



Kaipara te Oranganui

**KAIPARA
DISTRICT**

Two Oceans Two Harbours

Kaipara District Council Briefing Agenda

Date: Wednesday 4 November 2020
Time: Following the Extraordinary Meeting
Location: Lighthouse Function Centre
32 Mount Wesley Coast Road
Dargaville

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, 4 November, 2020

10:00 am

Lighthouse Function Centre / Te Whare Taonga o Tunatahi

32 Mount Wesley Coast Road

Dargaville

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Destination Management Plan - Kaipara

Meeting: Council Briefing
Date of meeting: 4 November 2020
Reporting officer: Diane Miller, Project Manager

Purpose/Ngā whāinga

To provide information about Kaipara's Destination Management Plan (DMP) in development and its relationship to a Northland Destination Management Plan.

Context/Horopaki

Northland Inc have recently received funding to create a DMP for Northland. The plan will provide a framework for regional leadership to effectively engage with stakeholder groups to sustainably grow the Northland visitor economy. The development of a marketing plan is out of scope for their project.

The plan will be future focused with key deliverables concentrated on an initial five-year period. The DMP will establish a principled framework that informs and guides the future growth of the Northland visitor sector. The plan is being developed with Local and Central Government stakeholders, iwi, industry players and communities.

The regional DMP will blend a visitor growth aspiration with social, cultural, and environmental considerations, and be consistent with the New Zealand Aotearoa Government Tourism Strategy, and align with the Ministry of Business, Innovation and Employment (MBIE) Destination Management Guidelines.

Kaipara District Council (KDC) are doing some initial work on a Kaipara focused DMP that will connect to the regional level DMP. Kaipara's document will get into a greater level of detail than the regional DMP and identify Kaipara's destinations, tourism offerings in those locations. The work will extend to aspirational offerings that link to existing strategies, for example cycleways that have not received funding as yet. KDC have existing strategies and business cases that will inform the DMP bringing this information into one plan which will support KDC to prioritise its infrastructure and amenity investments into the future.

Tourism is integral to economic development and is a key driver and tool to achieve wider economic development goals. Destination Management and visitor attraction strategies can play a role in building the reputation of a region/place and attracting new residents, businesses and students.

KDC is working closely with the Northland Inc team and DMP Consultants, Meneth Consulting to ensure KDC's plan has a clear link to the regional plan through its look and feel and by making sure the district level plan builds on the regional plan and does not replicate it.

Meneth Consulting has held workshops in Dargaville and Mangawhai and plan to meet with appropriate council officers shortly as part of their stakeholder engagement to inform the regional DMP. Meneth Consulting's planned stakeholder engagement methods that KDC will benefit from are outlined below:

Stakeholder Consultation	online	interview	workshop
Iwi, Hapu, as recommended		√	√
Councils		√	√
Te Tai Tokerau Maori Tourism Clusters			√
Northland Inc		√	
Tourism Operators	√	√	√

Department of Conservation		√	
New Zealand Transport Agency		√	
Business Associations	√		√
Residents	√		
ATEED		√	
Ministry of Business Innovation & Employment		√	

Discussion/Ngā kōrerorero

Tourism is an integral part of any economy, and Kaipara has great potential to increase visitor numbers by working with and supporting Kaipara communities to enhance and create destinations they can be proud of. Tourism helps to support local jobs and adds diversity, vibrancy and prosperity to communities.

New Zealand has seen steady growth, however visitor numbers and spending have not been distributed evenly across regions and the western communities of Kaipara have not experienced the same growth and visitor numbers as the east. A key focus of a DMP is to distribute visitors more evenly and create experiences that are visitor centric and which in some cases, cross district boundaries.

At this stage KDC is the only council in Northland creating a DMP, however Northland Inc are in talks with Whangarei District Council and Far North District Council about the potential for them to do the same.

The community are a core part of a destination's brand. As visitors seek deeper engagement with locals, it is important that communities' welcome visitors and support tourism. Where local communities and tourism operators are engaged, well informed and involved, visitor experiences are more likely to be high quality, locally derived (unique) and innovative, and the community is more likely to be positive about the development of tourism. The DMP plans provide confidence to communities of feeling supported by local and central government.

The regional level DMP is due to be completed early next year. It is hoped, resource allowing, that a draft DMP for Kaipara will be available in a similar timeframe.

The following table outlines the differences between the regional and district level plans:

Goals for Northland DMP	Goals of the Kaipara DMP
<ul style="list-style-type: none"> Realising and leveraging tourism's potential as key driver of employment and economic prosperity. A clear direction and resource pathway for Maori to engage and leverage the tourism sector, growing capability and knowledge Recommendations on organising tourism in Northland to effectively deliver a coordinated Destination Management function enabled by capable leadership and talent and to ensure requisite leadership and capability. Pre and post Covid 19 baseline visitor data (including spend and visitor nights), along with visitor flows for key visitor markets (domestic and international). Develop a five-year forecast for visitor numbers and spend by market. Identify infrastructure gaps and new investment opportunities (in visitor services such as accommodation, transport, and experiences) that will under-pin forecast demand. Establish priorities for local and central government infrastructure investment 	<ul style="list-style-type: none"> Join up information from KDC existing strategies, business cases etc. to create complete picture of tourism opportunity Identify Kaipara's unique offering Identify Kaipara's destinations and overlapping products Factor in the data from stakeholder feedback, visitor nights etc Identify strategic fit under national and regional level plans Establish methodology or way of prioritising opportunities Visually map Kaipara's destinations and the tourism offering in those destinations Identify Kaipara and KDC needs to support DMP into the future

<ul style="list-style-type: none"> • Ensure that tourism and related infrastructure safeguards social license and directly benefits host communities • Identify 'dispersal' initiatives that will continue to serve existing visitor hubs as a priority while better distributing the benefits of tourism across the region. • Identify partnership opportunities with central government to maintain funding for projects where there is market failure • Identify product gaps and opportunities for tourism businesses, iwi, or investors 	
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Elected members have an opportunity through this briefing to provide advice on any outcomes they would like council officers to consider in putting together the district level DMP.

Next steps/E whaiake nei

Work will continue on creating a draft DMP which will be shared with elected members early next year.

Kickstart programme update November 2020

Meeting: Council Briefing
Date of meeting: 04 November 2020
Reporting officer: Diane Bussey, Kaipara KickStart Programme Manager

Purpose/Ngā whāinga

To provide an update on progress and performance of the Kaipara KickStart Programme as of 14 October 2020.

Discussion/Ngā kōrerorero

The Kaipara KickStart programme is now focused on delivering the infrastructure components of the programme. The first project to be completed is the Dargaville Pontoon, which was opened with a blessing on 16th October.

The significant risk relating to the unsealed network funding has been resolved. MBIE has confirmed \$4.91m of IRG funding, which when added to the confirmed PGF funding of \$3.15m, provides the original unsealed network funding announced in February 2019 of \$8.06m. An IRG funding agreement was reviewed and presented to the Council meeting on 28th October for approval.

The Mayor has established a new committee called the Externally-Funded Projects Committee in recognition that elected member governance is important over the projects for which external funding has been received. It is intended that the outstanding deliverables from the Kaipara Kickstart programme will be incorporated into this new structure and governance model. The terms of reference for this Committee were presented to the October Council meeting. On confirmation, the implications for the programme will be determined and transition activities completed to ensure a smooth process.

There have been some schedule delays to the projects identified below. The team are working to minimise the impact on the overall programme.

Kaipara Water Project – the initial project schedule included approval of the landowner license agreements at Programme Steering Group and not Council. However, as the landowner agreements created a commitment beyond the life of the project, Council approval was required. The next available Council meeting to present the agreements was on 30th September, delaying the project by almost a month. This affected site development procurement, site preparations and development until after the Council resolution was confirmed. Staff are discussing a possible contract variation with MBIE.

Kaipara Wharves Project – Pahi Wharf Upgrade. Agreement of the wharf upgrade design and associated memorandum of understanding have been delayed due to internal discussions within the Pahi Regatta Club. The Wharves Project Manager is working with the Club to resolve the situation.

Kaipara Roding Projects - The tendered prices for Pōuto Phase 1 and investigations have indicated a significant risk that there will be insufficient funding to deliver the contracted Pōuto Phase 2 scope of work. Value engineering is being undertaken and options will be presented to MBIE, Council and Kaipara KickStart Programme Steering Group. It is expected a further update and recommendation will be provided to elected members as soon as possible. The Unsealed Network Funding Agreement was presented to the October Council meeting for approval.

An updated communications and engagement plan has been completed and this is attached (**Attachment A**).

Key Deliverables – Progress Update to 14th October 2020

Kaipara Wharves

- Dargaville Pontoon opened to the public – blessing held 16th October
- Tipuna Marae beach landings – site walkovers completed, discussions continue
- Management agreements presented to Pahi Boating Regatta Club, legal advice and any concerns being addressed
- Procurement plans for physical works at Pahi, Pōuto and Beach Landings completed – Pahi being reviewed as direct appointment circumstances no longer relevant.
- Procurement plans for professional services endorsed for Pahi, Pōuto and beach landings

Kaipara Water

- Sponsorship Agreement confirmed for demonstration sites
- Confirmed sources and uses table including sponsorship and approach to asset ownership with MBIE to inform license agreements
- Council resolution for KDC to enter into license agreements with landowners obtained
- Signed license agreement for Site 2 with landowner completed
- Contract drafted between KDC and Northland Inc for Site Management
- Water monthly report September completed
- Health and Safety PCBU approach investigated and confirmed

Roading Package

- Waipoua River Road construction contract tender evaluation completed
- Pōuto Road Phase 1 construction contract tender evaluation completed
- Procurement of detailed design of Pōuto Road Phase 2 seal extension commenced
- Award of KDC Maintenance contract variation (\$3.15m approved under Funding Agreement 2) for the implementation of the Unsealed Roding Network improvements
- Commenced detailed pavement designs of Unsealed Roding Network improvements
- Unsealed Roding Network \$4.91m funding – IRG Ministers approved funding moved from in-principle to approved for contract negotiation
- Unsealed Roding Network \$4.91m - Roding Funding Agreement 3 prepared for Council approval (at October 2020 Council meeting).

Next steps/E whaiake nei

1. Key focus for the team is on minimising the impacts of schedule slippage by, looking for opportunities to complete tasks in parallel and addressing potential issues with upcoming tasks.
2. Investigations into value engineering and development of options for Pōuto Road - Phase 2. Document options and recommendation for consideration by Council and MBIE.
3. Transition to the new governance model for Externally-Funded Projects

Attachments/Ngā tapiritanga

	Title
A	Q4 Communications and Engagement Plan

Communications plan – Quarter 4

September				October				November				
07	14	21	28	05	12	19	26	02	09	16	23	30
<p>Dargaville pontoon</p> <ul style="list-style-type: none">• Flyer drop• Ongoing comms paper, social media, website newsletter	<p>15 September Programme Steering Group</p> <p>17 September Meeting Ripia marae</p> <p>18 September Dargaville pontoon work starts</p> <ul style="list-style-type: none">• Site blessing by Te Houhanga• Social media <p>20 September Otamatea marae beach landing hui presentation</p>	<p>Roads Advisory Group</p> <p>Sept/Oct Ongoing update comms on Dargaville pontoon</p> <p>Kai Hub updates in Lifestyler and Focus, and for social media</p>	<p>Promote upcoming Pouto community meeting</p> <ul style="list-style-type: none">• Stakeholder newsletter• Social media• Website update <p>Invitations to Dargaville pontoon blessing ceremony</p>	<p>Demo sites announcement</p> <ul style="list-style-type: none">• Media Release• Newsletter• Social media• Local paper updates <p>16 October Dargaville pontoon blessing and opening ceremony</p> <p>Late October Soil turning blessings for both demo sites</p> <p>20 October Programme Steering Group</p> <p>Roads Advisory Group</p>	<p>31 October Waihaia marae beach landing hui presentation</p> <p>Spring Comms for construction of Pouto Road P1</p> <p>Comms for construction of Waipoua Road</p> <p>Promote demo site 1 Public Event</p> <ul style="list-style-type: none">• Newsletter• Social media• Local paper updates <p>Late October Pouto School meeting – Pouto Wharf</p>	<p>Demo site 1 Public Event</p> <p>Reminders: Upcoming Pouto Community meeting and Waikaretu marae hui (tbc)</p> <p>Kai Hub updates in Lifestyler and Focus, and for social media</p>	<p>14 November Community meeting for Pouto Wharf – concept design and preferred location</p> <p>14 November Waikaretu marae hui (tbc) – Pouto Wharf</p> <p>17 November Programme Steering Group</p> <p>Roads Advisory Group</p>	<p>Comms for construction of Pouto Road P1</p> <p>Comms for construction of Waipoua Road</p> <p>Updates on Demo site 1 for public</p> <ul style="list-style-type: none">• Newsletter• Local newspaper updates• Social media				
<p>Key Programme Wharves Kai water Kaipara Kai Roads</p>												

Key
Programme Wharves
Kai water
Kaipara Kai Roads

Mangawhai Spatial Plan - engagement outcomes

Meeting: Council Briefing
Date of meeting: 4 November 2020
Reporting officer: Paul Waanders, District Planner

Purpose/Ngā whāinga

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

Context/Horopaki

Council were provided with an update report at the 27 May 2020 briefing. The Spatial Plan was released for public feedback between 6 July 2020 and 9 August 2020. This coincided with the public feedback period on the District Wide Spatial Plan as well as the formal submission period on Private Plan Change PPC78 (Mangawhai Estuary). No public meetings were conducted due to Covid 19 restrictions but eventually a second "Inquiry-by-Design" workshop amongst staff was conducted with **Attachment B** a result of that discussion.

Discussion/Ngā kōrerorero

This briefing will focus on the outcomes of the consultation from 6 July to 9 August 2020.

A total of 50 comments were received via the on-line questionnaire, while 13 additional memoranda were received as well as several explanatory memorandums with the on-line survey. All the information was analysed in **Attachment A** to this report.

The on-line survey asked questions about:

- The Vision
- The Natural environment
- Iwi and cultural celebration
- Three Waters
- The Living Environment
- Rural Residential and Lifestyle
- Community facilities
- Employment
- Transport

Key discussion points are outlined below.

The vision of a cohesive Mangawhai community that respects its natural setting; offers diverse and affordable living and working choices; and celebrates its iwi culture, its heritage and embraces the future, were supported. The vision was demonstrated in the design proposal of Nelder Farms with hamlets keeping the linkages of the natural environment as well as Bream Tail that have conditions to ensure the openness of the area. This proposal has now been incorporated into the updated Draft Spatial Plan.

Celebration of Māori Culture and local history as proposed in the Spatial Plan is supported with the clear understanding that consultation with Iwi will continue.

Three waters, as expected, created discussion about sustainable infrastructure and the cost of growth together with the availability of services. Northpower has identified its requirement with regards to servicing developments.

Housing and the variety of lot sizes showed an acceptance of smaller lot sizes but not of higher densities such as townhouses or apartments – this correlates with the original survey that was undertaken. For reference, it was noted that 400m² should be considered as the absolute minimum lot size.

Potential expansion of the Residential Zone reflected the views above with regards to lot sizes and provision of services.

Rural Residential proposals attracted the most comments, probably because of the pattern of development or the lack thereof. Several changes have been suggested which are now included in the latest version of the Spatial Plan.

Recreational facilities had a mixed bag of feedback with some reference to existing facilities and their upgrading. Normal community facilities such as a library, secondary school and playgrounds with the linking to each other was identified.

Employment zonings resulted in a discussion of locations with regards to Mangawhai Central, Black Swamp Road and Hakaru, the main recommended change being an overall reduction of land identified as being potential suitable for industrial use.

Transport responses were mainly on the support for a linkage between Molesworth Drive and Cove Road but also about the upgrading of existing routes. A Network Operating Framework (NOF) has been compiled to integrate land-use and transport priorities within the Spatial Planning process. Northland Transport Alliance (NTA) has requested that terminology be aligned to the requirements of the One Network Framework (ONF) in terms of the One Network Roding Classification (ONRC) published by NZTA Waka Kotahi in order to make the interpretation of roading improvements clear.

NZTA Waka Kotahi has made reference to the Government Policy Statement (GPS) on Transport and on Urban Development which coordinates the Urban Growth Agenda (UGA). Although communities in the Kaipara District are not considered as urbanised areas with communities of more than 10,000 people as is determined in the NPS UD, the principles of the NPS are worth following.

The Ministry of Education will not engage in land-banking for a secondary school and will provide schools when required. This matter is on the agenda of the Department of Housing and Urban Development as schools are seen as community hubs. The matter of a secondary school is not further perused in this Spatial Plan.

The hearing for the Mangawhai Estuary PPC78 is scheduled for 23-25 November 2020 and the outcome may have important repercussions for the Spatial Plan. However, it has to be borne in mind that the Plan Change is on the present District Plan and once finalised, has a life of 10 years before it is reviewed again. The Spatial Plan has a lifespan of between 30 and 50 years and therefore covers a longer and wider development timeframe.

The proposed changes are summarised in **Attachment B** which will be used to finalise the Spatial Plan for Mangawhai.

Next steps/E whaiake nei

Based on the feedback and direction received at this meeting, a final Spatial Plan will be prepared for Council's consideration at its meeting on 16 December 2020. The intention is that the Mangawhai Spatial Plan will be incorporated into the Kaipara District Spatial Plan 2050 – Ngā Wawata – Our Aspirations, which will also be a key document that guides and informs the review of the District Plan.

Attachments/Ngā tapiritanga

	Title
A	Report on Second Round of Submissions

B	Proposed revisions on the Mangawhai Spatial Plan
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Kaipara District Council

Draft Mangawhai Spatial Plan

Report on Second Round of Submissions.

Report Prepared by:

Kate Morrissey / Michael Campbell
Senior Planner, Campbell Brown Planning Limited

Report Reviewed by:

Michael Campbell
Director, Campbell Brown Planning Limited

Date of Issue: 8 October 2020

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1.0 Introduction

The Draft Mangawhai Spatial Plan was publicly notified for a second time by the Kaipara District Council with submissions closing on 9 August 2020. Submissions were received via the Council's website which directed submitters to answer fourteen questions relating to the proposals within the spatial plan. Additional submissions were received from individual submitters who did not follow the Council's question format. These submissions tended to discuss issues specific to their properties or infrastructure requirements and did not address the spatial plan in its entirety. The bulk of these submissions are presented under section 3.0 of this report.

There was a total of 63 submissions with the majority (50) providing detailed answers to the various questions asked including detailed comments on the content they supported and where they thought changes should be made. An average of 33 responses were received for each of the eleven questions with the most responses (42) provided in relation to the rural residential zones.

Submitters included both private property owners, including Mangawhai Central Limited, and residents from the Mangawhai area along with network utility providers such as North Power and the New Zealand Transport Agency.

This report presents the submission feedback in line with the themes of each question of the Council's online submission form.

2.0 Q1B – Do you support the proposed Spatial Plan Vision, if not, what changes would you like to see to this overarching vision?

There was a total of 63 submissions received. Not all submissions directly stated their support or otherwise for the proposed Spatial Plan Vision. Almost half of all submissions did not specify a position but the majority who did not provided extensive comments to this question. The table below show the breakdown of responses to this question.

Type of submission	'Yes' Supported	'No' did not support	Not directly specified	Total Submissions
Online	17	11	20	48
Individual	4	2	9	15
Total	21	13	29	63

Table 1. Breakdown of submissions supporting the vision of the proposed Spatial Plan

2.1 Comments supporting vision

The submitters that supported the proposed Spatial Plan (the plan) Vision replied with a simple 'yes' or provided general support with one or two exceptions to specific proposals within the plan. These comments have been summarised below:

- *Please scrap the notion of infill housing. There are a wide variety of lot sizes in the area, if people don't want a large lot then they should sell up and buy a smaller lot rather than detract from the amenity value of their neighbourhood.*
- *Large lots are used in the holiday period for tents, caravans, cars, boats, back yard cricket, etc. This is the essence of Mangawhai.*
- *Land is needed for stormwater runoff soakage as there is not enough detention in the road network.*
- *The coastal areas (the beaches) must remain the focus.*
- *Suggested changes to the transport section.*
- *Would like to see provision for local and neighbourhood commercial zones within existing and proposed residential areas.*
- *I would not like to see sections sizes go below 600m², as I do not believe this is within the character of Mangawhai.*

2.1.1 Individual submissions in support of the Spatial Plan.

Written submissions were also received from a number of people and organisations representing various network utilities and industry. A few of these submissions directly supported the spatial plan and its contents.

Submitters included **Lands and Survey** who generally supported the plan and preferred growth option 6. They also supported investigating new light industrial zoned land outside of urban Mangawhai. They thought that more locations should be considered with suggested criteria proposed, and listed below:

- *Can be appropriately serviced with water, wastewater and stormwater;*
- *Adequate access both within the site and to the site via the roading network;*
- *Visual buffer to residential areas; and*
- *Not located in a sensitive area, e.g. coastal, outstanding natural landscape or feature.*

Metlifecare operates retirement villages across the country and has submitted in support of the aim of the plan. Their submission goes on to note that there are limited living choices for older persons in Mangawhai and that the operative Kaipara District Plan doesn't provide for a variety of housing types, including retirement villages. Metlifecare supports a review of the District Plan to better provide for retirement villages.

Peter Small of 327 Molesworth Drive, Mangawhai Heads also submitted in support of the proposed Mangawhai Spatial Plan. His submission included the following specific points to note:

- *Realign the ecological zone to start above and behind Lot 55 Cullen Street.*
- *Support provided to achieving a variety of housing.*
- *Supports reduced lot sizes in part but too much density will take away from the character of Mangawhai and why holiday makes come up here to get away from Auckland.*

Mangawhai Central Limited (MCL) made a submission in general support of the direction of the Mangawhai Spatial Plan. Their submission did however include a number of comments on the language used within the plan, the presentation of the tsunami evacuation zone, the suggested location of the bypass between Molesworth Road and Cove Road, and the location of walkways and cycleways through the Mangawhai Central site. These comments have been summarised below:

- *The language in the spatial plan neglects to recognise that MCL land is already zoned for urban development and falls within the wastewater serviced area, and already provides for commercial and industrial employment.*
- *PPC 79 (78) doesn't seek full rezoning rather it seeks to alter some of the spatial extents of the zoning for further density.*
- *Wording changes are suggested, refer collated list of requested changed attached as Appendix ?.*
- *The Civil Defence evacuation zone map is still being used in the spatial plan as a physical or natural feature that is a constraint in section 2.3 of the plan. This is not accurate and is inappropriate use of the map. The map should be removed and not referred to as a constraint over MCL land.*

- *The map and text in section 3.7 Transport suggests the potential alignment of Old Waipu Road through Mangawhai Central is an adjustment when it is actually a new road. The wording is misleading.*
- *The internal road network within MCL has not been designed to allow for a by-pass route to connect to Cove Road. This would cut the new community in two.*
- *The new roundabouts recently approved by KDC have not been designed for use as an alternative collector road to Cove Road. Their redesign would require significant KDC funding and input to implement.*
- *The construction of this new road would require new designations and acquisition of land yet there is no feasibility or costings provided for this proposed road.*
- *The identification of a new by-pass should be reconsidered.*
- *Walking and cycling routes should reflect the alignment illustrated in the PPC78 maps. Alternative routes suggested in the spatial plan are unlikely to be achieved.*

Department of Conservation - Te Papa Atawhai

The Department supports the Natural Environment aim of the Plan to “Protect and enhance biodiversity links, waterways, and the coastal area.”

In terms of the recommended actions of the Natural Environment section. The Department may support in principle developing and implementing a local indigenous biodiversity strategy, however there is no detail on what this is or may include. The Department would hope that this strategy would include such endangered species as NZ Fairy Tern (Tara iti) and that Council considers the Department as a key stakeholder for this work.

The Department recognises Te Uri o Hau as the kaitiaki in this rohe. DOC advocates for responsible land use activities that do not adversely affect the natural environments and ecosystems in and around the Mangawhai Harbour.

2.2 Comments opposing vision

The submitter's that did not support the proposed Spatial Plan Vision for the most part provided an explanation for their view.

In brief, the reasons for opposition included the views that Mangawhai is a coastal village with infrastructure that already struggles to cope with the existing population. Existing residents can't and don't want to pay for the infrastructure upgrades required to support the proposed growth.

It was suggested that developers should pay for the infrastructure upgrades. One submitter asked where the additional population would work as options were limited in Mangawhai. Another noted that Mangawhai will be separated into three areas (around the commercial centres) and would lose its magic.

A couple of submitters suggested now was not the time to create a spatial plan or review the existing district plan given the independent review that recommended scrapping the Resource Management Act (RMA) and streamlining the planning system across the country.

There were also a couple of suggestions where the proposed zoning in the Spatial Plan should be changed to better reflect the existing development pattern around Barrier View Road and Echo Valley Road.

The comments in opposition have been summarised below:

- *Don't support the idea of supporting growth just because demand is there. Mangawhai is a village community with limited infrastructure and resources (viz water).*
- *The proposal should start with what population the environment can support and cap development to that – no more housing allowed.*
- *Higher density housing should be contained as suggested by the plan with the exception of Cove Road which should retain larger lots, not higher density proposed opposite the Sanctuary.*
- *Don't support the proposed plan for Barrier View Road. The plan suggests Zone 3 when it should be zone 1 to reflect past 20 years of Council decision making and existing character.*
- *Echo Valley Road should be changed from zone 3 to zone 1.*
- *Surely it is irresponsible to assume growth planned can go ahead with the present infrastructure. What is the purpose of this growth? Which area of Kaipara is wanting growth? Surely it is the east such as Dargaville who want growth.*
- *Why to Councillors and KDC consultants assume current Mangawhai residents have the ability to continue to pay exorbitant rates to fund future infrastructure?*
- *The infrastructure cannot cope with the development unless developers pay for upgrades to the system including water catchment, wastewater and sewerage.*
- *I do not believe that the Spatial Plan and a new district plan is appropriate at this time for two reasons; first, the independent review released that recommended doing away with the RMA and replacing it with simplified regulatory process; second, one of the*

major recommendations was that a number of policy statements be implemented across New Zealand.

- *Too much density for what is a coastal village, NOT a second Orewa. The facilities we have now are insufficient for the people here NOW. Adding more houses is not a solution.*
- *Where will these people work?*
- *You have already pushed it past the point of no return, with the current development and population growth and lack of maintaining the infrastructure to support this and also to the continual loss of our natural fauna and silting up of our upper harbour.*
- *Mangawhai will no longer have any more magic, the townships will be divided with three separate subdivisions.*

2.2.1 Individual submissions in opposition of the Spatial Plan.

Two subdivisions have been received from landowners who object to specific proposals within the proposed Spatial Plan that affect their properties.

Dream Planning made a submission on behalf of **Nelder Farms Limited** which is 175ha farm at 199 King Road. The site sits outside of any specific rural-residential zoning options set out in the plan. The site is shown as moderate and high rural character areas 'g' and 'h' and identified as areas to be avoided for future rural residential subdivision.

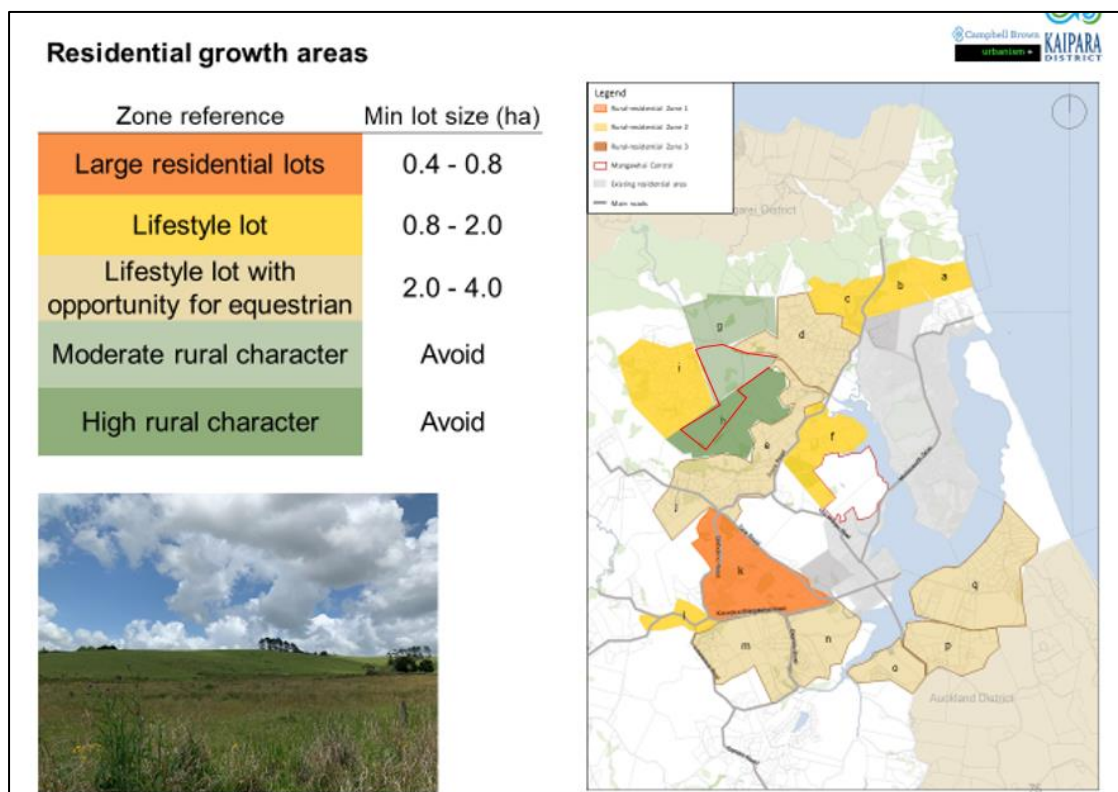


Figure 1. Location of 199 Nelder Road (outlined in red) as shown on the residential growth area as shown in Appendix D of the proposed Mangawhai Spatial Plan.

The submission objects to this assessment for the following reasons (summarised):

- The Site doesn't contain high value soils. A Land Use Capability Report has been provided for reference.
- The general observations of the desktop study are inaccurate.
- Property rights should not be eroded/sacrificed by Council to provide tourists and local residents with rural vistas from Cove Road at the expense of the land owner and their development opportunities.
- The farm should not be ring fenced on the basis that it hasn't developed the farm to date.
- Nelder Farms has a resource consent application lodged with Council now for lot sizes between 4000m² and 1.75ha. The proposal is for a cluster/hamlet style development with large areas of open space surrounding the smaller lots.
- The proposal is the first in a planned series of similar subdivisions across the site, refer Figure 2 below.



Figure 2. Drawing provided illustrating the planned future hamlet development of 199 King Road.

CPPC Planning made a submission on behalf of **Bream Tail Residents Association** which is the governing body of Bream Tail Farm and the 39 properties within. The submission explains the development parameters of the farm including the range of consent notices which limit the location of building platforms and provides design guidelines for buildings among other things. The remaining land around the building platforms is either bush covenant or in grazing. Each of the land owners cannot manage their land outside of their building platform.

The spatial plan shows the farm as being in the residential growth area and doesn't provide for ongoing farming. The Bream Tail Residents Association opposes this part of the plan.

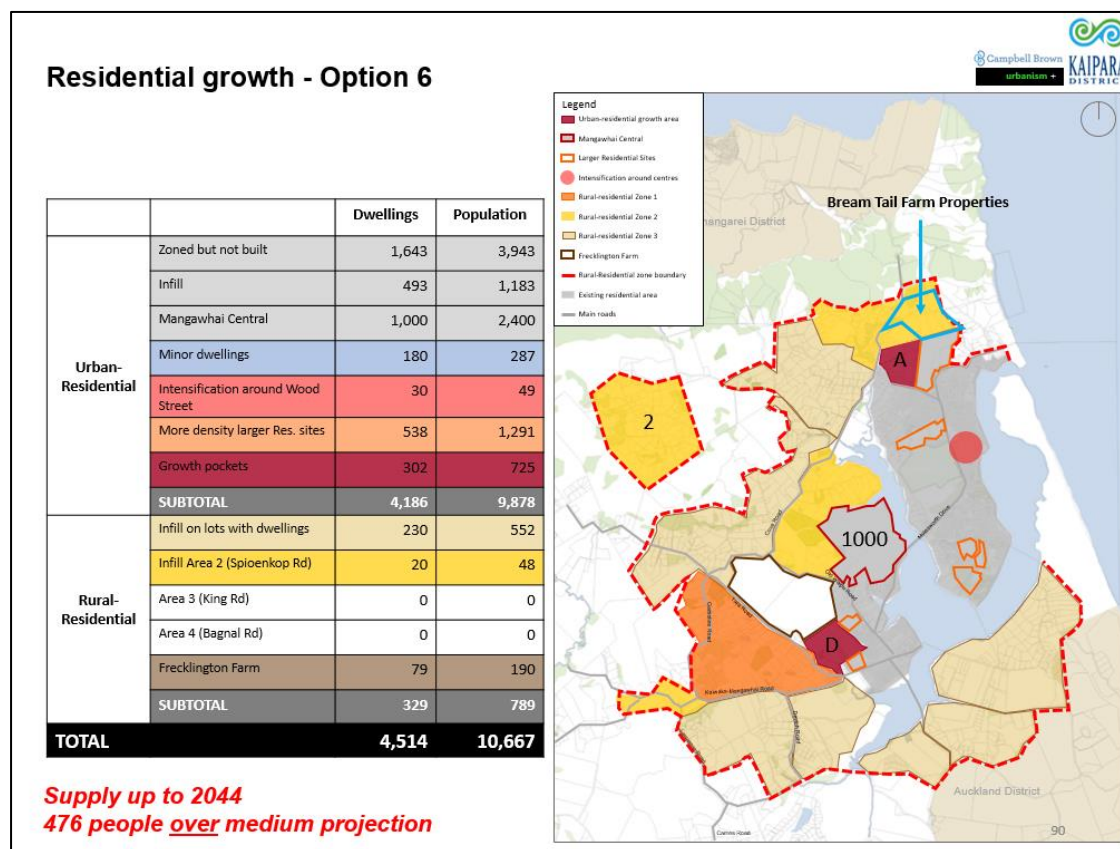


Figure 3. Location of Bream Tail Farm Properties (outlined in blue) in area proposed for infill housing by the proposed Mangawhai Spatial Plan.

The Bream Tail Residents Association also opposes the rezoning of the land directly adjacent to the farm for residential purposes due to reverse sensitivity effects on the farm. This will provide for the ongoing rural farming activities. For this reason, they suggest the site is not considered to be a suitable buffer zone for infill housing.

The submission also opposes residential zoning to the west/east of the farm as it will impact on the rural coastal nature of the property.

The submission also makes suggestions on the location of proposed rural residential zoned areas. It is suggested that more zone 2 land should be provided to alleviate pressure on the use of land as a buffer. And to utilise the existing rural residential land for more dense subdivision.

The submission provides responses to the questions asked by the Council's formal submission form. The responses are included elsewhere in this report.

Joel Cayford (no address provided) provided a detailed submission on the Mangawhai Spatial Plan. The submission is a detailed critique of the spatial planning process and the proposed plan itself. Summarising the submission does not do it full justice. I will however attempt to summarise the strengths and weaknesses of the plan as he sees them.

- *Support is given to the development of a Mangawhai Spatial Plan.*
- *The plan is good in parts but essentially an underlying support document for Mangawhai Central and PPC78. These together are deficient to good planning.*
- *The strength of the plan appears to be the various assessments of likely population growth scenarios and the identification of a range of land options for urbanisation or densification to accommodate those increases in population.*
- *It avoids the key issues of growth which is funding and provision of network and community and social infrastructure.*
- *It doesn't comply with the National Policy Statement on Urban Development Capacity.*
- *The work suggested on page 22 as 'implications for the KDC' should have been in place as part of KDC planning for PPC 78.*
- *The plan does not suggest policies to achieve a 'managed approach' to growth.*
- *The plan doesn't address access to the estuary for boats and jet-skis, parking at the estuary for cars and boat trailers, and parking at the surf beach.*
- *The transportation section is useful in that it begins to highlight the need to provide for cycle and walking infrastructure.*

2.3 Comments where support or opposition was not specified.

Approximately half of all submissions did not specifically state whether they supported the Spatial Plan vision or not. Many did, however, provide detailed written responses outlining their opinion on the plan and its contents.

A few suggested that protection of the natural environment needed to be strengthened with suggested changes to wording within the plan. Others commented on section sizes and also made suggestions for changes to the proposed rural residential zones. Water storage and stormwater management was also an issue. A couple of submitters objected to there being a separate chapter relating to iwi issues, with one suggesting there was sufficient protection under the RMA.

The comments have been summarised below:

- *Respects its natural setting could be strengthened. Perhaps something like “actively protects its natural places and species.”*
- *Object to the mentioning of iwi in the plan. We are all New Zealanders and one race should not be pandered to over any other.*
- *Sections should not be less than 450m².*
- *All new buildings to have water storage tanks.*
- *Nautical Heights has no functioning street drains that were signed off by council, now the street suffers from pooling and flooding.*
- *Footpath on Molesworth Drive to be built now.*
- *Rather than grow ‘well’ it would be better to say grow ‘sustainably’.*
- *Echo Valley Road should be zone 1 not zone 3.*
- *Restrict Mangawhai Central to 500 units as in the Plan. Make each unit have their own water collection tank.*
- *Make Mangawhai Central build and pay for their own water collection tank.*
- *Do not allow houses over 2 stories anywhere in Mangawhai.*
- *Remove commercial industrial from Black Swamp Road. Crosbie Engineering is a complete eyesore and you talk about strong agree buffers, very hard to achieve when you have houses high above. This area is part of the coastal character being so close to the estuary.*
- *Respecting Mangawhai’s natural setting is paramount for all who live here or are to relocate here.*
- *Taking care of our protected wetlands, green open spaces, waterways, walkways and native wildlife are important issues and must be respected in every way for the ongoing health of natural habitats. Developers and landowners must make this a priority when planning subdivisions.*
- *I would like to see restricted development and better growth management from the KDC in the future.*
- *There is no need to focus on iwi culture... There is sufficient protection under existing parts of the RMA.*

2.3.1 Individual submissions that did not specify support or opposition.

Written submissions were also received from a number of people and organisations that did not directly specify support or opposition to the Spatial Plan.

The **Ministry of Education** submitted that they were continually monitoring the population growth at Mangawhai and the school and were aware of the desire within the community for a secondary school. There is currently not the population to support a secondary school and students will be directed to Rodney College in Wellsford. They also suggested changes to the wording in Section 3.5 to more accurately reflect the Ministry's discussions with the Kaipara District Council on this matter. The proposed changes are copied below:

Section 3.5, subsection 'Existing Situation' (on page 33): ~~'It is also noted that Mangawhai Primary has a present roll of around 520 pupils, which is growing. The projected population growth rate indicates a future need for a secondary school at Mangawhai. Discussions with the Ministry of Education about this need are ongoing. The Ministry of Education will continue to monitor and assess forecast demand for schooling in Mangawhai over the duration of the spatial plan, and work collaboratively with the Council on any changes in the school network.'~~

North Power's submission identified their existing substation and proposed two new locations for future substations that will be required to meet the capacity requirements of the increased population.

Their submission notes that Section 3.3 'Three Waters' does not include all infrastructure i.e. both public and privately owned and non-water related i.e. power, telecommunications etc. It is suggested that this section be amended to cover all infrastructure types.

The submission notes that if the population grows as per section 3.4 of the plan, additional capacity in the network will be required in the next 5 years to provide for the projected population 10 years in the future. North Power would like to be involved in future planning proposals to enable early identification of issues for North Power assets.

The **New Zealand Transport Agency** (NZTA) provided quite specific feedback which is copied below:

- 1. A lot of the growth, in future years especially, seems to be identified to be on the rural fringe (lifestyle, page 7), and the connectivity of those areas to the urban area is not that well defined (only one potential indicative new linkage). Is this amount of growth in the rural fringe really the best for urban form or mode shift outcomes?*
- 2. Will the density provisions be sufficient to achieve the best urban form, including mixed use areas, townhouses/apartments etc.? While the minimum proposed lot size is 400m² and only around the centres what are the height restrictions?*

3. *In considering the question of density consideration for enabling higher densities within parts of the existing urban area should consider the following:*
- *Mangawhai is well serviced and a key objective of the plan is make more efficient use of the residential zone (part 3.4)*
 - *Mangawhai will an intended population of over 10,000 is defined as an urban environment under the NPS-UD “The KDC’s Long Term Plan 2018 review process has projected Mangawhai’s permanent population to either double or triple in size by 2043 to between 10,500 and 14,500 people”*
 - *Policy 5 of the NPS-UD states that urban environments enable heights and densities commensurate with the greater of the level of accessibility by existing or planned active or public transport to a range of commercial services or where the relative demand for housing and business use in that location.*
 - *Mangawhai has significant investment planned a major shared path which will significantly improve active mode accessibility along the main alignment of the existing settlement and between key destinations along its route. This creates relatively higher levels of accessibility near the key destinations/centres but also in close proximity to the whole shared path route potentially creating three levels of density. Highest in and around the centres and key destinations on the shared path, other areas in close proximity to the shared path in a corridor sense, and areas away from the shared path. The indicative lineal public transport route indicated on page 46 would reinforce this linear form of improved accessibility. 400m² is effectively a medium density outcome for a serviced settlement and scope could exist in some locations to increase this density in line with improved levels of walk and cycling accessibility.*
 - *The map on page 46 shows the public transport catchments that look quite limited in scale. Further, is it proposed that there would only be 4 stops on this Public Transport route?*
 - *The text refers to investigating a Public Transport loop but it’s hard to visualise the loop on the map on page 46.*
 - *We would like to further consider and respond to the ‘alternative western by-pass link’ identified on the map on page 46.*

Vishal Chandra provided a series of alternative spatial plan maps (attached as Appendix B) The accompanying explanation of the maps is copied below:

“The essence being growth should to be contained and where possible too far beyond existing commercial centres, nodes and urban areas. These areas are then framed with transition

densities which flow into the rural areas within the aim to protect natural features, primary production and amenities, and manage hazards and risks. The proposed densities are driven from research on the current land parcel sizes, so there is ability to intensify and subdivide within the corresponding mapped areas.”

John Phillis of 576B Barrier View Road and **Doyle Smith** (address not provided) submitted that Barrier View Road should be rezoned to be Zone 1.

Christine Rogan and Jan Barrat of 943 Kaiwaka-Mangawhai Road, Hakaru identified that their site is incorrectly identified as industrial on the map in section 3.6, page 42 of the plan. The industrial business at the top of Hilltop road is not shown.

CPPC Planning made a submission on behalf of **Rickon Holdings Limited** of 1140 Kaiwaka-Mangawhai Road. This site also has access to Devich Road and is part of the proposed rural residential zone 3. The submission makes a number of comments relating to the proposed rural residential zones which are summarised below:

- *The spatial plan fails to adequately address the needs of rural residential properties in the varying zones proposed.*
- *A large portion of proposed zone 1 consists of mature vegetation which has ecological value. Further thought to the development potential of this area is needed.*
- *Infrastructure planning is needed.*
- *The plan should utilise the existing residential areas more efficiently by reducing lot sizes and providing infill housing.*
- *The plan should recognise existing rural production sites and mitigate for reverse sensitivity.*
- *Apartments are efficient though not recognised in the spatial plan.*
- *Urban zones should be provided not just ‘serviced’ and ‘un-serviced areas’.*
- *Rural- residential zone 2 should extend to the south of Kaiwaka-Mangawhai Road to reflect already fragmented rural residential living. Expanded area suggested in Figure 4 below. This land has better gradients for denser development.*
- *Area ‘m’ notes in Appendix D are inaccurate. This area is already development and consistent with rural residential zone 2.*
- *More zone 1 needed given the desire for smaller lots. More zone 2 needed. Zone 3 just provides for much of what is existing.*

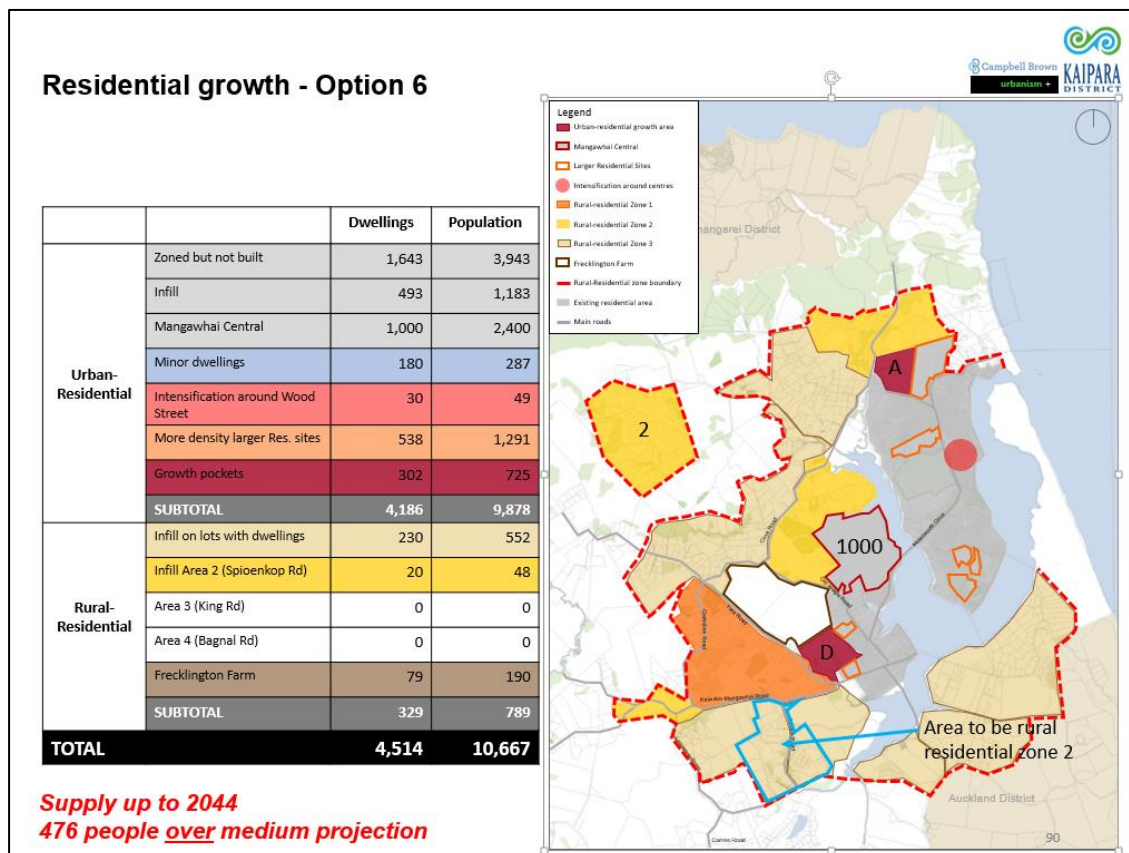


Figure 4. Area to the south of Kaiwaka- Mangawhai Road proposed by Rickon Holdings Limited to be within the rural residential zone 2.

Mike Howard (address not provided) put in a submission with three main points that relate to Mangawhai Central, tourism and associated infrastructure, and wastewater disposal. These comments are summarised below:

- The plan suggests 1000 new homes in Mangawhai Central. I don't consider this to be appropriate and the density should remain at 500 units. Mangawhai does not need this level of intensity.
- The plan makes no advocacy for tourism or infrastructure provision to manage the potential of that industry. i.e. the current golf course developments.
- The State Highway 1 upgrade will bring tourism to Mangawhai and there is a need to advocate for its requirements.
- Need to provide for accommodation i.e. hotels/motels for tourists.
- Need to manage wastewater disposal within the Mangawhai Golf Course.
- Need to keep the beachy/coastal aspect and integrity of Mangawhai.

3.0 Q1C and Q1D. Protecting the Natural Environment

Question 1C

Do you think the Spatial Plan clearly shows how it supports this approach to protecting the natural environment? If not, what protection would you like the Spatial Plan to provide for the natural environment?

Question 1D

Are there any additional natural areas or features that should be recognised in the Spatial Plan?

3.1 Number of Responses

Of the 50 submissions that followed the online questionnaire format 31 provided an answer to these questions. Expressions of support or opposition are detailed in Table 2 below.

Type of submission	'Yes' Agreed	'No' did not agree	Not directly specified	Total Submissions
Online	16	7	8	29
Individual	2	0	0	2
Total	18	7	8	31

Table 2. Breakdown of submissions responses to questions relating to the Natural Environment.

A number of the submitters provided written comments in support of their initial answer to question 1C with many suggesting additional features for protection. The comments and suggestions presented below have been grouped by the natural features mentioned and listed below.

- a) All development will affect the environment.
- b) Estuary/ Harbour management.
- c) Wetlands, streams and tributaries.
- d) Coast and Sandspit.
- e) Public open space.
- f) Ecological areas and species protection.
- g) Soils.

3.2 All development will affect the environment

A number of the comments made both in agreement and disagreement with the approach of the Spatial plan to protect the natural environment made the point that any additional development within Mangawhai would affect the environment. Further, there is existing pressure on the environment that needs to be addressed.

The comments are copied, and summarised in places, below:

- *It's ok but allowing development of the foreshore/ mangroves at Mangawhai Central and urbanizing part of Cove Road contradicts this. Also potentially putting 15,000 people in a community with limited beach/ water access will place unsustainable pressure on the overall environment.*
- *Access to the main beach, dunes, estuary etc is too limited to handle too many people. The Ocean Surf Beach has limited access by one road to a small car park, the boat ramp and parking on the Estuary is already overtaxed over summer. Access and facilities can't easily be expanded without significantly changing the nature/ character of the area.*
- *NO, any development will encroach on natural features both flora and fauna.*
- *I support minimal development so that the natural environment is not affected*
- *The spatial plan as envisaged by you consultants will destroy Mangawhai.*
- *With regards to natural environment I can only support minimal development so that way it is possible to reduce adverse effects of the development on natural environment.*

3.3 Estuary/ Harbour Management

Waterways and coastal areas featured heavily in the comments including specific comments relating to estuary management. The submitters raised the point that the estuary is under existing pressure and is not sufficiently protected. Mangrove management is also an issue. These comments are copied below:

- *The estuary is currently under considerable pressure from adjoining landowners clearing vegetation- both riparian and intertidal (saltmarsh and mangroves). This pressure is set to increase so the scene needs to be set that builds active protection for these places.*
- *The harbour is not sufficiently protected.*
- *Keep the estuary clean.*

- *The maintenance and up keep of the estuary should be included.*
- *Where it says" 7. Manage mangroves within the Mangawhai Harbour.", this should be more carefully worded. Some may see this as justification for wholesale removal irrespective of regional plan rules etc. There is a need to agree as a community on how this would occur. There are vocal, polar opposite camps on this issue, with neither willing to budge. I think that actually, the majority of the community would just want to see a sensible management plan in place that balances all competing demands such as visual, ecological, amenity, perceived effects etc.*
- *You could get rid of more mangroves though.*
- *The entire estuary and its riparian margin are highly valuable ecosystems, and the sandspit should also be recognised, including the need to take care around nesting shorebirds in summer.*
- *I am aware the Harbour is governed by NRC, however more mangrove removal, dredging of the upper reaches of the harbour to allow good flush and return channels that no longer exist, also to counteract the amount of waste water and silt that is going to be plundered in there. Protecting our fish, flounder, pipi, kingfish, stingray (our symbol) from been pushed out through excess sludge which is now a prominent feature of our harbour. We have collected kai moana from the areas all our life, this is now at threat with future growth.*

3.4 Wetlands, streams and tributaries

The streams and tributaries are recognised by some submitters as features that need protection. Their connection to the health of the estuary/harbour is also recognised. The comments are copied, and summarised below:

- *Yes I like the corridors and protection of the rural productive land.*
- *There are also wildlife corridors missing from the map, especially at the western end of Tara Road through the land of landscape/amenity value.*
- *Not really. Adding heaps of bike tracks and walkways along the water's edge is not protecting it. You could get rid of more mangroves though.*
- *No, I do not believe that you are supporting the protection of the natural environment by creating a walking track and bridge directly through Wetland at the end of Thelma Rd South and across Tara Creek. This is one part of our community that is full of native and endangered birds. We see the endangered Australasian Bittern on a regular basis, among many others.*

- *The Bittern live and breed in the wetlands at the end of Thelma Rd South, and also feed in Tara Creek. The proposed bridge across Tara Creek will destroy this fragile habitat for the Bittern and other wildlife.*
- *I would like the area of Tara Creek to be protected by banning motorised boats and disallow the construction of a bridge (why not attach a walking bridge to the existing causeway bridge instead). Allow this area of Tara Creek and the wetland of Thelma Rd South to be recognised as a special ecological area for birds and wildlife.*
- *Better protection of the streams will be achieved by allowing small lot rural residential lots where the streams need to be protected during subdivision. Large lots do not get planted on the riparian margin.*
- *Yes degraded natural features, wetlands and drainage paths that are critical to ecosystem and downstream effects on Harbour.*
- *Mapping does not adequately identify the values. Patches of bush are show as having value but waterways leading into the estuary are not well identified as being valuable, margins of the estuary are not well identified as being valuable, species such as nationally critical fairy tern (and breeding habitat) are not identified.*

3.5 Coast and Sand spit

The coastal area including the sand spit are mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below:

- *People highly value the treed appearance of the Heads from the water.*
- *The sandspit seems to be ignored. While it is a reserve people can still damage it by their behaviour such as taking dogs there.*
- *I would like the Spatial Plan to make more reference to the coastal areas.*
- *Ensure protection of coastal edge pohutukawa forest.*
- *The sand dunes on the spit should be included as an area of ecological value and marked on Appendix 3-1-1 as such.*
- *The coastal areas (the beach) must be kept to a high standard to continue to maintain the beauty of our waters.*
- *Picnic Bay is a very special place to long time locals and to allow any development like a boardwalk would be detrimental and seriously adversely affect the beach.*
- *The coastal aspect of Mangawhai with its network of streams, vegetation, and coastal edges adds significantly to the character and ecology of Mangawhai. Implications for the future development of Mangawhai and the environment must be taken into*

account, protections of the natural environment must be clear in the district plan, community plan and spatial plan documents.

3.6 Public Open Space

The provision of public open space was also mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below:

- *Mangawhai Park needs to be designated Reserve and have no further buildings on it.*
- *More public parkland in built up areas, use 10% of development land for green space.*
- *Do not build on every bit of green, smaller lots mean people need green spaces near to their homes.*

3.7 Ecological areas and species protection

The trees and species habitat were also mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below (note some of these comments are repeated under previous topics):

- *Trees need to be protected (a notable tree survey is lacking for the area) and trees need to be planted. Green open space should be valued and wetlands reinstated. There has been a lot of wetland damage in recent years in Mangawhai Park.*
- *People highly value the treed appearance of the Heads from the water.*
- *Mapping does not adequately identify the values. Patches of bush are shown as having value but waterways leading into the estuary are not well identified as being valuable, margins of the estuary are not well identified as being valuable, species such as nationally critical fairy tern (and breeding habitat) are not identified and the "kiwi zone" is identified as a small spot on the outer edges of the forest. The need for a detailed plan is recognised however and it needs one.*
- *Kiwi will occupy the entire forest if they can survive the increasing number of dogs associated with subdivision. The whole Brynderwyn range is "kiwi zone".*
- *The entire estuary and its riparian margin are highly valuable ecosystems, and the sandspit should also be recognised, including the need to take care around nesting shorebirds in summer.*
- *The need to support the re-establishment of kiwi in the Brynderwyns needs to be emphasised. Dog control is critical.*

- *Kauri Dieback disease and other biosecurity issues should probably be at least mentioned as well.*
- *Yes, although it would be good to recognise that invasive species control and removal should be encouraged (such as weeds noted in the Northland Regional Pest and Marine Pathway Management Plan) while native vegetation is further protected.*
- *Ensure protection of coastal edge pohutukawa forest - i.e. protect all pohutukawa within Xm of the coastal edge... or something along those lines.*
- *I agree with the main points, but there should be more recognition of the need to protect*
 - *regenerating species-rich bush,*
 - *semi-mature native forest trees (including pohutukawa) and*
 - *the habitats of kiwi, fairy tern and other endangered species, especially where these occur in land designated for its landscape/amenity value.*
- *The sand dunes on the spit should be included as an area of ecological value and marked on Appendix 3-1-1 as such.*
- *There are also wildlife corridors missing from the map, especially at the western end of Tara Road through the land of landscape/amenity value.*

3.8 Soils

As previously mentioned in section 3.1.2 above, Nelder Farms Ltd (199 King Road) identified in their submission that the spatial plan does not accurately show the value of soils and their possible land use. Their submission included answers to the questions posed in the online submission form. Their responses to Questions 1C and 1D are copied below:

- *NO, Plan has miss represented, value of soils, possible land use. Example Page A-5 shows Preferred option 6 "Provisional Detailed assessment of Rural- Residential areas". Areas in brown are identifies "Lifestyle Lots with the opportunity for Equestrian activity" Much of this area identified would be totally unsuitable to equestrian activity due to contour. Plan also notes some areas for horticulture and market gardens however soil types don't necessarily support this.(See NRC website "Managing Northland Soils Factsheet" for soil types and properties).*
- *"Natural area or features" are very subjective, and definitive guidelines should be outlined before such are recognised. Isn't the council required to identify and register*

SNA as part of its responsibilities under National guidelines. It is not the role of the spatial plan or its authors to define or identify SNA's.

3.9 Additional comments

- Yes I like the corridors and protection of the rural productive land.*
- Yes. Except the 'existing established residential areas' are not the 'natural environment' but the built urban environment. So should be excluded from this section of the Plan.*
- I am in agreeance of the KDC promoting and supporting existing or new community groups to undertake ecological restoration activities. The community know the area best and have a deep connection to Mangawhai & understands the importance in maintaining the existing habitat restoration initiatives related to river banks, lakes, gullies, ranges, and wetlands.*
- The coastal aspect of Mangawhai with its network of streams, vegetation, and coastal edges adds significantly to the character and ecology of Mangawhai. Implications for the future development of Mangawhai and the environment must be taken into account, protections of the natural environment must be clear in the district plan, community plan and spatial plan documents.*
- Regarding Coastal Edges and Development, see below KDC ENGEO Geotechnical Assessment Mangawhai, Kaipara District. Pg 42 (16/04/ 2019)*

15.1 Sulphate Attack on Concrete (page 42) Some Holocene and Pleistocene soil deposits within the study area (referring to Figure 3) may contain organic soil and peat layers associated with decomposition of organic matter in swamp and estuarine environments. Low lying alluvial deposits may have also been influenced by seawater during times of higher sea levels.

These areas may contain sulphate and sulphide rich soils and groundwater which may present a risk to infrastructure.

A draft joint Council submission (Acid Sulphate Soils-Northland) was recently undertaken (Opus 2017). Included in this report is an Acid Sulphate Soil Risk plan that was developed using historic sea levels, current surface elevations and mapped sedimentary deposits. KDC have provided zoomed in areas of the plan for use in this study, which includes the Mangawhai Study area (fig 10).

Considering the Mangawhai Central development is sited within an acid sulphate soil risk area, what factors/engineering have been used to mitigate the risk to any new infrastructure in the immediate area for the current development?

4.0 Q1E and Q1F. Celebration of Maori Culture and Local History

Question 1E

Do you think the Spatial Plan celebrates Maori culture and local history? If not, what else could be done?

Question 1F

Do you support this approach?

4.1 Number of Responses to Q1E and Q1F

Of the 50 submissions that followed the online questionnaire format, 34 provided an answer to these questions. Expressions of support or opposition are detailed in Table 3 below.

Type of submission	'Yes' Agreed	'No' did not agree	Not directly specified	Total Submissions
Online	15	4	13	32
Individual	2	0	0	2
Total	17	4	13	34

Table 3. Breakdown of submissions responses to questions relating to the Natural Environment.

A number of the submitters just responded with a 'yes', 'no', or 'no comment'. Many also provided written comments in support of their initial answer to question 1E.

The main themes of the written comments were:

- There is no direct statement from Te Uri o Hau that sets the tone for that part of the plan.
- The Council should stay engaged with Te Uri o Hau
- We should protect historic sites (Maori and colonial) but do it in an inclusive way.
- There shouldn't be any mention of Maori culture in the plan.
- The plan should recognise all cultures equally.

- f) It is also noted across the submissions that there is a perception that Te Uri o Hau abandoned and/or sold the area in the 1800s.
- g) A number of comments referenced specific areas that should be mapped and protected.

The comments copied below have been separated in relation to their initial answer.

4.2 Comments agreeing that the Plan celebrates Maori Culture and local history

- *It certainly recognises it, but maybe doesn't celebrate it to the degree intended. Could a statement be included in section 3.2 from local Iwi that sets a tone for that part of the Spatial Plan? Most people I deal with (through RMA processes) are fearful of anything to do with Mana Whenua processes or historic/cultural heritage issues and do not have an appreciation for how beneficial these sites and values are overall. If the plan could better communicate this and inform the DP going forward, that would be helpful.*
- *It's ok. Certainly we should protect historic sites (Maori and Colonial) and identify them and explain their significance to the community. Noteworthy early buildings like the Mangawhai Tavern and the 1825 Battle site should be preserved. I think we should do more to educate and celebrate our Maori (and early colonial) settlers and history. But do so in an inclusive way. Consultation is good. But don't give preferential/ rights of veto to Specific parts of the community. The Museum can play a bigger role in this, possibly add a Marae/ Meeting house to the historic village in that area. Maori have not had a significant role in the area since 1825 and did "arms lengths sale" of land in the area to the Crown on commercial terms. So their history in the area should be acknowledged and the culture celebrated. But Maori withdrew from the area and sold land willingly prior to much European settlement so don't grant "customary rights" or "sovereign" privileges - just acknowledge, respect, Honour and celebrate Both our Maori and colonial past.*
- *Nice to see this being addressed and think you on right track.*
- *Yes, except the historical area of the battle around Tara - Gambolino Rds should be acknowledged more. Especially as this area has been identified for further development under the Rural-Residential provisions.*

4.3 Comments disagreeing with the Plan regarding Maori Culture and local history.

- *I do not think there should be any mention of Maori culture in the plan.*
- *It is a mistake in my view to focus on celebrating Maori culture and history. Maori is only one group of people living in NZ and we should celebrate the history and culture of ALL New Zealanders and not only Maori. If the focus is on Maori only then it defies the principle of equity and feels discriminatory towards other residents.*

4.4 Comments where agreement or otherwise is not specified

- *Stay engaged with Te Uri O Hau.*
- *There has been considerable damage to the Maori Pa site and middens in recent years. Council has failed in its obligations These were all mapped and there is no excuse for such destruction.*
- *I agree that it is important that all archaeological sites and other features of importance to Maori should be identified and protected. It would be good to have these sign-posted, where appropriate.*
- *What is the input from the respective Maori representatives? What is the status of the Tapu placed many years ago?*
- *The plan does not include comment from Te Uri O hau.*
- *The Maori people left this area after the battles they fought against each other, so the local history of the non-Maori settlers needs to be more the focus of the history and local culture.*
- *The plan should recognize all cultures equally.*
- *Iwi and cultural history are important and must be managed with the community having an understanding of the history of the area.*
Noting there are two cultural sites within the Mangawhai Central development, which are listed on the spatial plan, how will these sites be identified and managed within the subdivision? Is there more information surrounding these sites?
- *My own personal view is that the plan should celebrate the history and culture of all residents of New Zealand.*
- *We should celebrate the local history and culture of the people that made Mangawhai.*
- *The current plan highlights area of past Maori occupation, these areas have all been developed on and what is offered is a token gesture. Been of Ngati Wai descent past*

actions of the governing iwi have sold off what would of been of great importance for the growth of Maori in this area. End of story.

- *It is understood that the Council have undertaken substantial consultation with iwi (Te Uri O Hau Environs Holdings Limited) in association with the preparation of the MSP. The MSP appears to have identified iwi's relations ship with Mangawhai and have provided recommended actions to ensure that on-going consultation with mana whenua is undertaken. In accordance with Section 8 of the RMA, there is a duty to take into account the principals of the Treaty of Waitangi.*
- *The properties within the Residents Association (BTRA) have also undertaken consultation with mana whenua, a number of archaeological assessments have been prepared.*

5.0 Q1F Three Waters

Question 1F: Do you support this approach?

5.1 Number of Responses to Q1F

Of the 50 submissions that followed the online questionnaire format 34 provided an answer to these questions. Expressions of support or opposition are detailed in Table 4 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	21	2	9	32
Individual	0	0	2	2
Total	21	2	11	34

Table 4. Breakdown of submissions responses to questions relating to the Three Waters.

A number of submitters responded with a 'yes' to this question but others, particularly those who responded 'no' or did not directly specify support or otherwise provided written comments to their response.

Two thirds of respondents supported the approach to Three Waters set out in the Mangawhai Spatial Plan. The main themes of all the written comments were:

- a) Funding: Costs should fall to the developers to service their developments.

- b) Funding: infrastructure should be properly planned, budgeted and the public consulted.
- c) The wastewater system is already at capacity. There is no room for growth.
- d) Treatment of stormwater flows should be prioritised to prevent degradation of the harbour.
- e) Potable water supply is needed, particularly as draughts increase in frequency.
- f) What about the recently proposed Central Government Changes to three waters management?

5.2 Comments supporting the Plan's approach to Three Waters

- *Yes. The council has and continues to make a major problem for itself in its failure to ensure that developers pay the full infrastructure costs of their development. Developers should be paying for footpaths, wastewater and storm water and undergrounding power. This has not happened in the past.*
- *Absolutely - provided these costs are aligned to a plan and budget that is appropriately consulted on with the public. Development contributions should not go in a pot or general coffer. They should be set based on programmed, budgeted infrastructure and those fees should be spent within a certain amount of time once collected. Significant community-wide infrastructure such as parks, wastewater treatment, stormwater treatment, footpaths/shared paths etc should be in place prior to development of an area.*
- *Treatment of stormwater flows should be prioritised further to help prevent degradation of the harbour.*
- *The Spatial Plan should encourage low impact design features such as permeable paving and soakage in sandy soil type areas - rather than discouraging this as per current District Plan rules (see impermeable surfaces rules - all driveways, regardless of construction type are considered impermeable). Stormwater runoff can be significantly reduced, particularly in the Heads area, through a more appropriate design philosophy that is supported by the DP and Engineering Standards.*
- *Also would add support of grey water reuse - the Spatial Plan and DP should support grey water reuse, not prevent it. This could be supported through incentives for grey water reuse such as rates discounts or development contribution settings (reduction in wastewater levies if implemented for new builds etc).*
- *More discussion is needed on the advantages and disadvantages of dependence in rural areas on rainwater collection for domestic use, also of on-site waste water treatment.*

- *Agree and it is important that the Mangawhai Central Development does not leave costs for rate payers to pick up should there be issues with the development. We are still getting over the legacy of the effluent system costs. Is there a bond that the developer has to put up and keep for 5 years should the development fail in any way. If not this should be included in the Section 78 change.*
- *Yes, I support this but not at the expense of maintaining and uplifting our natural beauty.*
- *Yes. We have paid the highest price ever for the Eco Care system . We need future development to fund their own works and on their own land eg. Mangawhai Central.*
- *Private provision of infrastructure should be encouraged when public reticulation cannot be provided.*
- *Yes However council has a history that has been costly to ratepayers for various reasons and putting the costs back to existing ratepayers in Mangawhai and Kaipara wide. Council cannot be trusted to ensure developers pay the full costs.*
- *Central government has been considering changes to regulations. It would be premature to even consider options until these changes are known.*
- *I totally support and believe it's important that the costs of growth and necessary infrastructure upgrades are paid for by Developers, by way of developer financial contributions. Payment preferably when Resource Consent has been given for staged areas of any development. If any development causes the need for infrastructure upgrades, the community should not be expected to pay for the upgrade.*
- *The MCWWS already has a massive debt (of \$58 million in 2012) which is to be repaid over 40 years (refer the LTP 2018/2028 Part 1 at page 34).*
- *All costs of growth of infrastructure must be paid by future development. It would be ideal if the KDC consulted with the community before making decisions as to how the growth is to be funded.*
- *In regards to water supply. With the ongoing drought situation in Northland and the realisation that each summer may be drier, there is a need as the population grows to be mindful of the requirement for tanks on each new property. Also allowing for section sizes that allow for one or more water tanks to service household water needs.*
- *Definitely a need to develop a Storm water Catchment Management Plan (CMP) and engineering standards.*
- *I do not believe the existing Wastewater treatment plant has the capacity for too much more growth. The plant currently smells so bad at the height of summer when we have an influx of visitors. We live only a few hundred metres away and sometimes have to close up the house due to the smell.*

- *reduce rates, as we cannot afford them.*
- *Yes definitely support this approach noting tanks for portable supply/ detention should be made visually discreet (buried or at least partially).*

5.3 Comments not supporting the Plan's approach to Three Waters

- *Lovely bit of spin. But as we all know, our current system is at its limits, so how exactly are we going to manage the water/waste needs of thousands more people? And we had the beach closed a few years ago, due to faecal contamination, who is thinking about that? No One.*
- *No, esp. in the light of a major reform of the drinking, wastewater and stormwater. If this happens, then any future plans are pointless. Besides, right now Mangawhai does not have sufficient wastewater facilities to cater even for a modest growth, therefore any provisions for future growth must take existing limitations into consideration. Finally, speaking of funding the costs of growth, any decision about funding the growth must be consulted with the community first before any decision on this matter is made.*

5.4 Comments where support or otherwise is not specified

- *Bottom line is that water entering the estuary is well managed for silt, nutrients and pathogens.*
- *The existing community should take preference.*
- *I agree future development should pay in advance for the infrastructure they require via development levies and incremental rates income. However a component of the 3 waters is fresh/ potable water. Droughts are more frequent and likely to remain so. Certainty of supply of potable water should be fundamental to any increase in the population. Whatever happens don't be like Auckland where there is critical water shortages, traffic congestion and individual rates rise faster Than inflation with the council blaming rapid growth. More houses should lower individual sites rates costs (economies of scale) not increase them.*
- *This idea has potential, but we are unsure of the cost and who ends up paying.*
- *Yes and no. In some cases, certain infrastructure needs to be supported and installed by council for the long-term benefit of the community. i.e. sports facilities, major connecting roads, parks. The council will benefit from population growth through rates base growth, and development contributions from new sections. This money must be invested in this area.*

- *If you for see all growth and costs to be covered by development contribution, then this is then going to be passed on to the prospective buyer through the estimated sale price. ie now making it only attractive to a certain economic bracket and pushing out the average income earner, no amount of compact sections is going to change this. Through past actions of council trust is an issue this would have to be as transparent and guaranteed to the max!*
- *To provide for additional residential development within the Mangawhai township, means that long-term sustainability of wastewater, water supply and stormwater needs to be achieved. The MSP appears to provide a strategy to achieve this. These recommendations need to be facilitated in any proposed plan changes or proposed district plans. Infrastructure to support residential expansion is paramount.*

6.0 Q1G and Q1H Housing variety and lot sizes.

Question Q1G

Do you support a greater variety of housing choices in Mangawhai?

Question Q1H

Do you support this approach to reduce lot sizes and have two level buildings in Mangawhai's urban and residential area?

6.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 36 provided an answer to these questions. Expressions of support or opposition are detailed in Tables 5 and 6 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	23	9	3	33
Individual	0	0	2	2
Total	23	9	5	35

Table 5. Breakdown of submissions responses to questions relating to the Housing Choice.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	15	10	11	34
Individual	0	0	2	2

Total	15	10	13	36
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Table 6. Breakdown of submissions responses to questions relating to the reduced lot sizes.

While the majority of respondents to these questions supported the idea of providing a greater variety of housing choice in Mangawhai, support for the provision of smaller lot sizes was mixed. It is noted that there was a mixed interpretation of what is meant by 'housing variety'. It was also noted that some respondents supported the idea of providing for a variety of housing types but did not support reduced lots sizes.

The majority of respondents to this question provided written comments. The main themes of all the written comments were:

- a) Mix of opinion as to whether 400m² lots was too small. Many supported this lot size while others thought 600m² was more appropriate to support the character of Mangawhai.
- b) Concerns about lot size included issues relating to character, permeability and water collection and storage.
- c) Support for Minor Dwellings.
- d) Some people did not want multi-unit developments others wanted such developments to be approved subject to design standards.
- e) There was concern for the character and amenity of the residential areas if too much density was allowed.
- f) Smaller houses and lots are required for starter homes and retired people. Also to make rates more affordable.
- g) Others did not want change.

