



Kaipara te Oranganui

**KAIPARA  
DISTRICT**

Two Oceans Two Harbours

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## Kaipara District Council Briefing Agenda

**Date:** Wednesday 7 October 2020  
**Time:** 9.30 a.m.  
**Location:** Mangawhai Domain  
75 Moir Street  
Mangawhai

**Elected Members:** Mayor Dr Jason Smith  
Deputy Mayor Anna Curnow  
Councillor Victoria del la Varis-Woodcock  
Councillor Karen Joyce-Paki  
Councillor Jonathan Larsen  
Councillor Mark Vincent  
Councillor Peter Wethey  
Councillor David Wills  
Councillor Eryn Wilson-Collins

*For any queries regarding this meeting please contact  
the Kaipara District Council on (09) 439 7059*



Wednesday, 7 October, 2020

9:30 am

To be confirmed

Pages

**1. Presentation from Te Tai Tokerau Water Storage**

This is a high level presentation which will explain how the project seeks to meets Northland water issues.

**2. Sub-Regional Spatial Plan – engagement outcomes**

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**3. Reserve Management Plans - proposed work programme**

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**4. Contract 706 - Transfer Station Management Renewal**

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# **Sub-Regional Spatial Plan – engagement outcomes**

**Meeting:** Council Briefing  
**Date of meeting:** 7 October 2020  
**Reporting officer:** Paul Waanders, District Planner

## **Purpose/Ngā whāinga**

To provide an overview of the feedback received during the consultation on the sub-regional spatial planning project and outline some suggested changes to the plan as a result for Council direction.

## **Context/Horopaki**

Council were provided an update report at the 3 June 2020 briefing on the progress of the development of the Sub-Regional Spatial Plan (the Plan). That briefing informed Council of Part 1 'The Overview' of the District as a whole and Parts 2-6 which deals with the various smaller communities. Previous work on the now adopted Spatial Plan for Key Urban areas of Dargaville, Maungatūroto and Kaiwaka and the still to be considered Spatial Plan for Mangawhai will be incorporated into the Sub-Regional Spatial Plan to make this Spatial Plan a comprehensive representation of development proposals of the whole District.

The initial consultation on the draft Plan had been interrupted due to Covid-19 related matters and the item sought direction for further community consultation before a final draft would be presented to Council.

This was approved and a further round of consultation was undertaken, which closed on 9 August 2020. At that meeting Council also provided some initial direction for the content and approach of the draft Plan. The focus of this report is on the incorporation of Council's feedback and the outcomes of the consultation and the subsequent implications for a final draft Plan to be presented to Council for consideration.

## **Discussion/Ngā kōrerorero**

### **Elected member initial feedback**

The minutes of the briefing of 3 June 2020 noted the following matters for further discussion:

- New, more laypeople-friendly name for the Sub-Regional Spatial Plan
- Land use capability and viable farmland
- Riparian planting
- Consistency with the other Spatial Plans
- Previous community and iwi engagement.

Council directed staff to engage the community with the draft Sub-Regional Spatial Plan, with minor corrections as a result of the feedback received. Elected members were invited to email the Policy Team with any minor corrections and contact details of people who may be interested in giving feedback.

### **New Name**

Staff and Elected Members suggested 11 proposed titles for the Sub-Regional Spatial Plan which have been internally discussed.

Three titles stood out:

- The Big Picture: Kaipara's 30-year Plan

- Kaipara District Spatial Plan - Ngā wawata 2050
- Kaipara 30-year Spatial Plan

The staff recommended title is '**Kaipara Spatial Plan - Ngā Wawata 2050**'

Ngā Wawata means meaning 'hopes, aspirations or desires.'

### **Land use capability and viable farmland**

With the Kaipara Kai project coming to fruition, the information will be added to the Plan and reference the study material. The Ecological Network as well as the Rural Land-use and Land Environment discussed in Part 1.8 will be completed. The Water Storage project will also be included in this chapter.

Some feedback was received on aggregate sources. It is out of scope to include this matter into the Plan now as this would require further detailed research, analysis and reporting. However, the matter will require addressing as part of the District Plan review process and will be brought back to Council for consideration at that stage. A future review of the Plan could also consider this matter. The settlement of the Kaipara Moana Treaty Claim may also have outcomes that will be considered in future reviews of the Plan.

### **Riparian Planting**

This matter has not been addressed as the implementation of the Resource Management (Stock Exclusion) Regulations 2020 which came in force on 3 September 2020 identifies this as a Regional function (Regulation 5). Other matters under the National Policy Statement for Freshwater Management may impact on the District Council's work but have not yet been fully investigated. It is not envisaged that this will necessarily become part of the Plan.

### **Consistency with other Spatial Plans**

There are no prescriptions yet of how Spatial Plans should be compiled, although the Resource Management Act 1991 (RMA) reform predicts that spatial planning will become a future element of planning approaches. Staff work with the other two Northland District Councils on spatial planning matters and it is intended that all three spatial planning approaches will have some degree of integration and/or alignment where achievable. Auckland Council's Auckland Plan is subject to specific legislative spatial planning requirements, which in turn has an impact on the content and approach of that Plan. The Kaipara Spatial Plan will fit in with the national standard of spatial planning and align with the Department of Housing and Urban Development (HUD) and Waka Kotahi (NZTA) work on corridor planning.

### **Previous community and iwi engagement**

Staff consider that even despite the derailing of some engagement activities due to Covid-19, the engagement undertaken to inform this project has been of high quality and ensured the voices of the community as well as Mana Whenua and Iwi/Hapu have been heard.

Covid-19 did hamper the programmed engagements but that was followed up with zoom meetings as well as telephone calls to many known interested individuals in the District. The Plan was then further notified for feedback via a survey mechanism and the closing date was extended to allow more time for feedback. Some on-site visits were re-convened after level 2 lockdown, however the second lockdown in Auckland meant this work had to be completed by phone, rather than on-site.

### **Recent engagement feedback**

This Briefing will focus on the outcomes of the most recent consultation activities (from 6 July – 9 August), which focused on obtaining feedback from the smaller communities and settlements in the District. Submissions were made on the full document, but this briefing will focus on finalising the proposals for the smaller communities.

A total of 27 submissions were received from people using the on-line survey form, some of which had additional information attached. **Attachment A** provides a summary of these submissions. Several additional submissions were received by letter or email. These submissions are not included in the summary in **Attachment A** but have informed the development of the proposed

changes and are incorporated into the information provided in the engagement summaries provided in **Attachment B**.

The more detailed submissions received commented both on the overall Plan approach as well as on some of the identified communities or settlements. These are summarised as follows:

- Horticulture NZ - in support with the request to preserve high class soils and develop appropriate zoning in the District Plan
- NZ Defence Force - comments on a weapons range at South Head across Poutō Point with the effect on development but not opposed
- Aggregate and Quarrying Association - identifying quarrying as a rural production activity and preserving the source of aggregate
- Department of Conservation - balancing conservation and tourism needs within a rural/natural setting
- Northpower - supporting the future planning approach and emphasising the need for electricity to be included in the Infrastructure Strategy
- Waka Kotahi (NZTA) - referring to the Housing and Urban Development Government Policy Statement (HUD GPS) on integration of transport and land-use
- various – comments regarding commercial developments in Hakaru
- various – a range of additional feedback regarding Paparoa
- various – a range of additional feedback regarding Baylys Beach (including a range on matters not relevant to the draft Plan).

Some matters were raised by submitters that are outside the scope of the Plan, such as beach user conflict and conservation focussed tourism development. These matters have been provided to the relevant staff for their information.

This Briefing will discuss the submission matters raised, their impact on the draft Plan and present options for possible changes as a result of submissions. **Attachment B** provides an overview of all the feedback received, details the proposed changes to the maps of the draft Plan as well as providing more detailed notes on the outcomes of the consultation for each community.

A presentation will be made at the meeting to discuss **Attachment B** in more detail.

## Next steps/E whaiake nei

Based on feedback and direction received at this meeting, a final draft Plan will be prepared for Council's further consideration at the 7 November Briefing.

## Attachments/Ngā tapiritanga

	Title
A	Phase 5- Online Survey Submissions
B	Kaipara Spatial Plan 2050 October update





# Draft Sub-regional Spatial Plan



## Kaipara District

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### Phase 5- Online Survey Submissions



Reference AR-19-131

September 2020

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## 1 // Phase 5 – Consultation

To refine the options provided under the Draft Kaipara Sub-Regional Spatial Plan which address the most pressing issues that each community has to overcome to enable sustainable development. We asked the community to fill out an online survey during the month of July, with regards to the Draft Sub-Regional Spatial Plan, enabling further understanding of the community's values and aspirations.

The following are summarised online submissions received from the public:

### 1.1 Kaihū

#### 1.1.1 Overview Information

- Waikaraka marae has four pensioner units
- There is a problem with possum control in Kaihū

#### 1.1.2 Feedback on Early Insights Maps:

- **Residential Development** – consider the challenges in erecting residential developments around the pub (at the intersection of SH12 and Kaihū Wood Road) which might be faced due to much of the surrounding land being owned by the pub
- **The Kaihū Valley Trail may be problematic** – a decision should be made whether to build a bridge at the intersection to the southeast, or to simply go off-road. There is also significant flooding risk towards the southeast for the trail. The trail will traverse several property boundaries, this may cause issues pertaining to local roaming stock which are not restricted by fencing.

### 1.2 Maunganui Bluff (Aranga Beach)

No submissions received for Maunganui Bluff.

### 1.3 Omamari

No submissions received for Omamari.

### 1.4 Tangiterōia

#### 1.4.1 Values and Essential Qualities

- Community spirit of the settlement
- Caring and united community

#### 1.4.2 Community Aspirations

- Encourage growth in the area through enabling subdivision provisions

- Rebuild complex to provide a hub for the community

#### 1.4.3 Changes in the Community

##### Seen:

- More residents travel for work, mostly to either Whangarei or Dargaville

##### Required:

- Offer a reason for outsiders to call Tangiterōria home

#### 1.4.4 Feedback on Early Insights Maps

- **Public toilets** – the submitter highlighted public toilets to be missing on the maps

#### 1.4.5 Community Audit

- **Surrounding settlements** – Dargaville or Whangarei with Dargaville being the nearest urban centre
- **Meeting Places** – used to meet at the complex or school until they rebuilt the school
- **Important places** – it was the complex
- **Missing Features** – Businesses, complex and public toilets by the playground
- **Services** –  
Available - Rubbish collection, electricity and telecommunication  
Required - Better cell coverage and internet coverage
- **Environmental Restoration Projects** – the school

### 1.5 Tangowahine

#### 1.5.1 Values and Essential Qualities

- Locals appreciate the quiet, rural character of Tangowahine. The community is friendly and tight-knit.

#### 1.5.2 Overview Information

- There has been recent subdivision which has not been received well as it contravenes the rural nature of the country.
- Dargaville is the main centre for Tangowahine, where residents get their necessities.
- Tangowahine School and Avoca Hall are the main social hubs for the community. For example, the Tangowahine School Agricultural Day sees the whole community get involved at the school, while prizegiving are held at Avoca Hall.
- Avoca Hall is located near the intersection of Avoca Road and Avoca North Road, roughly 8km north of Tangowahine. The hall was opened in 1914 and has since served as an important hub

for Tangowahine, hosting many community activities such as dances, school functions, church services, concerts and weddings.

- There are no businesses operating in Tangowahine
- People often do local planting, both for ecological and beautification purposes.

### 1.5.3 Community Aspirations

- Improve roading - 70km/h zones, particularly around the SH14/Tangowahine Stream Bridge intersection. The roads themselves need to be improved, however, as their condition has deteriorated recently due to logging trucks. Safety is an issue, particularly around the school, which requires signage to better ensure safety of children.
- Railway - Locals would like to see the railway reutilised, noting that logging vehicles have impacts on the roads, and these goods could instead be transported by rail.
- Tangowahine School - Ensure the school is looked after as it is an important community hub, where events are often held.
- Do not want to see further subdivision – want to retain rural character.
- Locals note the importance of the quietness of Tangowahine, and that building up Tangowahine with residential does not happen.
- Cycling track – beneficial for kids while providing linkage to Dargaville – could prompt cycling tourism. Possibility of cycling into Dargaville and taking golf courts back home.
- Services – People are generally happy with the services they have, with only potentially better cell phone coverage mentioned
- Ecological protection – locals note that waterways should be protected

### 1.5.4 Feedback on Early Insights Maps

- **Signage** - 70km/h sign around intersection and up Tangowahine Valley Road, beyond the school.
- **Incorrect identifications** - The plan identified non-existing areas, such as the sports field. The SNA which identified natural bush is incorrect – this is a pine block
- **Proposed development** - The residents of Tangowahine are satisfied with the facilities that they have – it was mentioned that it is not sensible to propose commercial activity within Tangowahine, given that:
  - Commercial activity is decreasing in Dargaville itself – it is more important to recapture activity in Dargaville first
  - The expenses required, particularly wastewater/stormwater infrastructure

Respondents are not receptive to the proposed sports field, where people currently live. This is the same case where the proposed village centre (around the intersection) is located. There was also concern about the traffic would could be generated, which is not desired in Tangowahine.

## 1.6 Baylys Beach

### 1.6.1 Values and Essential Qualities

- Baylys Beach is a quiet, safe and friendly community, where people are tolerant and respectful
- The environment is highly valued at Baylys Beach, providing many sporting and leisure activities.

### 1.6.2 Overview Information

- Sand dunes have receded over the past seven years.
- Council is currently involved in stream restoration works to the north of the community.
- There are issues surrounding erosion around the end of Sunset Drive
- The local church hall was recently removed, which has created a gap in the sense of community spirit
- Recent times have seen younger families, as well as retirees move into Baylys Beach – the population is growing, along with the permanent resident population. Many of these people come from other regions, who bring a fresh perspective to the community.
- Baylys Beach Society are important drivers of local community spirit
- Dargaville is nearby and provides essentials.
- The beach, Northern Wairoa Golf Club and new community centre are important places for the residents of Baylys Beach

### 1.6.3 Community Aspirations

- **Transport** - 50km/h sign at the entrance to the Northern Wairoa Golf Club. Promote sharing with cycling, linking with the Kaihū Valley Trail, with recreational cycling promoted between the town and the beach. There have been several near misses due to narrowness of roads and size/speed of vehicles. Consider one-way street system. Signage and control on the beach – 30km/h areas. Continue to provide buses for children and safe/sheltered spaces at bus stops.
- **Infrastructure** - Waterways, stormwater and sewerage needs to be looked at as a ‘big picture’. Restoration of waterways, streams and wetlands which have been cleared and drained – potential to address wastewater from future development, while helping farmers during dry months. Investment into infrastructure for a safe and active community which can explore the natural environment. The locals also would like to see infrastructure development to support increased number of people and support basic needs such as a food market, café or resort style accommodation, or function venues. Make sure that Kaipara infrastructure can keep up with population growth and that systems are well-planned ahead of time and maintained.
- **Development** – the locals would like to the following developments:
  - A playground (though this is not unanimous amongst the community) along with multi-code sports court.
  - Safe play area for children away from the beach - a park/grass area, with or without a playground structure
  - Keep small – no expansion; protect what is existing and keep small and simple; no need for future business – community is happy with what is currently here

- A well-planned future which has a focus on restoration. Development which enhances the character of Baylys Beach, with some dense and vertical elements to it.
- Resort with accommodation, restaurant and bar, as well as pursuits centre with activities and gear for hire. Winery or other such enterprise
- More niche market retail and specialty shops, more business providers to elevate potential for improved business entities, such as social media experts, branding, website development and so forth.
- Restore Funky Fish (permanently closed) as it is deteriorating
- Library collection/drop off at community centre - possible mobile library regular visit
- **Rahui on Collection of Kai Moana** - Introduce monitoring and rahui at certain times of the year on all shellfish. A community member suggested designating reserve type access at staggered times and making decisions based on advice from specialists. Provide more fishery patrols
- **Access to the Beach** - Continue to ensure gorge access is maintained to a standard that allows ease of access for residents, particularly for emergency vehicles. Perhaps provide a helicopter pad where they usually land as it has been necessary on many occasions. Continue to promote safe driving on the beach (working with NRC). Sign posting on beach for speed/wild life/natural hazards. Speed signage indicating 30km zone. Ensure signage prior to beach access is visible, clearly and strongly worded. Clear allocation of areas permitted for riding bike/quads etc and child friendly areas on beach. Additionally, Control of storm water entering beach access road from elevated points - revisit suggested plan to build a dam on the farm where storm water feeds down to beach entrance
- **Ecological Protection** - Erosion has caused large slips of the cliffs. Measures should be put in place to ensure human safety. This could include education, signage and provision of prohibited areas - residential developments in potentially at-risk areas (near cliffs or erosion sites).
- **Kaipara Cycleways** - Cycleway infrastructure throughout Kaipara – Get cycle rail trails going north and to Maungaturoto operational. For example, set yearly kms goal like New Plymouth, who budgeted for 15kms yearly and now have a well-utilised cycling and walking network. Provide more business opportunities and showcase Kaipara. Several small businesses have started due to cyclist patronage.

#### 1.6.4 Feedback on Early Insights Maps

- **Transport and Carparking –**
  - The proposed one-way loop is not preferred, though the community is receptive to the concept. It is cited as infeasible for campervans. In regards to traffic-calming measures, other methods are seen as more effective, such as speed bumps and chicanes. One-way streets do not immediately address speeding problems. A more suitable option will be one-way for the length of Seaview Road from the corner at Sharkys towards the beach entrance to the intersection of Baylys, then back up Bayly Street to the intersection of Kelly Street. Kelly Street and all other streets would remain two-lanes. There is support to make Baylys Street one-way as it is narrow. The best direction for it to go will require further investigation. It is frequently used by pedestrians and requires footpaths.

- More footpaths are wanted, such as at Coates Avenue and Cynthia Place. Baylys Coast Road is highly dangerous for pedestrian and cyclists as it has no footpaths, shoulders, as well as dangerous drops to open drains on either side for most of the road's length. A pedestrian/cycleway would be well-utilised. A cycleway would also help to encouraging tourism in Kaipara, and growth in this activity should be provided for. There is no road verge for cyclists between Dargaville and Baylys Beach which is dangerous – moreover, it is one of the main tracks for the Aotearoa cycleway. Look to other regions which have used walking and cycling to build the community spirit of places and provide safe means for people to live a healthier lifestyle.
- Car parking is an issue throughout the year, and not just over summer. Public carparking is desired at the bottom of Bayly Street and Seaview Road through fill and culvert the valley/drain at the beach end – this would create more carparks near the existing car park, close to the beach, proposed playground and public toilets. Carparking was emphasised as important for beach access. Need to identify additional parking in Ocean View Terrace where overflow parking is earmarked for the new community centre. This will be mostly for visitors, as locals can simply walk around.
- Maintenance of the roads between Dargaville and Baylys Beach as they are frequently used and traffic on them is increasing.
- **Environment and Erosion** - There is an area to the north on the farmland outskirts which is essentially one large sand dune. It will inevitably blow over completely and needs to be addressed. The cliffs need to be de-farmed as erosion is at a critical stage – the farmland can quickly develop into a sand blowhole, which has been experienced by coastal farmers. Need to show erosion patterns in greater detail. The extent to which the plan addresses the natural environment is only at the base level of what can be done. Possibility of encouraging the farming community to manage erosion on their land to give overall benefits to themselves and the community. Possibility of partnering with other agencies to help with funding for the coastlines.
- **Tourism** - More story boards around Kaipara to add value for tourists and locals. Map physically or on an app to show the history of Maori and early settlers. All-important landmarks should be maintained.
- **Infrastructure** – There is a favourable agreement with the Three Waters Infrastructure Plan. The locals suggested to investigate other forms of grey and black water systems that use little or no water as the amount of water wasted from each individual each year is significant. All properties should have at least a small water tank, without being charged rates for it – this would help during drought, which appears to be a normal expectation now. Stormwater should be effectively planned before any new subdivisions so that costs fall upon developers rather than Council. Improvements are required for stormwater pipes along Sea View Road up to Kelly Street. Weather patterns have been changing and water flows need to be managed such that it does not exacerbate erosion. Previous rainfalls have highlighted these problems.
- **Developments** - Additional residential development should only be considered if It is not situated near erosion sites and stormwater is managed in such a way that causes no further erosion or pollution – a stormwater management plan has recently been drawn up which appears promising.

Consider dense development carefully – need to balance carefully with green spaces and natural habitat, need to maintain important rural values such as privacy and lighting of individual properties. It is good to have a variety of housing.

Supportive of providing land for development purposes, particularly for retail and leisure services around Ripiro Drive/Seaview Road corner. However, most of the land identified for commercial zoning is already used for residential, other than three unused sections surrounding Sharkys. These sections could accommodate for future business activity. There are some opposing viewpoints however, where at other times it is mentioned that there is no need for a new commercial area for village shops – Dargaville is close enough. It was mentioned to consider reclaiming the land around the steep slope with clean fill, to become the shopping area in the future. There is some support for light businesses such as cafes and galleries. It was mentioned that the Surf Club should be zoned as commercial, with time restrictions.

