

COVER SHEET

2.18 Waipoua River Road PGF Application		For: Approve	
Tier:	1 - Regional	Sector:	Tourism
Background & context:		Recommendation(s):	
<p>Applicant Organisation:</p> <ul style="list-style-type: none"> Te Roroa Iwi Trust and Kaipara District Council <p>Location:</p> <ul style="list-style-type: none"> Northland <p>Proposal:</p> <ul style="list-style-type: none"> To complete a feasibility study for the upgrade (widening and sealing, including protection works) of a privately owned road by Te Roroa Iwi. The road is adjacent to the river, and the upgrade is for 1.5 km of the Waipoua River Road from State Highway 12 (SH12) to the Waipoua Visitors Centre. <p>Funding Sought:</p> <ul style="list-style-type: none"> Total project value: \$^{Commercial Inform} PGF Funding: \$^{Commercial Inform} <p>Background:</p> <ul style="list-style-type: none"> The New Zealand Transport Agency (NZTA) Twin Coast Discovery Highway Programme Business Case completed in June 2017 concluded that SH12 from the Brynderwyns through to Omapere fails to meet the safety and supporting amenity expectations of current or potential new visitors (see <i>Ancient Kauri Trail Map attached for area referenced</i>). This has an immediate impact on the customer journey experience along the route, being an integral part of the Twin Coast Discovery Route, and a major Northland tourist route. Visitors perceive that this visitor route is longer and more difficult and therefore do not travel along it. This 		<p>We recommend that the IAP/ SRO:</p> <p>a) Discuss Waipoua River Road PGF Application</p> <p>b) Note this proposal, if implemented, focuses on improving the visitor experience along SH12 by improving the destination appeal and access to the Waipoua Visitor Centre and other amenities within the Waipoua Forest.</p> <p>c) Note the road is currently a major obstacle for visitors and campervans who want to stop into the Waipoua Visitor Centre, have a break and use the public amenities or stay several days in the heart of the Waipoua Forest.</p> <p>d) Note the road is owned by Te Roroa, and provides access to the facilities such as a café, toilets, camping grounds and rubbish bins.</p> <p>e) Note this proposal is a joint iwi and council application demonstrating a high level of collaboration.</p> <p>f) Note the funding will cover the full cost of the feasibility study that has been calculates at 0% of the construction cost.</p> <p>g) Approve \$^{Commercial Inform} PGF grant funding towards the Waipoua River Road upgrade.</p>	

results in fewer visitors choosing to travel to the west coast which is a lost economic opportunity for the Kaipara District and Te Roroa Iwi in particular.

- The NZTA business case recommends that one of the ways to improve the destination appeal of the visitor route is to develop suitable stopping places, particularly between Ruawai and Omapere. Upgrading access along Waipoua River Road to the existing visitor attractions and amenities is one way to offer this.
- The location of the road, positioned on the Twin Coast Discovery Route, is an important stop/location for visitors travelling up the West Coast from Dargaville. The Waipoua River Road is unsealed, in poor condition, has dangerous blind corners and in places is only wide enough for one vehicle.
- The road provides access to the Waipoua Visitor Centre and other facilities such as a café, toilets, car parking, camping grounds and rubbish bins. The Visitor Centre is the only stopping point with these facilities along SH12 between Dargaville and Omapere – a one hour twenty minute journey.
- The location is within the Waipoua Forest which also includes key visitor sites of Tane Mahuta (the largest kauri in NZ), Four Sisters and Te Matua Ngahere (the second largest kauri in NZ).
- The road is owned by Te Roroa Settlement Trust, as is the visitors centre and accompanying café, parking, public toilets and camping ground. The road upgrade, if feasible, will enable Te Roroa to grow their business and economic base at the visitor centre and camping ground. Secondly it will create a safe and enticing entrance to the Waipoua Visitor Centre.
- Te Roroa and Kaipara District Council have previously attempted to initiate an upgrade, but the road is owned by Te Roroa, not Council. For Council to maintain the road, Te Roroa must first upgrade it, then cede ownership to Council. Te Roroa cannot afford to upgrade the road, hence the current impasse. Meanwhile, the road condition continues to impede Te Roroa's