6.2 Comments supporting a greater variety of housing choice and smaller lot sizes.

- *Yes, but not infill and subdivision. There should be not subdivision of existing lots.*
- *yes, but not multi units/apartments like the units council have granted consent for in Kaweau Lane in 2 stages one stage already built, Not in keeping with the heads, access by unsuitable laneways & no provision/protection for existing residents.*
- *Yes, with restrictions around aesthetics so they appear as one dwelling and character is maintained.*
- *In key areas around the existing centers other various housing types should be allowed for (low rise apartment, small terraces, standalone townhouses) but only by way of*

integrated type development which is architecturally front loaded and urban design driven.

- *I support the provision for minor dwellings of around 65m² being consented and that cannot be subdivided.*
- *Yes to greater range of housing typologies and yes to minor dwellings. Size of minor dwellings should be increased to 90m².*
- *Yes, especially "starter homes" and small homes for retired people.*
- *I agree with the principle but unless these smaller sites have adequate water tank storage and roof collection area they can't support their own water needs. So smaller sites and greater density is fine as long as the water issue is addressed.*
- *I support this but a minor dwelling rule needs to come with a number of strict caveats so that the zone character is preserved.*
- *I would agree with 450m², because for the plan period, Mangawhai will still be a relatively remote community and the 400m² size or less is more appropriate for inner suburbs of a large metropolitan area.*
- *No, I do not support lot sizes down to 400m². I think 500m² is sufficient as a minimum and 400m² is getting way too small.*
- *Two level buildings should be a restricted activity depending on surrounding buildings and area.*
- *Reducing lot size is preferable to enlarging the urban area much beyond its present extent.*
- *Yes keep smaller lots in pocket areas only not widespread throughout Mangawhai.*
- *Yes, but I want to be able to develop my property on Mangawhai Heads Rd so that can subdivide it into 400m lots, preferably 350m². It is not fair to put restrictions on development of those who own properties at Mangawhai Heads.*
- *esp, many of the community especially those reaching older age, and having huge rates bills support this. But everyone should have the ability to subdivide down to 400m². It is the established part of Mangawhai if anything that should be entitled to do this. Mangawhai Heads Road, and all the roads off it, should have that ability. You cannot rerstrict this to a small part of Mangawhai - the newer part. It is simply unreasonable to do that.*

6.3 Comments not supporting a greater variety of housing choice and smaller lot sizes.

- *NO... look at other ways of keeping our large land holdings as not another subdivision cash cow...green spaces, planting of bush, park reserves would better serve these*

places, resort accommodation or retirement complexes. Housing demand can be built in other areas of Kaipara not popping at the seams as we are, i.e. Paparoa, Ruawai, Kaiwaka, Maungatoroto, Tinopai...were full !! demand does not = we have to buckle to accommodate this here...learn from past areas of development have we not learnt a thing, why should we Mangawhai provide this it is not progress and does not serve our natural character and charm .The village has already been moved out of the village, to the museum, (Jimmy Wintle lol) we are just another sub-burb...no amount of 400m² is gonna make this better.

- *NO really dumb idea. There are sound and long-standing reasons for the 1000sqm rule in the current plan. They remain major issues. Road width, lack of footpaths, Overhead power, stormwater in the harbour, soil permeability, loss of amenity value, Lack of understanding of the holiday use of these sections.*
- *Lot sizes should never be 400 sq mtrs. 650 should be the smallest.*
- *No, I wouldn't like to see this. It would destroy the character of the town.*
- *No .Alters character of community in unreasonably way to current residents.*
- *400 m2 is too small. It will change the character of Mangawhai for the worst. It will require a larger road network for a start. Developments of lot sizes like this are for cities not coastal unless the development is outside the town boundaries.*

7.0 Q1I Expansion of the Residential Zone

Question Q1I

Do you support the expansion of the residential zone in these areas, are there other areas that could be suitable?

7.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 28 provided an answer to these questions. Expressions of support or opposition are detailed in Table 7 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	16	7	3	26
Individual	0	2	0	2
Total	16	9	3	28

Table 7. Breakdown of submissions responses to questions relating to the Residential zone expansion.

While the majority of respondents to this question supported the idea of expanding the residential area, many people provided caveats to their support; mainly around lot size and infrastructure provision, and the tightening up of the Rural zone rules.

7.2 Comments supporting expansion of the residential area.

- *Yes. Those are probably the best in terms of access and the geology. Mangawhai Central will be a bit of a mistake!*
- *Yes, I support the limited expansion of the residential zone shown on page 27. It would be good to an indication of future residential expansion also, between Mangawhai Central and Cove Road, which appears to be a natural expansion area.*
- *Yes, I do, providing the current Rural chapter subdivision rules become less liberal.*
- *Yes, I do support the proposed zones. I think this could be expanded a little further though. Some of the rural residential zones seem too restrictive where they are very close to the urban areas.*
- *Yes, we would rather see that than reduced lot sizes in the existing Residential zone.*
- *Yes as long as the existing system can cope. Developers planning in other areas must ensure new systems are future proofed to allow for all of Mangawhai to benefit.*
- *I fully support the expansion of the residential zone. However there is not a completion for it to be within the waste water service area. There are well proven waste systems that can handle waste without them polluting the harbour and council has a system in place already were these type of waste treatment are checked on a regular time frame.*
- *Yes expansion of residential areas is supported but no further. The Spatial Plan should further increase the Medium Density areas so greater diversity of housing choice and options can be provided around town centers promoting urban renewal with good urban design outcomes.*
- *minimum 450m2.*
- *Lot sizes no smaller than 600m2. Two level buildings (double storey) but no more than that.*

7.3 Comments not supporting expansion of residential area.

- *More efficient use of the existing residentially zoned land and improved infrastructure is a better mechanism to accommodate residential growth within the Mangawhai area.*
- *The character of the Residents Association (BTRA) land is clearly rural, any expansion to the west will have an impact on the rural coastal nature of the property and is not supported for the reasons above and summarised below:*

Effects on the rural coastal character, Lack of suitable buffer, Effect on permitted rural productive activities, Reverse sensitivity.

- *who said progress = development of more housing..shops and such. we are in a Covid Crisis.*
- *You call it limited; I call it huge. Stop trying to squeeze more ratepayers into the area to support grandiose plans elsewhere.*
- *I don't support the area behind the Rise/ opposite the Sanctuary off Cove Road. If it can be accessed from Mangawhai Heads road it's ok. But keep Cove Road "rural" and a fast Traffic By-Pass route - Molesworth Drive/ Mangawhai Heads Road can be the slow road feeding the intensive housing areas. Cove Road should remain "rural" with larger lifestyle blocks.*

8.0 Q1J and Q1K Rural Residential Zones

Question Q1J

Do you support a rural residential zone on the fringe?

Question Q1K

What other rural options could be provided to meet the growth needs of the community. Are there any other rural areas to provide for more growth?

8.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 42 provided an answer to these questions. Expressions of support or opposition are detailed in Table 8 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	23	4	13	40
Individual	0	0	2	2
Total	23	4	15	42

Table 8. Breakdown of submissions responses to questions relating to the Residential zone expansion.

The majority of the responses support the proposed rural residential zone on the fringe of the urban area of Mangawhai. Some even suggested opening the entire rural area up for rural residential subdivision. A number also wanted smaller lot sizes such as 2,000m². There were

also several comments suggesting that existing lots should retain their rights to subdivide into smaller lots.

Many of these responses that did not specify support or not did highlight what they considered was an inaccuracy in the application of the proposed three zones. Primarily this related to the area around Barrier View Road and Echo Valley Road that has been proposed as Zone 3 when many considered Zone 1 to be more appropriate given the existing lot sizes.

Only one submitter that expressed an objection to further subdivision within the existing rural residential areas, however they did consider the establishment of a rural residential zone to be useful. Their comments are copied below:

- *No further subdivision of lots within a subdivision People are entitled to buy a section and develop a home and garden and lifestyle in keeping with that size and should have no right to detract from their neighbourhood by further subdivision.*
- *We have very scattered and fragmented rural residential areas, making a cohesive zone would be useful.*

It is also noted that individual submissions were made by Bream Tail Residents Association, Nelder Farms Limited and Rickon Holdings Limited, which discussed the proposed zoning of their properties and the surrounding areas. These submissions are discussed in detail in Section 3 Question 1B of this report.

8.2 Comments supporting a Rural residential zone.

- *Yes, but not as restricted as noted in the draft Spatial Plan. By restricting rural subdivision to the extent shown, this would create the perverse outcome of rising house prices on the rural fringe, where it is currently affordable to build a home compared to the Village or Heads. Lifestyle is a key consideration for those who move to Mangawhai, and a rural site is a popular choice. There are also good options for low rental properties in the rural fringe currently and this could disappear with an overly restrictive rural res zone. It may create an elitist area where only the wealthy are able to live, which is not a fair outcome.*
- *It is noted that the intention is to strengthen the protections against subdivision in the rural zone outside the rural res zone. This would add to the perverse outcomes noted above. However, should the overall area of the rural res zone be expanded, with adequate protections and incentives in place to protect rural outlook, natural values*

and amenity, this may be a fairer outcome in the long term and allow the market to dictate where subdivision occurs naturally. It is hoped that rural res zone rules would require that native replanting and protection of watercourses through legal mechanisms is enacted and that minimum lot size expectations are protected through strong DP rules.

- I do, providing this is along the lines of the Auckland Unitary Plan zoning so that you have strict Large-lot Residential on the immediate edge of an existing urban area, then very slightly further into the outskirts of town this becomes Rural-Countryside living for a select area (e.g. rural small-lot or EB subdivisions undertaken in the last 10 years), then past a second fringe it is strict Rural-Production zone. So if criteria isn't met, the activity status is suitably onerous to not enable out-of-zone (fragmentation) of larger blocks.*
- I support the concept providing Rural Residential lots are a minimum size of 2000 Sqm (or larger) with adequate controls to ensure the rural character is preserved.*
- Yes, but think it's too restrictive at it is currently proposed.*
- I agree that it is important to consolidate the existing rural lifestyle / rural residential areas in order to avoid further encroachment into the rural hinterland of Mangawhai. I agree that further subdivision should be restricted in the Pebblebrooke/Tara area (see statement in Appendix D {i}), especially as Kiwi have spread into this area.*
- We support the Rural Residential Zone as a whole. However, we do not support dividing it into 3 separate zones, as it is unbalanced and benefits some land owners and not others in the respect of being able to subdivide their land. We believe Rural residential land owners should be able to subdivide down to lots of 1 acre if the land is suitable and covenants are in place with regard to what they can build and planting. This would allow a better quality of lifestyle properties spread over the whole Rural Residential zone, instead of intensified areas (Rural Residential Zone 1) of low quality and relocated homes.*
- Yes, I do support a rural lifestyle in the periphery of Mangawhai BUT THE POSSIBILITY OF EXISTING PLOTS TO BE SUBDIVIDED MUST BE UPHOLD.*
- Yes . The semi rural / beach lifestyle is part of the "character of Mangawhai" however, careful thought needs to be given to lot size and demand. Do people really want 2ha-4ha Lot sizes these days, or are 4000m2 - 8000m2 lots more desirable, which may also be a better use of land space.*
- Yes. on condition it retains a rural character.*
- Yes as long as they are kept to a minimum of 1 hectare lots.*
- Yes, as long as facilities can cope.*

- *You call it fringe, I call it deep country. Yes to the idea, no to the location, needs to be much closer in.*
- *I support the rural residential zone but question whether the spatial plan has appropriately considered rural land use and capability. A number of areas have been tagged for say question but the areas are not appropriate for that land use and are say on steep sloping land. Also, the Spatial Plan has ring fenced a number of large land holdings to preserve rural aesthetics where some clustered type development is appropriate integrated outcomes can be achieved.*

8.3 What other rural options could be provided to meet the growth needs of the community? Are there any other rural areas to provide for more growth.

- *Hakaru, Tomorata,*
- *Towards Kaiwaka*
- *199 King Road*
- *Areas bounding on SH1*
- *Don't have a rural-residential boundary, open up the rural area for subdivision.*
- *Provide for hamlet type clusters of rural residential development.*
- *Let people in Mangawhai Heads develop down to 400m².*
- *No more growth in these areas, leave well alone.*
- *Stop trying to turn Mangawhai into a town overnight, slow growth down.*
- *Minimal development of lots is important to ensure that the growth in population is in proportion with the amenities, facilities and infrastructure of our area.*
- *We do not want growth. We need to stay small and magical.*

9.0Q1L Additional Recreational Facilities

Question 1L

Do you support additional recreation facilities and areas? Are there any specific areas or facilities that should be considered for Mangawhai?

9.1 Number of Responses to Q1L

Of the 50 submissions that followed the online questionnaire format 32 provided an answer to these questions. Expressions of support or opposition are detailed in Table 9 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified/ideas provided	Total Submissions
Online	14	4	12	30
Individual	2	0	0	2
Total	16	4	12	32

Table 9. Breakdown of submissions responses to questions relating to recreational facilities.

While a number of submissions expressed direct support for the options proposed in the Spatial Plan others did not directly specify their support but did provide ideas for facilities that they thought should be provided. The facilities suggested were wide ranging and in addition to what was proposed in the Spatial Plan. Support was expressed for providing additional open space that can support different sporting codes.

Only 4 of the submissions expressed disagreement with the proposals. The main objection being to providing additional facilities to those existing which already need upgrading.

9.2 Comments supporting the approach to recreational facilities.

- *Generally I agree with the Plan but feel the KDC should be utilizing the Mangawhai Central area to centralize New Council and Community facilities like the library, council offices additional schools etc. Mangawhai Central have scaled back the retail/commercial Component wanting more residential to offset lost commercial areas. I oppose too much residential here in stage 1. I'd prefer "land banking" to give space for Future community services Or phase in more residential if/when the infrastructure is in place and water supply proven.*
- *If Mangawhai Central isn't feasible the area near the museum is ideal for library/ hall etc but don't overbuild that area or urbanise it (the natural bush is part of Mangawhai's charm). Utilize Mangawhai village itself (where Carters etc are) and the existing Domain area rather than build up the MAZ reserve area or commercialize Wood Street.*
- *Yes, flat areas with easy access to park and get to the area by bus, cycling, walking or driving are good to be considered for these spaces.*
- *Yes, The Domain is an excellent Hub for sports activities, but could be better utilized. We are not sure if the council owns this land, but maybe the council could look at a partnership with the Domain Society to upgrade the fields.*
- *Yes, fully support all codes of sport. medical upliftment and facility for the aged.*

- *Support the need for recreational facilities. The plan should provide for Rugby, football, and hockey fields, netball courts and swimming pool. Apart from football and tennis at domain residents travel out of town for these facilities. With growth this would become unacceptable. Plan should show a Sports facilities precinct.*
- *I think the Council office should stay where they currently are. This should be a low priority for Council. Council should focus on other important issues, like helping the District to recover from the ongoing effects of Covid, reducing debt, and focusing the rate spend on outcomes for residents and ratepayers. The current office location is not broke, so don't fix it.*
- *Open areas are needed and should be retained as such until the need for other facilities is reached. Same as with road corridors.*
- *We definitely need more recreational facilities, not just to plan for future communities, but for the existing population. More land for reserves and green space needed in the area. Mangawhai Central, as proposed, does not include sufficient recreational facilities or green space for a development of its scale and size.*
- *We are seriously lacking in parks and sports facilities for the current community. One of the few parks is the Alamar reserve and the KDC tried to turn that into a cycle track. No matter how much you plan you will never overcome the crassness and incompetence of the KDC.*
- *There needs to be more emphasis on walking tracks to provide recreation and exercise opportunities in and around the town. In particular, the existing Gumdiggers Track must be retained and should be extended to link with Cove road.*
- *The plan mentions the need to provide additional reserves and open spaces yet there is no map or any indication of where these spaces might be located. It is important that such spaces are identified early on so that they can be protected from development and purchased as required.*
- *Footpaths on both sides of Wintle Rd, and a proper carpark at the surf beach. Two levels if need be. Continue the bus service to the surf beach through summer - this is invaluable with no parking available usually.*
- *Yes critical growth is balanced with these type of services but it is up to Council to deliver and they haven't in the past. Reserve contributions (which are being levied and taken) are not being spent to appropriately to mitigate effects and the legality of this could be questioned. This infrastructure is already lagging when it shouldn't. Council need to better manage what they have, attract better and more capable staff who have the vision for this*

9.3 Specific areas or facilities that should be considered for Mangawhai

- *There is no council library and that should be a priority.*
- *Secondary School.*
- *Surf beach and estuary.*
- *Flat areas easy to access.*
- *Playground, maybe at Domain or anchorage.*
- *Public swimming pool.*
- *The plan should provide for rugby, football and hockey fields, netball courts and swimming pool. Apart from football and tennis at domain residents travel out of town for these facilities. With growth this would become unacceptable. Plan should show a Sports facilities precinct.*
- *Squash club.*
- *Community and park space around the village.*
- *A community swimming pool would be superb, even a user pays, that can be utilised in winter when you are unable to swim in the sea.*
- *Footpaths on both sides of Wintle Rd, and a proper carpark at the surf beach. Two levels if need be. Continue the bus service to the surf beach through summer - this is invaluable with no parking available usually.*
- *The plan mentions a town square and community facilities. There is a large unoccupied area of land situated on the corner of Moir Street and Molesworth Drive. The council has a once only opportunity to secure this land for future community use either as a town square, parking or other amenities.*

10.0 Q1M Employment Land Expansion Options

Question 1M

Are the expansion options identified suitable (see page 41 and 42)?

10.1 Number of Responses to Q1M

Of the 50 submissions that followed the online questionnaire format 27 provided an answer to these questions. Expressions of support or opposition are detailed in Table 10. below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	11	0	14	25
Individual	2	0	0	2
Total	13	0	14	27

Table 10. Breakdown of submissions responses to questions relating to employment land expansion.

The comments in support of the proposed employment options were varied with some agreeing industrial should be moved out of Mangawhai, with others suggesting more investigation is required. Mangawhai Central was also identified as an option, although there were detractors on this point.

While no submissions directly disagreed with the options proposed a number suggested that given the Covid pandemic it is not a good time to plan for economic growth and employment as there are too many unknowns. A few submitters also noted the RMA reforms that have been suggested to central government.

It is also noted that Mangawhai Central Limited has made an individual submission that included comments suggesting that the approved commercial areas in the Estuary Estates zone are not clearly identified as additional available land in the Spatial Plan.

A previous answer to Q1B also recommended the removal of commercial industrial from Black Swamp Road:

- *Remove commercial industrial from Black Swamp Road. Crosbie Engineering is a complete eyesore and you talk about strong agree buffers, very hard to achieve when you have houses high above. This area is part of the coastal character being so close to the estuary.*

10.2 Comments supporting the approach to Employment land expansion.

- *Yes, thought this was realistic and sound. Mangawhai central will be a flop.*
- *Management of water quality issues increases with close proximity to commercial industrial zones. Push these zones away from the estuary over time.*
- *More investigation and detail need to go into the indicative Industrial areas loosely picked around Hakaru and Black Swamp Road, to ensure it isn't ad-hoc development.*
- *I agree - but I think more focus should be placed on Mangawhai Central making this area the commercial/ industrial hub where most new growth and commercial activity occurs. As businesses move from the Village and the Heads (Wood Street) to Mangawhai Central These areas could be used as can the industrial buildings area opposite the Ambulance/ Fire Station. But I feel pressure should be on Mangawhai*

Central and the adjoining land in that area to create a proper Commercial and Town Centre with decent parking and traffic flow management. This allows retaining the small scale Village character of Wood Street and Moir Street which can be enhanced over time to become entertainment, food and character/ specialty shopping zones (art galleries, restaurants, surf shops, specialty stores etc).

- *Expanding the existing commercial zones just makes sense to provide services and jobs for the growing population.*
- *Take all the industrial areas away from the centre of Mangawhai.*
- *Yes, but also consider other potential areas.*
- *Kaiwaka is a good place to promote commercial and industrial areas as it is close to key roading networks.*
- *Yes. I think there could be more along Moir St as well.*

10.3 Comments where support or otherwise is not specified

- *We are in changing times, your future plan in the past could of supported future employment. At this stage there is uncertainty with future business who are currently closing at a fast rate unemployment now has to be a whole new paradigm...stick to the basics for now.*
- *We need to wait and see if we survive Covid, and the local government reorganisation that it in the wings.*
- *In the light of Covid it is inappropriate to plan for economic growth given the uncertainty around employment and life in general.*
- *So provide the space and the jobs will come? Bit 'come to Jesus' isn't it? And not the way these things happen in practice.*
- *We need to wait and see if we survive Covid and the local authority reorganisation that is in the wings.*
- *We are currently still trying to manage the Covid 19 issues in our country and district. Too many unknowns at the moment to comment further.*
- *Council is in a better position to answer this. However commercial such as manufacturing, storage, freight, mega shops must be outside of residential areas.*
- *Agree that more land is required to facilitate business and associated employment to service and support the growing Mangawhai community, and to support Councils intentions in this regard. However, believe that provision should be made for local and neighbourhood commercial zones within existing and proposed residential areas. These could be located where existing activities have established, for example. This will*

increase capacity for economic growth and employment in Mangawhai. It can also be done in a manner that does not significantly reduce the area of land available to facilitate residential expansion or detract from the amenity or character intended for residential areas. This approach could also reduce pressure on the transport network.

11.0 Q1N and Q10 Transport Enhancements

Question 1N

Do you support the proposed enhancements? Are there any other transport routes you would recommend?

Question 10

Do you support this proposed new access (between Molesworth Drive and Cove Road)?

11.1 Number of Responses to Q1N and Q10

Of the 50 submissions that followed the online questionnaire format 35 provided an answer to these questions. Expressions of support or opposition are detailed in Tables 11 and 12 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	14	2	13	29
Individual	2	0	0	2
Total	16	2	13	31

Table 11. Breakdown of submissions responses to questions relating to Transport enhancements.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	25	2	6	33
Individual	2	0	0	2
Total	27	2	6	35

Table 12. Breakdown of submissions responses to questions relating to the proposed new access (between Molesworth Drive and Cove Road).

The submissions on the transport questions were generally in support of what is proposed in the Spatial Plan. Where people did not directly specify support or otherwise, they provided suggestions of work that should be prioritised. Examples given included safety upgrades to accommodate cyclists on the Molesworth Drive, Kaiwaka Road, Tara Road, Cove Road circuit; although others questioned the focus on cycleways. The provision of safe footpaths for people who do not cycle was also required i.e. the elderly.

The overwhelming majority of people supported a new access road. Some people did however, express sympathy with the residents of Old Waipu Road would be adversely affected by the proposal. One submitter noted that the proposed southern link through Comes Road is not a desirable route and a better one would be through Devich Road.

It is noted that Mangawhai Central Limited made an individual submission (discussed in section 3.1.1 Question 1B) that raises questions about the overall feasibility of the proposed connection between Molesworth Drive and Cove Road. They also question the walking and cycling connections shown passing through their land as they do not match their proposed layout and are unlikely to be realised.

NZTA also made an individual submission in which they ask a number of questions about the proposed approach to transport enhancements given the suggested population increases. They also reserved their views on the western by-pass and the Old Waipu Road link.

11.2 Comments supporting the proposed transport enhancements and suggested additional works.

- *Yes, all are supported. Especially the Insley, Moir, Molesworth roundabout and intersection upgrades and the shared path from the Village to the Heads beach. These need to be built asap and will transform how the community looks and moves. Please also consider the following:*
 1. *Parking, curbing and stormwater protection upgrades on Insley Street from Cnr Moir to the School. This is the gate to the community and looks terrible when you drive in. Also a source of sediment and untreated road runoff into the harbour.*
 2. *Remove a section of causeway near school end and replace with a large volume culvert to improve flows in and out of harbour and limit mangrove spread.*
- *Generally support proposals. The "slow road" and roundabouts encompassing Insley Street, Molesworth Drive, Wood Street etc are a great idea. I'd prefer separate cycle/ pedestrian paths where possible but the proposal is better than nothing. I oppose a paved walkway on the Alamar St/ Estuary Reserve (the grassed area by the road).*

- *I think there also needs to be a transport (ie. bus) option around Cove Rd too but on a more limited schedule.*
- *yes, more traffic diverted through cove road.*
- *If the population is to expand to over 9,000 people, the present road system will become inadequate to deal with the increase in traffic. The one-way bridges will certainly need to be widened and Cove Road will need to be upgraded.*
- *The car park at the surf beach will need to be extended.*
- *Brown Road and the western end of Tara Road should be sealed.*
- *Enhancements to walking and cycling seems like rewarding proposal.*
- *The Molesworth Drive, Kaiwaka Rd, Tara road, Cove Road has become very popular for amateur cyclists particularly with the advent of ebikes. This entire loop requires cycle lane and preferably 2 way bridges before a serious accident occurs.*
- *Many cyclist use the Kaiwaka rd - Tara rd - Cove rd - Mangawhai heads rd loop. Safety enhancements could be made ie Road widening.*
- *Not everyone rides a bike , remember that most of your non resident ratepayers are older and walk but do not ride a bike.*
- *Excellent love the cycling trails.*
- *Great idea - full time buses from heads to village with discount cards for residents.*
- *Walking and cycle tracks i support, but are concern that some of this proposal goes upon sensitive areas.*
- *Please make a footpath on both sides of Wintle Road. With an inadequate car park at the surf beach, people have to walk, and having a dingle footpath on one side of the road is not adequate. Make the free bus service to the surf beach a permanent feature from Christmas to February. It was amazing this past summer.*
- *Yes this is critical and again Council has failed to deliver so need a proper vision/ master plan/ blue print for this.*

11.3 Comments not supporting the proposed transport enhancements

- *We are struggling to cope with the current population. Any improvements should be for the current community. Again slow development down and deal with the current population before you turn our village into a town.*
- *If you use Tara Rd/Cove Road major improvements would have to be done to that as it has only recently gone from a metal road to tarseal and definitely can't handle the current volume of traffic and would be majorly worse if more and more people use it. they already drive like idiots.*

- *I question the craze for shared pathways with pedestrians, cyclists, and electric vehicles. We do not have sufficient space to allow a pathway width that ensures adequate separation and safety.*
- *Our population is older than the norm. Older people do not or cannot go shopping on a bicycle.*
- *I think that too much focus is on future community and meeting its transport needs. Any improvements should be given first to the current community. As far as cycling paths are concerned, the majority of the existing community are mature and retired people who do not use bicycles, therefore new walking/cycling path could be a waste of money.*
- *No. The number one priority is to provide footpaths the entire length of Wintle Rd to the surfbeach on the non-seaward side of the Road. Then put the car park at the surf beach back to the old style which could fit double what it fits now. All streets that have no footpaths eg Eveline Rd should get at least one side with a footpath. No other pedestrian improvements should be made until you can at least provide every street with footpaths!*
- *The plan mentions a possible upgrading of Cames Road to form a southern approach bypass of Mangawhai Village. This is a long and tortuous route which is unlikely to be well utilised. A much shorter and more convenient bypass could be achieved by upgrading and linking Devich Road with either Carter, Paul or Clarke roads.*
- *The current map of a walking track at the end of Thelma Rd South is incorrect. It shows an existing walkway through the wetland area. The actual walking track is through the bush around the wetland area. The Council should NOT be putting a walkway through this wetland area. An attempt to do this was started by Council recently, although NRC stepped in and stopped it.*
- *The bridge across Tara Creek is not in keeping with protecting the natural environment and should be scrapped. This is a fragile ecological area.*
- *No. We are not a cycling community, by and large, stop trying to make oldies do something so ridiculous. A few pavements could do with improving, that's about it.*
- *get rid of lane sharing with cycles on main roads and foot paths are FOOT paths. Why can't council conduct a count of bicycle use in non holiday times to see if there is actually a need for special lanes. Auckland cycle lanes are extremely under used to the detriment of traffic, travel times and fuel waste. While Mangawhai does not have that problem, cycles, skate boards etc are a hazard on foot paths and should be banned to ensure pedestrians are safer.*

11.4 Comments relating to the proposed new access route.

- Yes, it is logical and needed. We should just get on with it.
- I like this idea. I support Cove Road ultimately being developed as the fast alternate route by-passing central Mangawhai with a direct link from it to Mangawhai Central. This is one of the better long range parts of the Plan.
- *Probably but at whose cost as this is a direct result of Mangawhai Central and should be a Developer cost if the Traffic Engineering says that this is required.*
- *Most definitely. I have two suggestions. My #1 applies if #2 is too far in the future for implementation.*

#1. If Old Waipu Road can not be made one road for vehicles with a shared pathway for walking and cycling from Molesworth Drive to Cove Road within a reasonably short time then is it not possible for funds from the very recently \$2.4 million announced for a shared pathway between the Village and the Heads to be used to construct a track for Walking & Cycling that joins the two parts of Old Waipu Road together. Such a track will provide access for persons using Cove Road, also King Road, Atkin Road, Garbolino Road, Bagnall Road, Tara Road, Cove Road residents would have access to the new Walkway/Cycleway by using the joined up Old Waipu Road. This access will also provide a route for people to evacuate to higher ground in the event of a Tsunami or flooding event.

#2 The old Waipu Road Join up should be bought forward to take advantage of the Mangawhai Central earthworks disruptions. This move will minimise later disruptions, offer Mangawhai Central residents entry options and because of this should enable the leverage of funds from Mangawhai Central to contribute to costs.

- *yes Long term this connection will be essential.*
- *Sounds like a good idea. The main road is already not flowing well and they have just started destroying the area.*
- *Yes this road is essential for the longterm planning of Mangawhai together with eventual upgrade of Cove Rd.*
- *Commercial areas should have access to major roads to bypass the town center.*
- *Yes, I support the new access road from Old Waipu Rd to Mangawhai central.*

11.5 Questions raised about the Old Waipu Road link

- *I am not sure people living on Old Waipu Road would agree. More information/planning required on this proposed through fare, thank you.*
- *Sounds sensible, unless of course you live on Old Waipu Road.*

- *Suits me, but then I don't live on Old Waipu Road. And how can they shout it down, when they are few and can be metaphorically bulldozed down?*
- *No. A better option is to provide a bypass of Mangawhai Village which links up with either Garbolino Road or Tara road and Cove road.*
- *This route is only going to frustrate the hell out of the motorist. It's going to make getting to the heads a half hour exercise, create more congestion in the summer peak times and make these places less desirable to live, and wrecking the character and features of this area...more development more cars more people, not everyone can walk and cycle especially the elderly.*

Appendix A

Mangawhai Central Limited – Relief Sought in submission.

1. Amend the DMSP text and figures amended to identify MCL landholding as being existing urban and zoned land, including but not limited to:
 - (a) Update Figure 3-3-1 - The Legend should be updated to modify the existing text with the following (deletions shown in strikethrough and insertions in italics):
 - (i) District Plan – *Existing Residential, Commercial and Industrial Zones*
 - (ii) Mangawhai Central should be changed to reflect the same status as the existing zoned land and relief sought in (i) above.
 - (iii) Mangawhai Central should have an additional notation that extra capacity may be needed to accommodate any increased density beyond the current Chapter 16 limits.
 - (b) Update Figures 3-6-5 and 3-6-6 and text within section 3.6 to identify that Managwhai Central has existing commercial and industrial zones.
2. Deletion of the tsunami evacuation zone from Figure 2-3 and Figure 2.4 as it has been applied to Managwhai Central (and any other consequential mapping changes to reflect the deletion of this perceived constraint.)
3. Update Figures 3-7-1 and 3-7-3 to show walking and/or cycling connections/opportunities to align with that illustrated on the Private Plan Change 78 map.

4. The relief sought in relation to the future road connection is as follows and in order of preference:

(a) Deletion of the indicative possible future road connection from Figure 3-7-2 and Figure 3-7-3 as it has been applied to Managwhai Central and deletion of this from all text.

OR

(b) Amend the Legend of Figure 3-7-2 to modify the existing text with the following (deletions shown in strikethrough and insertions in italics):

Potential alignment adjustment *Possible future bypass route* to Old Waipu Rd North (*Council funded and led project*).

AND

(c) Amend the Legend of Figure 3-7-3 to modify the existing text with the following (deletions shown in strikethrough and insertions in italics): Potential walking and cycling connections (*Council funded and led project and subject to confirmation of bypass route*).

AND

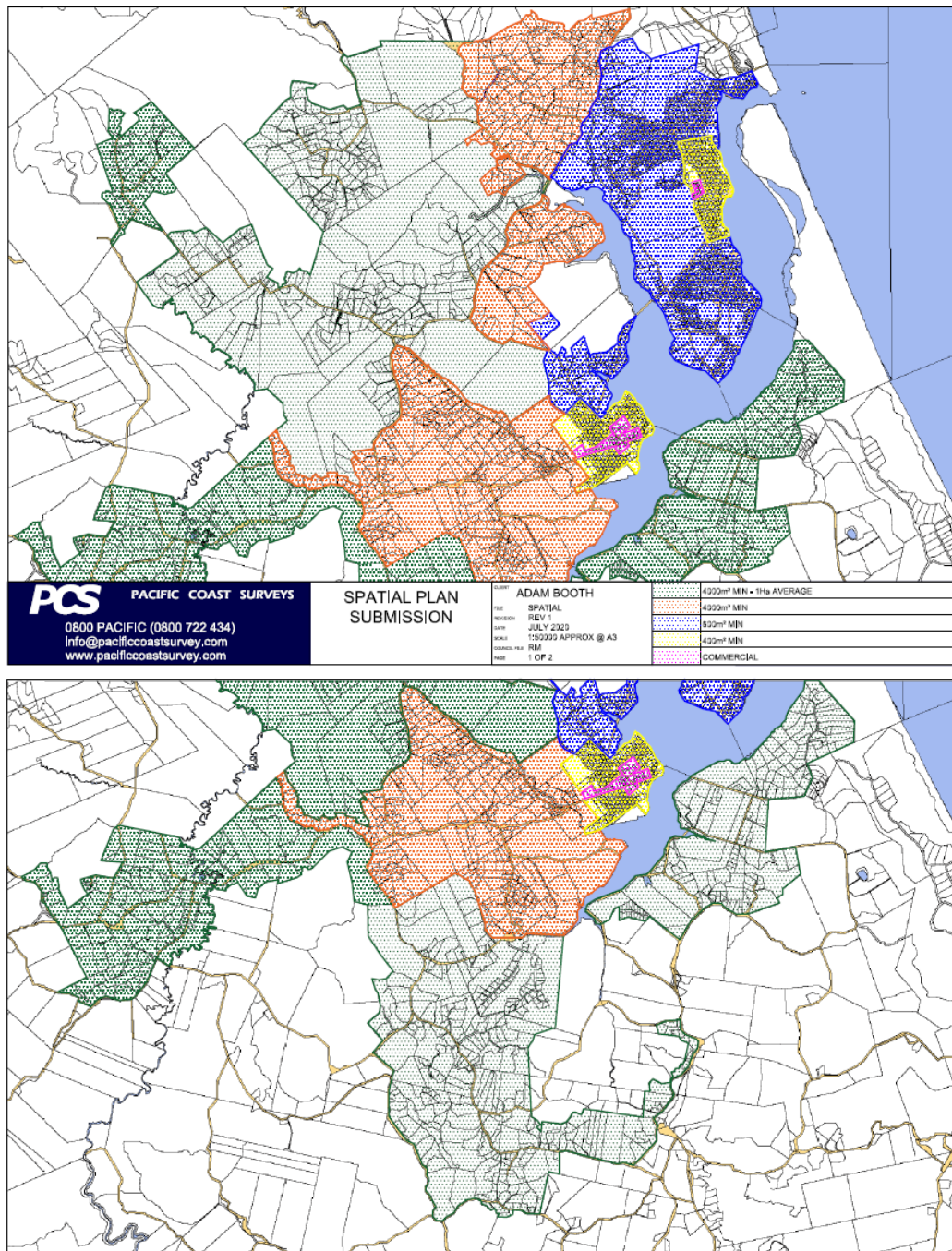
(d) The bypass route in Figure 3-7-2 and cycling connection in Figure 3-7-3 should be updated to show the connection from the southern Molesworth Drive roundabout (not the northern) as approved by the MCL roading upgrade consent. This would locate the bypass adjoining the sub-zone 7 service zone not through the residential neighbourhoods.

AND

(e) The text in section 3.6 relating to the future bypass roading connection should be updated to reflect that this project is a bypass (not an adjustment to the alignment) and that the planning and funding is not the responsibility of MCL as the bypass is not triggered by development on MCL land (and its potential will not alter the planned development for the MCL land).

Appendix B

Vishal Chandra – Relief Sought in submission.



MANGAWHAI SPATIAL PLAN

Proposed revisions after submissions



Kaipara District Council
Campbell Brown Planning
Urbanismplus
8 October 2020

Consultation feedback summary

- A total of 63 submissions were received.
- Not all submissions directly stated their support or otherwise for the proposed Spatial Plan Vision.
- Almost half of all submissions did not specify a position, but the majority of those provided extensive comments to this question.
- The table below show the breakdown of responses to this question.

Type of submission	‘Yes’ Supported	‘No’ did not support	Not directly specified	Total Submissions
Online	17	11	20	48
Individual	4	2	9	15
Total	21	13	29	63

Refer to full report by Campbell Brown Planning Ltd


















Recommended response to feedback

General

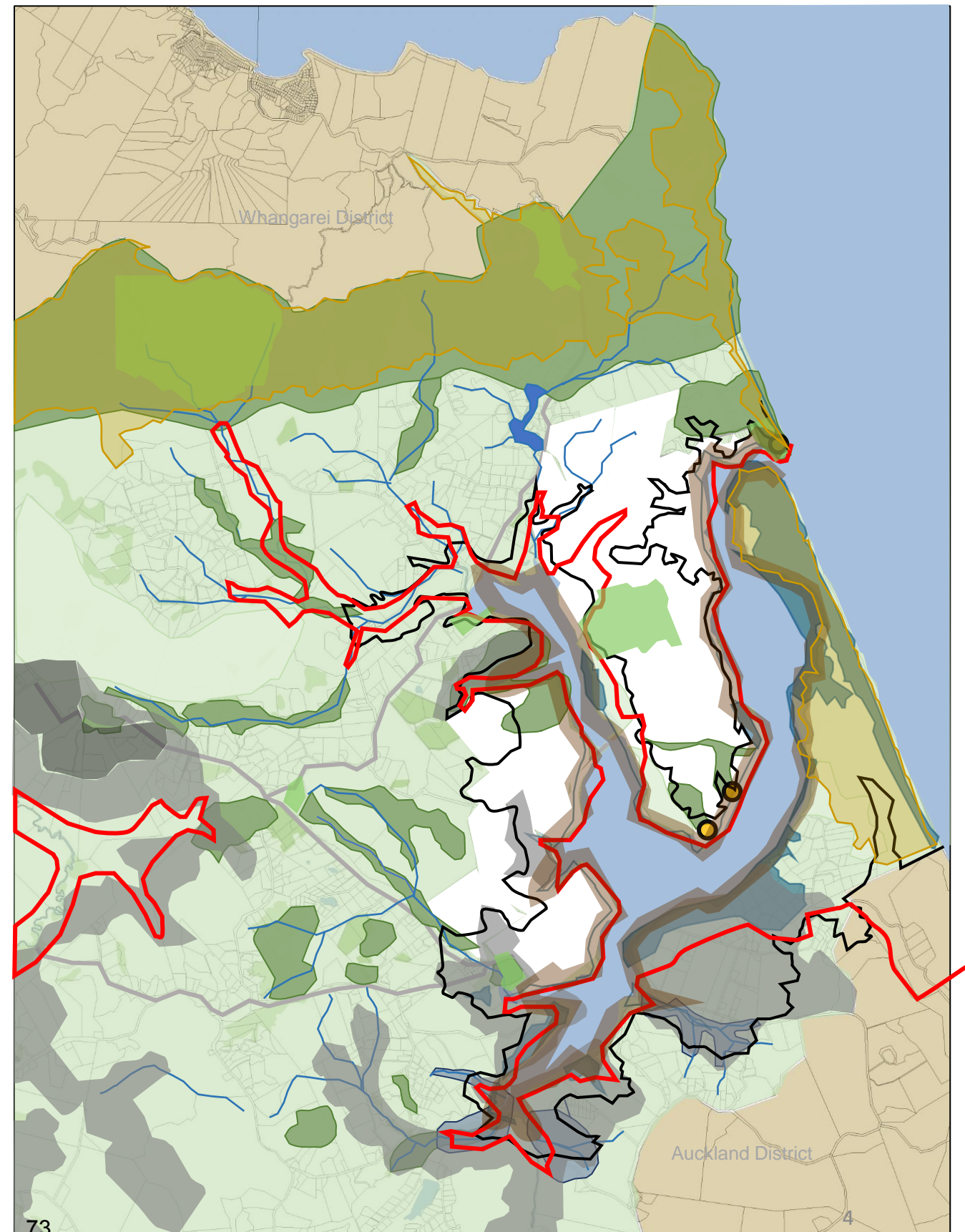
- Reinforce that Mangawhai's natural setting is paramount.
- In relation to the constraints map: clarify that the Tsunami Evacuation Area does not preclude buildings and development.
- Refer to revised map overleaf.

Constraints

Legend

-  Outstanding Natural Landscapes
-  Coastal flooding
-  Geohazards
-  NZLRI Land Use Capability High Class Soils Type 2
-  NZLRI Land Use Capability High Class Soils Type 3
-  Ecologically valuable areas
-  Areas with coastal and riparian values
-  Rivers and streams
-  Areas with significance to Māori
-  Pa sites
-  Existing urban areas or proposed to be urbanised
-  Existing rural or rural lifestyle areas
-  Public or other open space
-  Main roads
-  Areas outside the Kaipara District
-  Sea and estuary
-  Tsunami evacuation area

* Landscape character yet to be determined



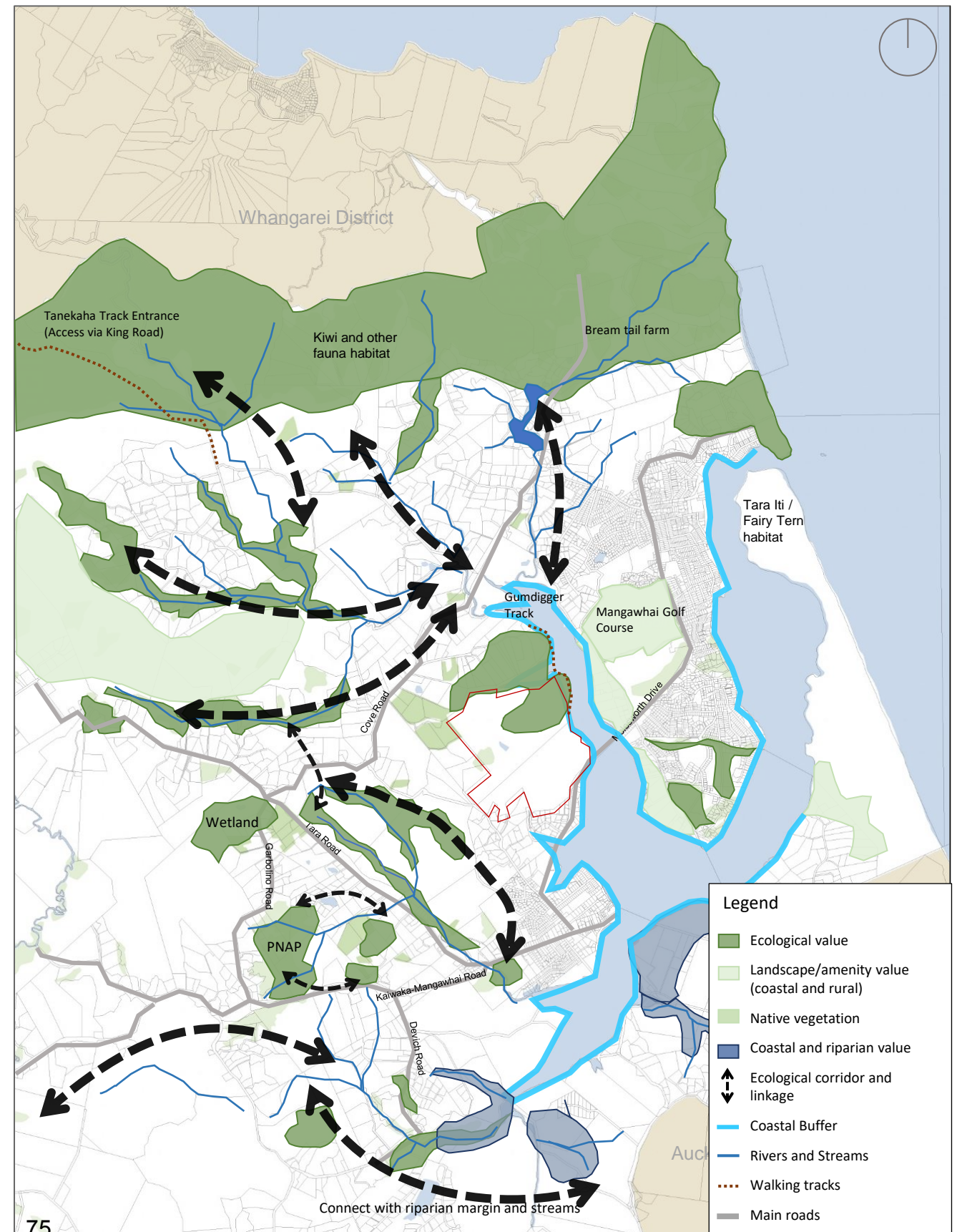
Recommended response to feedback

1. Natural environment

- Remove label 'kiwi zone' from Natural Environment map and clarify that kiwi and other fauna protection applies to the whole of the Brynderwyn's.
- On the map add a note that the sandspit is important as Fairy Tern habitat.
- Refer to revised map overleaf.

Natural Environment Recommendations

- Produce **Catchment Management Plans** that:
 - Identify ecological conditions.
 - Promote urban land care.
 - Establish ecological corridors.



Recommended response to feedback

2. Iwi and cultural

- Seek further input and a statement directly from Te Uri a Hau.

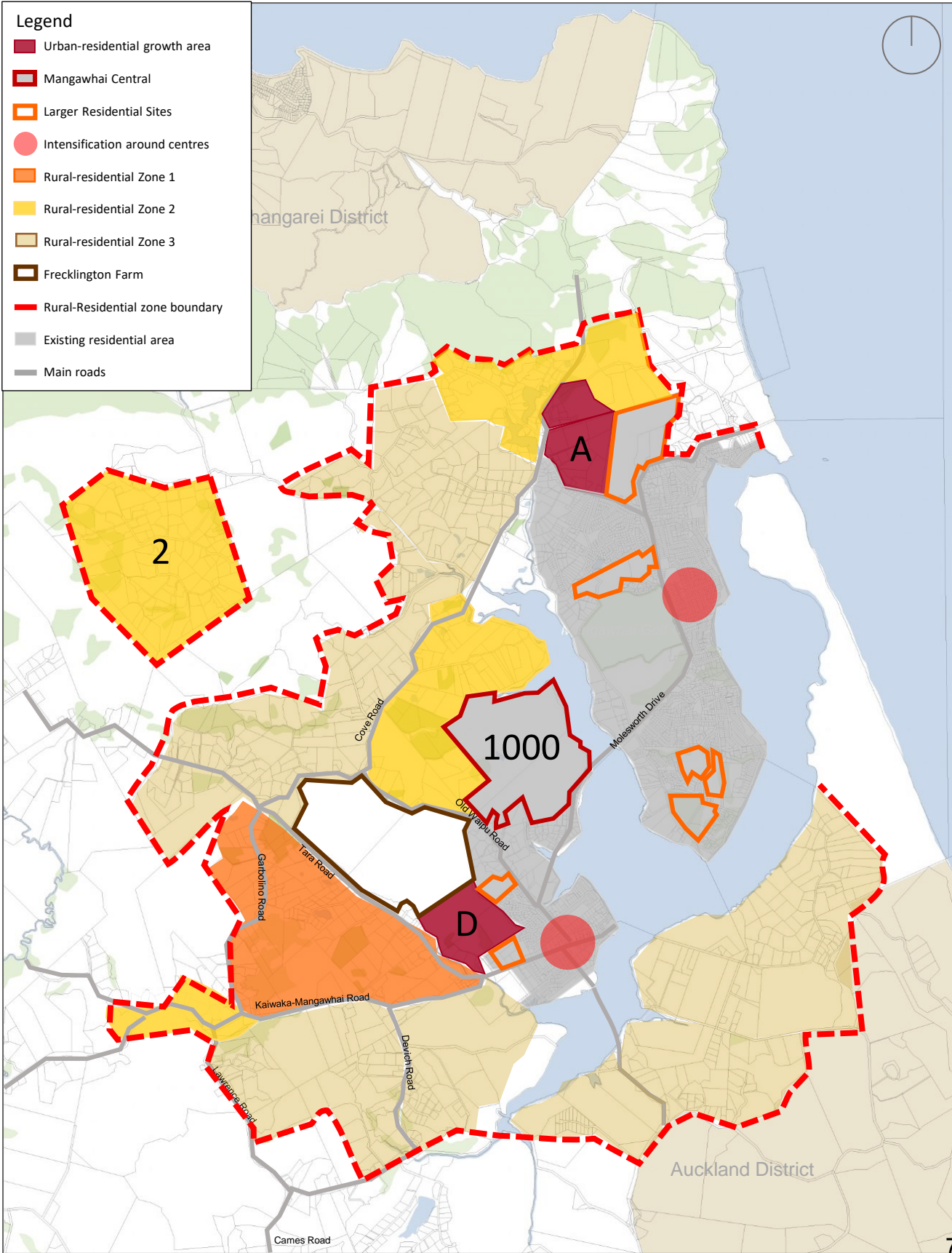
3. Three waters

- Strengthen the Spatial Plan with the statement that growth needs to be self-funded in terms of infrastructure, update based on Mangawhai Treatment Plant: Community Future Options Development.
- Clarify the need for future Northpower substation locations.

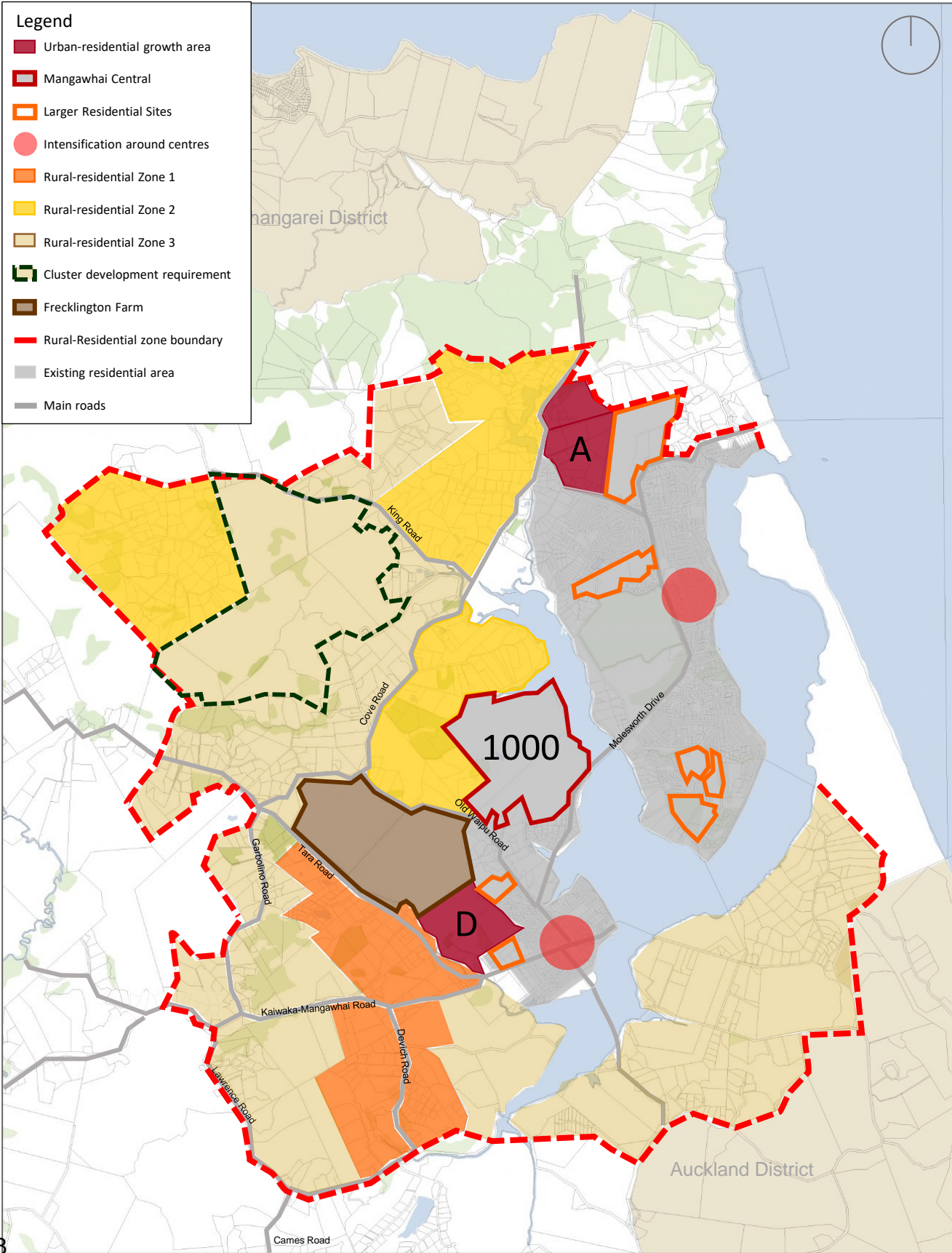
4. Residential character

- Retain the general growth strategy and vision of the draft Spatial Plan, subject to the following:
 - Urban Residential Growth Areas are to remain unchanged after review.
 - Review the spatial extent of the proposed Rural Residential Zone (refer to revised map):
 - Include the Nelder Farms area, but with special requirements for clustered development to facilitate ecological corridors and ensure appropriate visual impacts.
 - Revise Devich Road area.
 - Revise Bream Tail area.
 - Graphically better represent Frecklington Farm area.
 - Confirm the approach of greater residential density around the two existing centres and on large vacant residential zoned sites (still with a maximum building height of two levels).
- Refer to the revised maps overleaf.

Original

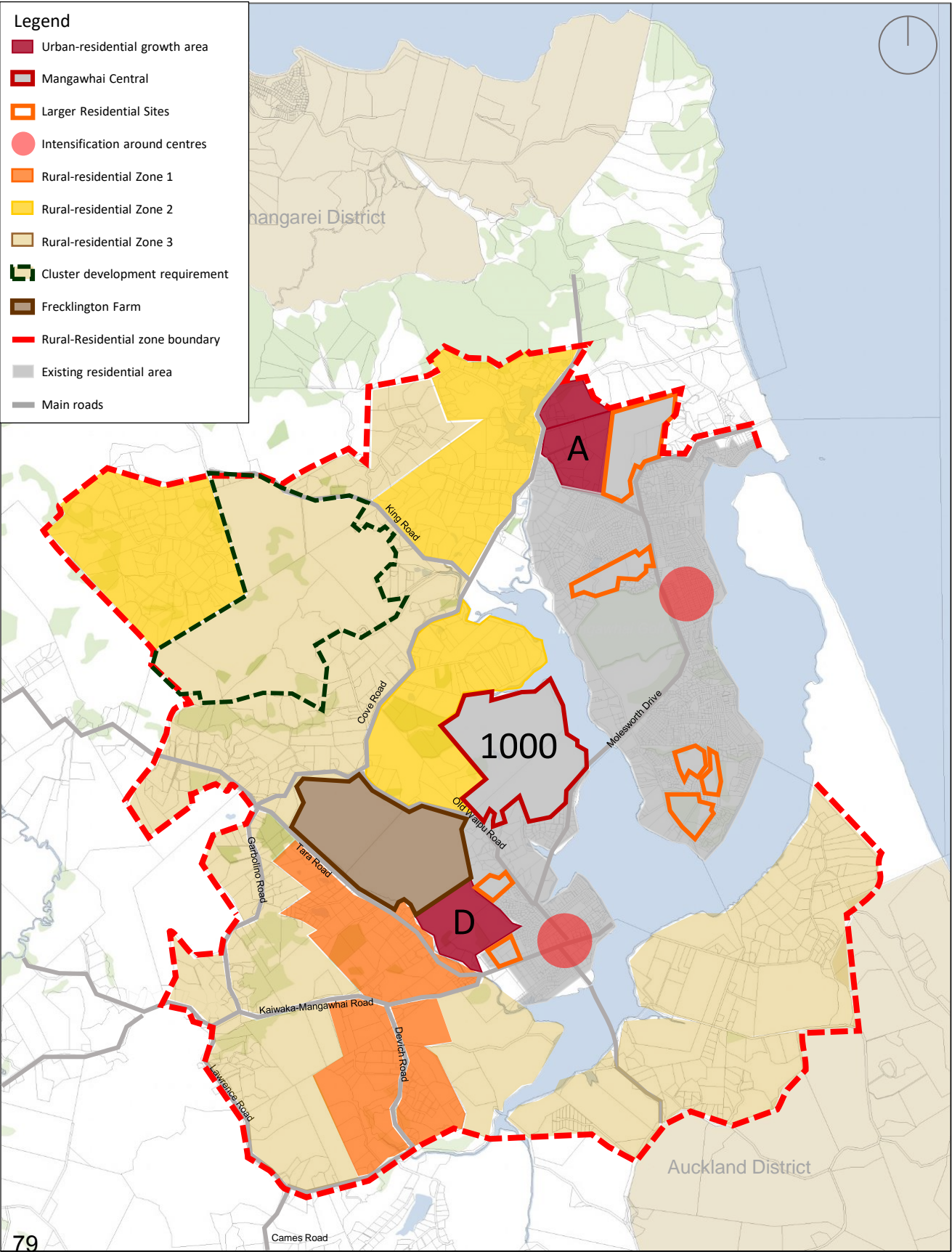


Revised



Residential growth plan

		Dwellings	Population
Urban-Residential	Zoned but not built	1,643	3,943
	Infill	493	1,183
	Mangawhai Central	1,000	2,400
	Minor dwellings	180	287
	Intensification around Centres	30	49
	More density larger Res. sites	538	1,291
	Growth pockets	302	725
	SUBTOTAL	4,186	9,878
Rural-Residential	Rural-residential Zone 1	149	358
	Rural-residential Zone 2	48	115
	Rural-residential Zone 3	181	434
	Frecklington Farm	79	190
	SUBTOTAL	457	1,097
TOTAL		4,643	10,975



Supply up to 2044
784 people over medium projection

5. Community

- Delete from the overall Spatial Plan map the icons for ‘possible sports field location’, ‘possible library location’, and ‘possible Council office location’.
- Add the following statements regarding schools:
 - “The Ministry of Education will continue to monitor and assess forecast demand for schooling in Mangawhai over the duration of the spatial plan, and work collaboratively with the Council on any changes in the school network”.
 - “For any school, a site within the urban area is preferred to ensure schools are focus points for the community and are accessible by foot and bicycle”.

6. Employment

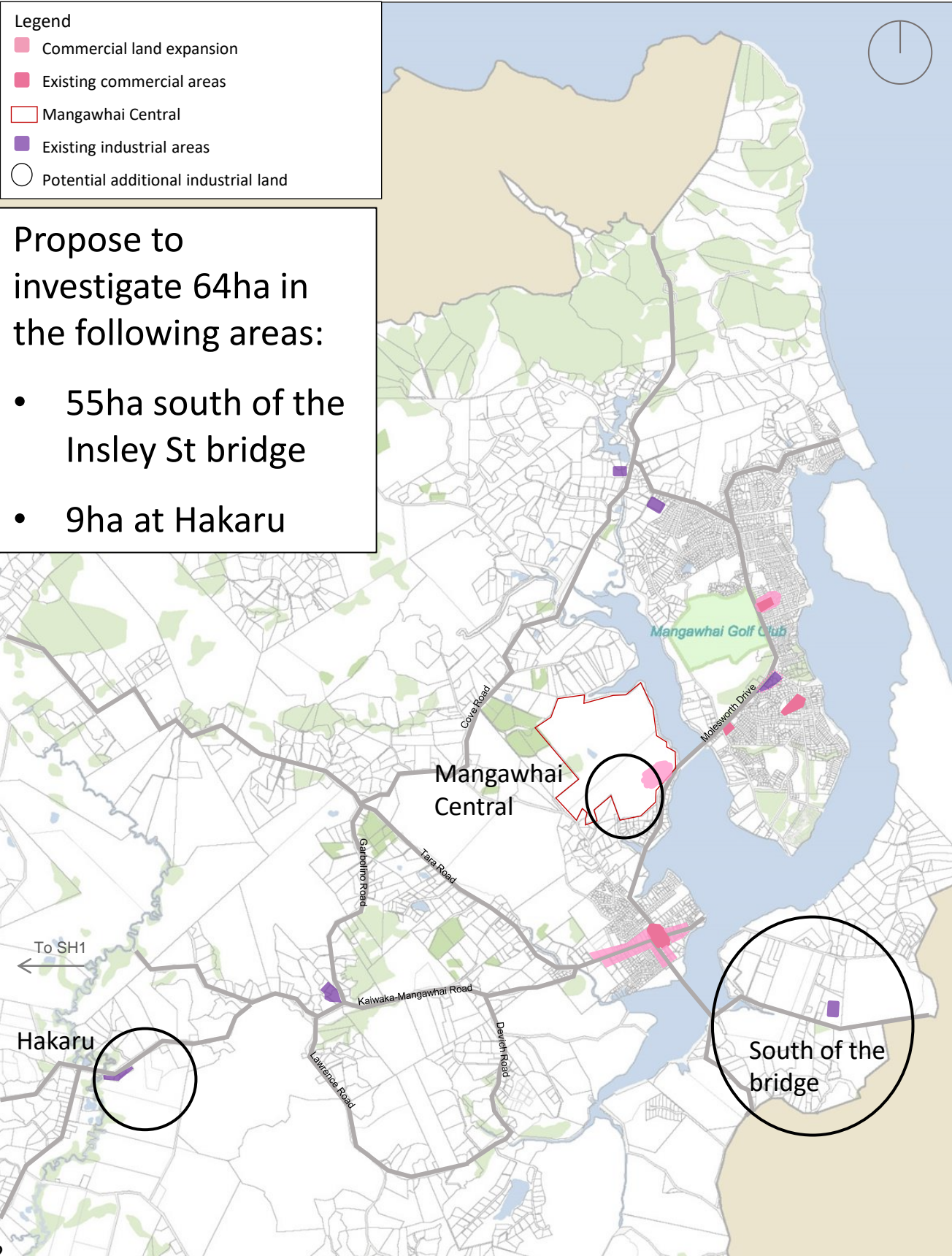
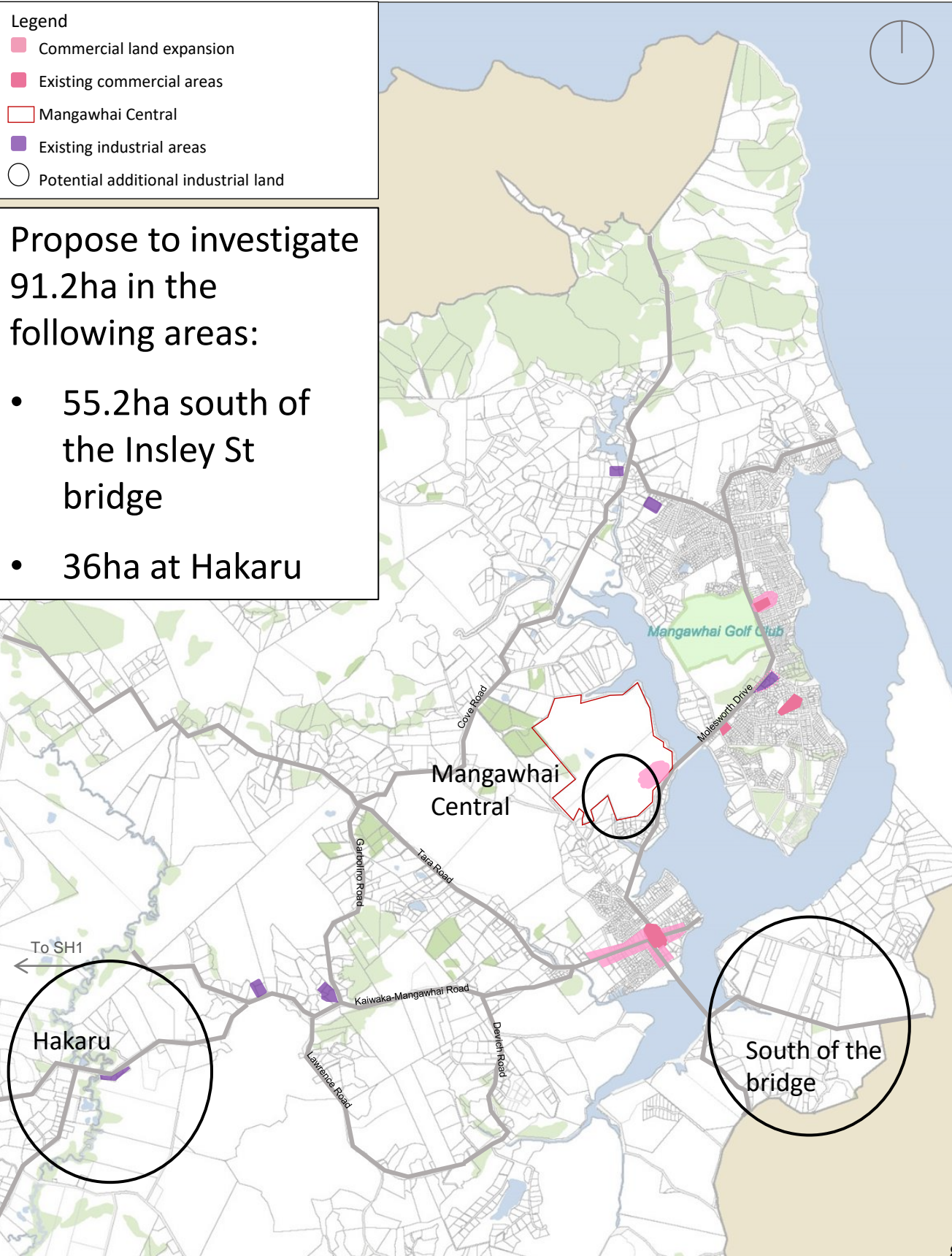
- Retain the general growth strategy and vision of the draft Spatial Plan, subject to the following:
 - Refine the potential industrial sites in Hakaru and ensure wording regarding the status and intention of these areas is clear.
 - Remove 13 Wood Street as a possible future commercial site.
 - Add the 115 Blackswamp Road existing industrial site to the map.
 - Correct Hakaru existing industrial site.
- Refer to revised maps overleaf.