The recreation reserve is the only suitable location for a playground, which will link well with the existing public toilets as well as the proposed boardwalk. Maintain toilet and allow those with limited mobility access (prams, wheel chairs, frail)

- **Incorrect Identification** - The community centre is misidentified as the Surf Life Saving Club

## 1.7 Glinks Gully

### 1.7.1 Values and Essential Qualities

- Small, quiet and friendly community
- Strong connection to nature, particularly with the west coast.

### 1.7.2 Overview Information

- Many locals have historical family connections to Glinks Gully
- Over time, baches have been replaced by modern dwellings, with an increase of permanent residents
- There has been an increase in usage of motorbikes at the beach which creates carparking issues. It also endangers beachgoers as people tend to speed.
- Dunes have been regularly used, particularly by vehicles and have collapsed and in poor condition. The dunes are the only barrier by which the ocean is protected.
- Dargaville is the main service centre
- Illegal activity often occurs at the end of Marine Drive
- There are new year's activities, including beach races. The Glinks Gully Community Committee also organises family-oriented events
- Project Crimson is a Pohutukawa planting initiative which has been involved in Glinks Gully, though the damage by horses and bikes has already been done. A local environmental group has taken responsibility for planting in the local reserve. There are regular beach clean ups.
- There is a usual resident population of 5-6 – 2<sup>nd</sup> home 1-2



### 1.7.3 Community Aspirations

- **Population growth** - More long-term residents who take pride in the community, rather than holiday homes
- **Community Facilities** - Community centre or hall
- **Ecological Protection** - Protection of the natural environment, including limiting vehicle use on the beach, banning motorbikes on dunes, prohibiting development on cliffs and restrictions placed on residential sites available for building. In addition to dunes (and marram grass which protects them) and wetlands inland from the entrance to Glinks Gully. Additionally, measures to reduce maintenance requirements due to corrosive salt air environment and the poaching of Toheroa
- **Cultural Acknowledgment** - Bicultural presence which acknowledges the presence of Maori as Tangata Whenua prior to European arrival, perhaps publicised through signage
- **Improve Roading** - Traffic-calming measures such as speed bumps to improve safety, including speed signage on the beach. On the way into Glinks Gully, and along Marine Drive.
- **Tourism** - Tourism tours into the dune, Poutō Lighthouse, fishing trips - Investigate cycle trail opportunities around Glinks Gully. Café for tourists
- **Services** - Electricity and phone cabling to be underground; better internet services, wider cell phone coverage.
- **Commercial Development** - No need for local businesses as there are services in Te Kōpuru and Dargaville which locals would rather support. There is however a need for a parking lot
- **Developments** - Limited changes, with an emphasis of preserving both the natural and manmade environment. The locals however, would like a playground at the end of Marine Drive

### 1.7.4 Feedback on early Insights Maps

- **Dune Protection** - Further protection of the dunes from users, particularly vehicles. Initiate planting with natives, which would also attract wildlife and tourism. Implement pay and display parking, along with toilets, for visitors with trailers and bikes to discourage parking in the dunes and using them as toilets.
- **Beach Protection** - Restrict or ban cars from the beach and create a safer pedestrian-friendly environment. Ban cars from Glinks Gully to Baylys Beach.
- **Ecological Protection** - Stabilise the cliffs behind the settlement with planting or other such measures
- **Development Planning Provisions** - New builds should be regulated as there are already water restrictions in place, indicating that Glinks Gully does not have the capacity for more people. Regulations could be imposed on number of bedrooms or building footprints of new developments – this ensures that residents and holiday homeowners do not need to worry about water. Manage water consumption, particularly during holiday times – promote water conservation.

## 1.8 Ruāwai

### 1.8.1 Overview Information

- Flooding risks have resulted in restrictions in the way building permits are issued, with potential impacts on future investment into Ruāwai

### 1.8.2 Community Aspirations

- Flooding - There is positivity around development possibilities for the future of Ruāwai, however the largest obstacle remains flooding. Strengthening of flood control infrastructure should be prioritised

### 1.8.3 Feedback on Early Insights Maps

- There is provision for commercial development, but nothing for residential
- There is a playground at the western corner of Ruāwai Wharf Road and Westlake Street
- Ruāwai has no public transport

## 1.9 Te Kōpuru

### 1.9.1 Overview information

- There is an issue with vicious dogs, particularly at night, where it is unsafe to walk. It is particularly unsafe for kids
- The dairy is a focal point for community notices
- There is inorganic rubbish collection every six months – access to services is limited.

### 1.9.2 Community Aspirations

- Services - Better rubbish services would be crucial to help avoid illegal dumping.
- Improve Roothing - Address speeding issues and road safety through the town – particularly for logging trucks. Traffic-calming measures such as chicanes, speed cameras, etc.
- Development - Establish commercial areas for business

### 1.9.3 Feedback on Early Insights Maps

- Infrastructure Capacity Locals questioned if the current sewage capacity would be able to cope with the proposed residential areas. Intensification of residential development will need to look at stormwater and wastewater infrastructure

## 1.10 Kellys Bay

### 1.10.1 Values and Essential Qualities

- Kellys Bay is a quiet, small and eco-friendly community. The seashore and wildlife are essential qualities of the community

### 1.10.2 Overview Information

- There are street lights and a playground
- Decline in seafood with the increase of people
- Effects on the environment with the increase of people
- There is particular protection of birds, seafood and of the environment
- The settlement is provisioned with the following services” telecommunication, electricity and sky
- The boat ramp is the only all tidal boat ramp on this side of the harbour
- The gabions are not KBIS responsibility, they are owned by KDC. KBIS took on the job of providing volunteer manpower to put a concrete overlay over them to protect them from disintegration and erosion. KDC has provided the grant money to pay for the rocks and concrete (with a top up from KBIS occasionally).

### 1.10.3 Community Aspirations

- Remain the same, a quiet holiday spot for locals and residents
- **Roading Infrastructure** - Improved roading infrastructure along the last 6km into Kellys Bay once turn off. Poutō Road and the metal road 10km leading out of Kellys Bay on the south side

### 1.10.4 Feedback on Early Insights Maps

- **Transport and Carparking** - Improve roading in and out of Kellys Bay
- **Unidentified Places, Features or Assets** - The most important is the Kaipara Harbour and the unique area it covers and the wildlife. The double power pole is not a nuisance – it is the landmark for a blind narrow corner
- **Infrastructure** - Provisions for diversion of grey water from septic tanks straight to drains. When existing tanks are eventually checked and tested in the Bay, all drainage from taps should be tested concurrently
- **Commercial Development** - Local shop proposed at the Bay View Road and Dale Road intersection to the boat ramp is not supported. The roads become bottleneck on busy days
- **Helipad** - Permanent helipad area is usually full of vehicles and trailers over the good fishing periods. Helicopter will land wherever is safest on the day such as the beach at low tides
- **Oystercatchers** - seen as nuisance at mid-high tide – numbers can reach up to 5,000 during late summer season and cause nuisance on the road and water. Further, impacting the dotterels
- The local area will not sustain increases in traffic, people and environment, including the Kaipara Harbour.

## 1.11 Poutō Point

### 1.11.1 Overview Information

- Vehicles on the beach conflict with the dotterel
- Visitors often do not use the toilets by the beach parking area – implement better signage
- People walk to DoC land towards the lighthouse and back across DoC land to the lakes from the beach

### 1.11.2 Community Aspirations

- **Tourism** - develop a visitor strategy. Allow for walking and cycling access to the lakes, including access behind the farms to get to the lakes. More cycle trails/more funding – it is not safe to ride, particularly due to logging trucks.

### 1.11.3 Feedback on Early Insights Maps

- **Facilities** - Install playground near end of Poutō Road which is safe for children and/or public space. Add campground at old school grounds along Poutō Road north of the main settlement
- **Ecological Protection** - Manage vehicles to protect dunes and beach access. Particularly, protect dunes from motorbikes. Allow access to larger lakes only – have supporting facilities, no camping permitted, rubbish control
- **Proposed Development** - The proposed residential zones are favoured. The proposed countryside living zone is okay, but should enable for smaller lots of roughly 1000m<sup>2</sup>. Consider low density residential instead, or be flexible within the zone – people do not want large farming blocks.

A wharf is supported at the end of Poutō Road.

## 1.12 Tinopai

### 1.12.1 Values and Essential Qualities

- The community of Tinopai values the quiet laid-back lifestyle and setting of the settlement, being a seaside village in a rural setting.
- Tinopai's peaceful and safe and sustainable environment is accommodating for varying activities such as residential, holiday enjoyment or retirement.
- Additionally, the community's caring and collaborative spirit, especially in times of needs has been praised as an essential quality of the settlement.

### 1.12.2 Overview information

- Changes are inevitable and that is certainly the case in Tinopai. The community has seen population growth of all age groups, some of which coming from larger cities that have become unaffordable.

- Permanent homes becoming holiday homes and the provision of shops, a petrol station and toilets at the wharf. In addition to improvement of boating facilities in terms of slipways and parking.
- The community has taken initiative to protect and rescue assets of the sea side under various types of weather events.
- It is important to address poverty and assist in income generating ventures. In saying this, Tinopai is desperate for an upgrade into the next level.
- In terms of services, Tinopai has no shops - the one shop is currently for sale. Residents typically visits Dargaville the most for supplies. However, some prefer to support Paparoa (Saturday market and gas station) and Maungaturoto firstly, as Dargaville is still a fair distance away.
- Auckland employees tend to get most of their shopping done in Walksworth and Wellsford for supplies.
- The settlement is desperate for local businesses; however, household incomes are not able to support businesses.
- Current environmental restoration projects include the environmental group led by Muru and Henare are clearing waterways and replanting; mangrove control along the Tinopai waterfront and the clearing of beaches

#### 1.12.3 Community Aspirations

- **Harbour** - attention needs to be paid to the health of both the harbour and foreshore. Upgrading of the marina and safety features added to the wharf including a covered area and safety barrier around the edge. Roadside footpath required to the large wharf which is terribly dangerous, particularly around blind corners. The community recommends a lookout/bird watching spot by the large wharf. Moreover, there are a few stingrays around the large wharf, that could be a protected area and great tourist feature
- **Employment** - the community's aspiration for the area is to lessen poverty. This can be done through growth to encourage employment, including artisan opportunities for income potential or home and income, and tourism. A big push can be made through grants and workshops to support employment for young people, single parents or elderly. Interest in home shops/stalls for selling goods such as artisan goods and crops. There is demand for plumbers, builders and electricians
- **Recreational Areas** - The community has shown interest in the need for recreational areas for teenagers/young adults, particularly for exercise and social purposes in all types of weather. Other activities which have been anticipated include pontoons for teenagers/young adults and paddling pools for children. Community hall needs first priority protection.
- **Future Growth** - unlocking land along the main road for mixed-use zones to attract tourists, retirees and holiday home buyers for future growth. Enable subdivision and opportunities for capital gaining upgrading properties.
- **Tourism** - introduce activities such as water sports, fishing, boating, and dirt bike tracks to attract holiday makers. Utilise the campground to capture a larger market – offering home based cabins or tent facilities when the campground is full.

- **Services** - the community would like to have buses, water ferries, shops rubbish collection areas, childcare, medical and police services. Mobile operators in terms of medical checks and wellbeing. In addition to training facility for youth and the younger generation offering youth guidance services such as drivers licensing and first aid course. Fire and emergency services require more support acting as first responders when time is critical. Assistance is required in removing toxic weeds and bamboo at residential areas
- **Community** - Caring community concerned about safety, development of the area in terms of service and employment opportunities.
- **Ecological Protection** - Rock walls to prevent sea level rise adverse effects. Waterways overgrown and need maintenance. Beach and waterfront need to be protected from the invasion of mangroves. The community planting of natives along the waterways would like to see some support and further plant protection measures. Protection measures are required for the bush.
- **Infrastructure** - upgrading of some roads in some locations and bridges are required. Along with provision of mains water supply. There is a need to support local property owners to improve their sewerage and wastewater systems. Subsidised worm toilets given septic tanks upgrades are pricey and unachievable
- **Local Tinopai Monument protection** – perhaps a project for the youth with some guidance

#### 1.12.4 Feedback on early insights

- **Development** - The community has successfully opposed an application for future subdivision
- **Playground** - Upgrade of playground by the hall did not show much of a difference, given that teenagers have been asking for a recreation area. The younger residents are not catered for.

### 1.13 Hakarū

#### 1.13.1 Overview Information

- There are school buses which stop outside the domain for four schools
- There are communal orchards, they may also provide agricultural opportunities
- Land sales generally tend to be picked up by neighbours
- There are underground springs around waterways – there are often Springwater floods
- Local facilities are very important (RSA, Hall and Pony Club)

#### 1.13.2 Community Aspirations

- **Strong Development Character** - Grow into a gateway village, akin to Paparoa – a *Rural Village*. Provide a diverse mix of typologies e.g. two storey, units, cheaper homes for younger families. At the same time, encourage attenuate materials – buildings with character and individualised
- **Services** - Recapture northern buses
- Maintain quietness - Do not want to become like Wellsford

### 1.13.3 Feedback on Early Insights

- **Transport –**
  - Bridleway along Settlement Road
  - Make clearer the need to seal roads
  - More parking for the Hall, domain is currently used for overflow
  - Cycle/walking tracks to Brynderwyn – open opportunities for bushwalks, not within Hakarū itself – investigate possibility to enable riverside walking (considering private ownership and safety concerns). However, do want a pedestrian-friendly village centre
- **Industry and Agriculture -**
  - The tip is audible from a long distance away
  - Cluster industrial activity together
  - Allow for rural activities so no one complains about cows, farm equipment, etc.
- **Commercial development** - locals are receptive to the idea of a village centre. Shopping opportunities in Kaiwaka and Mangawhai are sufficient – no demand for local commercial activity. However, the locals seek a gas station and light commercial/services – do not want industrial
- **Environment and Recreation** - The Hakarū River is in good condition (despite some claims to the contrary), however there is some minor sedimentation. Establish a green belt surrounding the village as well as a shared recreational space e.g. football pitch
- **Planning Practices -**
  - Planning should be done in the short-term, and then incrementally
  - Hakarū is destined to become a congregation of lifestyle blocks, eventually merging into a contiguous pattern extending from Mangawhai to Kaiwaka.
  - Investigate possibility of establishing different consenting contexts for individual towns, such that resource consent applications are contextualised based on place.
  - It is infeasible to acquire the identified land, subdividing the land further will also be a challenge.
  - There is a general split as to how preferable lot sizes of 2-10ha are; 2-acre minimums.

## 1.14 Matakohē

### 1.14.1 Values and Essential Qualities

- Local pride and community spirit, with strong connection to the history of early settlers.

### 1.14.2 Overview Information

- There has been a decline in visitation to the museum.
- Dargaville is a popular service destination.

- There is currently ongoing protection works going on. The Kauri Museum team are currently working on a small area of bush at the rear of the museum for educational purposes, including extra planting and signage to identify native plants.

#### 1.14.3 Community Aspirations

- **Growth** - Carefully considered growth that retains the essence and spirit of Matakohē
- **Community hubs** - A 'magnet' to attract locals to gather and connect, for example a corner dairy.
- **Services** - Improved broadband services

#### 1.14.4 Feedback on Early Insights Maps

- Existing public toilets at the end of wharf which is incorrect.
- **Accessibility** - Beach access from church road is impractical as the paper road no longer exists.
- **Wharf** - reinstating the wharf would be costly to build and maintain and would be of no use except on full tide, it is believed that the resources could be better used to enhance other parts of Matakohē.

### 1.15 Pāhi

No submissions received for Pāhi.

### 1.16 Paparoa

#### 1.16.1 Values and Essential Qualities

- Paparoa is a close-knit and friendly village. The community has great value in their farmers market (Saturday morning markets), Paparoa Press and for each other, particularly when it comes to community collaboration and co-operation between the different groups and organisations.
- Important places in Paparoa are the walking trails, churches, recreational areas, the sports Pavilion at show grounds a lot of groups and the access to Kaipara to Pāhi.

#### 1.16.2 Overview Information

- The town has experience deterioration.
- Population is small enough to know the community well.
- Paparoa is a service town for surrounding settlements – Paparoa markets usually attract no residents. There has been general upgrading of housing and Twin Streams development.



- In terms of supplies, Maungaturoto is a bigger service town which complements the services and businesses available in Paparoa. The residents visit Mangawhai for sandy beaches, recreation and services.
- Paparoa offers a number of meeting places for the community which have become important to the community. The Brethren churches used as meeting places in Paparoa, Maungaturoto and Dargaville. Other facilities include sports pavilion, community hall, medical centre, library, village green, Lions walkway, landing, Pāhi wharf/harbour.
- The current environmental restoration projects in Paparoa include the harbour, waterways and a private eradication project.

### 1.16.3 Community Aspirations

- **Development** - the community would like to see more light commercial areas. Developments down Pāhi Road. Provide areas that are safe to use and kid-friendly in all weather conditions. Unlock land along Franklin Road for residential and commercial developments. Industrial businesses are better placed in neighbouring Maungaturoto Railway and Ruāwai. Additionally, provide open space in the 'middle area'. Gardens featuring sculptures and paved play areas and space for markets.
- **Commercial development** - opportunity for a recycling depot, hardware shop, a florist and a chemist.
- **Residential development** - more residential areas, such as a 2-3 well planned and executed small to large subdivisions. Enable rural residential activities in rural areas. Unlock land along Pāhi Road for residential activities.
- **Roading** - enhanced roading maintenance on unsealed roads in the area. Slow the steady fast traffic. Consider moving SH12 so that it does not run through the village. Traffic will potentially increase if Kai for Kaipara takes off and kai is transported to Auckland along SH12. Footpath along SH12 from Pāhi Road to the store needs major improvements. Additionally, install street lights and reconstruct road by the store slipping into the river.
- **Facilities and services** - provide picnic areas/covered areas with BBQ facilities for families. Internet and cell phone coverages needs to extend to rural areas around Paparoa for businesses, online education and communication with family and friends. The community would like provisions of a high school, playground, skatepark and a community gymnasium. Internet services in rural areas.
- **Accessibility** - Bike and walking tracks – connecting walkways. Safe footpath linking Village Green, the Landing and Franklin Road. Bike track around the edge.
- **Future growth** - the community has a growth mindset for the area and encourages making the area more attractive for long-term residents.
- **Infrastructure** - improve town sewage system and water supply. Flooding mitigation measures.
- **Transport** - provide public transport to Dargaville for essential activities. Provide public transport services, particularly services for non-drivers

According to one of the participants: the old saying is still very true, "*you have to spend money to make money*" Please spend some money in Paparoa so we have more opportunity to attract more people.

#### 1.16.4 Feedback on early Insights Maps

- **Residential** - Residential opportunities on Pāhi Road. Land behind the first row of house could be development. The community encourages rural residential development
- **Sewage Systems** - Issues of sewage systems include: sewage reaching Paparoa Creek, no room to dispose of sewage on-site and shop owners unable to afford upgrading expensive sewage system.
- **Community Events at Paparoa Show Ground** - To be able to continue with the community events at the Paparoa show grounds – need to secure the paddock that is used for parking. It is currently privately owned but the owners have allowed them to use it for parking. Once this property is sold or subdivided, there will no longer be sufficient space for events. Perhaps, if land could become community or council owned, it will allow walkways and other access to continue.
- **Industrial Development** - Feedback from the owners of Hubands Contractors Limited, located on a 4.1778ha site, are generally supportive of the direction proposed as part of the draft sub-regional spatial plan. However, they believe more land could be identified for industrial purposes.

Besides the land which has been identified as a potential industrial zone near the rail road, there is also an opportunity to include further industrial zoned land at the western/southern end of the Paparoa settlement. Particularly land which accommodates existing industrial activities. This will provide security for established activities, particularly given the change in zoning of surrounding land. Benefits to this approach include:

- Providing for existing local businesses that facilitate employment opportunities
  - Providing for activities that are existing and hence form part of the vernacular that contributes to the trajectory and form of Paparoa
  - Facilitating the use of appropriate land for industrial activities
- **Unidentified Places** - A participant doesn't want new development at showgrounds. Residential sprawl – a ring of residential zone followed by 'future residential' zone
  - **Unidentified Features or Assets –**
    - Paparoa Creek
    - Paparoa Bush
    - Pāhi
    - Paddock for parking
  - **Places or Species Protection** - Paparoa Stream and Paparoa Bush walk.

