

**Date:** Tuesday 25 March 2025  
**Time:** 1.00pm  
**Meeting Room:** Claris Conference Centre  
**Venue:** 19 Whangaparapara Road  
Claris  
Aotea / Great Barrier Island

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## **Aotea / Great Barrier Local Board OPEN MINUTE ITEM ATTACHMENTS**

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*Tabled - Item # 9.2  
Aotea / Great Barrier Local  
Board business meeting,  
Tuesday, 25 March 2025*

**Proposal to improve Whangaparapara Road – 25/3/25 – Jason Gunn - Aotea Fuels**

I have given this a lot of thought over the past couple of years as I likely use the road more than most, given that I sometimes drive in and out 3-4 times a day, driving both Lodge rental cars as well as the fuel trucks and private vehicles.

When I arrived on the Island in 2021, I quickly became aware that Whangaparapara Road was a point of frustration for those that live in the harbour, and I have seen an increase in people living in the Whangaparapara since then.

In addition to those that live in Whangaparapara, there are many others that use the road, including:

- Guests of the lodge that will often drive in and out twice in one day
- Guests of other properties in the bay (Air BNB) that will often drive in and out twice in one day
- Island locals that choose to launch their boats at the best boat ramp on the Island, this means cars with trailers.
- Operators of service vehicles like the postal service and the rubbish collection services
- Guests of tourist operations such as hooked on Barrier, IE tour buses
- Commercial operations such as Fulton Hogan, Aotea Contractors and building contractors that use the port to bring in materials
- Visitors to the Island that arrive by barge to the port
- Visitors of the residents of the Bay

Often, I find the road challenging especially if I have an unloaded truck and traction becomes difficult due to the corrugations.

There is no doubt that with the increase in traffic on this road, that this has become a safety issue:

- Drivers are often seen on the wrong side of the road trying to avoid significant corrugations
- It is easy for drivers and vehicles to lose traction on the tight corners
- Wear and tear on tires and other drive train components is significant

**But most importantly**, it is also an **environmental issue**, due to the runoff from the road, directly into the harbour, which is obvious and disturbing whenever there is heavy rain.

Even if drains are working well, inevitably all of the dust and sediment gets washed off the road in any decent rain, and all of that water and sediment is washed straight down into the streams, and out into our bay, which quickly turns a GREY COLOUR, "just the same grey colour as the fine dust we have on our road".

My suggestion is to make "small but significant improvements" to the road over a 4 year term that would all become steps towards eventually finishing the road, but without trying to pay to tarseal the whole road in one go.

And in the meantime, residents and users of the road would see that something is being done, and everyone could feel better about the situation.

These initial steps would likely significantly reduce the need for such regular grading, thus saving money, and the savings in maintenance costs could be redirected towards ongoing improvements.

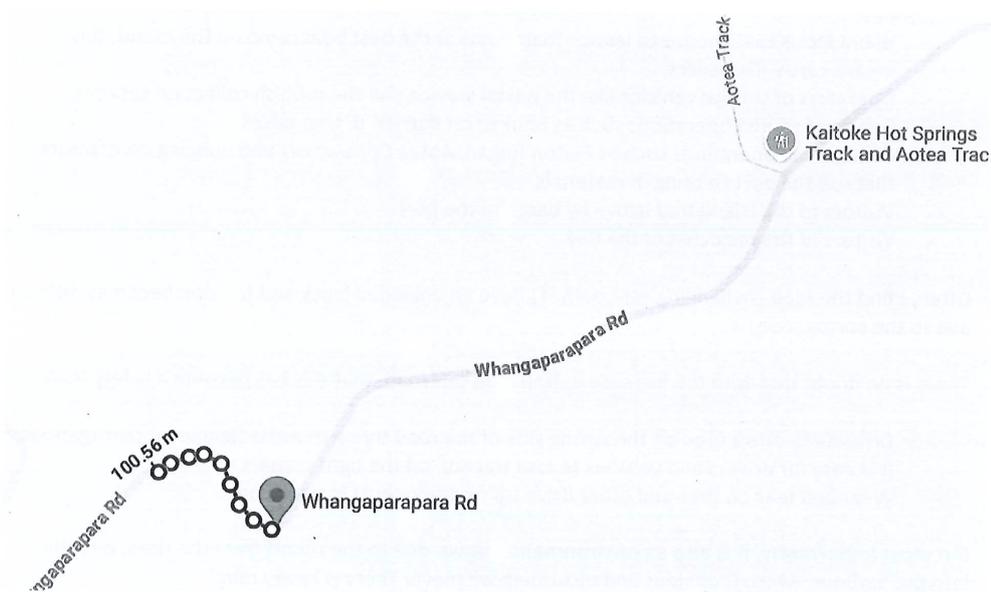
Something needs to be done, but we understand that there may not be the budget to allow the entire road to be sealed in one go, and at the same time, we don't want to wait forever!