Original

Employment land

Business – Industrial land

Revised

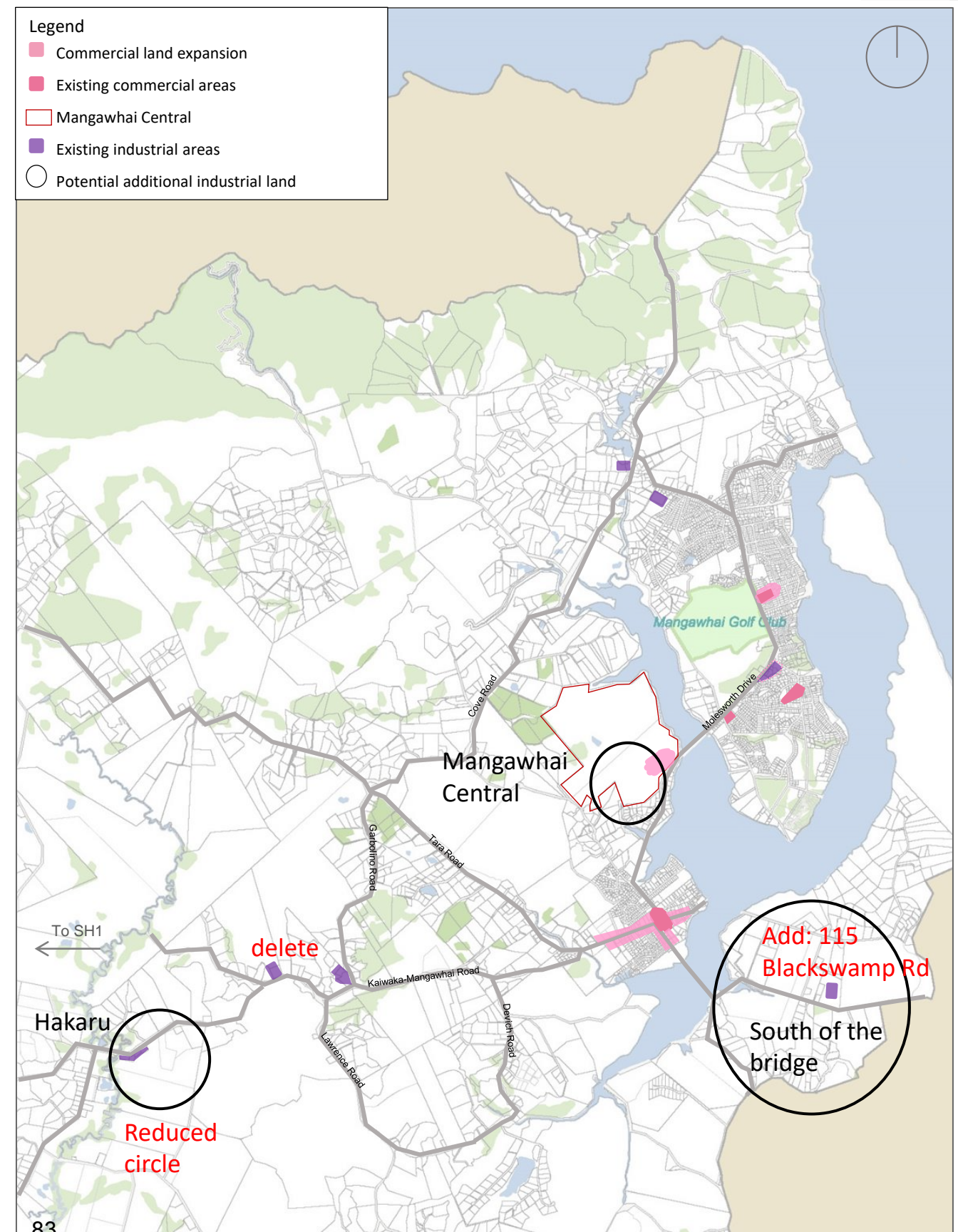
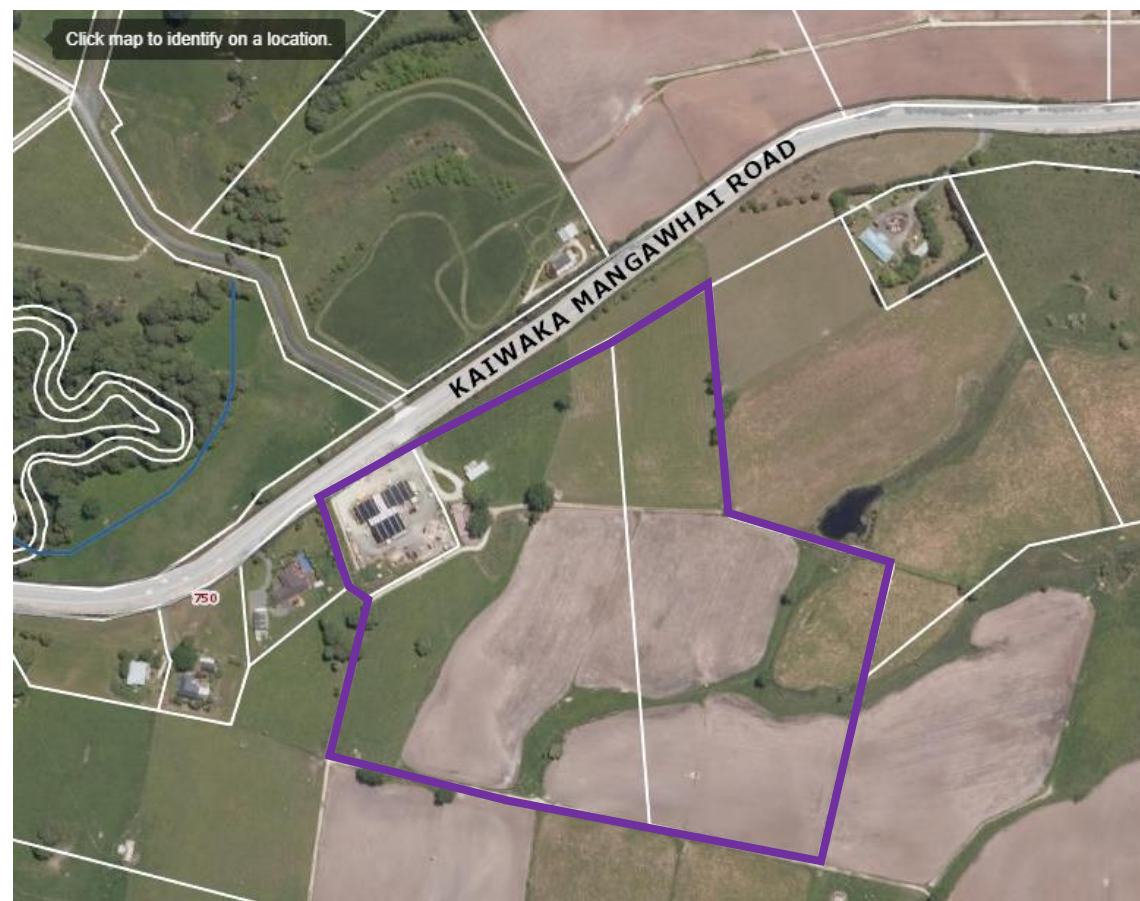


Employment land

Business – Industrial land

Propose to investigate 64ha in the following areas:

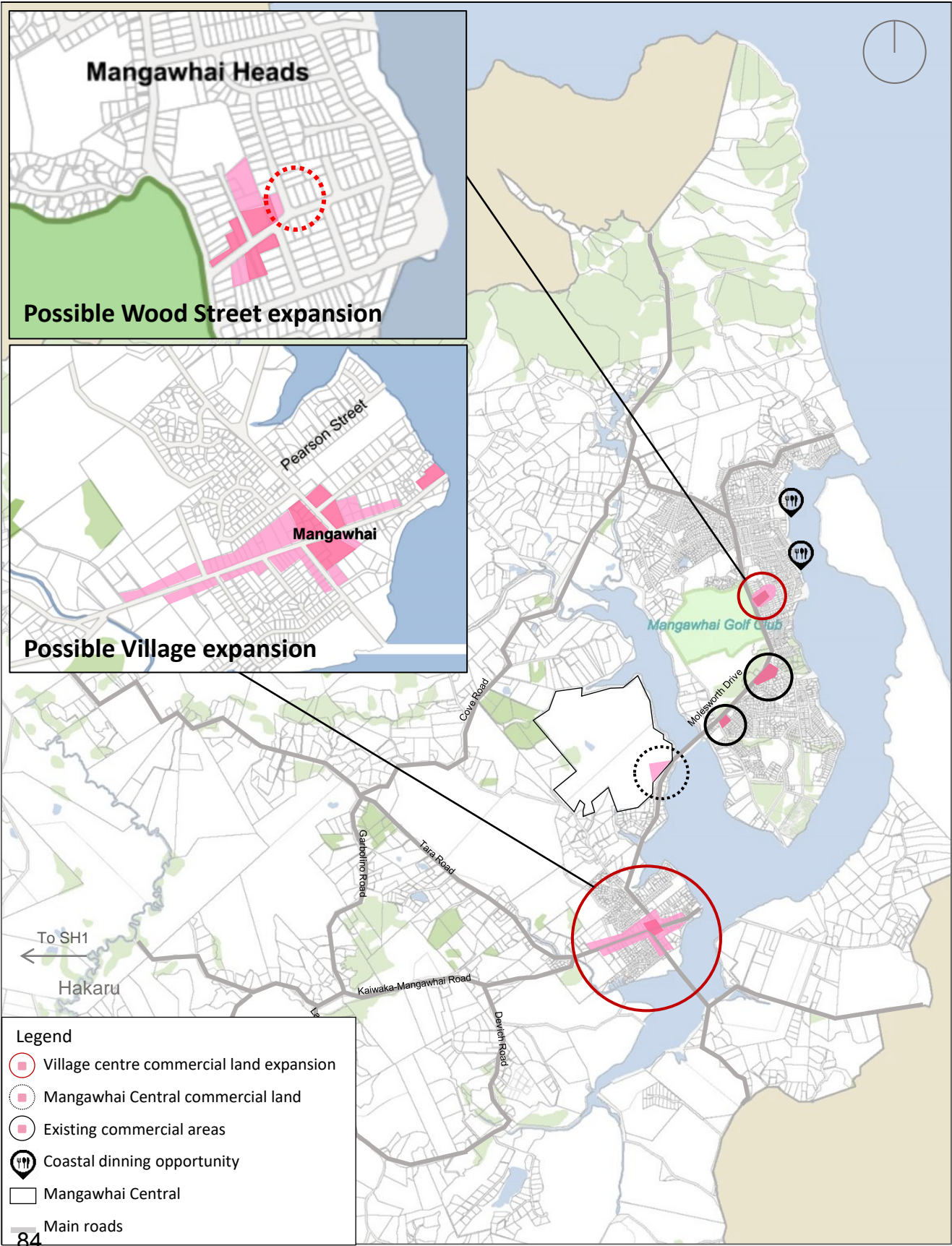
- 55ha south of the Insley St bridge
- 9ha at Hakaru



Revised

Employment land
Business – Commercial land

Possible village expansion - 12.3ha

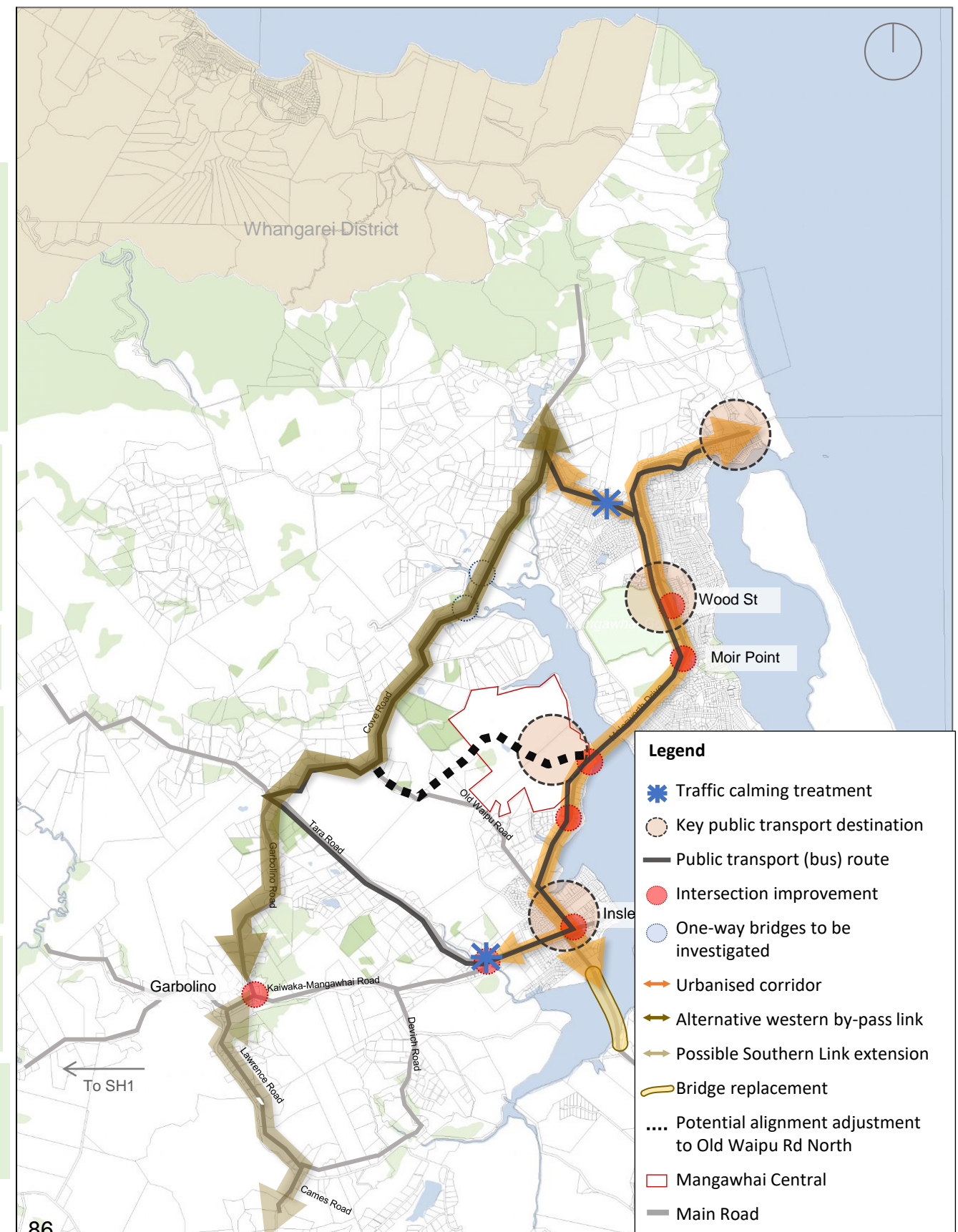


7. Transport

- Retain indicative collector road connection between Molesworth Drive and Cove Road via Mangawhai Central.
- Adjust walking and cycling routes through Mangawhai Central in line with Plan Change but retain community aspirational route along estuary.
- Form a public transport (bus) loop via Cove Road and Tara Road, in addition to Molesworth Drive, Mangawhai Heads Road West, and Moir Street.
- Replace 'PT catchment' by 'key PT destination' in the legend with the map.
- Update the report to highlight the need to review accessibility to the estuary / beach (access, parking and boat launching).
- Refer to revised maps overleaf.

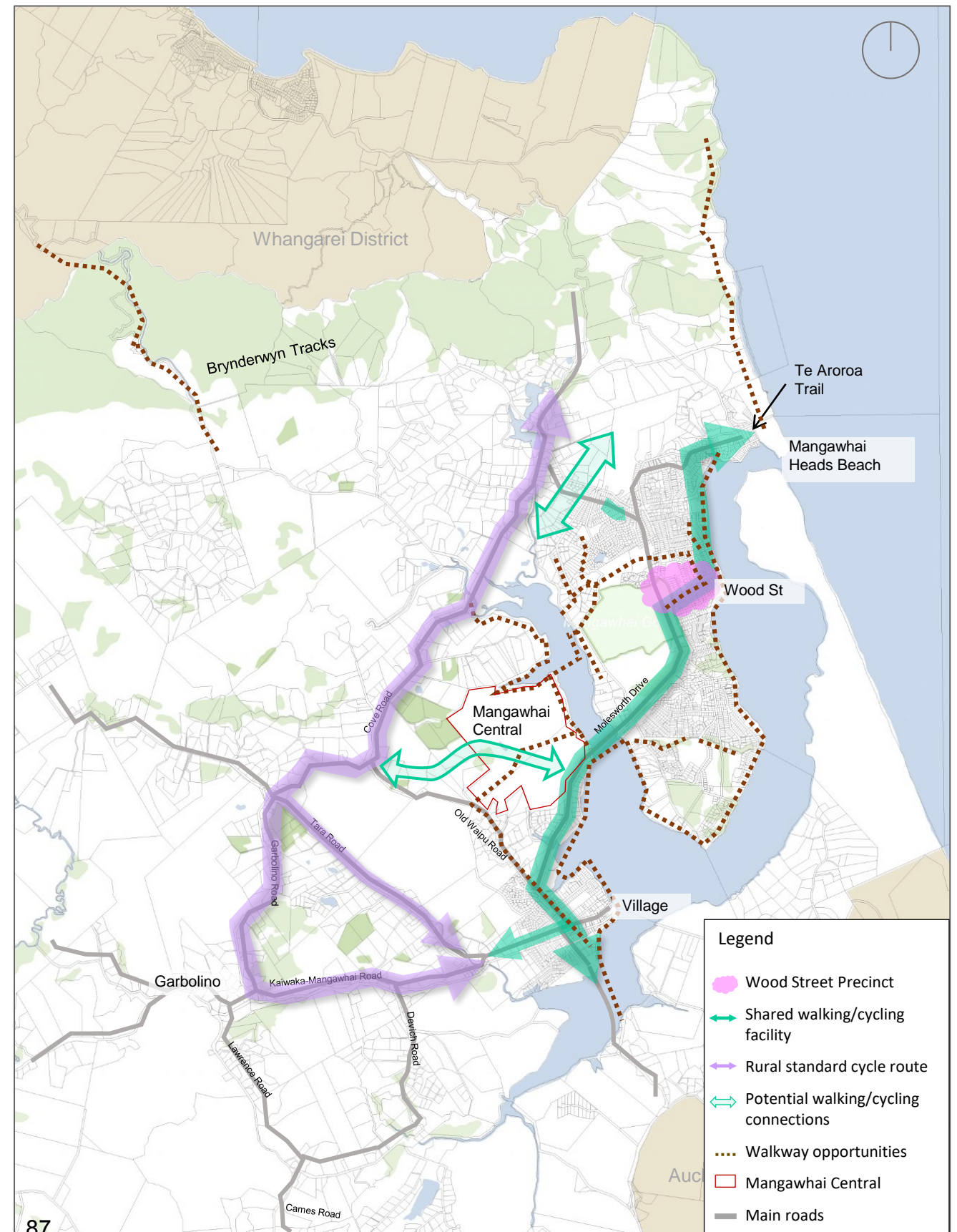
Roading Recommendations

- Progress with the upgrade of intersections at Insley St /Moir St and Moir St/Molesworth Dr.
- Plan for Insley St bridge replacement in 15-20 years (vehicle) and pedestrian access (5 yrs).
- Adopt a 'slow street' philosophy within residential areas. Consider traffic calming at key entries into the urban area.
- Address parking improvements in the Village.
- Investigate Cove Road as a western by-pass and upgrade of one-way bridges.
- Investigate the upgrade of Cames Rd as opportunity to detour from the south.
- Work with developer to investigate the realignment of Old Waipu Rd.
- Investigate a public transport loop servicing the centres and key destinations.



Walking and cycling Recommendations

- Progress with proposed walking and cycling connections in the CMP, including walkways, trails, slow streets, and shared paths.
- Continue with initiatives in the Wood St Revitalisation Plan to facilitate a more pedestrian-friendly environment.
- Develop a strategy for Council's paper or unformed roads to become either part of the road network or pedestrian/cycling connections.
- Ensure walking and cycling connections between subdivisions through rules.
- Investigate cycling opportunities Cove Rd.



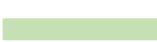

Recommended response to feedback

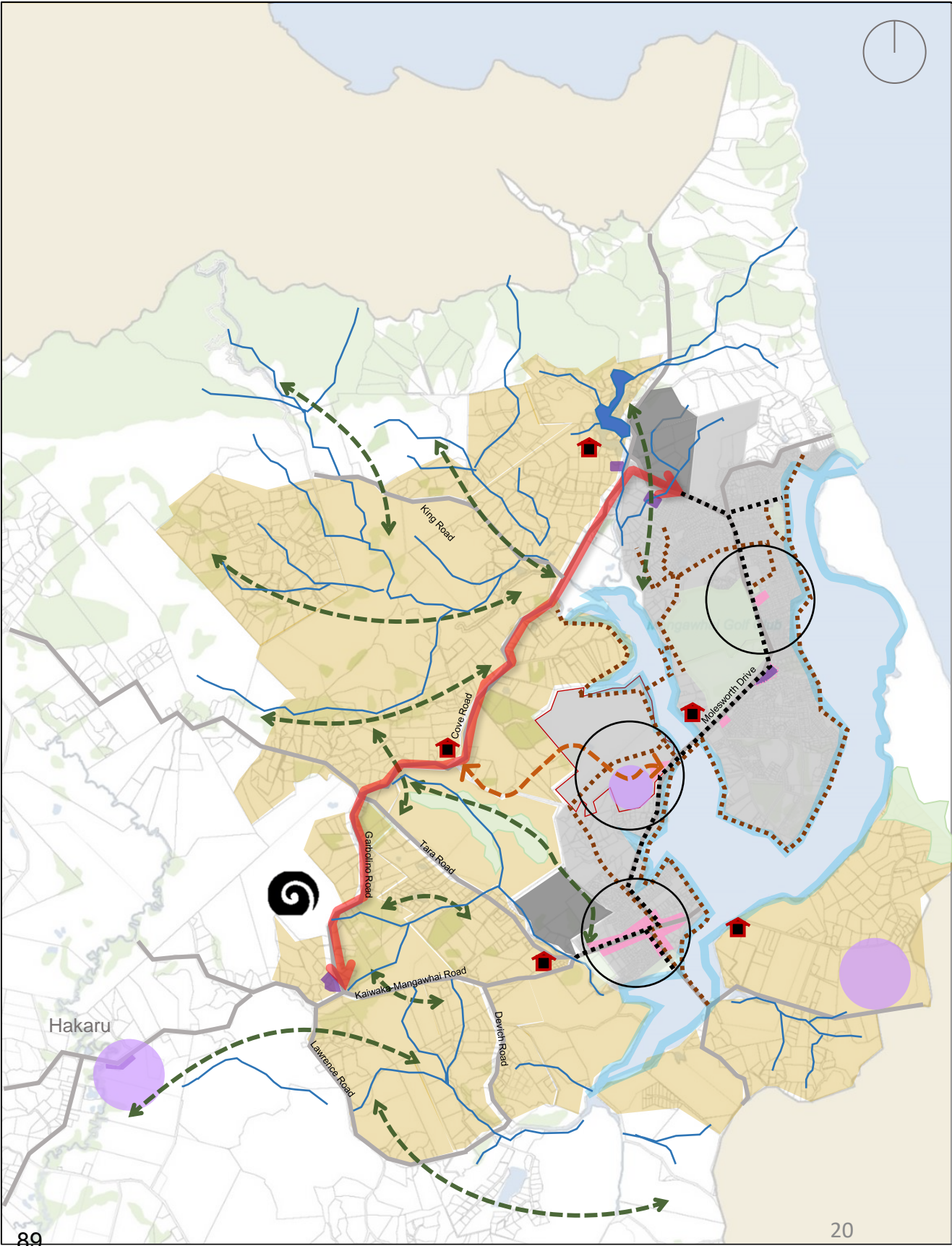
Mangawhai Spatial Plan summary diagram

- Adjust overall Spatial Plan map (report Figure 2 -1) as per recommended responses above, refer to map overleaf.

Spatial plan

Legend

-  Te Ika Ranganui
-  Potential Whaharau
-  Existing urban area
-  Urban Expansion areas
-  Green Network
-  Rural Residential (lifestyle) areas
-  Commercial areas
-  Industrial land
-  Coastal edge
-  Potential biodiversity connections
-  Western access approach
-  Rivers and Streams
-  Potential indicative new connection
-  Key walking and cycling route
-  Slow Street
-  Centre



Kaipara District Spatial Plan – Ngā Wawata – 2050 – Our Aspirations

Meeting: Council Briefing
Date of meeting: 4 November 2020
Reporting officer: Paul Waanders, District Planner

Purpose/Ngā whāinga

To provide the full Kaipara District Spatial Plan - Ngā Wawata 2050 - Our Aspirations for discussion before submitting this to Council for adoption at the December council meeting.

Context/Horopaki

Council was given an update of the pre-consultation document at the briefing of 3 June 2020 and then a report on the feedback received after consultation on 7 October 2020. The attached report is the final report (with a place holder for the Mangawhai Spatial Plan dealt with under a separate briefing item) for discussion before the full report with all the relevant Spatial matters that form the Kaipara District Spatial Plan is submitted to Council for adoption in December.

Discussion/Ngā kōrerorero

The Kaipara District has been experiencing significant growth during the past few years. However, not all growth has been occurring in a managed or strategic fashion. This is one of the key reasons why it is important to have a spatial plan for our district.

Broadly speaking, one of the key benefits of this spatial planning process is that it will create a 30-year strategy that sets the strategic direction for aligning the co-ordination of decision making, infrastructure services and investment within our communities. It also provides a visual illustration of the intended future location, form and mix of residential, rural and business areas, along with the critical transport and infrastructure required to service our communities.

Spatial Planning for the Key Urban Areas (Dargaville, Maungatūroto, Kaiwaka and Mangawhai) has been concluded (or will be during this briefing) for adoption in December, and the smaller settlements have also been finalised. Other strategic studies to assess Outstanding Landscapes, Outstanding Natural Features and Significant Natural Areas are reaching finality or have been finalised. Background studies such as these and others on, for example, geotechnical hazards, land-use capacity (soil types), natural hazards caused by sea-level rise and inundation, underpin this spatial planning work. The Kaipara Kick-start projects and the water storage project which support opportunities identified as part of this project also inform the Spatial Plan.

In order to co-ordinate the spatial planning framework in the Kaipara District, a District wide Spatial Plan for the whole of the district needed to be 'stitched' together, comparable with the Auckland Plan 2050 and the Whangarei Growth Strategy Sustainable Futures 30/50.

AR & Associates have been contracted to undertake District wide spatial planning to understand connections between our urban centres, towns and villages and to ensure future needs of their resident communities are met. The four attachments to this report provide all of the parts as identified below.

Part A - Overview of the Kaipara District (Attachment A – chapters 1-3, Attachment B – chapters 4-7)

This part links the Kaipara Kickstart project to the Spatial Plan and states the following objectives for the project:

- Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara's settlements, villages and towns.

- Management of natural resources including the mountains, lakes, wetlands, soils, coastal edges, waterways, native forests and the Kaipara Moana (Harbour) and how people should act when they are in these special places.
- Developing a sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities.
- Work with Kaipara's Mana Whenua/tangata whenua and communities to ensure they are informed of the project, provide genuine input through the process and have buy-in and ownership of the outcomes.

The role of the Spatial plan will be to direct development towards particular areas and will guide the Infrastructure Strategy to provide services including transport infrastructure in the right places at the agreed standard with the results financed through future long-term plans. It will also provide part of the evidence base for our District Plan review. It will remain a living document that reacts to changes that may happen and not anticipated during the implementation of the District wide Spatial Plan. Design principles against which the proposals were tested are briefly discussed.

This Part also deals with relationships with organisations and institutions outside of the Council's direct responsibilities but have a spatial influence of development in the district. These relations refer to Mana Whenua, transport, economy, regional infrastructure as well as National Policy Statements and Standards, which all have a spatial influence in the district.

Part B - Kaipara District Communities (Attachment C – chapters 1-4, Attachment D – chapters 5-6)

This part references the proposals for the Key Urban Areas of Mangawhai, Dargaville, Maungatūroto and Kaiwaka. (Mangawhai will be included when adopted by Council).

A significant portion of the Kaipara District District Spatial Plan - Ngā Wawata 2050 is then devoted to the smaller communities in the rural and coastal areas according to the sub-regions of:

- North Kaipara;
- Central Kaipara and West Coast;
- Poutō Peninsula;
- Kaipara Harbour and East Coast.

Many of the proposals were derived from consultation or feedback received from Mana Whenua and/or the local communities, notwithstanding the issues experienced during Covid 19, which restricted the ability to have face to face consultation.

The Conservation Estate managed by the Department of Conservation as well as the tourist potential and Transport requirements outside of the settlement communities is identified due to its spatial development potential.

Part C - Overview of Engagement (Attachment D)

This overview summarises the methodology of consultation and the outcomes developed through the consultation period.

Part D – Appendices (Attachment D)

Additional information of value regarding the Department of Conservation has been included.

Next steps/E whaiake nei

Based on feedback received and the finalisation of the Draft Kaipara District Spatial Plan - Ngā Wawata 2050, Council is requested to consider the document together with the Mangawhai Spatial Plan, with the direction that it be completed and submitted to the Council meeting on 16 December 2020 for adoption. The finalised Kaipara District Spatial Plan - Ngā Wawata 2050 will then guide future infrastructure and investment decisions and will assist with providing the strategic direction for the Kaipara District Plan review, which has commenced.

Attachments/Ngā tapiritanga

	Title
A	Part A Kaipara District Spatial Plan – Ngā Wawata –2050 – Our Aspirations (Chapters 1-3)

B	Part A Kaipara District Spatial Plan – Ngā Wawata –2050 – Our Aspirations (Chapters 4-7)
C	Part B Kaipara District Spatial Plan – Ngā Wawata –2050 – Our Aspirations (Chapters 1-4)
D	<ul style="list-style-type: none"> ▪ Part B Kaipara District Spatial Plan – Ngā Wawata –2050 – Our Aspirations (Chapters 5-6 ▪ Parts C and D Kaipara District Spatial Plan – Ngā Wawata –2050 – Our Aspirations

KAIPARA DISTRICT SPATIAL PLAN - NGĀ WAWATA 2050_OUR ASPIRATIONS

DRAFT SPATIAL PLAN - FUTURE DIRECTION

Oct 2020 | DRAFT | Rev A



Prepared for



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Kaipara District Council		
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Version	Publication date	Comments
Revision A	../../....	

LIMITATIONS

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Foreword

It is my pleasure to present the Kaipara Key Urban Areas Spatial Plan, our guide for how we plan for growing the historic towns of Dargaville, Maungatūroto and Kaiwaka.

This is planning of a shape, size and scale never undertaken before in Kaipara District. Thanks to all who have contributed to the collaborative engagement approach of this spatial planning process. For some this has been an ‘eye-opener’ on how to locate where appropriate development could occur and what are the important parts we cherish in each of the towns; it has given us new ways to see our familiar places. With these spatial plans, we now have a solid blueprint for sustainable development in each of these towns, so that we can create space for future jobs, attractive homes, great community facilities and connections like new and exciting walking and cycling trails. Through this, we will grow and nurture our communities with resilience through challenges and opportunities that lie ahead.

This is what has been needed for a long time, and has extra relevance especially as we plan and pursue our recovery from the impact of the COVID 19 pandemic. Kaipara is a safe haven for companies to establish and is set to continue to serve as the Food Bowl for New Zealand.

This document sends a clear signal to our community that Kaipara’s key towns are ready for town centre improvements, have the space available for new commercial and industrial endeavours, and are open to attracting a variety of people to energise our workforce and enliven our historic communities. However, the Council cannot afford to lead development alone. We need to attract commercial enterprises to play a key part in developing quality design in keeping with the Community Design and Te Aranga Design Principles discussed within this document. We will need to encourage our infrastructure partners in the Northland Transportation Alliance (including the New Zealand Transport Agency), Northpower, Chorus and others to assist with aligning their forward investment strategies to enable the right development so that we can prosper here in Kaipara.

The next step will be to convert the intent of this spatial plan into statutory plan changes in the Kaipara District Plan. The Council recognises the importance of these plan changes to legally provide the appropriate conditions for quality development to occur. It also needs to consider alongside the plan changes infrastructure upgrades to key intersections, water supply, wastewater, stormwater and stopbank protection. This aligned infrastructure strategy will all be released early next year to show what needs to happen, when, what the cost is estimated to be and how it is intended to be funded.

This spatial plan is an important first step to how we encourage the towns of the Dargaville, Maungatūroto and Kaiwaka to enter a new chapter in their history and grow to benefit each of these communities and the wider Kaipara District, helping fulfil the promise of abundant wellbeing of ‘Kaipara te Oranganui’.

Nga mihi nui ki a koutou katoa



Dr Jason Smith
Mayor of Kaipara District

TO BE UPDATED...

Mihi

*Whakatōngia te kākano ki a tipu ia ngā
māramatanga.*

*Mā te ako ka mōhio,
mā mōhio ka mārama,
mā te mārama ka mātau,*

mā te mātau ka ora e!

Sow the seed to nurture understanding.

*With learning comes knowledge,
with knowledge comes understanding,
with understanding comes awareness,
with awareness comes wisdom,
with wisdom comes wellness!*

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Part A | Overview of Kaipara District

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Chapter 1 | Introduction

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1 | Kaipara Kickstart Project

The Kaipara Kickstart programme aims to promote economic development projects to diversify and grow the Kaipara economy. It has three streams (Kai, Wharves, and Roads) working together to build economic momentum.

Investments in Kaipara's economic growth and community wellbeing commenced early 2019 through the allocation of a total of \$28.98 million by the Provincial Growth Fund (PGF), New Zealand Transport Agency and Kaipara District Council. The fundamentals of this includes improving the reliability and safety of roads, increasing wharf infrastructure, tourism, and employment opportunities, and in particular the kai business opportunities in horticulture and aquaculture. As a result, the Kaipara KickStart package comprises three interlocked projects – Kai (Growing the Kai in Kaipara), Wharves (Kaipara Moana Activation Plan) and Roads. Overall, the KKS project outcomes look to align with the PGF objectives, being:

- Creating jobs, leading to sustainable economic growth,
- Increasing social inclusion and participation,
- Enabling Māori to realise aspirations in all aspects of the economy,
- Encouraging environmental sustainability and helping New Zealand meet climate change commitments alongside productive use of land, water, and other resources, and
- Improving resilience, particularly of critical infrastructure, and by diversifying our economy.

Kaipara Kai_ Kaipara currently accounts for 1.2% of NZ's land mass, accommodates 0.5% of the population and contributes to approximately 1.1% of kai (food) production. Research reveals Kaipara is underperforming in comparison to its neighbours in producing agricultural output from its land, and in matching its performance to that of Thames- Coromandel, Waikato, Hauraki and others – it has the potential to inject ~\$20 million to ~\$230 million directly into the regional GDP. In saying this, Kaipara Kai has a strong base on which to build on new opportunities to increase food production in the Kaipara District. In fact, the greatest concentration of high value soils in the Kaipara District is predominantly in the river delta between Poutō-Te Kōpuru to Dargaville- Ruāwai, stretching out to Kaihū - the North Kaipara Agricultural Delta.

Kaipara Wharves_ The Kaipara Water Transport and Wharves Feasibility Study looks to encourage water-based transportation methods that allow for variations in ways we can connect communities, support and attract residents, tourists and businesses to and within the Kaipara District. The Kaipara Moana Activation Plan aims to develop the biggest harbour in New Zealand, enabling tourism operators and locals to use the wharves to improve their income and employment opportunities. This workstream looks to support increased economic, social and environmental resilience for the district as part of the broader Kaipara Kickstart Programme. It supports the strategic direction for Northland provided by the Tai Tokerau Economic Development Action Plan, the Maori Economic Development Strategy, the district's Long-Term Plan and numerous regional transport planning initiatives. The development of marine facilities and asset management initiatives will form part of the 30-year water transport network delivery programme, bringing back life to the historic primary mode of transport on water.

Roads_ The Roads project within Kaipara Kickstart seeks to improve safety and resilience of the current road network. Having a reliable and safe network allows for comfort in connectivity between our businesses, marae and the community. Roads are one of the main transportation options to get our food to market and for tourists to enjoy all our district has to offer. Investing in our existing road network will improve safety, resilience, comfort and speed of commutes on unsealed roads.

2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050

The Kaipara District Council wishes to enable sustainable development for the numerous urban, peri-urban, rural and coastal communities which characterise the Kaipara District. This is being pursued through a spatial planning process that complements the work for the Kaipara KickStart programme and the Kaipara Infrastructure Strategy work currently underway through the Long-Term Plan 2021-2031. The district-wide spatial and the already adopted Spatial Plan for Key Urban Areas (Dargaville, Maungatūroto, and Kaiwaka) will flow into a future statutory District Plan review process.

A spatial plan is a holistic approach for the development and management of resources, community social infrastructure and the identification of adequate infrastructure to improve the future social, economic, cultural and environmental well-being of a community. Well-being can be measured through many different indicators, such as Council surveys, health data, environmental monitoring and economic information.

Objectives of the Spatial Plan

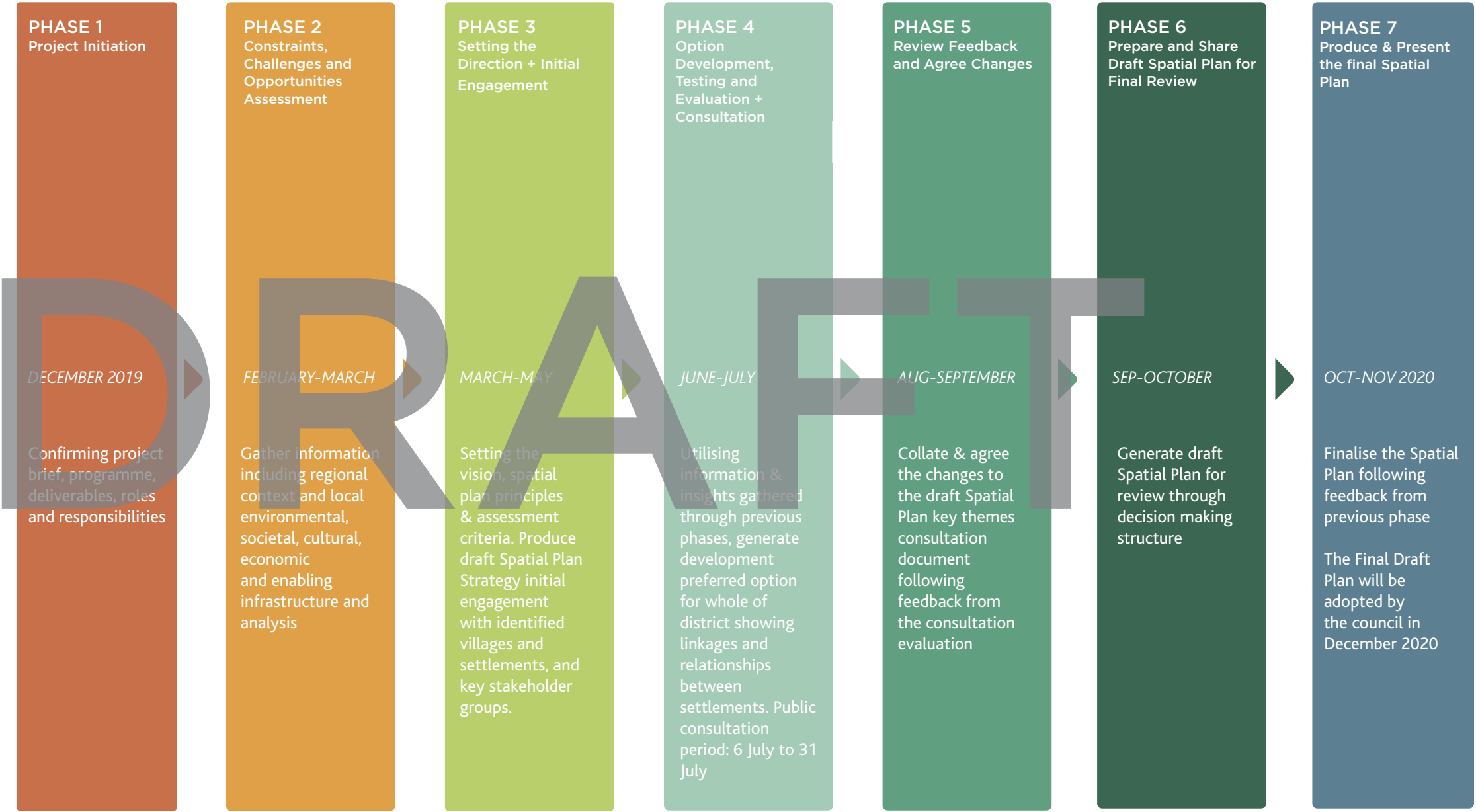
The Kaipara District Spatial Plan - Ngā Wawata 2050 aims to achieve the following objectives:

- *Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara’s settlements, villages and towns.*
- *Management of natural resources including the mountains, lakes, wetlands, soils, coastal edges, waterways, native forests and the Kaipara Moana (Harbour) and how people should act when they are in these special places.*
- *Developing a sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities.*

2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050

The spatial plan project methodology consisted of seven phases over a period of 9 months; extended to 12 months due to delays imposed by the Covid-19 global pandemic and in order to pursue meaningful and value-add engagement with Mana Whenua, key partner organisations and stakeholders, and the Kaipara District communities inputting into the various towns, villages and settlements high-level 30-Year Plans.

INDICATIVE TIME-LINE

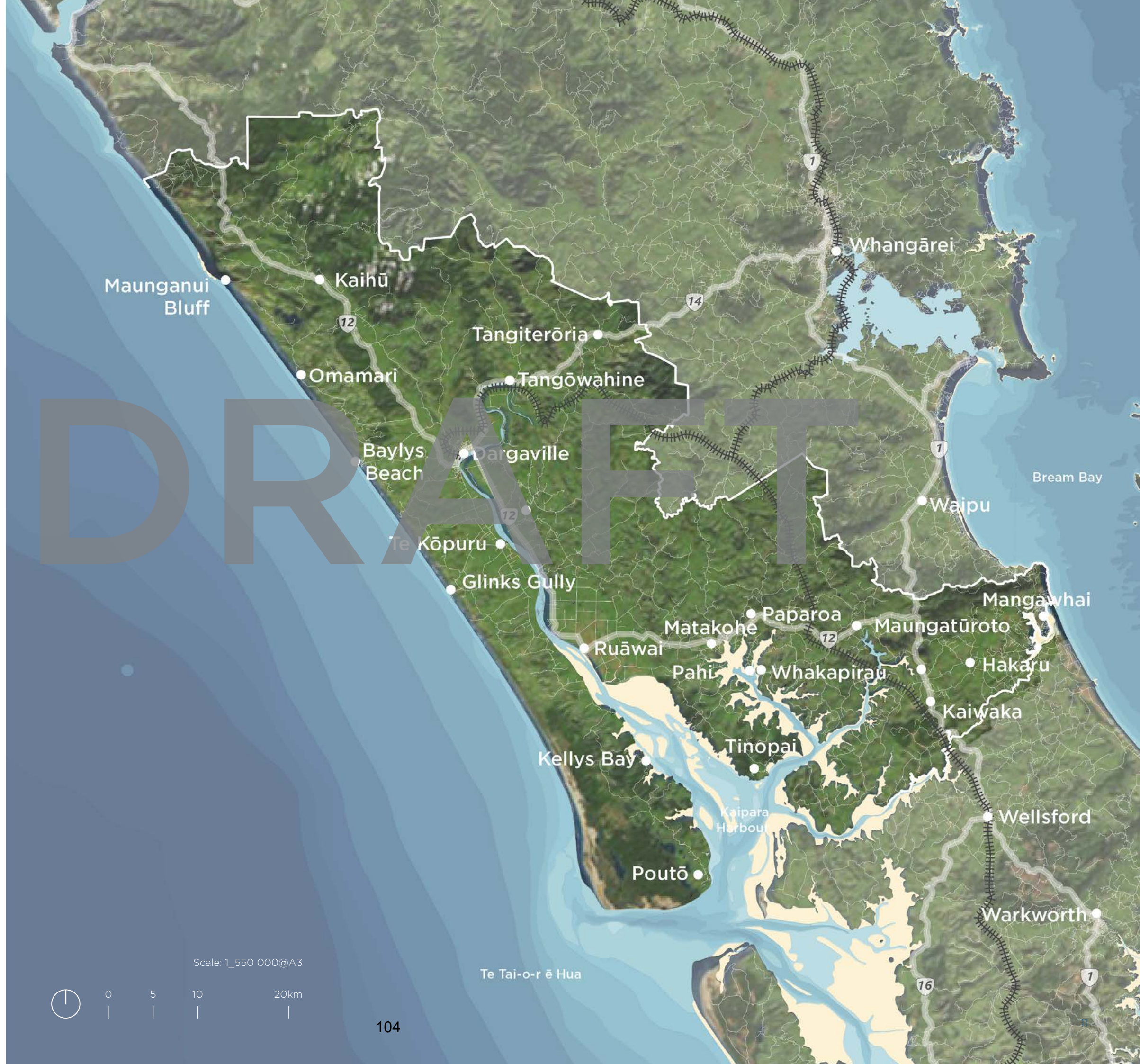


2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050

This map shows the locations of Kaipara's key urban towns, rural towns, villages, and rural and coastal settlements that the spatial plan focuses on. It provides a visual reference to the relationship each place has to each other, the larger centres outside of the district and how the road and rail line infrastructure links them all together. It also gives a clear perspective of how much of the district is rural land and how many of the settlements have a water connection, be it the Kaipara West Coast, the Kaipara Harbour or the expansive rivers networks including the Wairoa, Kaihū, or Kaiwaka rivers.

Legend

-  Centre
-  Rail line
-  Kaipara District Border



2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050

| A Living Document

- Planning horizon
- Alignment with other plans and documents

This spatial plan has a 30-year planning horizon to not only align with Council's 30-year Infrastructure Strategy (2021-2051) but also allow the land-use changes to evolve in a staged and considered manner. This is achieved by balancing growth and economic development in appropriate areas, while protecting other areas for rural production, environmental enhancement, community resilience in the face of climate change, and long-term community well-being.

This spatial plan is intended to be monitored, reviewed, and updated as required to ensure it remains current and continues to provide community and decision-makers with the information required to make informed decisions about Kaipara District's communities - through the outcomes identified in the spatial plans for the district's four Key Urban Areas and this district-wide spatial plan.

The relationship and integration of this adopted spatial plan with other planning processes is described in the diagram below. It shows contributing inputs (i.e. the spatial plans followed by neighbourhood or town-specific structure plans) and outputs (i.e. the future district plan review) resulting from this spatial plan process. It shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to enable the outcomes identified in this spatial plan. The Kaipara Infrastructure Strategy is a key delivery mechanism for the Kaipara District to achieve the aspirations captured in this spatial plan.

| Relationship to Infrastructure + Economic Strategy + Long Term Plan



3 | Overview of Engagement

| Engagement Overview

A core aspect of the community engagement process includes codesign workshops as part of community meetings. The core steps of the process are:

1. Establish shared Community Values and Aspirations
2. Community Audit
3. Constraints, Challenges and Opportunities
4. Draft Spatial Plan
5. Review and Feedback
6. Refined Spatial Plan

Community workshops were held with the engagement focusing around themes for community aspirations, constraints, heritage, social needs (soft infrastructure), services and transport (hard infrastructure), economic development, and environmental issues.

The rāhui imposed due to Covid 19 halted the 'live' engagement hui for the spatial plan. In order to properly and safely engage with the remaining communities, feedback was gained through interviews conducted via online platforms. The time and effort to partake in the revised engagement format was thoroughly appreciated.

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3 | Engagement Process

1 | Overview of Engagement

The phases of engagement that were undertaken for this spatial plan utilised the ‘International Association for Public Participation (IAP2) Spectrum of Participation’ method as well as the Speed Planning methodology for workshops (discussed further in Part C).

The following groups were involved in the key decisions regarding the process:

- Project Partners i.e. Tangata Whenua Iwi Authorities, hapū and marae, Northland Regional Council and the Kaipara Harbour Integrated Management Group.
- Key Stakeholders i.e. Community groups, special interest groups and key influences in the community
- Wider Community i.e. Local residents and the wider Kaipara District community.

Engagement Workshops - Speed Planning Methodology

In the ‘speed planning’ exercise (also often referred to as “World Cafe”), participants were divided evenly into four to six tables. At each table a topic is covered, in which community members discuss issues relating to the topic for ten to fifteen minutes. At the end of each round, participants rotate, until each group has been to every topic. The topics included:

- Values and aspirations
- Economic opportunities
- Infrastructure and services
- Constraints and opportunities
- Environmental needs
- Social needs

The methods of engagement during each of Phases 3 and 5 of the project are outlined below briefly:

- **Step 1 - Project Phase 3 (Setting the Direction + Initial Engagement)_**

- Key stakeholders were contacted directly for their input whilst the wider public was reached via existing communication channels that Kaipara District Council has with its residents. Feedback was captured and incorporated into ‘early insights’ and provided with mapped information to assist in understanding the opportunities and constraints associated with the area. The initial engagement was substantially disrupted by the Covid-19 global pandemic and the start of Alert Level 4 lockdown in New Zealand.
- The project team continued engaging 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.

- **Step 2 - Project Phase 4 (Option Development, Testing and Evaluation + Consultation)_**

- Utilising information and insights gathered through the previous phases - the ‘early insights’ draft spatial plan was made available for consultation in July 2020. The consultation period ran from 6 July 2020 until 09 August 2020. During this time, events were held as ‘drop-in’ sessions, in which local residents were welcome to attend at any time to discuss the spatial plan with representatives from the project team and the Kaipara District Council.
- During the consultation period, 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 primary means of engagement with these groups were through:

- Face to face meetings (in person as allowed or via online platforms)
- Presentations
- Participatory workshops during ‘early engagement’ held in Paparoa Primary School, Tinopai School, Pāhi Hall, and Kellys Bay Hall.
- Hui with Mana Whenua (visiting different marae)
- Online and printed surveys
- Community open days or drop-in sessions held in July at the Te Kōpuru School Hall (which also involved residents from Glinks Gully and Pouto Point), Kaihū Rugby Club (including residents from Omamari and Maunganui Bluff), Baylys Beach (held at the Northern Wairoa Golf Club), and Hakarū (held at the Hakarū RSA).

The wider project team has benefitted from wider public engagement through the Key Urban Areas Spatial Plan (Dargaville, Maungatūroto and Kaiwaka) and the Kaipara Wharves Feasibility Study project, which covered in many respects some of the same communities including mana whenua and youth engagement undertaken in October 2019. Some of the communities engaged through these other projects included Ruāwai, Paparoa, Tinopai, Poutō Point, Whakapirau and Pāhi. It is noted also that the previous engagement initiatives included various hui with mana whenua as part of both these other projects - with the addition of Kaipara District Council’s own ‘Rohe Tour’ held in 2019.



3 | Engagement Process

2 | Summary of Mana Whenua Feedback

The following Mana Whenua and representatives were engaged:

- *Te Iwi o Te Roroa*
- *Te Uri o Hau Settlement Trust*
- *Ripia Marae*
- *Naumai Marae*
- *Taita Marae*

Mana Whenua provided feedback with the key themes outlined below and further detailed in Part C:

- Mana Whenua supported the general core Māori Values from a physical design perspective with suggestions to amend some meanings to reflect the relationship in shared experiences, partnerships and a sense of belonging through working together. This would allow for authentic engagement to occur as these are the basis of mātauranga Māori. The practicality of mātauranga Māori is that it is lived in everyday life.
- Mana Whenua resonate with the Te Aranga Principles and suggested additional meanings for the principles to better understand Māori culture i.e. Whakapapa (reinstating the traditional names for historical areas), Mana, Taiao (the natural environment), Mauri Tū (environmental health), Mahi toi (creative expression of cultural practices), Ahi Kā (the living presence), and Tohu (the wider cultural landscape). Successful engagement with Māori is understanding the fullness of these principles as the concepts intertwine with the core values and are relevant on any platform i.e. hui, documentation, agreements.

- Mana Whenua see that the Te Aranga Principle – Mana Rangatiratanga (authority) as a means to improve their relationship with the Kaipara District Council. They would like KDC to recognise them as iwi and to engage at a level as partners, as guaranteed under Te Tiriti o Waitangi, the LGA, RMA and the guidelines set out in common law like those in the Environment Court. The iwi would like KDC to recognise their mana rangatiratanga over the natural, physical, spiritual and other taonga/ resources including their knowledge/ mātauranga of the natural world (cycles, plant sourcing, whenua etc). They aspire to work with the natural world for low-impact and sustainable development.
- In terms of their ongoing relationship with KDC when planning for current and future needs of their villages and/ or marae, Mana Whenua would like to maintain “Kanohi ki te kanohi hui (meaning meetings face-to-face)” at the relevant marae and would like to see consistency with the kōrero from Council. This will allow space for mahi tahi (working together) to take place in order to come up with a collaborated plan based on honesty and trust from both sides.
- It must be understood by KDC that Māori believe themselves to be of nature and part of the natural world. Collaboration around planning and design should be the result of both entities' knowledge, and the overarching principles of sustainability and protection. Mana Whenua feel they should always be included in any planning, especially if it concerns whenua, wai, moana and āngi (land, water, sea and air). Mana Whenua would like to be informed, trained, and invited to workshops to allow them to take control of sharing important information or getting things done with their own people through their own kawa and tikanga procedures - for Māori, by Māori.

- Future development should be balanced with maintaining the uniqueness of the history, character and people within Kaipara’s communities. There is potential in places like Ruāwai, to tell the stories of the land pre-1840 similar to the Tongariro tracks which are governed by Māori and tell a Māori story. There is potential for tourism development to take into account the historical value of natural resources in the area, for example, a tourism trail including glow worm track at Matakoho, mountain climb at Tokatoka, glow worms at Montgomery Bush. As such, there is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka).
- District-wide planning should provide options for co-design and co-management and co-governance in establishing affirmative actions of co-existence within such parameters. Recognising principles of the Treaty will reach a significant milestone in recognising the outcomes of partnership, active protection and mutual benefits, further honouring the significance of Taita Marae.
- Overall, the current needs of the marae surrounds the need for papakāinga development, infrastructure maintenance, weed and pest control along the awa, in addition to improving the capacity of the marae to deliver work experience, apprenticeships/ internships, workshops in finance, governance, submission writing and funding applications.

3 | Engagement Process

3 | Summary of Project Partners & Key Stakeholders Feedback

The following project partners and key stakeholders were engaged with the following key themes taken from the feedback and further detailed in Part C:

Horticulture New Zealand (HortNZ)

- Horticulture’s main concern was around appropriate infrastructure being put in place prior to development (such as flood control works along riverbanks), a planning framework that manages the interface between activities, where they are located (protecting highly productive land), and reverse sensitivity effects.

Fonterra Limited

- Fonterra is mostly concerned about protecting existing industry and agriculture (in line with NRPS) as it is crucial for the economic growth in Kaipara and should be protected from future planning decisions. Fonterra considers that the spatial plan should focus future residential growth away from the site and other established industrial activities to avoid the conflict between incompatible land uses and reverse sensitivity effects.

Northpower Limited

- To support Kaiparas growth over the next 30 years, Northpower suggests that the spatial plan should clearly address all forms of essential infrastructure required to service the rural hinterland, coastal settlements and other functions and services of settlements. Particularly in relation to the requirements of electricity distribution networks and communications / fibre networks. This will help identify and solve any potential effects on Northpower’s existing assets within Kaipara as well as plan for capacity upgrades that will be required in the future as a result of development.

- Northpower considers that its electricity distribution network has capacity to meet the needs of the Kaipara District for the next 20 years based on an average electricity load growth of up to 2%. However, beyond this, reinforcement of the network may be required by making land available for additional zone substations and lines.

Aggregate and Quarry Association (AQA)

- Over 500 additional homes will be required to accommodate a population increase of 7% within Kaipara alone, with each requiring an average of 250 tonnes of aggregate (125,000 tonnes overall). Significant quantities of aggregate will also be required for infrastructure growth and maintenance in both Kaipara and adjoining growth areas of Northland and Auckland.
- AQA would like to see attention given to the planning provisions to provide adequate access to quarry resources at workable locations to reduce costs of building and infrastructure development and maintenance. For every 30 kilometres aggregate travels from a quarry, the cost of aggregate doubles. Therefore, quarries need to be located close to their markets to reduce transport costs, congestion and carbon emissions.
- The definition of ‘primary production’ in the spatial plan needs to align with the NPS which recognises quarrying as a primary production activity. AQA suggests that all relevant policy frameworks should recognise that aggregate extraction and processing activities may need to occur in sensitive areas if there are no suitable and economically feasible alternative sites available.

New Zealand Defence Force (NZDF)

- The New Zealand Defence Force’s main concern relates to Poutō Point which is situated within military operations area 106 and opposite military operating area 103. These areas are designated safety areas which become active when live firing or exercises involving high explosives are being undertaken. NZDF is primarily interested in the water transport opportunities and the increase in ferry movements as a result of a new wharf. Although it is expected that the wharf will be small and is to enable “slow tourism” with limited sailings occurring per day, NZDF wishes to be consulted on proposals in this area to depict the level (if any) of impact or unduly restrictions on their operations.

Waka Kotahi (New Zealand Transport Agency - NZTA)

- NZTA would like to see transport infrastructure integrated into the vision statements across all settlements in Kaipara.
- Particular regard should be given to development along the State Highways which may affect the function of these networks and result in reverse sensitivity effects. The State Highways are designated for long distance, high volume through traffic which can be compromised if many access points are proposed.
- NZTA noted that upgrades to rail will only be for freight movements and that there are potential noise, vibration and reverse sensitivity effects on residential (or other sensitive activities) activities that expand towards the rail lines.

The Department of Conservation (DOC)

- DOC has highlighted the value of this spatial plan and that future planning is critical to all communities in and around Kaipara to “ensure that New Zealanders gain a wide range of benefits from healthy functioning ecosystems, recreation opportunities, and through living our history”.
- DOC has stressed the importance of considering the impacts of increasing growth and tourism on the environment. Although responsibility is a balancing act, caution should be undertaken in a considered fashion.

4 | Design Principles

Design principles help to guide the possible future development of the Kaipara District. The Design principles are organised under three headings, Core Māori Values, Te Aranga Design Principles and Community Design Principles.

1 | Core Māori Values

- **Rāngatiratanga** - Self determination
- **Kaitiakitanga** - Guardianship
- **Manaakitanga** - Hospitality
- **Wairuatanga** - Spirituality
- **Kōtahitanga** - Unity
- **Whānaungatanga** - Kinship
- **Mātauranga** - Māori world view

2 | Te Aranga Design Principles



3 | Community Design Principles

- Kaitiakitanga / Guardianship /Stewardship
- Engagement
- Diversity
- Integration of uses
- Connectivity
- Legibility
- Accessibility
- Resilience + adaptation
- Celebration
- Treasured
- Safety
- Revitalisation
- Feasibility + viability

4 | Core Māori Values

The key objective of Te Aranga Māori Design values and principles is to enhance the protection, reinstatement, development and articulation of Mana Whenua cultural landscapes and to enable all of us (Mana Whenua, matāwaka, tauiwi and manuhiri) to connect with and to deepen our collective appreciation of 'sense of place'. The following core Māori values have informed the development of the outcome-oriented Te Aranga Māori Design Principles:

- **Rāngatiratanga - self determination**
- **Kaitiakitanga- guardianship**
- **Manaakitanga - hospitality**
- **Wairuatanga - spirituality**
- **Kōtahitanga - unity**
- **Whānaungatanga - kinship**
- **Mātauranga - Māori world view**

While Te Aranga Design Principles are well recognised throughout New Zealand, it is important to note that in keeping with the principle of Mana rāngatiratanga, it should not be assumed that Mana Whenua want to use these principles to inform their contribution to the spatial design process. Whether to use this framework or not, should be confirmed as part of the initial engagement with the relevant iwi authorities.

Through engagement and detailed discussion with Mana Whenua, Te Aranga Design Principles have been adopted for this project. A range of opportunities have been identified and as the spatial plan develops these will be prioritised and refined

with guidance and involvement from Mana Whenua. Te Aranga Design Principles can be implemented in a number of Kaipara District projects such as new bridges, gateways, cycle and walking paths, public squares, parks, facilities such as public toilets, and public buildings such as new libraries.

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4 | Te Aranga Design Principles

Mana Rāngatiratanga

The status of iwi and hapū as Mana Whenua is recognised and respected and appropriately addressed in the design environment.

Attributes:

- Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment.
- High quality treaty based relationships are fundamental to the application of the other Te Aranga principles

Tohu

Mana Whenua sites and cultural landmarks are acknowledged, managed, protected and enhanced, where appropriate, to reinforce a sense of place and identity.

Attributes:

- Acknowledges a Māori world view of the wider significance of tohu / landmarks and their ability to inform the design of specific development sites.
- Supports a process whereby significant sites can be identified, managed, protected and enhanced.
- Celebrates local and wider unique cultural heritage and community characteristics that reinforce a sense of place and identity.

Mauri Tū

Ecology, water and soils are recognised and protected. The quality of wai, whenua, ngahere and hau takiwā are actively monitored, and community wellbeing is enhanced.

Attributes:

- The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.
- The quality of wai, whenua, ngahere and hau takiwā are actively monitored.
- Community well-being is enhanced.

Ahi Kā

Iwi / hapū have a living and enduring presence that is secure and valued within their rohe - this can be through customary, cultural and commercial dimensions and delivered through kaitiaki roles.

Attributes:

- Mana Whenua live, work and play within their own rohe.
- Acknowledges the post Treaty of Waitangi settlement environment where iwi living presences can include customary, cultural and commercial dimensions.
- Living iwi / hapū presence and associated kaitiaki roles are resumed within urban areas

Whakapapa

Māori names, Tūpuna, narratives and customary practices are celebrated and honoured to enhance the sense of place connections.

Attributes:

- Recognises and celebrates the significance of Mana Whenua ancestral names.
- Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections.

Taiao

The natural environment is protected, revitalised and/or enhanced to levels where Mana Whenua harvesting is possible and native ecosystems restored to clean and acceptable levels.

Attributes:

- Sustains and enhances the natural environment.
- Local flora and fauna which are familiar and significant to Mana Whenua are key natural landscape elements within urban and / or modified areas.
- Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

Mahi Toi

Iwi / hapū narratives are captured and expressed creatively and appropriately into the design by iwi mandated design / art professionals.

Attributes:

- Ancestral names, local tohu and iwi narratives are creatively reinscribed into the design environment including landscape; architecture; interior design and public art.
- Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

4 | Community Design Principles

Kaitiakitanga / Guardianship / Stewardship

Local residents and community groups are encouraged/supported to lead community wide initiatives including but not limited to community planting groups, citizen science programmes, cycle safety events etc.

Engagement

Work with the public throughout the development of the Kaipara Spatial Planning project process to ensure the public understands the complexity, constraints and challenges associated with their community and so that their concerns and aspirations are consistently understood and considered.

Diversity

Work towards developing a healthy, diverse and 'complete' community that allows all members to live, work, play and learn within the community as they choose.

Integration of uses

Ensure that uses are integrated together (rather than separated) to ensure that complemented uses are co-located and the town centre can become an appealing destination that encompasses the economic and social needs of residents and visitors.

Safety

Kaipara centres provide a safe network of paths, facilities and open spaces consistent with the Ministry of Justice's Seven Qualities of Safer Spaces: access; good surveillance and clear sightlines; clear and logical layout; a mix of activity; a sense of ownership; high quality environments; and where necessary, active security measures.

Revitalisation

Recognise the importance of Kaipara centres heritage, conservation and landscapes, improving function and quality of life for local residents, whilst reinforcing the town's distinctive sense of place and community.

Feasibility + viability

The spatial plan provides value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

Connectivity

Connect the Kaipara centres to their landscapes, embracing their distinctive features. A connected network of walkways, cycleways and streets will allow for easy movement into and through the towns and the surrounding landscape.

Legibility

Create a network of streets, parks and civic spaces that are understandable and contribute to the visual character and legibility of the townscape.

Accessibility

Create barrier-free environments that enhance social interaction. Kaipara centres become accessible to as wide a user group as possible, including children, elderly and people with health conditions or impairments.

Resilience + adaptation

Kaipara centres are responsive to and have strategies in place to adapt to unforeseen / unexpected events including issues relating to sea level rise, extreme weather events, changing market conditions, economic contraction and changes in demographic trends.

Celebration

Places and spaces are provided for community and cultural activation including activities such as community events, markets, and cultural and seasonal celebrations.

Treasured

The stories, unique elements and local identity are revealed, maintained and/or enhanced within the design and aesthetics of the townscape.











Chapter 2 | Regional Context

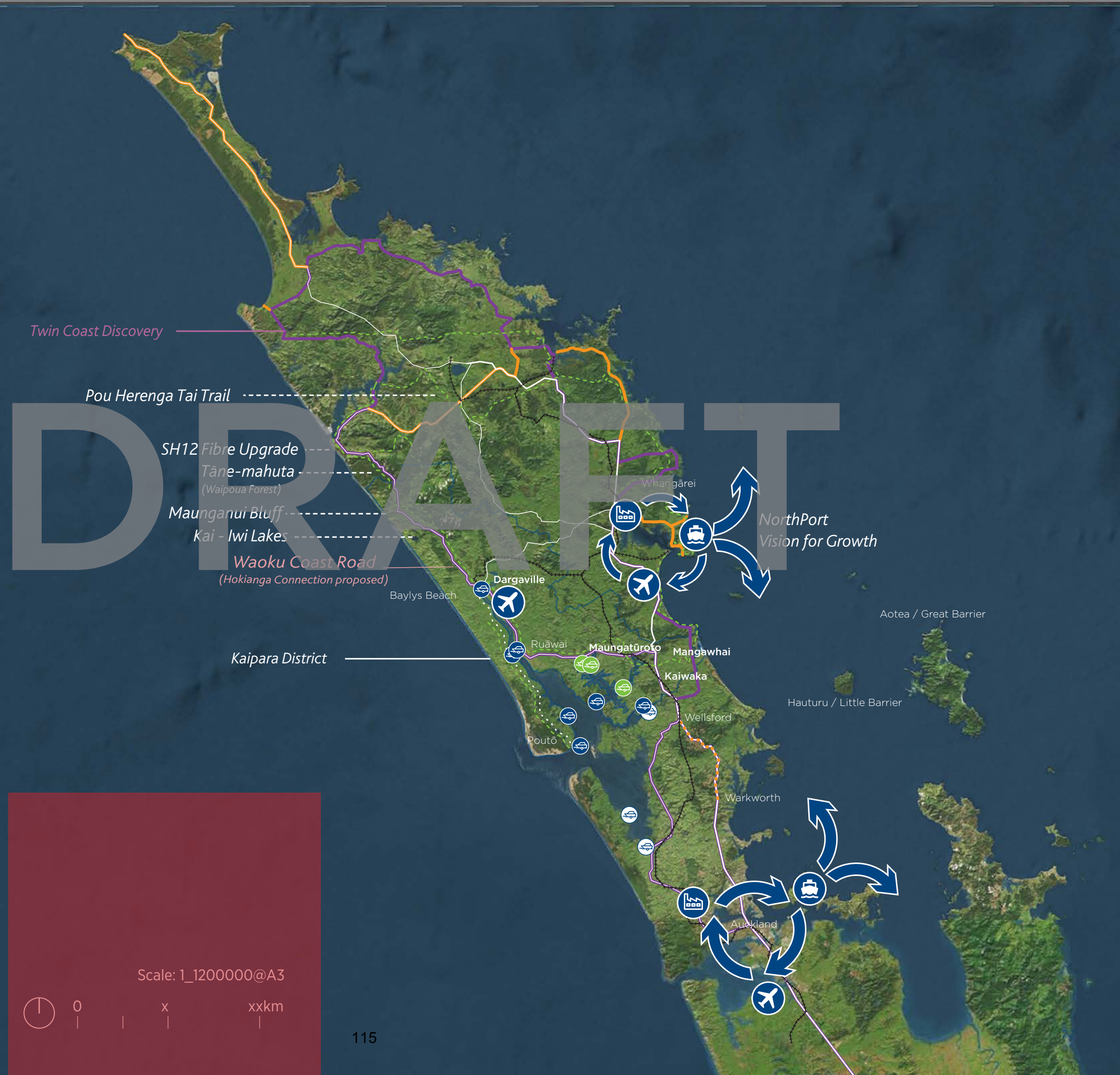
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| Regional Context

The Kaipara District sits between two large population centres, Whangārei as the largest of Northland's centres and Auckland, New Zealand's largest city. This map aims to show the significance of Auckland's economic base and the big and small projects that will influence the Kaipara District over the coming decades. The upgrades to the North Auckland Rail Line (\$94m), addition of a Marsden Industrial area spur train line and road upgrade and additional capacity roading upgrades to State Highway 1 will all make the transport connectivity that much more efficient and attractive. The think-big proposal to transfer some of Ports of Auckland freight activity to Northport is also an exciting proposition for Kaipara businesses, especially those that are export driven.

Legend

-  Kaipara District
-  Main Trunk Rail Line
-  Main Highway connections
-  Metal Poutō Road
-  Cycle Route
-  Twin Coast Discovery
-  Twin Coast Discovery Detours
-  Major Port
-  Airport
-  Industrial Centre



1 | Waka Kotahi - The New Zealand Transport Agency (NZTA)

The New Zealand Transport Agency (NZTA) is currently planning a new road alignment between Warkworth and Te Hana which will improve journey time to the Kaipara District from Auckland. Additionally, investigations are being developed surrounding a new State Highway 1 road alignment that will avoid travelling over the Brynderwyn Hills. Options presented to date include veering west at Brynderwyn and aligning close to Maungatūroto. Both of these roading projects could have major influence on population growth in Kaipara, especially in the southern section of the district.

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2 | Aggregate & Quarrying

Quarry Issues in the Kaipara Region

Minerals are an essential resource for people and communities to provide for their social and economic wellbeing. The extraction and processing of minerals promotes the purpose of the Resource Management Act (RMA) 1991. Relevant quarrying and mineral extraction planning regulations are to take into account the competing interests of quarry operators and affected landowners, further satisfying the requirements of section 32 – promoting the purpose of sustainable management in accordance with Part 2 of the RMA. Under the definitions of the National Planning Standards, quarrying falls under Primary Production.

Research shows the Northland region contains a wide variety of mineral commodities and currently produces high quality ceramic clays, limestone for cement and agriculture, and rock and sand aggregates. The following is a list of quarries within the Kaipara District:

- Maungaru Quarry, Dargaville
- Turiwiri Quarry, Dargaville
- Avoca Quarry, Kirikoponi
- Todd's Quarry, Arapohue
- Golden Gully, Tokatoka
- Bickers Quarry, Tokatoka
- Aranga Quarry, Aranga
- Maunganui Bluff - Kaihu - Mangatu Stream area
- Waima River, Donnelly's Crossing

Resource allocation of aggregate is a key issue of which the Kaipara District Council needs to consider when it comes to reviewing plans and processing resource consents. A balance between accessing aggregate and the effects of quarrying on the environment and any restrictions imposed on private property is to be maintained. Aggregate is a fixed and finite resource and there is a lack of knowledge on the location, scale and nature of aggregate resources along with the costs required in obtaining such information. Additionally, on-site and off-site environmental effects are generated through the blasting, excavation, crushing, screening, stockpiling and transport of aggregate.

In the prospect of establishing new quarries in the Kaipara District, it is important to identify and protect cultural sites, landscape, ecological network, types of land environments and significant natural areas of Kaipara. As such, the Council should consider adopting a planning regime of overlays to identify quarry areas to avoid environmental adverse effects and reverse sensitivity effects on quarry operations.

3 | The Department of Conservation (DOC)

1 | Conservation of land in the Kaipara Region

The Department of Conservation (DoC or The Department) was launched in 1987 as a public service to protect natural and historic heritage whilst providing recreational opportunities on land entrusted to its care under the Conservation Act 1987. The Department's current Strategic Direction aims to sharpen its focus on the broader social and economic context in addition to working towards its commitment to sustainability and the contribution it can make to New Zealand's international obligations on climate change. DoC is responsible for about one third of New Zealand's total land mass, that is 8 million hectares of native forests, tussock lands, alpine areas, wetlands, dune lands, estuaries, lakes and islands. Most of the major ecological areas that have been held for conservation purposes within the Kaipara District accounts for 20,000 hectares - representing 8% of the total land area in the District. Kaipara's Ecological District's uniqueness is home to two nationally important soil sites (Kaipara Soils at Kidd's Open Space covenant at Tatarariki, and unspecified soil types (aeolian sand, alluvium, and peat) at Poutō Point Wildlife Reserve) and three nationally important geological sites and landforms, these include: lignites and dune sands at Baylys Beach; the dammed dune lakes at Kai Iwi; and the extensive dune system at Poutō. Other significant natural features of the Kaipara District include:

- Kaipara Harbour and its estuaries at Poutō
- The dune lakes along the western coast, particularly in the north at Kai Iwi, west of Dargaville, and south at Poutō.
- Poutō dune system and its associated lakes and wetlands
- Two substantial remnants of old-growth forest, Tapu Bush and Pretty Bush, on sand dunes at Poutō.
- The large gumland-wetland complex at Maitahi.

Kaipara's Ecological District in particular is managed largely through collaboration between The Department, KDC, Northland Regional Council (NRC), iwi (tangata whenua), the community and interest groups. The Department works collaboratively with tangata whenua and the community to protect and manage priority ecosystems. The collaborative relationship allows distinctive harbour habitats, natural character and landscape values of Kaipara Harbour to be protected, and its coastal environment to be preserved. Collaborative efforts are also seen between the Department, tangata whenua and the community in identifying sites of special cultural, maritime and historic/archaeological interest such as the Pukekarehu Scenic Reserve - a cultural site of significance to Te Uri o Hau and Ngāti Whātua Ō Kaipara. This constructive working relationship creates new opportunities for the collaborative management of resources and issues within the harbour catchment. DOC also fosters conservation initiatives to enable sustainable business opportunities on public conservation land that contribute to the well-being and future growth of the community. The following DOC projects are present in the Kaipara Region:

- The West Coast North Island Marine Mammal Sanctuary which extends from Maunganui Bluff south and encompasses the Kaipara Harbour where the Nationally Critical Māui dolphins are sighted.
- Hector's and Maui's Dolphin Threat Management Plan which restricts commercial and recreational set-net and commercial trawl fishing off the west coast of the North Island.
- Living Water partnership - A partnership between DOC and Fonterra which focuses on identifying solutions that will enable farming, freshwater and healthy ecosystems to thrive side-by-side. It supports local iwi, scientists, councils, farmers and communities to work together to find ways to reduce contamination and improve the health of their waterways.

A2.3.2 Conservation Management Strategy 2014-2024

Conservation Management Strategies (CMSs) and Plans are tools which the Department uses to achieve integrated conservation management on land and water. Strategies are regionally focused and are effective for 10 years.

The CMS identifies ten Places in Northland for the purposes of integrated conservation management (Conservation General Policy 2005), requiring particular management direction, of which their boundaries have been determined by an assessment of communities of interest and iwi rohe, conservation values and issues, and management priorities. Three of these Places (Northern Kauri Coast Place, Poutō - Kaipara Place, and Mangakahia-Tutamoe-Tangihua Place) encompass land within the Kaipara District. These Places are sites on public conservation land where conservation work will most effectively contribute to protecting the full range of ecosystems nationally, including the threatened and at-risk species that are found within these ecosystems.

As outlined in Part 2 of the Conservation Management Strategy 2014-2024 (Volume 1), the Department of Conservation has great interest in the Places of Kaipara Harbour and Poutō Peninsula. Particularly Kaipara Harbour for being of national and international ornithologically significance, a place internationally important for the world's smallest and rarest marine dolphin; and a major roosting and breeding area for coastal and estuarine wading birds. Poutō Peninsula has been identified for having outstanding large mosaics of active mobile dunes, consolidated dunes, sand flats, impounded wetlands and dune lakes, alongside patches of coastal scrub and forest.

A2.3.3 Recreation & Tourism in the Kaipara Region on DOC land

The Department plays a key role in steering the recreation and tourism concessions, making important contributions to the regional economy by providing transport routes to and from visitor destinations managed by the Department. The ecological makeup of the Kaipara District comprises significant areas of indigenous forest, shrubland, wetlands, dune lakes and dune lands - areas which are home to a diverse range of plants and animals. The following destinations have been recognised as having new business opportunities in Kaipara:

- Troughon to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park).
- Kaipara Harbour.
- Poutō Lakes.
- New and expanded campgrounds, including freedom camping opportunities.
- Marine recreational park, marine protection on the Tutukaka coast, and other initiatives such as in the Bay of Islands and Kaipara Harbour.

While growth is ongoing in tourism activities within the Kaipara District, the focus is to plan for ways we can manage the added pressures on areas of ecological values through both international and domestic tourism. Upon consultation with DoC, the Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations, is recognised as a valuable planning tool and that future planning is critical to all communities in and around Kaipara. It allows the council to consider the impacts of increasing growth and tourism and the adverse effects on the environment and DoC owned land alike. Key programmes which have been planned in response to the infrastructure challenges and external trends affecting the Kaipara District, such as the Auckland to Northland corridor and the Ancient Kauri Coast, will play a major role in increasing tourism. This requires the development of a Tourism Strategy or Destination Management Plan that drives collaboration in conservation of significant sites that may be vulnerable to tourism activities.