# Kaipara Spatial Plan 2050\_Update October 2020

Rev 1 | September 2020

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1\_ Purpose of Presentation

2\_ Project Programme

3\_ Summary of Recent Consultation Process

Appendix A\_

30 Year Settlement Plans + Engagement Summaries

## 1\_PURPOSE OF PRESENTATION

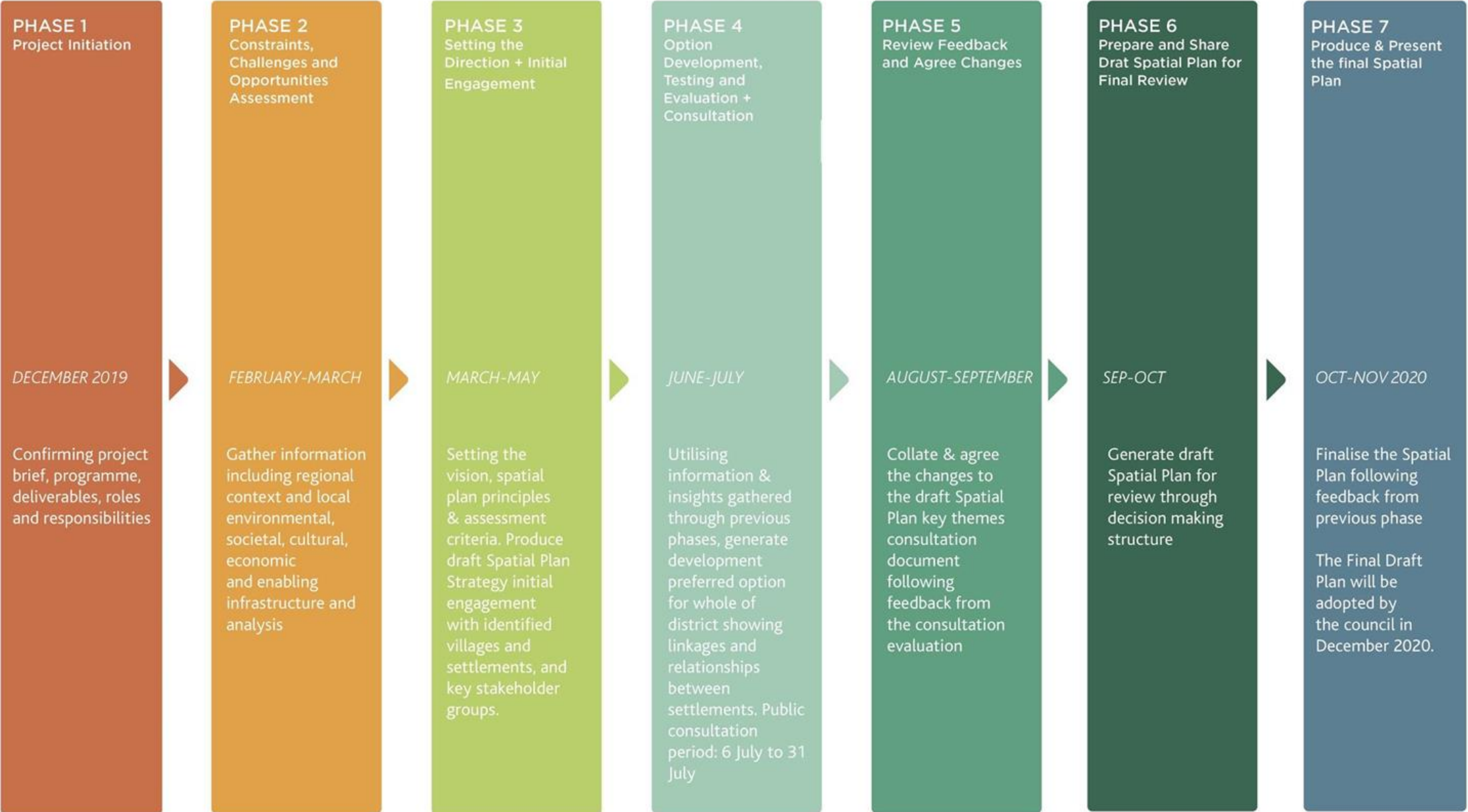
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Provide an update on the outcomes of recent engagements with community and key stakeholders

Provide an overview of recommended changes to the 30 year plan for each settlement

*We're currently in Phase 6 - preparing and sharing the final draft spatial plan*

INDICATIVE TIME-LINE



3\_ SUMMARY OF RECENT CONSULTATION PROCESS

Drop-in Sessions

Phone calls

One on one meetings

Online Survey

Phase 4 Engagement

This latest round of engagement in July built on the previous engagement rounds Phases 3 and 4

Phase 4 engagement continued through Covid-19 Alert Levels 4 lockdown and subsequent Alert Levels 3 and 2 - due to the lockdown restrictions, these were conducted over Zoom or other virtual meeting platforms or over the phone.

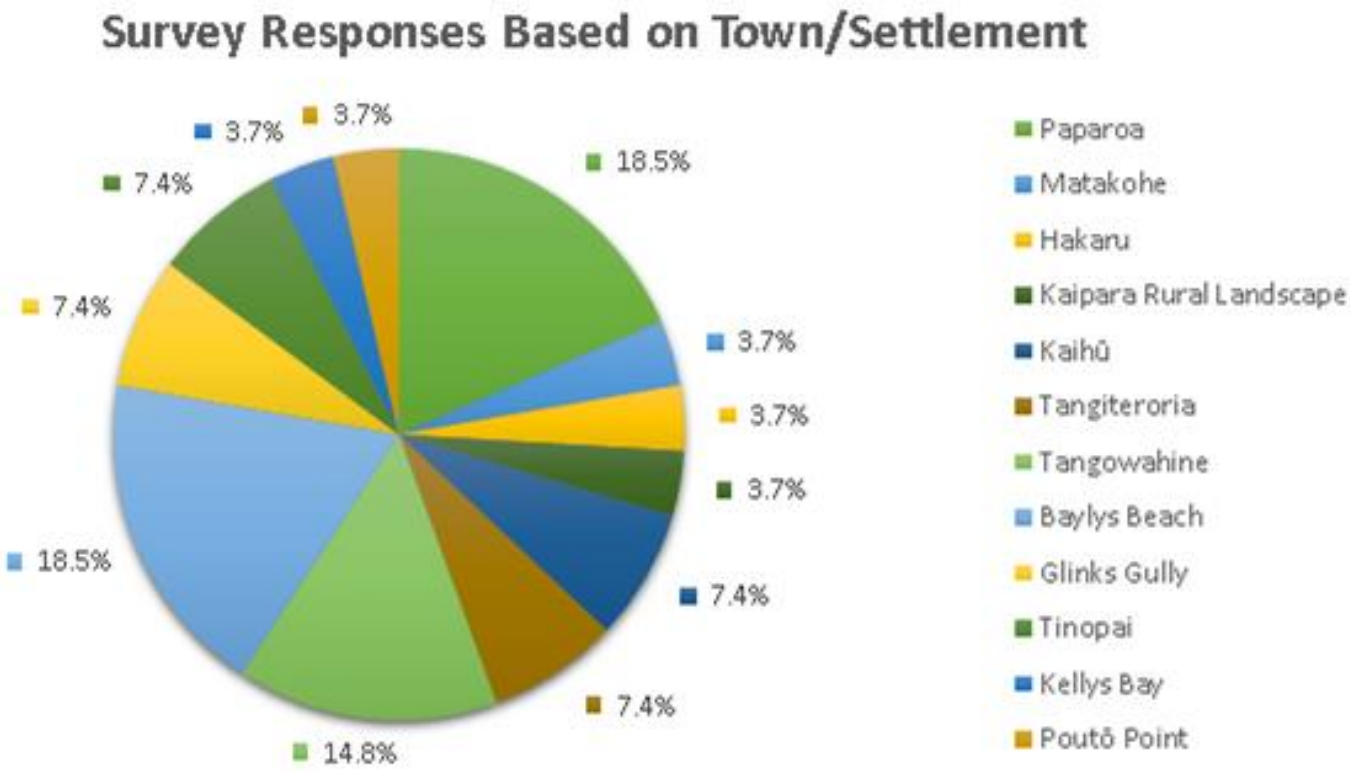
ONLINE SURVEY AND WRITTEN FEEDBACK SUBMITTED

The 'draft *Spatial Plan*' was available online for viewing and with a targeted online survey link available to the public. In total, 27 submissions were received, along with additional written submissions where members of the community and key stakeholders felt they needed to provide additional input.

The Phase 5 consultation was a success seeing as we received valuable information on each of the settlements listed in Figure 1, which helped in refining the options provided under the Draft Kaipara Sub-Regional Spatial Plan.

The online survey response saw a total of 27 submissions, mostly in relation to Paparoa (18.5%), Baylys Beach (18.5%) and Tangowahine (14.8%).

Fig 1 - where respondents live



3\_ SUMMARY OF RECENT CONSULTATION PROCESS

Drop-in Sessions

Phone calls

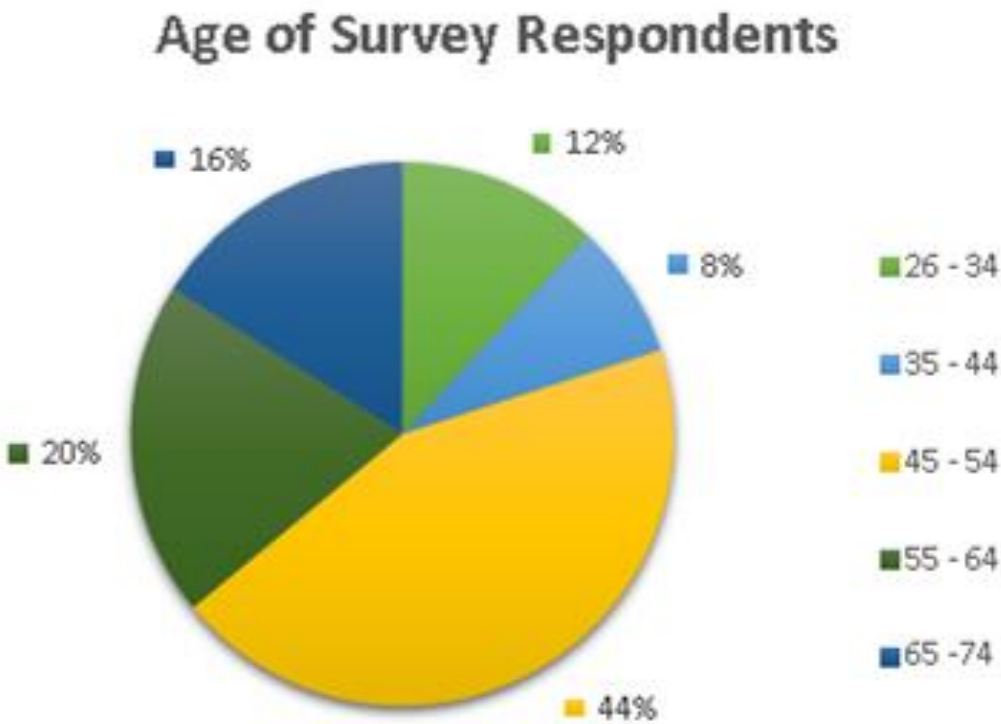
One on one meetings

Online Survey

ONLINE SURVEY AND WRITTEN FEEDBACK SUBMITTED  
Continued ...

Majority of the submissions were made by people aged between 45-54, whereas the lowest number of responses were submitted by the age groups of 35-44 as illustrated in Figure 2.

Fig. 2 - age of respondents





### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

*Drop-in Sessions*

*Phone calls*

*One on one meetings*

*Online Survey*

#### VIRTUAL KANOHI KI TE KANOHI\_ PHONE AND ZOOM INTERVIEWS

Extending back to Phase 4 engagement, various meetings were held online via Zoom, Teams and phone calls as face-to-face meetings were otherwise not possible due to Covid-19 Alert Level restrictions.

#### PHASE 5 - PUBLIC DROP-IN SESSIONS

Targeted engagement and additional drop-in sessions were held for various villages and settlements in July. These included:

- **North Kaipara –**
  - Kaihū, Maunganui Bluff and Omamari - 20th July 2020, 5-7pm at Kaihū Rugby Club
- **Central Kaipara + West Coast –**
  - Baylys Beach - 21 July 2020, 6-8pm at Wairoa Golf Club
  - Glinks Gully and Te Kōpuru - 16 July 2020, 6-8pm at Te Kōpuru Community Hall.
- **Kaipara Harbour –**
  - Hakarū - 22 July 2020, 6-8pm at Hakarū Hall



### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

*Spatially mapped information to inform consultation process with the public, project partners, and key stakeholders.*

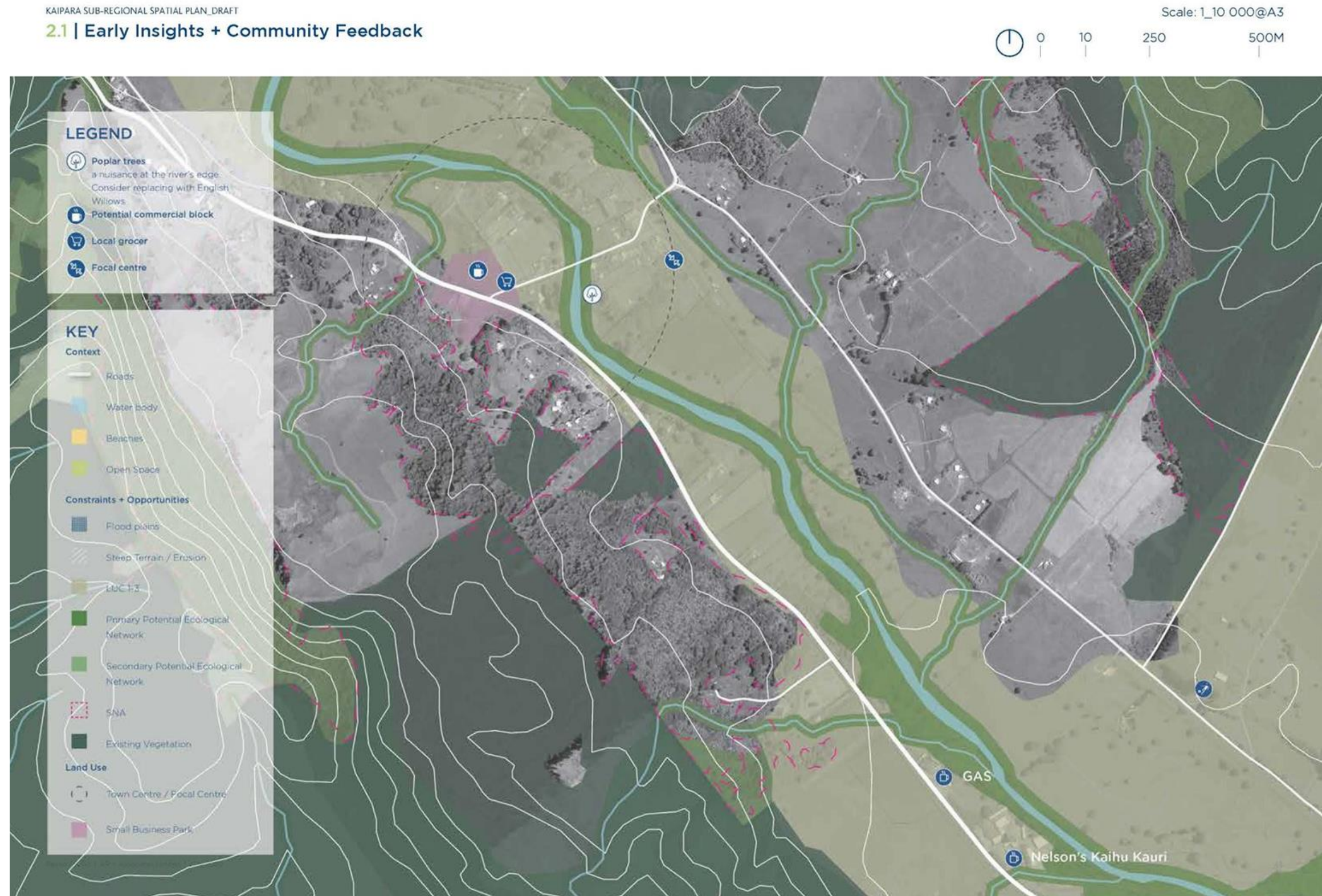
*Information was available online for online surveys and at drop-in sessions (held for some settlements)*

*'Constraints and Opportunities' include topography (steep vs flat land), land subject to flooding, high fertile productive soils, and primary + secondary ecological networks.*

*Local-specific relevant matters - e.g. for Kaihū that included\_*

- *The existing businesses and how these currently serve the community.*
- *Stopbanks - noting these are a Northland Regional Council asset in Kaihū.*
- *Māori landholding with the discussion centred around papakāinga 'housing' vs 'activities'.*

### EXAMPLE CONSULTATION MATERIAL\_ Kaihū Identifying 'early insights', constraints & opportunities, existing businesses and facilities





### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

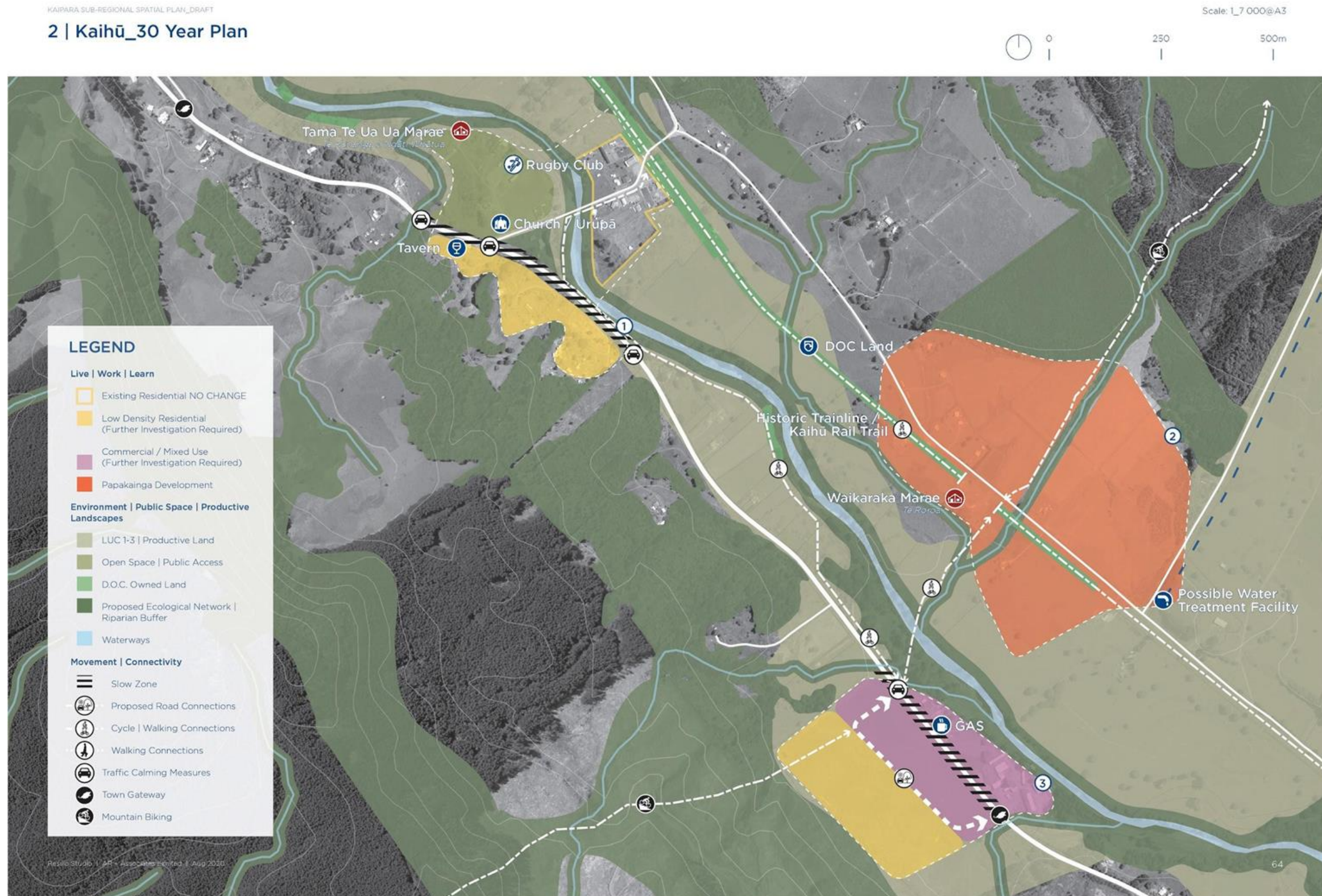
*Kaihū is identified as a 'Service Centre' in the draft spatial plan, servicing the local residents and wider rural-based community, as well as holiday-makers visiting local attractions such as Kai Iwi Lakes, Trounson Park, and the west coast beaches and walks. The proposed Kaihū Valley Trail will further attract visitors to Kaihū, enabling additional local-based infrastructure and businesses associated with tourism.*

*Key changes arising from additional engagement. for Kaihū\_*

- *Enable papakāinga Development on Māori-owned land free of flooding constraints.*
- *Additional residential opportunities are identified near the church, sports fields, and tavern.*
- *Enable new residential and village hub around at the southern entrance to the village.*

*Stopbanks - require collaborative initiative with KDC and Northland Regional Council*

### EXAMPLE 30 YEAR PLAN\_ AMENDED AFTER CONSULTATION





### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

#### LAND-USE CHANGE, RETENTION, AND PLACEMAKING

Proposed land-uses gained a finer grain of resolution - clearer aspirations from local iwi and communities informed:

- The extent of potential ***new residential development***, and where that should be restrained.
- ***Commercial Village Centres*** - big and small - were more clearly identified with community input
- ***Papakāinga Development*** on Māori-owned land free of flooding constraints, including both housing and production areas.