### Whangaparapara Road – A Four Year plan

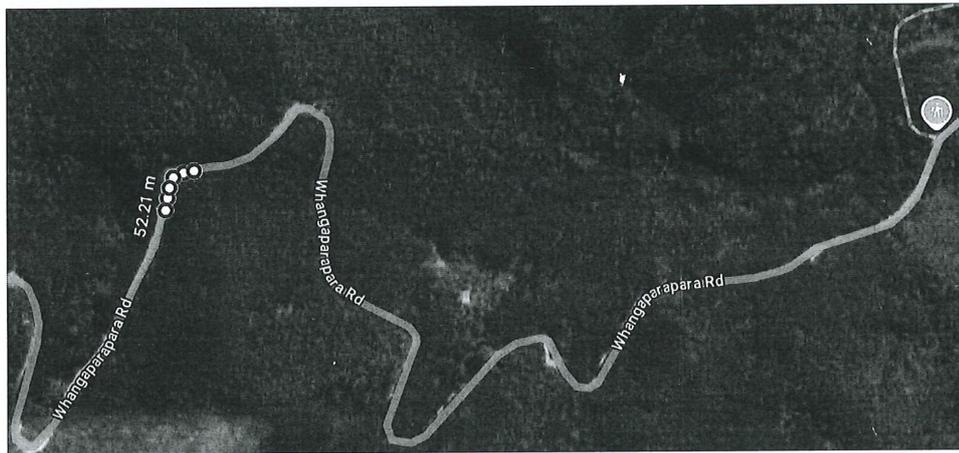
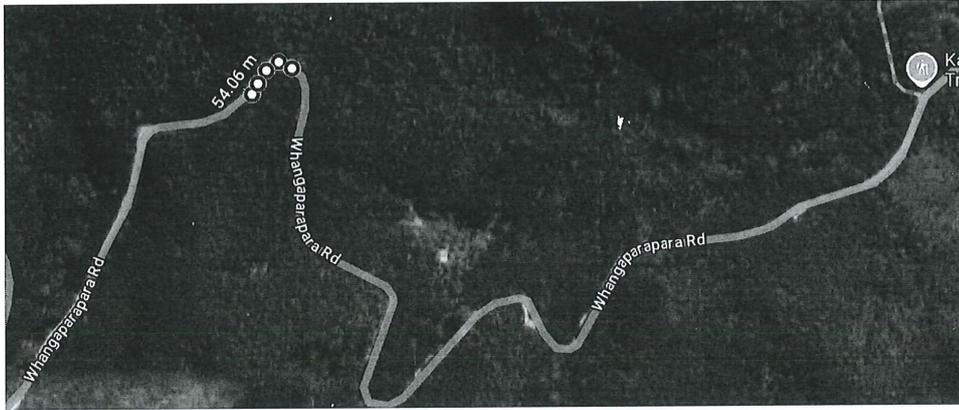
#### Year one:

Concrete 5 of the worst areas for corrugations on the entire Whangaparapara Road, in just 5 sections of concrete.

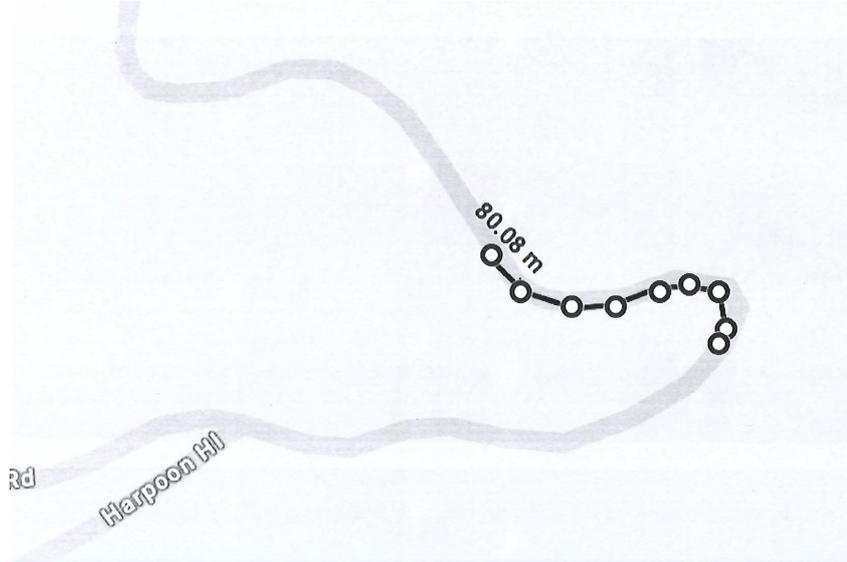
**Section 1:** Concrete an approximate 100m x 3m section from the bottom of the first hill, 100m west of the Orville stamping battery, to up past Tony Storeys driveway, eliminating one of the worst sections of corrugations on the Eastern side of Whangaparapara Hill.