Chapter 3 | Planning Context

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1 | Planning Context

Kaipara District’s situation between Auckland and Whangārei, along with its spanning across both west and east coasts, places it in an economically and environmentally strong position to grow and support its communities. In order to promote sustainable growth for the Kaipara District, consistency with national and regional policy documents is fundamental. This facilitates an appropriate planning framework to strike an appropriate balance between growth potential, economic development opportunities, and protection of natural and cultural values. Once adopted, the district-wide spatial plan can be considered when deciding on a resource consent application as providing strategic direction as an ‘other document’ under s104 of the Resource Management Act 1991 (RMA).

This is particularly useful in a transitional period between now, when the spatial plan is confirmed and sets out the future direction for these centres, and when the new planning rules, policies and zones are introduced to the new Kaipara District Plan. In doing so, the outcomes identified in this spatial plan could be enabled concurrently with the promulgation of the new Kaipara District Plan.

| National Directions

National Policy Statements (NPS) are set by the New Zealand central government to provide direction to local government and decision-makers regarding matters of national significance which align in meeting the purpose of the RMA. Local authorities must amend their district plans if an NPS directs so. In producing this spatial plan, extensive consideration was given to the outcomes and objectives of the relevant NPS’s, including in particular:

- ***The New Zealand Coastal Policy Statement 2010***
- ***National Policy Statement for Freshwater Management 2014 (amended 2017)***
- ***National Policy Statement on Urban Development 2020 (replaced by NPS on Urban Development Capacity 2016)***

Furthermore, the spatial plan Spatial Plan has been prepared having regards to proposed NPS’s, including in particular:

- ***Proposed National Policy Statement on Indigenous Biodiversity***
- ***Proposed National Policy Statement for Highly Productive Land***

The interaction between the three operative and two proposed National Policy Statements will be of interest, in particular the balance to be struck between growth potential, infrastructure provisions efficiencies at regional and district-wide levels, economic development opportunities for rural production economic based districts such as the Kaipara, and protection of natural values.

| Regional Directions

As a regional authority, Northland Regional Council must amend its Regional Policy Statement (RPS) and Regional Plans (air, land, water and coastal plan provisions) to deliver the outcomes prescribed in the various NPS’s.

The Northland Regional Policy Statement (NRPS) identifies those areas of regional significance which must be protected - including ecologically significant areas, sensitive riparian margins and rivers, as well as coastal and rural landscapes. Similarly, the RPS identifies that Northland suffers from poor urban design outcomes. As such, future development of communities in the Kaipara District needs to be enabled through good design. This includes planning for ‘walkable communities’ and ‘complete communities’ principles, resulting in the right balance of local services versus access to these services further afield such as the relationship of the more isolated villages with the nearest key urban centre - Dargaville, Maungatūroto, Kaiwaka or Mangawhai.

The following policies have directed this spatial plan in relation to where development could occur (and subject to further investigation):

- **Policy 5.1.1** Planned and Coordinated Development where subdivision, use and development should be located, designed and built in a planned and coordinated manner which is:
 - Guided by the Regional Form and Development & Regional Urban Design Guidelines,
 - Recognises and addresses cumulative and long term effects,
 - Integrated with development, funding, implementation and operation of transport and infrastructure,
 - Not resulting in incompatible land uses and reverse sensitivity,
 - Not resulting in loss of soil-based primary production on land with highly versatile soils,
 - Maintaining or enhancing sense of place and character of the surrounding environment,
 - Serviced by necessary infrastructure.
- **Policy 5.1.2** Development in the coastal environment which enables people and communities to provide for their wellbeing, where development:
 - Consolidates urban development and avoids sprawling or sporadic patterns of development,
 - Ensures sufficient coastal setbacks to maintain and enhance public access, open space and amenity values and to allow

- for the natural functioning of coastal processes and ecosystems,
- Takes into account the value of immediate land and established activities,
- Ensure adequate infrastructure services are provided to the development,
- And, avoids adverse effects on access to, use and enjoyment of surf breaks of national significance for surfing.
- **Policy 5.1.3** Avoiding the adverse effects of new use(s) and development, including reverse sensitivity effects of new subdivision, use and development (particularly residential) on:
 - Primary production activities,
 - Commercial and industrial activities,
 - Operation, maintenance and upgrading or existing or planned regionally significant infrastructure,
 - And, the use and development of regionally significant mineral resources.

The future development of those settlements outlined in Part B of this spatial plan require further investigation in terms of giving effect to the objectives and policies of the NRPS. However, the general principles and direction of the NRPS has been considered throughout the formulation of this spatial plan. In particular, the zoning suggested for the settlements is proposed on the basis that future use, subdivision and development is appropriately located to:

- Avoid the loss of land for soil-based primary production to industrial and commercial activity,
- Avoid incompatible land uses which result in reverse sensitivity at the interface of residential and commercial/industrial land,
- Create walkable local centres for the settlements to enhance sense of place, and provide for residential intensification where relevant for each community while avoid dispersed and sporadic development..

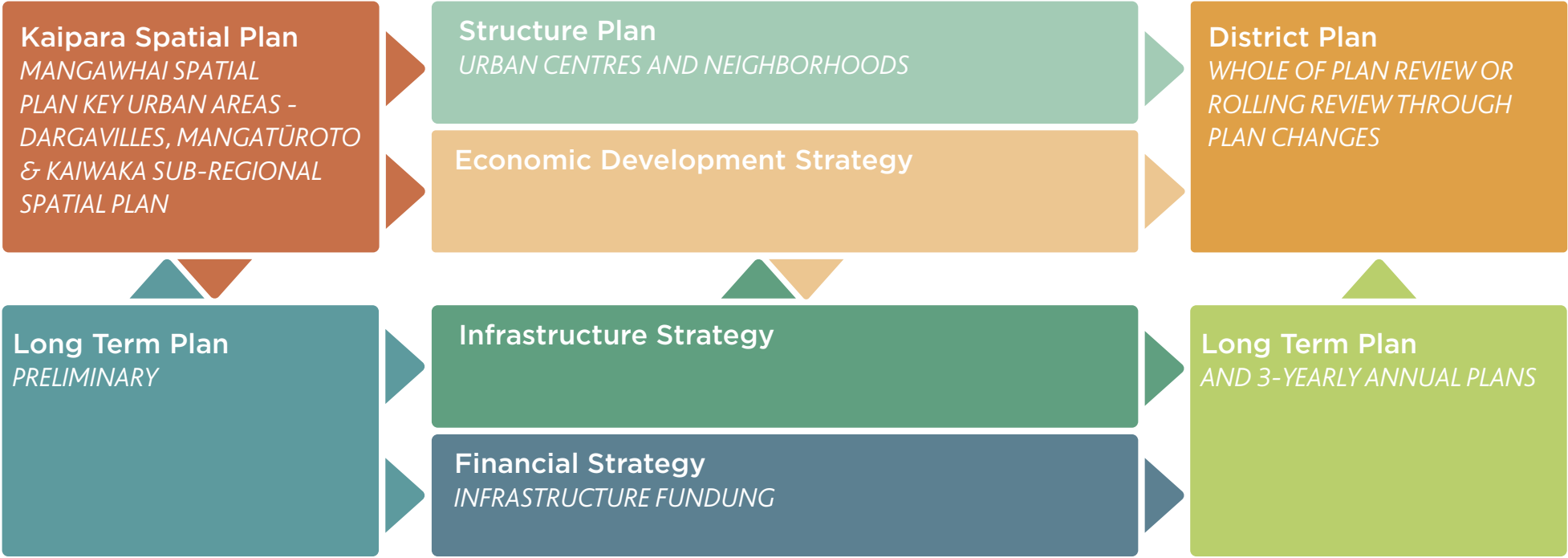
Furthermore, future infrastructure requirements to accommodate the development needs to be investigated to allow the neighbourhoods to be adequately serviced over the next 30 years and is detailed under each settlement listed in Part B.

3 | District Directions

As a local authority, the KDC is legally required to update its own policy documents and district plans to give effect to the NPS. This is achieved through the district plan review and additional by-laws the council deems relevant to fulfill its obligations to the higher order regional and national policy documents. Further - decision makers on plans, policy statements, resource consents and other matters must consider the NPS as part of their process.

This diagram shows all the inputs and outputs for this spatial plan including what documents it will influence in the future or function alongside with.

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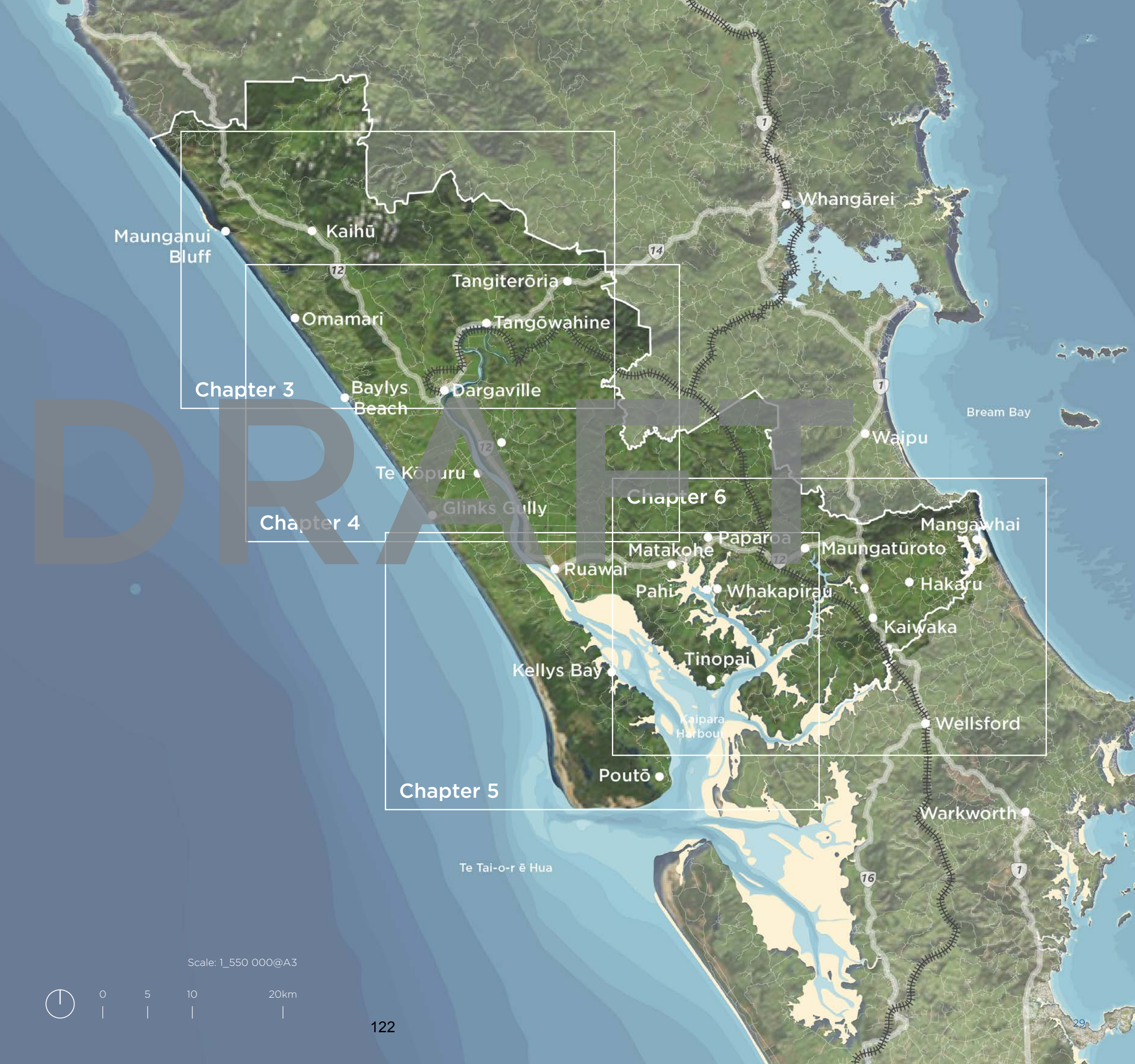


1 | Planning Context

This map displays how the district has been divided into four community districts. The divisions have been made based on the relative location of the villages and settlements to each other and also their relationship to adjacent key urban areas or landscape features. Each area is presented at a scale where the villages, settlements and landscapes that have been involved in this spatial plan are discernable and the research undertaken simply navigated.

Legend

- Centre
- Kaipara District Border
- Main Trunk Rail Line
- Main Highway connections



3.1 | Rural Land Use

Legend



LUC

North Kaipara Agricultural Delta

- 1_Highly suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with minimal physical limitations for arable use. (None in the Kaipara District Area)
- 2_Suitable for many cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with slight physical limitations for arable use.
- 3_Suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with moderate physical limitations to arable use.

Forestry and pastoral farming activities in the district

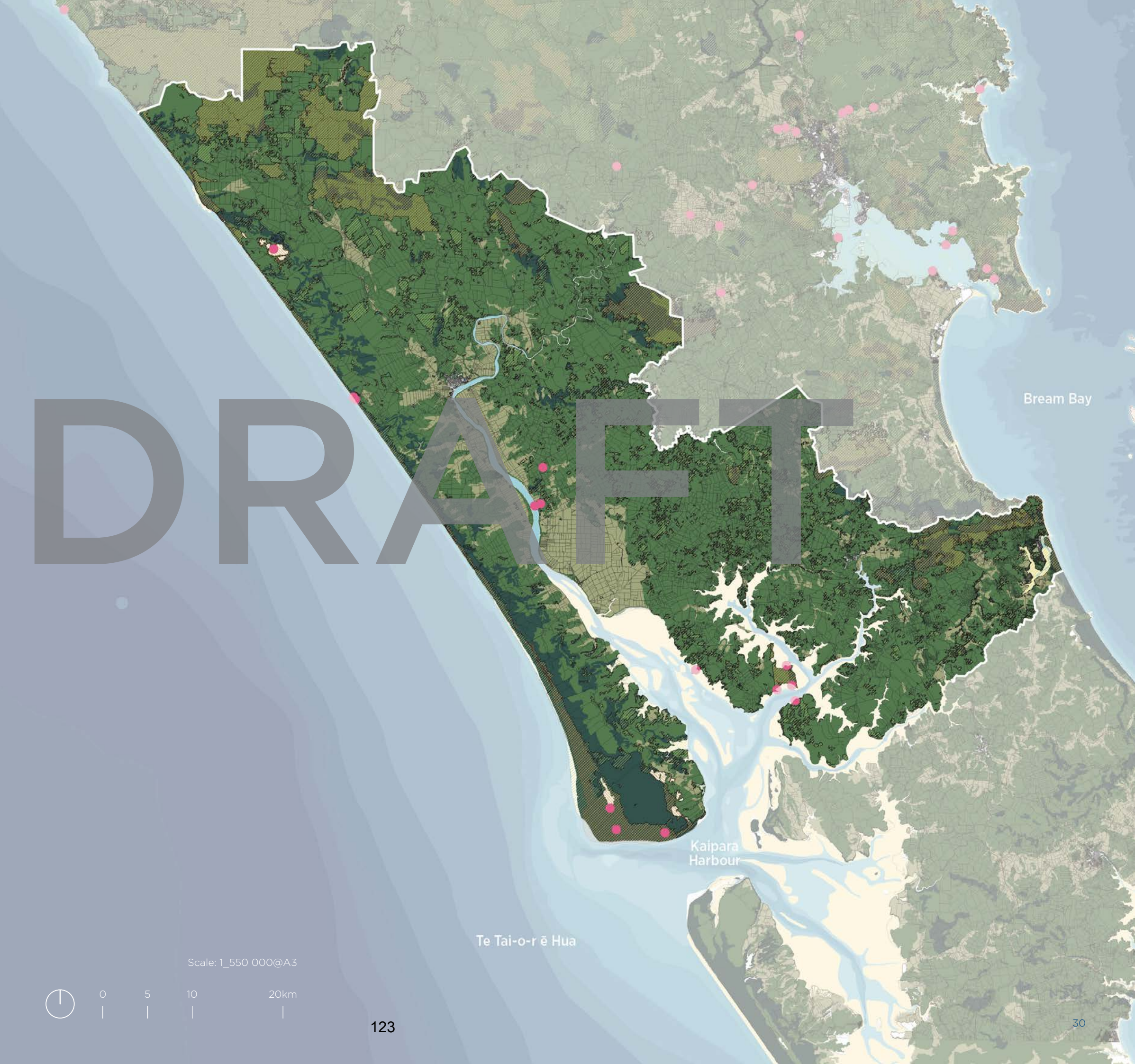
- 4_Suitable for pasture, tree crops, production forestry or for occasional cropping with severe physical limitations to arable use.
- 5_Unsuitable for arable cropping but only negligible to slight limitations to pasture, vineyards, tree crop or production forestry use.
- 6_Suitable for pasture, tree crops or forestry and in some case vineyard, bu unsuitable for arable use.

Secondary Ecological Network

- 7_Suitable for pastoral grazing, tree crop or production forestry use and some cases vineyards and berry fields.

Primary Ecological Network

- 8_Land unsuitable for grazing or production forestry, and is best managed for catchment protection and/ or conservation or biodiversity



3.1 | Rural Land Use

Identifying, promoting and preserving a strategically planned green infrastructure network can provide ecological, economic and social benefits. It has also become a priority for the planning and decision-making processes in sectors such as conservation, (land) resource efficiency, agriculture, forestry and urban development.

The Land Use Capability (LUC) classification is a system of arranging different kinds of land according to its capacity to support long-term sustained production after taking into account the physical limitations of the land.

Lower number classes are generally suitable for a larger range of land uses, such as cropping and horticulture, as well as pastoral or forestry. The higher the number, the more limitation there is to use. Class 8 land is generally unsuitable for production, while classes 6 and 7 are generally suitable (to a greater or lesser degree) for pastoral or forestry uses.

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3.2 | Ecological Network

Legend

- Land Use Capability 1, 2 & 3
- Significant Natural Area
- Primary Potential Ecological Network
- Secondary Potential Ecological Network
- Kaipara District Border

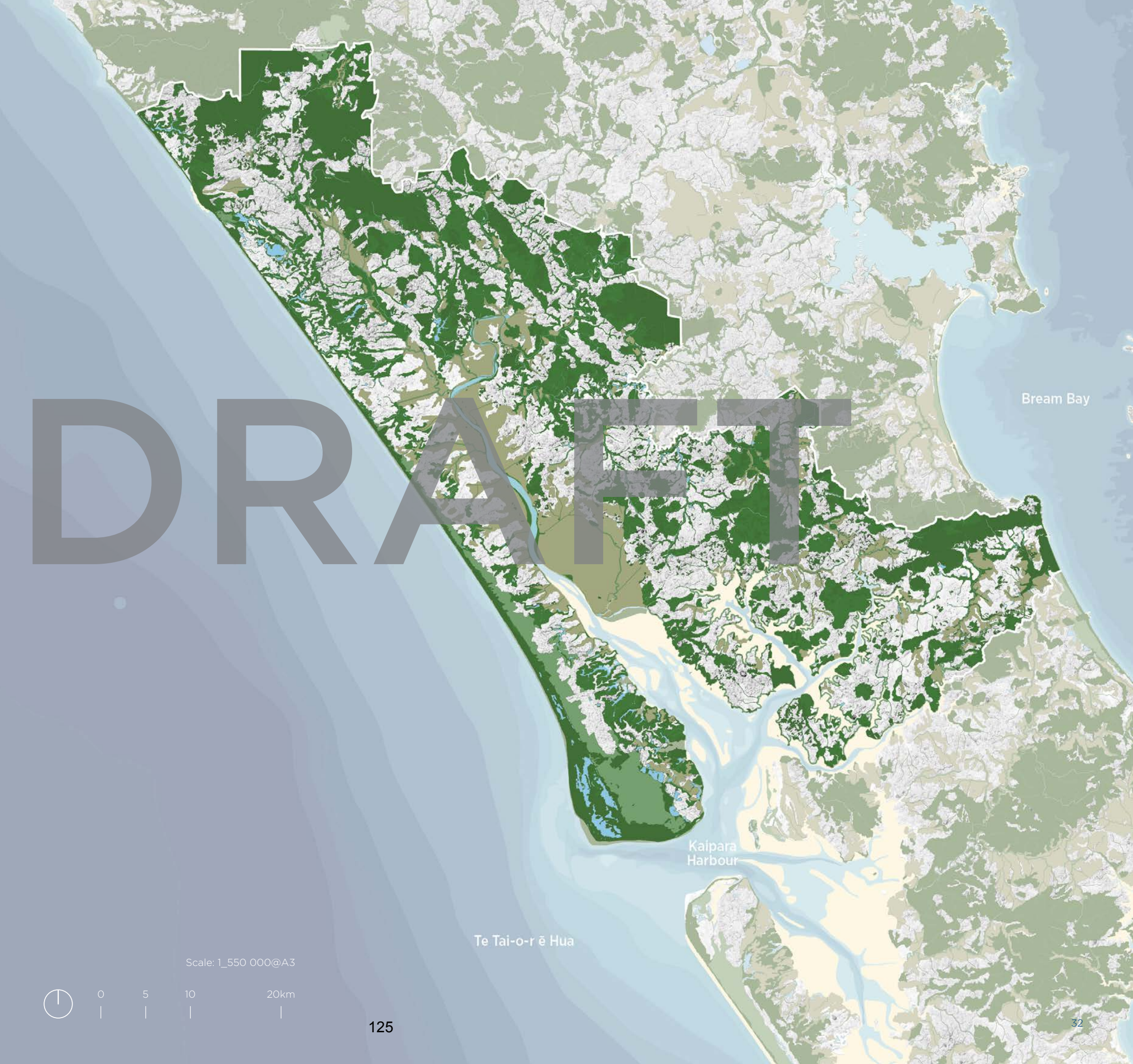
Source; LINZ, Māori Land Online, NRC Gis, Northland Regional Council, MFE, IRIS, MFE Landcare Research

The Primary Ecological Network set is based on following Layers

- SLOPE CLASS
- E_ Moderately steep, 21-25°
 - F_ Steep, 26-35°
 - G_ Very steep, >35°
- RAPARIAN ZONE
- 20 Meter offset from river
 - 10 Meter offset from river
- COASTAL FLOOD HAZARD
- Current flood level
 - 50 years flood level
 - 1-00 years flood level
- LUC
- 8_Land unsuitable for grazing or production forestry, and is best managed for catchment protection and/ or conservation or biodiversity

The Secondary Ecological Network set is based on following Layers

- RAPARIAN ZONE
- 50 Meter offset from coast and water bodies
- LUC
- 7_Suitable for pastoral grazing, tree crop or production forestry use and some cases vineyards and berry fields.



3.2 | Ecological Network

An ecological / green infrastructure network that protects and maintains existing healthy ecosystems and restores historic environmental degradation in order to secure the long-term viability of Kaipara District indigenous ecosystems, ecological function and a healthy natural environment are maintained in perpetuity. A regenerative ecological /green infrastructure network will require approximately 20% of the land area of the district.

The network would be composed of indigenous and exotic species and incorporate the key landscape processes and characteristics including wetlands and waterways, flood plains, erosion prone slopes, existing areas of indigenous ecosystems and areas of land with a land use capability rating of 7 and 8.

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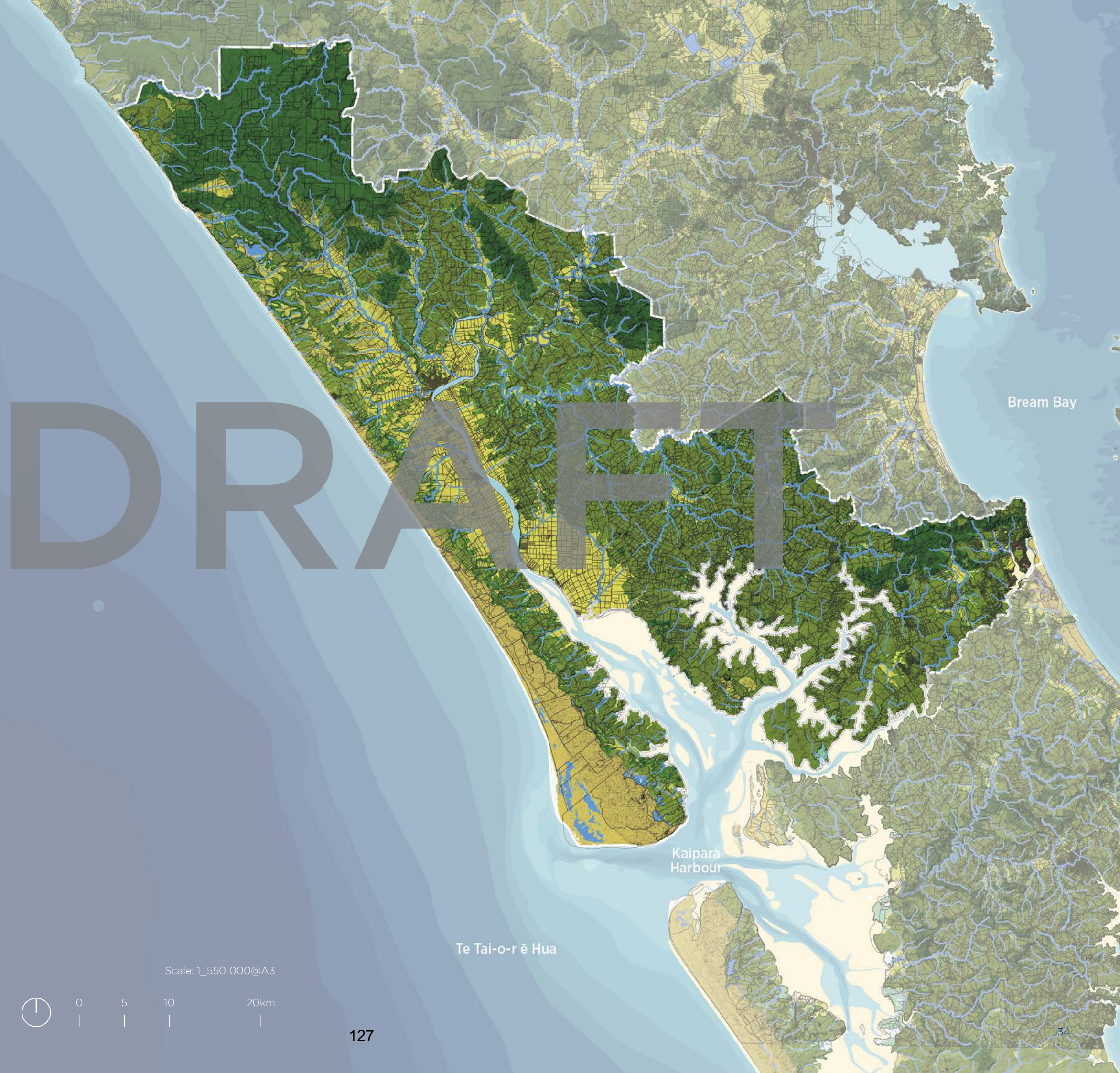
3.3 | Land Environments of Kaipara

Land Environments of New Zealand (LENZ) is an environmental classification developed by the Ministry for the Environment and Landcare Research. The classification identifies climatic and land factors and processes and groups them together to identify landscapes that have similar environmental conditions. In doing so, the classification identifies areas with similar potential ecosystem and landscape character that can be used to underpin a range of conservation and resource management issues, including factors that constrain human land uses such as agriculture, horticulture, and forestry.

Legend

- D1 - once extensive Kahikatea forests
- A5 - Once extensive Kahikatea forests
- A6 - Species of Kauri
- A7 - Young stages vegetation
- G1 - Pine forest and improved pastures

Source: LINZ, Maori Land Online, NRC Gis



3.3 | Land Environments of Kaipara

A Landscape Management Zone (LMZ) is an area of a site or landscape with similar natural processes and common features and characteristics such as climate, landform, soils, water and vegetation. Because each LMZ has its own characteristics, it has its own constraints and opportunities which lend themselves to different approaches to design, management and maintenance. Organising a site and clustering functions into LMZs that reflect the underlying environmental patterns, helps to organise a site into areas requiring similar types and amounts of management and maintenance. Observing a site and synthesizing the observations and insights with the requirements of the brief to establish LMZ is the first step in creating a property design for a regenerative landscape.

Kaipara District is composed of five Land Environments. The classifications found in Kaipara consist of:

- **Environment A** - Consisting of extensive lowlands generally found in the northern North Island.
- **Environment D** - Encompasses hill country of low-to-moderate elevation in the central and northern regions of the North Island. Environment D1 consists of hills in Northland a warm climate, with high annual and winter solar radiation, low monthly water balance ratios and slight annual rainfall deficits. However, year-to- year variation rainfall results in occasional dry years. The landform is hilly with moderate to steep slopes. Soil parent materials are variable, with older volcanic rocks and greywacke widespread in the north, including on the Coromandel Peninsula while mixtures of greywacke and Tertiary rocks. Soils are generally moderately drained and of low to moderate natural fertility. Environment D1 includes most of the remaining Kauri stands. Other common species include rimu, mountain totara, tawa, taraire, towai, quintinia, tawari, toro, melicytus macrophyllus, alseuosmia macrophylla, dracophyllum latifolium, brachyglottis kirkii, nikau, lianes including the ferns lygodium articulatum and blechnum filiforme, and epiphytes including collospermum hastatum, pittosporum cornifolium and puka. Tanekaha and local hard beech grow on ridges, and silver pine occur in wet depressions. On lower slopes and clay up-lands, Kauri is sparse, with higher fertility being indicated by trees such as kohekohe, puriri, pukatea and kahikatea.
- **Environment G** - Consists of recent soils in the lowlands of the northern two-thirds of the North Island and is dominated by two contrasting landforms. The first consists of narrow alluvial floodplains along rivers and larger streams and the second includes coastal sand dunes that are most extensive along the west coast of the northern North Island. Environment G1 consists of coastal sand dunes with a warm climate with very high annual and winter solar radiation. Average water deficits are low and vapour pressure deficits are moderate, but the low monthly water balance ratio results in droughts in years with below-average rainfall, particularly in the east. The terrain is generally flat to gently sloping. Soils are typically well drained but of low to moderate fertility. Within G1 some mobile dunes still have a patchy cover of spinifex, pingao and other native sand plants, while on others marram has become dominant. On stable sand behind the active dunes, native tauhinu, northern toetoe, muehlenbeckia complexa and bracken compete with introduced kikuyu, buffalo and pampas grasses, blackberry and other introduced plants. Today pine forest and improved pastures have been established on most of this landscape.
- **Environment A5** is widespread and consists of flat sites at low elevation. It once supported extensive Kahikatea forests. On wet ground, pukatea was also common, swamp maire was a characteristic smaller tree and kiekie, suppejack and gahnia xanthocarpa formed impenetrable understoreys. On drier ground matai was co-dominant, and small-leaved trees and shrubs such as milk tree, rohutu and, near Kaitaia, the rare Pittosporum obcordatum were in lower storeys.
- **Environment A6 and A7** have the highest mean elevations of the environments in A, consisting of rolling hills down and gently sloping land at low-to-mid elevation. Both A6 and A7 have warm temperatures, very high solar radiation and low annual water deficits. Minimum winter temperatures are also high, with frosts occurring only infrequently. Although annual water deficits are low, the low monthly water balance ratio makes this environment susceptible to drought in years with lower than average rainfall. Landforms are generally flat to gently rolling, with parent materials that include deeply weathered sandstone and greywacke, older volcanic tephra, alluvium from various sources, peat and older basaltic rocks. Sandstone is the most widespread soil parent material closely followed by greywacke – both are deeply weathered. Area A6 has imperfectly drained soils of very low fertility from sandstone, mudstone and some greywacke. Area A7 has well-drained soils of high fertility from basalt. In Environment A6, Kauri and its associated species grew on infertile soils on hill crests and upper slopes. Mid-slopes supported rimu, miro, totara, northern rata, tawa taraire, kohekohe and nikau. These graded to dominance by kahikatea, matai, puriri, and pukatea on deeper soils on the lower valley floors. Pōhutukawa establishing on steep coastal slopes eventually formed an overstorey to smaller trees including mangeao, taraire and the strictly coastal whau, houpara, parapara, tawapou and karo. Much of Environment A7 is in young stages of vegetation development, including still active dunes where native pingao and spinifex have been largely displaced by marram, lapilli and lava that are initially colonised Pōhutukawa, eventually joined by mangeao, mahoe, puriri and titoki. On the more mature soils, forests graded from totara and matai dominance on well-drained sites to kahikatea on low ground.

Chapter 4 | Functions and Services of Kaipara Settlements

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Chapter 4 | Functions and Services of Kaipara Settlements

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3 | Function & Services of Kaipara Settlements

This map shows the settlements and villages within the Kaipara District and their relationship with each other and to centres outside the district boundary. The district has large expanses of rural landscape and only a few key urban areas. The pattern of settlement has historically developed around the harbour and along the State Highway network. The densest cluster of settlements are around the Kaipara Harbour area of the district, this reflects their accessibility to road, rail and water transport. Growth and development in these southern settlements has also been influenced by their proximity to Auckland and the roading improvements that have or are being made between Auckland, Kaipara and more widely Northland, making commuting a more viable option for residents. Currently the fastest growing settlement in Kaipara is Mangawhai, located on the east coast.

Legend

-  Regional Centre
-  Key Urban Centre
-  Service Town
-  Local Village
-  Rural Hinterland and Coastal Settlement
-  Rail line
-  State Highway



3 | Function & Services of Settlements

This district-wide spatial plan provides an opportunity to ensure the variety of settlements in the Kaipara District have the facilities, services and resources for its residents to have healthy and affordable lifestyles to keep connected locally and nationally (physically, socially, spiritually, or virtually) to each other, to work and to enjoy the environment. In order to facilitate this opportunity the function and purpose of the existing settlements needs to be identified and their roles described.

Depending on what type of settlement, village, town or urban centres, the services provided will be different and some of these services and functions will be interconnected between settlements, villages and towns that are nearby each other.

Categorising towns and villages according to their function and type of services they provide is a useful tool to understand the role of these communities in a local context and help to identify elements and areas that may benefit or be equipped to manage future growth.

These categories are as follows;

Key Urban Centres_

Towns that service nearly all of the needs of residents and businesses over large parts of the district, including areas outside the local authority boundary. This is where you find local services such as banks, council facilities, medical services, and the primary place for employment (other than rural activities). For Kaipara, these centres are Mangawhai, Dargaville, Maungātūroto, and Kaiwaka. The Key Urban Areas Spatial Plan has been developed in conjunction with this district-wide spatial plan to inform the District Plan review. It provides direction for future development in Dargaville, Maungātūroto, and Kaiwaka.

Service Towns_

Towns that service most of the needs of residents and businesses within medium-sized parts of the district. They are usually located in-between the key urban centres or in areas where they service cross-regional communities. This is where schools and, to a lesser extent than in the Key Urban Centres, medical services and wider range of retail shops are available to residents and the surrounding rural-based population. These are usually set up with full service of infrastructure - wastewater, water supply, and access to public transport between other towns or centres. Service Towns usually have a majority of 'usual resident population', which helps sustain a community feeling throughout the year.

Local Villages_

Larger-scale rural and coastal settlements that service some of the needs of residents and a few businesses in small parts of the district, including residents in the Rural Hinterland and more remote Coastal Settlements. They are usually located within a reasonable driving distance of a key urban centre or a service town, and may or may not have better provision of infrastructure than Rural and Coastal Settlements such as reticulated wastewater and water infrastructure. The local market, in many instances seasonal markets, is a popular destination on the weekends for residents and visitors.

Rural and Coastal Settlements_

Places that service only the basic needs of residents living in the most remote places, people who are completely isolated, or in very small groups, these are generally within driving distance from key urban centres or service towns. Generally, there is limited, if any, offer of public transport to these settlements. Therefore, residents rely on private or shared vehicles to meet their transportation needs. Like the Local Villages, the population of these settlements can be more transient, meaning the usual population numbers are fairly low in comparison to seasonal population numbers over the holiday periods.

3 | Function & Services of Settlements DRAFT/WORK IN PROGRESS

KEY

Yes

No

Limited

Proposed New

Proposed Upgrade Existing

Settlement			Hard Infrastructure									Soft Infrastructure									
	Population	# Occupied Dwell-ings	Water Reticulation	Waste Water	Stormwater Reticulation	Broadband	Mobile Coverage	Roads Sealed	Footpath	StreetLights	RailLine	Schools (P)primary (S)secondary	Access to Tertiary Education	Reserves	Playground	Sports Facilities	Church	Businesses	Community Centre	Public Transport	
🏢 Key Urban Centres																					
Dargaville	4,794	1,818	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	PS	🟢	🟢	🟢	🟢	🟢	20+	🟢	🟢	
Maungatūroto	1,269	282	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	PS	🟡	🟢	🟢	🟢	🟢	10+	🟢	🟢	
Kaiwaka	2,139	213	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	P	🟡	🟢	•	🟢	🟢	10+	🟢	🟢	
Mangawhai	936	570	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	P	🟡	🟢	🟢	🟢	🟢	20+	🟢	🟡	
🏠🚚 Service Towns																					
Paparoa	396	156	🟡	🟡	🟡	🟢	🟡	🟢	🟢	🟢	🟡	P	🟡	🟢	🟢	🟢	🟢	3+	🟡	🟢	
Ruāwai	432	186	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟡	PS	🟡	🟢	🟡	🟢	🟢	20+	🟢	🟢	
Te Kōpuru	465	192	🟡	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	P	🟡	🟢	🟢	🟢	🟢	2	🟢	🟡	
Kaihū	183	81	🟡	🟡	🟡	🟢	🟢	🟢	🟡	🟡	🟡	P	🟡	🟡	🟡	🟢	🟢	2	🟡	🟡	
🏠👨👩👧👦 Local Villages																					
Matakohe	66	27	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡	🟡	P	🟡	🟢	🟡	🟢	🟢	2	🟢	🟡	
Baylys Beach	279	129	🟢	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟡		🟡	🟢	🟡	🟢	🟡	2	🟢	🟡	
Pahi	180	90	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟡		🟡	🟢	🟢	🟡	🟡	1-5	🟡	🟡	
Tinopai	174	78	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟢	🟡	P	🟡	🟢	🟢	🟡	🟡	1	🟢	🟡	
Whakapirau	57	24	🟡	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟢	0	🟢	🟡	
🏠 Rural Hinterland & Coastal Settlements																					
Kellys Bay	66	24	🟡	🟢	🟡	🟢	🟢	🟡	🟡	🟡	🟡		🟡	🟢	🟢	🟡	🟡	0	🟢	🟡	
Poutō Point	78	30	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡	🟡		🟡	🟡	🟡	🟡	🟡	0	🟡	🟡	
Glinks Gully	72	Unknown	🟢	🟢	🟡	🟢	🟡	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟡	0	🟡	🟡	
Tangiteroria	141	69	🟡	🟡	🟡	🟢	🟡	🟢	🟡	🟡	🟡	P	🟡	🟡	🟡	🟡	🟡	0	🟡	🟡	
Tangowahine	129	54	🟡	🟡	🟡	🟢	🟡	🟡	🟡	🟡	🟢	P	🟡	🟡	🟡	🟡	🟡	1	🟡	🟡	
Hakaru	Unknown	Unknown	🟡	🟡	🟡	🟡	🟢	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟢	🟢	0	🟢	🟡	
Maunganui Bluff	18	12	🟡	🟡	🟡	🟡	🟢	•	•	🟡	🟡		🟡	🟢	🟡	🟡	🟡	0	•	🟡	
Omamari	Unknown	Unknown	🟡	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡		🟡	•	🟡	🟡	🟡	0	🟡	🟡	

Chapter 5 | Economic, Social & Cultural Context

DRAFT

1 | Economic Context

In comparison with nearby districts (Whangarei, Northland), or indeed, with the country at large, Kaipara's economy is missing out. Its potential is constrained by geographic isolation and underinvestment. To demonstrate, Kaipara accounted for almost 10% of Northland's GDP in 2018 - Whangarei District contributed 61%, and the Far North District contributed the remaining 29%.

There has been some employment growth in Kaipara, focused mainly within its urbanised areas, with pockets of growth in rural areas. Rural growth is associated with shifts in agricultural activity and development of new land-based farming activity. The catchments with the biggest change in employment were:

- **Kaipara Coastal 170,**
- **Ruāwai-Matakohe 130,**
- **Mangawhai Rural 360,**
- **Dargaville 390, and**
- **Mangawhai 390.**

Tourism is an untapped opportunity for Kaipara. While there has been growth in the tourism industry, there is still plenty of room to grow. Many of Kaipara's coastal settlements have basic wharf, jetty and boat launching facilities which provide primary recreational access points to the harbour. However, a prominent constraint for these facilities are the nature of the harbour itself - the relatively shallow depth of most of the harbour, as well as its strong tidal flows, present the key physical constraints for recreational activity upon the harbour. During lower tidal

periods, access to open water is inhibited due to the prominence of mudflats and mangroves.

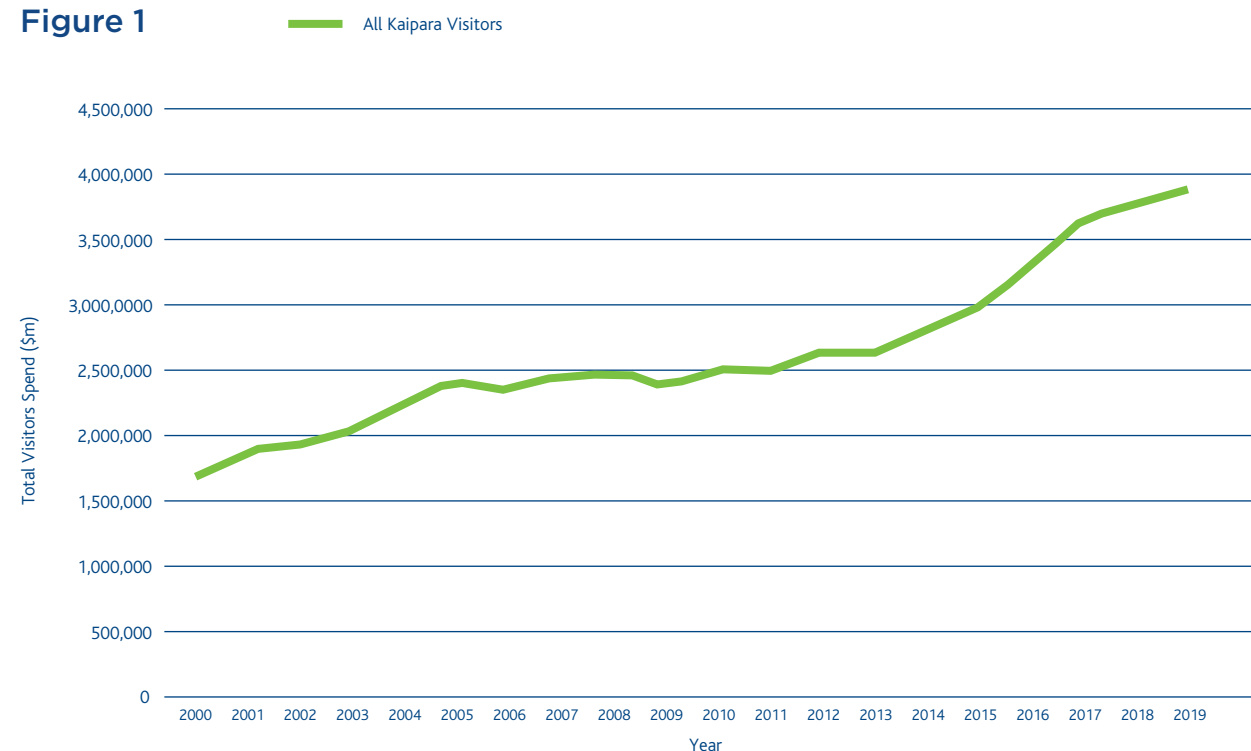
Furthermore, sea conditions can become hazardous in deeper waters. This combination of factors may explain the limited tourism ventures which make use of the harbour. Currently, there are only a handful of fishing charter operations, and few commercial cruise services as well. Generally speaking, activities relating to yachting and kayaking are uncommon, given the exposed tidal mudflats and strong tidal flows. There is potential to facilitate small kayak or boat trips between Kaipara's coastal / harbourside settlements along with on-shore experiences (e.g. historic sites, marae and other attractions such as Matakohe's Kauri Museum).

The Kaipara Missing Link is a section of the New Zealand Cycle Trail, which travels south from Dargaville through the Poutō Peninsula, where a boat ferries cyclists from Poutō Point to Parakai. Cycling presents a growth area - more route initiatives are currently being developed, while more are also anticipated around the district.

Overseas visitation also presents an opportunity for Kaipara. *Figure 1 below* shows the consistent increase in visitor arrivals to New Zealand over the past few years. These figures are important when considering that Auckland Airport is New Zealand's main tourism entry point. Albeit affected currently due to the Covid-19 global pandemic, in time international tourism is expected to grow again. On the meantime - Kaipara can build on the domestic tourism continuing to attract an increasing number of New Zealanders to play, visit and stay a while in the district.

For example, 60% of the Kauri Museum's clientele in Matakohe are from foreign visitors (pre-COVID-19). However, the increase in New Zealand visitor numbers has not yet translated into higher holiday / vacation numbers in Kaipara. While Northland as a whole has seen an overall increase in local area visits of 21%, Kaipara has declined 7% over the last five years. Overall, visitor growth in New Zealand is therefore not being reflected in visits to Kaipara. However this is expected to continue to change over the next 2-3 years with higher visitor numbers reported by local businesses over the winter school holidays unaffected by Alert Level restrictions.

Figure 1



Source: Statistics New Zealand - Visitor Arrival Statistics (YE June)

1 | Economic Context

Figure 2 below shows that capture of the foreign market has been largely unsuccessful, while showing that the domestic market is an important contributor to tourism in Kaipara.

- Of all overnight visitors to Northland, only 16% included overnight visits to Kaipara District. This was only 8% for International overnight visitors (17% for Domestic). So International visitors were considerably less likely to visit Kaipara, as is also reflected below.
- Of all overnight visitors to Kaipara only 9% were International (and 91% Domestic).
- Of all overnight visitors to Northland 17% were International (and 83% Domestic).

The limited range of tourism opportunities in Kaipara is driven by a combination of the following factors:

- The physical setting of the harbour, which is large and shallow, with turbulent tide patterns. It also has large tidal arms and tributaries.
- Surrounding terrestrial landscapes and land- uses are dominated by rural primary production.
- Many small settlements are located away from main regional transport routes.
- Relatively low socioeconomic conditions and business development (both generally and tourism-specific).

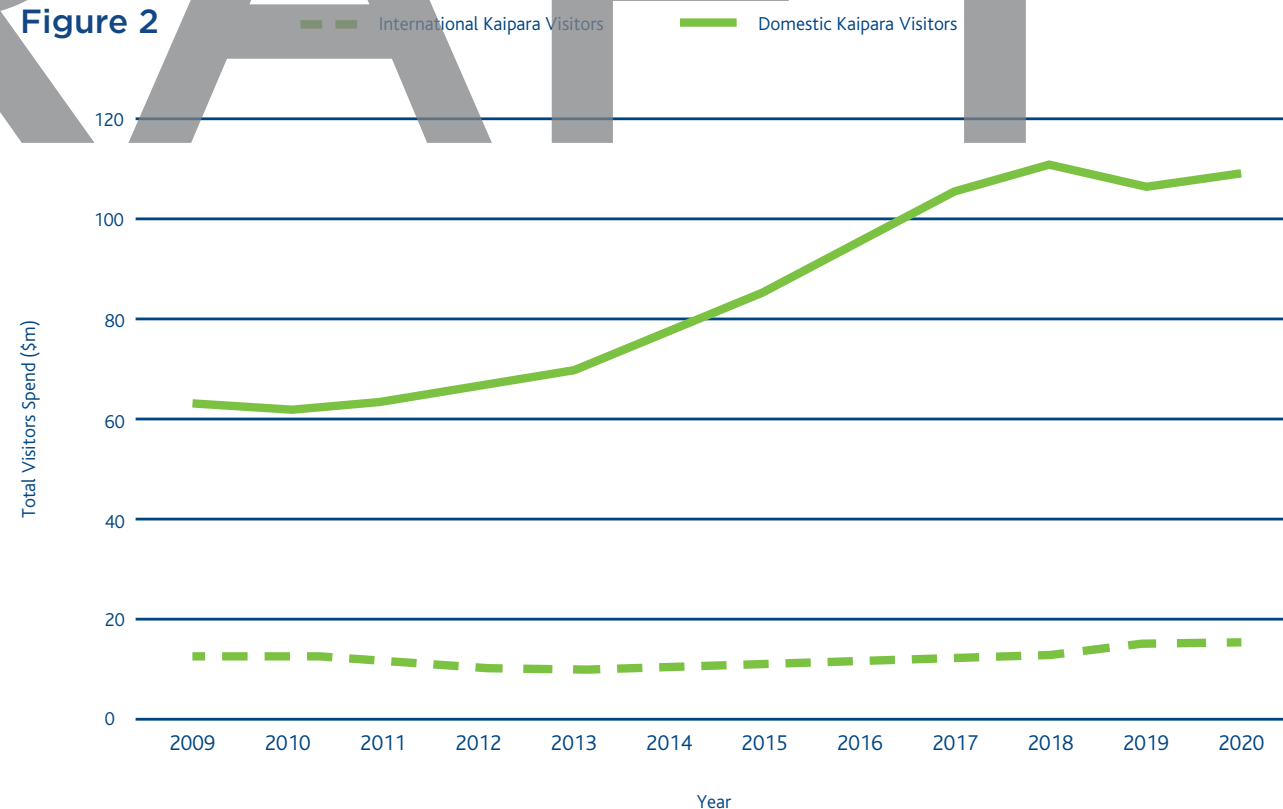
Notwithstanding, there are still opportunities which can be capitalised on if tourism becomes a better recognised industry in Kaipara, including:

- Significant domestic and international population catchments within 1 - 4 hours' drive.
- There are already significant visitor numbers to Northland, though only 10% include visits to Kaipara.
- Many existing and potential visitors to Northland and Kaipara have potential activity interests which are compatible with what can be offered in Kaipara e.g. scenic boat trips/journeys, fishing, marine wildlife encounters/observation, Maori cultural experiences, cycling and cycling., etc.).
- Kaipara has features which could provide the basis for tourism ventures which incorporate the local physical, historic and social settings, including:
 - Customised harbour / setting-appropriate marine activities
 - Kauri heritage e.g. natural, cultural, extraction, and art
 - Settlement heritage and cultures
 - Historic and contemporary Maori cultural heritage
- It is also noted that given the small scale of the local population and economy, relatively small improvements in the tourism industry can result in locally significant gains.

Data indicates (pre-COVID-19 pandemic) that Kaipara is best suited for domestic tourism, along with niche international visitor opportunities. However, the western Kaipara is unlikely to become a visitor hub of any form. The greatest potential for tourism in western Kaipara relates to its areas with strong experiential opportunities. This includes the harbour, the landscape, culture, history and people. The overall approach could be labelled “slow tourism” or “integrated community tourism”, based on guided experiences or self-guided routes throughout the district.

These routes could be facilitated by local operators, while enabling an offering of services along the way, such as bike shops, cafés, guides and accommodation providers. To this end, wharf infrastructure can unlock areas while attracting niche interests and activities.

Figure 2



Source: Monthly Regional Tourism Estimates (MRTes), MBIE, YE Jan⁷

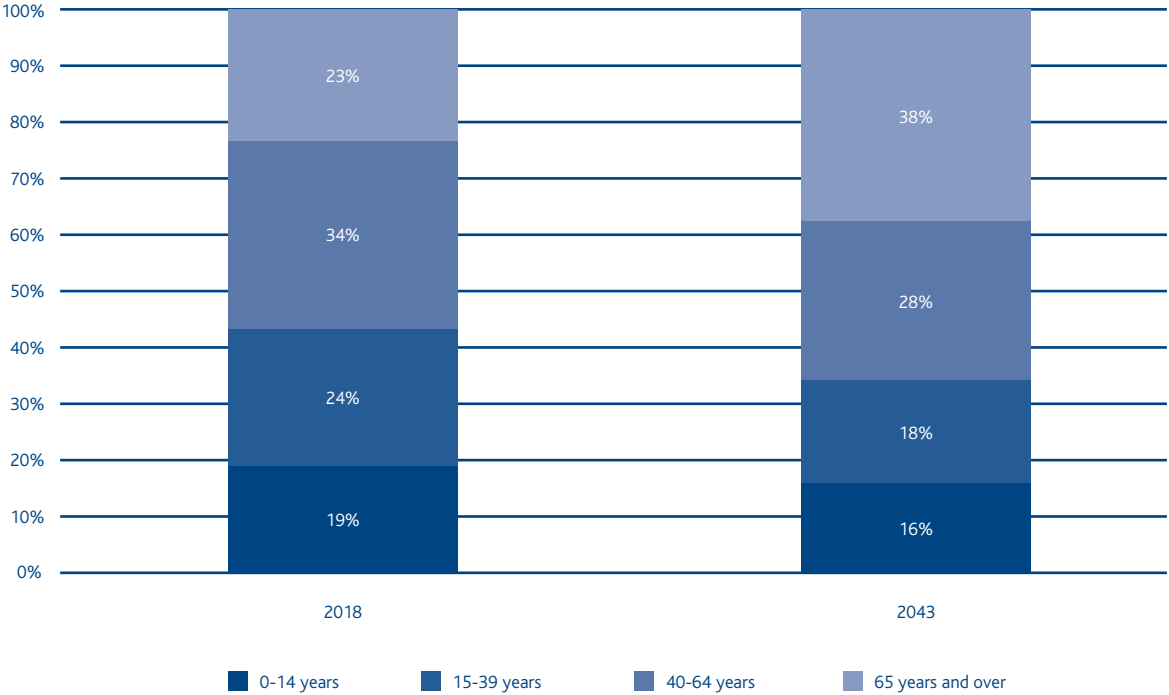
2 | Social Context

In Kaipara, the over-65 cohort is the fastest growing out of other age cohorts, comprising 23% of Kaipara’s population (compared to 20% for the rest of Northland). This is expected to increase to 38% of the population by 2043. This is expected to correspond with a decrease in the labour force.

There has been observed a spatial reorientation of activity in the past 15 years, resulting in movement from Kaipara’s rural areas to its urban areas (i.e. Dargaville).

It is anticipated that the rural areas of Kaipara will see growth, with the population expected to increase by 1,400 over the next 25 years, accounting for 56% of growth

Figure 3



Source: TBC

in Kaipara. This is only slightly higher than growth anticipated in Mangawhai exclusively (1,100), indicating the concentration of growth towards the east in Kaipara.

Many of Kaipara’s rural settlements are popular retirement destinations, such as Paparoa, Kellys Bay and Ruāwai.

Table 1 below shows that the local Kaipara population is quite small, but it is increasing.

Around 18% of Aucklanders, or 200,000 people are estimated to be engaged in fishing. This presents a possibility of converting Auckland’s growing population into local visits to Kaipara. Given the size of this potential market, capturing even a small proportion of the population for visits can result in significant benefits for the district.

Figure 4

	Census 2006	Census 2018	Change 2006-18	% Change	Cim. pop (2018)
Kaipara District	18,135	22,869	4,734	26	22,869
Far North / Whangarei Districts	130,308	156,210	25,902	20	179,079
Auckland Regions	1,304,958	1,571,718	266,760	20	1,727,928
Waikato/Bay of Plenty Regions	638,202	766,701	128,499	20	2,338,419

Source: Statistics New Zealand - Census 2018

	Proj. Pop. 2023	Proj. Pop. 2043	Proj. Change 2023-43	Projected % Change	Proj. Cum. Pop (2043)
Kaipara District	23,600	25,200	1,600	7	25,200
Far North / Whangarei Districts	159,600	171,500	11,900	7	196,700
Auckland Regions	1,859,300	2,326,200	466,900	25	2,497,700
Waikato/Bay of Plenty Regions	811,900	915,200	103,300	13	3,241,400







Source: Statistics New Zealand Projections - (Medium Series, 2013 base, 2018 Update)

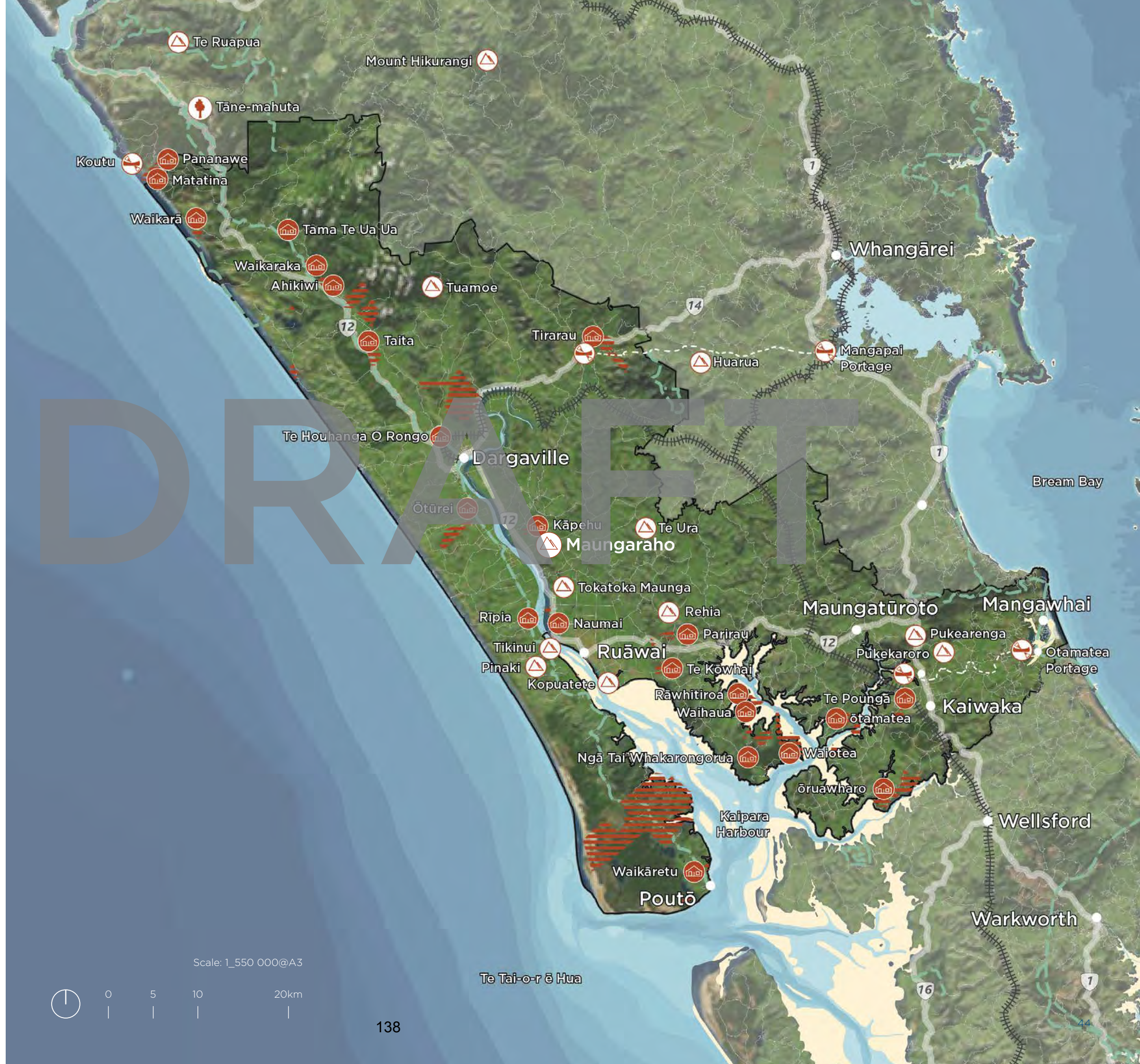
3 | Cultural Context

This map shows the marae that represent the families, sub-tribes and tribes of the Kaipara. From Waipoua to Poutō along the west coast, crossing the Kaipara Harbour to Oruawharo. From Oruawharo to Mangawhai on the east coast. From Mangawhai to Tangiterōria and back to Waipoua. They form the boundary walls of the Kaipara District Council. It also includes maunga, landscapes, portage routes and places that are significant to local Mana Whenua and other residents of Kaipara.

We note that this is not an exhaustive representation of cultural matters in the Kaipara.

Legend

-  Marae
-  Maunga
-  Trees / Forest of Significance
-  Waka Landing
-  Portage
-  Maori Land Parcels



Scale: 1_550 000@A3



3 | Cultural Landscape of Kaipara

THERE ARE 24 MARAE WITHIN THE KAIPARA DISTRICT.

| Part B - Chapter 3
- North Kaipara

- Pananawe Marae**
Te Roroa
- Matatina Marae**
Te Roroa
- Waikara Marae**
Te Roroa
- Waikaraka Marae**
Te Roroa
- Tama Te Ua Ua Marae**
Te Runanga o Ngāti Whātua
- Ahikiwi Marae**
Te Runanga o Ngāti Whātua
- Taita Marae**
Te Runanga o Ngāti Whātua
- Tirarau Marae**
Ngāpuhi; Te Runanga o Ngāti Whātua

| Part B - Chapters 4 & 5
- Central Kaipara, West Coast
+Poutō Peninsula

- Te Houhanga O Rongo Marae**
Te Roroa; Te Kuihi; Te Runanga o Ngāti Whātua
- Ōtūrei Marae**
Te Uri o Hau
- Kāpehu Marae**
Ngāti Kahu
- Waikāretu Marae**
Te Uri o Hau
- Rīpia Marae**
Te Uri o Hau
- Naumai Marae**
Te Uri o Hau
- Parirau Marae**
Te Uri o Hau
- Waihaua Marae**
Te Uri o Hau

| Part B - Chapter 6
- Kaipara Harbour + East Coast

- Te Pounga Marae**
Te Uri o Hau
- Oruawharo Marae**
Te Uri o Hau
- Otamatea Marae**
Te Uri o Hau
- Waiotea Marae**
Te Uri o Hau
- Ngatai Whakarongorua Marae**
Te Uri o Hau
- Te Kowhai Marae**
Te Uri o Hau
- Rawhitiroa Marae**
Te Uri o Hau

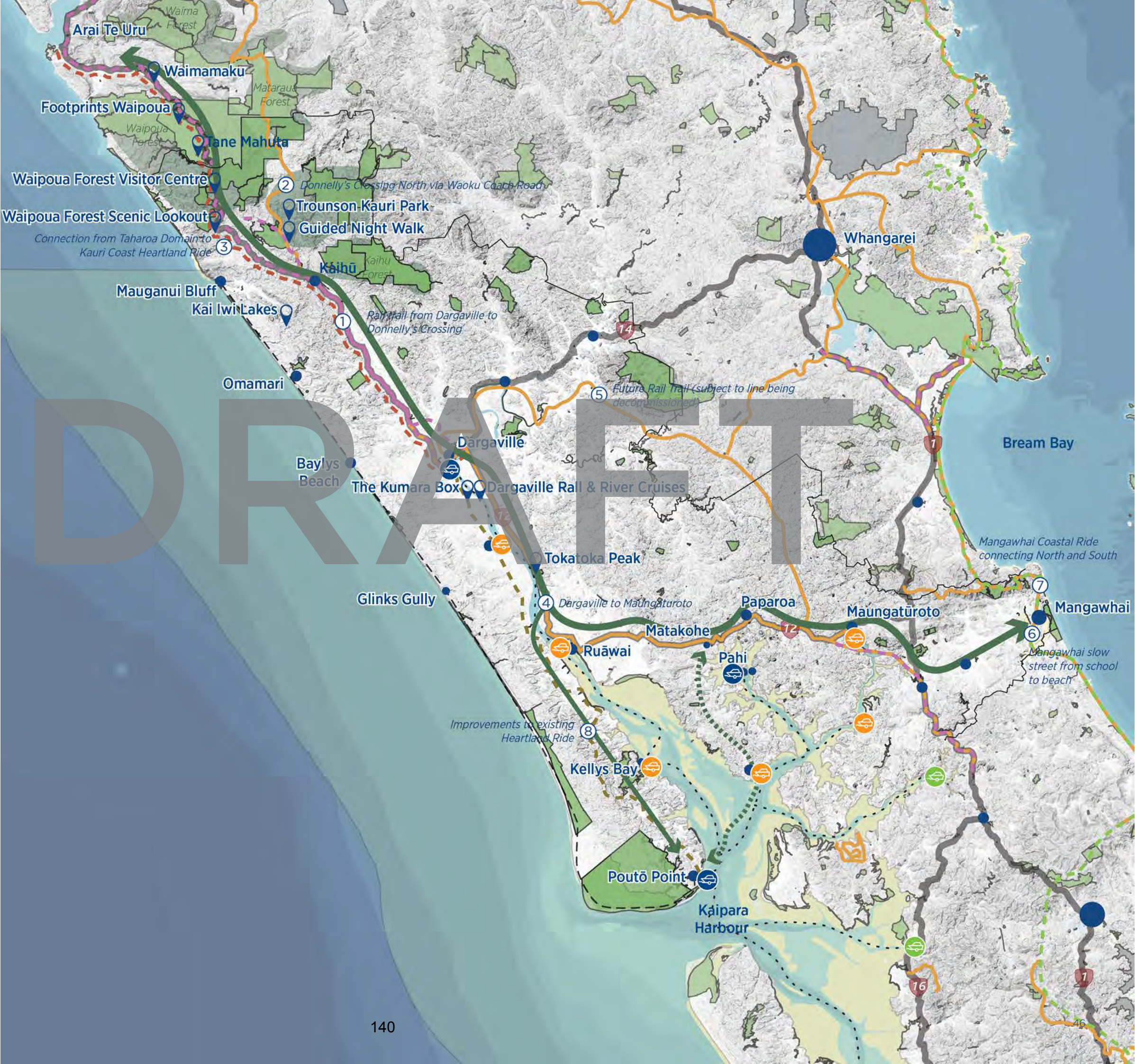
The following marae is not shown on the map

- Waiohou Marae**
Te Uri o Hau

3 | Recreation

- State Highway
- Forest
- Point of Interest
- ①

Key District Projects
- Existing Biking & Cycling Trail
- Twin Coast Cycle Trail
- Kauri Coast Cycleway
- Kaipara Harbour Missing Link
- Te Araroa Trail
- Kaihu Rail Cycle Trail
- Aspirational Regional Cycle Trail Framework
- Primary Network Improvement
- Secondary Network Improvement
- Auckland Wharves











Chapter 6 | Transport

DRAFT

3 | Transport

This map shows the various transport options available and their locations within Kaipara. Although some of the infrastructure may not currently be in use, Kaipara is fortunate to have some solid foundations supporting movement through the district.

Legend

-  Centre
-  Settlement
-  Rail line
-  State Highway
-  Train stop
-  Boat ramp
-  Wharf
-  Beach Access

Existing Biking & Cycling Trail

-  Twin Coast Cycle Trail
-  Kauri Coast Cycleway
-  Kaipara Harbour Missing Link
-  Te Araroa Trail

Aspirational Regional Cycle Trail Framework

-  Key District Projects

Drive Time to Kaipara Centre

-  < 15 min
-  15 - 30 min
-  30 - 45 min
-  60 - 90 min



Scale: 1_550 000@A3



There are three main State Highways (SH) that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

SH1 links Kaipara to Auckland and will have a huge influence on the accessibility of the area once the proposed alignment improvements are completed over the coming years. State Highways 12 and 14 provide a loop network through the district that is used for the movement of freight, local commuters, and tourism.

SH12 is part of the Twin Coast Discovery Route (TCDR) and is the only western route into Northland. It passes through areas of rich cultural history and naturally beautiful landscapes. Work is currently underway to discover ways that the TCDR can attract more visitors to experience Kaipara and Northlands west coast.

SH14 crosses the district and provides a strong commercial link between Dargaville and Whangārei and Marsden Point port.

Looking more closely - and beyond the State Highways network - the Kaipara District is serviced by a vast array of 'local roads', some of which are gravel or narrow carriageway rural roads standard. These local roads connect the wider Kaipara District with Whangārei via an intricate existing local roads network - providing for a well connected

district overall for those who know the area - whereby "all roads lead to Whangārei".

Vehicles, motorbikes, and bicycles movement is also possible along the extensive west coast beach of Ripiro, between Maunganui Bluff in the north travelling south to the mouth of the Kaipara Harbour at Poutō Peninsula. There are four main vehicle access points along the coast at the popular coastal village of Baylys Beach and at the established settlements of Maunganui Beach, Omamari, and Poutō Point. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access on the beach - or simply better managed overall. This is a matter to be considered further as Kaipara residents balance recreational, commuting, and business needs with an area's amenity, cultural values, and environmental protection and enhancement aspirations for the district as a whole.

Historically, Kaipara was well connected through rail infrastructure. Although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. In 2019, the Central Government announced that further investment for the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Some of these opportunities are captured in the spatial plan for the Key Urban Areas of Maungatūroto and Kaiwaka in particular - with the introduction

of the 'Rail Village' business park centred around the rail station and State Highway 12 at Maungatūroto.

Other branch lines such as the Dargaville (closed in 2014) and Donnellys Crossing (closed in 1959) are in managed decline. The Dargaville branch line is currently used as a rail cart tourist attraction. The heavy rail line extends from Whangārei to Tangowahine and there may be plans to invest in that infrastructure to establish a forestry related rail freight route between these two areas.

The Kaipara Harbour and Wairoa River have provided Kaipara the unique opportunity to move through the southern part of the district via boat. Although this form of transport was more utilised historically, there is potential to strengthen or reintroduce wharves in some harbour and river locations (Kaipara Water Transport Feasibility Study).

Kaipara was once populated by many wharves and jetties around its coastal settlements, which were the foundation for Kaipara's early industries. In the absence of roads, the harbour was an important transport link for marae, and subsequently for European settlers who arrived throughout the 19th century for the kauri timber trade. Until the early 20th century, the harbour was populated with sailing ships carrying timber and steamers carrying passengers around the district. Prominent coastal milling settlements which emerged include Tinopai, Matakohē, Pāhi, Paparoa

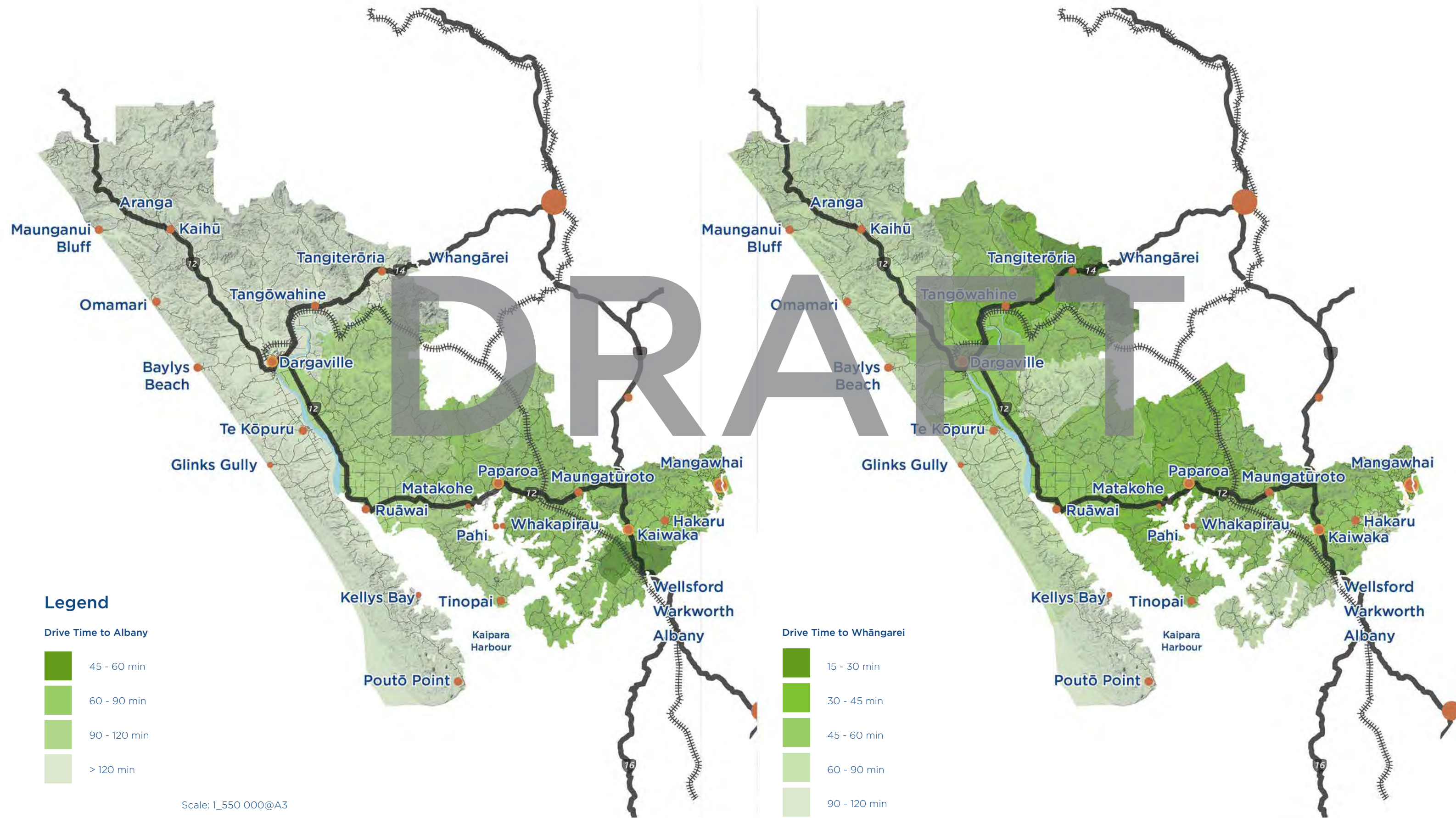
and Whakapirau. Recreational water transport provides an enjoyable and efficient travel mode between settlements. For example, a trip via water would take 5 minutes between Pāhi and Whakapirau, where it would take 30 minutes over 23km via road. Nevertheless, there is little impetus for establishing a water-based public transport system; these communities tend to be quite small, with small usual resident populations. Moreover, those larger communities, such as Matakohē or Ruāwai, are well-served by road connections anyway.