#### SOCIAL INFRASTRUCTURE

***Key community facilities*** such as playgrounds, community halls, churches, walkways etc were updated and refined.

#### TRANSPORT

The location and extent of '***traffic calming measures***' (including '***gateways***' and '***slow zones***') were identified in more strategically defined manner to match-up with proposed land-use direction and in cost-conscious manner. Traffic speed, specially in terms of safety, was raised as a key issue in many of the villages - both on main streets with existing shops and on residential streets.

### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

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**Beach access and user groups conflicts** featured strongly on the west coast communities extending from Poutō Point in the south to Maunganui Bluff in the north. Some mechanisms relating to beach access management balancing recreational, local transport, and conservation interests may be required.

Environmental, safety and amenity issues were raised in Maunganui Bluff, Baylys Beach, Omamari, Glinks Gully, and Poutō Point.

Aligning settlement-specific management options of access to west coast beaches from Maunganui Bluff to Poutō Point has emerged as a key priority for these communities.

APPENDIX A\_  
30 YEAR SETTLEMENT PLANS + ENGAGEMENT SUMMARIES

\_\_\_\_\_

# Kaihū 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Kaihū included focus on the following items:

- Riparian Planting and Water Quality: Stream and river edge restorations, including replacing existing non-native species with native species in particular along the Kaihū River edge.
- Flood Management and Water Allocation: Investigate the feasibility for catchment management planning in Kaihū to mitigate flooding issues, including the potential for a new dam near Rīpia Marae to separate seawater from freshwater and to act as a stopbank to reduce flooding risks and siltation. Investigate the potential of the northern Wairoa River to supply irrigation water supply to farms as well as a resilient water supply network to service Kaihū and future growth.
- Establish a Village Centre with Local Services: Establish a pedestrian-friendly village centre by identifying commercial land to enable a local grocer and other businesses to flourish to attract tourism and retain youth in Kaihū. To support such growth, investigate upgrading services such as improved cell phone coverage, allocate rubbish collection points, upgraded existing community facilities and improved accessibility through upgraded roading/footpath surfaces, traffic-calming devices, and safe cycleway routes along the SH12 corridor.

## Phase 5 Consultation Feedback

During the consultation phase in July 2020, the following additional feedback was provided:

- Any new commercial development surrounding the pub needs to consider the surrounding land also owned by the pub.
- A decision needs to be made in regards to the Kaihū Valley Trail, in terms of whether to build a bridge at the intersection to the southeast or to go off-road (route selection).
- Two problems were identified in regards to the proposed trail, being: its proximity to several property boundaries that contain roaming stock due to minimal fencing and a significant flood hazard for the track to the southeast.

## Kaihū 30 Year Plan

As part of the spatial planning process, a study of Kaihū’s existing built form and adjacent rural areas was undertaken to have a clearer understanding of which areas or neighbourhoods are suitable and feasible for growth. The study comprised site visits, assessments and discussions surrounding landform and potential land use, connection to existing and future transport routes, access to the village centre, community facilities and infrastructure requirements to accommodate growth. Three neighbourhoods which could accommodate new growth were identified as part of this spatial plan: Kaihū Town Centre, Kaihū South and Waipara Road Block.

## Kaihū Neighbourhood/Infrastructure descriptions

Kaihū Town Centre (SH12/Kaihu Wood Road intersection)

Located along SH12 and is the northern gateway to the town, is Kaihū’s town centre. South of this neighbourhood comprises residential land along what is now proposed to be a slow zone with the benefits of views out to the Kaihū river. This new residential area is well connected to other neighbourhoods within the town. To the north is a number of valued community facilities and productive land.

## Outcomes

Establish a pedestrian-friendly village centre that is safe and inviting for locals and visitors. Provide for new low-density residential suitable for infill or brownfields redevelopment which will stimulate more people to make the choice to live and establish small businesses.

## Kaihū South (SH12 around GAS)

This low-lying neighbourhood is situated along SH12 and is the southern gateway into the town. Non-residents travelling from Kaipara’s key urban areas and Auckland as such, are welcomed into the pedestrian-friendly service town through the southern gateway where services such as a gas station and Kaihū Kauri Gallery are present. This neighbourhood is anticipated for commercial and mixed-use activities to enable businesses to flourish and become a place of interest for visitors and young people in Kaihu.

## Outcomes

New ‘commercial/mixed-use’ development suitable for commercial expansion at the gateway Kaihū, will contribute to Kaihū’s tourism and economic growth as well as accommodating the resident’s day-to-day needs.

## Waipara Road Block (Waipara Road near Waikaraka marae)

This is a Māori Purpose Land, located on the eastern side of the Kaihū River and is well connected to the surrounding neighbourhoods and the ecological network. Countryside living encompasses most of the neighbourhood. The Waikaraka marae is an important community space located along the eastern boundary of the neighbourhood.

## Outcomes

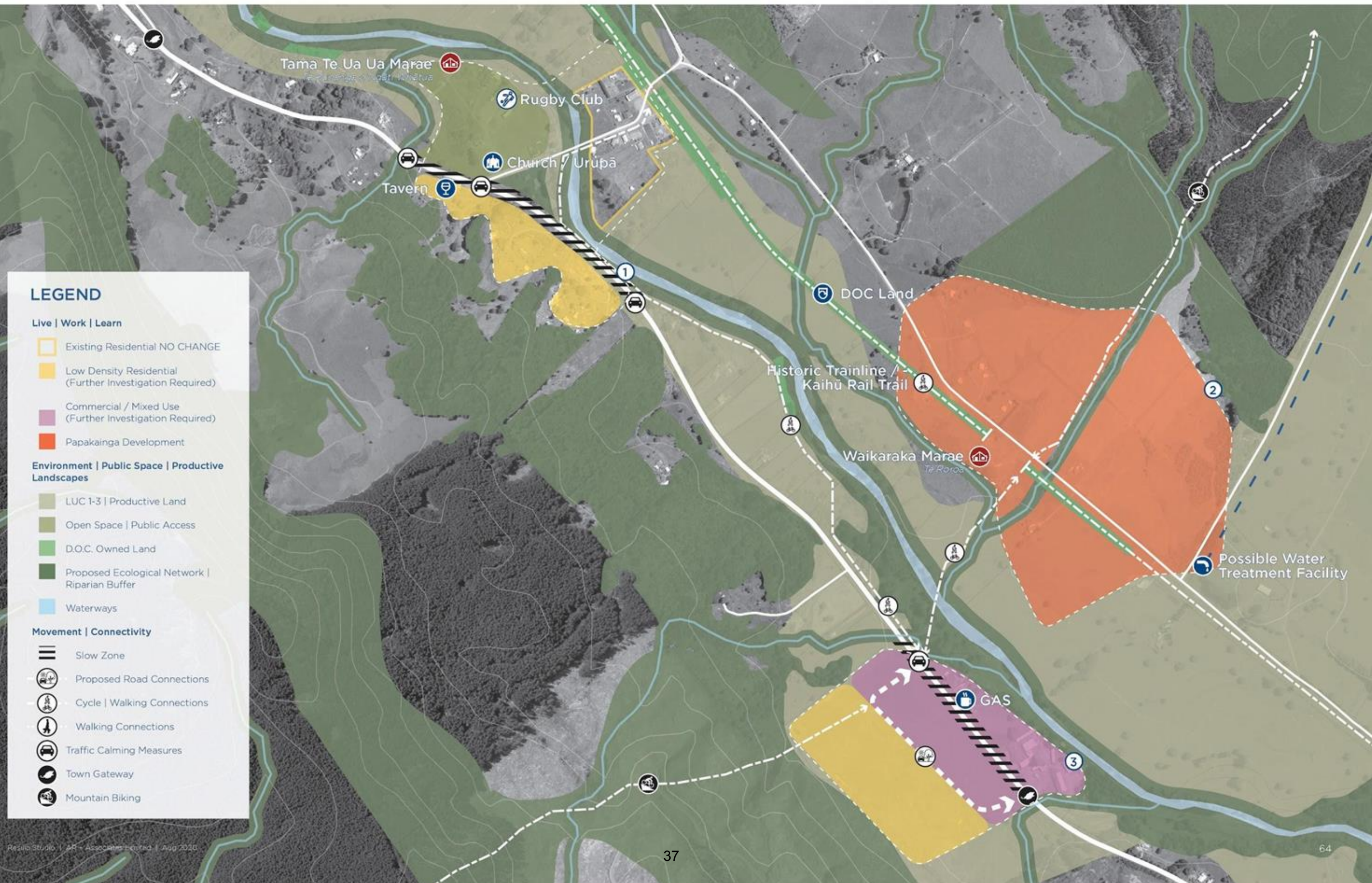
New countryside living developments to provide for the social and cultural needs of Mana Whenua and mataawaka and to reflect their identities and values. This is to promote the establishment of marae and papakāinga along with supporting economic growth that ensures self-sustaining Māori communities.





250

500m





# Maunganui Bluff 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Maunganui Bluff included focus on the following items:

- Community values and aspirations: The small community recognises the beach and recreation as essential qualities that characterise Maunganui Bluff. The community’s goal is to avoid further subdivision or development as much as possible, but the idea of providing a place for visitors (e.g. at a maximum of three nights stay) is supported. There is general support to revitalise the old camping ground.
- Services: Rubbish collection management requires attention by introducing wheelie bins. There is a need to maintain the access to the beach up to the high-water mark for safety reasons along the foreshore. Assistance with weed and pest control is anticipated by the residents.
- Environment: The engaged community pointed out the following species that need to be protected; blue penguins, fairy terns, Toheroa, mussels/fresh mussels and the seal colony.

## Phase 5 Consultation Feedback

No feedback was received from the consultation held in July 2020.

## Maunganui Bluff Neighbourhood + Infrastructure Description

As a small bach community, Maunganui Bluff is not anticipated to be a growth site. Maunganui Bluff is a neighbourhood which is first and foremost, connected to nature, with the Bluff overlooking the neighbourhood and the beach at its doorstep. Maunganui Bluff’s remoteness further emphasises its secretive nature; these are the community’s key characteristics which are to be retained.

## Outcomes

Retain key neighbourhood characteristics and propose no changes to the neighbourhood. Moreover, recognising key ecological features which surround the neighbourhood’s immediate area, while DoC land also occupies much of the surrounding area.

No change is proposed at Maunganui Bluff. Local infrastructure can continue to operate on a self-serviced basis.

3 | Maunganui Bluff\_30 Year Plan

Scale: 1\_10 000@A3



0

250

500m



LEGEND

Live | Work | Learn

- Visitor Management Strategy
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Walking Connections

# Omamari 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Omamari included focus on the following items:

- Coastal Restoration & Protection: Retain the existing coastal settlement qualities and continue to protect the landscape by which the settlement is defined and manage existing coastal issues such as coastal erosion. Support on-going works to stabilise the West Coast sand dunes stretched along the Omamari beach.
- Beach Accessibility: Provide safe and alternative access to the beach via Omamari with adequate facilities and safe access for visitors, balancing visitors’ needs with avoiding coastal erosion issues

## Phase 5 Consultation Feedback

No feedback was received from the consultation held in July 2020. .

## Omamari Neighbourhood + Infrastructure descriptions

As a small bach community, Omamari is not anticipated to be a growth site. Omamari is a quiet neighbourhood which is rich in significant ecological values, namely the beach and the impressive dunes which wrap around the neighbourhood - the Kai Iwi Lakes are also quickly accessible from Omamari. Omamari is a relatively remote and secluded community - this seclusion and its tight connection to nature are key characteristics which are to be maintained.

## Outcomes

Retain key neighbourhood characteristics and propose no changes to the neighbourhood. Moreover, recognise key ecological features which surround the neighbourhood’s immediate area, while DoC land also occupies much of the surrounding area.

No change is proposed at Omamari. Local infrastructure can continue to operate on a self-serviced basis.





# Tangiteroria 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Tangiteroria included focus on the following items:

- Areas of Significance to Māori: Identify areas of significance to Mana Whenua including places of significance and urupā sites to be protected through the district plan review.
- Riparian Planting and Water Quality: Improve and protect the mauri of the receiving water bodies by monitoring and managing direct discharges to waterways, riparian planting along the Wairoa River, and protecting the Tangihua mountain range and bushes.
- Establish a Rural Hinterland with Local Services: Identify a commercial hub in the main settlement to service daily needs to the surrounding rural communities, such as a local grocer or butcher. Establish community facilities in the main settlement such as the potential to rebuild the social hub around the sports complex and establish new public toilets and rest areas along SH14 through Tangiterōria.
- Residential Development Opportunities & Infrastructure: Identify rural land suitable for lower density living and countryside living opportunities outside of flooding risk areas near the Wairoa River. Identify land for papakāinga housing with walking and cycling routes to the main settlement for improved connectivity. To accommodate residential growth, improve the digital infrastructure connections and identify the potential for a communal wastewater system.

## Phase 5 Consultation Feedback

No significant changes were raised to the draft spatial plan proposed development options for Tangiteroria through the consultation phase in July 2020. No problems were identified with the proposed development options. However, respondents mentioned that they would like to have public toilets provided near the existing playground.

## Tangiteroria Neighbourhoods + Infrastructure Descriptions

### Tangiteroria Village Centre

SH14 is the main street for Tangiteroria, where business has been located in previous years, including the tavern and garage, which have all since fallen out of use. Additionally, the school is a major social anchor which is considered to be the heart of the community since the destruction of the Sports Complex. Commuters travelling either way to/from Dargaville and Whangarei will pass through the village centre along SH14. This neighbourhood is suitable for reinvigoration as the village centre, providing services for locals and passerbys. The area is generally flat and free from flooding constraints, creating potential for commercial and residential opportunities.

### Tangiteroria Village Centre Outcomes

A reinvigorated village centre, including revitalisation of local businesses near the intersection of SH14 and Pukehuia Road through the provision of ‘Commercial/Mixed Use’ land. Encouraging population growth around the school and village centre through provision of ‘Low Density Residential’ land.

### Wairoa Plains

The Wairoa Plains are alluvial plains which are nestled in between a sharp horseshoe-shaped bend in the Wairoa River, forming a miniature peninsula. The plains are flat and unvegetated (other than grass). Much of the southern section of the Wairoa Plains are flood-prone, but are highly productive and offer strong opportunities for horticulture. Most of the Wairoa Plains is Māori Purpose land, which presents an opportunity for papakāinga development and kai production.

### Wairoa Plains Outcomes

Enable papakāinga development on the northern part of the Wairoa Plains, to be complemented with potential kai production opportunities to take place at the southern part.

### Pukehuia Block

The Pukehuia Block is situated upon Māori Purpose land on the opposite side of the Wairoa Plains to the south. Small patches of vegetation traverse the block, which is generally flat. The block is accessed via Pukehuia Road, south of the village centre. The Wairoa River meanders along Pukehuia Road, characterising Tangiteroria as a riverside community.

### Pukehuia Block Outcomes

Enable local mana whenua to exercise kaitiakitanga of Māori land through the provision of papakāinga housing development opportunities.





250

500m





# Tangowahine 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Tangowahine included focus on the following items:

- Establish a rural hinterland centre and infrastructure: Identify land for commercial activities centred around the existing rail station and school as the heart of the rural hinterland, celebrating the railway history of the settlement. Improve road safety by tar sealing roads and identify cycleway routes heading north which can open up opportunities for investigating tourism ventures associated with a new wharf.
- Riparian Planting and Water Quality: Protect, enhance and maintain waterways from direct discharge of waste and invest in riparian planting along the river and streams to improve flooding risks along the Wairoa River.

## Phase 5 Consultation Feedback

The following feedback was provided as a result of the July 2020 consultation:

- A 70km/h signage at the intersection and up Tangowahine Valley Road (beyond the school).
- Concerns regarding proposed commercial zoning due to declining activity in Dargaville and associated infrastructure costs to locals.
- Respondents are not receptive to the proposed sports field and the village centre and associated traffic that would be generated as people currently live there and do not desire that environment.

## Tangowahine Neighbourhoods + Infrastructure Description

### Tangowahine Village

The land slopes moderately upwards towards the northeast. From the upper slopes, an impressive view is afforded of the Wairoa River and of the rolling hills south of Tangowahine. The school is a key focal point and social anchor. The main intersection has potential for activation as a village centre. Tangowahine’s single shop, Flax and Fibre, currently operates around this area. The Tangowahine Stream Bridge road is a popular route north to Kaikohe and beyond.

### Tangowahine Village Outcomes

Create a discernible village community, with a modest village centre populated with local shops, enabled through the provision of ‘Commercial/Mixed Use’ land. Enable population growth around the school through the provision of ‘Low Density Residential’ land.

### Railway Industry Block

Some small-scale light industrial activities currently take place on the southern side of SH14. Reinstatement of the old railway ‘heavy rail line’, which runs through the neighbourhood, could open significant opportunities for industry in Tangowahine - connecting Dargaville with Whangarei. The land along the Railway Industry Block is quite flat, suitable for limited amounts of larger footprint industrial activities.

### Railway Industry Block Outcomes

A productive industrial block, enabled through the provision of ‘Industrial’ land, which takes advantage of strong rail and road connections to transport goods in and out of Tangowahine.

## 6 | Tangowahine\_30 Year Plan



0

250

500m

## LEGEND

## Live | Work | Learn

- Low Density Residential
- School
- Commercial / Mixed Use
- Potential Industrial Development (Further Investigation Required)

## Environment | Public Space | Productive Landscapes

- LUC 1-3 | Productive Land
- D.O.C. Owned Land
- Proposed Ecological Network | Riparian Buffer
- Waterways

## Movement | Connectivity

- Slow Zone
- Traffic Calming
- Cycle | Walking Connections
- Wharf
- Train Station
- Light rail
- Heavy Rail
- Town Gateway
- Viewshaft



# Baylys Beach 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Baylys Beach included focus on the following items:

- Three Waters Infrastructure: Investigate options for increasing water supply for irrigation to farms and identify a suitable location for a communal wastewater system to service growth in the area.
- Identify Growth Opportunities and Community Facilities: Identify land suitable for residential development on the upper slopes behind the Sunset West subdivision and a motel with a golf course attraction for locals and tourists. Identify commercial land to provide an opportunity for new business ventures to allow beach activities such as bike and surf rentals. Identify land suitable for community facilities such as a surf life saving club, with a court and a playground nearby, new public toilets, and a helipad for emergencies.
- Improved Accessibility: Establish a more pedestrian-friendly environment via one-lane roads throughout the main settlement, new walking and cycling routes along the coast as well as connections to Dargaville.
- Coastal Protection and Water Quality: Protect and enhance Baylys Beach’s natural assets, including dunes, cliffs, vegetation and rural farmland via removal of pest species and invasive weeds, and appropriate beach access with signage to stop motor vehicles/bikers from accessing certain parts of Ripiro Beach and damaging the dunes.

## Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

Transport + Infrastructure:

- The proposed one-way loop is not feasible, particularly for campervans, however Baylys Street may be more suitable for one-way traffic.
- For traffic-calming measures, speed bumps, chicanes, etc, may be more suitable and preferred, as traffic speed continues to be an issue.
- More footpaths are desired, particularly at Coates Avenue and Cynthia Place
- Cycling is extremely dangerous given the condition of the roads and the speeds
- Potential for public car parking at the bottom of Baylys Street and additional parking is required in Ocean View Terrace where the overflow parking is earmarked for the Community Centre.
- Preference for a septic tank sewage system for the community.
- A cycleway would help to encourage tourism in Kaipara, and growth in this activity should be provided for. There is no road verge for cyclists between Dargaville and Baylys Beach which is dangerous and it is one of the main tracks for the Aotearoa cycleway. The locals suggested looking to other regions which have used walking and cycling to build the community spirit of places and provide safe means for people to live a healthier lifestyle.
- Maintenance of the roads between Dargaville and Baylys Beach – they are frequently used and traffic on them is increasing.

## Coastal Protection + Restoration:

- There are stream restoration projects to the north managed by Council and environmental restoration projects happening at the entrance of the dunes.
- The cliffs need to be de-farmed as erosion is at a critical stage – the farmland can quickly develop into a sand blowhole, which has been experienced by coastal farmers.
- The extent to which the plan addresses the natural environment is only at the base level of what can be done and need to show erosion patterns in greater detail.
- More erosion inclusion required for the development plan in regards to the: boardwalk stability given the extent of the erosion, dunes as they have receded in the past seven years and the sand dune area to the north on the farmland outskirts as it could completely blow over at some point.
- Possibility of encouraging the farming community to manage erosion on their land to give overall benefits to themselves and the community.
- Possibility of partnering with other agencies to help with funding for the coastlines.
- Establish an area specifically for dune riding for motorbikes.