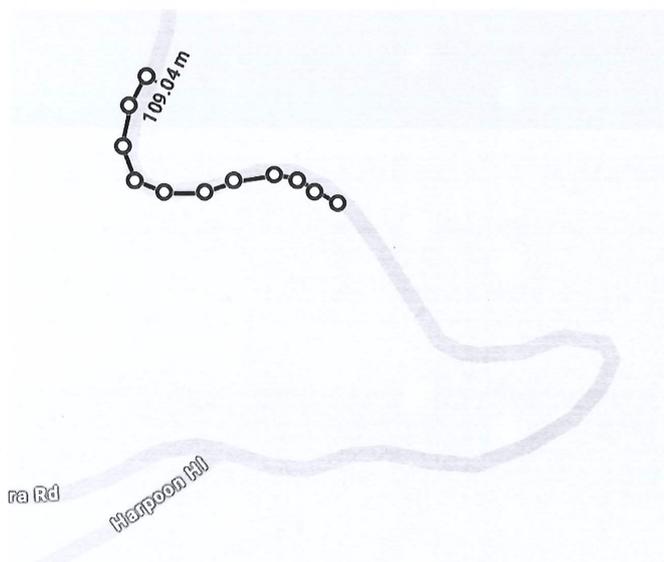
**Sections 2 & 3:** Concrete an approximate 2 x 50m x 3m sections around the 2 worst left-hand corners climbing up the Eastern side of Whangaparapara Hill, eliminating TWO more of the worst sections of corrugations on the Eastern side of Whangaparapara Hill.



**Section 3**<sup>9</sup>: Concrete an approximate 80m x 3m section from the start of the first tight left-hand bend, 120m east of the Harpoon Hill road, heading up out of Whangaparapara, eliminating one of the worst sections of corrugations.



**Section 4**<sup>5</sup>: Concrete an approximate 100m x 3m section from the start of the next left-hand bend, up around the next right hand bend, heading up out of Whangaparapara, eliminating another one of the worst sections of corrugations.

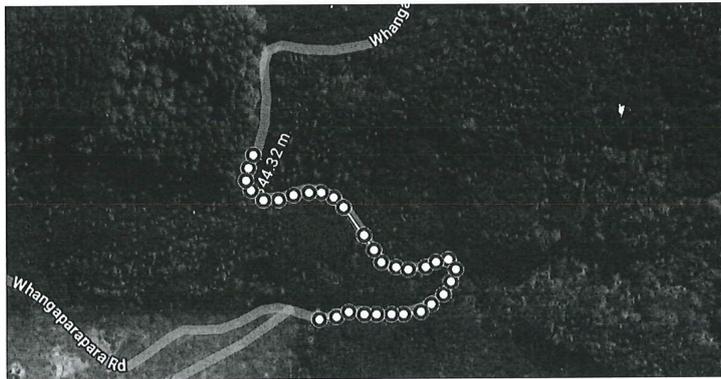


**Year 2:**

Based on the success of the works completed in year one, the focus would be to start to seal portions of the road that sit “Between” the existing sealed road, and the concreted portions.