The geography of Kaipara means that travel by road can often be quite long between some of the district's more remote settlements. However, the majority of the district still has relatively low drive times to at least one major centre (Dargaville, Maungatūroto, Kaiwaka or Mangawhai).

The Kaipara Harbour offers opportunities for fishing, including for guided fishing experiences. Currently, there are few fishing charters - these opportunities could be expanded upon.

There are also a number of existing and proposed regional walking and cycling routes that meander through and around Kaipara.

3 | Transport



Chapter 7 | Infrastructure Strategy

DRAFT

1 | Overview

The Kaipara Infrastructure Strategy sets out how KDC will prioritise investment into its infrastructure assets over the next thirty years. Spatial planning must go hand-in-hand with infrastructure planning such that Kaipara's communities are safe and resourced to be vibrant, healthy and caring places.

Kaipara's Infrastructure Strategy 2020 comprises of four Key Programme responses:

- Northland to Auckland Corridor
- North Kaipara Agricultural Delta
- Ancient Kauri Coast
- Building Resilience

Collectively, these Key Programmes seek to respond to Kaipara's infrastructural challenges and external trends which affect the district, while also identifying who Council will collaborate with to achieve programme goals.

Key Programme 1: Northland to Auckland Corridor Programme

The New Zealand Government has recently approved and commenced several multi-million dollar upgrades to transport infrastructure between Auckland and Whangārei. This includes the renewal of the North Auckland Trunk Rail line, the Puhoi to Warkworth motorway extension, and a four-lane State Highway from Whangārei south to the Port Marsden turnoff.

Key Programme 2: North Kaipara Agricultural Delta

The North Kaipara Agricultural Delta programme seeks to protect highly productive land through increased stopbank protection. This would enable the high value horticulture conversions where there is a reliable water source or via the water storage projects proposed in the Te Kōpuru rural area. This in turn, creates the necessary demand for the creation of new zoning in Dargaville to allow for businesses associated with processing and value add products. The Council has partnered with Northland Regional Council and the Provincial Growth Unit to progress several water storage projects to realise the potential of this area and stimulate jobs in the agricultural and horticultural sectors.

A6.3 Key Programme 3: Ancient Kauri Coast

The Ancient Kauri Coast route was developed by Northland Inc to promote travellers to seek out an alternative to the established State Highway 1 tourism route. It is the beginning of telling the Kaipara District's heritage story and showcasing the many special places that both domestic and international visitors are invited to discover.

A6.4 Key Programme 4: Building Resilience

Increasing resilience in the asset network programme recognises Council's core responsibilities in managing its assets efficiently and effectively but also in how it plans for climate change events and how these assets could be impacted.

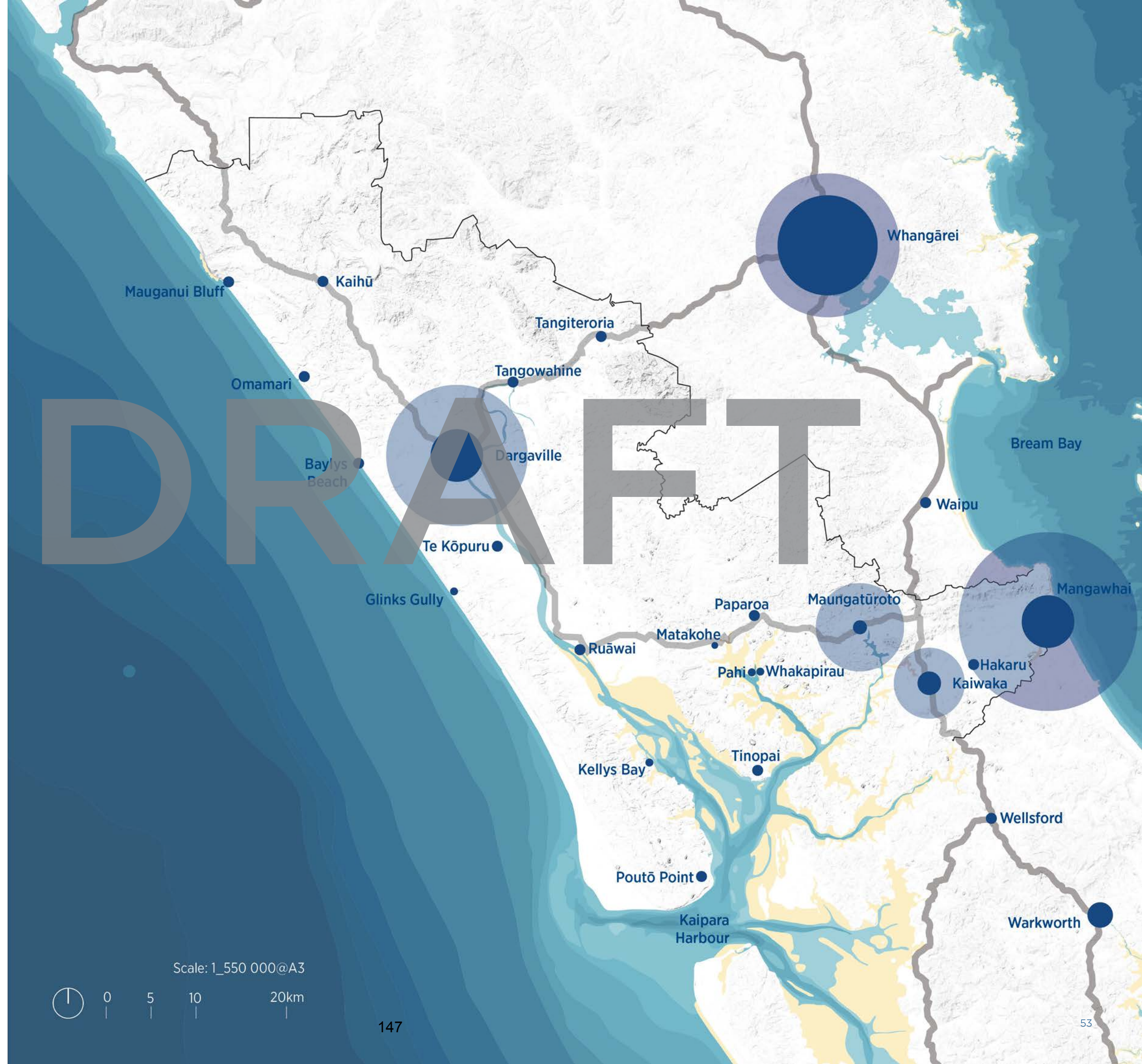
3 | What are our Infrastructure Challenges?

Balancing How to Fund New Infrastructure

As identified in the District-wide Spatial Plan, Kaipara will need to plan the provision of appropriate infrastructure for the various towns and villages in the district. Infrastructure investment will be particularly required in the Key Urban Centres. This map shows graphically the level of population change expected in Kaipara's key urban areas over the next 30 years.

Legend

- Settlements / Town Centre
- Key Urban Areas
- 1000 people
- 2000 people
- 5000 people
- 30 years projected growth



3 | Our Opportunities - Introducing the Four Key Programme

In response to the infrastructure challenges and external trends affecting the Kaipara District, four strategic programmes have been developed to prioritise and coordinate significant infrastructure improvements. This approach will also inform who Council will collaborate with to achieve the programme goals.

DRAFT

**1. Northland to
Auckland Corridor**



**2. North Kaipara
Agricultural Delta**



3. Ancient Kauri Coast















4. Building Resilience



3 | Key Programme 1: Northland to Auckland Corridor Programmes

This map depicts the area of influence that this programme could have over the planning and infrastructure coordination for this corridor.

Legend

-  Kaipara District Boundary
-  Town Centre
-  Key Urban Area
-  Rail line
-  State Highway
-  Puhoi to Warkworth SH1 upgrades
-  Indicative route for northern motorway extension to Wellesford
-  Auckland to Northland Corridor
-  Secondary connection to Mangawhai
-  Train Stop
-  Boat Ramp/Wharf
-  Recreation/Mountain Biking

NOTE
The size of the centres are based on the population size











3 | Key Programme

2: North Kaipara Agricultural Delta Programme

This map depicts the extent of the agricultural delta, where the proposed water storage projects and potential irrigation area could develop and towns it encaptures.

Legend

-  Kaipara District Boundary
-  Rural Land Use 1
-  Rural Land Use 2
-  Rural Land Use 3
-  Reservoir
-  Potential Source
-  Connection between potential Source
-  Potential for Irrigated Land

Land Use Capability (LUC)

- 1_Highly suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with minimal physical limitations for arable use. (None in the Kaipara District Area)
- 2_Suitable for many cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with slight physical limitations for arable use.
- 3_Suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with moderate physical limitations to arable use.



3 | Key Programme 3: Ancient Kauri Coast Programme

This map depicts the extent of the Ancient Kauri Coast programme, supporting the existing travel route from east coast to west coast showcasing the historic and distinctive places of interest.

Legend



- State Highway
- Forest
- 📍 Point of Interest
- ① Key District Projects
- Existing Biking & Cycling Trail
- Twin Coast Cycle Trail
- Kauri Coast Cycleway
- Kaipara Harbour Missing Link
- Te Araroa Trail
- Kaihu Rail Cycle Trail
- Aspirational Regional Cycle Trail Framework
- 🚲 Primary Network Improvement
- 🚲 Secondary Network Improvement
- 🚲 Auckland Wharves



3 | Key Programme 4:
Building Resilience into
our Asset Network

This map depicts the Kaipara towns, villages and settlements connected through infrastructure that form the essential network which the community relies upon to live, work and play.

Legend







-  Town Centre
-  Building Resilience



3 | How the Programmes Come Together

This map depicts how the programmes come together and intersection with each other, at key junction points and the interrelationship with Kaipara's neighbouring districts.

Legend

-  Town Centre
-  North Agricultural Delta
-  Northland to Auckland Corridor
-  Settlement impacted by the corridor
-  Ancient Kauri Coast
-  Resilience Programme
-  Northern Water Network



3 | Activity Areas

Transport
Water Supply
Waster Water
Stormwater
Flood Protection
Waster Management

DRAFT

3 | Activity Management Strategy - Transport

Kaipara's roading network is made up of roads that serve different purposes and are broken up by roading classification called One Network Road Classification (ONRC). The adjacent map shows the breakdown of the Kaipara roading network.

The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It gives road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features.

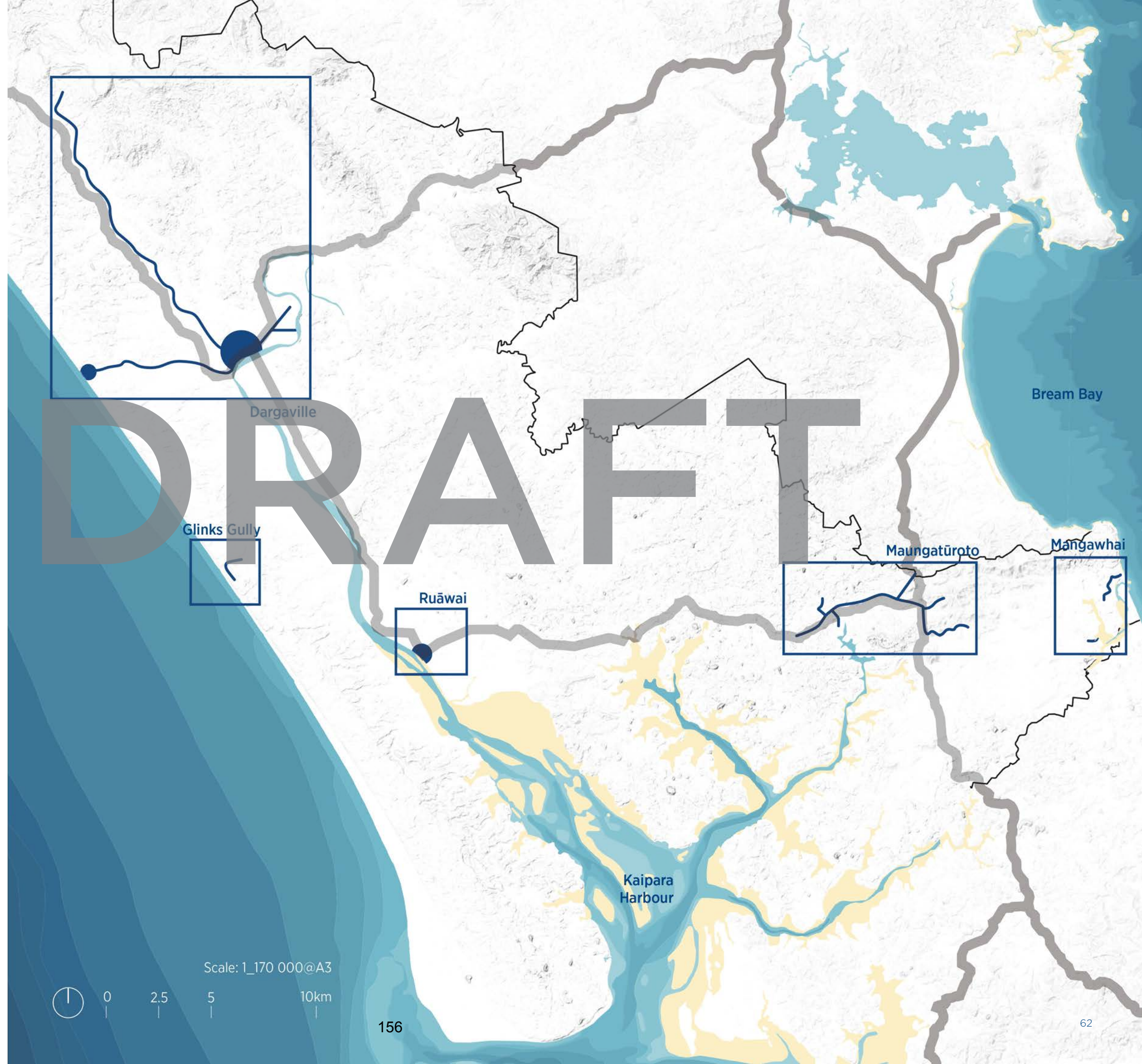
Legend

- Town Centre
- National Road
- Regional Road
- Arterial Road
- Primary Collector / Secondary Collector / Access Road



3 | Activity Management Strategy - Water Supply

Figure #. Locations of Kaipara District's five community water schemes



Legend

 Location of Community Water Schemes

3 | Activity Management Strategy - Wastewater

Figure #. Kaipara District Six Wastewater Schemes

Legend

 Location of Wastewater Schemes

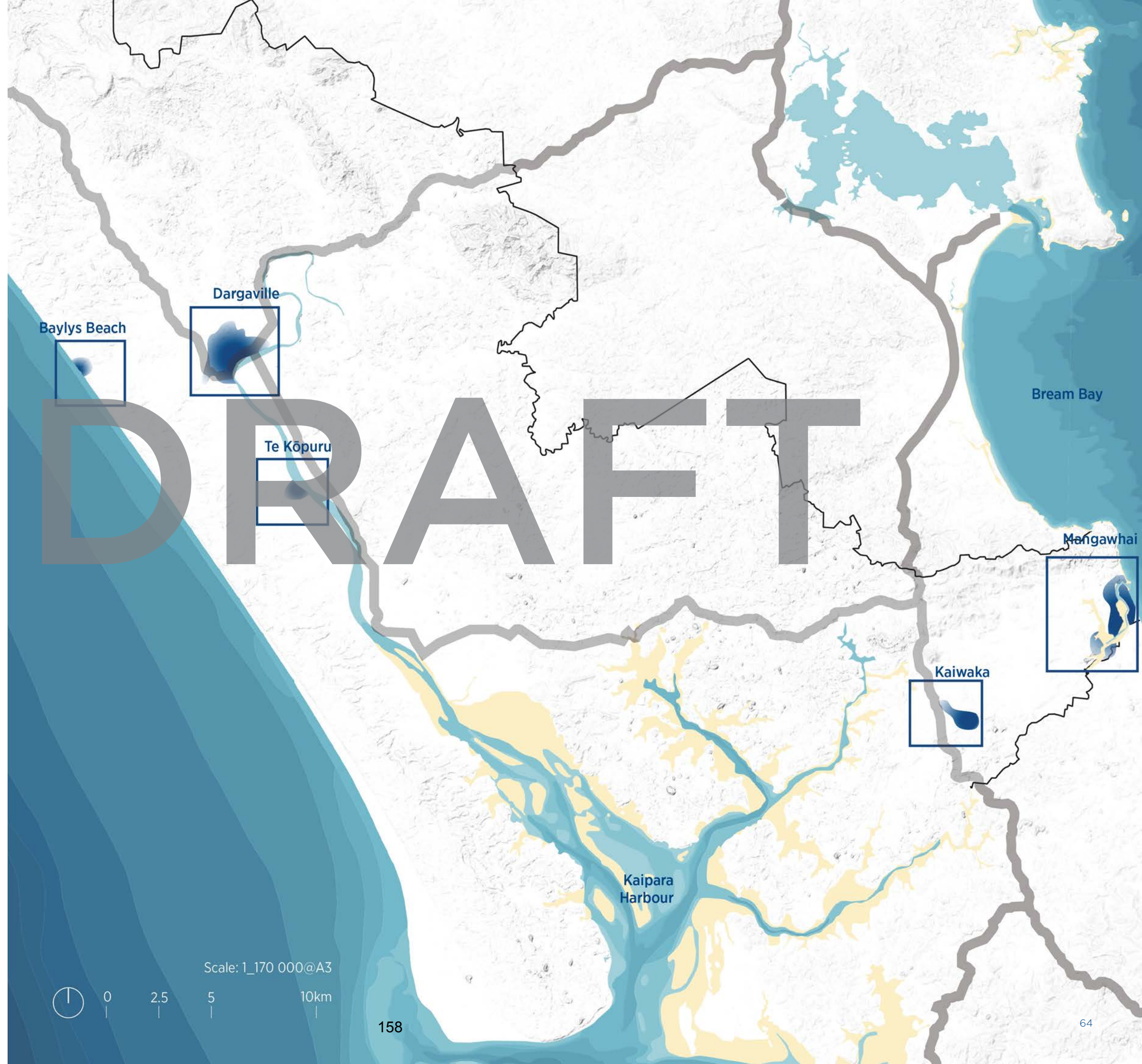


3 | Activity Management Strategy - Stormwater

Figure # - Location of Stormwater Schemes

Legend

 Location of Stormwater Schemes



3 | Activity Management Strategy - Waste Minimisation

Figure # - Location of KDC Closed Landfill sites and Transfer Stations

Legend

- Town Centre
- Closed Landfill
- Transfer Station



3 | Activity Management Strategy - Flood Protection and Land Drainage

Figure # - Land Drainage Districts in Kaipara

Legend

-  Kaipara District Boundary
-  Drainage Catchment

- | | |
|----------------------|------------------------|
| 1 Kaihū | 17 Aratapu Village |
| 2 Awakino Valley | 18 Kopuru Swamp |
| 3 Tangowahine Valley | 19 Tatarariki 1, 2 & 3 |
| 4 Otiria | 20 Whakahara |
| 5 Tangowahine 1 & 2 | 21 Green Hill |
| 6 Okaka | 22 Koremoa |
| 7 Hoanga | 23 Tikinui |
| 8 Awakino Point | 24 Te Hapai |
| 9 Dargaville | 25 Owairangi |
| 10 Mangatara | 26 Taingaehe |
| 11 Oruariki | 27 Okorako |
| 12 Hore Hore | 28 Waimamaku |
| 13 Notorious | 29 Raupo |
| 14 Aratapu Swamp | 30 Okaro |
| 15 Arapohue 1 & 2 | 31 Waikere |
| 16 Mititai | |



Part B | Kaipara District Communities

DRAFT

Chapter 1 | Overview

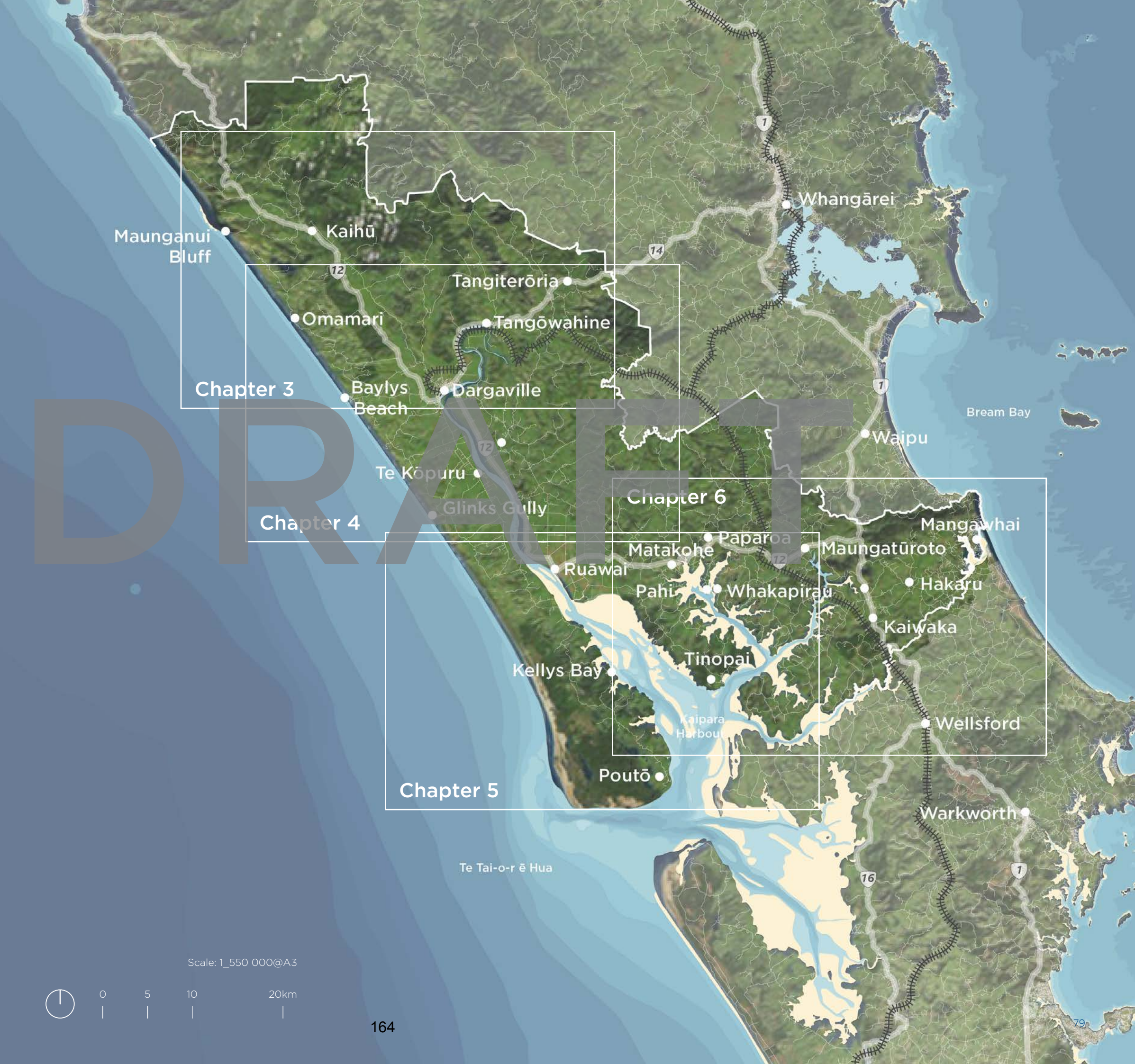
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3 | Kaipara Communities

This map displays how the district has been divided into four community districts. The divisions have been made based on the relative location of the villages and settlements to each other and also their relationship to adjacent key urban areas or landscape features. Each area is presented at a scale where the villages, settlements and landscapes that have been involved in this spatial plan are discernable and the research undertaken simply navigated.

Legend

- Centre
- Kaipara District Border
- Main Trunk Rail Line
- Main Highway connections



Chapter 2 | Key Urban Areas

Dargaville

DRAFT

Maungatūroto

Kaiwaka

Mangawhai

1 | Mangawhai

Kaipara District Council engaged Campbell Brown Planning Limited and Urbanism Plus Ltd on 9 July 2019 to prepare a spatial plan for Mangawhai. This spatial plan would provide a roadmap to manage anticipated growth over the next 30 years by identifying suitable areas for people who wish to live, work, learn and play in Mangawhai. The spatial plan would work with both the Key Urban Areas Spatial Plan and the Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations Sub-Regional Spatial Plans, both being prepared by AR & Associates and Resilio Studios Ltd to help guide in guiding the Kaipara District Plan review and the Infrastructure Strategy.

Mangawhai is a coastal community situated around the Mangawhai Harbour along the east coast of the Kaipara District and is known for its high recreational and scenic value [Figure 1]. Its distinct coastal and rural character has allowed it to become a popular destination that is rapidly transitioning from a small informal beach settlement consisting of holiday houses into a Key Urban Area/Township. During the peak summer periods, the area experiences a rapid population growth. According to the 2013 and 2018 censuses, Mangawhai has seen an exponential population growth and has become the second largest town in the Kaipara District. There are 5,031 permanent residents (being an increase of 60% from 2013-2018) and a total number of 3,591 of dwellings (being an increase of 26% from 2013-2018).

SH1 connects Mangawhai to the wider area of the Auckland region and the wider towns and settlements of the Kaipara District. It is located approximately 13km southwest of Kaiwaka, 25km northwest of Maungaturoto, and 87km northwest of Dargaville, all of which are identified as key urban areas. Due to their proximity to these key urban areas, the surrounding rural settlements have also experienced population growth trends. For example, Mangawhai acts as a service town for a number of its surrounding towns/settlements such as Hakarū, providing day-to-day services. Hakarū is located midway between Mangawhai and Kaiwaka, each of which are located 7km east and west - Figure 2 Right.

1 | Mangawhai



2 | Dargaville

Dargaville is located north of the Kaipara Harbour, situated on the bend of the largest river in Northland - the Northern Wairoa River. Following a population increase of 12% from 2013 to 2018 an increase in population of 12% during the 2018 census, Dargaville stands as the largest settlement in the district with a population of approximately 5,000 people. The town has a thriving farming and horticulture industry which are key drivers for its economy contributes mostly to its economy. It is also known as the Kūmara Capital of NZ, as its surrounding area is utilised for cultivating one of New Zealand's largest kumara sources.

Dargaville is predominantly the service centre for its nearby service towns, local villages and rural hinterland/coastal settlements, providing day-to-day necessities or general services for the following areas:

- Kaihū (30km north-west),
- Tangowahine (13km north-west),
- Tangiterōria (27km south-west),
- Te Kopurū (12km south) and
- Glinks Gully (20km south).

The Key Urban Areas Spatial Plan for Dargaville identifies areas for potential intensification of residential development to provide housing on the periphery, areas for potential intensification of commercial and industrial development to the east of the town, infrastructure and connectivity, and natural areas to be protected or enhanced. The spatial plan identifies ways to improve transportation in Dargaville by providing an opportunity to connect settlements and villages that are not currently connected, other than by a state highway.

The vision envisaged for Dargaville is based on the aspirations shared by its residents –

“In 2050, Dargaville is the epicentre of Kaipara food production & technology, a visitor hub for our natural and cultural tourism attractions and a place where our history and the community are celebrated”.

Following the options development phase and public participatory consultation processes, the preferred option comprises the following key moves:

Dargaville - Town Wide:

- Green, Blue and Brown Network;
- Mana Whenua Values.
- Celebrate the 3 Rivers and Gateways.
- Intensification of Existing Residential.
- New housing on the periphery.
- Intensity commercial + industry to the east.
- Greening the Highway.
- Connecting collector roads.
- Walk + cycle connections.

Dargaville – Town Centre:

- Embrace the Wairoa river.
- Reinforce the edge.
- Retrofit the wharf.
- Reinforce the heart of the town centre.
- Celebrate heritage.
- Enhance Hokianga axis.
- Improve pedestrian connection .
- Greening SH12.
- Optimise on-street parking.

Planning for future communities in Dargaville through good design and providing for the right balance of local services and access to these services further afield allows for a better relationship of the abovementioned isolated settlements/villages with Dargaville.

2 | Dargaville

Legend

Live | Work | Learn

- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- New Commercial | Mixed Use
- Intensified Industrial
- New Industrial
- Māori Land Parcels
- Te Houhanga Marae
- Area of Cultural Significance

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Upgrade Existing Streets
- Dargaville Primary School + Selwyn Primary School
- Dargaville Intermediate + Dargaville Highschool
- Wharf
- Cycle | Walk Connections
- Possible Future Cycle | Walk Connections (Further Investigation Required)
- Airport
- Train Station
- Rail Line
- Upgrade Intersection



**Boundaries are indicative only*
**The focus of the 'Key Moves' is based on land form, not current property or zone boundaries*



3 | Maungatūroto

Located on a ridgeline, Maungatūroto is traversed by SH12 with views to the tidal Otamatea River arm of the Kaipara Harbour River. It is approximately 15km from the SH1 turn-off at the foot of the Brynderwyn hills, which connects to Kaiwaka, Hakarū, Mangawhai and the Auckland region.

Maungatūroto is a growing town with a strong sense of community, renowned as “the heart of the Kaipara”. Upon early research and community engagement, it was we found that the town valuesillustrates forward thinking and future planning. This is evident in the collaborative nature of the community with the aim to provide for the community’s social, economic and environmental benefits.

According to the latest 2018 census, Maungatūroto’s population totals 1,269, an increase of 15.27% since 2013. Maungatūroto provides various day-today services for both its growing population and the nearby towns, local villages and settlements, including:

- Paparoa (12km east),
- Matakohe (19km east),
- Whakapiaru (14km northeast),
- Pahi (20km east), and
- Tinopai (41.8km north east)

Today, Maungatūroto provides four schools and an early childcare centre; numerous shops and essential services such as an ambulance station, fire brigade and a medical centre.

The vision envisaged for Maungatūroto is based on the aspirations shared by its residents –

“In 2050, Maungatūroto will continue to be a vibrant community with a strong business and manufacturing hub, excellent walking and cycling connections to new residential areas and a busy main street that has diverse attractions for locals and visitors alike”.

Following the options development phase and public participatory consultation processes, the preferred option comprises the following key moves:

Maungatūroto – Town Wide:

- Green, Blue and Brown Network.
- Reinforce the three centres.
- New + improved local streets.
- Residential development.
- Connection to rail; and.
- Connections to estuary.

Maungatūroto – Town Centre:

- New main street.
- New town centre blocks.
- Activate living in town.

Maungatūroto’s Town Centre is the ‘local service’ hub for the abovementioned central rural and coastal settlements of the Kaipara District, providing civic services such as medical centres, a library, a bank and education facilities. A set of new and existing neighbourhoods were identified for further growth over the next 30 years, facilitated through a series of key moves, including the provision of adequate infrastructure to enable residential, commercial and industrial development in Maungatūroto.

3 | Maungatūroto

Legend

Live | Work | Learn

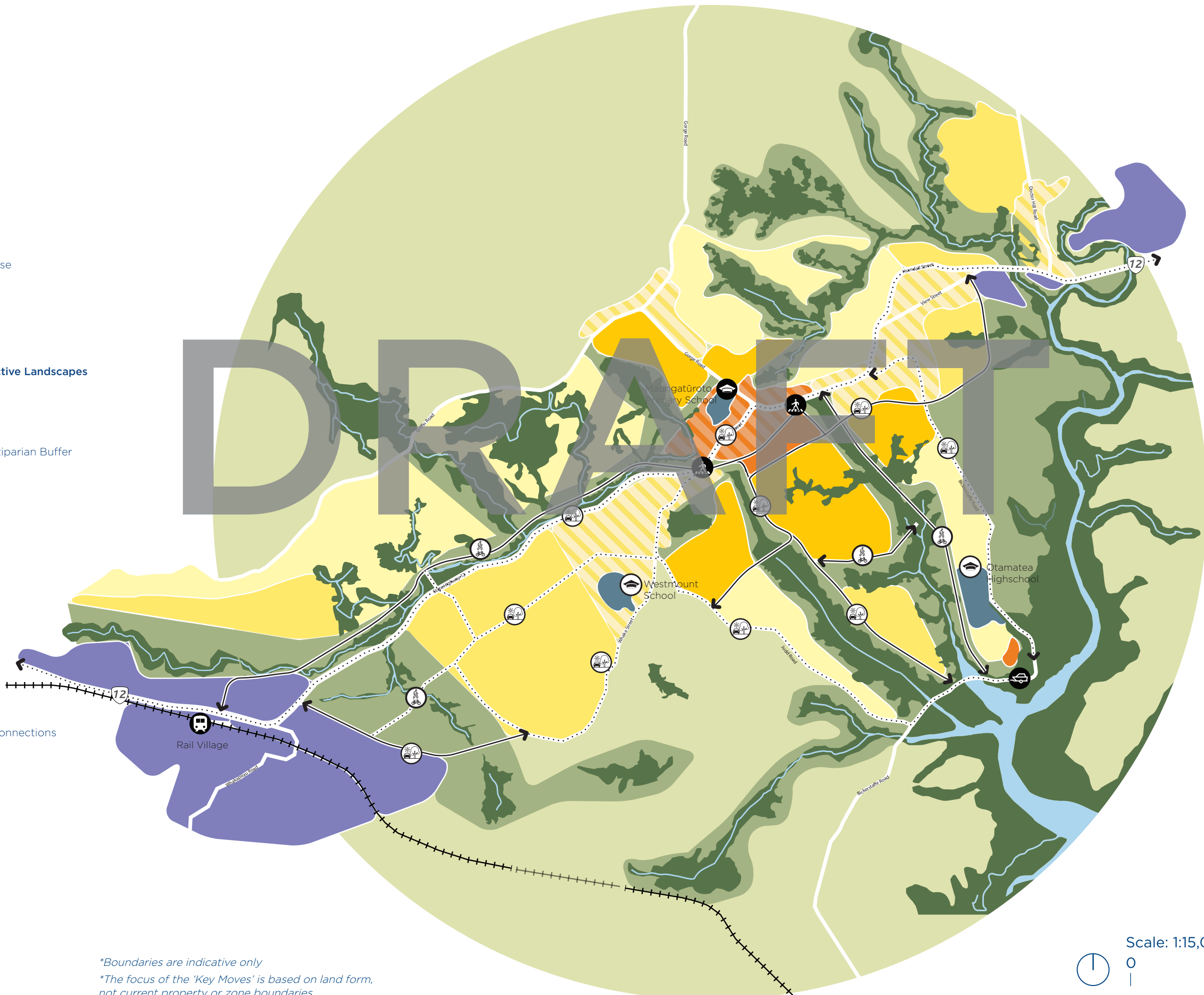
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- New Commercial | Mixed Use
- Intensified Industrial
- New Industrial

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Upgrade Existing Streets
- Maungatūroto Primary School
- Otamatea High School
- Westmount School
- Wharf
- Cycle | Walk Connections
- Possible Future Cycle | Walk Connections
- Airport
- Train Station
- Rail Line
- Upgrade Intersection



**Boundaries are indicative only*
**The focus of the 'Key Moves' is based on land form, not current property or zone boundaries*

4 | Kaiwaka

Kaiwaka is Kaipara's third key urban area, situated along SH1, conveniently roughly halfway between the Auckland metropolis and Whangārei. Its location enables the rural township to support the surrounding rural sector as well as provide industrial support for the Mangawhai residential area. Historically, retail and commercial shops were centred along Kaiwaka-Mangawhai Road, which has now transitioned to being clustered along SH1, used by daily travellers. According to the Kaiwaka Township Improvement Plan 2016, the Kaiwaka section of SH1 carries roughly 10,000 vehicles per day, accounting for 12% of vehicle movement and is seen as a critical connection between Auckland and Whangārei for freight, and the Northland economy in general.

In February 1825, Kaiwaka, Mangawhai and the surrounding region became the site of one of New Zealand's greatest battles, known as Te Ika a Ranginui. In recent years, it has become known as 'the little town of lights' as a result of its night time displays and the artistic community.

According to the 2018 census, Kaiwaka had a population of 714, a growth of 19.86% since the 2013 census. Kaiwaka provides various day-to-day services for both its growing population and the nearby towns, local villages and settlements, namely including Hakarū (7km, north-east).

The vision envisaged for Kaiwaka is based on the aspirations shared by its residents –

“In 2050, Kaiwaka is a unique gateway where the community and visitors admire the well-designed business and civic centre, explore its funky delights and connect with the Kaipara Harbour and nearby coastal beaches”.

Following the options development phase and public participatory consultation processes, the preferred option comprises the following key moves:

Kaiwaka – Town Wide:

- Green, blue, brown networks.
- Develop the intersections + gateways.
- Develop town centre along the Kaiwaka River.
- Identify key connections.
- Industrial development.
- Residential development.

Kaiwaka – Town Centre:

- Develop intersections.
- Develop town centre along the Kaiwaka River.
- Develop key connections.

The town centre is where 'local services' are provided for the surrounding rural and coastal communities and is a popular rest break stop-over spot for travellers between the Bay of Islands/Far North and Auckland. Furthermore, a set of new and existing neighbourhoods were identified for further growth over the next 30 years, facilitated through a series of key moves, including the provision of adequate infrastructure to enable residential, commercial and industrial development in Maungatūroto.




4 | Kaiwaka

Legend










Live | Work | Learn

-  School / Special Land Use
-  Existing Residential Intensified
-  New Low Density Housing
-  New Medium Density Housing
-  New High Density Housing
-  Intensified Commercial | Mixed Use
-  New Commercial | Mixed Use
-  Intensified Industrial
-  New Industrial

Environment | Public Space | Productive Landscapes

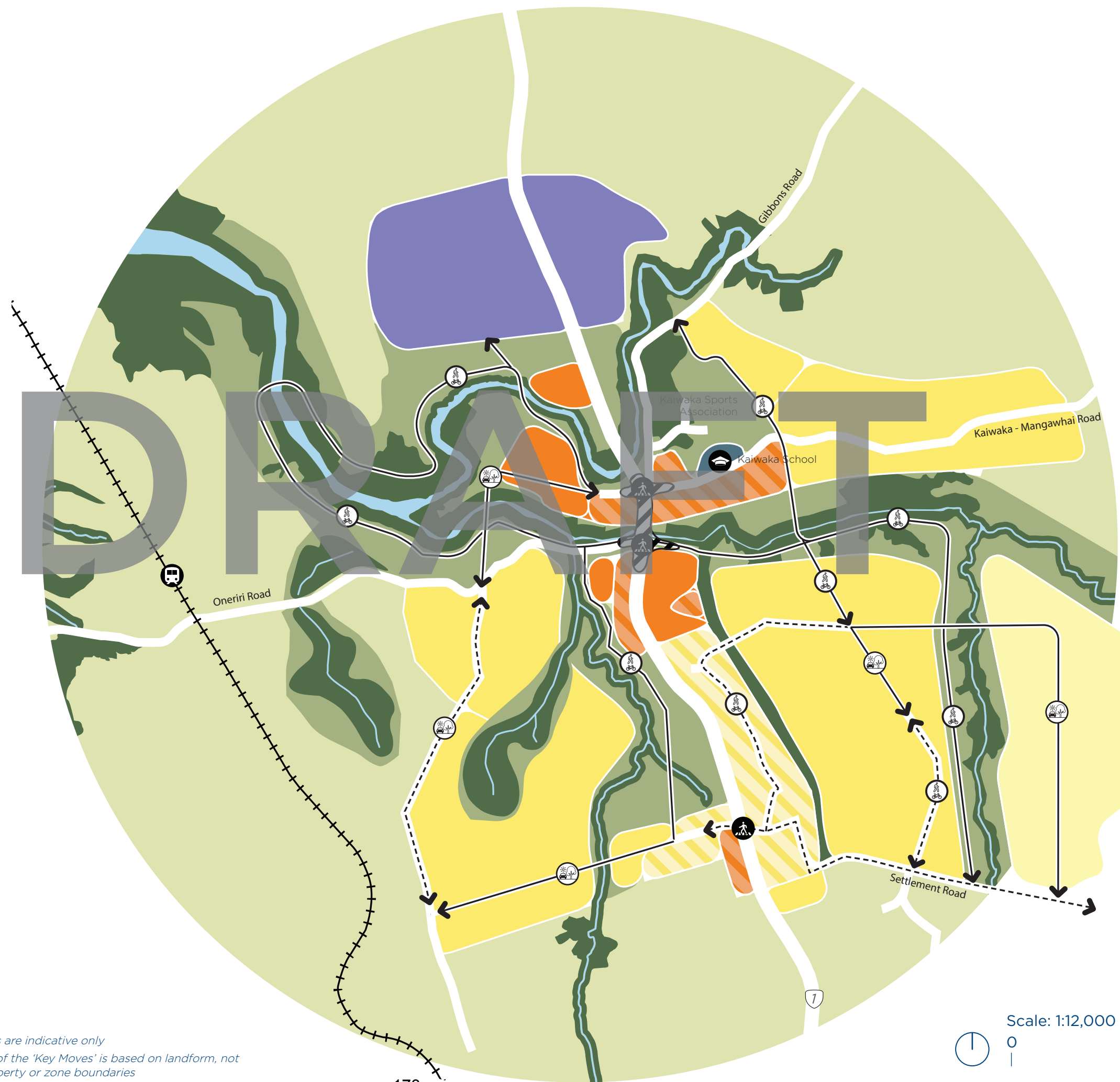
-  Rural Land | Productive Land
-  Open Space | Public Access
-  Proposed Ecological Network | Riparian Buffer
-  Waterways

Movement | Connectivity

-  Proposed Road Connections
-  Upgrade Existing Streets
-  Kaiwaka School
-  Wharf
-  Cycle | Walk Connections
-  Possible Future Cycle | Walk Connections (Further Investigation Required)
-  Train Station
-  Rail Line
-  Upgrade Intersection

**Boundaries are indicative only*

**The focus of the 'Key Moves' is based on landform, not current property or zone boundaries*



Chapter 3 | North Kaipara

DRAFT

1 | North Kaipara

- Overview

The North Kaipara community district is not highly populated and comprises a small number of rural and coastal settlements. It extends east from the long coastal edge of Ripiro beach through forested hill ranges and pastoral valleys to the north eastern boundary line of Whangarei District.

Two main state highways traverse through North Kaipara, SH12 travelling north and SH14 travelling east. The three main settlements are Kaihū, Tangōwahine and Tangiteroria and are located along these highways. The Dargaville branch of the North Auckland rail line passes through Tangōwahine but was closed in 2004 and is currently used as a rail cart tourist attraction. A rail line extended from Dargaville through Kaihū to Donnelly's Crossing from 1923, however it was closed in 1959. Remnants of it remain today and the route is currently being proposed as a cycle trail.

Historically the rural settlements of north Kaipara provided a social infrastructure that supported surrounding rural and forestry industries and provided a service centre for the local population. As time has passed these industries have reduced and the settlements have become more sparsely populated, however all three still have active primary schools. Commercial and recreational services such as shops and sports fields are limited to Kaihū, where a tavern, petrol station and active rugby club is located. Tangiteroria was also serviced by the same sort of infrastructure, but over time the shops, tavern and sports club have been closed.

The coastal settlements within the area consist of small clusters of dwellings with low numbers of permanent residents. These beach side areas, such as Omamari and Aranga are popular in the summer months and their populations increase considerably during this time. Access is via windy rural roads or on low-tide, with a suitable vehicle, travel along Ripiro Beach is possible.

In addition to the beautiful sunsets, surf and fishing along the impressive Ripiro Beach, North Kaipara has some other stunning and unique inland landscape attractions. Kai Iwi Lakes are located a few kilometres inland from the rugged west coast and are basin-type dune lakes created during the Pleistocene Epoch, which began more than 1.8 million years ago. They were formed

by the accumulation of rainwater in depressions of sand with underlying ironstone preventing the water from leaking away.

Trounson Kauri Park is located in the Tutamoe Ranges, north of Kaihū. The 586-hectare forest reserve and farmland is committed to the restoration and protection of the area's native biodiversity and is home to spectacular stands of kauri trees.

There are a number of walking tracks that pass through these lakes and ranges and others that meander back out to the coast. Maunganui Bluff is located at the north end of Ripiro beach and is a volcanic remnant that rises 460m over the sea below. A track extends from Aranga beach where it also links into the Kai Iwi lakes walking track.

A spine of steep hill ranges - Tutamoe to the north and Maungaru to the south east, rise above the low lying river valleys of north Kaipara and generally function as commercial forestry or farming. The Wairoa river and its tributaries flow from the east and have large areas of alluvial plains highly suitable for cultivation purposes but are also extremely susceptible to floods. The Kaihū river is a smaller river which flows from the north through the Kaihū valley and intersects with the Wairoa river at Dargaville. Dargaville and Baylys Beach water supply is taken from the Kaihū River.

There are a number of marae and cultural landscapes, significant to mana whenua, present in North Kaipara

DRAFT

1 | North Kaipara
- Overview

| Mana Whenua

There are eight marae within the North Kaipara community area (refer to the Cultural Landscapes map on page 33 for location)

- Pananawe Marae
Te Roroa
- Matatina Marae
Te Roroa
- Waikara Marae
Te Roroa
- Waikaraka Marae
Te Roroa
- Tama Te Ua Ua Marae
Te Runanga o Ngāti Whātua
- Ahikiwi Marae
Te Runanga o Ngāti Whātua
- Taita Marae
Te Runanga o Ngāti Whātua
- Tirarau Marae
Ngāpuhi; Te Runanga o Ngāti Whātua

There are a number of maunga and distinctive cultural landscapes significant to Mana Whenua and the wider community within the North Kaipara area. In the northern part, the tupuna mountain of Maunganui holds a commanding presence at the head of Ripiro Beach. This small remnant of a once massive volcano still measures 459m above sea level and is a pillar for the Te Roroa people. The highest peak in Kaipara and second highest in Northland is the tupuna mountain of Tutamoe at 770m above sea level. Tangihua, at 627m above sea level is the highest peak in the Tangihua Range. This dividing range between the east and west forms a prominent boundary between the Kaipara and Whāngārei districts.

Although just outside of the Kaipara district boundary line, the Waipoua and the adjoining forests of Mataraua and Waima, make up the largest remaining tract of native forests in Northland and are highly significant to the Te Roroa people. Waipoua Forest has the largest known living kauri tree - the infamous Tane Mahuta.

A significant ancient waka landing site is known to be located at Koutu, on the northern boundary of the district.

To the east, where the Wairoa River runs nearby to Tangiterōia, is the ancient portage route of Mangapai. This portage connected the Kaipara with the lower reaches of the Whangārei Harbour and was an important link between coasts. From Tangiterōia, the track reached Maungakarama and then to the canoe landing at the head of the Mangapai River.

Mahi tahi (collaboration) opportunities for Mana Whenua, wider community and the council to work together for the good of the northern Kaipara area are vast and ready to be launched. Through the land-use changes and direction identified in this Spatial Plan, Mana Whenua will be better equipped to plan how to sustain tangata whenua and hapori whānui - the wider community, public - and exercise their kaitiaki over the whenua.

DRAFT

1 | North Kaipara

Recreational + Landscape Features



0

2.5

5

10KM



1 | North Kaipara - Environmental Constraints and Opportunities



LEGEND

Context

Roads

Water Body

Constraints + Challenges

Flood plains

Steep Terrain

Opportunities

Highly Productive Land

Significant Natural Area

Primary Potential Ecological Network*

Secondary Potential Ecological Network*

*Refer to Ecological Network map for more information

2 | Kaihū

DRAFT

2 | Kaihū - Overview

KEY

- Yes
- No
- ◐ Limited
- TBC

Hard Infrastructure

- 183 # Occupied Dwellings
- 81 Population
- Water Reticulation
- Waste Water
- Stormwater Reticulation
- Broadband
- ◐ Mobile Coverage
- Roads Sealed
- Footpath
- ◐ StreetLights
- ◐ RailLine

Soft Infrastructure

- P Schools (P)primary (S)secondary
- ◐ Access to Tertiary Education
- Marae
- Reserves
- Playground
- Sports Facilities
- Church
- 2 Businesses
- Community Centre
- Public Transport

Kaihū is a rural community roughly 30km north-west of Dargaville along SH12. Prior to European settlement, Kaihū was a Māori settlement originally named Opunake. The town which is now known as Dargaville had the original name of Kaihū. When Dargaville gained its namesake in 1896, Opunake was subsequently renamed to the community which is now known as Kaihū. The arrival of European settlers saw Opunake / Kaihū undergo rapid changes throughout the 1880s, as the community became a hub for kauri milling and gum digging. The still-standing Kaihū Tavern was built in 1899 as a service building for workers. By the turn of the twentieth century, Kaihū experienced forest fires as well as two major floods, causing damages to the sawmill and homes. Towards the end of the first decade, Kaihū became something of a service town, helping to feed growth in Aranga, Katui, Mangatu, Tutamoe and Waimatenui. Milling concluded in Kaihū in 1915. A few decades later, the rail line to Dargaville was closed and dismantled in 1959.

The once busy milling settlement is now a quiet rural community. According to 2013 Census data, Kaihū and the wider surrounding area have a population of 183. Kaihū is now valued by locals for the basic, simple lifestyle. Traditional values are embraced, where the community members care for each other. Kaihū is characterised by its community spirit, and there is pride in its rich history and culture.

There are several important community spaces at Kaihū, including the rugby club, there are three marae (Ahikiwi, Waikaraka and Tama Te Uaua), a church, the war memorial hall, bowling club and the tavern. The Waikaraka marae has four pensioner units. The education facility at Mamaranui is also important for Kaihū locals. Additionally, Kaihū has the potential to establish itself as the next ‘service town’ in the north, supporting the north Kaipara communities in conjunction with the key urban town of Dargaville where essential services for the north Kaipara communities are available.



Kaihū back of tavern 1910-1920, Source:

2 | Kaihū_Existing Situation-2020



2 | Kaihū_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

2 | Kaihū_Engagement + Consultation

ENGAGEMENT FINDINGS

| Community Values

- The locals enjoy and value the basic and simple lifestyle and view Kaihū as the rural town on the river edge.
- The existing natural environment is highly valued by locals who wish to impose provisional measures for ongoing enhancement and protection.
- There are numerous community facilities and assets which are valued by the locals, particularly the Kaihū War Memorial hall.

| Aspirations

Services: The settlement is provided with reticulated infrastructure (wastewater, water and stormwater), however water quality needs to be improved to separate seawater and freshwater near the Marae (including drinking water quality). These services would improve the day to day life for locals and the environment.

Coastal and Ecological Restoration:

There are current land care restoration projects in place which include the planting behind Tama Te Ua Ua Marae and the Te Roroa environmental plan for weed and pest control. The community is keen to continue maintaining and enhancing the beautification of the settlement with a particular focus on the river edge.

Transport: There is a good level of service for roads in Kaihū, however improved roading and footpaths would address the safety concerns the locals have, particularly in front of the Marae and along the anticipated cycleway route. The community voiced the need for maintenance along SH12, which is an important route usually used by locals (and children) to get to the local shops on foot.

Flooding: Locals would like to see a reduction in flooding via stopbanks and riparian planting along water bodies to reduce siltation leaching into waterways.

Ecological Restoration: Stream and river edge restorations, such as replacing the existing Poplar trees along the river edge with English Willow Trees.

Economic Development: The community has expressed that there is potential for Kaihū to grow and expand its economic activities through tourism ventures and employment opportunities (particularly for the youth of Kaihū). The community would like to also have a local grocer which requires a minimum level of local population to sustain. Currently, the residents rely on Dargaville for their main services. The Kaihū Valley rail trail is a Provincial Development Unit (MBIE) funded walking and cycle trail. Kaihū is one of the potential staging points where trail users can find accommodation, activities and food supplies. Once the trail is constructed it is expected that new businesses will crop up to cater for these new travellers. A cycle link to Kai Iwi Lakes from Kaihū is also another opportunity which could prolong the length of time travelers stay in the North Kaipara area.

| Phase 4 Engagement Outcomes:

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.

CONSULTATION FEEDBACK

| 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.

2 | Kaihū_30 Year Plan



LEGEND

Live | Work | Learn

- Existing Residential NO CHANGE
- Low Density Residential (Further Investigation Required)
- Commercial / Mixed Use (Further Investigation Required)
- Papakainga Development

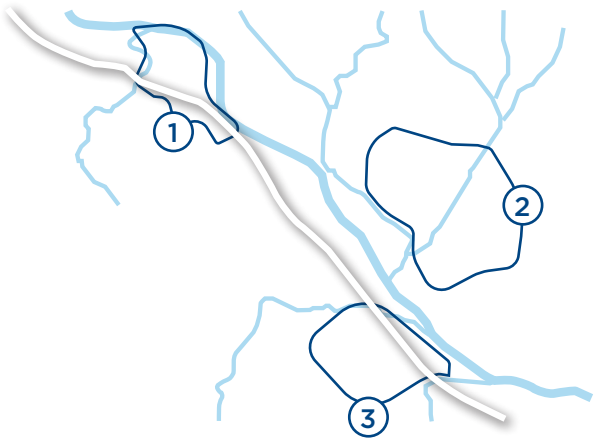
Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

2 | Kaihū_Neighbourhoods + Infrastructure Descriptions



1 | Kaihū Town Centre

Kaihū Town Centre (SH12/Kaihu Wood Road intersection) is located along SH12 and is the northern gateway to the 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.

2 | 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 - Mangawhai, Dargaville, Maungatūroto and Kaiwaka - 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 Kaihū.

Outcomes

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

2 | Waipara Road Block (Waipara Road near Waikaraka marae)

This is a Māori Purpose Land block located on the eastern side of the Kaihū River. It is well connected to the surrounding neighbourhoods and the existing ecological network. Countryside living opportunities, supported by mixed-production rural land-uses, 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.

| Future Infrastructure Requirements for Kaihū

Full reticulated services are necessary to establish good urban form and the desired density in the neighbourhood. Investigate measures in mitigating flooding issues, a resilient small scale wastewater and water supply network to accommodate and service Kaihū’s anticipated growth. The further investment and upgrades for 3-waters servicing can be investigated further through the council’s future activity management plans for north of Kaipara.

3 | Maunganui Bluff

DRAFT

3 | Maunganui Bluff
(Aranga Beach)
- Overview

KEY		?	# Occupied Dwellings
● Yes			
○ No			
● Limited			
● TBC			
Hard Infrastructure	○		Water Reticulation
	○		Waste Water
	○		Stormwater Reticulation
	○		Broadband
	●		Mobile Coverage
	●		Roads Sealed
	●		Footpath
Soft Infrastructure	●		StreetLights
	○		RailLine
	○		Schools (P)primary (S)secondary
	●		Access to Tertiary Education
	●		Marae
	●		Reserves
	○		Playground
	●		Sports Facilities
	○		Church
	○		Businesses
	●		Community Centre
	○		Public Transport

Maunganui Bluff Beach is a small, west coast beach settlement located roughly 15km west of Kaihū via State Highway 12. According to 2013 census data, Maunganui Bluff and the wider surrounding area has a population of 18 people. However, there are currently 3-4 permanent residents.

There is a strong sense of remoteness provided by the exposure and elevation character of the area. Its 4km wide coastal margin forms high cliffs that drop almost vertically to the sea below. The ridge slopes steeply down on both sides to long sandy beaches backed by recent dunes. Residential developments within the Maunganui Bluff Beach settlement are visible at its foot, sheltered by the Bluff and provide a sense of its size.

The area is of significance to Māori as it is characterised by its significant heritage values, strong spiritual and cultural association to the area. Maunganui Bluff was an important landmark, visible many kilometers away in clear weather, especially from the south.

A prominent feature of the Maunganui Bluff are the coastal cliffs of some 459 meters in height, visible for a long distance along the beach and from the ocean, the area is less apparent from inland to the east. The eastern slopes are relatively mild, whilst seaward, the cliff is dramatic and precipitous. The Bluff is rich with indigenous vegetation and ecological values supporting many threatened species of flora and fauna including kiwi and kauri snail.

Towards the end of 2017, an avalanche of boulders on Maunganui Bluff forced Aranga Coast Road to close. A multi-agency response was spurred due to a massive rock left teetering high on the hill above the settlement, causing road closure and evacuation.

The walking track is frequently used by local and regional visitors as well as international tourists. It is important to note that land along Aranga Beach Road is locked and unable to develop or accessed as it is regarded as wāhi tapu land.

TO BE UPDATED

DRAFT

3 | Maunganui Bluff_Existing Situation-2020



3 | Maunganui Bluff_Physical Analysis - Constraints & Opportunities



LEGEND

- Context**
- Roads
 - Water Body
 - Beach
- Constraints + Challenges**
- Flood plains
 - Steep Terrain
- Opportunities**
- Highly Productive Land
 - Significant Natural Area
 - Department of Conservation Land
 - Primary Potential Ecological Network
 - Secondary Potential Ecological Network

3 | Maunganui Bluff_Engagement + Consultation

ENGAGEMENT FINDINGS

| 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.

| Phase 4 Engagement Outcomes

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.

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3 | Maunganui Bluff_30 Year Plan







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

3 | Maunganui Bluff_Neighbourhood + Infrastructure

| 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.

| Future Infrastructure for Maunganui Bluff

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

DRAFT

4 | Omamari

DRAFT

4 | Omamari
- Overview

KEY		?	# Occupied Dwellings
<input checked="" type="radio"/> Yes			
<input type="radio"/> No			
<input checked="" type="radio"/> Limited		?	Population
<input checked="" type="radio"/> TBC			
Hard Infrastructure	<input type="radio"/>		Water Reticulation
	<input type="radio"/>		Waste Water
	<input type="radio"/>		Stormwater Reticulation
	<input type="radio"/>		Broadband
	<input checked="" type="radio"/>		Mobile Coverage
	<input checked="" type="radio"/>		Roads Sealed
	<input type="radio"/>		Footpath
Soft Infrastructure	<input checked="" type="radio"/>		StreetLights
	<input type="radio"/>		RailLine
	<input type="radio"/>		Schools (P)primary (S)econdary
	<input checked="" type="radio"/>		Access to Tertiary Education
	<input checked="" type="radio"/>		Marae
	<input checked="" type="radio"/>		Reserves
	<input type="radio"/>		Playground
	<input checked="" type="radio"/>		Sports Facilities
	<input type="radio"/>		Church
	<input type="radio"/>		Businesses
	<input checked="" type="radio"/>		Community Centre
	<input type="radio"/>		Public Transport

The geographical extent of Omamari is well-defined by the coastal landscape - dune systems and the west coast beach environments. The settlement is within proximity to the three pristine lakes that make up Kai Iwi Lakes (approximately a 10-minutes drive away), a popular natural wonderland today. The settlement’s residents depend on Kaihū for day-to-day needs, whereas Omamari provides access to the beach for Kai Iwi Lakes visitors and Kaihū residents.

Omamari is rich in Māori history. The Mamari Canoe under Nukutawhiti, was utilised to bring people to the Hokianga and Kaipara district. After landing at Hokianga Heads where some settled, the canoe continued to sail south. The Mamari canoe arrived in 1300 then later wrecked on the Ripiro beach approximately 16km south of Maunganui Bluff. The unfortunate area was commemorated by the name of Omamari.

There is limited potential for further low-density residential growth further north on Omamari Road and immediately adjacent to the existing settlement. Housing in Omamari is low-key, self-servicing, low-density residential typical of a coastal settlement. The existing road is sealed and generally considered safe for cycling.

4 | Omamari_Existing Situation-2020



4 | Omamari_Physical Analysis - Constraints & Opportunities



LEGEND

- Context**
- Roads
 - Water Body
 - Beach
- Constraints + Challenges**
- Flood plains
 - Steep Terrain
- Opportunities**
- Highly Productive Land
 - Significant Natural Area
 - Department of Conservation Land
 - Primary Potential Ecological Network
 - Secondary Potential Ecological Network

2 | Omamari_Engagement + Consultation

ENGAGEMENT FINDINGS

| Phase 4 Engagement Overview

Engagement with the Omamari community has been somewhat limited during the initial phases of the project. Based on the feedback received - the key points were recorded:

- Limited growth can be considered northward (along Omamari Road), rather than southward (Babylon Coast Road).
- Omamari is valued for its proximity to Kai Iwi Lakes, providing beach access for the surrounding community - including rural residents.
- Retain its character and size as a low-key coastal settlement.

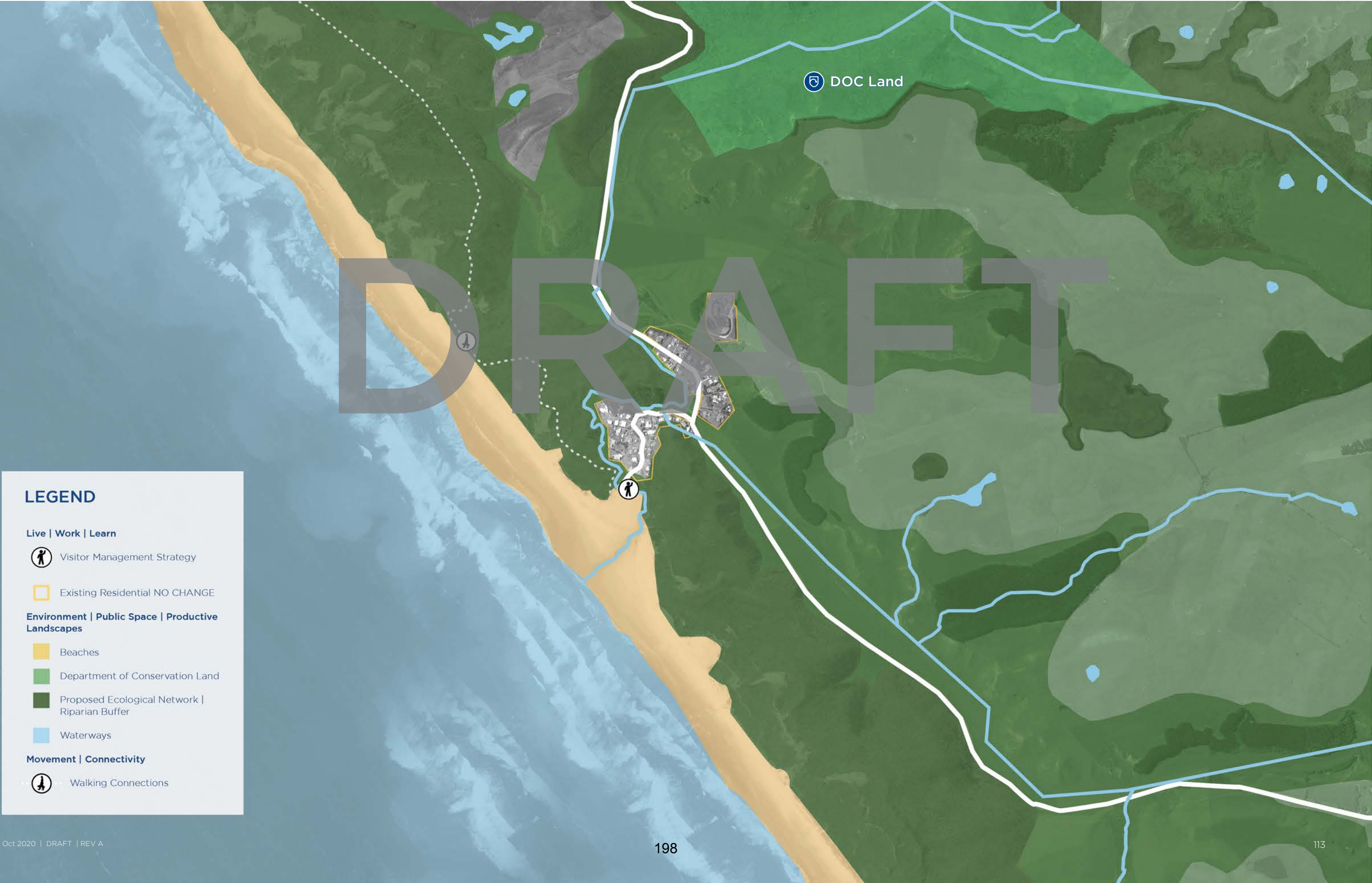
Outcomes

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.

DRAFT

4 | Omamari_30 Year Plan



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

4 | Omamari_Neighbourhood + Infrastructure

| Omamari Neighbourhood + Infrastructure descriptions

As a small bach community, Omamari is not anticipated to cater for any additional growth. Omamari is a quiet beach settlement 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 easily accessible from Omamari.

Omamari is a relatively remote and secluded community - this seclusion and its tight connection to nature are key characteristics which are cherished and sought to be maintained.

Outcomes

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

| Future Infrastructure for Omamari

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

DRAFT

5 | Tangiterōria

DRAFT

5 | Tangiterōria
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	141	# Occupied Dwellings
	69	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	2	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Tangiterōria is a rural community located roughly halfway between Dargaville and Whangārei, near the Wairoa River. Dargaville is roughly 27km south-west of Tangiterōria, while Whangārei is roughly 30 km north-east. Locals consider their community to consist of the areas of Tangiterōria, Kirikopuni, Mangarata, Omana and Pukehuia. According to the 2013 Census data, the wider Tangiterōria area has a population of 141.

Tangiterōria roughly translates to “sound-the-conch shell trumpet”. In early history, eels were plentiful in the Wairoa River. Māori would capture eels using large weirs. As the tide rushed past the poles, the audible vibration sounded like a trumpet. Tangiterōria was a prolific settlement during the initial migration of the English Albertlanders in the mid-to-late 19th century. It was the site of the first Wesleyan Mission Station, founded by James Wallis in 1834. During this time, Tangiterōria was the centre for many European settlers along the Wairoa River.

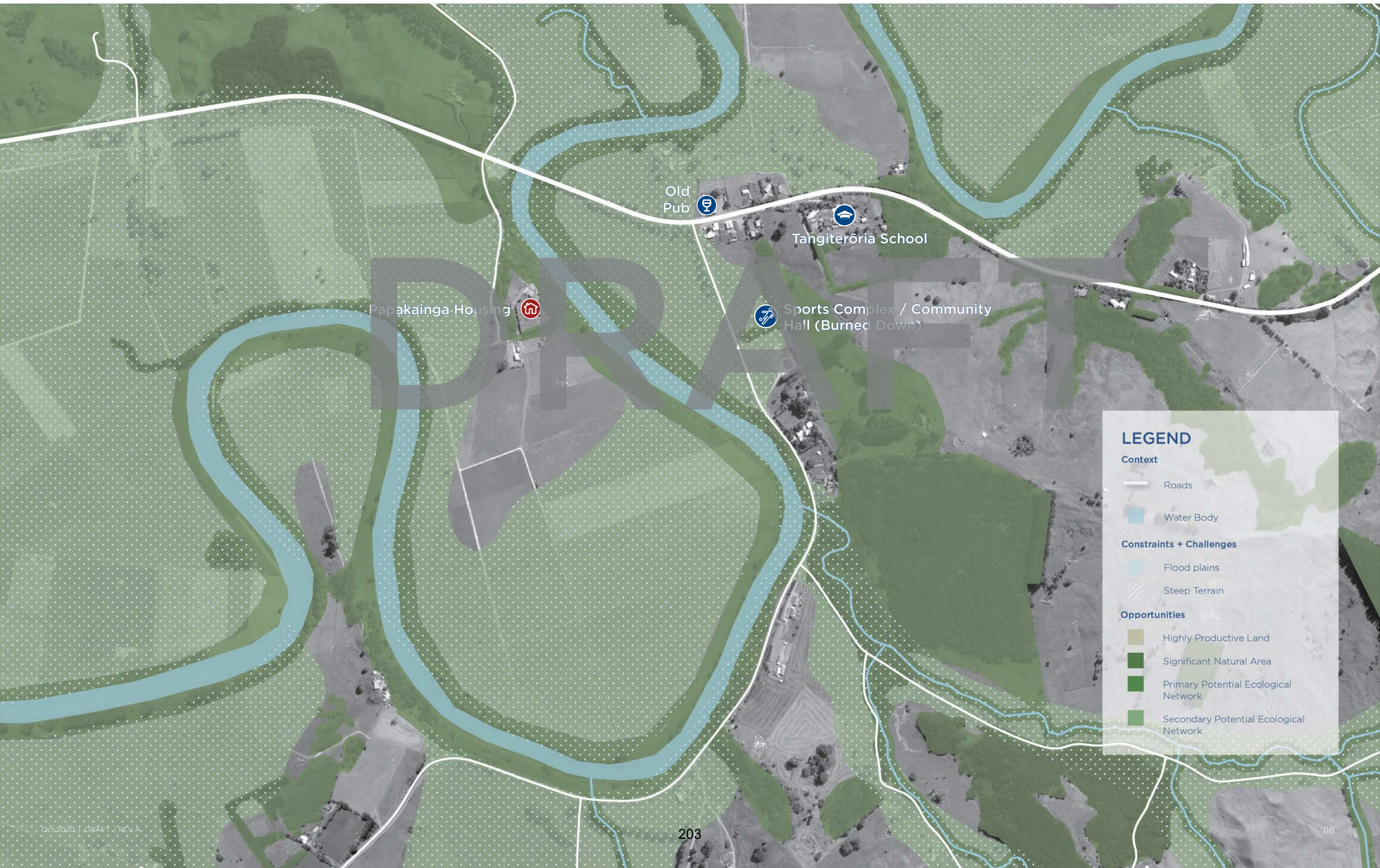
Tangiterōria is now a quiet rural community. Over the past decade, several businesses have closed, including a post office, pub, garage and hall. This has left Tangiterōria School, Tangiterōria marae and the former Tangiterōria Sports Complex as important community assets. However, the Tangiterōria Sports Complex was destroyed in a fire in January 2020. It had significant historical and social value to Tangiterōria, and was a great loss to the community. Recent years have seen an increase in local residents who travel to work, either to Whangārei or Dargaville.

Tangiterōria School has access to a tract of bush immediately to its east. The school is involved in restoration projects at this tract of bush.

5 | Tangiterōria_Existing Situation 2020



5 | Tangiterōria_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

5 | Tangiterōria_Engagement

ENGAGEMENT FINDINGS

| Community Values

- The Tangiterōria community is positive and well-connected, always willing to help one another. The locals value the environment and river edge that is offered in the settlement.
- The locals in Tangiterōria are proud of their Māori heritage and hold close to the strong history of the tūpuna settlement.
- The Tangiterōria Sports Complex is highly valued by the community, being a focal hub following the closure of several facilities. Prior to its accidental destruction in early 2020, the facility was well-supported by the locals and heavily used during its lifetime.

| Aspirations

Water Quality: The local environment is closely linked with the community’s history and to this regard, the community has emphasised the importance of continued environmental protection. Concerns were raised around direct discharges to waterways from private properties and farming activities, in particular upstream from the settlement.