## Community Facilities + Tourism

- Need to identify playground and new community house as they are not shown on the early insights maps.
- More story boards around Kaipara to add value for tourists and locals. Map physically or on an app to show the history of Māori and early settlers. All important landmarks should be maintained.

## Commercial/Residential Development

- There is no need for a new commercial area for village shops given Dargaville is only 12 km away. Community is happy with what is already there, being a small and simple town, and are not keen on growth in the community. However, there is some support for light businesses such as cafes and galleries. It was mentioned that the Surf Club should be zoned as commercial, with time restrictions.
- Restore funky fish - Place is currently falling apart and the owners should be warned by the Council to clean it up due to presence of rodents.

# Baylys Beach 30 Year Plan

## Baylys Beach Neighbourhoods + Infrastructure description

As part of the spatial planning process, a study of Baylys beach existing built form and adjacent rural areas was undertaken. This study helped to fully understand which areas or neighbourhoods would be most suitable and feasible for growth. The study involved site visits, assessments and discussions surrounding landform and potential land use, connection to existing and future transport routes, access to the village centre, community facilities and infrastructure requirements to accommodate growth. Two neighbourhoods which could accommodate new growth were identified as part of this spatial plan: Baylys Beach Village Centre and Baylys Beach North.

## Baylys Beach Village Centre

The Baylys Beach Village Centre is the first thing that visitors will see as they enter Baylys Beach. Sharkys is the single shop in the neighbourhood and in Baylys Beach, located at the intersection of Ripiro Drive and Sea View Road. The neighbourhood is unassuming, with only Sharkys and some beach-style properties to indicate the gateway to Baylys Beach. The intersection is heavily screened by vegetation.

## Outcomes

Establish a pronounced and lively centre around the Ripiro Drive / Sea View Road intersection. Visitors to Baylys Beach will be greeted by small, nostalgic local shops along Ripiro Drive on the way in, as well as new housing to the north and south. ‘Low Density Residential’ land will provide opportunities for infill or demolish/rebuild development.

‘Commercial’ land will provide opportunities to establish more local business activity at the gateway to Baylys Beach.

## Baylys Beach North

Baylys Beach North is predominantly located on currently rural land. This land is very flat and suitable for greenfield growth.

## Outcomes

‘Low Density Residential’ housing to provide for population growth at Baylys Beach. A well-connected neighbourhood, which will see existing cul-de-sacs at Sunset West extended to improve local accessibility. It will also be a pedestrian-friendly neighbourhood, with a walking track established to connect to the perimeter of the rest of the community, including the proposed boardwalk near the beach entrance.

## Future Infrastructure required for Baylys Beach

The design of future land subdivisions in Baylys needs to be cognisant of slowing the stormwater down before it enters the coastal receiving environment. There is an opportunity for the community to provide a longer term better environmental outcome by decommissioning failing septic systems and join up with a Baylys Beach North residential system that caters for the whole village. This could be funded by a targeted rate and recovered over a set period of time. Council would manage the new package plant or pipeline extension back to Dargaville. Investigations into the use of raintanks for non-potable household uses should be examined to reduce the reliance and resilience of the Dargaville Water Treatment Plant, for any water supply extensions.



## 2 | Baylys Beach\_30 Year Plan



250

500m

**LEGEND**

**Live | Work | Learn**

- Visitor Management Strategy
- Low Density Residential
- Existing Residential NO CHANGE
- Village Mixed Use
- Commercial / Mixed Use

**Environment | Public Space | Productive Landscapes**

- Beaches
- Highly Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

**Movement | Connectivity**

- Proposed Road Connections
- Cycle | Walking Connections
- Walking Connections
- Traffic Calming Measures
- Town Gateway
- Proposed Playground
- Beach Access Management





# Te Kōpuru 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Te Kōpuru included focus on the following items:

- Infrastructure: Investigate the potential for expanding a reticulated wastewater system to service potential growth as opposed to solely relying on self-servicing septic systems due to shallow bores. Reinstate poorly maintained footpaths around the main settlement and provide rubbish bins.
- Ecological Protection: Protect New Zealand’s second-largest Norfolk pine located near the intersection of Poutō Road and Norton Street.
- Protect & Utilise Investment into Environment and Heritage Features: Protect and utilise the old wharf for water transport ventures. The old wharf presents an opportunity to emphasise Te Kōpuru’s rich history while providing tangible economic benefits through water transport ventures.
- Residential Growth: Identify land suitable for housing on the western outskirts of the existing developments away from flood-prone areas.
- Establish a service town centre with local services: Identify land for commercial development along the Norton Street / West Coast road intersection to service the wider rural Poutō Peninsula community, Glinks Gully on the west coast, as well as visitors to the peninsula. Investigate ways to utilise the existing domain and Coronation Hall community facilities as social hubs for the community, convert the old hospital into a healthcare service hub, and bring back life to the old wharf for water transport ventures to improve ecotourism opportunities in the area.

## Phase 5 Consultation Feedback:

The following feedback was provided in the consultation held in July 2020:

- Infrastructure Capacity: Locals questioned if the current sewage capacity would be able to cope with the proposed residential areas. Intensification of residential development will need to look at stormwater and wastewater infrastructure.
- Traffic speed - in particular forestry logging trucks cause a serious traffic risk for the village, in particular as the trucks come through the village shops and school area. Other road users also often don’t slow down before they start going through the residential areas.
- Safe environments for kids - create more safe areas, improve traffic safety.
- Wharf area - the community would like to have a wharf and improved facilities on the foreshore at the existing wharf area. This has been neglected and would provide a great asset for the town connecting it to other villages along the Wairoa - in particular Ruawai.
- Promote the school as a focal central point for the community.
- Support the new medical clinic / hospital proposal.

## Te Kōpuru Neighbourhoods + Infrastructure Description

As part of the spatial planning process, a study of Te Kōpuru’s existing built form and adjacent rural areas was undertaken. This study helped to fully understand which areas or neighbourhoods would be most suitable and feasible for growth. The study involved site visits, assessments and discussions surrounding landform and potential land use, connection to existing and future transport routes, access to the village centre, community facilities and infrastructure requirements to accommodate growth. Six neighbourhoods which could accommodate new growth have been identified as part of this spatial plan: Te Kōpuru Town Centre, Old Hospital Neighbourhood, Historic Wharf Block, Te Kōpuru West, Te Kōpuru South, and Wairoa River Block.

### Te Kōpuru Town Centre

Te Kōpuru’s centre is focused around Te Kōpuru’s single shop at the intersection of Norton Street and West Coast Road. Te Kōpuru School is opposite the road. Norton Road serves as the gateway into Te Kōpuru from the north and naturally leads visitors through the town centre. It then leads to Poutō Road, which is the gateway to the rest of the Poutō Peninsula. Te Kōpuru Domain can also be accessed through Norton Street. Potential for denser housing typologies around the town centre perimeter through provision of ‘Existing Intensified Residential’ land.

### Te Kōpuru Town Centre Outcomes

Establish a town centre which recaptures the nostalgia and community spirit of Te Kōpuru. Provide ‘Commercial’ land along Norton Street and West Coast Road to re-establish local shops and services, while activating a more attractive pedestrian-friendly environment by slowing local traffic. Establish a strong local connection with the domain as part of making the town centre the ‘heart’ of Te Kōpuru.

### Old Hospital Neighbourhood

Te Kōpuru’s neighbourhoods are made up of humble and unassuming low density housing. The Old Hospital Neighbourhood is the gateway to Te Kōpuru, which provides access to the rest of Te Kōpuru’s neighbourhoods. The old hospital is a significant heritage building which exemplifies the rich history of Te Kōpuru.

### Old Hospital Neighbourhood Outcomes

Provision of ‘Low Density Residential’ land at the currently unoccupied block on Wordsworth Avenue which is compatible with the old hospital and invigorates the historical appeal of the neighbourhood. Allowing for infill or brownfield redevelopment (demolish and new build) through ‘Existing Intensified Residential’ zoning across existing housing in the neighbourhood. Improved permeability by establishing walking connections between Hospital Road, Agnes Street and Norton Street. Promote pedestrian activity and encourage active participation of local people with Te Kōpuru’s physical heritage.

# Te Kōpuru 30 Year Plan

## Historic Wharf Block

Te Kōpuru’s old wharf at the end of Wilson Street is an important historical site which directly relates to Te Kōpuru’s past in industry, particularly in milling and boat-building township. The wharf provides a clear view over the Wairoa River, where there is a direct line of sight to Tokatoka Peak. The presence of vegetation, coupled with the aged wharf instructure, creates an air of solitude, mysticism and timelessness.

## Historic Wharf Block Outcomes

Recapture the industrial activity which launched Te Kōpuru as one of Kaipara’s most prominent communities in its early history through the provision of ‘Industrial’ land. Reactivate the wharf to facilitate connectivity across and along the Wairoa River. Establish an ecological network/riparian buffer to screen industrial activity from nearby housing, while maintaining the surreal nature of the area.

## Te Kōpuru West

Te Kōpuru West represents the outskirts of Te Kōpuru’s built-up area. It is the most inland part of the community and is more sporadically developed.

## Te Kōpuru West Outcomes

Enable sustainable greenfield growth further inland through ‘Low Density Residential’ land. Allowing for infill or brownfield redevelopment (demolish and new build) through ‘Existing Intensified Residential’ zoning across existing housing in the neighbourhood. Facilitate greater connectivity with a road connection throughout Te Kōpuru West.

## Te Kōpuru South

Te Kōpuru South represents the southern outskirts of Te Kōpuru’s built-up area. The neighbourhood directly abuts the Te Kōpuru Town Centre and acts as the gateway between Te Kōpuru and the rest of the Poutō Peninsula. The neighbourhood slopes down gently southwards, where significant flooding constraints lie further southward.

## Te Kōpuru South Outcomes

Enable greenfield growth behind existing development through provision of ‘Low Density Residential’ land, while avoiding development in flood-prone areas.

## Wairoa River Block

The Wairoa River Block is situated along the Wairoa riverfront, where there is a direct line of sight to Tokatoka Peak. The neighbourhood contains Te Kōpuru’ key education facilities: Te Kōpuru School and Te Kōpuru Playcentre.

## Wairoa River Block Outcomes

Establish a stronger connection with the Wairoa Riverfront by enabling intensification opportunities through ‘Existing Intensified Residential’ zoning of existing residential areas. Provide for new housing development opportunities at the southern edge of the neighbourhood through ‘Low Density Residential’ zoning. Recognise the school as a key education and social centre, and emphasise it as a key neighbourhood landmark.

## Future Infrastructure Requirements for Te Kōpuru

The Council is currently investigating the potential for a large water storage project, utilising water from winter flow in local streams to feed both the towns of Dargaville and Te Kōpuru and horticultural diversification. If this project gains the green light and secures funding from external sources then treated reticulated water supply could be supplied to the existing neighborhoods and any future subdivisions or businesses activities. Investigations into adding further capacity to the Te Kōpuru Wastewater Treatment Plant would need to be carried out to quantify the consenting and funding requirements for any wastewater extensions.



## 3 | Te Kōpuru\_30 Year Plan



250

500m





# Glinks Gully 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Glinks Gully included focus on the following items:

- Improved Accessibility: Provide improved vehicle access to slow speed limits near the beach with educational signage. Identify a new or upgrade the existing walking and cycling track behind the dunes at the end of Marine Drive to Black Rock Stream.
- Coastal Restoration & Ecological Protection: Enhance, maintain and protect the coastal environment by restoring sand built up over the years, restoring vegetation in areas turning into swamps / wetlands by removing exotic species/weeds, and extending ecological corridors on the upper slopes near Redhill Road. Protect the Pōhutukawa trees along Marine Drive to Black Rock Stream planted by locals.
- Residential Development: Investigate potential land suitable to be subdivided into lifestyle blocks.
- Cultural Tourism: Improve the visitor Māori cultural experience at the campground and rect signage at key points around Glinks Gully which promotes the Māori and Pākehā history and view of the settlement to educate tourists and local holiday-makers.
- Infrastructure and Transport: Provide better broadband connections that are underground to avoid effects associated with erosion in the area and to maintain the visual natural landscape qualities of Glinks Gully. Monitor natural springs on private properties used for water supply sources. Identify unsafe corners of Glinks Road to be widened.
- Vehicles on Beaches: A wider management approach between agencies to set guidelines and rules for people operating vehicles on Ripiro Beach is needed to prevent serious harm, protect flora and fauna and keep the local Glinks Gully residents safe.

## Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- Dune Protection: Further protection of the dunes from users, particularly vehicles. Initiate planting with natives, which would also attract wildlife and tourism. Implement pay and display parking, along with toilets, for visitors with trailers and bikes to discourage parking in the dunes and using them as toilets
- Beach Protection: Restrict or ban cars from the beach and create a safer pedestrian-friendly environment. Ban cars from Glinks Gully to Baylys Beach.
- Ecological Protection: Stabilise the cliffs behind the settlement with planting or other such measures
- Development Planning Provisions: New builds should be regulated as there are already water restrictions in place, indicating that Glinks Gully does not have the capacity for more people. Regulations could be imposed on the number of bedrooms or building footprints of new developments – this ensures that residents and holiday homeowners do not need to worry about water. Manage water consumption, particularly during holiday times – promote water conservation.

## Glinks Gully Neighbourhood + Infrastructure Description

As a small bach community with few permanent residents, Glinks Gully is not anticipated to be a growth site. It is widely considered as a holiday destination rather than a place to settle. Furthermore, all unoccupied land immediately surrounding Glinks Gully is administered by DoC, which presents challenges for outward expansion. However, there is potential for infill development to take place within the existing built-up area. This could take place in the form of light commercial and retail activities to support the continuity of Glinks Gully as a holiday destination.

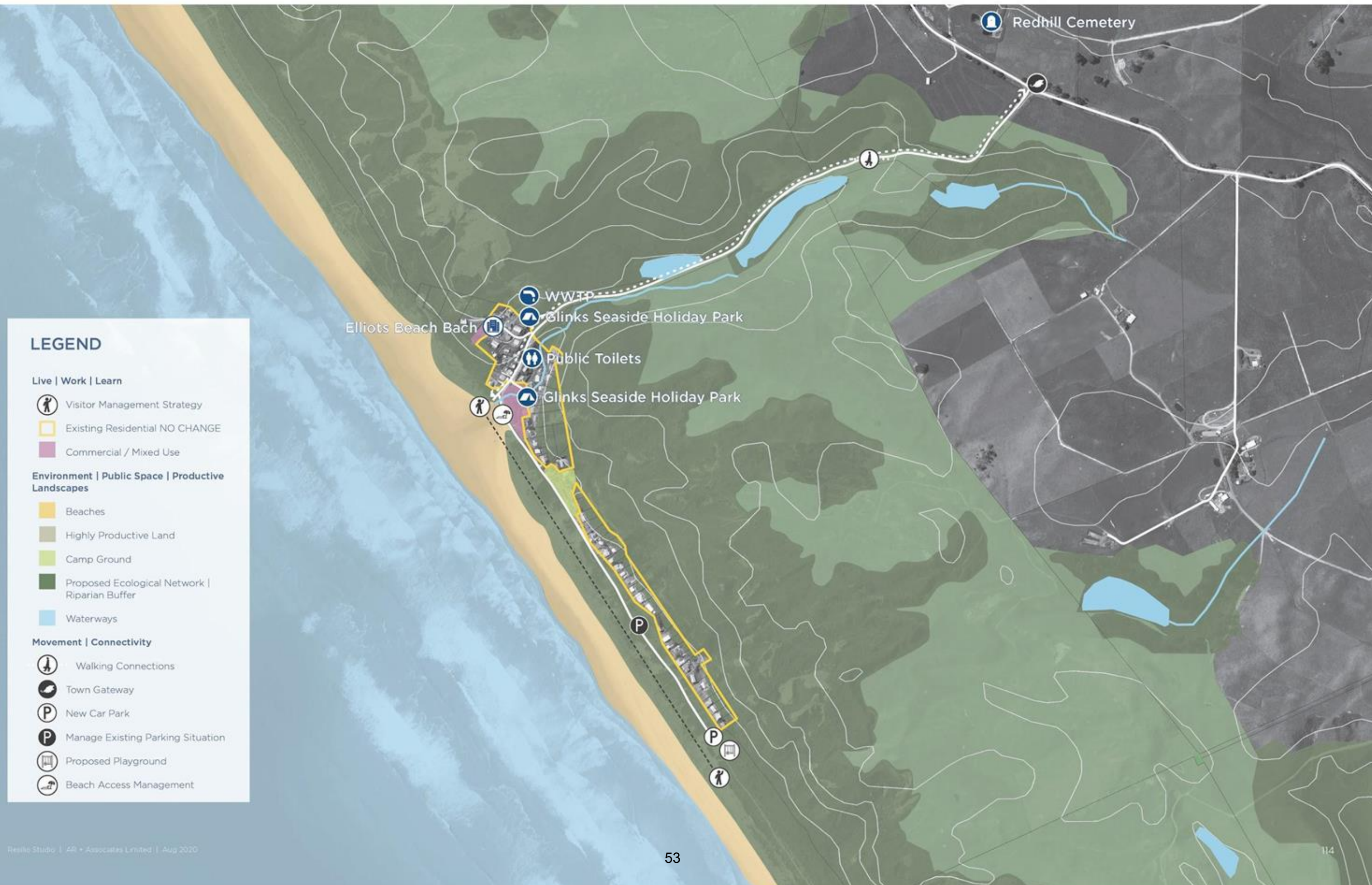
## Outcomes

A greater presence of commercial opportunities at Glinks Gully to cement its function as a coastal holiday and recreation destination, through the provision of ‘Commercial/Mixed Use’ land. Establish a central focus around the Glinks Road/Marine Drive corner. Improved visitor facilities along the beach managing vehicle parking and access to the beaches reducing impact on the amenity enjoyed by local residents and managing adverse effects on the environment such as coastal erosion and dune destabilisation (or blow-outs)..

No change is proposed at Glinks Gully. The existing wastewater reticulation system will be sufficient to support current activity, and may in fact have capacity to support additional commercial activity in the neighbourhood. Water supply can continue to operate on a self-serviced basis.



## 4 | Glinks Gully\_30 Year Plan





# Ruāwai 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Ruāwai included focus on the following items:

- Residential and Commercial Growth: Identify suitable flat land for industrial development and residential land on higher slopes (including papakāinga development at the marae). Investigate potential larger farming productive landholdings to be subdivided into smaller lots allowing for home based business ventures.
- Ecotourism & Cultural Experiences: Identify ecotourism ventures around Wairoa River and the Kaipara Harbour such as walking/cycling trails connecting to the Ruāwai Stopbank Trail. This trail could incorporate experiences from local maraes within the sub-district of Ruāwai , Naumai, Raupō and Tokatoka as a Māori tourism venture. Consider opportunities to upgrade the wharf to accommodate access at all tides for slow cruise boats to increase tourism to the service town.
- Flood Management and Maintenance: Maintain the current stopbank network and look at potentially elevating this by a further 0.5m to manage effects of flooding. Identify where stormwater and wastewater reticulated networks can be installed, particularly along Jellicoe Road. Clean and maintain existing drains between Tokatoka corner and Donavan’s Bluff. Overall, the community would like to have measures for strengthening flood control infrastructure prioritised.
- Transport: Assess the potential to seal roads towards Tokatoka, Tramline Road, Raupō Wharf Road, and McKinnley Road.

## Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- Future Growth: There is provision for commercial development, but nothing for residential. Ruāwai currently has no public transport.

## Young people engagement - held during Key Urban Areas planning process

KDC held an engagement workshop at Ruawai College as part of the Key Urban Areas Spatial Plan extended engagement initiative with mana whenua and young people. The students demonstrated a good awareness of the local environment and environmental enhancement through riparian planting. The Wairoa River provides a source of recreation, in particular with the wharf providing a ‘playspace’ for the kids where they can fish, swim and dive off the wharf.

There is little to do otherwise in the village, and the students expressed desire for more places and facilities for young people. Some were positive about living and working in the village or surrounding rural area,, and some had plans to head out and find work in the city.

## Ruāwai Neighbourhoods + Infrastructure Descriptions

### Ruāwai Town Centre

In decades past, Ruāwai was once a hub of modest commercial activity, clustered predominantly around Ruāwai Wharf Road. Many of these businesses have closed, but there are still several services offered in the area. Several noteworthy historic buildings still remain at Ruāwai , giving it an impression of timelessness. Motorists travelling along SH12 to or from Dargaville will pass through Ruāwai Town Centre and may be enticed to stop and look around it's quaint main street. There is potential to invigorate the town centre and recapture local activity.