<p>endeavours to develop their business and grow local employment.</p> <ul style="list-style-type: none"> The standard cost of sealing a 1.5km of road would be \$^{Commercial Inform} (\$^{Commercial Inform}/km) and widening the road \$^{Commercial Inform} (\$^{Commercial Inform}/km) making a total of \$^{Commercial Informatio}. The general rule is that a feasibility study will cost ^{Co}% of the construction cost. <p>Commercial Information</p>		
<p>PGF criteria that this proposal supports:</p>		
PGF Criteria	Assessment Commentary	Rating (1✓ to 5✓)
<p>Link with fund and government outcomes</p>		
Creates permanent jobs	<ul style="list-style-type: none"> This is beyond the scope of the application this will be covered in the scope of the study. 	
Delivers benefit to the community		
Increased utilisation and returns of Maori asset base		
Enhanced sustainability of natural assets		
Mitigation of climate change effects	<ul style="list-style-type: none"> N/A 	
<p>Additionality</p>		
Adding value by building on what is already there	<ul style="list-style-type: none"> This is an application which is focussed on the feasibility of the proposed works. The potential from the work builds on existing iwi business in the area through improving visitor access to the camping ground/cafe/visitor centre, this is also located in the areas where there are other tourist attractions including Waipoua Forest - Tane Mahuta (largest Kauri in NZ), Four Sisters and Te Matua Ngahere (second largest Kauri in NZ) exist. 	
Acts as a catalyst for productivity potential in the region	<ul style="list-style-type: none"> This is beyond the scope of the application this will be covered in the scope of the study. 	
<p>Connected to regional stakeholders and frameworks</p>		

Alignment with regional priorities	<ul style="list-style-type: none"> The Twin Coast Discovery Route is identified as a regional priority in the Northland Economic Action Plan. 	✓✓✓							
Support from local governance groups (inc. Councils, Iwi/Hapu)	<ul style="list-style-type: none"> The Iwi and Council are joint applicants on this proposal. 	✓✓✓							
Governance, risk management and project execution									
Robust project management and governance systems	<ul style="list-style-type: none"> The Northland Transport Alliance (NTA) will be delivering this work on behalf of Te Roroa and Kaipara District Council. NTA is a collaboration of the Northland District Councils, The Northland Regional Council, and NZTA to deliver high quality transport networks in Northland. This work is NTA core business. 	✓✓✓✓							
Risk management approach	<ul style="list-style-type: none"> Sufficient. 	✓✓✓							
Future ownership / operational management	<ul style="list-style-type: none"> Sufficient given it is a feasibility study where this will be part of the study and work ongoing. 	✓✓							
The purpose of this briefing is to consider recommending/ declining PGF funds to the:									
<p>Eligibility points of note:</p> <ul style="list-style-type: none"> <i>Due diligence</i>:- Full due diligence has been completed. <i>Conflict(s) of interest</i>:- Based on the information provided no conflict of interest is evident noting that full due diligence will inform this item further. <i>Illegal Activity</i>:- Based on the application information provided and feedback from other agencies there is no indication that the applicant or project has been involved in, or associated with illegal activity. <i>Alignment with Regional development plans</i>:- <i>Commercial funding availability</i>:- Given the nature of the project which is to complete a feasibility study on a privately owned road in Kaipara District access to commercial funding is not considered a feasible option. 									
Consultation undertaken or implications:									
Legal	N/A	HR	N/A	Finance	N/A	MBIE policy	N/A	Other	
Supporting proposal:		Yes							
Appendices:		Yes - Applications and supporting information are as annexes							
Sponsor(s):		N/A							
Manager/Author of paper:		Staci Hare, Senior Investment Analyst / Paul Swallow, Investment Director, Investment Team							