Economic Development: Locals support more business and commercial activity, but there is little opportunity in the settlement. Currently, residents travel 20-25 minutes to Dargaville for shopping, however this is a challenge for those who do not own cars and would like to have a local grocer/dairy. Generally, Tangiterōria has the potential to provide a service centre for surrounding rural areas which includes large-scale farmers.

Residential Development: There is demand for residential property at Tangiterōria given its ideal location between Dargaville and Whāngarei, as well as the alternative northern route towards Kaikohe via State Highway 15. The community is happy to see residential growth and with more permanently-based residents choosing to live in Tangiterōria. They would like to encourage growth in Tangiteroria by providing the ability to subdivide land and offer reasons to call Tangiteroria a

home. However, there are key challenges in enabling growth in Tangiterōria including the lack of employment opportunities that would attract permanent residents and the existing restrictive planning provisions.

Papakāinga Housing: The local marae wish to develop the land zoned for Māori purpose into production land and a papakāinga hub (mix of commercial and residential development). The potential for papakāinga housing in Tangiterōria, in particular on the southern side of the Wairoa River connecting up with the southern side of the village, could help boost the usual-residential population in the village itself. The provision of papakāinga housing would also better enable tangata whenua to come back home to Tangiterōria.

Improved walking and cycling routes between the hub and village centre is supported. The papakāinga hub north of the Wairoa River may be subject to flooding issues and further investigations in that regard are required.

Services: There is no reticulated infrastructure in Tangiteroria, with concerns that many septic tanks are failing. This has caused concern with regard to contamination of the river. Improved digital infrastructure was also supported to allow working from home scenarios or home business ventures. A need was for voiced provision of recycling bins and better cell phone services. Finally, public toilets were also mentioned, with a potential location being by the existing playground.

Rebuild the Sports Complex: The loss of the Sports Complex has been frequently cited as a significant blow for the community, who have voiced an eagerness to rebuild it as soon as possible.

| Phase 4 Engagement Outcomes

Areas of Significance to Māori: Identify areas of significance to Mana Whenua including wāahi tapu and urupā sites to be protected through the district plan review.

Riparian Planting and Water Quality: Improve and protect the mauri (life-force) of the receiving water bodies by monitoring and managing direct discharges to waterways, enabling 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.

CONSULTATION FEEDBACK

| 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.

5 | Tangiterōria_30 Year Plan



LEGEND

Live | Work | Learn

- Existing Residential NO CHANGE
- Low Density Residential
- School
- Commercial / Mixed Use
- Papakainga Housing

Environment | Public Space | Productive Landscapes

- LUC 1-3 | Productive Land
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Slow Zone
- Proposed Road Connections
- Town Gateway
- Maori Purpose Land (potential production as it is subject to flooding)

5 | Tangiterōria_Neighbourhood + Infrastructure

1 | Tangiterōria Village Centre

SH14 is the main street for Tangiterōria, 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 Whangārei 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.

Tangiterōria 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.

2 | 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.

3 | 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.

| Tangiterōria Infrastructure

The density proposed for Tangiterōria is low or semi-rural large-lot type development. Therefore, a reticulated water and wastewater scheme is difficult to make financially viable. It is therefore more likely that self-serviced modern systems will be the main water and wastewater servicing solution. A warrant of fitness scheme to encourage the on-site wastewater systems to be maintained or upgraded could be introduced to reduce the likelihood of river contamination.

DRAFT

6 | Tangowahine

DRAFT

6 | Tangowahine
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	129	# Occupied Dwellings
	54	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
	<div></div>	RailLine
Soft Infrastructure	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	<div></div>	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Tangowahine meaning translates as the “weeping woman”. Tangowahine is a rural community located on the northern Wairoa River, roughly 13km north-west of Dargaville via State Highway 14. According to 2013 Census data, Tangowahine and its wider surrounding area has a population of 129.

Tangowahine was arguably the first settlement to participate in the kauri timber industry in Kaipara, where timber was exported from 1840 to 1850. The local sawmill attracted many European settlers, reaching a population as high as 402 by 1909. However, the settlement quickly declined once milling operations concluded in 1940.

Now, Tangowahine is a quiet, rural community. However, Tangowahine is situated on the main route between Dargaville and Whangārei, and is one of the settlements through which many heavy vehicles commute. The existing heavy rail infrastructure linking Tangowahine to Whangārei poses a great opportunity to better manage forestry and rural-production freight to Whangārei and the potential Northport development. Tangowahine School and Avoca Hall are the main community hubs and are very important assets to the community, including its broader rural-based community.

The 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 settlement, hosting many community activities such as dances, school functions, church services, concerts and weddings. There are no businesses operating in Tangowahine and residents rely on Dargaville for necessities.

6 | Tangowahine_Existing Situation 2020



6 | Tangowahine_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

6 | Tangowahine_Engagement

ENGAGMENT FINDINGS

| Community

- The locals value Tangowahine for the way it is - a quiet, rural village known as the village where the River crosses the roads. They appreciate their friendly and tight-knit community.
- The community particularly enjoys its quiet, peaceful setting and open space, and wishes to protect the natural assets of the rural settlement.

| Aspirations

Tangowahine is the first settlement outside of Dargaville and has the potential to become a residential satellite settlement for rural and lifestyle living opportunities. It is well connected to both Dargaville and Whangārei, as well as being at the junction for the popular alternative northern route to Kaikohe and beyond.

Roading and Accessibility: There is potential to establish a new cycling track which connects into the wider northland cycling routes along the main road north. The community would like to see 70km/h zones, particularly around the SH14/ Tangowahine Stream Bridge intersection. Roothing improvement is required as their condition has deteriorated recently due to logging trucks and for this reason the locals encourage reutilising the railway. Safety issues within the proximity of the school, which requires signage to ensure children’s safety. A cycling track is encouraged as it is beneficial for kids while providing linkage to Dargaville – could prompt cycling tourism. Possibility of cycling into Dargaville and taking golf courts back home. Additionally, 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.

Economic Development: The locals would like to see a small local shop which provides basic goods, as they rely on Dargaville for other main services. Additionally, the existing railway line/station is to be at the heart of the town centre to celebrate the railway history of the settlement and the existing heavy rail infrastructure connecting Tangowahine with Whangārei to the north. The rail infrastructure extends south to Dargaville, including potential connections through the future ‘Awakino Point’ business park area identified in the spatial plan for Dargaville.

Community Facilities: Ensure the Tangowahine school is looked after as it is an important community hub, where events are often held.

Growth: The locals do not want to see further subdivision and development and want to retain the rural character, noting the importance of the quietness of Tangowahine.

Water Quality: The locals raised the issues of waterway protection given the streams are direct outlets for wastewater discharge upstream and downstream

Water Transport: Potential for a wharf in the future if tourism increases, to utilise the water to transport people and goods. Services: The locals are generally happy with the services they have, with only potentially better cell phone coverage mentioned

| Phase 4 Engagement Outcomes

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.

CONSULTATION FEEDBACK

| 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) - slower speeds through the settement.

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.

6 | Tangowahine_30 Year Plan



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



6 | Tangowahine_Neighbourhoods + Infrastructure

1 | Tangowahine Village

The land slopes moderately upwards towards the northeast. From the upper slopes, impressive views of the Wairoa River and of the rolling hills south of Tangowahine can be enjoyed. 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.

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.

2 | 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 Whangārei. The land along the Railway Industry Block is quite flat, suitable for limited amounts of larger footprint industrial activities.

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.

| Tangowahine Infrastructure

The density proposed for Tangowahine is low or semi-rural large-lot type development. Therefore, a reticulated water and wastewater scheme is difficult to make financially viable. It is therefore more likely that self-serviced modern systems will be the main water and wastewater servicing solution. A warrant of fitness scheme to encourage the on-site wastewater systems to be maintained or upgraded could be introduced to reduce the likelihood of river contamination.

DRAFT

Chapter 4 | Central Kaipara and West Coast

DRAFT

Chapter 4 | Central Kaipara and West Coast

DRAFT

1 | Central Kaipara

+ West Coast - Overview

| Overview

The central and west coast community district extends south from Baylys Beach to the mouth of the Wairoa River, approximately 5km south of Ruāwai, and extends east towards (but does not include) Maungatūroto. This part of Kaipara has a very strong relationship with water, both sea and fresh. The physical environment of Central Kaipara + West Coast is a response to how these waterways have shaped the landscape.

The Wairoa River is flanked to the east by extensive swamps, many of which are now reclaimed and provide highly productive dairy land. To the west is a series of clay cliffs and dunes, both fixed and moving. The Wairoa River is the longest river in the northern region and has a significant history of portage for both Māori and european settlers of the area. All the main settlement areas within this community district lie either on the west coast or on the edge of the Wairoa River.

The key urban centre of Dargaville is located on a section of the Wairoa that is wide, deep and fast flowing and was once a focal area of kauri trade and river transport. Although this has greatly diminished from the Dargaville riverfront, a small industry of scenic cruises and recreational boating remains. The smaller settlements of Te Kōpuru and Ruāwai are located on the west and eastern sides of the Wairoa, south of Dargaville. Of the three settlements, Te Kōpuru has a higher topography

above the Wairoa. This elevated position makes Te Kōpuru relatively safe from flooding.

Historically, Te Kōpuru was an important trading town that grew out of the prolific timber milling of the area in the late 19th century. Rapid depletion of kauri trees saw the mill close in 1920, and the town has been in slow decline ever since. It is currently serviced with a primary school, sports domain, a shop, and a run-down boat ramp and wharf in need of further investment to restore this once prosperous working waterfront.

Ruāwai is located on SH12, south east of Dargaville and is the principal service centre for the surrounding plains. Although amenities and facilities have reduced over the years, Ruāwai is still well serviced with education facilities from preschool to high school and a number of reasonably sized local businesses that supply local employment. Ruāwai has an old but functional wharf which has been earmarked for upgrade. This is supported by on-shore parking and toilet facilities, a wide boat ramp, and pile mooring in sheltered inlets along the river's edge.

The low-lying flood plains surrounding the Wairoa river provides the area with extensive alluvial soils which are suitable for large range of land uses such as cropping and horticulture as well as pastoral and exotic forestry. Despite Dargaville and Ruāwai both requiring stopbanks to protect the villages from tidal surges and floods, they are both vulnerable in the long-term.

Ripiro Beach is a long and virtually straight coastline that extends the full length of the community district. Its unique features include being one of the two places the endangered Toheroa shellfish can be found in Aotearoa, and being one of the few beaches in the Kaipara District where vehicles can access and are free to drive upon. The wide straight flat beach is popular for surfing, fishing, and trail biking, and provides an alternative travel route connecting the coastal settlements of Omamari, Baylys Beach, and Glinks Gully. The segment between Pouto Point, including the Pouto Lighthouse, and Glinks Gully requires better equipped four-wheel drive vehicles and local knowledge to avoid 'soft spots' in the sand and ecologically sensitive areas.

It is worth noting in particular that both Glinks Gully and Baylys Beach coastal settlements vary in permanent population during the year, whereby both increase significantly during summer months. Glinks Gully mostly consists of 'beach bach' style dwellings and a campground. Baylys Beach is much larger than Glinks Gully and has a growing residential population. Currently it has one shop and is in the process of building a new community centre / surf life saving clubrooms.

There are a number of significant cultural and environmentally significant landscapes located in this area. These are outlined in the following Mana Whenua section.

1 | Central Kaipara
+ West Coast - Overview

| Mana Whenua

There are eight marae located within the boundary lines named as the Central + West Coast Kaipara community district (refer to the Cultural Landscapes map on page 64 for locations)

Te Houhanga O Rongo Marae
Te Roroa; Te Kuihi; Te Runanga o Ngāti Whātua
Ōtūrei Marae
Te Uri o Hau
Kāpehu Marae
Ngāti Kahu
Rīpia Marae
Te Uri o Hau
Naumai Marae
Te Uri o Hau
Parirau Marae
Te Uri o Hau
Te Kōwhai Marae
Te Uri o Hau
Rāwhitiroa Marae
Te Uri o Hau

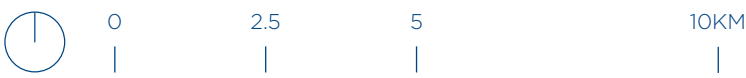
Mana Whenua are spiritually and physically intertwined with the Wairoa awa. As Kaitiaki of the Kaipara, protecting and enhancing its mauri (life force or life supporting capacity) is critically important.

The Wairoa River is one of the traditional connecting links for all of Te Uri o Hau marae around the Kaipara Harbour. The awa (river) was used extensively throughout Te Uri o Hau’s pre-European history and last century prior to roads being established. Te Uri o Hau pā (fortified villages) sites, urupā and wāhi tapu line the shores of the Wairoa River.

In addition to marae and the Wairoa awa, there are some extremely distinctive maunga and peaks that are culturally and environmentally significant. The most visually significant of these are Tokotoko and Maungaraho. These are two exposed roots of former volcanoes that rise out of the alluvial plains to the east of the Wairoa and north of Ruāwai. Pinaki, Tikinui, Kopuatete, Te Ura and Rēhia are smaller peaks that provide additional defining features to the landscape.

DRAFT

1 | Central Kaipara + West Coast



3.1 | Baylys Beach

Te Houhanga o Rongo Marae

Te Roroa
Te Kūhū
Te Runanga o Ngāti Whātua

Dargaville

Ōtūrei Marae

Te Uri o Hau

Kāpehu Marae

Ngāti Kahu

Maungaraho

3.2 | Te Kōpuru

Tokatoka Maunga

3.3 | Glinks Gully

Rīpia Marae

Te Uri o Hau

Naumai Marae

Te Uri o Hau

3.4 | Ruāwai

Rēhia

Parirau Marae

Te Uri o Hau

Te Kōwhai Marae

Te Uri o Hau

Rāwhitiroa Marae

Te Uri o Hau

Pinaki

Kopuatete

1 | Central Kaipara + West Coast



3.1 | Baylys Beach

Dargaville

3.2 | Te Kōpuru

3.3 | Glinks Gully

3.4 | Ruāwai

LEGEND

Context

Roads

Water Body

Constraints + Challenges

Flood plains

Steep Terrain

Opportunities

Highly Productive Land

Significant Natural Area

Primary Potential Ecological Network*

Secondary Potential Ecological Network*

**Refer to Ecological Network map for more information*

2 | Baylys Beach

DRAFT

2 | Baylys Beach - Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	279	# Occupied Dwellings
	129	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	2	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Baylys Beach is a coastal community situated in-between two gorges, located roughly 13km west of Dargaville. Baylys Beach is nestled amongst a wealth of natural amenities, including Ripiro Beach and the sand dunes, as well as large tracts of bush. As of the 2013 Census, Baylys Beach had a population of 276, consisting vastly of ‘usual residents’.

Tribal warfare is an important part of the history of Baylys Beach. The battle of Moremonui in 1807 took place north of Baylys Beach between Ngāti Whātua and Ngāuhi. This was then followed by the battle of Te Ika-a-Ranganui in 1825. The west coast has historically been used by Māori as a natural highway.

Baylys Beach was established as a seaside extension of Dargaville in the early 20th century. Its reputation as a holiday seaside resort has been over a century in the making – a reflection of its abundance of natural amenity, as well as its easy access to Ripiro Beach. The Kaipara’s west coast is also well-known for its many shipwrecks. As many as 113 shipwrecks lie along Ripiro Beach.

Baylys Beach is known as the “beach suburb” of Dargaville. Nowadays, Baylys Beach sports a distinct ‘coastal bach’ character, and has seen residential growth in recent years - most notably, the Sunset West subdivision. In the past year, the community has quickly diversified, with people of different backgrounds and occupations

settling down in Baylys Beach, who bring a fresh perspective to the community. There are young families, teachers, artists, chemists, hunters, fishermen and doctors. Community members are proactive and involved within the community. Baylys Beach locals travel to Dargaville for essential services.

There is currently a single shop at Baylys Beach: Sharkys Takeaways – a restaurant and takeaway store which also sells basic groceries. The former Funky Fish restaurant closed in recent years. The area surrounding Sharkys Takeaways lends itself as the village’s commercial heart where further businesses could establish giving rise to the village centre.

The Baylys Beach Society plays a major role in facilitating the community’s aspirations. It is involved in many local projects, including the Baylys Beach Surf Life Saving Club which has undergone construction since late 2019, and will also serve as a community hub.

The removal of the local church hall has been detrimental for the sense of community spirit at Baylys Beach. However, the beach, Northern Wairoa Golf Club and new community centre are important places for the residents of Baylys Beach.

2 | Baylys Beach



2 | Baylys Beach_Physical Analysis - Constraints & Opportunities



LEGEND

- Context**
- Roads
 - Water Body
 - Beach
- Constraints + Challenges**
- Flood plains
 - Steep Terrain

- Opportunities**
- Highly Productive Land
 - Significant Natural Area
 - Primary Potential Ecological Network
 - Secondary Potential Ecological Network

2 | Baylys Beach_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- Baylys Beach is a diverse community. In recent years, young families, teachers, artists, chemists, hunters and fisherman have all settled down at Baylys Beach.
- The community is tight-knit, proactive and involved – people are keen to see improvements and developments. Locals often voice the trust and positive exchange that is present in the community.
- Baylys Beach’s natural assets are important to the community. Ripiro Beach is seen as one of its strongest assets, however, the local dunes, cliffs, vegetation and rural farmland are also important ecological and landscape amenity assets.
- Baylys Beach is a quiet and peaceful community, away from the ‘hustle’ and ‘bustle’ of the city.

| Aspirations

Residential Development: Overall, the Baylys Beach community is supportive of enabling growth at Baylys Beach to increase permanent residence in the area. It was recommended that residential development (and renovations) should take place away from erosion-prone cliff areas.

Commercial Development: the Baylys Beach community expressed that they would like opportunities for local businesses. The community is particularly receptive to hospitality venues such as a café or a restaurant. References were made to the now closed Funky Fish restaurant, which was a prominent creative space. Services such as a dairy and takeaways. There is also an eagerness to capitalise on opportunities for tourism ventures. Such activities could include minigolf, toboggan or a luge. A motel and golf course in the area identified as subject to building restrictions would be a better utilisation of the land. Beach activities could include motorbike/quad-bikes tours. However, the community has articulated that such activities must be respectful of existing ecosystems (referring to adverse issues around vehicles on the beach).

Community Facilities: The community would like community facilities such as a Surf Life Saving Club, (the establishment of a club is already underway as of November 2019), a facility for meetings as well as Library collection/drop off at community centre. Establish a safe play area for children away from the beach - a park/grass area, with or without a playground structure. The community would also like to see a playground on the reserve land on Ocean View Terrace. A direct link from the reserve to the public toilets was also mentioned. There is a need for continued maintenance of the public toilets, while also making them accessible for those with limited mobility access (prams, wheel chairs, frail). A bus shelter is needed for school kids in a suitable location as well as appropriate lighting at the beach parking - mindful of glare and impact on dark night skies.

Rubbish Collection/Recycling: Maintain council curbside collection however the community would like to see a recycle/transfer storage unit somewhere at Baylys rather than curbside collection.

Transport: The Baylys Beach community promoted a more pedestrian-friendly environment in the main settlement, slower speed limits for safety purposes and well-maintained roads. This could involve provision of a traffic calming measures at the entrance to the Northern Wairoa Golf Club - e.g. sign-posting reduced speed through the village currently being 50km/h. Promote sharing the road space with cycling, linking with the Kaihū Valley Trail, with recreational cycling promoted between the town and the beach. There have been several near-miss accidents due to narrowness of roads and size/speed of vehicles. Provide an appropriate budget to maintain the current walking track. Another concern raised was the roadside rubbish, particularly on the road from Baylys Beach to Dargaville.

Coastal Restoration and Erosion Management: The effects of climate change have been noticeable in recent years and locals have voiced concerns as to how this will be addressed in the future. Currently, sandbags have been installed at the beach entrance as a temporary solution. However, its long-term viability is questioned and more appropriate measures should be investigated. Additionally, dunes which people were once able to walk on have disappeared in recent years. Suggestions have been made for the Council to recognise the beach access and enable a coastal erosion plan. Locals are concerned with the damage and nuisance caused by motor vehicles / bikes on the beach and dunes, and wish to protect these areas from on-going degradation effects. This can be done through clear allocation of areas permitted for riding bikes/quads etc and child-friendly areas on the beach. Additionally, the cliffs to the north of the Sunset West subdivision have been identified by the community as being at a critical stage for erosion. Currently, planting efforts have taken place on these slopes, but locals see the emergence of a sand blowhole as inevitable.

Wastewater Infrastructure: the Baylys Beach community views the wastewater infrastructure at Baylys Beach as the most important obstacle for enabling growth in the area. Issues have been raised about the effects of existing self-serviced systems upon the environment, particularly on sand ecosystems. Additionally, self-serviced systems have been noted as cost-prohibitive for starting new businesses. Residents have proposed solutions including expanding the existing package plant or establishing a community wastewater scheme.

Stormwater Mitigation: The nature of the hilly topography at Baylys Beach often results in stormwater - e.g. from the Sunset West subdivision - flowing to the beach. Locals have proposed stormwater diversion or attenuation as a possible solution to mitigate these effects on the receiving environment. Others suggest a plan to build a dam on the farm where stormwater feeds down to the beach entrance to control stormwater entering the beach access road from elevated points.

Water Supply: For dairy farms located on the outskirts of the main Baylys Beach settlement - better drainage, access to artesian water and additional water storage would allow farms to be more viable during dry seasons.

Infrastructure: 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 an 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.

Ecological Restoration: 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. Further, control on invasive plants/pests, particularly in the gully areas.

Signage: Ensure signage prior to beach access is visible, clearly and strongly worded. Provide sign posting on the beach to indicate speed/wildlife/natural hazards.

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.

Kaipara Cycleways: Cycleway infrastructure throughout Kaipara – Get cycle rail trails going north and to Maungaturoto operational. For example, set yearly kms goals like New Plymouth, who budgeted for 15kms yearly and now have a well-utilised cycling and walking network. This will encourage more business opportunities to showcase Kaipara - Several small businesses have started due to cyclist patronage.

| Phase 4 Engagement Outcomes

- **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 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:** Investigate appropriate measures to establish a more pedestrian-friendly environment within the village centre and residential streets leading down to the beach access points. This could involve a single-lane one-way road loop connecting the village with the beach, retaining low-speed environments throughout the main settlement, and establishing new walking and cycling routes along the coast as well as connecting Baylys Beach 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 investing in revegetation initiatives involving native specimens to restore natural native habitats. Provide appropriate beach access with signage to manage motor vehicles/bikers from accessing certain parts of Ripiro Beach and damaging the dunes. Identify ways to manage stormwater run-off from entering the drain outlets near the coast to protect the receiving water bodies from pollution.

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CONSULTATION FEEDBACK

| 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 – the place is currently not well-maintained.

Infrastructure

- Favourable agreement with the Three Waters Infrastructure Plan.
- 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. Additional residential development should only be considered if it is not situated near an erosion site 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

2 | Baylys Beach_30 Year Plan



0

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



2 | Baylys Beach_Neighbourhoods + Infrastructure

| Baylys Beach Neighbourhoods + Infrastructure description

As part of the spatial planning process, a study of Baylys Beach’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. Two neighbourhoods which could accommodate new growth were identified as part of this spatial plan: Baylys Beach Village Centre and Baylys Beach North.

1 | Baylys Beach Village Centre

The Baylys Beach Village Centre is the first neighbourhood that visitors will see as they enter Baylys Beach. Sharkys is currently 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 resilient, vibrant and lively village centre around the Ripiro Drive and Sea View Road intersection. Visitors to Baylys Beach will be greeted by small, nostalgic local shops along Ripiro Drive on the way in. ‘Commercial’ land will provide opportunities to establish more local business activities - in particular fine-grain retail, markets and eateries - at the gateway to Baylys Beach

As you enter the village - new housing to the north and south provides a greater population base, mostly for usual residents strengthening the community’s vibrant and yet low-key sea-side setting. ‘Low Density Residential’ land will provide opportunities for infill or demolish-rebuild new development.

2 | Baylys Beach North

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

Outcomes

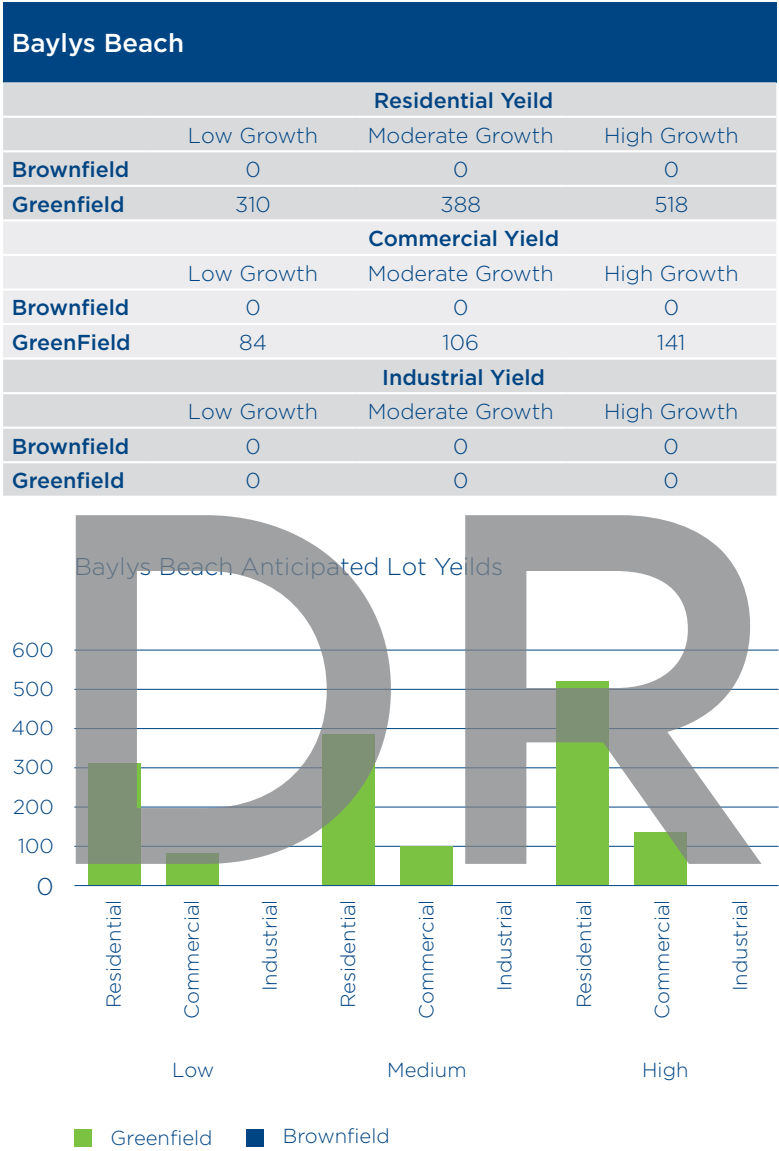
‘Low Density Residential’ housing to provide for population growth at Baylys Beach. A well-connected neighbourhood, which will see existing cul-de-sacs at Sunset West extended to improve local accessibility. It will also be a pedestrian-friendly neighbourhood, with a walking track established to connect 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 appropriately managing the stormwater flows down the hillsides and gullies 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 which could cater for the whole village. This could possibly be funded by a targeted rate framework and recovered over a set period of time. Subject to further investigations, the 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_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residential	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7



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3 | Te Kōpuru

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3 | Te Kōpuru
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	465	# Occupied Dwellings
	192	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	2	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Te Kōpuru is a riverside community located on the western side of the Wairoa River, near the mouth to the Kaipara Harbour. Te Kōpuru is located 12km south of Dargaville. According to 2013 Census data, Te Kōpuru has a population of 465.

Shortly after the arrival of the Albertlanders in Kaipara, Te Kōpuru quickly became a prolific milling town. The opening of Te Kōpuru Mill in 1871 facilitated rapid growth of the settlement. The mill's cutting rates were amongst the highest in the district. Over time, the frequency of accidents which occurred at the mill prompted the opening of the hospital in 1903, further cementing Te Kōpuru's status as a major settlement. However, rapid depletion of kauri timber in Kaipara led to the closure of the mill in 1920. Accompanied by the closure of the hospital in 1956, Te Kōpuru has seen a slow trend of decline ever since.

Nowadays, there is a single shop at Te Kōpuru – a superette which also has laundry facilities. Many local businesses have closed over time, however, there is still a sense of the old community spirit. Great pride is held in Te Kōpuru's history – many descendants of Māori and Dalmatian families are still based in Te Kōpuru. In recent years, there has been an increase in transient families who work in agriculture or horticulture for a few months at a time before moving on.

Te Kōpuru School is a key community focal point, which often hosts many events and brings the immediate

and wider community together. Local clubs are affiliated with the school, such as the swimming, rugby and sports clubs. The school's facilities are also used by Northland Regional Council for meetings. Other important community gathering spaces include the domain, church and maraes.

There is a significant history at Te Kōpuru and for the older generations there is an old sense of belonging. There are also important connections to people and communities, including Aratapu, Poutō and Glinks Gully. Access to the beach via Glinks Gully is important to wider communities - Rīpia and Ōtūrei maraes (active communities within the Te Kōpuru community) share kaitiaki over the coastline, as well as environmental responsibilities.

The local maraes show tangible support for the Te Kōpuru Community and this has been shown in many ways. An example of this is the land which Te Kōpuru Community Garden is located on is the property of a member of Rīpia marae, yet was provided at no cost to the community to grow vegetables for the community and a community pataka/pantry. Moreover, descendants of Māori and Dalmatian families are still based in Te Kōpuru, some of which have been involved in Te Kōpuru's boat-building industry.

The residents of Te Kōpuru have pointed out the increase in transient families, who come to stay in Te Kōpuru for a few months at a time to work in agriculture or horticulture

before moving on. These families often come from troubled pasts and are seeking an escape – they often have no support, and it can be a challenge for the community to help.

At the present time, there are limited services and facilities for residents in Te Kōpuru. There is a doctor who comes to the community hall once a week and provides free medical services. There are limited services to rubbish collection - inorganic rubbish collection occurs every six months. The dairy is a focal point for community notices.

Te Kōpuru has had a history of lack of water storage and it has been previously recognised that such improvements would provide numerous benefits for the town.

Te Kōpuru has a reticulated wastewater network, including a local wastewater treatment plant, located at the end of Bickers Road. As of 2015, the plant processed discharge for a population of 487, but has capacity to service a population of 570. Therefore, Te Kōpuru has capacity to accommodate for growth in terms of wastewater needs. However, the pipe network is over 30 years old, and with the relatively small population this poses a challenge for funding of extensive network upgrades or replacement.

3 | Te Kōpuru_Existing Situation 2020



0

250

500m



3 | Te Kōpuru_Physical Analysis - Constraints & Opportunities



0

250

500m



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

3 | Te Kōpuru_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

- Rīpia marae advocates to KDC to engage directly with all marae across Kaipara.
- Future development in Te Kōpuru should be balanced with maintaining the uniqueness of the history, character and people within Kaipara communities.
- Ecotourism is a viable growth opportunity for Te Kōpuru – but it must balance business with existing lifestyles.
- Maungaraho and Tokotoko are prime tourist attractions.
- Marae experiences – potential for cultural tourism. Anything that promotes cultural tourism will provide a strong foundation for the community.
- The Poutō Road through Te Kōpuru towards Poutō can act as a leverage for the Te Kōpuru community to develop its theme or brand.
- The local market place is underutilised but has potential to showcase local producers and produce.

| Community Values

- Locals value the quiet, rural lifestyle and the strong sense of community at Te Kōpuru
- Locals enjoy engaging in popular activities including pig hunting (mainly in Poutō), fishing at the beach and outdoor activities such as bush walks.
- There is strong attachment to history in Te Kōpuru - many issues and aspirations of the community are tied to its social and cultural fabric. There are also heritage structures which have important historic value, including the wharf and the old hospital.
- Te Kōpuru’s youth population grow up with a distinctly rural mentality - they are problem-solving oriented and hands-on, with a do-it-yourself attitude.
- Locals value Te Kōpuru’s natural assets, namely, the Wairoa River and local bushlife.

| Aspirations

- **Commercial Development and Services:** Improve Te Kōpuru’s social and supporting servicing infrastructure to establish itself as a community where people can start again and remain long-term to help build and sustain current and future residents. This also involves equipping Te Kōpuru with the resources and personnel to set up activities to keep local youth engaged and providing more long-term employment options to better support and attract transient families to the area. Locals have expressed a need for a local post office, healthcare systems, a community hub, a Work and Income New Zealand (WINZ) outreach facility, and improved footpaths and rubbish services to help avoid illegal dumping by providing new rubbish bins around the main settlement.
- **Ecotourism Opportunities:** Ecotourism is seen as a viable growth opportunity for Te Kōpuru – provided that business is balanced with existing lifestyles. Te Kōpuru’s physical context is also beneficial, namely its location, elevation and situation next to the river. The community would like to see the old wharf invested into, improved and used for water transport ventures, as well as linkages to land via new walking/cycling routes.
- **Rediscover Heritage and Culture:** Re-establish a link to the past, history and heritage, and rediscover the community’s mana. Old structures like the wharf and the old hospital have important historic heritage values for the community. Locals would like to maintain a stronger relationship with the Māori and other surrounding communities within and outside of Te Kōpuru and provide a marae cultural experience to attract tourists to the area.
- **Improve Roading:** Address speeding issues and road safety through the town – particularly for logging trucks. Traffic-calming measures such as chicanes and speed cameras.
- **Safety:** There is an issue with vicious dogs, particularly at night, where it is unsafe to walk. It is particularly unsafe for kids

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.
- **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.
- **Social infrastructure and safe environments for kids:**
 - Create more safe areas, improve traffic safety.
 - Promote the school as a focal central point for the community.
 - Support the new medical clinic / hospital proposal.

3 | Te Kōpuru_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

3 | Te Kōpuru_Neighbourhoods + Infrastructure

| 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.

1 | 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.

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.

2 | 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.

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.

3 | 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.

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.

4 | 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.

5 | 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.

6 | 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.

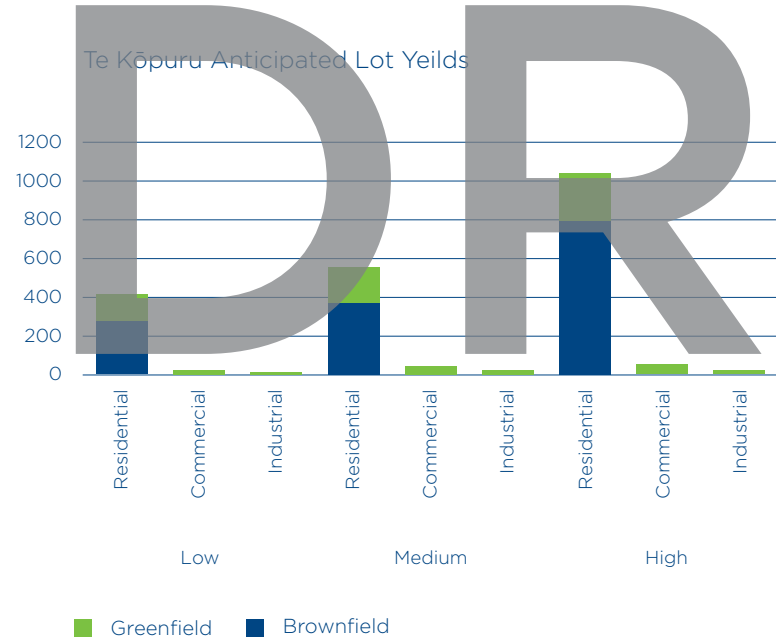
| Future Infrastructure Requirements for Te Kōpuru

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_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residential	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7

Te Kōpuru			
Residential Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	276	362	806
Greenfield	147	184	246
Commercial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
GreenField	25	32	42
Industrial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	2	4	8



4 | Glinks Gully

DRAFT

4 | Glinks Gully
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	72	# Occupied Dwellings
	6	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	<div></div>	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Glinks Gully is a small seaside settlement located on Kaipara’s west coast, 11km south-west of Te Kōpuru, and 20km south of Dargaville. Ripiro Beach can be accessed via Glinks Gully. This ‘coastal road’ allows for direct access to other coastal settlements, the nearest being Baylys Beach – roughly 17km north via the beach.

Glinks Gully has a strong and unique close-knit community, characterised by a typical New Zealand bach-style feel. It is a popular nearby holiday and recreation destination for residents of Te Kōpuru. Locals have been gathering for the past 120 years on New Year’s Day to participate in the annual sports event.

As of the 2013 Census, Glinks Gully had a population of 12, with 15 occupied dwellings. However, according to the Kaipara District Asset Management Plan 2015 for stormwater, Glinks Gully had a population of 72 as of 2013. Based on the engagement sessions with the locals, there are approximately 6 permanent residents and various seasonal bach owners.

The main development area around Glinks Road is nestled amongst the hills which characterise the topography of Glinks Gully, whereas the undeveloped areas remain heavily forested ecological corridors with areas of significant natural features. Dwellings around Glinks Road are typically two storeys, while single-storey dwellings are more common along Marine Drive. A series of properties extend quite far south down Marine Drive. These properties are located at the bottom of a sheer cliff face overlooking the coast. The dwellings at Glinks Gully are zoned Residential under the District Plan.

All surrounding land is zoned as Rural and according to the Northland Regional Council, the entirety of the landmass of Glinks Gully is prone to erosion.

4 | Glinks Gully_Existing Situation-2020



0

250

500m



4 | Glinks Gully_Physical Analysis - Constraints & Opportunities



LEGEND

- Context**
- Roads
 - Water Body
 - Beach
- Constraints + Challenges**
- Flood plains
 - Steep Terrain
- Opportunities**
- Highly Productive Land
 - Significant Natural Area
 - Primary Potential Ecological Network
 - Secondary Potential Ecological Network

4 | Glinks Gully_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

- Glinks Gully is a major asset to the Te Kōpuru area - recreation and food source - management of the food source needs planning between marae and local authorities.
- Rīpia and Ōtūrei marae share kaitiaki over the Glinks Gully coastline, as well as having environmental responsibilities.

| Community Values

- Glinks Gully is a remote but traditional settlement where passive recreation is celebrated and a sense of hauora is maintained.
- There is a special connection between Glinks Gully and Te Kōpuru, as a majority of the locals grew up and went to school in Te Kōpuru.
- Locals prefer the existing settlement development patterns and want to keep it small and different to the east coast settlements.
- There are no shops or home businesses in Glinks Gully and locals want to keep it that way as their preference is to commute to Te Kōpuru and Dargaville for services. Locals value the rural residential lifestyle in Glinks Gully.
- Locals value the natural landscape qualities of the area and would like to protect this from effects associated with further development and infrastructure.
- Locals value the free and public access to the beach/dunes for recreational uses and are involved in community-led restoration projects to improve the environment of Glinks Gully.

| Aspirations

- **Redhill Cemetery:** Maintain, enhance and protect the Redhill Cemetery (which is located between Te Kōpuru and Glinks Gully) as many of the early-settlement families of Glinks Gully were buried here.
- **Coastal Access:** The main gathering space for the locals is at the beach and dunes, which they wish to protect and restore due to the ongoing damage of vehicles and to improve amenity for users of these spaces.
- **Coastal Restoration:** On-going community-led beautification of parks and reserves is a goal locals identified in 2015 and seek to continue to do in the near future.
- **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 the corrosive salt air environment and the poaching of Toheroa.
- **Residential Development:** No substantial residential growth with the exception of a small growth in permanent residents that does not result in fragmented development and small lot sizes. Noting the potential to lend land used for dairy farming to diversification such as agriculture, horticulture and similar activities.
- **Commercial Development:** Maintain and protect the existing campground's nostalgic and old-fashioned feel of the camp which attracts tourists. The locals have suggested that there is 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
- **Community Facilities:** the locals would like to see a community centre or hall.

- **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.
- **Tourism:** Tourism tours into the dune, Poutō Lighthouse, fishing trips - Investigate cycle trail opportunities around Glinks Gully. Café for tourist
- **Māori Values:** Promote the Māori human occupancy in Glinks Gully as there is currently a perceived monocultural Pākehā view of the coast.
- **Services:** A good level of service is provided to Glinks Gully (wastewater, telecommunications & power), however improved broadband connection and wider cell phone coverages will allow for locals to work from home (amidst pandemics such as COVID-19) and the potential to open up home-based business ventures.
- **Roading:** Making the road network into Glinks Gully safer without increasing ratepayers costs such as through sealing road works. Look at installing speed signage on the beach. On the way into Glinks Gully, and along Marine Drive.
- **Passive Recreation:** Locals have kaitiaki aspirations to enhance passive recreation opportunities in Glinks Gully through walking and cycling tracks. Te Marie track is used by tourists and locals, however there are no formal tracks in Glinks Gully itself.

CONSULTATION FEEDBACK

| Phase 4 Consultation Outcomes

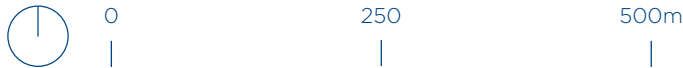
- **Improved Accessibility:** Provide improved vehicle access to slow speed limits near the beach with educational signage. Identify a new or upgrade the existing walking and cycling track behind the dunes at the end of Marine Drive to Black Rock Stream.
- **Coastal Restoration & Ecological Protection:** 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.

4 | Glinks Gully_30 Year Plan



4 | Glinks Gully_Neighbourhoods + Infrastructure

| 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.

| Future Infrastructure Requirements for Glinks Gully

Growth in Glinks Gully is not anticipated to be significant. The settlement is provided with adequate infrastructure to service the existing population, having a community water supply drawn from three groundwater springs located inland (approx. 1.2km) from the community. However, the Council will consider investigating permanent water supply solutions during the summer peak periods and in the case of population growth. In addition to monitoring local natural springs on private properties used for water supply sources. In terms of wastewater, the settlement is serviced with a wastewater scheme for a population of 72. The condition of Glinks Gully’s reticulation is generally unknown due to a lack of data.

DRAFT

5 | Ruāwai

DRAFT

5 | Ruāwai
- Overview

KEY	● Yes	
	○ No	
	● Limited	
	○ TBC	
Hard Infrastructure	432	# Occupied Dwellings
	186	Population
	●	Water Reticulation
	○	Waste Water
	●	Stormwater Reticulation
	●	Broadband
	●	Mobile Coverage
	●	Roads Sealed
	●	Footpath
	●	StreetLights
Soft Infrastructure	○	RailLine
	PS	Schools (P)primary (S)econdary
	●	Access to Tertiary Education
	●	Marae
	●	Reserves
	○	Playground
	●	Sports Facilities
	●	Church
	20+	Businesses
	●	Community Centre
	●	Public Transport

Ruāwai is a riverside community located on the Wairoa River bank, roughly 29km south of Dargaville. It is located near the mouth of the Kaipara Harbour. The State Highway is a crucial corridor which links Dargaville, Ruāwai, Matakohē, Paparoa and Maungatūroto.

According to 2013 Census data, the population of Ruāwai is 432. There is a large retired population, many from Auckland.

There is a strong ‘do-it-yourself’ attitude at Ruāwai. It is a close-knit community, with heavy involvement in social activities. The community have been involved in maintaining facilities such as the whenuanui domain and the domain on Simpson Road.

Ruāwai, Naumai and Raupō are all situated upon land which was drained from what was the Tokatoka swamp. These works first began in the early 20th century, including the construction of stopbanks. The opening of the Ruāwai Co-operative Dairy Factory in 1915 quickly promoted growth in Ruāwai, which saw its population reach 400 by 1945. While the settlements at Raupō and Naumai declined with the depletion of the timber industry, Ruāwai remained the principal service centre on the Ruāwai plains.

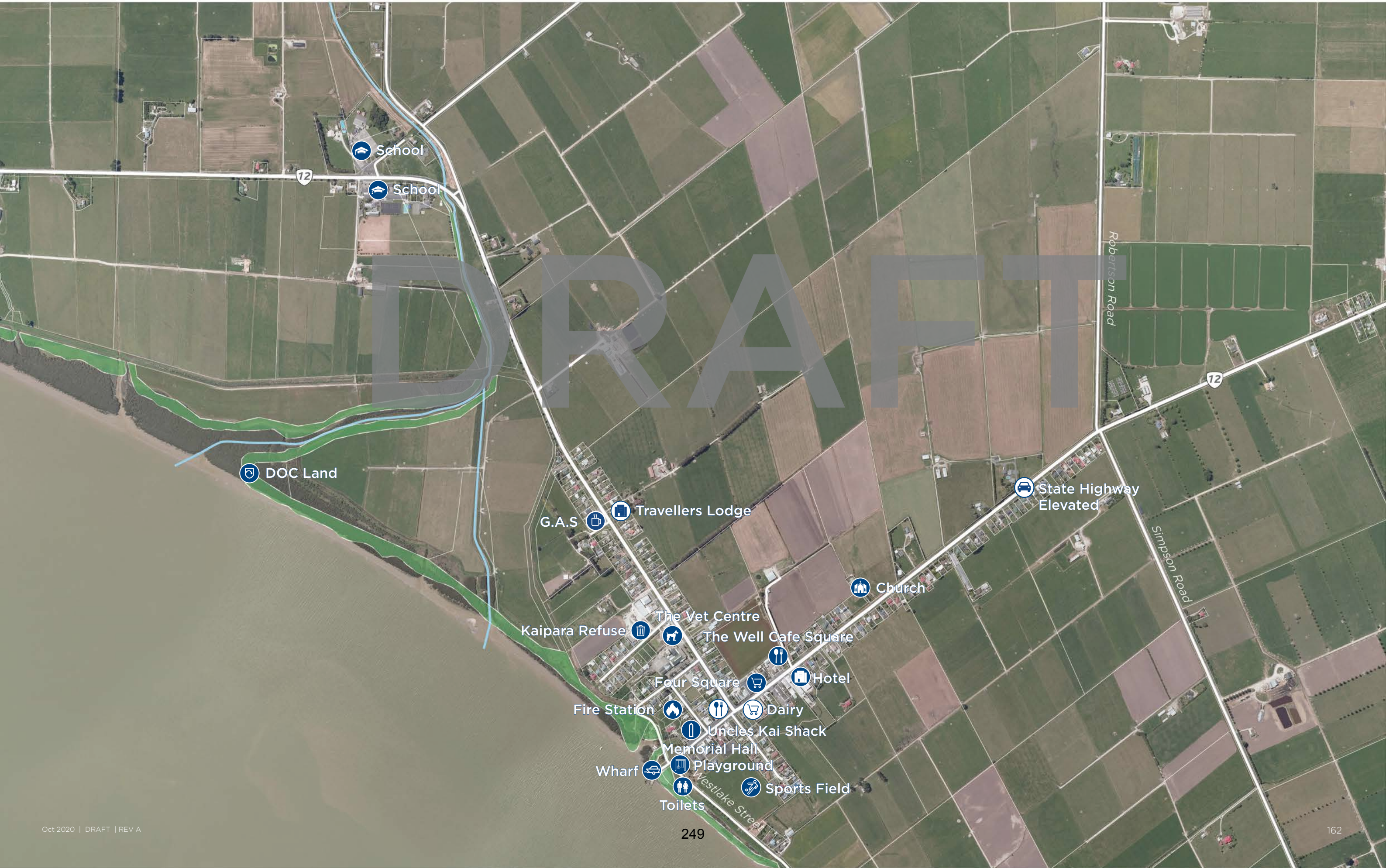
Over the past few decades, several businesses have closed in Ruāwai, including a cinema, clothing manufacturing, and four service stations. The population has also declined during this time. A handful of businesses provide a large share of local employment, namely, Portstar, Kaipara Kumara, Sleep Systems, and the schools.

The kindergarten, primary school and college are clustered together, 2km north of the main settlement. The schools are important focal points for the community, enabling strong expressions of tikanga Māori and kaitiakitanga, with proactive Māori and European populations.

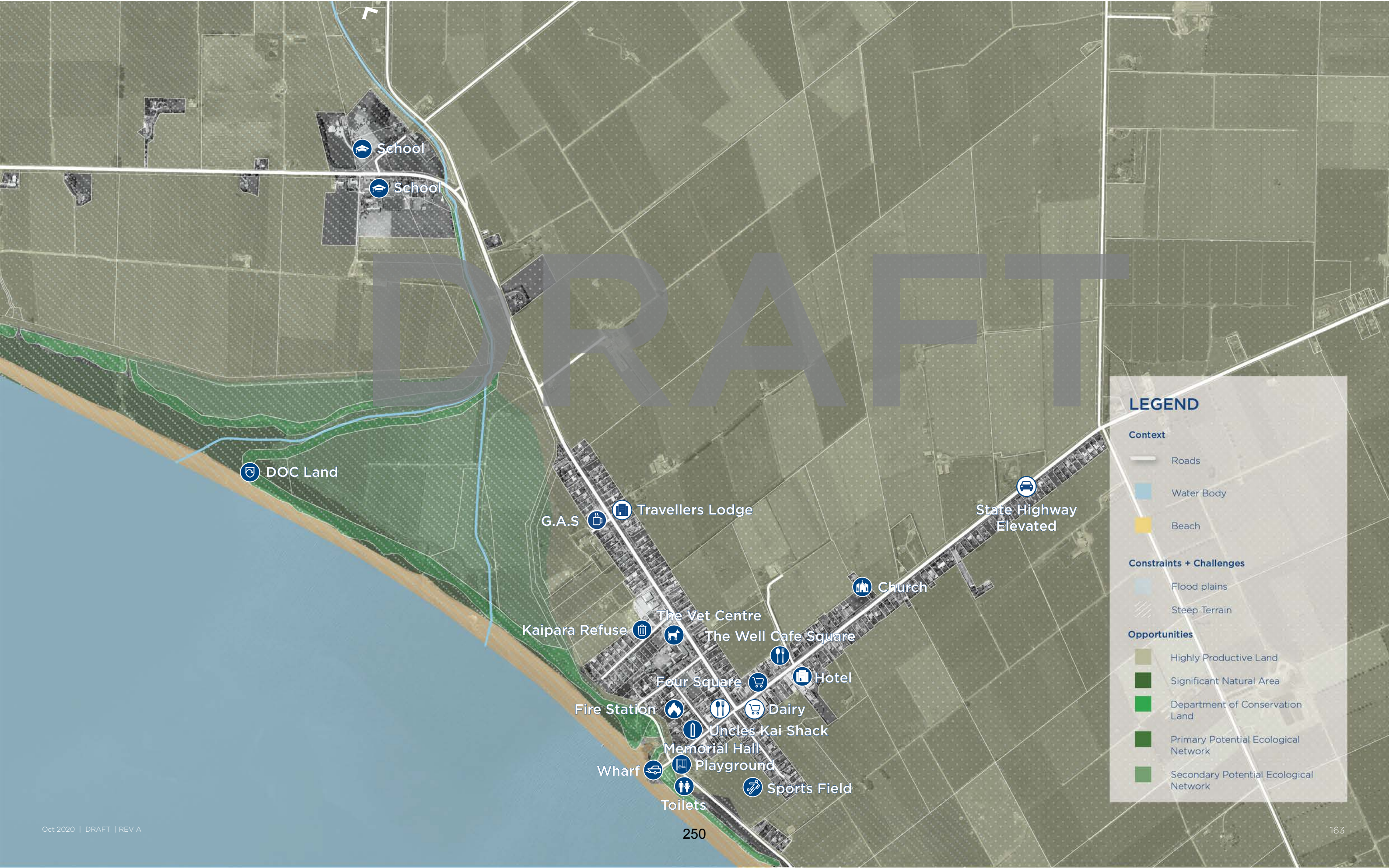
The Raupō Drainage Board oversees the stormwater network, including the stopbanks and pipes network infrastructure. The Ruāwai Promotions and Development Group are involved in promoting Ruāwai and attracting investment. Naumai marae is also involved in the Ruāwai community. There are also several clubs active in Ruāwai, including the sports club and bowling club.

GIS information from Northland Regional Council indicates that the entire drainage district (including Ruāwai, Raupō and Naumai) are highly susceptible to flood risk. However, community members have objected to the scale of this flood risk, as discussed below.

5 | Ruāwai_Existing Situation-2020



5 | Ruāwai_Physical Analysis - Constraints & Opportunities



5 | Ruāwai_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

- Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.
- The marae, and Māori in general, are always the last to get information, including from district and regional councils.
- Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value.
- There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka).
- Opportunities to teach traditions around marae.
- Want to see papakainga development at the marae – there are issues around whānau living in poverty in the district.
- There is wāhi tapu along the stop bank which needs to be protected.
- Kauri dieback is a concern.

| Community Values

- The locals value the quiet, rural lifestyle and the strong sense of community in Ruāwai - there has always been stable communication amongst the locals.
- Ruāwai offers a good level of amenities and clubs including three maraes, sports and rugby club and a bowling club.
- There is optimism with the establishment of Kaipara Kai and the opportunities it offers.

| Aspirations

- **Tourism:** Locals, including Mana Whenua, are eager to explore tourism opportunities. Ruāwai offers natural resources and historical values which can be capitalised on.
- **Transport:** Roding should be maintained and upgraded, making the road network within Ruāwai safer for pedestrians/cyclists without increasing cost to ratepayers.
-

- **Wharf:** Locals have expressed interest in better utilising the wharf for economic and recreational opportunities such as fishing and ferrying. The community mentioned the potential to tie wharf into Kaipara Kai. There is also potential to improve transportation methods and fuel the tourism sector.
- **Growth and Development:** Those who were engaged are eager to see population growth as well as attracting more commercial and industrial businesses into Ruāwai. However, increasing confidence and challenging perceptions of flooding risk are seen as a challenge to be addressed. There are rich, prime soils in Ruāwai which the community would like to utilise to become the food basket for Aotearoa. However, the locals noted that the expansion of the dairy industry can be attenuated, as it is seen as a challenge for exploration into other agricultural pursuits.
- **Flooding:** The community recognises that it is difficult to attract people and investment into Ruāwai, with mentions being made about poor confidence due to perceived flooding risks. The community has expressed disapproval of NRC's approach, which has been seen as detrimental to public perception. The Raupō Drainage Committee agrees that there is risk involved, but holds the view that these risks are manageable and sufficiently addressed through the current stormwater network (including stopbanks and stormwater attenuation - piped infrastructure).

| Phase 4 Engagement Outcomes

- **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 for larger farming productive landholdings to be subdivided into smaller lots to allow 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 Donovan'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.

CONSULTATION FEEDBACK

| Phase 5 Consultation Feedback

- During the further consultation phase held in July 2020, the only feedback received was around Future Growth - namely that there is provision for further commercial development, but nothing for residential. It was also noted that Ruāwai currently has no public transport.
- Young people engagement (held during Key Urban Areas spatial planning process)
- KDC held an engagement workshop at Ruāwai 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.

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

School

School

DOC Land

G.A.S

Kaipara Refuse

Fire Station

Memorial Hall

Playground

Toilets

Sports Field

Church

State Highway Elevated

252

5 | Ruāwai_Neighbourhoods + Infrastructure

1 | Ruāwai Village Centre

In the 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 the Ruāwai Village 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.

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.

2 | 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 .

Outcomes

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

| Future Infrastructure for Ruāwai

To prevent the impacts of climate change events and sea level rise, Ruāwai and Raupo stopbanks will need to be lifted and the sluice gates upgraded. This project also seeks to protect some of the best arable and productive land for horticultural and agricultural activities. This has received some funding from the Provincial Development Unit (MBIE) and is in the draft LTP.

DRAFT

Chapter 5 | Poutō Peninsula

DRAFT

1 | Poutō Peninsula
- Overview

The Poutō Peninsula is a large landmass where Kaipara’s west coast stretches out from the mainland for over 50km and over 600ha. Surrounded by water on three sides the peninsula supports a natural wilderness that contains many unique ecological features, rare birds and plants.

The rugged peninsula encloses the northern part of the Kaipara harbour and encloses one side of the mouth of the Wairoa river to its north and forms the northern side of the entrance to the Kaipara harbour, to the south. It can be accessed by one rural road that meanders through the middle and eastern side of an undulating landscape consisting of forestry, scrub, pastureland, wetlands and freshwater dune lakes. Ripiro beach stretches down the west coast of the peninsula and consists of broken cliffs and dunes which are regarded as a ‘significant natural area’. The beach is bounded by sandstone cliffs of lignite, mobile dunes and areas of petrified and compressed rata leaves in the coal-like rocks. The base of the peninsula, and edge of the harbour entrance, is girded by an apron of sandy beach and has three protected ‘outstanding natural features’.

In the late 19th century, Kaipara Harbour was one of Aotearoa’s busiest harbours, however the entrance and sandbar was treacherous to navigate and many ships were wrecked. In response to this, the Poutō lighthouse was erected in 1884 but ceased operating when the harbour was closed to ships in 1947. It is now a popular tourist destination protected by the Historic Places Trust. Vehicles can also access Poutō by Ripiro Beach on low tide making it a popular destination for off road 4WD and trail bikers. A cycle route named the ‘Kaipara missing link’ extends from Dargaville to Poutō Point along the rural road or down the beach.

Despite its large size, the peninsula is sparsely populated and only has two formal coastal settlements, Kelly’s Bay and Poutō Point. Each has small permanent populations which increase dramatically in the summer months.

The expanse of water on the eastern side of Poutō peninsula is an extension of the Wairoa and Whakaki Rivers and separates the Hukatere peninsula that stretches into the harbour south of Matakōhe. The local village of Tinopai is the main settlement on Hukatere peninsula, remotely located at the base in the east facing Komiti bay. The landscape surrounding Tinopai consists of low lying flat pasture with wetlands and a number of streams flowing out into Komiti bay.

Although remote, Tinopai has a strong history of connection and settlement. Various industries were based around Tinopai in the early 20th century however by the 1970s most of these had closed. A wharf was built in 1917, decommissioned in the 1980s and rebuilt in 1991. There is one main road to Tinopai, off SH12, which has a number of unsealed roads branching off it. The permanent population of Tinopai supports a local primary school, community hall and a small marina.

| Mana Whenua

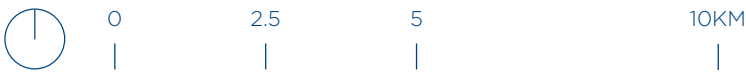
There are two marae located directly within the boundary lines named as Poutō Peninsula community district (refer to the Cultural Landscapes map on page XX for locations). A number of other marae are located on the Hukatere peninsula and overlap within this community district and the adjacent Kaipara Harbour + East Coast area. These are listed in Part 5.

Ngā Tai Whakarongorua Marae
Te Uri-o-Hau
Waikāretu Marae
Te Uri-o-Hau

In addition to maraes, there are a number of significant cultural and environmentally significant landscapes located in this area. The combination of the dramatic Ripiro Beach, the powerful Kaipara Harbour, the Wairoa and Whakaki Rivers and the many streams that flow into them provides this area with a rich cultural history of movement and settlement.

The Poutō Peninsula is extremely significant to Te Uri o Hau as much of it is wahi tapu as many of their tupuna are buried there. Many urupā and taonga rest beneath the whenua in this region as a result of the many battles that were fought there. The area was mainly used for the gathering of kai, especially the many freshwater dune lakes. Whanau and other surrounding marae would camp on Poutō Peninsula and catch tuna (eels) and kanae (mullet) from the lakes and gather manu (birds), harakeke (flax), and berries from the wetlands and surrounding area. A large parcel of Māori land is identified towards the south of Poutō Peninsula.

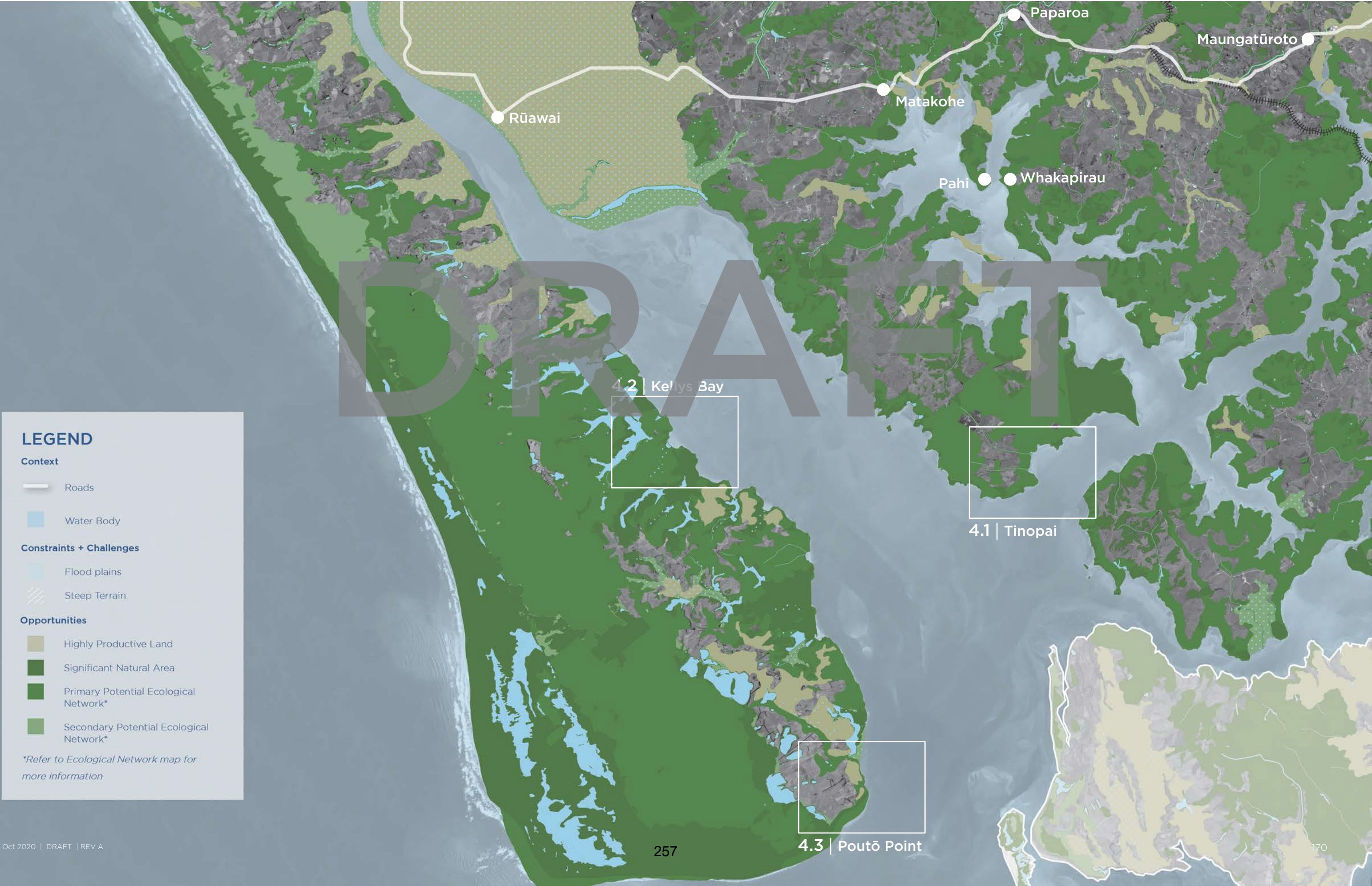
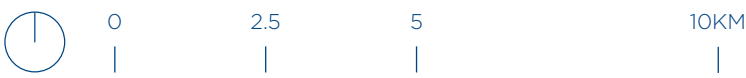
1 | Poutō Peninsula_Existing Situation-2020



LEGEND

- Marae
- Maunga
- Trees / Forest of Significance
- Waka Landing
- Portage

1 | Poutō Peninsula_Physical Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Primary Potential Ecological Network*
- Secondary Potential Ecological Network*

*Refer to Ecological Network map for more information

2 | Tinopai

DRAFT

2 | Tinopai
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	174	# Occupied Dwellings
	78	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	1	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Tinopai is a remote settlement located on the peninsula at the end of Tinopai Road. It is fairly removed from the district’s main towns - Maungatūroto is some 42km away and Dargaville is approximately 64km away. Tinopai is situated around the coast of Komiti Bay. As of 2013, Tinopai and the wider surrounding area had a population of 174, which expands over the summer period due to the influx of visitors and holiday home owners spending the summer in Tinopai.

Tinopai was originally known as Te Komiti - “the committee”, or ‘the meeting place’. This reflected the settlement’s location at the meeting of the Wairoa River and the Ōtamatea River, with the Oruawharo (Port Albert) nearby as well. Te Komiti was originally a busy stop-off place for Māori travelling across the Kaipara Harbour. While ‘kapai’ means very good, Tinopai is more than this - it’s ‘extra good’. Tinopai gained its namesake in 1918 after Alexander and Harry Toogood, who were important figures in the establishment of the Komiti Fruitlands Association. ‘Toogood’ was considered to be the settlement’s name. Ultimately, a Māori interpretation was favoured: Tinopai.

Sparse evidence suggests that a flax mill was once in operation at Tinopai between 1907 and 1915. In 1915, a plan was produced by the Komiti Fruitlands Development for the purposes of orcharding. Apples were the predominant export, being shipped via the wharf which was built in 1917. The Tinopai’s famous Norfolk Pines are believed to have been planted by the Komiti Fruitlands Company sometime between 1919 and 1920. In 1921,

Charles West foresaw the depletion of timber resources in the region and sought to establish pine plantations.

In the 1930s, pine plantations were established at Tinopai on former apple orchard land. This was the work of Kaipara Forests, who planted the 3300 acre (1335ha) pine forest in Tinopai in 1936. Following financial troubles which began in 1920 and the depression of the 1930s, the industry had almost completely ended. Nowadays, little evidence remains of Tinopai’s past in the fruit-growing industry.

Throughout the 20th century, three sawmills were operational at Tinopai. The last one closed in 1970. Tarsealing of Tinopai Road began in the early 1960s. It was completed to Tinopai by 1977. This opened up Tinopai as a popular residential, fishing and camping area which it is known for today. By 1986, the wharf was declared unsafe, and was decommissioned by the Council. In 1981, the Kaipara Harbour Authority recommended the wharf be demolished, where serious community action was rallied to repair it. In 1987, plans were prepared for a new wharf. By 1991, a new wharf had been completed.

According to QV, Komiti Road is the site for initial housing development in Tinopai. Most of the dwellings along Komito Road were built from the 1940s to the 1980s. This could be attributed to the post-war development boom. However, most of the rest of the dwellings in Tinopai were built in the 1970s and 1980s. This is evident on streets such as Sandy Beach Road, Tinopai Road and Moana Road. In the 2000’s and 2010’s, an increase in a small number

of dwellings were developed along Goebel Street and Mariner Cove Road.

Today, landmarks include the marina, campground, wharf, community hall and primary school. Residents typically visit Dargaville and surrounding settlements such as Paparoa and Maungatūroto for supplies, as Dargaville is still a fair distance away. There is also the wharf, however, assessments were conducted in 2013 by Northland Underwater Technical Services, and in 2014 by MWH Engineers. It was concluded that the wharf would require significant repair to be structurally sound. Upon consultation with the community, Council shall retain ownership of the wharf, with a targeted rate being implemented to fund the wharf’s repair. Generally, the settlement is eager to attract more local businesses - however, household incomes and population numbers are not enough to support businesses locally.

Tinopai does not have a centralised wastewater treatment or reticulation scheme; instead, it relies on onsite wastewater systems. As many of the houses and onsite systems were built in the 1960s, they are now failing due to the concrete tanks and pipes cracking. This is causing contamination of the receiving environment at Komiti Bay with untreated wastewater, especially during high rainfall events.

Cooperation between Council and the community will be required to develop options when addressing this situation.

2 | Tinopai_Existing Situation-2020



2 | Tinopai _Physical Analysis - Constraints & Opportunities



0

250

500m



2 | Tinopai_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- Those engaged aspire for a small, safe and connected community that holds the feeling of comradeship.
- The locals of Tinopai highly value two main things: the environment including the waterways, estuaries, wetlands and their ongoing protection and restoration (planting); and community connection and support through improved and new facilities.
- There is a strong connection to the harbour and the water, including the rich kai moana available.
- Having a clean environment is a core principle in Tinopai. This is important for maintaining strong recreational value.
- Self-sufficiency is an important value for Tinopai – roughly a quarter of the population are entirely off-grid, achieving high levels of self-sufficiency. Community members expressed a desire to further pursue self-sufficiency.
- Locals of Tinopai travel to Paparoa for basic amenities and Maungatūroto for larger shopping and maintenance supplies, being the main service centre and prefer to keep it that way.
- The community's caring and collaborative spirit, especially in times of needs has been praised as essential quality of the settlement.

| Aspirations

Local residents aspire to have enthusiasm and energy injected back into the community to rejuvenate community spirit, vibrancy and a sense of connectedness.

- **Protected Features:** the traditional apple orchards in the area are treasured - the Tinopai community wants to protect these. Other landmarks which the community values and want to protect include the marina, campground, community hall and the primary school. There are a few stingrays around the large wharf which can be a tourist attraction, however needs investment and long-term protection.
- **Harbour:** The community would like more attention to be given to the health of both the harbour and foreshore. The marina has room for further upgrading by adding safety features to the wharf including a covered area and a safety barrier around the edge. Concerns have also been raised with regards to the roadside footpaths of Komiti Road, leading to the larger wharf. A lookout/bird watching spot by the large wharf has also been recommended.
- **Residential Development:** The community wishes to see an increase in permanent residence from a diverse range of families to increase population and school rolls in Tinopai. Residential growth is anticipated but locals do not want this at the cost of

degrading the environment. Locals would also like to see an increase in visitor accommodation and camping experiences by extending the existing campground or establishing a new campground. Further recommendation is to unlock 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.

- **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.
- **Commercial Development:** There is a concern that Tinopai is turning into a destination holiday home, meaning that there is a decrease in permanent residents and local employment opportunities (seeing a shift to self-employment). Commercial activity to provide for the day-to-day needs whilst still relying on Paparoa and the main service centre of Maungatūroto is supported by the locals.
- **Passive Recreation:** Passive recreation tourist attractions are supported by the locals as it increases employment opportunities in Tinopai. Residents see potential for a golf course as a tourist attraction for Tinopai and the most suitable development at the headlands whilst protecting its environment.

There also appears to be a lack of public access to beaches as a result of privately owned land or poorly maintained access points to these areas i.e. from Ngātoto Road to the beach. The idea of a mountain bike track received a positive response, though accessibility to bikes was questioned - as in members of the community being able to buy bikes. Other activities which have been anticipated include water sports such as pontoons for teenagers/young adults and paddling pools for children, fishing, boating, and dirt bike tracks to attract holiday makers. Further recommendations was to utilise the campground to capture a larger market – offering home based cabins or tent facilities when the campground is full.

- **Social Facilities:** Currently, the residents use the hall and school pool club as social gathering points, however there is support for new facilities to improve the social hub of Tinopai such as a future-proof hall and a playground. Improvements can also be made in hiring processes in utilising the hall and facilitating more community events such as finishing contests and pool nights. There has been great demand for recreational areas for teenagers/young adults, particularly for exercise and social purposes in all types of weather.
- **Educational Services:** There is support for educational services to be used to enhance both Pākehā and Māori cultural understanding along with

- expanding the school grounds to provide more options for the younger generation of Tinopai.
- **Public Facilities:** Those engaged with pointed out the lack of public facilities such as lighting and public toilets around the wharf, upgrading of public toilets near campgrounds and park facilities such as rubbish bins, tables, toilets and trees for shade. Moreover, the community has voiced their need for better access to healthcare services (helicopter pad and mobile operators in terms of medical checks and wellbeing); communal gardens; availability of food banks; second-hand goods; food forest and an EV charging station.
 - **Services:** The community would like to have buses, water ferries, shops, rubbish collection areas, childcare, medical and police services. In addition to training facilities 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 needs and bamboo at residential areas.
 - **Ecological Protection and 'Green Spaces':** We heard about the residents' aspiration for the settlement to retain its clean and protected environment (including kai moana), beautification through native planting, and removal of undesirable plants specifically around the southern section of Komiti Road (Sandy Beach /

Komiti intersection). In addition, protection measures such as rock walls to prevent sea level rise adverse effects are required. Whereas, both the beach and waterfront require protection 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. There is an interest in purchasing land for open space, located between two reserves.