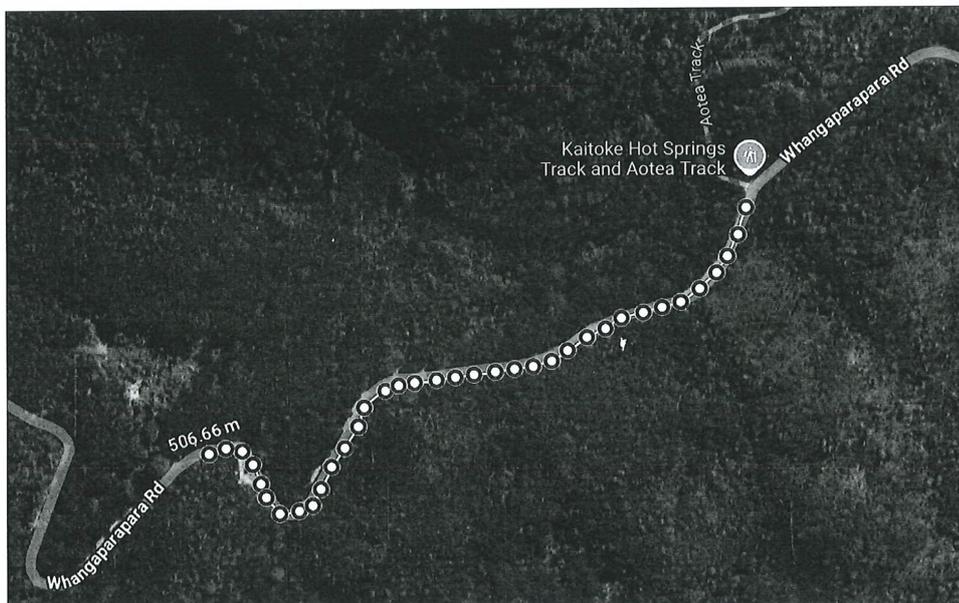
**Section 1:**

Seal an approximate 350m section between the existing sealed road at the junction of Whangaparapara Road and Harpoon Hill, through to the end of the first concrete section on the western side of the hill.



**Section 2:**

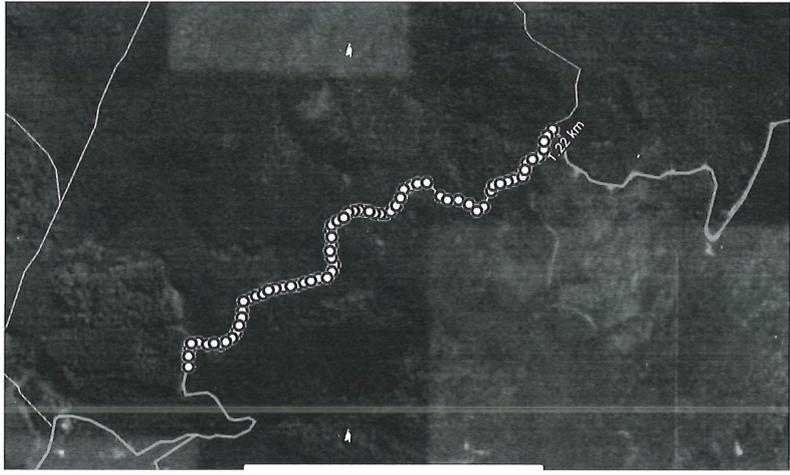
Seal an approximate 500m section between the existing sealed road at the Hot Springs carpark, through to the end of the first concrete section just past Tony Storey’s property.



**Year 3:**

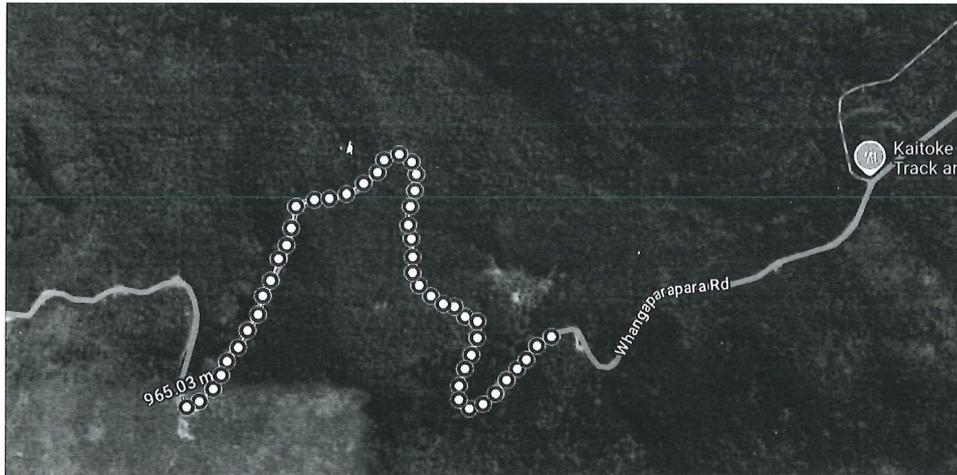
**Section 1:**

Seal an approximate 1.2km section between the existing sealed road on the western side of the hill, to the top of Whangaparapara Hill, thus completing the road on the western side of the hill, and eliminating further run of into the harbour.