### Ruāwai Town Centre Outcomes

Enable for business development opportunities along SH14 and Ruāwai Wharf Road through the provision of ‘Commercial/Mixed Use’ land. Establish a discernible town centre, complete with local services which utilise the historic architecture of Ruāwai. Generate local activity around the town centre to connect with local amenities, particularly the wharf.

### Ruāwai Neighbourhood Extension

The Ruāwai Neighbourhood Extension is currently two large lots which are used for food production. The neighbourhood is flat and is the logical location to facilitate an extended residential area in Ruāwai .

### Ruāwai Neighbourhood Extension Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Create road connections to either side of SH14 to allow accessibility.



## 5 | Ruāwai\_30 Year Plan



### LEGEND

**Live | Work | Learn**

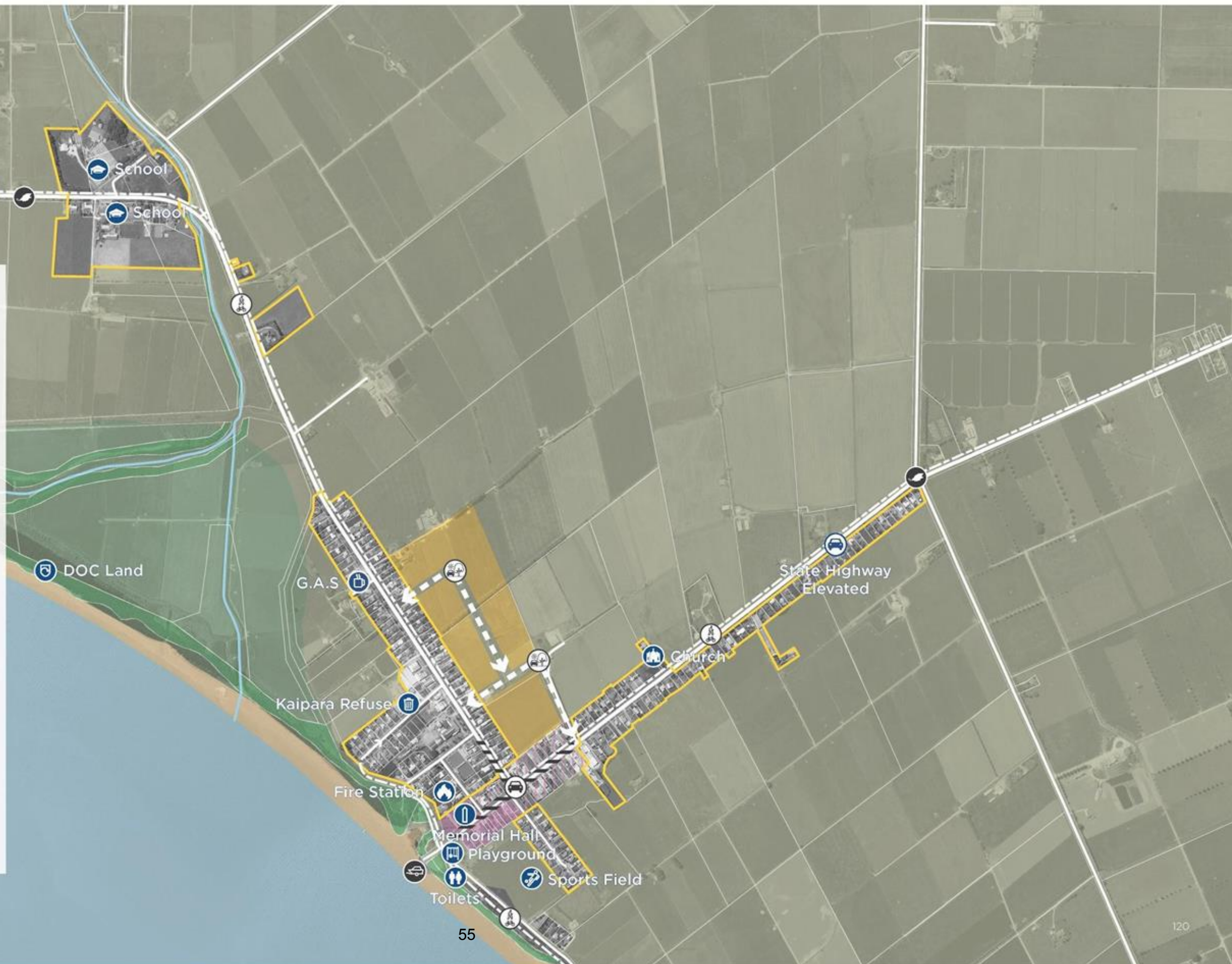
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Potential Commercial/Mixed Use (Further Investigation Required)
- School / Special Land Use

**Environment | Public Space | Productive Landscapes**

- Beach
- Highly Productive Land
- Department of Conservation Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

**Movement | Connectivity**

- Slow Zone
- Proposed Road Connections
- Cycle | Walking Connections
- Wharf Upgrade
- Traffic Calming Measures
- Town Gateway





# Tinopai 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Tinopai included focus on the following items:

- **Protect Heritage Features:** Protect and maintain the orchard heritage site, campgrounds, marina, and community hall.
- **Residential Development:** Identify land suitable for residential living opportunities, extend the existing campground reserve and identify land for a new campground.
- **Establish a Local Village with Local Services:** Identify potential land for commercial/retail activity such as a café, dairy, butcher or medical centre to improve employment opportunities and complement tourism in Tinopai. Protect the hall and school pool club, as well as identify a location for a new hall and playground to act as the main social hub. Expand the existing school grounds to increase the roll and attract younger families to the area.
- **Social and Public Facilities:** Protect the hall and school pool club, as well as identify a location for a new hall and playground as the main social hub. Expand the school grounds and improve walking access to the school - safe and convenient. Locate new public toilets near the wharf, a helipad for healthcare services, communal gardens / food banks.
- **Ecological Protection & Restoration:** Protect and maintain ecological corridors around Tinopai and Torewa Stream, plant native species and remove pest species around the southern section of Komiti Road.
- **Infrastructure & Green Spaces:** Locate additional sustainable water sources for the community, upgrade the existing campground wastewater facilities and identify an EV charging station. Identify land to be zoned and maintained as open spaces / reserves and provide park facilities i.e. communal gardens, rubbish bins, tables and trees for shade.
- **Transport and Accessibility:** Upgrade network standards in Tinopai to reduce speeds and improve safety for pedestrians/cyclists sharing the space with vehicles. Provide new footpaths and linkages between the bridge and wharf; between Sandy Beach Road and the wharf; and to the beach from Ngātoto Road . Install lighting around the road network and key social gathering spots to improve safety and visibility. Upgrade the wharf and associated facilities i.e. parking and public toilet. Identify a location for a helipad for healthcare services.

## Phase 5 Consultation Feedback

During the consultation phase in July 2020, the respondents opposed the potential for future subdivision in Tinopai. The respondents also noted that the upgrade of the playground by the hall was not emphasised and shown on the maps. Therefore the plans did not show much improvement in terms of catering for the generation of teenagers / young adults by providing a recreational area.

## Tinopai Neighbourhoods + Infrastructure Description

### Tinopai Gateway Centre

Tinopai is situated at the end of a peninsula, with access in and out provided solely through Tinopai Road. This is therefore a critical gateway into Tinopai. As visitors come into Tinopai, they will descend closer to sea-level as they are greeted by views of the Otamatea River, and the mountain hills which roll over the peninsula across the river. The school is an important social hub along Tinopai Road. At the end of Tinopai Road, the marina lies on the water. The beach can be accessed from either side of the marina mouth. At the southern end of Tinopai Gateway Centre are key community facilities - Tinopai campground and the community hall.

### Tinopai Gateway Centre Outcomes

Establish an attractive gateway into Tinopai by enabling local commercial development opportunities through the provision of ‘Commercial/Mixed Use’ land next to Tinopai School and in front of the campground on Komiti Road. Implement traffic-calming measures along the gateway to improve safety and promote the area as a centre. Enable population growth through the provision of ‘Low Density Housing’ along Tinopai Road and around the school, as well as to the north along Ngatoto Road.

### Komiti Neighbourhood Extension

Komiti Road offers the most direct view of the Otamatea Road. The land directly west of the tract of bush directly behind the built-up area on Komiti Road is relatively flat and has potential for greenfields development. Two streams separate the neighbourhood from the northern and southern parts of Tinopai.

### Komiti Neighbourhood Extension Outcomes

Enable for population growth through the provision of ‘Low Density Residential’ land, while avoiding compromising key local ecological features. Establish road connections to Komiti Road, as well as north/south to Tinopai Road/Sandy Beach Road, respectively.

### Tinopai South

Tinopai South is the furthest part of Tinopai, where the wharf is found at the end of Komiti Road. Tinopai South has potential to capture boatie traffic with light commercial activity along Komiti Road. Meanwhile, there are opportune greenfield sites at Sandy Beach Road to expand alongside existing development.

### Tinopai South Outcomes

Enable opportunities for local business development through provision of ‘Commercial/Mixed Use’ land. Enable population growth through provision of ‘Low Density Residential’ land. Create a new road to connect directly to Komiti Neighbourhood Extension and Tinopai Gateway Neighbourhood.

### Tinopai Infrastructure



## 2 | Tinopai\_30 Year Plan



250

500m





# Kellys Bay 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Kellys Bay included focus on the following items:

- Residential Development: Provide residential zoned land near the wetland and new wharf location.
- Establish a Coastal Settlement with Local Services: Identify land suitable for commercial development near the campground reserve and community hall to establish a general store or rental shop for bikes, kayaks etc. as potential business ventures. Establish an emergency helipad in a suitable location for medical purposes near the main settlement.
- Infrastructure & Water Quality: Improve telecommunication connections via underground services. Upgrade the campground facilities, provide a treated wastewater plant for the settlement and a public water supply bore to improve water quality in the Bay. Manage monitor discharge points from farms, drainage and wetlands.
- Transport: Widen the shoulders of Kellys Bay Road, install barriers, provide signage and seal the road to improve the safety of the network, particularly along the last 6km once turn off. Poutō Road and the metal road leading out of Kellys Bay along the south side also requires improvement. Upgrade the existing boat ramp and provide parking and a sealed road. Establish a wharf that provides access for larger vessels to enhance tourism opportunities in Kellys Bay. Identify land suitable for ecotourism opportunities such as a mountain bike trail in the forest.
- Coastal Restoration & Protection: Improve the coast of Kelly’s Bay by introducing a groyne to redirect currents to alleviate effects on the Bay at the wharf, maintain the seawall gabion baskets at the Bay and remediate coastal erosion near the boat ramp by placing more sand along the beach.
- Ecological Protection & Restoration: Enhance wetland protection, protect dotterel and kiwi identified bird life, and protect the Pōhutukawa trees along the beach esplanade. Install signage for no parking, picnicking, camping and open fires near the boat ramp and other key points at the Bay that are subject to wildfire risk beyond the identified firebreak. Remove pest plants around the Bay and restore the declining shellfish population.

## Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- Transport: The community emphasised the need to improve roading in and out of Kellys Bay.
- Infrastructure: Provisions for grey water diversion from septic tanks straight to drains have been raised by the community. Further requests were made to dye test all drainage from taps when existing wastewater tanks are checked.

- Commercial Development: Local shop proposed at the Bay View Road and Dale Road intersection to the boat ramp is not supported as the roads become bottleneck on busy days.
- Helipad: Permanent helipad area is usually full of vehicles and trailers over the good fishing periods. Helicopters tend to land wherever is safest on the day, such as the beach at low tides.
- Growth: The community believes the area will not sustain increased in traffic, as it would adversely affect the people and environment, including the Kaipara Harbour.
- Ecological Protection & Restoration: Oystercatchers are seen as nuisance at mid-high tide – numbers can reach up to 5,000 during late summer season and cause nuisance on the road, water and impacts the dotterels.

## Kellys Bay Neighbourhoods + Infrastructure Description

### Kellys Bay Township

Kellys Bay Township encompasses the existing settlement of Kellys Bay. Its situation along the bay coast makes it a quiet and tranquil coastal community. Recreation in Kellys Bay is intertwined with nature, either with marine activities associated with the beach and harbour waters, or with the expanse of forest which the neighbourhood is located within. The neighbourhood is accessed by both the north and south via Kellys Bay Road.

### Kellys Bay Township Outcomes

Enable some population growth through the provision of ‘Low Density Residential’ land behind existing development, directly east of the wetlands. Establish a road loop to contain development.

### Tangitiki Bay

Tangitiki Bay is currently forest and wetlands, roughly 1 km north of Kellys Bay Township. This area has potential to open up additional development opportunities without compromising the quiet, unassuming neighbourhood at Kellys Bay Township.

### Tangitiki Bay Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Create a road connection to Kellys Bay Road for access. Establish a wharf at the northern point to facilitate local boating activity without generating additional traffic to the facilities at Kellys Bay Township.



### 3 | Kellys Bay\_30 Year Plan



250

500m





# Poutō Point 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Poutō Point included focus on the following items:

- Māori-Led Business Ventures: Allow for temporary visitor accommodation at the marae, establishment of papakāinga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Establish a campground facility at the old primary school.
- Establish a Coastal Settlement with Local Services: Establish a local grocer / dairy, petrol station, café in the main settlement that connects to a new wharf with associated parking and public toilet facilities. Provide a walking track to the wharf from the main settlement and existing lighthouse trail and identify locations for possible hunting and diving opportunities with a kiosk/information guide at the main settlement for tourists to check into. Protect the lighthouse as a heritage item, managing also the potential impact of tourism as better access to the area may result in substantial visitor number increases over time.
- Residential Development: Identify land between the main settlement and old primary school to be zoned residential low-density, and land between the primary school and marae to be countryside/rural lifestyle blocks.
- Ecological Protection: Protect, maintain and enhance the environments for the ferry terns, brown teal and freshwater mussels. Protect the lakes and wetlands from degradation.
- Coastal Protection and Restoration: Restore the coast where erosion has affected the cliff face and stability of Poutō Lighthouse. Protect, maintain and enhance the environments for the ferry terns, brown teal and freshwater mussels.
- Infrastructure & Transport: Provide a safe and well-maintained Poutō Road - including the sealing of the road. Identify potential to provide treatment systems on septic tanks for lower density living opportunities.

## Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- Facilities: Install playground near end of Poutō Road which is safe for children and/or public space. Add campground at old school grounds along Poutō Road north of the main settlement
- Ecological Protection: Manage vehicles to protect dunes and beach access. Particularly, protect dunes from motorbikes. Allow access to larger lakes only – have supporting facilities, no camping permitted, rubbish control
- Proposed Development: The proposed residential zones are favoured. The proposed countryside living zone is okay, but should enable for smaller lots of roughly 1000m2. Consider low density residential instead, or be flexible within the zone – people do not want large farming blocks. Additionally, a wharf is supported at the end of Poutō Road.

## Poutō Point Neighbourhoods + Infrastructure Description

### Poutō South Township

The majority of current development is located at Poutō South Township, where there is direct access to the beach which leads to the southern coastline. The potential to establish a local wharf alludes to exciting opportunities for transport, tourism and business at Poutō Point. Large tracts of pasture land to the west are good candidates for greenfields development. An increase in population could prompt sufficient demand to establish local business in Poutō South Township.

### Poutō South Township Outcomes

Enable significant population growth through provision of ‘Low Density Residential’ land over the fields directly behind existing development, as well as over land to the west. Provide for a few local shops by providing ‘Commercial/Mixed Use’ land at the corner of Poutō Road and Signal Station Road.

### Waikāretu Kāinga

Local Māori live in the papakāinga opposite from Waikaretu marae, north of Poutō South Township. The marae itself is fitted with water supply and wastewater infrastructure which has the potential to service up to the 20 or so papakāinga housing dwellings.

### Waikāretu Kāinga Outcomes

Enable local mana whenua to exercise kaitiaki by providing for papakāinga development opportunities around the marae.

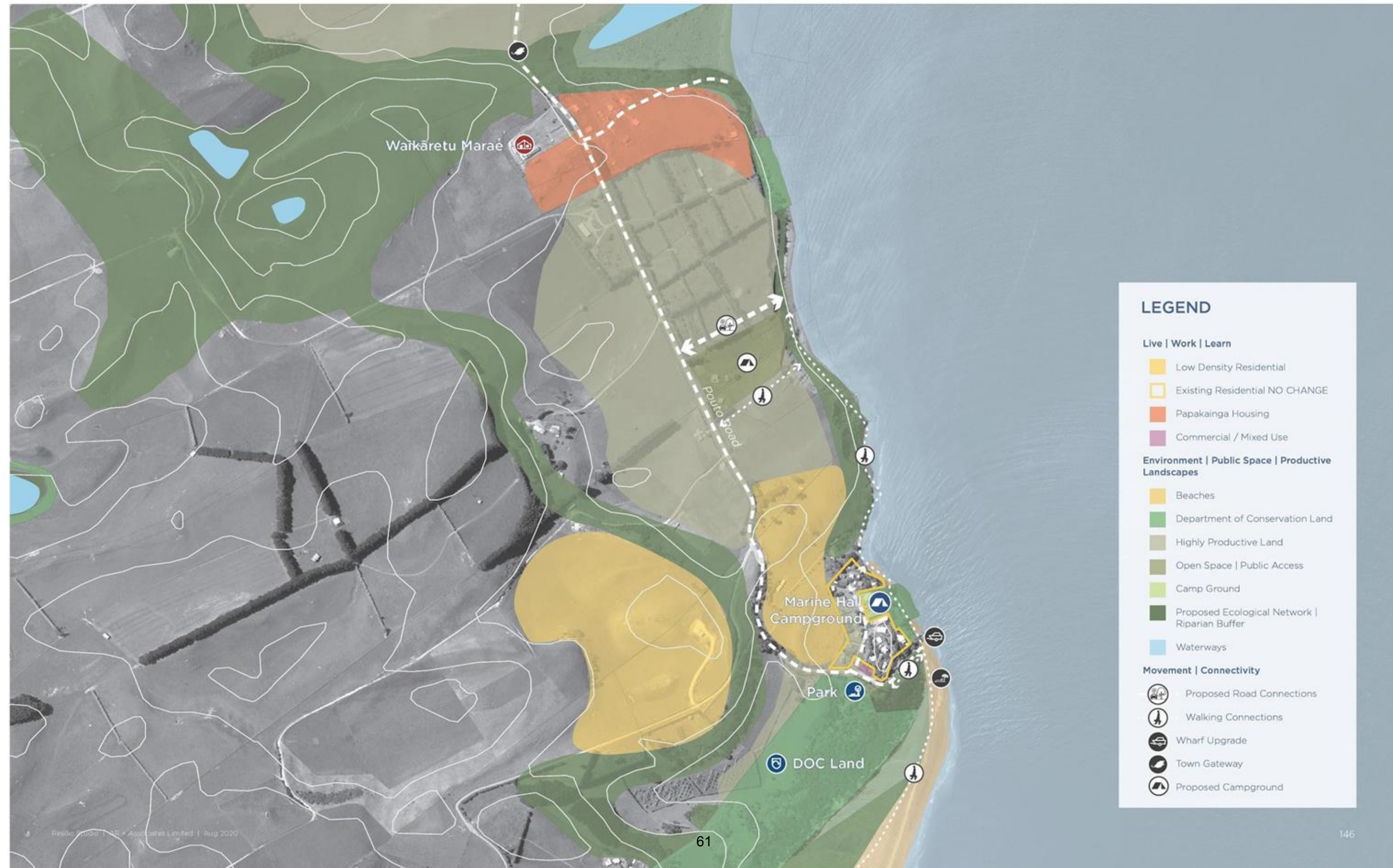


# 4 | Poutō Point\_30 Year Plan



250

500m





# Paparoa 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Paparoa included focus on the following items:

- **Protect Heritage and Cultural Features:** Protect the heritage buildings in the existing town centre, and the significance of the Pā site from damage associated with the existing public trail traversing through the site.
- **Ecological Restoration and Water Quality:** Establish riparian planting around water bodies and provide more green spaces (particularly in areas where there is flooding) to improve river viability and water quality.
- **Accessibility and Safety:** Provide pedestrian and cyclist accessibility between the landing, village green and existing main settlement and establish new recreational trails focused around waterways and nature. Improve the safety along SH12 through the main settlement by widening shoulders on the road to reduce speed down and attract residential living near the town centre.
- **Transport:** Identify potential for alternative modes of transport through Paparoa to connect to Dargaville, Ruāwai , Maungatūroto and Wellsford. Establish a new or upgrade the wharf, boat ramp and associated parking to unlock the water transport network for Paparoa and allow access for different vessel types to bypass issues associated with roading quality, traffic and heavy vehicle movement restrictions on land.
- **Infrastructure:** Provide a wastewater treatment facility for increased growth in residential or commercial development, upgrade digital infrastructure connections and provide town water supply resilience.
- **Establish a Service Centre with Local Services:** Shift main street village towards the primary school block, outside of the flooding risk area, to establish a safer pedestrian-friendly environment away from SH12. Identify land and buildings, such as Ōtamatea County Depot, along Franklin Road to accommodate commercial growth and residential development in proximity to the service centre.