- **Infrastructure:** Digital, telecommunications, water and wastewater services are available to the community and water supply to the campground. Improved telecommunication infrastructure and water supply appears to be a common theme of concern for the locals. The current water source (Torewa Stream) should be protected as it does not have capacity for the whole community, perhaps locating additional sustainable water sources. Although wastewater infrastructure is required, this appears to be not important to the locals given its potential financial expense. However, local property owners seek support in improving their sewerage and wastewater systems - subsidised worm toilets given septic tanks upgrades are pricey and unachievable. The campground has reached its maximum capacity and is serviced with water supply. Upgrading of some roads in

some locations and bridges are required.

- **Passive Recreation:** Establish a golf course at the headlands to better utilise the land whilst protecting the natural environment; provide walking trails and access points to the beach from Ngātoto Road; identify a location in the forest for a mountain biking track.
- **Roading and Accessibility:** Roading should be maintained and upgraded to a pedestrian-friendly standard for safer roads with lower speed limits. A common concern for the locals is the lack of footpaths in the area, specifically leading to the wharf (more specifically between the bridge and wharf; Sandy Beach Road and Tinopai Wharf).
- **Water Transport:** Establishing an alternative entry/exit point to Tinopai via water is supported by the local residents, along with ferry services between Tinopai and Port Albert in particular.
- **Community:** Caring community concerned about safety, development of the area in terms of service and employment opportunities.
- **Employment:** The community's aspiration for the area is to lessen poverty which can be done through growth. A big push can be made through grants and workshops to support employment for young people, single parents or elderly. There are interests in home shops/stalls for selling goods such as artisan goods and crops. There is also demand for plumbers, builders

and electricians.

- **Local Tinopai Monument protection:** The community suggested that this can be a project for the youth with some guidance.

| Phase 4 Engagement Outcomes:

- **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.

CONSULTATION FEEDBACK

| 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.

2 | Tinopai_30 Year Plan



0

250

500m



LEGEND

Live | Work | Learn

- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- S School
- Commercial / Mixed Use
- Industrial
- School / Special Land Use
- Māori Land Parcels
- Papakainga Development
- M Marae
- A Area of Cultural Significance
Urupa | Tapu Site

Environment | Public Space | Productive Landscapes

- Rural Land | Productive Land
- LUC 1-3 | Productive Land
- Open Space | Public Access
- Camp Ground
- Existing Reserve
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Slow Zone
- R Proposed Road Connections
- C Cycle | Walking Connections
- W Walking Connections
- T Traffic Calming Measures
- G Town Gateway
- B Mountain Biking

2 | Tinopai_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

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.

3 | 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.

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. | Future Infrastructure for Ruāwai

To prevent the impacts of climate change events and sea level rise, Ruāwai and Raupo stopbanks will need to be lifted and the sluice gates upgraded. This project also seeks to protect some of the best arable and productive land for horticultural and agricultural activities. This has received some funding from the Provincial Development Unit (MBIE) and is in the draft LTP.

| Tinopai Infrastructure

Many properties at Tinopai, particularly those to the north on Maori land, operate completely off-grid. This is a pervasive aspiration throughout the community and can be facilitated through provision of solar panels and rain tanks.

Several local on-site septic tanks are cracking, which causes the receiving environment to become contaminated with untreated wastewater. The provision for increased residential growth in Tinopai could help to fund part of a new centralised wastewater system.

Identify an alternative local water source for local supply. Investigations can be conducted to understand the viability of the southern stream (running along the north side of Sandy Beach Road) for communal water take.

3 | Kellys Bay

DRAFT

3 | Kellys Bay
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	66	# Occupied Dwellings
	24	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	<div></div>	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

The settlement of Kellys Bay is situated around a small bay on the north-eastern coast of the Poutō Peninsula. It is a relatively remote settlement, with the nearest major town being Dargaville, roughly 50km north. In between is the riverside community of Te Kōpuru, roughly 40km north of Kellys Bay. Poutō Point is located a further 20km south of Kellys Bay. Kellys Bay is accessed via Kellys Bay Road which runs through the settlement both travelling northward and southward. According to 2013 Census data, the population of the wider Kellys Bay area was 66, with 24 occupied dwellings. Increase in population saw a decline in seafood and further effects on the environment.

Kellys Bay consists predominantly of holiday homes and baches, overlooking the coast. The camping reserve is an important community asset which is popular for tourists, who often arrive in campervans and holiday homes. The hall is another key community facility. It is used for private functions, events, dinners and meetings. There are no shops at Kellys Bay, it is standard practice to travel to Dargaville for shopping needs.

There are two jetties at Kellys Bay located near the centre of the bay's coastline. There is a boat ramp at the southern part of the settlement - it is the only boat ramp on the eastern side of the peninsula from Tikinui to Poutō Point. The boat ramp is the only all tidal boat ramp on this side of the harbour. As well as the

prominent coastal environment, Kellys Bay is enclosed by swathes of forestry and native bush on all sides.

The Kellys Bay Improvement Society (KBIS) is a key community group and sees themselves as the “voice of the community”, through which many local decisions are made. It administers the community hall and handles several community management projects, such as concreting of the gabion baskets, debris clean-up and so forth. The gabions are not KBIS's responsibility, as 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).

The annual King of the Kaipara contest is held at Kellys Bay, where anglers compete to catch the heaviest fish. This competition has been running for over thirty years and attracts hundreds of anglers at a time.

3 | Kellys Bay_Current Situation-2020



0

250

500m



3 | Kellys Bay_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

3 | Kellys Bay_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- The freshness, peacefulness and tranquillity of Kellys Bay is highly valued by the people. The ‘undiscovered, ‘isolated’ and eco-friendly nature of the community is highly valued.
- The seashore and wildlife are essential qualities of the community
- The community is proud of the safe and family-friendly environment of Kelly’s Bay, and the recreational activities on offer such as fishing, boating, kayaking and fish netting.
- There is a strong desire to protect the settlement and the Kaipara Harbour. It has been emphasised by many members of the community that any change to the Bay’s uniqueness is not advised unless it is beneficial and tailored to the whole community.

| Aspirations

Those engaged wanted an environmental focus and bottom line for the settlement, protecting the sensitive bay and surrounding environment from growth, tourism and infrastructure.

- **Residential Development:** Residential growth to be limited, with small growth in permanent residents supported, due to the infrastructure constraints. Those engaged preferred to maintain what is available without compromising the environment - a quiet holiday spot for locals and residents.
- **Commercial Development:** Those engaged are concerned about declining employment rates, however the non-commercial environment is appreciated and any commercial growth should be limited to a local general store noting the reliance on Poutō Point (should commercial development proceed there) and Dargaville.

- **Infrastructure:** Kellys Bay is mostly self-sufficient, however faster internet services and an alternative power source (underground) is supported. Camp facility upgrades were also suggested for hot showers and treated sewage disposal for the public toilet to mitigate effects associated with leachate into the bay.
- **Roading:** The safety of Kellys Bay Road (both north and south) is a pressing concern for locals due to cliff-face erosion, corrugations and heavy vehicle traffic along a narrow and degraded road. The community discussed many possibilities, including signage, sealing, widening and installing barriers to reduce the speed limits in the area and improve safety.
- **Water Quality:** Manage the wastewater discharge outlets (i.e. from chicken farms and run-off from drains) to water bodies as well as reduce oystercatcher numbers to improve the marine life and to improve the water quality of the bay.
- **Water Transport:** Kellys Bay has the only boat ramp on the western side of the peninsula attracting many boaters, however issues such as lack of parking and road leading to the wharf must be solved to be supported by locals.
- **Healthcare Services:** In terms of medical emergencies, the community has voiced a need for a helicopter landing pad, given the long commute to Dargaville or Whangārei for healthcare services.
- **Tourism:** The locals support ‘light footprint tourism’ which could include fishing, mountain bike trails through forests, charters and ecotourism.
- **Coastal Restoration:** Local residents have an organisation called the Kellys Bay Improvement Society which works on coastal restoration projects such as the seawall gabion basket upgrades along the bay.
- **Fire Hazard:** The residents of Kellys Bay have pointed out the need to investigate the existing firefighting capabilities given the high risk of wildfires due to surrounding forests. The community would also like to see appropriate signage for no parking, picnicking, open fires and camping at the ramp.

| Phase 4 Engagement Outcomes

- **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. Pouto 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.

CONSULTATION FEEDBACK

| 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:** The 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 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.

3 | Kellys Bay_30 Year Plan



LEGEND

Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Pine Forest
- Camp Ground
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Walking Connections
- Wharf
- Traffic Calming Measures
- Town Gateway
- Mountain Biking

3 | Kellys Bay_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

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.

| Kellys Bay Infrastructure

Establish up to two wharves - a potential upgrade to the existing boat ramp, and/or a new wharf to the north at Tangitiki Bay. Improve roading conditions along Kellys Bay Road to increase safety. Utilise local groundwater supplies to provide communal water supply. Provision for increased residential activity can help to fund a communal wastewater treatment facility.

DRAFT

4 | Poutō Point

DRAFT

4 | Poutō Point
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	38	# Occupied Dwellings
	30	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	<div></div>	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

The settlement of Poutō Point is situated at the southern portion of the Poutō Peninsula. It is a small, remote coastal settlement. Te Kōpuru is 59km north of Poutō Point. Dargaville is the nearest key urban area 69km north.

According to 2013 Census data, the southern half of the Poutō Peninsula has a population of 78. The settlement is quite small, with only a few dwellings in the main settlement. According to 2013 Census data, there are 30 occupied dwellings in the southern half of the Poutō Peninsula. Waikaretu Marae is approximately 1.5km north of the main settlement, with associated papakāinga housing (including own infrastructure) and Māori owned land. The dwellings in the main settlement are a mix of single and two-storey detached homes, predominantly from the 1970's.

During the initial period of settlement in Kaipara in the mid-to-late 19th century, transport to and from settlements took place predominantly on the waters of the Kaipara Harbour. However, the harbour entrance had become notorious for its unforgiving nature, resulting in a large number of wrecks, particularly around the Poutō Peninsula. In response, the lighthouse was erected, its light first flashed on December 1st 1884, visible for 22.5 nautical miles. Poutō Lighthouse is one of few timber lighthouses remaining in New Zealand - It is three storeys tall, constructed of local materials, most notably, kauri. Poutō Lighthouse is approximately

6km south-west of Poutō Point. However, it is not advisable to drive along the coast ,rather, access to the lighthouse is more appropriate along the west coast, or by foot.

A small settlement was established at Poutō where the lighthouse keepers and their families lived. The Customs and Harbour master houses were also based here until they were relocated to Te Kōpuru in 1903. The lighthouse was accompanied by two beacons to help guide incoming vessels. There was also telephone communications between the Harbour master, the pilot and other staff at Poutō Point. In addition to the lighthouse, towing operations from Poutō were commenced in the mid 1880s, to help vessels navigate the turbulent waters. Once the shoals and sandbanks had been navigated, the towing vessel would be released and would then return to Poutō. In 1952, the lighthouse was abandoned. With the timber industry waning in the past decades, port activity had become increasingly obsolete, sealing the fate of the lighthouse.

Poutō is no longer a popular boat destination, with the introduction of the road. It is now a quiet settlement characterised by its natural features such as pastoral lands, birds and freshwater lakes. The Poutō Peninsula is ecologically rich. Firstly, it is enclosed by the harbour waters on three sides. It also features large sand dunes, valleys and lakes (such as Lake Kanono, Lake Mokeno and Lake Humuhumu). Northland Regional Council has identified its lakes as

having high cultural, ecological, environmental, recreational and intrinsic values. There is also a large amount of heritage, an estimated 150 shipwrecks can be found around the peninsula, the latest has been found only recently.

The Tour of Aotearoa is organised every two years, where hundreds of cyclists cycle 3000km across all of New Zealand. The Poutō Peninsula is part of this route to the lighthouse and cyclists board a ferry at Poutō Point towards Helensville. Some of these cyclists will opt to stay in Poutō Point overnight at the campground or at the Marae who offer a cultural experience.

The Poutō Peninsula had been identified as having the opportunity to develop windfarms. Meridian Energy conducted a five-year investigation into the potential for developing a windfarm on the peninsula. However, they have stated the timing is not ideal in terms of demand for electricity. As Auckland grows and the political climate becomes more favourable, this option may be reconsidered. Noting however the locals did not support this as they did not benefit from the use of their resources.

4 | Poutō Point_Current Situation 2020



0
|

250
|

500m
|



4 | Poutō Point_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

4 | Poutō Point_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- The lifestyle in Poutō is secluded but surrounded by nature and peace. The local residents value the isolated paradise that it offers and its simplicity. Residents have access to ample fishing opportunities and live in a self-sustaining way through local horticulture produce (including pumpkin, kumara, watermelon, and avocado) requiring visits to Dargaville every fortnight or three weeks.
- There is a divide in terms of whether it is considered a close knit or separated community. It is understood that there is a separation to some extent between the community surrounding the Waikāretu Marae and those living at the peninsula / point. Locals therefore value social events and gathering areas such as the Poutō Lighthouse Challenge which brings communities together to interact beyond usual cordial formalities and the school hall.
- The locals value the free and public access they have to nature such as the beaches and lakes and want to protect these areas from further degradation.
- The concept of “consultation with neighbours” is valued by locals who wish to always be kept informed should any new developments or business ventures occur in the settlement.
- The locals value the lighthouse as there is historic value associated with it and needs to be protected as a heritage item.
- The school is also a focal point in Poutō, however the roll has decreased dramatically over the years, particularly because of the Fonterra operation which dropped the school roll from 80 to 21 students. The locals wish to increase the roll and retain younger families in the peninsula as they value retaining young motivated people.

| Aspirations

Locals want to see change occur in Poutō, but not at the expense of the environment or to the detriment of the lifestyle which is centered on nature and peace that is afforded in Poutō. An increase in growth, means an increase in population, younger working families, sustainable businesses and employment, and a more positive and connected community which the locals support given that the environment is the bottom line.

There has been less investment in education and guidance for kids due to the change in roll and the general aging population of Poutō. With growth in Poutō, the school will become more sustainable and will provide more access to education resources which is the key for the future of the community, containing motivated and aspirational children.

- **Māori-Led Business Ventures:** Potential to be a cultural and historical tourist destination particularly associated with Waikāretu Marae and local ancestral pā sites such as Tuahara. There is potential for the marae to provide temporary visitor accommodation for major events such as the Aotearoa Cyclist Tour (without limitations of tikanga), and a cultural kiwiana experience/guided tours of the peninsula hosted by the marae. There is potential to establish a new campground at the old primary school, on Māori owned land.
- **Tourism:** The natural and ecological assets of Poutō has potential to be a tourist attraction such as pig and wild boar hunting, possum shooting, diving for mussels / oysters, walking and trail networks around the beaches, dunes and lake where possible however support is required from the Crown, DoC, private landowners and local Iwi.The locals suggested a visitor strategy to be prepared. 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.

- **Water Transport:** A new wharf to bring in tourism based services, alternative movement of goods and tourism to Poutō Point that is complemented with toilet facilities and managed from a biosecurity perspective to avoid any new foreign organisms / species / weeds entering the peninsula.
- **Commercial Development:** There is a general consensus to keep development of Poutō to the benefit of locals, the whānau, such as new business ventures (i.e. coffee carts, petrol station, local diary, medical centre), near the wharf and at the main settlement. Employment opportunities in farming, timber and horticulture can be emphasised in Poutō Peninsula through appropriate zoning and monitoring, however this requires new locals to understand reverse sensitivity issues with these activities.
- **Transport:** Sealed and safe roads are an ongoing concern for locals. This is being reviewed by the Council in respect of sealing major sections of Poutō Road.
- **Infrastructure:** Improved electricity/ internet connections to support home business ventures and working from home scenarios.
- **Residential Development:** Locals wish to keep this limited to the main settlement, with little growth on potential land between the marae and existing campgrounds. Any development at Poutō Point needs to be suitable for the environment and outside of the hightide mark setback to future proof development.
- **Environmental Protection:** The community expressed frustrations about the loss of connectedness with mother nature and their land, be it the surrounding bush or lakes, which they wish to improve. Whilst Te Uri Ā Hau own some land, the Department of Conservation is the main kaitiaki of those natural areas, requiring Mana Whenua to go through their process as opposed to their own kaitiaki.

- **Ecological Protection:** There are fairy terns and brown teal in the lakes and freshwater mussels that need to be protected in Poutō should growth occur. It is noted that the only publicly accessible lake is Rototuna, despite all lakes being public assets, however these lakes are vulnerable and fragile and must be protected.
- **Coastal Restoration:** Landcare and coastal restoration projects are important to the locals and there are projects currently such as the coastal erosion of the harbour which is affecting the stability of the cliff where the lighthouse is located.

| Phase 4 Engagement Outcomes

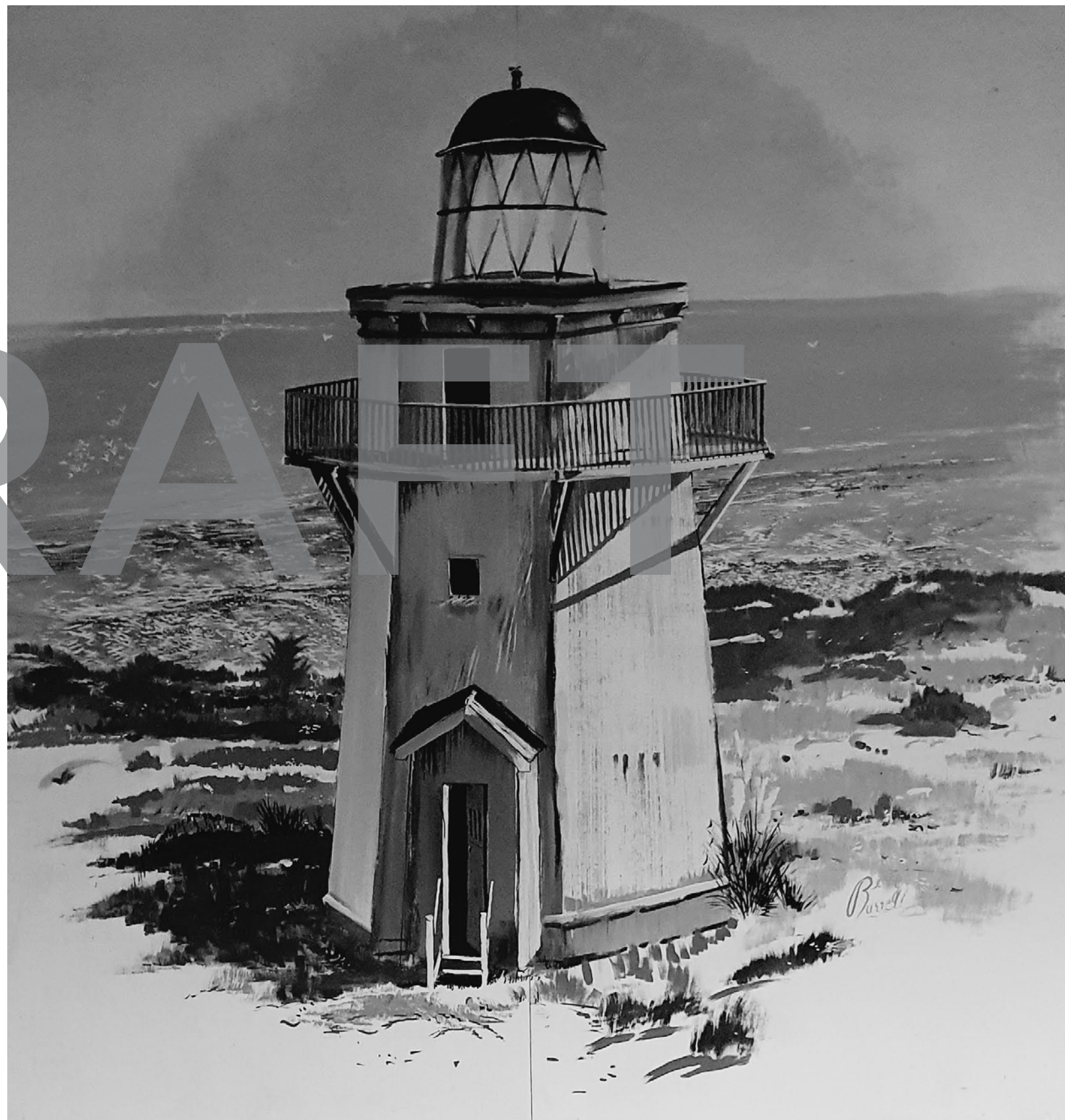
- **Māori-Led Business Ventures:** Allow for temporary visitor accommodation at the marae, establishment of papakāinga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Establish a campground facility at the old primary school.
- **Establish a Coastal Settlement 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.

CONSULTATION FEEDBACK

| 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.



4 | Poutō Point_30 Year Plan



LEGEND

Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE
- Papakainga Housing
- Commercial / Mixed Use

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Walking Connections
- Wharf Upgrade
- Town Gateway
- Proposed Campground

4 | Poutō Point_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

Outcomes

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

| Future Infrastructure for Poutō Point

Poutō Peninsula and especially Poutō Point is very fortunate to receive funding from the Kaipara Kickstart Programme (MBIE) for the construction of a new wharf where two previous historic wharves were located. This new wharf will be designed to take visitors such as bikers doing the Kaipara missing link trail and others especially in the summer months to other parts of the Kaipara Moana and north Auckland. It also puts another reason to travel to Poutō Point, alongside the historic Poutō Lighthouse and the ecologically significant array of dune lakes. It is hoped that this infrastructure will spur the development of a campground at the old school site and other tourism related businesses such as a cafe and nature tours. The Kaipara Kickstart Programme is also funding the sealing extension of the Poutō Road so that it becomes a fully sealed road from Dargaville through to Poutō Point. This will make the trip down the peninsula more efficient and safer, especially for visitors.

To enable residential subdivision and any new business activity a local community wastewater solution needs to be investigated and agreed. This could be an onsite wastewater system or similar to the package plant that has been provided for the papakāinga housing adjacent to Waikāretu Marae. The water supply solution will most likely be an onsite raintank but there is possibility of a bore and treatment system if there is enough development to make this option viable.

DRAFT

Chapter 6 | Kaipara Harbour + East Coast

DRAFT

1 | Kaipara Harbour + East Coast - Overview

The Kaipara Harbour and East Coast area is the most southern section of the Kaipara district, it borders the edge of Auckland to the south and Whangarei to the north. This is a very unique part of the Kaipara district as it is the narrowest land mass and consists of two harbours and a eastern coastal edge.

State Highway 1 (SH1) bisects the eastern section of the area and is at times an obstacle of congestion at Kaiwaka, limiting a safe and easy connection between the east coastal settlements of Hakarū, Mangawhai and the highway towns and harbour villages to the west.

State Highway 12 (SH12) branches west off SH1 and traverses the northern edge of the peninsulas that stretch into the harbour. Most of the settlements in this area are located on SH12, except for the villages of Pāhi and Whakapirau, which are located opposite each other and separated by the Pāhi river. Both have small populations of permanent residents but are also popular holiday destinations that experience seasonal growth.

The built heritage that has been retained in Matakōhe and Paparoa give the village’s distinctive and charming character and an insight into early european settlement of the area.

The North Auckland Rail Line traverses the centre of this area, travelling along SH1 and then branches west towards SH12 and the north to Whāngarei. Upgrade and re-establishment of this line would provide an array of opportunities for

Kaipara district - particularly in this area.

The northern reaches of the Kaipara harbour are tidal but still accessible by boat and are popular places for fishing and recreational boating. Historically the harbour was more regularly used as a transport option for district settlement and industrial growth. Some of the wharves remain today and feasibility into their refurbishment is currently being investigated.

The landscape of this area is a combination of wetlands, steep ridges and slopes, and rolling hills that stretch down to the tidal edge of both harbours and include large sectors of ‘Significant Natural Areas’. The harbours consist of sandbanks and reefs and are both tidal in nature.

The Mangawhai coast and harbour are extremely scenic and are popular holiday destinations. More recently they have become a permanent living and commuting option for Aucklanders and consequently population and suburban development has been significantly increasing.

The start of the Brynderwyn ranges form the northern edge of this area. Pukekaroro is a prominent peak, of volcanic origin, that stretches out from the ranges and presides over south east of the area. Another distinctive peak is named Pukepohatu or Bald Rock is located North of Kaiwaka and boasts stunning views over east and western vistas.

| Mana Whenua

There are nine marae located directly within the boundary lines named as Kaipara Harbour + East Coast community district (refer to the Cultural Landscapes map on page XX for locations). Some of these marae overlap with those identified under Part 4 - Poutō Peninsula.

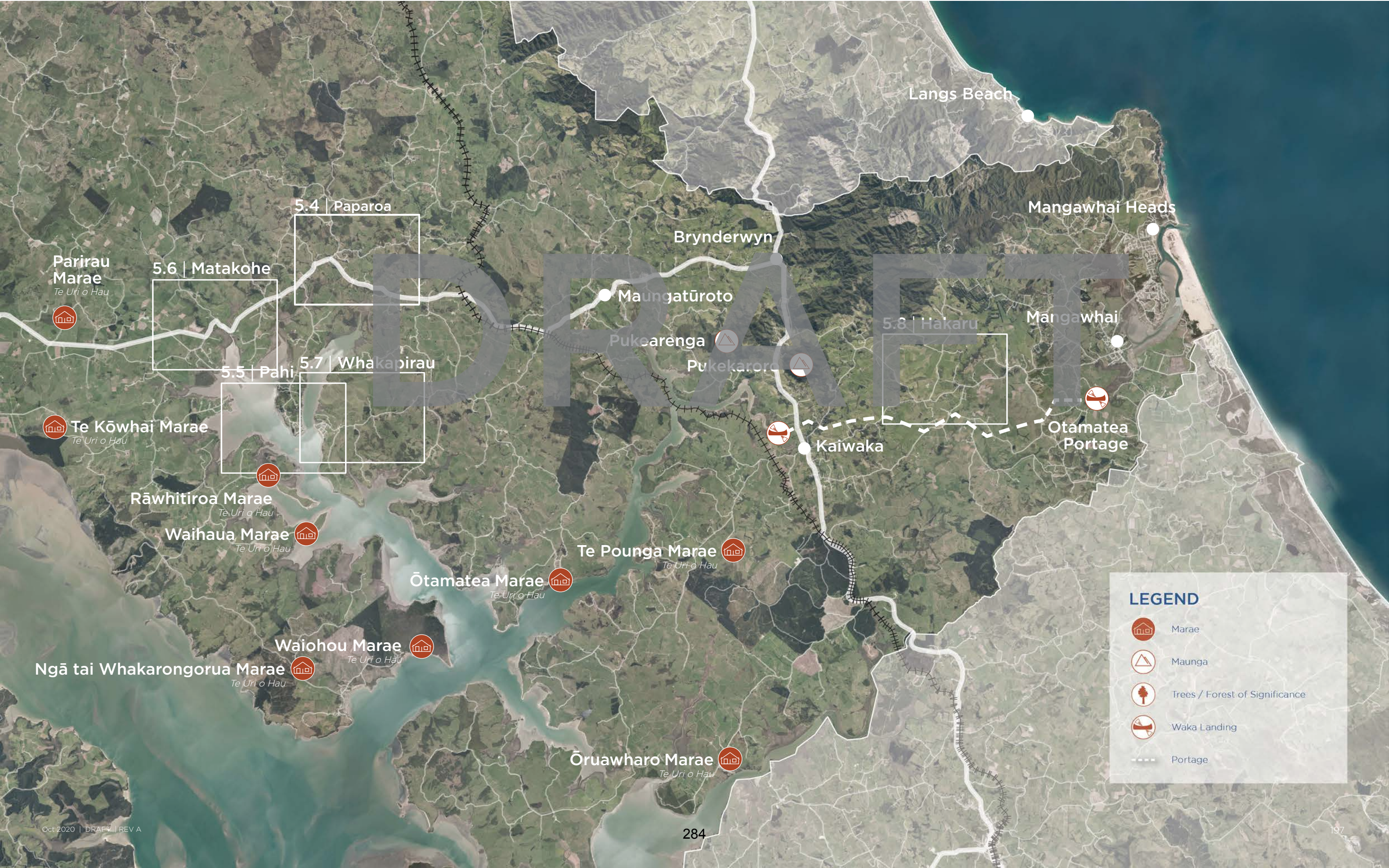
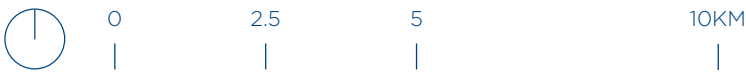
- Waiohau Marae
Te Uri o Hau
- Rawhitiroa Marae
Te Uri o Hau
- Te Kowhai Marae
Te Uri o Hau
- Oruawharo Marae
Te Uri o Hau
- Waiotea Marae
Te Uri o Hau
- Ōtamatea Marae
Te Uri o Hau
- Te Pounga Marae
Te Uri o Hau
- Pariou Marae
Te Uri o Hau
- Ngā Tai Whakarongorua Marae
Te Uri o Hau

Many of the marae in this community district are clustered on the Tinopai / Pāhi peninsula, which is one of the main arms of land that penetrates into the Kaipara Harbour. The harbour has provided kaimoana (seafood) as well as communication routes. This is obvious in the placement of nga marae tūuturu (the ancestral marae) of Te Uri o Hau at the headlands and on the foreshores of the harbour. Te Uri o Hau are kaitiaki of the harbour and its resources.

Two significant peaks are located to the south east of Maungatūroto - Pukearanga and Pukekaroro. Pukekaroro was a key strategic site for Te Uri o Hau, as from the very top you are able to see the Mangawhai Heads to the east and the Kaipara Harbour entrance to the west. During the battle known as Te Ika Ranganui in 1825, Karoro, a rangatira who had a pa site at the very top of the mountain retrieved many Te Uri o Hau dead and wounded from the surrounding area and carried them up to the pa so they would not be found by the enemy. Pukekaroro is of special spiritual significance to Te Uri o Hau because of the many wāhi tapu sites on the mountain. The mountain has been tapu since that battle and remains so today. A large proportion of Te Uri o Hau died during this battle. As a result of this battle, Te Uri o Hau consider that the area from and including the Mangawhai Harbour to Kaiwaka and beyond is tapu.

Te Uri o Hau has an important spiritual relationship with Mangawhai Harbour due to the many wāhi tapu sites in the area. Traditionally, prior to the battle of Te Ika a Ranganui, Te Uri o Hau gathered kaimoana from the harbour and took it back to their villages on the Kaipara. Te Uri o Hau also gathered materials for making tools for tattooing and cutting hair, flax fibres for use in certain types of weaving, and coastal grass species for tukutuku panels (woven panels) from the harbour and surrounding area.

1 | Kaipara Harbour + East Coast_Current Situation-2020



Parirau Marae
Te Uri o Hau

Te Kōwhai Marae
Te Uri o Hau

Rāwhitiroa Marae
Te Uri o Hau

Waihaua Marae
Te Uri o Hau

Ngā tai Whakarongorua Marae
Te Uri o Hau

Waiohou Marae
Te Uri o Hau

Ōtamatea Marae
Te Uri o Hau

Te Pounga Marae
Te Uri o Hau

Ōruawharo Marae
Te Uri o Hau

5.4 | Paparoa

5.6 | Matakohē

5.5 | Pahi

5.7 | Whakapirau

Brynderwyn

Maungatūroto

Pukearenga

Pukekaroro

Kaiwaka

Langs Beach

Mangawhai Heads

Mangawhai

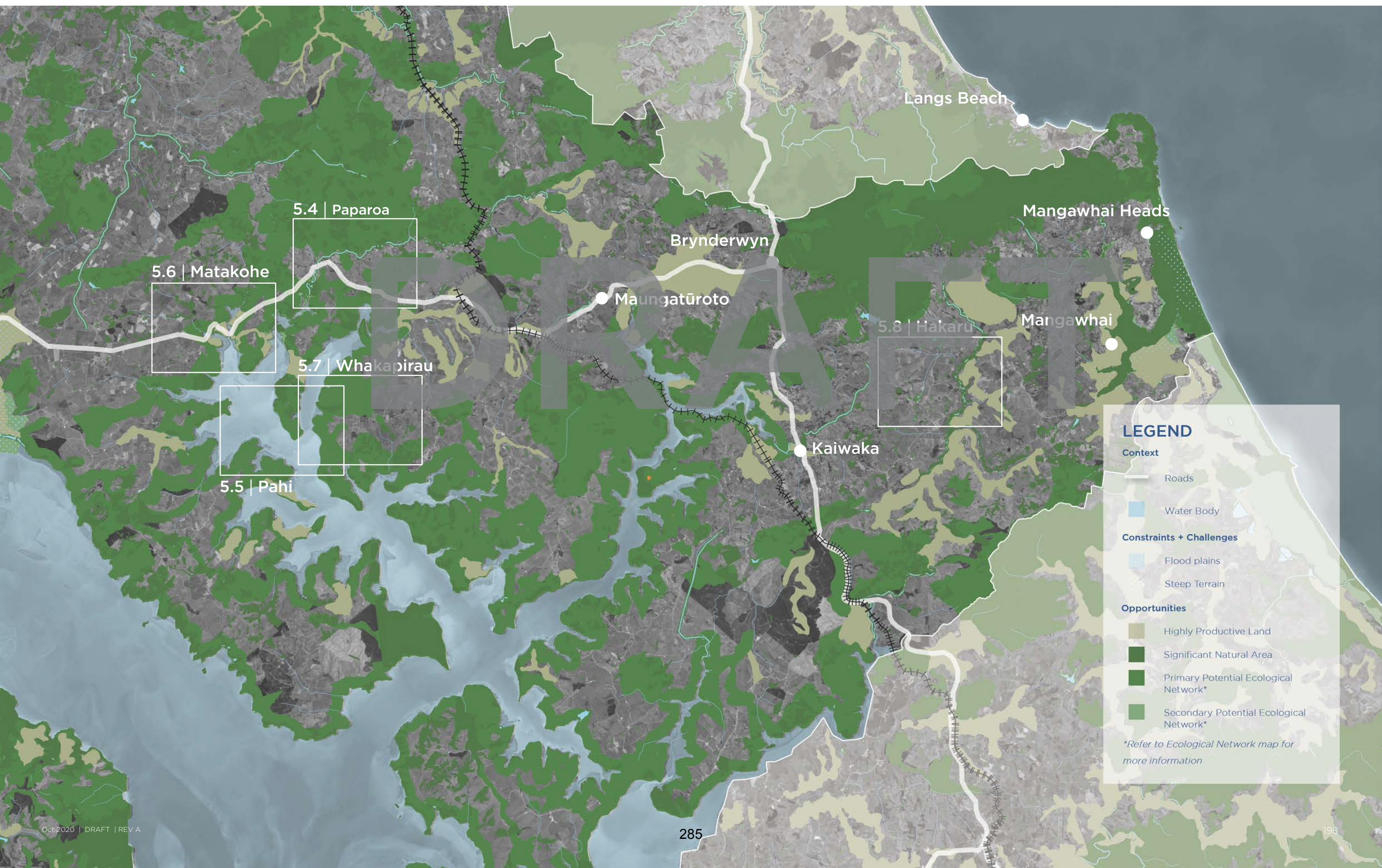
Otamatea Portage

5.8 | Hakaru

LEGEND

- Marae
- Maunga
- Trees / Forest of Significance
- Waka Landing
- Portage

1 | Kaipara Harbour + East Coast - Physical Constraints & Opportunities



2 | Paparoa



2 | Paparoa
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	# Occupied Dwellings
	396
	Population
	156
	Water Reticulation
	<div></div>
	Waste Water
	<div></div>
	Stormwater Reticulation
	<div></div>
	Broadband
Soft Infrastructure	<div></div>
	Mobile Coverage
	<div></div>
	Roads Sealed
	<div></div>
	Footpath
	<div></div>
	StreetLights
	<div></div>
	RailLine
	<div></div>
	Schools (P)primary (S)secondary
	P
	Access to Tertiary Education
	<div></div>
	Marae
	<div></div>
	Reserves
	<div></div>
	Playground
	<div></div>
	Sports Facilities
	<div></div>
	Church
	<div></div>
	Businesses
	3+
	Community Centre
	<div></div>
	Public Transport
	<div></div>

Paparoa is situated upon a headwater within a valley, and aptly nicknamed the ‘village in the valley’. Paparoa is a moderately sized rural settlement running along SH12 which connects the settlements of Matakohe, Paparoa and Maungatūroto. Matakohe is 3km south-west of Paparoa, while Maungatūroto is the nearest major town, approximately 12km east. 8km south of Paparoa is Pāhi, and the end of the Pāhi Peninsula. It is a service town for surrounding settlements and Maungaturoto is a bigger service town which complements the services and businesses available in Paparoa. According to 2013 Census data, the wider Paparoa area has a population of 396.

According to the Paparoa website, the community has a population of 270. Modest single detached homes, often with garages, are common throughout Paparoa. According to 2013 Census data, there are 156 occupied dwellings in the wider Paparoa area.

Land use in Paparoa is largely rural and residential, while there is commercial activity along SH12 (Paparoa Valley Road). This includes Paparoa Hotel, Paparoa Store and the Village café. The Paparoa Stream runs throughout the settlement, terminating in the Kaipara Harbour approximately 3km south. Local landmarks include the Brethren Hall near the southern end of Paparoa Valley Road and the Paparoa Community Church on Hook Road. There is also Paparoa Primary School, located on Franklin Road.

The Lifestyle Village Scheme Plan has been produced as a proposed retirement subdivision. The project has been granted consent, and is planned for 14 sections of 401-896m2 for senior living, as well as 15 rural residential lots up to 5000m2 for family dwellings on the general market.

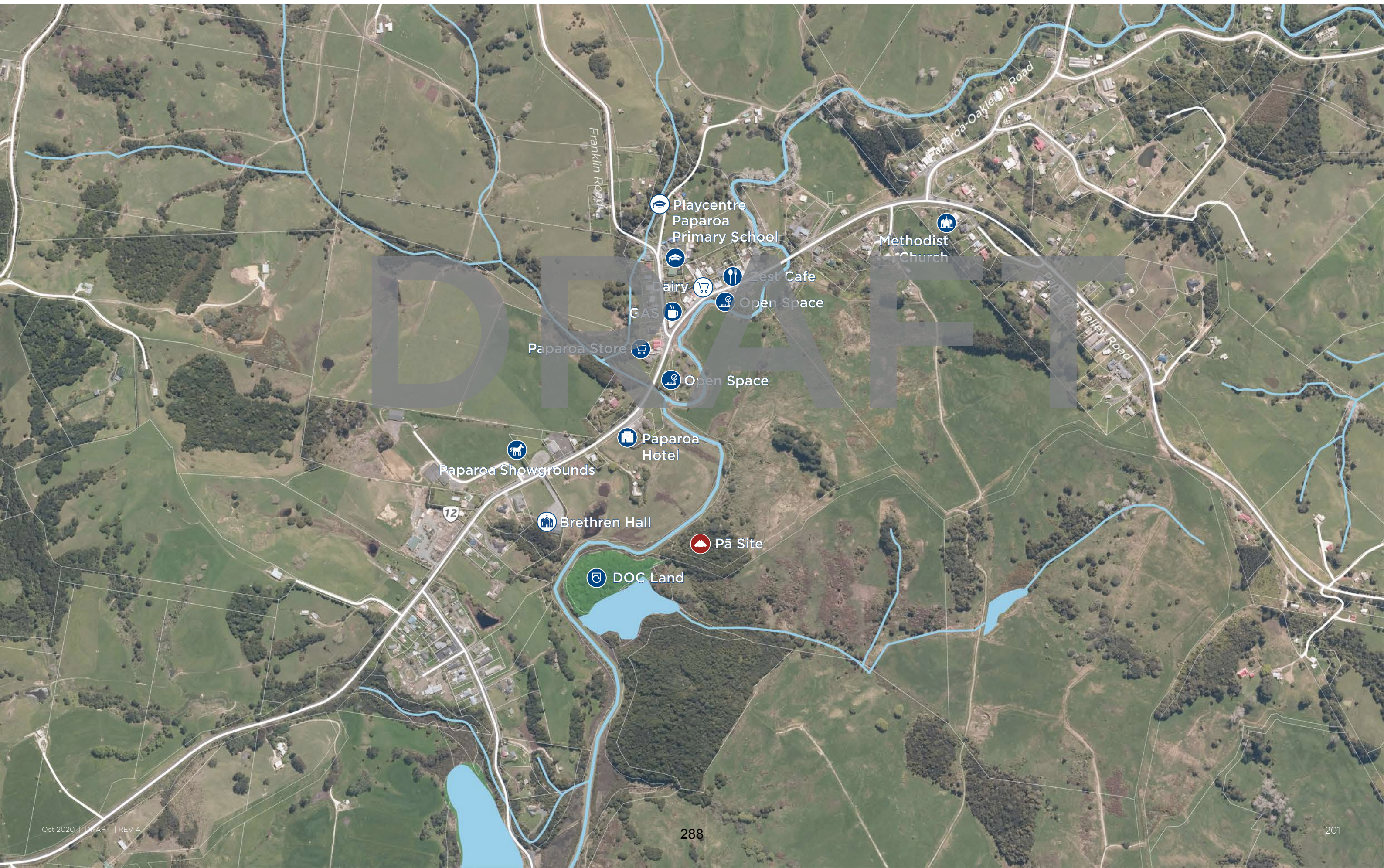
Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Paparoa was established in 1863. In 1862, what is now known as Cliff’s Landing was claimed by the Cliff family, who were originally part of the Albertlanders. Initially, supplies were ferried from Pāhi to the landing via Paparoa Stream. They were then carried to Cliff’s store. The Landing is now a community focal point, complete with planting, river cleaning works and a mosaic sculpture.

Nowadays, Paparoa Hotel is a popular community hub, where locals often gather to drink. The annual Paparoa A&P show has been held for the past 144 years at the showgrounds. At the show, artwork from local primary schools are exhibited, the regional finals of the Young Farmer of the Year, as well as other attractions and animals. There are also goat classes, equestrian events and shearing contests. 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 Ōtamatea Marae is the local marae, along with the Aotearoa meeting house, this is the tribal meeting place for Ngāti Whātua and Te Uri o Hau.

The current environmental restoration projects in Paparoa include the harbour, waterways and a private eradication project

2 | Paparoa_



2 | Paparoa_Physical Analysis – Opportunities & Constraint



LEGEND

Context

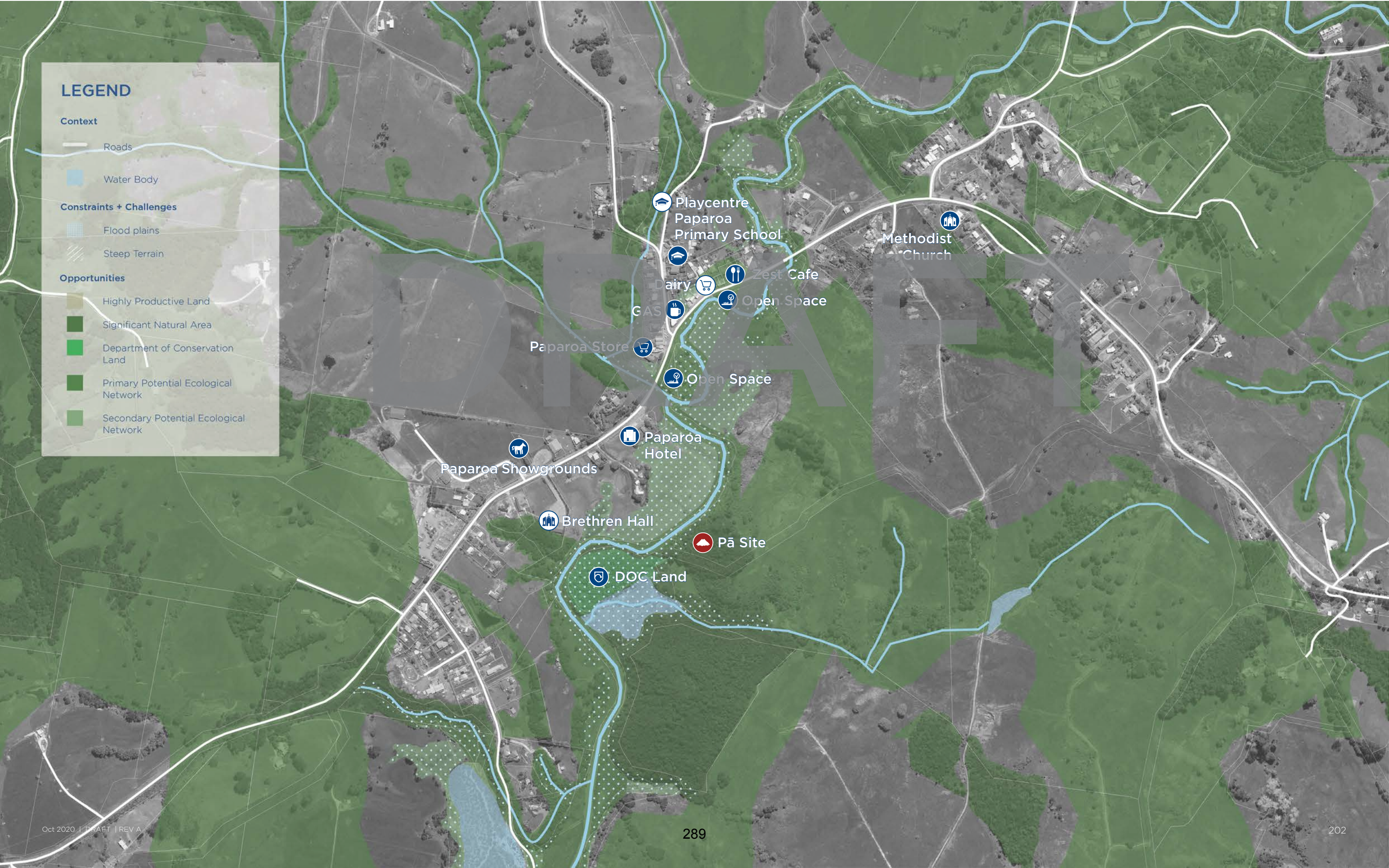
- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network



2 | Paparoa_Engagement

ENGAGEMENT FEEDBACK

| Community Values

People value the close-knit community feel, friendliness, and rich history. Paparoa is where “town meets country” and there is a good diversity of rural and city folk and events such as the farmers markets which brings the rural and urban residents together. Paparoa’s attractiveness lies in the river, harbour and wharf which offers recreation activities such as fishing, walking tracks and lifestyle opportunities. The locals pride themselves on the welcoming presentation that the settlement emits. The hotel, village green, Waihaua and Ōtamatea Maraes, churches, the pub, the bank, sports/showground and local hall are social gathering locations that the locals identified as being important to them. The Paparoa Connections Project is a key process in Paparoa that locals value for developing walking and cycling infrastructure in and around the settlement i.e. Matakohe Walkway/Cycle Trail. The number of local organisations in the community is a reflection of the active involvement locals have in improving the environment that they live in and involvement in local opportunities i.e. Paparoa Polo Club, Progressive Paparoa, Paparoa Lions, Paparoa Press, Depot Trust, Toy Library, and Taitokerau kite Tonga – Rātana Haahi.

| Aspirations

Paparoa is viewed as the “Village in the Valley” and those who were engaged wanted to see a greater physical connection between people and Paparoa’s natural and cultural assets. The community has a growth mindset for the area and encourages making the area more attractive for long-term residents.

- **Protected Features:** Cliffs landing, Paparoa Forest, Serling Bach, Lions Walkway, the Showgrounds, Parirau Marae and Kaipara Harbour are key features that those who were engaged valued and wanted to see protected.
- **Coastal Restoration:** Locals want a strong environmental focus for Paparoa i.e. through connections to waterways, through open space and the protection enhancement of these areas. Restoration projects such as Hāmātea Harbourcare are supported by locals as these projects could increase whitebait and eel fishing opportunities once water quality is improved.
- **Accessibility:** To make Paparoa a destination as opposed to a run-through village, those engaged want to see provision for walking and cycling opportunities, improved safety along Paparoa Valley Road (SH12), and alternative modes of transport options. Safe footpath linking Village Green, the Landing and Franklin Road. Bike track around the edge.
- **Water Transport:** The transport of goods and people via water is seen as an opportunity for Paparoa to increase tourism and recreational activities i.e. Tour Aotearoa Biking Event.
- **Water Quality:** Improving the mauri of the receiving tidal areas of water bodies through monitoring of discharge outlets, installing wastewater treatment plants and providing a resilient reticulated water supply.
- **Flooding:** To address flooding issues in Paparoa, locals suggested greening of spaces, flood protection works or redirecting the creek that traverses the settlement.

- **Infrastructure:** There are services provided to locals i.e. power, broadband, internet, town water supply and road, however improved digital infrastructure will allow working from home scenarios or new home business ventures. The community would like to see improvement of the town’s sewage system and water supply and flooding mitigation measures imposed.
- **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. Install street lights. Reconstruct road by the store slipping into the river.
- **Residential Development:** Residential growth is instigated currently in Paparoa, and encouraged, but is seen to be strained by SH12. There is potential for a low-density lifestyle (such as 2-3 well planned and executed small to large subdivisions) visitor accommodation and affordable first home housing opportunities. Enable rural residential activities in rural areas. Unlock land along Pāhi Road for residential activities. The community recommends unlocking land along Franklin Road for residential and commercial developments.
- **Commercial Development:** Commercial growth is encouraged to complement the existing, new and future residential developments in Paparoa, particularly along Pāhi Road i.e. medical centre, early childhood centre, to support the future increase in population. There are also opportunities for a recycling depot, hardware shop, a florist and a chemist.
- **Light Industrial Development:** There is potential to convert buildings such as the Ōtamatea County depot into light commercial/industrial zoning to better utilise old buildings and land. There is potential for folks like the Brethren Brothers to invest in the area and establish a business park or similar.

Industrial businesses are better placed in neighbouring Maungaturoto Railway and Ruāwai.

- **Public Spaces:** Provide open space in the ‘middle area’ - Gardens featuring sculptures and paved play areas and space for markets.
- **Facilities and services:** Provide picnic areas/covered areas with BBQ facilities for families to. Internet and cell phone coverage 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.

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.

2 | Paparoa_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

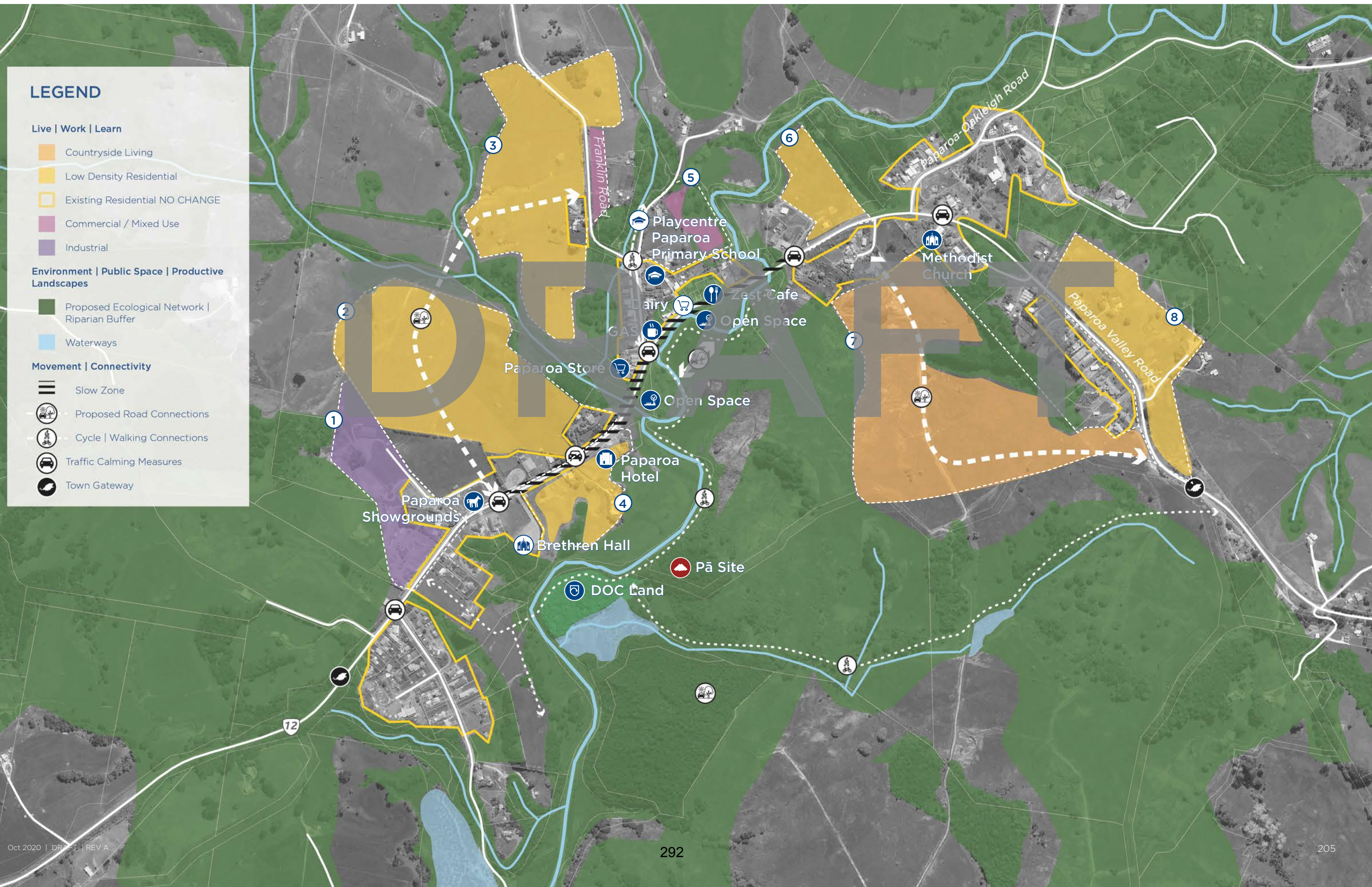
- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Industrial

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



2 | Paparoa_Neighbourhoods + Infrastructure



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.

1 | 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.

Outcomes

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

2 | 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.

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.

3 | 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.

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.

4 | 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.

Outcomes

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

5 | 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.

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.

6 | 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.

Outcomes

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

7 | 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.

Outcomes

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

8 | 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.

Outcomes

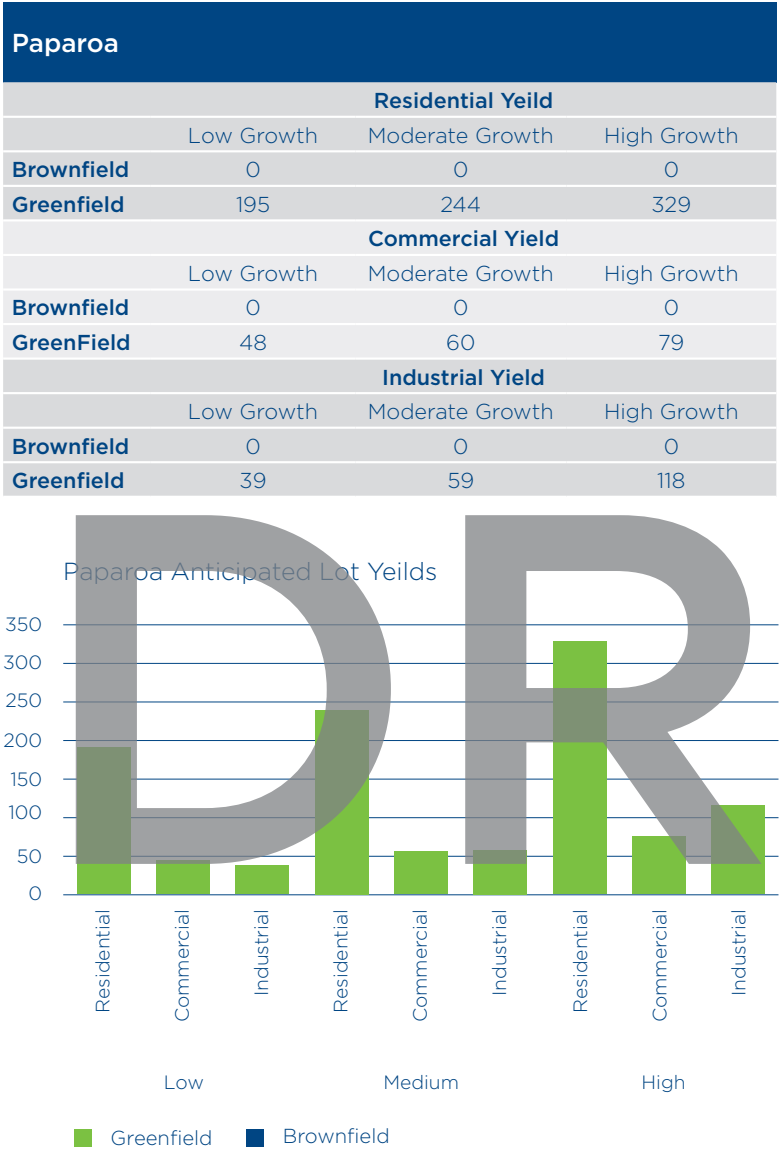
Enable population growth through the provision of ‘Low Density Residential’ land.

| Paparoa Infrastructure

Increased population growth can help to fund a communal wastewater treatment facility. This will help to remedy recent issues with failing on-site wastewater systems, which have been discharging sewage into Paparoa Creek.

2 | Paparoa_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residential	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7



3 | Pahi

DRAFT

3 | Pahi
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	180	# Occupied Dwellings
	90	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	1-5	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Pāhi is a moderately sized coastal community located on a peninsula 8km south of Paparoa, via Pāhi Road. Matakohe is 12km away via Pāhi Road and SH12 westward. Maungatūroto is the nearest major town to Pāhi, 20km eastwards following SH12 through Paparoa. Whakapirau is 400m across the Pāhi River – otherwise it is 23km around the harbour via road.

As of the 2013 Census, the entire Pāhi Peninsula had a population of 180. Pāhi is a popular holiday destination - the annual Pāhi Regatta attracts hundreds of visitors. As such, there are many non-residential owners of holiday homes based in Pāhi. Campervans are also prominent here. Maritime activities are popular at Pāhi, facilitated by the wharf at the end of Pāhi Road.

Land use is mostly residential – there is no discernible commercial activity. Pāhi has some fairly steep topography, particularly around Cliff Street and Emay Crescent, where it slopes downwards towards the east. Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Between 1862 and 1865, 3,000 immigrants established Port Albert near Wellsford. The Albertlanders sought to establish a religious settlement in Port Albert but many challenges including harsh conditions and fears of the indigenous population, leading to the eventual dispersal of the Albertlanders. Many settled elsewhere in Kaipara to start a new life. The swathes of giant Kauri trees

which populated Kaipara were very popular amongst Europeans for building furniture, boat building and construction.

Pāhi was initially used as a port from which supplies would be ferried to Paparoa via Paparoa Stream. Eventually, a road was constructed from Paparoa to Pāhi in 1865. From 1882 to 1895, a boat service ran weekly from Pāhi to Helensville. The Pāhi Regatta has been running annually since 1886. The main events of the regatta are the launch races, kayak contest, runabout races and bathtub races. Pāhi takes on a fairground atmosphere during this time, complete with sideshows, food stalls and Miss and Master Pāhi contests.

According to QV, initial major development of Pāhi’s current housing stock began in the 1950s – characteristic of the post-war development boom. This is particularly evident on Fenwicks Point Road and Fisher Street. Since then, development has been fairly consistent from the 1970s onwards. For example, Dem Street is mainly populated by 1970s buildings.

Much of the development on Bonham Street took place in the 1980s. Recently, there has been a fair amount of development in the 2000s and 2010s – particularly on Emay Crescent and Kotare Crescent.

3 | Pahi_Current Situation-2020



- Beach Community / Event Space
- DOC Land
- Palm House
- Pahi Hotel
- Holiday Park
- Pahi Wharf + Boat Club

3 | Pahi_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Department of Conservation Land
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

DRAFT

- Beach Community / Event Space
- DOC Land
- Palm House
- Pahi Hotel
- Holiday Park
- Pahi Wharf + Boat Club

3 | Pahi_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- The locals value the mellow and slow-paced element of Pāhi and rely on Paparoa for basic amenities, social/sporting facilities, while Dargaville is relied on for larger shopping and maintenance supplies.
- People value the peaceful, quiet, close and friendly community at Pāhi – it is caring and welcoming, with a strong recreational lifestyle.
- The community holds a number of potluck dinners and fishing competitions at the Pāhi hall where the locals meet and wish to protect as a key gathering social spot.

| Aspirations

The idea of ‘organic’ growth is important – this means enabling the community to grow while still retaining its character.

- **Commercial Development:** The locals expressed interest in improving their current lifestyle and the environment, as opposed to welcoming new commercial/retail development to the area. However, there is a general consensus on business and commercial opportunities enabled through clear and transparent planning provisions which look to maintain the character of Pāhi through quality design and feasible mitigation measures.
- **Industrial Development:** There is support for mixed-use zones in the Business Park as opposed to industrial activity, as Pāhi relies on Paparoa for those services. However, locals would like to see the opportunity to establish these activities on private properties as home business ventures i.e. boat building industry.
- **Tourism:** The locals have voiced the importance of economic activity enhancement through tourism ventures such as water-based activities. Locals would like to see the existing campground relocated by the campground office for legibility purposes and new life given to Pāhi Hotel to accommodate backpackers.
- **Residential Development:** Alternative housing such as ‘tiny houses’ (including caravans and containers converted to houses), affordable housing, and visitor accommodation opportunities are supported by the locals subject to imposing environmental building standards.
- **Passive Recreation:** The focus of change in Pāhi is around care and ongoing protection of the green spaces, the harbour and mauri of the waterways and its quality as opposed to new businesses solely operating in the community. There is support for new walking tracks in Pāhi connecting to other settlements, and recreational activities near the wharf.

- **Ecological Restoration:** There is support to reduce dairy farming activities in the area to improve water quality, introduce mangrove management and riparian planting.
- **Ecological Protection:** Locals would like to see the Fig tree and surrounding reserve to be protected including the Boat Club and Pāhi Hotel (albeit being privately owned).
- **Coastal Restoration:** There have been ongoing erosion issues in Pāhi which were sought to be resolved in 2013, however there was no funding to support Pāhi and locals would like to see this through.
- **Infrastructure:** Services to Pāhi are poor, there is a lack of reticulated sewage which restricts potential for commercial and further residential activity on smaller lots being established in Pāhi. Locals would like to see a new wastewater treatment plant constructed if further growth occurs.
- **Roading:** The road that leads into Pāhi is unsafe and could be improved to allow pedestrians and cyclists to share the space on the road with vehicles.

| Phase 4 Engagement Outcomes

- **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 a 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.

3 | Pahi_30 Year Plan



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

3 | Pahi_Neighbourhoods + Infrastructure

| 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.

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.

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.

| Pāhi Infrastructure

Increased population growth can help to fund a communal wastewater system. Reticulated sewage and drinking water supply are required to establish good urban, providing resilient infrastructure to provide stability for potential commercial and residential activity on smaller lots. There is also a need to implement reticulated stormwater systems at Pahi to cater for population growth and visitors.

DRAFT

4 | Matakōhe

DRAFT

4 | Matakoho
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	66	# Occupied Dwellings
	27	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	2	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Matakoho: Mata = headland; koho (shortened from kokekoho) = native tree

Matakoho is a rural community located on the Kaipara harbour coast. Ruāwai is 16km west from Matakoho. Paparoa is 7km north-east of Matakoho, while Maungatūroto is roughly 19km eastward. Dargaville, Ruāwai, Matakoho, Paparoa and Maungatūroto are all via State Highway 12.

Matakoho was one of the first areas in Kaipara to be settled by the Albertlanders, founded in 1863. Steamer services ran frequently to and from Matakoho to other settlements throughout the harbour. It once held the title for longest wharf in Kaipara - in 1881, the wharf was built at a length of 442m. The kauri timber and gum industries contributed to the settlement's drastic population growth of 264 by 1906. However, by 1921, its population had dropped to 141 due to the arrival of rail infrastructure in the district, which Matakoho did not have access to.

Matakoho has somewhat declined in the past two decades, with the population decreasing as well as businesses closing, including a convenience store, petrol station and post shop. There has recently been a slight increase in subdivision and development, however the population is still not large enough to sustain new businesses.

Nowadays, the Kauri Museum is a central asset for the Matakoho community. The importance of the Kauri Museum is a reflection of history as one of the most valuable things about Matakoho. The museum is a large local employer and the central economic base for the community. Several local businesses are directly connected to the museum, namely the gumdigger café, White Rock Gallery and Gallery 28. The museum sees around 40,000 annual admissions - 60 percent of its clientele are foreigners. 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.

Matakoho Primary School is also an important focal point for the community. Locals see the school as a means to re-engage kids with their community and history.

The Matakoho Community Group is involved in the planning stage for developing cycling infrastructure, intended to connect to similar projects being led in Ruāwai and Paparoa. In 2019, the Hardies and Anderson bridges were upgraded by NZTA.

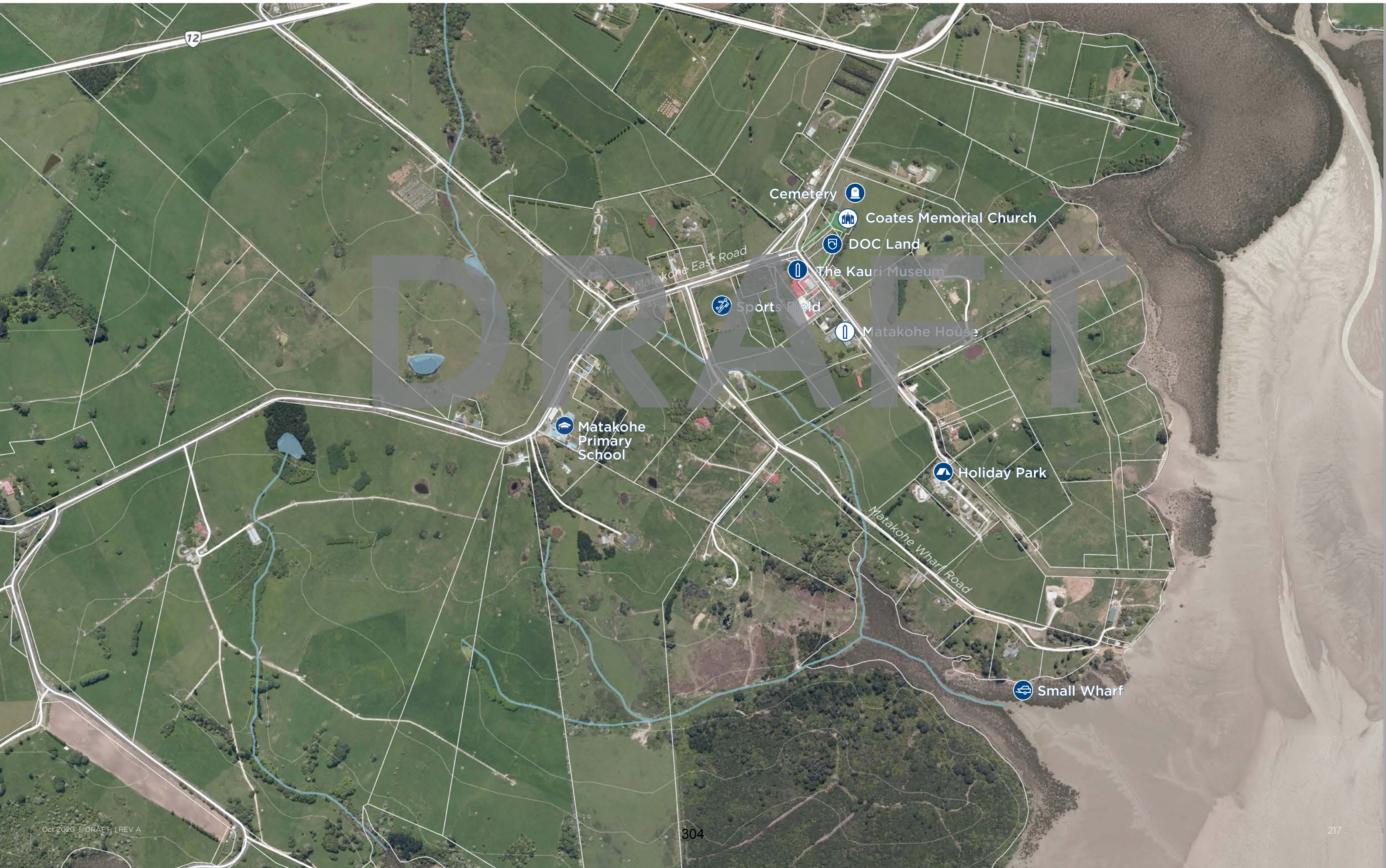
4 | Matakohe_Current Situation-2020



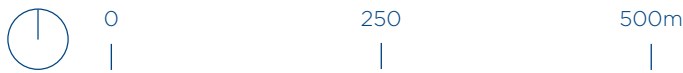
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250

500m



4 | Matakoho_Physical Analysis - Constraints & Opportunities



4 | Matakohe_Engagement

ENGAGEMENT FEEDBACK

| Community Values

There is a great sense of pride in the Matakohe community, its spirit and its history. People are quick to laud the community’s proactiveness, friendliness and supportiveness. There is a strong volunteer culture in Matakohe, and a strong do-it-yourself attitude. There is great pride in Matakohe’s history and heritage

| Aspirations

The community asks for careful consideration of growth that will retain the essence of and spirit of Matakohe

- **Residential Development:** The community is largely supportive of enabling growth for Matakohe, provided its rural village character is retained.
- **Tourism:** Tourism is seen as a key facilitator for growth. The museum is a key asset for tourism in Matakohe. As a result of the COVID-19 pandemic, the museum has expressed its need to attract local tourism, as there will no longer be foreign visitors. Locals have also mentioned that there are opportunities in Matakohe’s kauri tracts, as well as the harbour (including wharf development), for ecotourism. There is opportunity for rich cultural experiences by incorporating Māori heritage into the Matakohe story.
- **Wharf Opportunities:** Locals would like to see opportunities related to the wharf explored. However, they do concede that this is somewhat impractical due to strong water movements and shallow foreshore.
- **Commercial Development:** A pedestrian precinct around the Kauri Museum and provision for light commercial activity, such as a corner shop or café that would act as a ‘magnet’ to attract locals to gather and connect.

- **Pedestrian-Friendly Environments:** Better pedestrian safety, particularly between the school and town centre - recently, a footpath between the school and the museum was built through local volunteering efforts.
- **Environmental Protection:** Recently, there has been greater awareness of environmental care at Matakohe. For example, the harbour is seen as an important environmental feature, and there are ongoing cleaning works. There are also patches of kauri which the community wants to protect.
- **Recreational Facilities:** There is a desire for more recreational spaces, such as a playground or reserve. Locals also want to see provision of beach access.
- **Maintain and Promote Local Culture:** The need was expressed to connect back to history, including instilling a relation to history in children and foster pride in the community. People want to see Matakohe retain its tight-knit community and strengthen the volunteer base.
- **Passive Recreation:** Completion of the cycling connections to Paparoa and Ruāwai.

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.