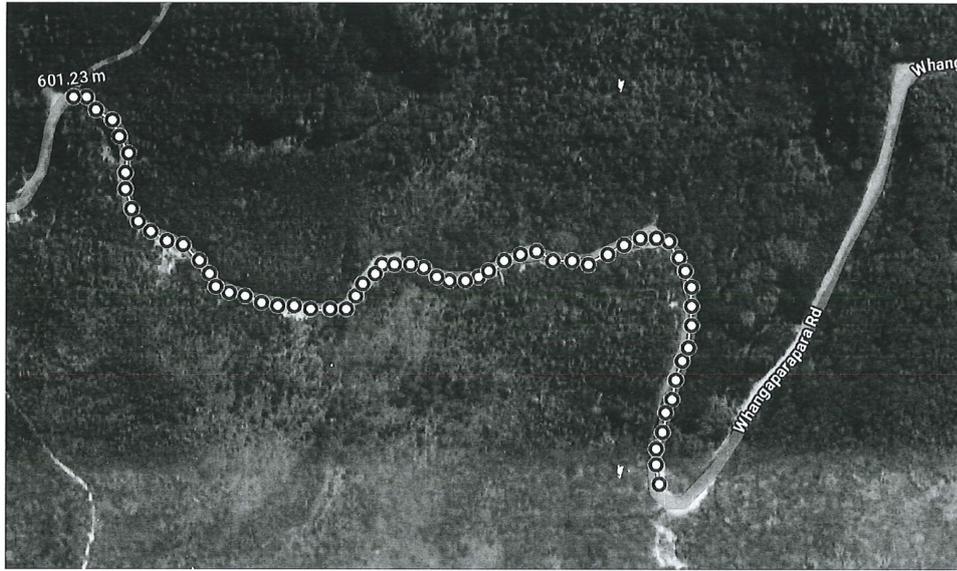
**Section 2:**

Seal an approximate 1.0km section between the existing sealed road on the Eastern side of the hill, just past Tony Storey's driveway, to the existing concrete crossing at the waterfall, halfway up the eastern side of Whangaparapara hill.



**Year 4:**

Seal an approximate 600m section between the existing sealed road on the Eastern side of the hill, at the waterfall, to the top of Whangaparapara hill, thus completing the entire road.



**The result:**

- A safer Whangaparapara Road
- No more environmental damage to Whangaparapara Harbour
- Happy Residents of Whangaparapara and visitors to the harbour
- Significantly reduce the need for ongoing maintenance costs

**Estimate of costs year 1:**

Section 1	100			
Sections 2 & 3 (2 x 50m)	100			
Section 4	80			
Section 5	100	Width M's	Total M's	
<b>Total Meters</b>	<b>380</b>	3	1140	
			<b>\$175</b>	<b>Cost PM2</b>
<b>Total Cost</b>			<b>\$199,500</b>	

This plan has been prepared by Jason Gunn of Aotea Fuels & Great Barrier Lodge – 021 058 1111  
[jason@greatbarrierlodge.co.nz](mailto:jason@greatbarrierlodge.co.nz)



Tabled item# 19 - Board Member's Report  
Aotea / Great Barrier Local Board business  
meeting, Tuesday 25 March 2025



Aotea / Great Barrier Local Board  
25 March 2025

## Laura Caine Board Member Report

### Roles assigned by the local board

- Community
- Parks and Facilities
- Housing
- Waste
- Auckland Emergency Response forum representative
- Toitū Aotea Community Led Development (CLD) Project Steering Group representative member.

### Meetings / events attended

- 07/12/2024 Santa Parade
- 10/12/2024 Toitū Aotea CLD steering group update online
- 19/12/2024 Toitū Aotea CLD steering group update Port Fitzroy
- 14/1/2025 Toitū Aotea CLD steering group update online
- 15/1/2025 Copper landline retirement public hui
- 22/1/2025 Toitū Aotea Hapori (Community) CLD Hui at Kawa Marae
- 31/1/2025 Toitū Aotea CLD steering group update online
- 6/2 Waitangi Day celebrations Port Fitzroy
- 11/2 Toitū Aotea CLD steering group update online
- 12/2 Toitū Aotea Hapori (Community) CLD Hui at Claris Conference Centre
- 21/2 Toitū Aotea CLD steering group Department of Internal Affairs update online
- 22/2 Judging panel rep for Manu Comp Port Fitzroy
- 24/2 Radio Interview with Tim Higham
- 1/3 Toitū Aotea CLD steering group update Port Fitzroy
- 22/3 Toitū Aotea Hapori (Community) CLD Hui at Port Fitzroy Boating Club

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Aotea / Great Barrier Local Board  
25 March 2025



**Disclosures**

- Representative member of the Ngāti Rehua-Ngātiwai ki Aotea Trust Board Toitū Aotea Community Led Development Project Steering Group.

**Recommendation**

That this report be received.