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

- **Residential Development;** The community of Paparoa encourages residential development along Pāhi Road - land behind the first row of residential development could be also developed and further rural residential living opportunities. and development. Residential sprawl is recommended in the form of a ring of a residential zone followed by a ‘future residential’ zone.
- **Industrial development:** Feedback received from landowners in an industrial zone believe more land could be identified for industrial purposes such as the land at the western/southern end of the Paparoa settlement, particularly land which accommodates existing industrial activities, providing security for established activities.

- **Infrastructure:** Issues in regard to the sewage system of Paparoa has been pointed out by those consulted with. These issues include sewage reaching Paparoa Creek, lack of room to dispose of sewage on and unaffordability of system upgrades by site and shop owners.
- **Social Facilities:** Community events occurring at Paparoa Showgrounds should be provided with secure parking. Current parking arrangements have allowed users to park at the paddock which is currently privately owned. Once this property is sold or subdivided, there will no longer be sufficient space for events. The community encourages that land should eventually become community or council owned
- **Growth:** a participant doesn’t want new development at the showgrounds in particular.

## Paparoa Neighbourhoods + Infrastructure Description

As part of the spatial planning process, a study of Paparoa’s existing built form and adjacent rural areas was undertaken. This study helped to fully understand which areas or neighbourhoods would be most suitable and feasible for growth. The study involved site visits, assessments and discussions surrounding landform and potential land use, connection to existing and future transport routes, access to the village centre, community facilities and infrastructure requirements to accommodate growth. Eight neighbourhoods which could accommodate new growth were identified as part of this spatial plan: West Valley Industrial Block, West Valley Residential block, Franklin Road Block, South River Block, Paparoa Town Centre Extension, North River Block, East Valley Country Block, and East Valley Residential Block.

### West Valley Industrial Block

The West Valley Industrial Block is located at the western outskirts of Paparoa. It is adjacent to the Paparoa Showgrounds and slopes gently upwards towards the west. Hubands Contractors currently undertake contracting, material supply and drainlaying within the block. Its situation upon Paparoa Valley Road (SH12) provides an immediate connection to other settlements in Kaipara. The generally flat land allows for larger footprint industrial uses.

### West Valley Industrial Block Outcomes

Provision of ‘Industrial’ land to provide for local industrial development opportunities.

### West Valley Residential Block

The Paparoa Showgrounds and its surrounding area are situated on a large swathe of flat grassy land. At the western outskirts of the neighbourhood are rolling green hills which characterise Paparoa’s nickname as the ‘Village in the Valley’. The block is enclosed by a stream to the north which separates West Valley and the Franklin Road Block.

### West Valley Residential Block Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Improve connectivity by creating a new road from Paparoa Valley Road to Franklin Road, connecting the West Valley Residential and Franklin Road Blocks.

# Paparoa 30 Year Plan

## Franklin Road Block

Franklin Road is a key street which leads directly into the Paparoa Town Centre. It rolls upwards as it travels north and up the valley slope. At the most northern parts of the Franklin Road Block, vistas of Kaipara’s rolling hills can be seen The neighbourhood is enclosed by a stream which forms its southern and western boundary. This stream separates the Franklin Road Block from West Valley.

## Franklin Road Block Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Improve connectivity by creating a new road from Paparoa Valley Road to Franklin Road, connecting the West Valley Residential and Franklin Road Blocks. Create a commercial strip along Franklin Road through provision of ‘Commercial/Mixed Use’ land to be supported by local patronage within the neighbourhood.

## South River Block

The South River Block is located opposite the West Valley Residential Block and is located near a bend in the Paparoa River. The block is nestled amongst two key social and cultural hubs: the Paparoa Hotel to the northeast and the Brethren Hall to the southwest. The South River Block is distinct from the West Valley Residential Block - taking a more marshy character, with a higher presence of vegetation.

## South River Block Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land.

## Paparoa Town Centre Extension

The Paparoa Town Centre Extension is nestled in behind Paparoa’s main road activity and is adjacent to the community’s key educational facilities: Paparoa Primary School and Paparoa Playcentre. The land is relatively flat and centrally located, however is not directly accessible via Paparoa Valley Road or Franklin Road. The block is enclosed on all sides by vegetation, while the Paparoa River winds around the block’s eastern side.

## Paparoa Town Centre Extension Outcomes

Improve commercial opportunities and emphasise the Paparoa Town Centre through the provision of ‘Commercial/Mixed Use’ land. Generate a strong commercial centre with local activity.

## North River Block

The North River Block is a large tract of grassed land which directly precedes the Paparoa Town Centre. The Paparoa River wanders around the block’s northern side, while a prominent swathe of bush bears over the block’s eastern side.

## North River Block Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land.

## East Valley Country Block

The East Valley Country Block is characterised by its large stretches of gently rolling grassy hills. Long stretches of bush screen the majority of the neighbourhood from Paparoa Valley Road. The large stretch of land allows for larger lot sizes.

## East Valley Country Block

Provision of ‘Countryside Living’ land to enable more rural lifestyle living opportunities in Paparoa.

## East Valley Residential Block

The East Valley Residential Block is the first neighbourhood visitors will encounter when entering Paparoa from its eastern gateway. The vast area of grassland slopes gently upwards towards the southeast. As visitors travel northwest towards Paparoa, they are greeted with views of rolling hills and patches of forest.

## East Valley Residential Block Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land.



## 2 | Paparoa\_30 Year Plan



0

250

500m

**LEGEND**

**Live | Work | Learn**

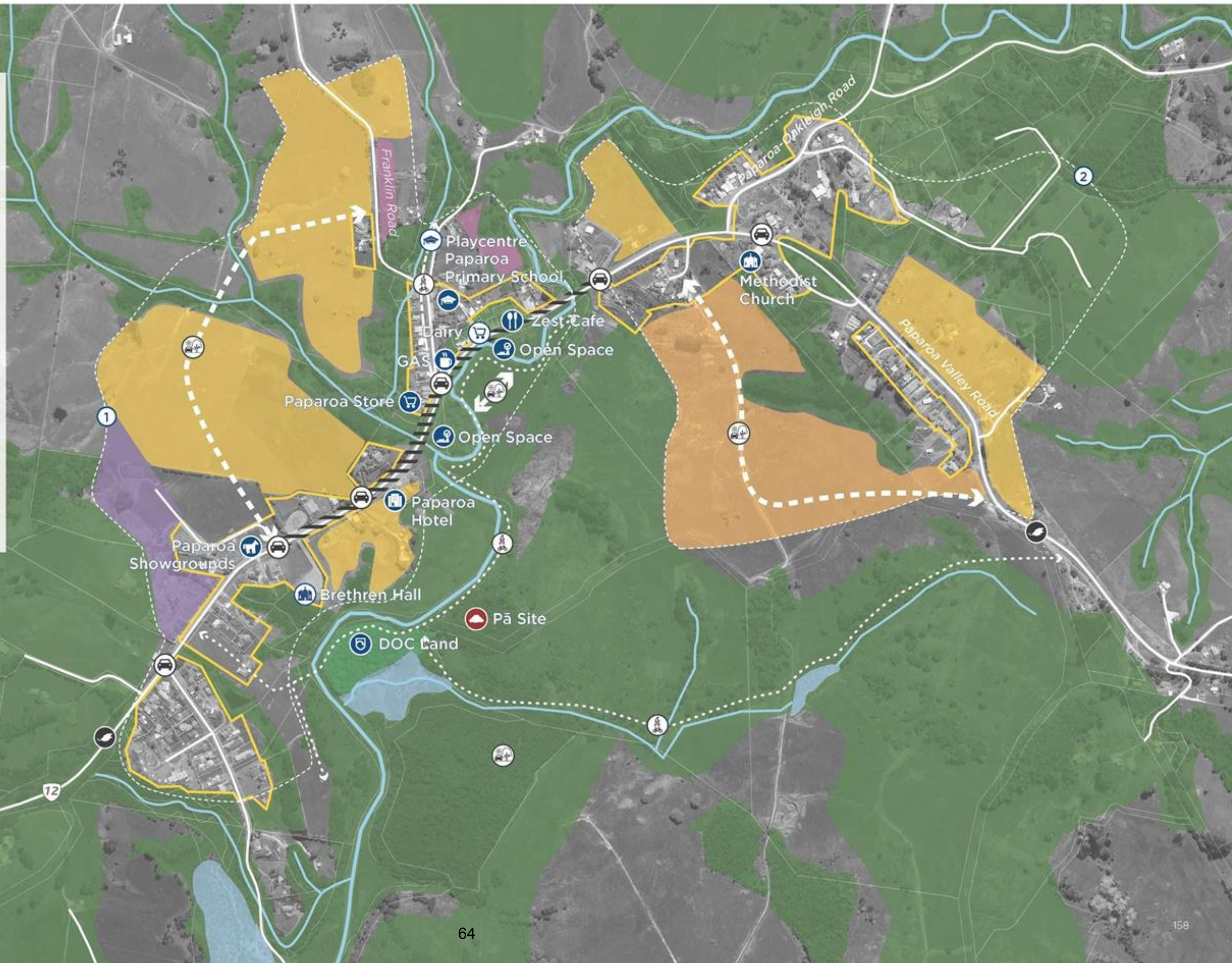
- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Industrial

**Environment | Public Space | Productive Landscapes**

- Proposed Ecological Network | Riparian Buffer
- Waterways

**Movement | Connectivity**

- Slow Zone
- Proposed Road Connections
- Cycle | Walking Connections
- Traffic Calming Measures
- Town Gateway





Pāhi 30 Year Plan

Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Pāhi included focus on the following items:

- Establish a Village Centre around Wharf: Establish a commercial/retail hub near the wharf to facilitate growth in tourism.
- Growth and Development: Allow for infill housing i.e tiny houses in existing residential areas and identify new residential block at the gateway of Pāhi Peninsula. Identify land suitable for a business park with a marina shop and boat building opportunities for light industrial activities.
- Tourism: Focus on improving water-based activities and walking/cycling routes around the peninsula. Convert the Pāhi Hotel into visitor’s accommodation and upgrade facilities at the campground for better user experience.
- Ecological Protection and Restoration: Improve water quality through mangrove management and riparian planting. Protect the Fig tree and reserve. Restore the erosion-prone cliff. Enhance Pāhi Peninsula coastline and address sand build-up.
- Infrastructure & Transport: Identify the potential for a communal wastewater treatment plant to service the existing and proposed residential and commercial environment.Improve the safety of Pāhi Road via widened shoulders, barriers, footpaths and signage to reduce speed and allow a safe shared space for vehicles, pedestrians and cyclists.

Phase 5 Consultation Feedback

No feedback was received from the consultation held in July 2020.

Pāhi Neighbourhoods + Infrastructure Description

Pāhi Point

Pāhi Point comprises the existing built-up areas at Pāhi at the tip of the peninsula. The neighbourhood is rather hilly, with a prominent slope which travels downwards from west to east. These slopes offer impressive views out to the harbour waters and distant land masses such as Whakapirau. Several lots remain unoccupied at Pāhi Point and present an opportunity to prompt infill development. The wharf and campground help to support Pāhi as a recreational and holidaying destination. Indeed, Pāhi has significant potential to benefit from the tourist market.

Pāhi Point Outcomes

Enable intensification of the existing built-up area and infill development through the provision of ‘Existing Intensified Residential’ land. Facilitate more capacity for visitors through provision of Accommodation land around the main centre.

Pāhi North

Pāhi North is currently an undeveloped tract of grassed land directly north of Pāhi Point. The neighbourhood is relatively hilly and enclosed by forest on all sides. Overall, the area has potential to enable population growth with well-planned greenfields development. Local shops could provide an opportunity to link residential clusters from Pāhi Point and Pāhi North while generating commercial activity in the community.

Pāhi North Outcomes

Enable for population growth through the provision of ‘Low Density Residential’ land. Create opportunities for local business development through the provision of ‘Commercial/Mixed Use’ land around the Pāhi Road bend.



### 3 | Pahi\_30 Year Plan



250  
|

500m  
|



#### LEGEND

##### Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE
- Existing Intensified Residential
- Commercial / Mixed Use
- Accommodation

##### Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Proposed Ecological Network | Riparian Buffer
- Waterways

##### Movement | Connectivity

- 🚲 Cycle | Walking Connections
- 🚢 Wharf Upgrade
- 🚶 Town Gateway



# Matakohe 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Matakohe included focus on the following items:

- Residential Development: Enable residential development opposite the Kauri Museum, along Matakohe East Road and Church Road countryside living / lifestyle block development around the school.
- Tourism and Recreation: Promote Kauri Museum as a key destination for tourist appeal. Improve walking and cycling infrastructure, including a walking/cycling track at the bottom of Church Road to link to the beach, as well as completing cycling connections to Paparoa and Ruāwai . Develop an open space / green network with improved public facilities.
- Transport & Accessibility: Rebuild wharf and improve roading network through upgrades to Matakohe Wharf Road and sealing of Church Road to enable beach access.

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

- Public facilities: Public toilets at the end of the wharf have been identified incorrectly.
- Accessibility: Beach access from Church Road is impractical as the paper road no longer exists.
- Wharf: Reinstating the wharf would be costly to build and maintain and would be of no use except on full tide. A participant believes that resources could be better used to enhance other parts of Matakohe.

## Matakohe Neighbourhoods + Infrastructure Description

### Matakohe Town Centre Block

The Kauri Museum is the pride of the Matakohe community. The visitation that the museum attracts has allowed for a handful of businesses to establish in the immediate area. This has made Church Road as the de facto main street, and the most natural anchor to develop Matakohe Town Centre. The land adjacent to the cemetery is relatively flat and predominantly grassed, suitable for greenfields development.

### Matakohe Town Centre Block Outcomes

A lively, thriving town centre which is attractive for visitors to Matakohe, populated with local business which contributes to the local tourism industry. Enable for such commercial opportunities through provision of ‘Commercial/Mixed Use’ land. Enable population growth in the immediate area through the provision of ‘Low Density Residential’ land. Establish road connections to enclose the town centre block.

### Matakohe Countryside Periphery

The rural and countryside lifestyle is a key characteristic of life in Matakohe. The land around Matakohe is well-suited to provide for these lifestyle blocks.

### Matakohe Countryside Periphery Outcomes

Enable for countryside living opportunities through provision of ‘Countryside Living’ land around the settlement’s periphery. Establish new roads towards the coast to improve connectivity.  
Matakohe Infrastructure



## 4 | Matakoe\_30 Year Plan



250

500m

**LEGEND**

**Live | Work | Learn**

- Countryside Living
- Low Density Residential
- Commercial / Mixed Use

**Environment | Public Space | Productive Landscapes**

- Beaches
- D.O.C. Owned Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

**Movement | Connectivity**

- Proposed Road Connections
- Walking Connections
- Traffic Calming Measures





# Whakapirau 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Whakapirau included focus on the following items:

- Residential Development: Identify land on the upper slopes above the ridgeline for residential development and countryside living opportunities to the south of the ridgeline. Provide for infill development in existing residential zoned land.
- Establish Village Centre around Wharf: Locate commercial shops (including café or restaurant) and fine-grain retail activities around the wharf as a social hub overlooking the harbour. Upgrade wharf facilities, including establishment of public toilets and a playground.
- Walkability and Recreation: Improve pedestrian amenity through widened shoulders on Whakapirau Road and improved footpaths within the settlement. Establish a walking/cycling trail to loop around Whakapirau.
- Coastal and Ecological Protection: Protect mangroves and Pōhutukawa trees along the coast and remove pest species. Enhance and restore the coastal environment from ongoing erosion.

## Phase 5 Consultation Feedback

No feedback was received from the consultation held in July 2020.

## Whakapirau Neighbourhood + Infrastructure Description

### Oxford Street Block

The Oxford Street Block is largely undeveloped, and is the most suitable place to enable growth in Whakapirau. The block slopes downwards towards the south, providing views across the Arapaoa River and the peninsula across the river.

### Oxford Street Block Outcomes

Allow for infill development through the provision of ‘Existing Residential Intensified’ land.



## 5 | Whakapirau\_30 Year Plan



250

500m





# Hakarū 30 Year Plan

## Phase 4 Workshop Feedback

The outcomes as a result of the feedback received on the early insights map for Whakapirau included focus on the following items:

- Establish a Rural Hinterland Centre: Enable the establishment of a village centre with low-scale commercial development along the Settlement Road and around other main community facilities. Provide for residential development in proximity to the centre, predominantly in the form of lifestyle blocks supported by environmental restoration initiatives, with some provision for smaller, affordable blocks. Improve accessibility into Hakarū town centre through sealing of in/outgoing main roads and upgrading bridges for two-way traffic.
- Settlement Road: Establish Settlement Road as the village’s main street with low-speed traffic and improved conditions for access, walking and cycling. Consequently, Kaiwaka-Mangawhai Road carries the greater load of traffic as the primary movement network route between Mangawhai, Kaiwaka, and beyond to the west coast and the Auckland to Northland corridor.
- Protect Community Facilities: Protect the RSA, Hakarū Hall and Pony Clubs as key social gathering locations. Enable greater utilisation of the domain, and install a local playground.
- Improved Water Quality: Cleaning and enhancement works for Hakarū River.

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

### Transport

- Make clearer the need to seal roads
- Provide more parking for the Hall (the domain is currently used for overflow).
- Provide opportunities for bushwalks - cycle/walking tracks to Brynderwyn.
- Investigate possibility to enable riverside walking (considering private ownership and safety concerns).
- Plan for a more pedestrian-friendly village centre.

### Industry and Agriculture

- Cluster industrial activities together and allow for rural activities to avoid nuisance to the community as places like the tip is audible from a long distance.

### Commercial

- Shopping opportunities in Kaiwaka and Mangawhai are sufficient – no demand for local commercial activity.
- Other commercial activity requested include a gas station and light commercial/services including markets and carnivals.

## Environment and Recreation

- The Hakarū River is in good condition (despite some claims to the contrary) but there is some minor sedimentation.
- Establishing a green belt around the village and a shared recreational space within the village such as a football pitch is encouraged by the community.

## Planning processes

- Planning should be done in the short-term, and then incrementally. Investigate possibility of establishing different consenting contexts for individual towns, such that resource consent applications are contextualised based on place. The community believes that it is infeasible to acquire the identified land, and that subdividing the land further will also be a challenge. Hakarū is destined to become a congregation of lifestyle blocks, eventually merging into a contiguous pattern extending from Mangawhai to Kaiwaka.

## Hakarū Neighbourhoods + Infrastructure Description

### Hakarū Village

All of Hakarū’s key social facilities are located in Hakarū Village at the northern end of Settlement Road - namely, Hakarū Hall, Hakarū RSA and the domain, where the Pony Club also operates. There is significant potential to invigorate this area as a village centre, with relatively higher density housing in the surrounding area. Hakarū is relatively flat and predominantly grassed, allowing for potential development to take place.

### Hakarū Village Outcomes

An active village centre, populated with key local social hubs, as well as local shops, enabled through the provision of ‘Commercial/Mixed Use’ land. Enable population growth through the provision of ‘Low Density Residential’ land. Establish a connecting road between Kaiwaka-Mangawhai Road and Settlement Road to facilitate accessibility.

### Hakarū Industrial Block

Hakarū’s location in between Mangawhai and Kaiwaka presents opportunities to offer limited amount of light industrial services. Some minor industrial activity currently takes place nearby, including Engtech and the recycling centre. Additional industry can be located nearby, however, this should be light industrial activity and largely avoided on ‘countryside rural land’, such that rural amenity values are maintained for the residents of Hakarū .

### Hakarū Industrial Block

Enable some minor extent of light industrial activity through the provision of ‘Industrial’ land through. Rather than locating here, industrial and commercial employment activities should be promoted to shift or locate in Kaiwaka where better infrastructure exists and can more easily be extended to cater for more industrial activities.

