boat speed controls, mangrove removal, and design suggestions for the wharf itself.

In addition visitors to the stand were invited to become friends of the Mangawhai Historic Wharf by registering their contact details. Approximately 100 people opted to do so. They will be kept up with the play on the project via email.

"The feedback from the community is very much appreciated by the wharf project team as it is an important element in assessing the feasibility of the project," said spokesman Colin Leach.

**The feedback from the gala day will be combined with the feedback from the second public day, which will be held at the Museum on the January 28, the Sunday of Auckland Anniversary weekend.**



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## Community gets behind wharf rebuild



**Mangawhai locals have again put their hands in their pockets to provide funding for a community project. At midday on December 10 the PledgeMe campaign run by the Mangawhai Historic Wharf Trust to raise the money to fund the resource consent closed with pledges over the target of \$80,000.**

Members of the project team raised the funds using traditional and social media, email, letterbox drops and a presence at local market days. "It's been full on for six weeks and the Trust has been very encouraged by the response both in financial support and the

overwhelming enthusiasm for the wharf project," said Trust chairman Colin Leach. "I would like to extend a huge thank you from the Trust to all those that backed this campaign. It's very encouraging for the team, who have been working extremely hard, as we move into the next phase."

The next step for the wharf rebuild is to get the resource consent process underway. Documentation has been completed and filed with the Northern Regional Council. The Northland Regional Council has determined that a public notification is required, and this means a hearing process in front of a council appointed commissioner. That process could take six months, potentially longer, and is the reason that the Trust needed to raise sufficient funds to finance its obligations through the process.

"The Trust will continue to keep the community up-to-date with the progress of the project through the Mangawhai Focus, Facebook and our website," says Colin. "While there may be periods of apparent inactivity, you can be sure a lot of work is happening behind the scenes."

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## Wharf project links past with present

Mooted for some time, discussions and planning have recently become more serious regarding the rebuilding of the Mangawhai Wharf, which once ran over 100 metres into the channel from a point adjacent to the boat ramp at the Mangawhai Tavern.



A cross-community group, coordinated by the Mangawhai Harbour Restoration Society, is now evaluating this community-wide initiative, which will create a tangible link to the history of the district and provide a valuable asset for waterbased activities.

The original wharf was built around 1890 and was used mostly by flat-bottomed schooners to ship goods in and out, until the war years curtailed its use and it was never operational again. The wharf eventually fell into disrepair and was deconstructed in 1950. The society has procured plans, specifications and information about the wharf's original construction and intends to rebuild as closely as possible to the original, taking certain aesthetics into consideration – no native timbers, marine grade fittings, lighting and safety features and a larger pontoon with easier access than the original. There will also be navigation and safety lighting, as well as a life buoy ring and ladders.

The wharf will measure 102 metres long, minus the original rail line with a three metre width walkway for easy access to the 12m by 11m section at the end. This end section will include a 7m by 6m shed to provide shelter and reflect the design and original use of the old wharf. No commercial activities are foreseen, apart from fundraising activities for the wharf itself, with the possible exception of a water taxi operation. The wharf will be useable by boats up to 7m in length according to the tidal range.

Expert reports have been commissioned regarding the seabed, environmental, landscape and visual impacts. These will form part of any future resource consent application. Engineered drawings have also been completed covering the design, position, dimensions, basic materials and lighting for the project.

Spokesman for 'Project Wharf' Colin Leach told The Focus, "We are essentially restoring an historical feature of the harbour by replicating the original wharf. People will appreciate this is still in its early stages and numbers, costs and reports will be openly available to the public for discussion, evaluation and feedback starting with an information bureau set up at the annual gala at the Domain on 2 January and at the Museum on Anniversary Weekend."

The cost of the project is yet to be ascertained. Funding will be sourced from the wider Mangawhai community and grants. The initial input has been a \$20,000 grant from the KDC via the MELA fund for a feasibility study into the rebuild. The cost of the rebuild will have no impact on rates. It is envisaged work could begin in late 2018. The construction will be owned and managed by a single purpose charitable trust which will ensure the wharf is maintained for future generations. "As we appreciate that a number of interested parties will be involved in the consent process and decision-making, we must first seek the consent and feedback from the community to undertake a project that we believe will re-generate some of Mangawhai's history and be a worthwhile addition to community facilities," said Colin Leach.

*„ Historical information including a model and story board on the old wharf is on permanent display at the Mangawhai Museum.*



# Mangawhai's hopes to reinstate a piece of history

By: Julia Czerwonatis

2:25 pm Saturday 09 November, 2019



The historic wharf was more than 100m long and 3m wide. Photo / John Stone

A Mangawhai trust has launched a funding campaign to raise \$80,000 in an effort to bring back a piece of history into the community.

Built in 1881 at the end of Moir St in the village, the Mangawhai Wharf used to be a focal point for industry and passenger transport before it fell into disrepair after World War II.

The Mangawhai Historic Wharf Charitable Trust has now put out plans to rebuild the old structure to reinstate a part of Mangawhai's cultural heritage, and offer new touristic and recreational opportunity.

Trust chairman Colin Leach said they had been consulting extensively with the community and many groups, including the museum, local school, businesses and the fishing club, have come on board with the project.