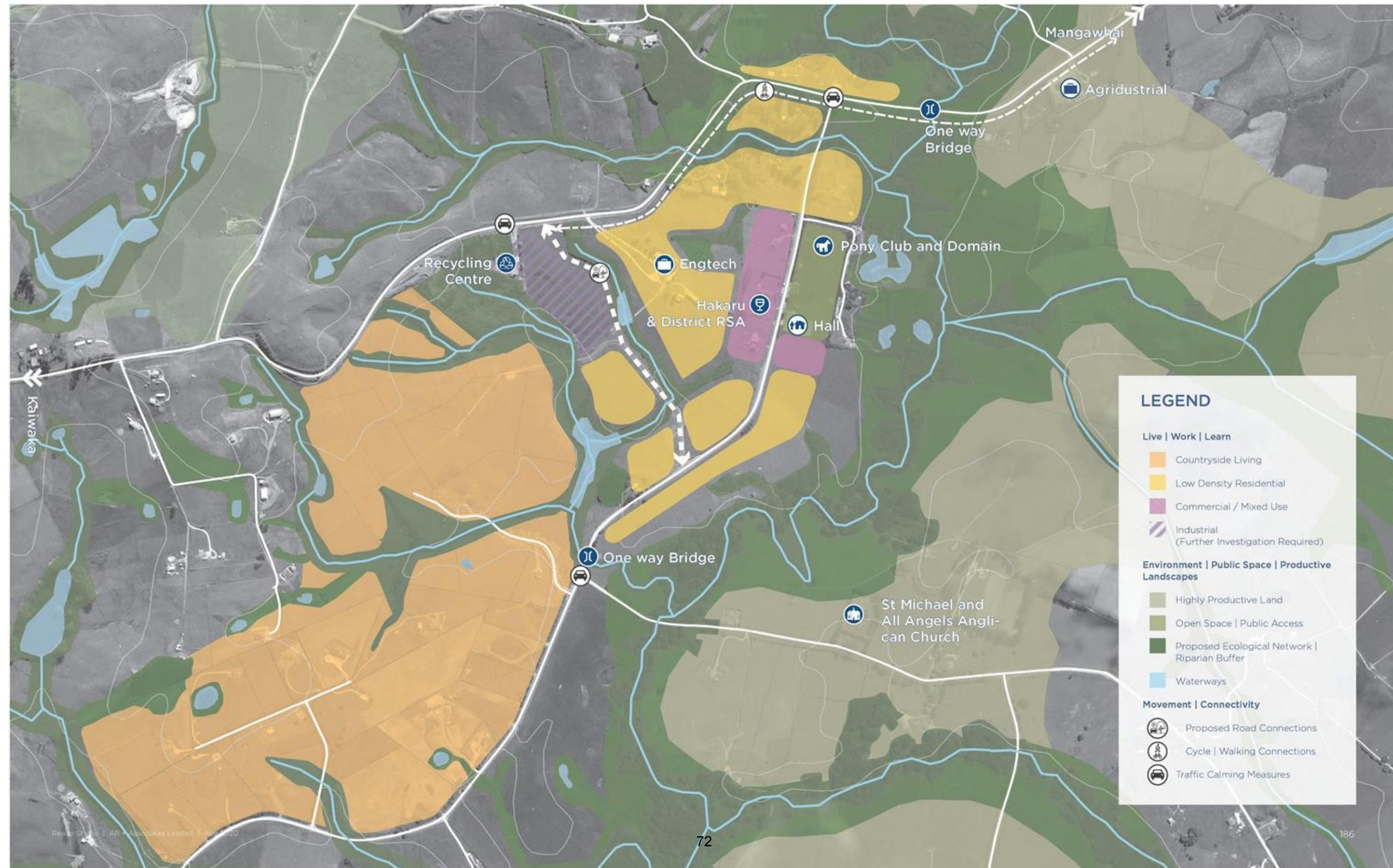


## 6 | Hakaru\_30 Year Plan



250

500m









# Reserve Management Plans - proposed work programme

**Meeting:** Council Briefing  
**Date of meeting:** 07 October 2020  
**Reporting officer:** Hamish Watson, Parks and Recreation Manager

## Purpose/Ngā whāinga

To provide an overview of the existing Reserve Management Plans (RMPs) of Council and their proposed review cycles, present a proposed Omnibus Reserve Management Plan approach for most of Council's reserves that includes categories of reserves across the District, and outline how these planning approaches incorporate the parks of the District that are not classified as reserves.

## Context/Horopaki

Council owns, manages, controls or administers two key types of parks and reserves in the District. Those that are reserves under the Reserves Act 1977 (the Act) and other properties that are managed as 'parks'. For both types it is important to plan for and manage these areas in a way that meets the various needs of the users, which can include local, regional and even international visitors and users.

Section 41 of the Act requires Council to prepare a reserve management plan (RMP) for each reserve under its control, management, or administration and to keep that plan under continuous review. The definition of a 'reserve' under the Act includes various types of reserves, including the many esplanade reserves within the District, as well as the more commonly known local purpose and recreation reserves.

Council currently has the following RMPs:

Reserve Management Plan	Status
Kai Iwi Lakes (Taharoa Domain)	Operative – last reviewed in 2016. The next review is due in 2026.
Pou Tu o Te Rangi and Harding Park	Operative – last reviewed in 2012.
Northern Wairoa Memorial Park	Operative – adopted in 2015. The next review is due in 2025.
Mangawhai Coastal and Harbour and Reserve Management Plan	Operative – Adopted in 2009, the next review is overdue.

Council also manages the Mangawhai Community Park, which is not a reserve under the Act, in accordance with an adopted Master Plan. This Master Plan was developed in 2014 and is scheduled for review in 2024.

There are several older RMPs that were prepared in or around 1987. While these are technically still operative (RMPs do not become invalid if not reviewed) these are no longer used by staff when managing these reserves. They are treated as historic references rather than operational documents.

Council is not meeting the requirements of the Act for developing and maintaining RMPs for all reserves in the District. This report outlines a proposed option for addressing this gap through developing an Omnibus RMP. This approach includes retaining the individual RMPs for our two 'premier' reserves, as well as providing a proposed approach to the planning for the Council's parks that are not classified as reserves under the Act, including the Mangawhai Community Park.

## Discussion/Ngā kōrerorero

### Omnibus Reserve Management Plan

RMPs are intended as a way for Council to work with its communities to consider how reserves should be managed, what activities should be allowed and how they may be further developed. RMPs can identify a community vision for the form a reserve, or group of reserves, should take and a list of projects that are required to make that happen. RMPs can then inform budgeting and asset management planning matters.

Meeting the requirement to develop an individual RMP for every reserve is however very onerous and raises particular concerns about consultation fatigue. To address this, many councils prepare what are often called 'Omnibus' RMPs, a single RMP that includes most, or all reserves in the district or city, which are grouped into a number of categories. The RMP then details a range of chapters and associated provisions that apply to all reserves of a given category. In this way the RMP provides specific rules, management direction and development goals for all reserves of the same category.

Staff are proposing to develop an Omnibus RMP to both meet statutory requirements as well as ensuring the community input provided throughout the development process and the resulting RMP can be implemented through subsequent Long Term Plan development processes.

**Attachment A** provides an overview of the proposed categories. This includes a section on Council's 'Premier Parks' which are described in a following section in this report. It is also proposed that all existing RMPs, including the RMP for Northern Wairoa Memorial Park (but excluding Premier Park RMPs) are incorporated into the proposed Omnibus RMP for completeness and to create a functional single planning tool.

### Parks Plans

As outlined, the requirement to have a RMP does not apply to those properties Council owns, controls or manages which are not reserves within the meaning of the Act, e.g. Mangawhai Community Park. In addition, local purpose and government purpose reserves are generally exempt from this requirement. Council has two options if it wishes to develop planning documents for these types of parks. Council can choose to manage these under the provisions of a RMP or it can develop a non-statutory management plan, e.g. the Mangawhai Community Park Master Plan 2014.

The Mangawhai Community Park Master Plan is addressed in the following section. For the remaining parks within the District, it is proposed that where appropriate (due to size, location and nature of use) these types of areas are included in the Omnibus RMP for consistency of approach and planning.

### Premier Parks

The approach taken when developing the proposed categories for the Omnibus RMP was to identify the 'Premier Parks' in the District and that due to their unique nature, these types of reserves and parks should retain their individual reserve or master plan approaches. These reserve or parks are:

- Mangawhai Community Park
- Pou Tu o Te Rangi and Harding Park
- Kai Iwi Lakes (Taharoa Domain).

### Review programme

The Pou Tu o Te Rangi Joint Governance Committee have signalled they would like to begin reviewing the current RMP soon, slightly ahead of the usual 10 year time period. The remaining two premier parks/reserve plans are due for review in 2024 (Mangawhai Community Park) and 2026 (Kai Iwi Lakes (Taharoa Domain)).



It is proposed to align the review programme of the Pou Tu o Te Rangi and Harding Park RMP with the development of the Omnibus RMP, subject to the direction received at this meeting.

The statutory development of a RMP is very community orientated process, involving two rounds of public consultation and as a result it will take at least 10-12 months to complete the formal statutory processes required.

While background work and preparations for the above actions can begin immediately, it is not proposed to formally commence the statutory process until after the statutory consultation on the 2021-2031 Long Term Plan 2021-31 has been completed, to avoid community confusion and consultation fatigue.

The statutory process requires that public notification of Council's intention to create a District Reserve Management Plan as per section 41(5) of the Reserves Act 1977 must be made at the beginning of the process and this will require the associated resolution of Council.

### **Next steps/E whaiake nei**

Subject to the direction received at this meeting, staff will commence with the necessary background and technical work required to support the RMP review and development processes. Staff will then report back to Council for a resolution in April or May 2021, to commence the statutory processes for an Omnibus RMP and the review of the Pou Tu o Te Rangi and Harding Park RMP.

### **Attachments/Ngā tapiritanga**

	Title
A	Reserve Management Categories – proposed Omnibus RMP





# CATEGORIES

The purpose of grouping our existing and future reserves and open spaces into categories is multi-faceted. It recognises the diversity of our District's open spaces and what types of community needs exist for open spaces.

The seven categories provide an overall structure for the development of management plans for individual reserves to be grouped together; based on their use, character and common management needs, to allow for more efficient and effective planning and management activities.

Grouping reserves into management categories is a common approach to managing an extensive and diverse network. Council has considered the New Zealand Recreation Association's (NZRA) categories, in developing the following categories:

- Premier
- Sports Park
- Neighbourhood
- Cemetery
- Kaipara Moana
- Ripiro Beach
- Rural





# PREMIER

A premier park provides a unique experience that people will travel to and spend more time at. These parks are usually larger and meet the needs of both residents from across the District, and visitors to the region as they provide a unique experience or point of difference to other parks. People make a special trip just to get there, often driving past other reserves and open spaces on the way.

Premier parks may enjoy a particularly advantageous location (such as incorporating a significant natural feature), have extensive recreational opportunities, or contain significant heritage values. Premier parks or reserves are likely to receive the majority of use from visitors and they are to be designed managed and funded with this in mind, to provide a high level of service.

A premier park would typically have:

- networks of walking circuits and trails
- destination and/or multiple play spaces and specialised recreation facilities
- distinct natural or heritage features
- multiple places for gatherings and socialising such as BBQ and picnic facilities
- an individual reserve management plan or master plan.

Kaipara District Council currently operates three premier parks:

**Kai Iwi Lakes (Taharoa Domain)**

**Pou Tu Te Rangi and Harding Park**

**Mangawhai Community Park**

As all three parks are managed by their own governance committees, service levels will be defined on a case-by-case basis through the recommendations of the committees, and informed by their individual reserve management plan or master plan.



# SPORTS PARK

Sports Parks provide playing fields or other facilities for sports, including netball courts, equestrian facilities or stock-car racing tracks. This category specifically recognises those facilities which provide for competition level sport and service the wider District or region, as well as their local communities and are maintained to an appropriate standard for the relevant sports code.

Sports parks sometimes also provide other neighbourhood recreational facilities such as playgrounds as ancillary activities but the primary function is to accommodate organised sporting activities.

Sports Park Examples include:

Northern Wairoa Memorial Park

Dargaville Speedway

Ruawai Sports Grounds

Paparoa A & P Showgrounds

Kaiwaka Sports Complex

Hakaru Domain

Mangawhai Golf Course





# NEIGHBOURHOOD

Neighbourhood reserves and open spaces are primarily for the use of the local residential community. They may provide an open grass area suitable for informal recreation and social and leisure activities as well as other complementary values such as landscape amenity and playgrounds.

Some neighbourhood reserves and open spaces may contain buildings, such as community halls, used for local community and recreation functions.

A neighbourhood park typically provides the following experiences:

- multiple kick-around or play spaces
- socialising areas, including picnic and BBQ facilities
- walking and cycling links.

These parks have a high standard of provision and often these park types have the most multi-use potential. Neighbourhood reserves and open spaces should be located in prominent positions within a suburb/neighbourhood and have easy access, particularly cycling/walking access.

In many cases, neighbourhood parks have been developed in esplanade areas to enhance connection to and enjoyment of the coast.

Neighbourhood Examples include:

Jaycee Park, Dargaville

Paparoa Village Green

Maungaturoto Playground

Kaiwaka Settlement Road or Playground



## CEMETERY

In addition to their primary functions of providing space for interment, mourning and remembrance, cemeteries can provide amenity and ecological values as well as passive recreation opportunities.

This category excludes Old Mount Wesley Cemetery as this is included in Pou Tu o Te Rangi and Harding Park as well as privately owned cemeteries such as those owned and managed by Churches or Marae.

Council cemeteries include:

Mt Wesley	Redhill
Arapohue	Tokatoka
Mangawhai	Kaiwaka
Tutamoe	



## KAIPARA MOANA AND RIVERS

Council owns or administers many esplanade reserves and strips and other land along the shores of the Kaipara Moana and the rivers of the District. These areas are often in remote and rural locations, sometimes only accessible via private land or by boat. For these areas, Council's primary management focus is on ecological and biodiversity matters.

These areas have a high value in providing ecological linkages, nesting habitat for native birds and indigenous vegetation. In addition, they provide a valuable buffer between activities on the land and the aquatic environment.

Some of the reserves and open spaces in this category provide for recreational activities such as fishing, eeling and duck shooting. These locations often include public infrastructure such as stop-banks and drainage works, and these can provide opportunities for walking, cycling and equestrian trails.

This category does not include harbour or river edge reserves and open spaces which are in urban (residential and commercial) areas, and have a strong recreation element. Instead, reserves matching this criteria are included in the Neighbourhood category.



## RIPIRO BEACH

This category covers those reserves and open spaces which adjoin Ripiro Beach. This separate category is required to ensure appropriate and consistent planning for, and management of, sand dunes and beach protection actions. Generally, reserves and open spaces in this category will remain undeveloped in order to preserve their existing natural states.

The management focus for these reserves and open spaces will be protecting and enhancing scenic and ecological values, while offering opportunities for appropriate outdoor recreation.



## RURAL

This category addresses reserves and open spaces in rural areas, which do not fall into any of the other categories. They tend to be larger sites, often capturing large blocks of countryside providing amenity and high ecological values together with informal recreation opportunities. These include land bequeathed to Council because of its high natural values as well as former local purpose quarry and landfill reserves. The character of these sites varies, including outstanding natural landscapes, farm land, rocky bluffs and native bush. Recreation opportunities may include mountain biking, horse riding, rock climbing, walking and hiking.

Often a high level of protection and restoration is appropriate for rural reserves and open spaces.

Rural Examples include:

Maungaraho Rock

Hamlyns Bush

Naumai Domain

Purpose Reserve

Turiwiri Bush Scenic Reserve

Whenuanui Domain

Mapau Domain

Omana War Memorial Local

Omaru River Conservation Area

Tutamoe Domain Recreation Reserve



# Contract 706 Renewal

**Meeting:** Council Briefing  
**Date of meeting:** 07 October 2020  
**Reporting officer:** Donna Powell, Waste Minimisation Leader

## Purpose/Ngā whāinga

The Eastern and Western Waste and Recyclables Collection, Disposal and Dargaville Transfer Station Operation Contract (CON706) expires on 30<sup>th</sup> June 2021.

Feedback is sought on the proposed procurement approach ahead of Business Case approval at the October Council Meeting.

## Context/Horopaki

There are four main activities to be considered in solid waste

- The servicing of all Kaipara Litterbins,
- Kerbside collection throughout of Recycling and General Refuse
- Processing and sale of recycled materials
- The management of the Dargaville and Hakaru Transfer Stations.

Contract 706 is held by Kaipara Refuse Ltd and includes Litter bin servicing, Recycling and General waste kerbside collection and management of the Dargaville Transfer station.

The current contract is based on a user pays model with majority of costs of collection and disposal being covered by the sale of official council general refuse and recycling bags and gate charges, there is some costs subsidised by council such as litter bin servicing and recycling subsidies. For the previous year this cost & subsidy equated to approx. \$327,000.

Throughout the 8 year term Kaipara Refuse Ltd has continued to show enthusiasm and initiative towards its contract duties and others that have been asked of them since taking on the contract, in particular waste minimisation via recycling, and has been supportive of Council processes and initiatives.

Contract 484 for the management of the Hakaru Transfer station is held by Northland Waste. This is due for renewal in July 2022

## Why are we procuring a new contract?

We are procuring a new contract because

- The current solid waste contract expires on 30<sup>th</sup> June 2021 and cannot be rolled over again. Kaipara Refuse Ltd was awarded CON706 at a Council meeting on 22 October 2013 for a period of three years commencing 01 November 2013, with further 3 & 2 year rollovers approved by Council.
- There is an opportunity to realign solid waste activities with other contracts to get a better outcome
- The Draft 2021 LTP signals a significant change in how users pay for recycling and an increased focus on diverting waste from landfill

## Discussion/Ngā kōrerorero

### What are the opportunities from a new contract?

The new contract effective from 1 July 21 will subject to the upcoming LTP process likely see some major changes, in particular around recycling, this is due to both council and central government initiatives that are expected to be implemented over the next 1 – 3 years, these include the following:

- Implementation of Container deposit Schemes
- Standardisation of Kerbside Collection
- Expansion of the Waste Levi collected from Landfills
- Producted Stewardship (key products include tyres, e-waste, agrichemicals and plastics)

There are a number of initiatives identified under the current that are still to be explored. These include improvements to the recycling process to enable an expansion of products currently collected and better sale opportunities and include upcoming central government and council changes to service/activities.

### Procurement Objectives

The proposed procurement objectives of Contract Renewal are

- To have a new contract in place by July 2021 which will enable implementation of the new Long Term Plan
- Increased promotion and achievement of Waste Diversion
- To have a Contract which reflects the outcomes sought by Council
- To maintain the current high-quality recycling product including the provision of an in District Processing plant to enable maximum high quality diversion.
- To meet social procurement objectives by supporting local employment and workforce initiatives
- To create a partnership environment with Kaipara District Council and Sustainable Kaipara
- To provide general waste disposal that is economical and prevents pollution to the environment.

### Litter bins

it is proposed that the litterbin servicing be dropped from these contracts and incorporated in Contract 860 – “Maintenance of Parks, Reserves, Cemeteries, Public Toilets, Buildings and Dargaville Gardens” contract, as this team is out and about on a daily basis in some remote areas and carry out street cleaning in urban areas it makes economic sense to include this activity by way of a variation into their current contract.

### Contract XXX - Kerbside collection of recycling, processing and sale of recycled material

This contract will be funded by rates, the Contractor will be expected to roll out the new kerbside collection system (subject to LTP confirmation) including the procurement and distribution of recycling bins.

The rationale of including kerbside collection with processing and sale of recycled material is to ensure that specialist and experienced recycling processors manage Kaipara Districts recycling needs within the Kaipara District, maximising diversion rates and reducing risk to Council. It is expected that this contractor will collaborate with the General waste contractor and Council to assist in developing further streams of Diversion as markets become available.

Processing and sale of Recycled Material. It is expected that Council using available waste minimisation funds will support the new contractor by way of additional funding for plant that will enable a higher quality product to be sold to the market, it is also expected that there will be a profit share between council and the contractor.

### **Contract XXX – Kerbside collection of general waste and Kaipara Transfer Stations Management**

From July 1 2021 Kerbside collection of general waste and management of the Dargaville Transfer Station and from July 1 2022 management of the Hakaru Transfer Station.

This contract will be largely funded via user pays, i.e. through the sale of collection bags and gate charges at transfer stations.

With the management of the transfer stations comes the responsibility of diverting as much refuse as possible from landfill, the new contractor would be expected to collaborate with Council and the recycling contractor to ensure maximum diversion opportunities from landfill.

### **Timeline**

The timeline for the contract procurement process is as follows;

Oct 20	Present Business Case and Procurement Plan to Council for approval
Nov 20	Registration of interest.
Jan 21	Tender out to invited tenderers that have been identified from above
Mar/April 21	Winning Tender/s advised for both contracts
July 21	New contracts commence
Oct 21	New kerbside collection system is implemented and commences.

### **Procurement Plan**

The engineers estimate of the value of the proposed contracts are being finalised. These will be presented at the Council meeting

Under the financial delegations and Procurement manual this requires three prices for one and open tender for the other.

Two options are being considered

- Price Quality Method is proposed with a 60% Price: 40% Quality.
- Set a Target Price and assess the tenders on quality (any tenders over the target price will be non-conforming)

In addition to the Procurement objectives, the key requirements for New contractors to be assessed under quality are:

- Demonstrate ability to collaborate and develop partnerships with Council and Council Waste Minimisation Contract for service providers;
- Both contractors need to demonstrate that they can work together in a professional manner and a way that achieves economical waste disposal and maximum waste diversion;
- The new contractor for recycling collection and processing must have a processing facility to enable economical and maximum waste diversion for the Kaipara District;
- Have local knowledge and experience in the field they are tendering for;
- Council would give consideration to business in both Kaipara and Northland who support local individuals and local community involvement.



## Next steps/E whaiake nei

Report back to Council at the Oct Council Meeting with the recommended option with Business case and procurement plan for approval.

## Attachments/Ngā tapiritanga

A	NIL
B	