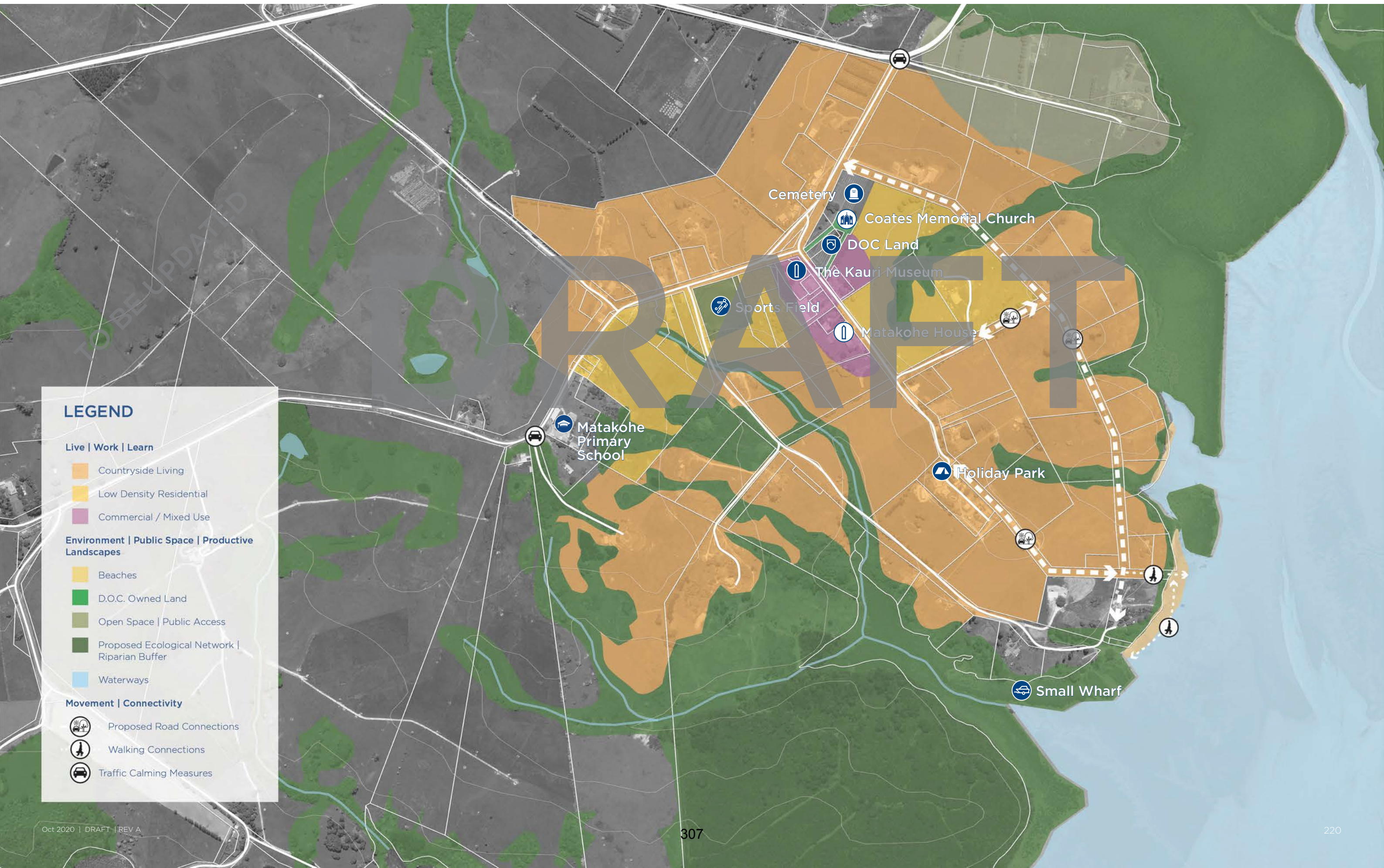
4 | Matakohe_30 Year Plan



0

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

4 | Matakoho_Neighbourhoods + Infrastructure

1 | Matakoho Town Centre Block

The Kauri Museum is the pride of the Matakoho 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 Matakoho Town Centre. The land adjacent to the cemetery is relatively flat and predominantly grassed, suitable for greenfields development.

Outcomes

A lively, thriving town centre which is attractive for visitors to Matakoho, 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.

2 | Matakoho Countryside Periphery

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

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.

| Matakoho Infrastructure

The settlement of Matakoho has no wastewater and water supply reticulation. The options of efficient and effective onsite and reticulated infrastructure services should be investigated to accommodate the anticipated growth in the area in a sustainable manner.

Council provides urban stormwater systems and is predominantly incorporated into the road network. Further investigation is required to determine the existing stormwater pipes in Matakoho and updating AssetFinda, which needs to be provided for through the Infrastructure Strategy council stream of work.

DRAFT

5 | Whakapirau

DRAFT

5 | Whakapirau
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	TBC

Hard Infrastructure	57	# Occupied Dwellings
	24	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	<div></div>	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	<div></div>	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

Whakapirau: Pirau (Stinking) and whaka (Place) - this is believed to refer to the dead bodies on the banks of the Whakapirau River following the battle of Puketapu. Whakapirau is a coastal settlement 400m opposite the Pāhi River from Pāhi. Maungatūroto is 14km northeast of Whakapirau via Whakapirau Road and SH12, whereas Paparoa is 15km via road northwards. From here, Pāhi can be accessed via SH12 and Pāhi Road. According to 2013 Census data, Whakapirau and its wider surrounding area has a population of 57.

During the initial settlement of Kaipara by the English Albertlanders in the mid to late 19th century, the prosperity of settlements was dependent on their access to kauri timber. Whakapirau capitalised on this industry - Chadwick's mill at Whakapirau was the second largest behind Te Kōpuru. Cut logs would be sledged to tidal water, rafted across the river to Pāhi, and then loaded onto schooners. The mill burnt down in 1912.

The school was opened in 1893, and the steamer wharf was built in 1895. The Cooperative Dairy Company was established in 1904. These businesses attracted the population and generated the wealth necessary for the church's construction. St Alban's Church which was built from kauri timber in 1896. Following the battle of Marohemo in 1825, the block of land which the church is now situated on was made tapu from the remaining kōiwi from a battle.

The battle of Te Ika-a-Ranganui in 1825 was fought between Ngāti Whātua and Ngāpuhi, with Ngāpuhi prevailing, and the bodies left in piles at the battle-site. Later, European settlers exhumed the bones and used them to fertilise vineyards. The tapu was lifted from the land by the gathering of the kōiwi into an ossuary. There are also graves for both Māori and Pākehā in the churchyard.

Once the tapu issue had been resolved, settlers were able to quickly expand into Whakapirau. A timber mill was relocated here, a general store and a gum-trading depot were established. Residential development also began. Whakapirau's population was 88 in 1881. By 1911, its population was 335. By 1961, its population had reached 354. The settlement was briefly named Karaka, after chief Arama Karaka who had good relations with Pākehā. However, this name was frequently used for settlements around the country, and subsequently took its current name after Whakapirau Creek.

At the turn of the 20th century, limestone became increasingly popular for roading and agricultural purposes. The Kaipara Farmers Co-op Lime Co. Ltd was based in Whakapirau, registered to quarry limestone for farm use.

Whakapirau Wharf is located at the end of Whakapirau Road. There appears to be no discernible commercial activity. Today, land use is mostly residential, where the majority of the homes are unoccupied for most of the year. There has been significant development since 2013.

5 | Whakapirau_Current Situation-2020



0

250

500m



5 | Whakapirau_Physical Analysis - Constraints & Opportunities



0

250

500m



5 | Whakapirau_Engagement

ENGAGEMENT FEEDBACK

| Community Values

The town of Whakapirau is mostly valued for its peacefulness, beautiful scenery and the community. The essential qualities of the town are pointed towards its coastal beaches, wharf and fishing (surfcasting) opportunities. Community organisations including the Marae, sports club and the church hold events that bring the community together such as the new year's eve events which the locals wish to protect.

| Aspirations

Locals support enabling future growth where it does not change the dynamics and lifestyle of Whakapirau or affect affordability i.e. increase in rates.

Residential Development: Locals see a potential for small houses on small blocks along the beachfront. However, only support growth in these areas where it attracts permanent residents as opposed to holidayers.

Commercial Development: The people of Whakapirau rely on shops and businesses in Maungatūroto for day to day needs, Mangawhai or Whangārei for groceries and other services such as healthcare.

Community Facilities: Locals would like to see a play area for the younger generations such as a tennis court or a simple rope off a big tree on the beach.

Infrastructure: The community is interested in education opportunities in specific areas such as plumbing best practice, given there are major land issues during the summer. Other services such as wastewater, water supply and telecommunications are supported if growth occurs without detrimental costs incurred on ratepayers in the interim.

Transport: With growth, the locals expect to see infrastructure services and upgraded roading networks that do not result in unreasonable rates in the interim should growth not occur. Locals would like to see footpaths to improve pedestrian safety around the settlement.

Passive Recreation: Establish walking and cycling trails through nature and along the coast.

Ecological Restoration: Removal of weed trees and species through appropriate means such as spraying and mowing areas, as opposed to scorching the earth which has detrimental effects on the environment.

Coastal Restoration: There has been an increase of erosion on the beach and challenges at the harbour which needs to be taken care of. Drainage clean-up has been an issue which the community has been seeking to resolve since 2014 but failing due to costs involved.

Water Transport: Locals would like better access to boat ramps particularly during low tides, boat trailer parking, shore facilities such as public toilets and other water services such as ferries.

| Phase 4 Engagement Outcomes

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.

5 | Whakapirau_30 Year Plan



LEGEND

Live | Work | Learn

- Existing Residential NO CHANGE
- Existing Intensified Residential

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Promenant Ridgeline to Maintain
- Wharf
- Traffic Calming Measures

5 | Whakapirau_Neighbourhoods + Infrastructure

| 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.

Outcomes

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

| Whakapirau Infrastructure

The settlement of Whakapirau has no existing wastewater and water supply reticulation. The options of efficient and effective onsite and reticulated infrastructure services should be investigated to accommodate the anticipated growth in the area in a sustainable manner and without detrimental costs incurred on ratepayers in the interim.

Council provides urban stormwater systems and is predominantly incorporated into the road network.

Transport is also a critical factor in accommodating potential growth, in particular in relation to pedestrian safety around the settlement through widening shoulders on Whakapirau Road and improved footpaths. Further investigations should also be pursued to establish a walking/cycling trail around Whakapirau

DRAFT

6 | Hakaru

DRAFT

6 | Hakaru
- Overview

KEY	
<input checked="" type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Limited
<input checked="" type="radio"/>	TBC
Hard Infrastructure	? # Occupied Dwellings
	? Population
	<input type="radio"/> Water Reticulation
	<input type="radio"/> Waste Water
	<input type="radio"/> Stormwater Reticulation
	<input type="radio"/> Broadband
	<input checked="" type="radio"/> Mobile Coverage
Soft Infrastructure	<input type="radio"/> Roads Sealed
	<input type="radio"/> Footpath
	<input checked="" type="radio"/> StreetLights
	<input type="radio"/> RailLine
	<input type="radio"/> Schools (P)primary (S)econdary
	<input checked="" type="radio"/> Access to Tertiary Education
	<input checked="" type="radio"/> Marae
	<input type="radio"/> Reserves
	<input type="radio"/> Playground
	<input checked="" type="radio"/> Sports Facilities
	<input type="radio"/> Church
	<input type="radio"/> Businesses
	<input checked="" type="radio"/> Community Centre
	<input type="radio"/> Public Transport

Hakarū is a rural community located halfway between Mangawhai and Kaiwaka. Mangawhai is located roughly 7km east of Hakarū, while Kaiwaka is roughly 7km westward.

The still-standing Dairy Factory is a remnant of Hakarū’s history during the Albertlanders’ settlement of Kaipara. By the turn of the 20th century, Kaipara’s timber and gum resources had neared depletion. The Hakarū Dairy Company was established in 1902 as settlers then turned to farming upon the newly deforested lands.

Nowadays, farming remains a fundamental economic base for the Hakarū community, which is valued by locals for its rural lifestyle. Hakarū has seen significant growth in the past five years, with the population increasing by as much as four times. Many homes are relocated. There is also a large retiree population. The Hakarū community encompasses a large area, extending roughly halfway to Kaiwaka, and as far down as Tōpuni.

There are no shops at Hakarū, but there are small businesses involved in agriculture and light manufacturing, such as Engtech and Agridustrial. Local Organisations include the RSA, Hakarū Hall and the Pony Club, which are seen as cornerstones of the community. In particular, Hakarū Hall has seen significantly more use in recent years, being used for events, classes and accommodation from both Kaiwaka and Mangawhai.

There is strong relationships and cooperation between these organisations, with crossovers in leadership.

The main roads are Kaiwaka-Mangawhai Road, Settlement Road, and Lawrence Road. Settlement Road is perceived as the village mainstreet, where traffic speed is a concern - meaning that mainstreet streetscape improvement would be highly desirable by the community.

Kaiwaka-Mangawhai Road is the main ‘movement network’ where most of the traffic is experienced and encouraged. Metalling/sealing of these roads are patchy and they are mostly still gravel. As the local population has increased, the roads have become increasingly stressed, causing damage to vehicles, as well as to personal health (dust particulate). The roads see extreme usage during the annual Northern Bass festival (held in Mangawhai), where up to 15 thousand people come through Hakarū.

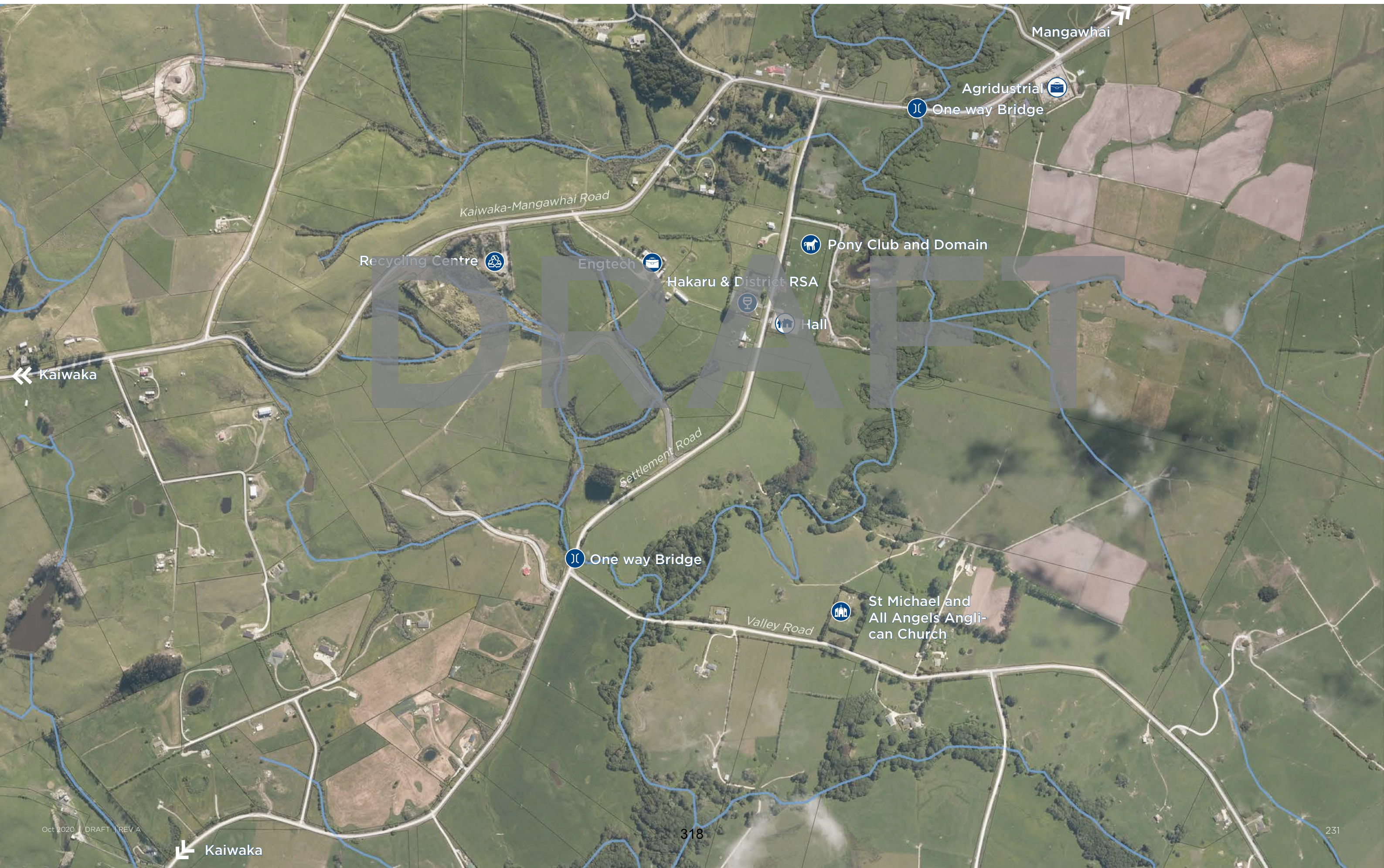
6 | Hakaru_Current Situation-2020



0

250

500m



6 | Hakaru_Physical Analysis – Opportunities & Constraint



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

- Highly Productive Land
- Significant Natural Area
- Primary Potential Ecological Network
- Secondary Potential Ecological Network

6 | Hakaru_Engagement

| Community Values

- The rural lifestyle in Hakaŕũ is very important to locals, who emphasise that spatial planning must reflect and retain its rural character.
- The community is not particularly interested in high-value amenities such as libraries or footpaths, but rather simply having basic infrastructural needs met.
- ### | Aspirations
- **Town Centre:** Grow into a gateway village whilst maintaining quietness, akin to Paparoa - a Rural Village
 - **Residential Development:** Locals are happy to see further growth in Hakaŕũ , provided that basic infrastructure is provided to service the population. They also want to see better direction for growth, noting the impact that this would have for the community’s reputation. Locals are also dissatisfied with the condition of some relocated homes, and would like to see these homes tidied up. They would also like to see a diverse mix of typologies e.g. two storey, units, affordable homes for younger families. At the same time, encourage attenuate materials – buildings with character and individualised
 - **Commercial Development:** There is not much demand for local shops, until there is significant growth in the local population. At most, locals would like to see 1-2 shops in the village area at most. People are happy to do their shopping at Kaiwaka or Mangawhai.
 - **Improved Roads:** Unanimously, the most pressing concern expressed by Hakaŕũ residents is the condition of local roads, namely Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. The one-way bridges on Kaiwaka-Mangawhai Road and Settlement Road were also noted to be potentially dangerous.
 - **Telecommunications:** Improved phone and internet services. Fibre has been partly installed but is only accessible to some people.

- **Transfer Station:** Improvements to the transfer station and recapturing of the northern buses.
- **Protected Features:** Locals consider the RSA, Hakaŕũ Hall, and Pony Club as cornerstones of the community and would like to see these protected.

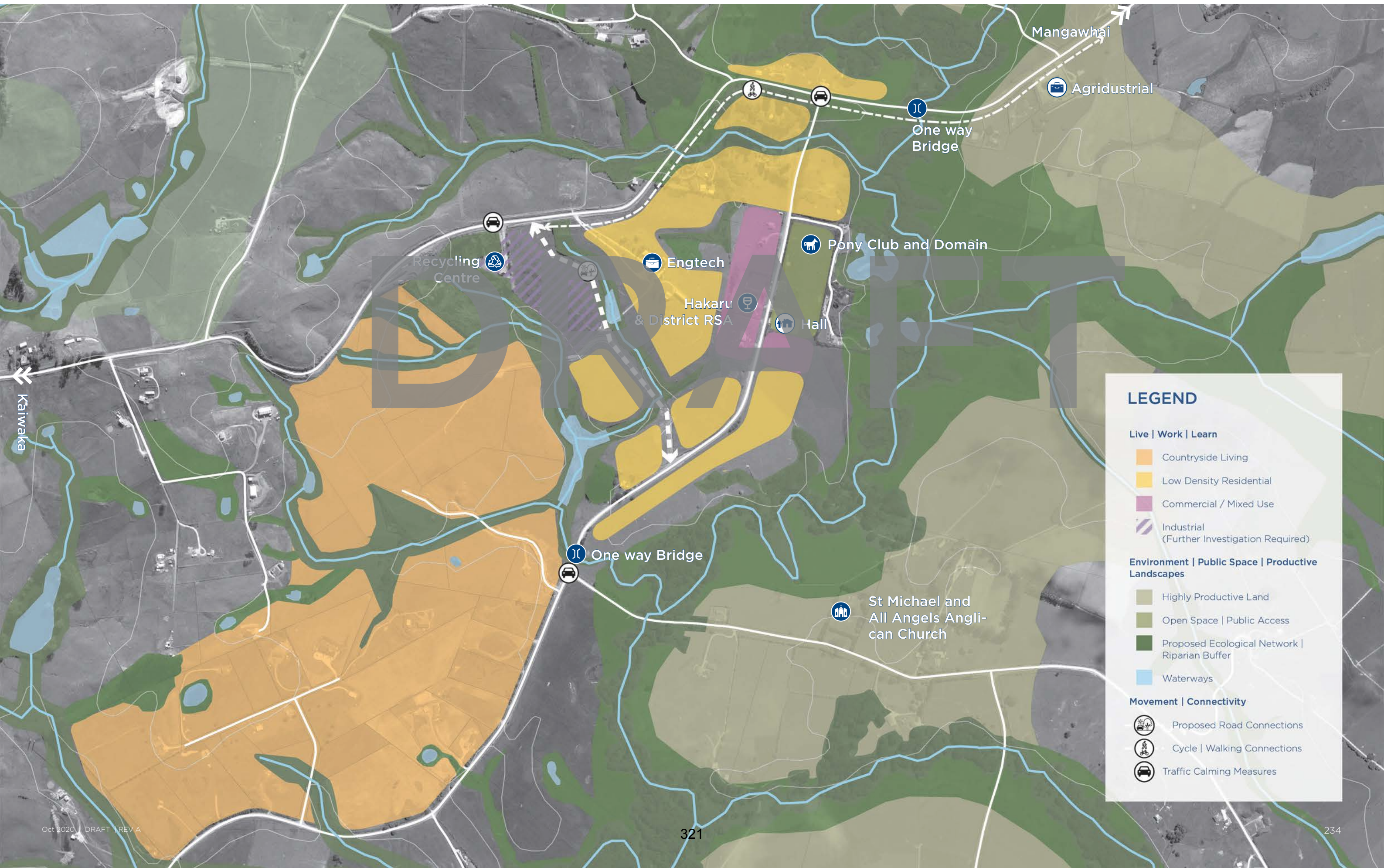
| Phase 4 Engagement Outcomes

- **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 Hakaŕũ 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, Hakaŕũ 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 Hakaŕũ 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).
 - Pan 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 Hakaŕũ 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. Hakaŕũ is destined to become a congregation of lifestyle blocks, eventually merging into a contiguous pattern extending from Mangawhai to Kaiwaka.

6 | Hakaru_30 Year Plan



LEGEND

Live | Work | Learn

- Countryside Living
- Low Density Residential
- Commercial / Mixed Use
- Industrial (Further Investigation Required)

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Cycle | Walking Connections
- Traffic Calming Measures

6 | Hakaru_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | Hakarū Industrial Block

Hakarū's location in between Mangawhai and Kaiwaka presents opportunities to offer a 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.

Outcomes

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.

| Hakarū Infrastructure

Full reticulated services, 3-waters, are necessary to establish good urban form and the desired density in Hakaru. Currently there is no reticulation in Hakaru with the nearest reticulated networks being at Mangawhai and Kaiwaka. Council should investigate the provision of reticulated infrastructure, specifically in the anticipated growth in Hakaru village. In terms of transport, it is important to note the desire for improved roads, where key constraints are particularly found on Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. Another key constraint is the one-way bridge on Kaiwaka-Mangawhai Road and Settlement Road. Further improvements are required to the transfer station and recapturing of the northern buses. Whereas telecommunications, particularly fibre is desired to be extended to the wider settlement

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Part C | Overview of Engagement

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3 | Mana Whenua Engagement

The agreed engagement approach entailed visiting different marae and having hui with Mana Whenua in their own environments and at times that were suitable to them. These engagement hui proved to be extremely enlightening and satisfying experiences. They delivered information and insights which has been a vital part of forming a clear and robust image of where Kaipara Mana Whenua and marae are today and where and how they would like to see themselves, their marae and the wider district grow in the future.

| The text on the following pages summarises feedback from Kaipara Iwi and Hapū

TE IWI O TE ROROA

Core Māori Values

The general values are supported from a physical design perspective, however it was suggested that the meaning of whānaungatanga is updated to 'A familial or friendly reciprocal relationship anchored in shared experiences, partnerships and working together that gives people a sense of belonging'. 'Whānau' is the root word of whānaungatanga; therefore, it is first and foremost anchored from whakapapa.

It is also suggested for these 'core values' to remove 'Wairuatanga' and replace it with "Mauri" to reflect the life force / living essence of any and everything natural within the world. This can also extend to include the life force of a relationship between people, place and space. Mauri can also be used to gauge the strength of that relationship/engagement, by determining the overall health of it.

Te Aranga Design Principles

It was conveyed by Te Iwi o Roroa that these principles do resonate and that they should be used to grasp the understanding of Māori culture. The suggestion is made that these principles are like Kawa - that can not be changed - and the 'Core Māori Values' are more like tikanga - like rules that can be amended.

Some additional meanings of the 'principles' were suggested_

Whakapapa

This connects Māori to everything. It clarifies lore, history, philosophies and is responsible for the transference of knowledge between generations. Using names to celebrate history of which Māori should discuss collectively to determine priority or importance.

Mana

Recognising each other's mana and respecting each other's status amongst the people. Whakapapa - Using names to celebrate history (Discuss collectively to determine priority or importance)

Whakapapa

Using names to celebrate history (Discuss collectively to determine priority or importance)

Taiao

The natural environment. People are part of the natural environment, when we protect, restore and or enhance the environment we protect, restore and or enhance ourselves as humans.

Mauri Tū

To establish and maintain life force

Tohu

Change to the word "Pou". Marks

(on the whenua or paper or maps) where Mana Whenua significant sites and cultural landmarks are acknowledged.

How Te Iwi o Te Roroa would like to work with KDC when planning for current and future needs of their villages and / or marae.

Kanohi ki te kanohi hui (meaning meetings face-to-face) at the relevant marae and both parties laying out on the table what each other's issues are, then working together - **mahi tahi** - to come up with a collaborated plan based on honesty and trust from both sides about each other's capability.

Te Iwi o Te Roroa would like to see consistency with the kōrero from council and points out that information often changes after every election. The Iwi suggests the Kaipara District Council ('KDC') should find a mechanism that enables it to continue its own whakapapa practice.

Currently the needs for the marae surrounds the need for infrastructure maintenance and weed and pest control along the awa. In addition to improving the capacity of the marae to deliver work experience, apprenticeships/internships, workshops in finance, governance, submission writing and funding applications.

Cultural principles

The constitutional document being Te Tiriti o Waitangi - Treaty of Waitangi (or 'the Treaty') - provides for the exercise of kāwanatanga (dominion, rule), while actively protecting the Tino Rāngatiratanga of Mana Whenua in respect of our natural, physical and spiritual resources.

Section 36B, 36C and 36D of the Resource Management Act 1991 (the 'RMA') provide for KDC and Mana Whenua to enter into joint management agreements. Yet the only joint management that Mana Whenua shares with KDC are those that have been made under the settlement claims legislation.

Under part 6, sub-part 1, section 81 of the Local Government Act ('LGA'), KDC's "Long-Term Plan must set out any steps that it intends to take... to foster the development of Māori capacity to contribute to the decision making process...". The LGA does not stipulate the area that "the decision-making process" should be limited to, yet KDC has confined the decision-making process to resource consents under the RMA. The LGA provides for a far wider scope in which Māori could have the opportunity to contribute to decisions. Section 81 sub-section(2) (b) is "a discretionary clause that is only limited by the conscience of the Councillors".

It must be understood by KDC that Māori believe themselves to be of nature and part of the natural world. Collaboration around planning and design should be the result of both entities knowledge, and the overarching principles of sustainability and protection.

Mana whenua have told us that by having this whakairo as the base of any project or development within the Kaipara District, KDC could apply its knowledge of science and technology to find low-impact construction materials [or such design solutions]. It could utilise its legal tools such as the District Plan, building and engineering standards and any relevant by-laws, policies or incentives to implement these design elements into the resource consent process. This would ensure that any project or development compliments the low-impact, sustainable outcome that we all want as well as protecting resources for the future generations.

How Te Iwi o Te Roroa see the Te Aranga Principles can be included in their relationship with the Kaipara District Council

Mana Rangatiratanga - Authority

Te Iwi o Te Roroa would like KDC to recognise them as iwi and engage at a level as partners, as is guaranteed under Te Tiriti o Waitangi, the Local Government Act, Resource Management Act and the guidelines set out in common law like those in the Environment Court. The iwi would like KDC to recognise their mana rangatiratanga over the natural, physical, spiritual and other taonga/resources including their knowledge/mātauranga of the natural world (cycles, plant sourcing, whenua etc). They aspire to work with the natural world for low-impact and sustainable development.

Mana whenua also wish that KDC protects sensitive information (like sensitive information about tapu sites) and not allow it to reach the public audience. Hearings should



Te Rongo O Hounga Marae - Dargaville

respect that when Māori provide oral evidence for these tapu sites, that this evidence is not recorded, and their word should be good enough.

Te Iwi o Te Roroa feel they should always be included in any planning, especially if it concerns whenua, wai, moana and āngi (land, water, sea and air).

Whakapapa - Names and Naming

Mana whenua would like to see more collaboration with KDC to prioritise reclaiming historical areas within the Kaipara District through changing names and places back to their traditional/original names. Additionally, mana whenua would like to be given a stronger position to work with developers to protect or enhance places of cultural heritage.

Tohu - The Wider Cultural Landscape

Working in partnership with KDC to erect a lunar calendar in Dargaville and Kai Iwi Lakes or 'Points from Pā' along the proposed Regional 'Ancient Kauri Coastal Track' to enable the Māori worldview, historical events and connections to be showcased.

Working in partnership with KDC to raise Pou around the District. Engage as partners with other stakeholders who may want to contribute to adding to the overall cultural landscape of the Kaipara District.

Taiao - The Natural Environment

Working in partnership to identify any projects where the natural

environment may be used to benefit a development i.e assist with site selection.

Working in partnership to identify and assist with design elements that will compliment / enhance a site before and after development.

Mauri Tū - Environmental Health

Identify future projects in which Māori can contribute mātauranga to raise the Mauri of the natural areas within the planning and design phase.

Identify potential partnership opportunities in our urban areas where we can contribute with native planting.

Mahi toi - Creative Expression

Allowing for cultural practices to be performed (Breaking ground karakia etc)

Allowing for input at the planning and design phases to ensure that Māori presence and narratives are part of the project/development.

Ahi Kā - The Living Presence

The mauri of nature will mirror in the mauri of the people it attempts to sustain.

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TE URI O HAU SETTLEMENT TRUST

Core Māori Values

Feedback received surrounding whether the Core Māori Values presented in the Sub-Regional Spatial Plan resonate with Mana Whenua was positive. Option was that the values presented align with the Te Tiriti o Waitangi principles and should be used as the basis to remind and inform council's partnership relationship with Mana Whenua.

The insight was shared that 'values' are interpreted as the underlying mannerisms and behavior of an entity which relates well to the Māori word of 'tikanga' - the correct procedure, meaning and practice (what we do).

'Principles' are more associated with how an entity acts or are the rules that guide their actions. This can also be similarly applied to the Māori word 'kawa' meaning the ceremony/ customs involved in an act (how we do it).

It is believed that these concepts need to be fully understood for authentic engagement to occur as these are the basis of mātauranga Māori. The practicality of mātauranga Māori is that it is lived in everyday life.

Te Aranga Design Principles

General feedback surrounding Te Aranga Design principles resonated with Mana Whenua and was received positively. It was suggested that the pinnacle of Council's successful engagement with Māori is to understand the fullness of these principles. The concepts intertwine with the core values and are relevant on any platform i.e. hui, documentation, agreements. It was not considered that any further principles were needed.

Mana rāngatiratanga - Authority

Involve Māori at the very beginning pre-designing the process of 'how to engage with Māori'. It was pointed out that each iwi, hapū, and marae is dynamic and unique, so a 'one shoe' delivery document doesn't fit all. Theoretically Māori are a collective, however it is important to remember there may be variations between iwi to iwi, and hapū to hapū. Was suggested that KDC could workshop with different marae representatives and teach them about spatial planning so the initial engagement could be delivered by Māori for Māori - tēina tuakāna model - which is true mana rāngatiratanga - Te Uri o Hau Environs as an example of how this could work.

Whakapapa - Names and Naming

It was pointed out how important it is to those that live within te rohe o Te Uri o Hau, know who maintains the Ahi Kā and Mana Whenua and the use of correct Māori place names is an important part of this. The narratives with the place names are also important to rediscover - extensive research may need to be required to achieve this.

To name streets etc Te Uri o Hau have a taumata that is charged with the mana to be able to name new roading, liken to the past, but in a contemporary context. It was also suggested that allowing blessing of these names would be appropriate. Another suggestion was to hold workshops that highlight the history of the hapū and iwi and the early pioneers to see how names could be designated for areas of significance along with appropriate summaries of the associated events.

Tohu - Cultural Landscapes

Te Uri o Hau suggests the notion of Cultural Landscapes should be explored and adopted by Council as it allows Mana Whenua control over its own connections with the whenua, rather than being asked to pin point specifically a significant site. Cultural connection is not always triggered by archaeological sites or wāhi tapu. Often planners rely on these triggers to engage hapū / iwi to undertake Cultural Values Assessments - clarity around the difference between an archaeological assessment and a cultural assessment needs to be further discussed with Council. Was suggested that 'Tohu' has the potential to lend itself to develop unique tourism experiences of an educational and spiritual nature, which could result in tourism destination opportunities that connect into a network of destinations both tangata whenua and others.

Taiao - the Natural Environment

Te Uri o Hau suggests that building the capacity for our Kaitaki and whānau, around scientific approaches, to enhance and maintain the mauri of te taiao is key. This will be complimented with

our mātauranga Māori of how we do kaitiakitanga. Application on how to look after the whenua i.e. pest control etc can be developed specifically for each marae. Kaitiaki Taiao Plans are suggested as a useful tool for iwi / hapū to deliver these outcomes, with the support of the council to achieve their common goals.

Mauri Tū - Environmental Health

Te Uri o Hau suggests that the value of a rāhui, a Māori concept to forbid, for whatever reason is a mechanism that the Council could support and explore as rāhui is a traditional conservation tool. By introducing a Māori principle that is used to protect the environmental health of the land also establishes a strong position for Mana Whenua in terms of the general public knowledge.

Training Māori, or council working alongside Māori, to test stream and do other kaitiaki roles for their own whenua, awa, ngahere and āngi Māori can impart traditional methods of monitoring and work in partnership with council - tēina tuākana model. Often the knowledge of how to measure the health of te taiao is, at times, second nature to most Māori, this is known by living it. Other factors are knowing the history of the land and what traditional uses were or events that took place. Only the hau kainga can tell or inform the Council of this.

Mahi toi - Creative Expression

Te Uri o Hau conveyed that mahi toi is the embodiment of Māori identity and suggested that when engaging Te Uri o Hau for consultation on mahi toi that Council understand the history of Te Uri o Hau mahi toi and how the impact of the battle of Te Ika a Ranginui was a pivotal point in Te Uri o Hau, Ngāti Whātua history. It was also acknowledged that Te Uri o Hau may need to take a journey of revitalisation of its mahi toi – whakairo, raranga, tā moko, reo, tāniko.

Ahi Kā - The Living Presence

According to Te Uri o Hau the heart of Ahi Kā is the marae - the place which is always returned to. To maintain this the marae must be maintained, and currently there are many things that the council could support to achieve this. It was clearly conveyed from a Mana Whenua perspective of living and being present in their own rohe, there needs to be socio-economic balance. A challenge was proposed to the Council to investigate options that give rise to Mana Whenua being able to make decisions, when capacity is built, in the RMA processes and create a long term vision that Council and Mana Whenua can work through together.

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RĪPIA MARAE

Summary of feedback received from a representative_ via phone interview

Located close to Te Kōpuru the marae has a strong connection with the Te Kōpuru Community Development Trust and has a strong physical, emotional, social and cultural relationship with the township of Te Kōpuru.

Future development should be balanced with maintaining the uniqueness of the history, character and people within Kaipara communities. There are local people in the area who hold personal collections of historical accounts that could be used as a resource.

The views and connection to the Northern Wairoa river and natural features of the two significant maunga – Maungaraho and Tokatoka are prime tourist attractions. Clean Road is a prime accessway and potential for a viewing platform.

A key asset of Te Kōpuru is its people, the existing public assets within and around the town all contribute to social interaction and cohesion. The local market place is underutilised but has potential to showcase local producers and produce.

Glinks Gully is a major asset to Te Kōpuru - recreation and food source - management of the food source needs planning between marae and local authorities. Rīpia and Ōtūrei marae share kaitiaki over the coastline, as well as environmental responsibilities.

Ecotourism is a viable growth opportunity for Te Kōpuru – but it must

balance business with existing lifestyles.

There are important remnants along the northern Wairoa River – disappointed that the wharf project appears to not have considered this.

Marae experiences – potential for cultural tourism. Anything that promotes cultural tourism will provide a strong foundation for the community.

The Poutō Road through Te Kōpuru towards Poutō can act as a leverage for Te Kōpuru community to develop its theme or Brand. Rīpia marae suggested Te Kōpuru could thrive with a focus on a theme or Brand developed by the community and with Council investment.

Commercial investment in Te Kōpuru can be achieved by small to medium businesses including cottage industries.

Rīpia marae advocates to Kaipara District Council to engage directly with all marae across Kaipara.

Concern around heavy truck traffic going past the local primary school causing safety issues for the kids.



Rīpia Marae Grounds - Te Kōpuru



Rīpia Marae - Te Kōpuru

NAUMAI MARAE

Summary of feedback received from a representative - Ruāwai_ via phone interview

Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.

Kumara is an important asset to Ruawai's uniqueness – Kaipara Kumara is doing a good job promoting kumara to New Zealand and the world.

The two schools are very important to the community. There are strong expressions of tikanga Māori and kaitiakitanga. Most students are from the local Ruawai/Raupō area – some come from Paparoa, Dargaville, Tinopai and Pāhi.

Concerns

The marae, and Māori in general, are always the last to get information, including from district and regional councils.

KDC has been undertaking mapping around Ruawai around the river, but they need to talk to people who live there, have grown up with stories as it is their original landscape.

Tourism Potential and Economic Growth

Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value. For example, there are Tongariro tracks which are Māori governed, and tell a Māori story. There is potential in Ruāwai to tell the stories of the land pre-1840.

There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka). There are four maraes – focus on that experience and share with the community. For example, a tourism trail including glow worm track at Matakohe, mountain climb at Tokatoka, glow worms at Montgomery Bush. Opportunities to teach traditions around marae.

The Museums in Dargaville and Matakohe include Dalmatian stories, while the Māori parts are quite small. Could expand on these stories from the perspective of Ngāti Whātua.

The wharf could be tied to Kaipara Kai. Ruawai has plenty of prime productive land – it could be the food basket for the rest of Aotearoa. Help grow horticulture and fishing in and around Ruāwai.

Naumai Marae

The marae is often used by the schools, and other schools in the district. It holds tikanga classes with Kauri Farms, as well as with the two schools. Government agencies have used it for wananga.

Want to see papakāinga development at the marae – there are issues around whānau living in poverty in the district.

Naumai marae step up to provide services, want to emphasise and capitalise on this (for example, there is currently a free doctor service every month). Could provide a stopover destination for tourists. Only need training and fostering

skills in future generations.

Flooding risks in Ruāwai

There is a flooding risk, but it can definitely be addressed. Would like to make the stop bank 0.5m higher.

There is wāhi tapu along the stop bank which needs to be protected. Māori have means of protection – would like to know how KDC or NRC will fulfil protection responsibilities.

Environment

Kauri dieback is a concern and underground rivers and artesian bores in the vicinity of Ruāwai were mentioned.

Themes identified from engagement feedback:

- Mana Whenua want to be treated as partners and emphasise they should be informed of things at the very beginning of anything that involves them.
- Prefer the face to face - Kanohi ki te Kanohi engagement
- Cultural tourism is widely seen as a business development opportunity. All marae have different things to offer.
- Kaipara is seen as the 'food bowl of New Zealand' - development and new businesses (employment and education) opportunity
- Inform, train, workshop with marae representatives to allow them to take control of sharing important information or getting things done with their own people through their own kawa and tikanga procedures - for Māori by Māori
- The people of Kaipara District have very strong bonds within the close and wider community.

Naumai Marae - Ruāwai



Part D | Appendices

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Appendix A | Department of Conservation Priorities in the Kaipara District

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3 | Conservation Estate

Conservation Management Strategies are 10-year regional strategies that are a handshake with the community. Section 2 of the Conservation Act 1987 defines conservation as the ‘preservation and protection of natural and historic resources for the purpose of maintaining their intrinsic values, providing for their appreciation and recreational enjoyment by the public, and safeguarding the options of future generations.’ The management of public land and waters must be done in accordance with the legislation under which they are held, which the Conservation Management Strategy (CMS) must be interpreted and applied in line with that legislation. The purpose of conservation management strategies is to implement General Policies and establish objectives for the integrated management of natural and historic resources in addition to species managed by the Department, and for recreation, tourism and other conservation purposes.

The Department plays a key role in steering the recreation and tourism concessions, making important contributions to the regional economy by providing transport routes to and from visitor destinations managed by the Department.

The following destinations have been recognised as having new business opportunities in Kaipara include:

- **Trounson to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park)**
- **Kaipara Harbour**
- **Pouto Lakes**
- **new and expanded campgrounds, including freedom camping opportunities**
- **marine recreational park, marine protection on the Tutukaka coast, and other initiatives such as in the Bay of Islands and Kaipara Harbour**

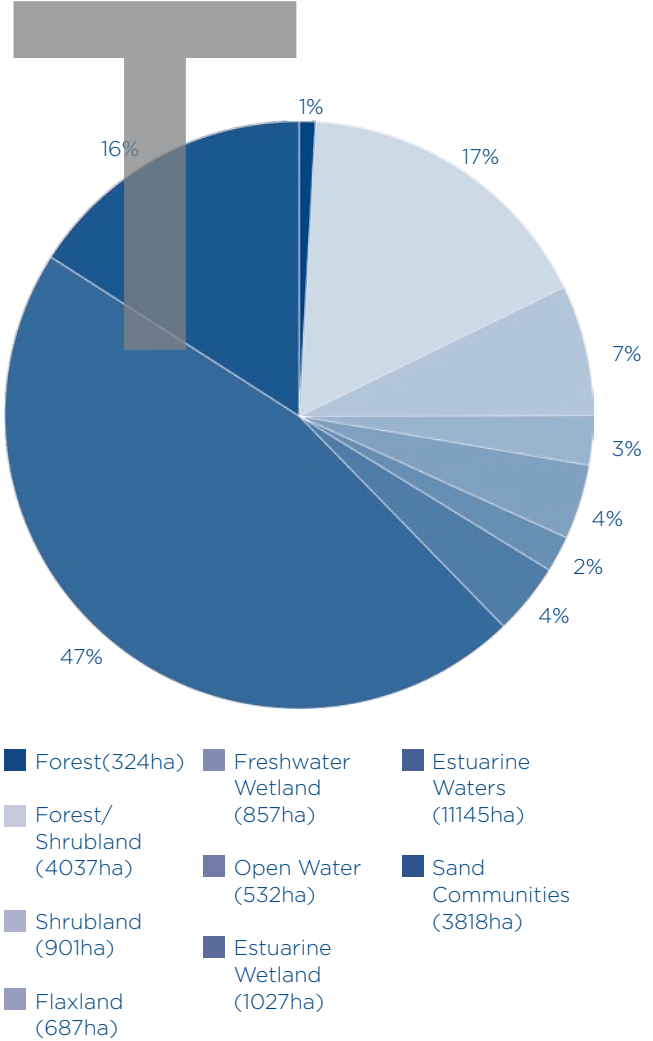
The Department of Conservation is required under the Treaty of Waitangi, to actively engage and develop long-term working relationships with iwi, hapū and communities for the achievement of ongoing conservation results. Moreover, providing a range of recreation destinations and experiences that attract people to Northland. The current CMS has been developed through a public process with crucial ongoing contributions from tangata whenua and Northland communities. Further, describing the conservation values existing in Northland and providing guidance for the Department’s work in the form of a vision, objectives, outcomes for places, policies and milestones.

Relationship with other planning processes:
In the process of preparing CMSs and the Conservation General Policy, regard must be had to local government planning documents. Similarly, planning documents under the Resource Management Act 1991, regard must be had to the Department’s statutory plans. Additionally, the Department implements international agreements with relevance to conservation, by which New Zealand is binding to.

Role in the Kaipara District [Maps below]

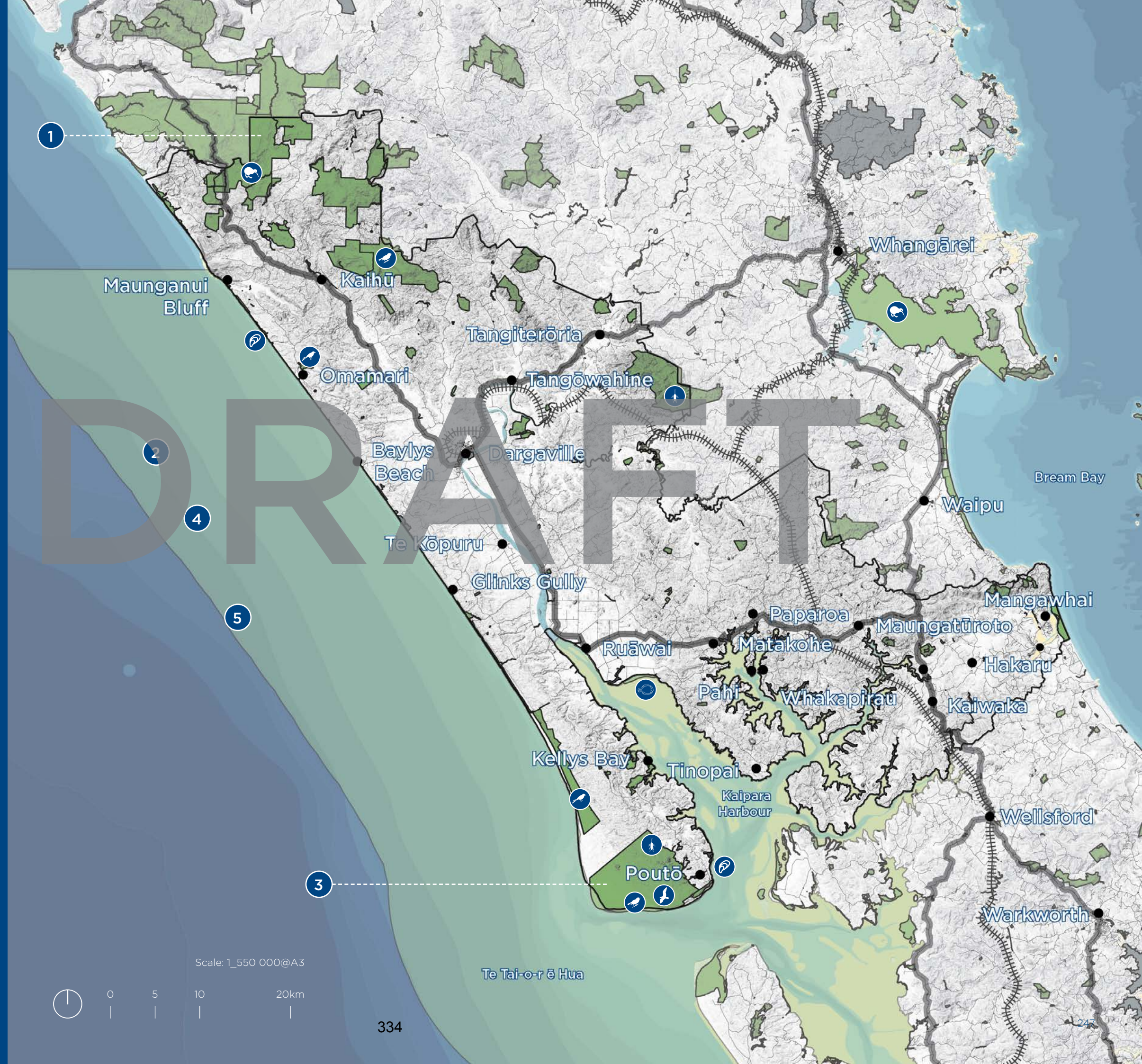
As outlined in Part 2 of the Conservation Management Strategy 2014-2024 (Volume 1), the Department of Conservation has great interest in the Places of Kaipara Harbour and Poutō Peninsula. Particularly Kaipara Harbour for being of national and international ornithologically significance, a place internationally important for the world’s smallest and rarest marine dolphin; and a major roosting and breeding area for coastal and estuarine wading birds. Whereas, the Poutō Peninsula has been identified as it sparks interest for having outstanding large mosaics of active mobile dunes, consolidated dunes, sand flats, impounded wetlands and dune lakes, alongside patches of coastal scrub and forest.

These Places have been identified for the purpose of integrated conservation management (Conservation General Policy 2005) which require management direction of ‘priority ecosystem units’. These are refer to a site on public conservation land where conservation work will most effectively contribute to protecting the full range of ecosystems nationally, and the Threatened and At risk species that are found within these species.



3 | Conservation Estate

- ① Trounson to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park)
- ② Kaipara Harbour
- ③ Pouto Lakes
- ④ new and expanded campgrounds, including freedom camping opportunities
- ⑤ marine recreational park, marine protection on the Tutukaka coast, and other initiatives such as in the Bay of Islands and Kaipara Harbour



Scale: 1_550 000@A3



3 | Conservation Estate

The following are Places of relevance, with boundaries that have been determined by an assessment of communities interest, conservation values and issues, as well as management priorities:

Northern Kauri Coast Place - An area of interest which extends from the southern shores of Hokianga Harbour with its eastern border along the Tutamoe Range, and its western margin along the coastline of Ripiro and the Tasman Sea, to Mahuta Gap. The areas within the Kaipara borders which are listed as Priority Ecosystem Units under the CMS are considered nationally important for natural heritage management on public conservation land include:

Trounson Kauri Park Scenic Reserve

- Visitors flock to enjoy a unique visitor experience at Trounson and Waipoua that provides the only inherently Te Roroa kauri experience on Earth near SH12. The priority ecosystem unit of the Reserve is a Gateway Destination, allowing visitors to gain understanding of, and enjoy the benefits of, the intensive pest control aimed at restoring the healthy nature of kauri forest ecosystems. DOC's largest threat in this area is from kauri dieback (*Phytophthora agathidicida*) and people as a vector for the spread of this disease.

DOC has placed policies to carry out intensive and sustained control of all plant and animal pests within Trounson Kauri Park and Introduce and maintain PTA (kauri dieback

disease) biosecurity and forest hygiene measures for visitors at key forest entry points.

Omamari Government Purpose Wildlife Management Reserve-

The focus of tangata whenua and community interest is on its restoration and the threatened plants and animals that occur there. For this matter, DOC has placed policies relating to active engagement with tangata whenua, councils/ other agencies and the community in conservation management and further encouraging and supporting conservation initiatives. In particular, those that restore native habitats on public conservation land, enhance ecological functioning of conservation land and control or eradicate plant and animal pests.

The Kai Iwi lakes however, a group of three freshwater dune lakes, formed within the coastal sand dunes system over 500 years ago. Each of which have outstanding ecological values, supporting communities of native aquatic plants and freshwater animals, including the rare aquatic plant *Hydatella inconspicua*. These have not been recognised as a Priority Ecosystem Units as they are managed by the iwi and the KDC under the Kai Iwi Lakes (Taharoa Domain) Management Plan.

Pouto - Kaipara Place - This area of interest for the Conservation Management Strategy, covers most of the Kaipara Region, which runs through the harbour entrances, separating the Kaipara into two, including all public conservation land and waters north of Oruawharo River.

The Department has placed policies and provisions to protect the highly dynamic geomorphic sites, sandfields, dune lakes and dunefield ecosystems of Kaipara Harbour (Kaipara North Head), recognising its outstanding wildlife values as populations of threatened shorebirds and Māui dolphins are increasing. Whereas, the priority ecosystems of the freshwater, dune lake and wetland habitats on Poutō Peninsula are protected. Moreover, it advocates for sustainable management of adjoining land, resulting in significant net conservation benefits to this Place. The focal point of domestic visitors to this part of Kaipara includes water activities, walking and more importantly, providing families with a traditional NZ camping summer holiday.

According to the DOC Ecosystem Management Units Maps: Kaipara North Head is one of most extensive and complete natural dune systems in NZ, with a wide range of surface ages; extensive wetlands and dune lakes throughout; small forest remnant with very high values; very high species values. As a result, . Kaipara Harbour's outstanding wildlife values are recognised, and populations of threatened shorebirds and Māui dolphins are increasing. Through a collaborative relationship with tangata whenua, communities, local government and others, the distinctive harbour habitats, natural character and landscape values of Kaipara Harbour are protected and its coastal environment is preserved.

Mangakahia-Tutamoe-Tangihua

Place [Map below] - This area of interest in the CMS forms the land-locked central hill country of Northland and covers the upper catchments of waterways that flow into each of the main harbour systems. Of particular relevance and significance to the Kaipara Region, the Department considers both Kaihū and Tangihua Forests as priority ecosystem units and of national significance.

The Tangihua Forest is a very prominent landmark in the region, with sequences of modified kauri, broadleaf, podocarp forest. The forest is valued by local trampers and hunters with outstanding views from the Horokaka Repeater. The Tangihua Hut is a basic backcountry hut used by those who prefer basic facilities and a quiet backcountry experience. Numerous school groups use the Tangihua outdoor education lodge. Secured legal public access to the forest is limited to an accessway on the southern side of the forest. Kaihū Forest covers a distinctive high-altitude plateau rising to Tutamoe (770 m), the second highest point in Northland. The forest is modified broadleaf, podocarp, and kauri, with areas of unmodified kauri. The distinctive plateau swamp forest contains emergent rimu, northern rātā and pukatea (*Laurelia novae-zelandiae*) over a canopy of kiekie (*Freycinetia baueriana*), pirita/supplejack (*Ripogonum scandens*), tōwai and maire tawake/ swamp maire (*Syzygium maire*). Several plants that are uncommon in Northland are restricted to these high-altitude habitats. The lower

3 | Conservation Estate

slopes contain regenerating forest and the relics of early kauri logging. Tutamoe is a significant site for Ngāti Whātua and the summit can be reached by a maintained track.

According to the DOC Ecosystem Management Units Maps, the following are also identified as important for management within Mangakahia-Tutamoe-Tangihua Place Hoanga;

- Manganui River;
- Smokey Hill SR
- Pukekohe Hill

Cross-organisational collaborations

The Department works collaboratively with tangata whenua and the community to protect and manage priority ecosystems such as Pukekohe Hill, Smokey Hill and Pukekaroro Scenic Reserves, examples of thriving examples of kauri forest remnants.

Through a collaborative relationship with tangata whenua, communities, local government and others, the distinctive harbour habitats, natural character and landscape values of Kaipara Harbour are protected and its coastal environment is preserved. Collaborative efforts are also seen between the Department, tangata whenua and the community in identifying sites of special cultural, maritime and historic/archaeological interest such as the Pukekaroro Scenic Reserve - a cultural site of significance to Te Uri o Hau and Ngāti Whatua.

A constructive working relationship is

maintained between the Department and Ngāti Whātua, including Te Uri O Hau and Ngāti Whātua O Kaipara. Treaty settlements create new opportunities for the collaborative management of resources and issues within the harbour catchment.

The Department works cooperatively with tangata whenua, in collaboration with other agencies with a statutory role and the community, to foster conservation initiatives and enable sustainable business opportunities on public conservation land that contribute to the well-being and future growth of the community.

The Department works cooperatively with other land managers to provide a range of well-managed recreation opportunities that complement those available on public conservation land, and protect natural, cultural and historic values. Inappropriate off-road vehicle use on Poutō Peninsula is curtailed through collaboration with tangata whenua, communities, local government and others. Responsible off-road vehicle use on Poutō Peninsula is provided for in clearly identified mobile dune areas and is subject to a motorists' care code and a care code for Poutō.

DOC projects in Northland:

The West Coast North Island Marine Mammal Sanctuary, was established in 2008 to provide protection of the Nationally Critical Māui dolphin, subspecies of Hector's dolphins, known as the world's smallest and rarest marine dolphin found only in

New Zealand waters. The Sanctuary extends from Maunganui Bluff south and encompasses Kaipara Harbour where they are occasionally seen making them particularly vulnerable to human activities. Fisheries impact such as trawling and set nets alongside diseases, seismic survey, seabed mining and vessel-based tourism has resulted in dwindling numbers.

Hector's and Maui's Dolphin Threat Management Plan was released in August 2007 by the Ministry of Fisheries (now Fisheries New Zealand) and DOC which has had its latest review and public consultation in 2019. This has resulted in new measures to be taken effect on 1 October 2020, restricting commercial and recreational set-net and commercial trawl fishing off the west coast of the North Island.

The population of the Nationally Critical Māui dolphin is recovering and is effectively protected.

Living Water partnership - A partnership between DOC and Fonterra, began in 2013 and is active in five significant dairy catchments in Northland, Hauraki, Waikato, Canterbury and Southland. Focusing on identifying solutions that will enable farming, freshwater and healthy ecosystems to thrive side-by-side. It supports local iwi, scientists, councils, farmers and communities to work together to find ways to reduce contamination and improve the health of their waterways.

The Department recognises the Sub-Regional Spatial Plan as a valuable planning tool and that future planning is critical to all communities in and around Kaipara. Further commenting that the Council should carefully consider the impacts of increasing growth and tourism and the adverse effects on the environment.

3 | Transport

There are three main state highways that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

State Highway 1 links Kaipara to Auckland and will have a huge influence on the accessibility of the area once the proposed alignment improvements are completed over the coming years. State Highways 12 and 14 provide a loop network through the district that is used for the movement of freight, local commuters, and tourism.

SH12 is part of the Twin Coast Discovery Route (TCDR) and is the only western route into Northland. It passes through areas of rich cultural history and naturally beautiful landscapes. Work is currently underway to discover ways that the TCDR can attract more visitors to experience Kaipara and Northlands west coast.

SH14 crosses the district and provides a strong commercial link between Dargaville and Whangārei and Marsden Point port.

Vehicle / motorbike / bicycle movement is also possible along the extensive west coast beach of Ripiro, between Maunganui Bluff in the north travelling south to the mouth of the Kaipara Harbour at Poutō Peninsula. There are four main vehicle access points along the coast. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access on the beach. This is a matter to be

considered further as Kaipara residents balance recreational, commuting, and business needs with environmental enhancement aspirations for the district.

Historically, Kaipara was well connected through rail infrastructure; although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. It was recently announced that government investment into the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Other branch lines such as the Dargaville (closed in 2014) and Donnelly's Crossing (closed in 1959) are in managed decline. The Dargaville branch line is currently used as a rail cart tourist attraction. The heavy rail line extends from Whangārei to Tangowahine, and there may be plans to invest in that infrastructure to establish a forestry related rail freight route between these two areas.

The Kaipara Harbour and Wairoa River have provided Kaipara the unique opportunity to move through the southern part of the district via boat. Although this form of transport was more utilised historically, there is potential to strengthen or reintroduce wharves in some harbour and river locations (Kaipara Water Transport Feasibility Study).

Kaipara was once populated by many wharves and jetties around its coastal settlements, which were the foundation for Kaipara's early industries. In the absence of roads, the harbour was an important transport

link for marae, and subsequently for European settlers who arrived throughout the 19th century for the kauri timber trade. Until the early 20th century, the harbour was populated with sailing ships carrying timber and steamers carrying passengers around the district. Prominent coastal milling settlements which emerged include Tinopai, Matakōhe, Pahī, Paparoa and Whakapirau. Recreational water transport provides an enjoyable and efficient travel mode between settlements. For example, a trip via water would take 5 minutes between Pahī and Whakapirau, where it would take 30 minutes over 23km via road. Nevertheless, there is little impetus for establishing a water-based public transport system; these communities tend to be quite small, with small usual resident populations - moreover, those larger communities, such as Matakōhe or Ruawai, are well-serviced by road connections anyway.

The geography of Kaipara means that travel by road can often be quite long between some of the district's more remote settlements. However, the majority of the district still has relatively low drive times to at least one major centre (Dargaville, Mangaturoto, Kaiwaka or Mangawhai).

The Kaipara Harbour offers opportunities for fishing, including for guided fishing experiences. Currently, there are few fishing charters - these opportunities could be expanded upon.

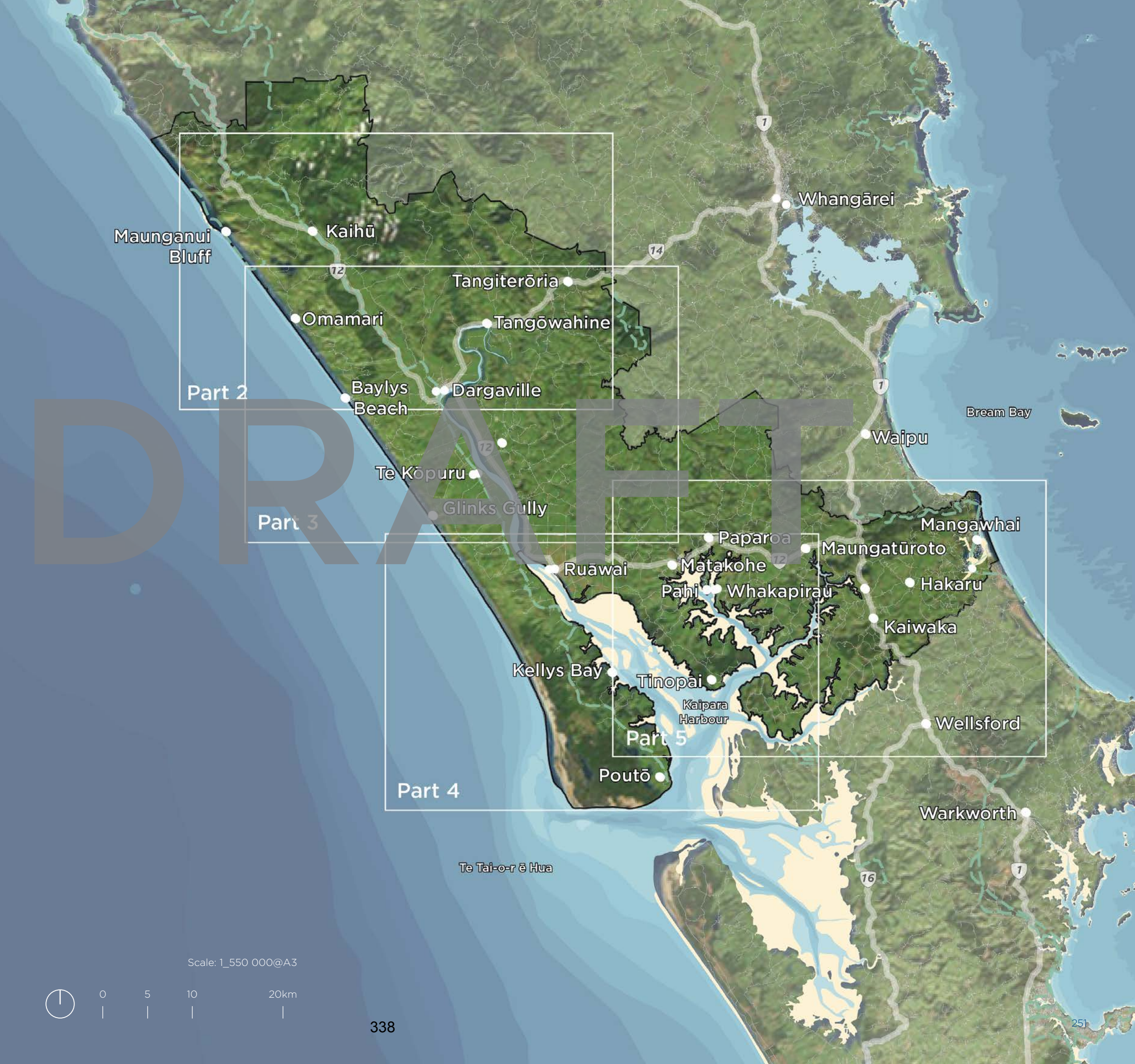
There are also a number of existing and proposed regional walking and cycling routes that meander through and around Kaipara.

3 | Kaipara Communities

This map displays how the district has been divided into four community districts. The divisions have been made based on the relative location of the villages and settlements to each other and also their relationship to adjacent key urban areas or landscape features. Each area is presented at a scale where the villages, settlements and landscapes that have been involved in this spatial plan are discernable and the research undertaken simply navigated.

Legend

- Centre
- Kaipara District Border
- Main Trunk Rail Line
- Main Highway connections



Appendix B | National Policy Statements

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Appendix B | National Policy Statements

B1 | The New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (NZCPS) is a national policy statement that outlines objectives and policies that achieve the purpose of the Act in relation to the coastal environment of New Zealand. Overall, the NZCPS addresses the following key issues in the coastal environment:

- The effect of coastal processes on activities within the CMA
- Loss of natural character and landscape values along the coast and rural environments
- Decline of species, habitats and ecosystems in the coastal environment under pressure from subdivision and use, vegetation clearance, loss of intertidal areas, plant and animal pests, poor water quality and sedimentation.
- Demand for coastal sites for infrastructure uses and aquaculture to meet economic, social and cultural needs of people
- Poor and declining coastal water quality as a consequence of discharge and contamination
- Adverse effects of water quality on aquatic life and opportunities for aquaculture, mahinga kai gathering and recreational uses.
- Loss of natural, built and cultural heritage from development.
- Open space and recreational values of coastal environment and public access to these areas
- Use of vehicles on beaches causing ecological damage and conflict with recreational uses and values of the coastal environment.

The Kaipara District settlements consist of a number of rural and coastal settlements. The engagement sessions found that the community wish to enhance coastal and ecological restoration in these areas. Settlements such as Maunganui Beach, Omamari, Glinks Gully, and Baylys Beach on the west coast and Mangawhai on the east coast are characterised by the coastal cliffs, sand dunes and beaches, much like the other settlements along the west coast and within the harbour.

Baylys Beach in particular is the beach resort of Kaipara in the west, however with development comes implications on the coastal environment it sits within. The spatial plan identifies development away from these areas of national importance, while at the same time being located so as to reduce any discharge effects and implementing a coastal erosion plan for the settlement in response to climate change. Furthermore, settlements like Baylys Beach have been identified to be subject to enhancing natural assets such as the dunes, cliffs and vegetation via removal of pest species and invasive weeds, appropriate beach access to avoid damage to the coastal environment (dunes), and stormwater runoff management to avoid pollutant discharge via outlets directly to the receiving waterbodies. In doing so, the spatial plan has been formulated on the basis of protecting and enhancing the characteristics, qualities and uses of the coastal environment by sustainably managing development and avoiding areas subject to coastal hazards.

By ensuring these outcomes are enabled and achieved, the natural and physical resources important to the economic and social wellbeing of Kaipara such as freshwater, water quality, renewable energy, minerals found in the coastal environment, including areas with high natural character, landscape and amenity values will be protected.

Neighbourhoods-specific outcomes in the settlements of the spatial plan have identified waterbodies, freshwater ecosystems, and areas of natural significance to be protected and enhanced. For example, the spatial plan identifies proposed riparian planting along water bodies - e.g. the Wairoa River - to reduce siltation run-off into waterways and improve water quality overall - protecting stopbanks for flooding in places like Ruawai reducing risk of seawater infiltration into the groundwater, to ensure the effects of the use and development of land is considered on a whole-of-catchment basis and on the receiving environments.

Given the spatial plan has a 30-year horizon, climate change and other natural hazards have been taken into account. For example residential intensification has been minimised significantly in places like Ruawai given the effects of sea-level rise and flood risks with the high costs associated with infrastructure (salination of freshwater from ocean, water supply to land that may not be viable in 30 years) to make the settlement liveable and free of hazards.

The spatial plan seeks to enable communities to provide for their social, economic and cultural wellbeing in a way that is consistent with this NPS, being without detriment to freshwater in the Kaipara district. It is noted however that Kaipara District Council, through the District Plan review process, cannot rely on the outcomes of this spatial plan without looking at further investigations for infrastructure and natural hazards, to avoid future over-allocation of freshwater or further degradation as a result of development.

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Appendix B | National Policy Statements

B2 | National Policy Statement for Freshwater Management 2014 (amended 2017) (to be amended by 2020 version)

As part of the Action for Healthy Waterways Package, the NPS for Freshwater Management 2020 came into effect on the 3rd of September 2020 and replaces the NPS for Freshwater Management 2014 (amended 2017).

The general objectives of the Healthy Waterways package are to:

- Stop further degradation of freshwater bodies, and show material improvements within 5 years
- Control land use practices, with focus on rural activities to achieve water outcomes
- Protect wetlands
- Protect and enhance native freshwater fish populations

Much of the current NPS is carried through to the new NPS 2020, with some change in emphasis or terminology for clarity, namely:

- Giving effect to Te Mana o te Wai in freshwater management as opposed to what it currently is being 'recognising and considering'. This will recognise Te Mana o te Wai as an integral part of freshwater management in New Zealand.
- Involving and engaging Tangata Whenua in the management and decision making around freshwater planning, as opposed to "identifying and reflecting" tangata whenua values and interests.
- Prioritising the health and well being of water bodies before the needs of people and other uses, as opposed to only 'safeguarding' the freshwaters life-supporting capacity, ecosystem processes and indigenous species. This will help assist the current key requirement of taking an integrated approach to managing land use, freshwater and coastal water.
- Improve degraded water bodies and maintain or restore water bodies and wetlands using bottom lines defined in the NPS, as opposed to "maintaining or improving" the overall quality of freshwater where people recreate.
- Avoid further loss or degradation of wetlands and streams as opposed to "protect" significant values of wetlands and outstanding freshwater bodies.

Additionally, the new requirements of the NPS 2020, will:

- Set an aquatic life objective for fish and identify and work towards target outcomes for fish abundance, diversity and passage. Address in-stream barriers to fish passage over time.
- A prohibited activity rule in relation to earthworks and water takes or diversions that would likely result in the complete or partial drainage of a natural wetland.
- Expanded national objectives framework that includes:
 - Two additional values - threatened species and mahinga kai – join ecosystem health and human health for recreation, as compulsory values
- Plan objectives that describe the environmental outcome sought for all values (including an objective for each of the five individual components of ecosystem health)
- New attributes, aimed specifically at providing for ecosystem health, include fish index of biotic integrity (IBI), sediment, macroinvertebrates (MCI and QMCI), dissolved oxygen, ecosystem metabolism and submerged plants in lakes; councils will have to develop action plans and/or set limits on resource use to achieve these attributes.
- Tougher national bottom lines for the ammonia and nitrate toxicity attributes to protect 95% of species from toxic effects (up from 80%)

- No national bottom lines for dissolved inorganic nitrogen (DIN) or dissolved reactive phosphorus (DRP) (as consulted on) but there is a requirement to manage these attributes as they relate to periphyton and other ecosystem health attributes, and to provide for the health of downstream ecosystems.
- Require ongoing annual monitoring and reporting of freshwater and a synthesis report every five years, with any deterioration responded to.

The wider spatial plan has been formulated with the objectives and policies of the NPS 2020 influencing future direction, principles and decision making. In particular, Te Aranga Design Principles and Maori values have been included in preparing the spatial plan, including engagement with Mana Whenua, local communities and developers. The feedback gathered from these groups was incorporated into the spatial plan making process ultimately influencing outcomes and the direction set in respect of each of the towns, settlements and villages - plus the spaces in-between.

Appendix B | National Policy Statements

B3 | National Policy Statement on Urban Development 2020

The NPS on Urban Development (NPS: UD) replaced the NPS on Urban Development Capacity 2016. This was approved by the government general on 20th July 2020 and formally gazetted on the 23rd of July 2020. The NPS: UD takes effect from the 20th of August 2020 and should therefore be taken into account through the resource consent decision making process, if and where appropriate.

The NPS: UD is about ensuring NZs towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth ‘up’ (e.g. intensification within existing urban areas) and ‘out’ (e.g. greenfield developments) in locations that have good access to existing services, public transport networks and infrastructure. An ‘urban Environment’ is defined in the NPS: UD as any area of land that is, or intended to be, predominantly urban in character and part of a housing and labour market of at least 10,000 people.

Local authorities for urban areas experiencing high growth will be required to produce Future Development Strategies (FDS) and Housing and Business Development Capacity Assessments (HBA). The new Future Development Strategy provisions are designed to achieve better spatial planning, including by identifying locations for future

intensification, locations where urban development should be avoided, and infrastructure requirements to adequately service that growth. Of particular relevance to the Kaipara District is how the NPS: UD also includes measures to support growth in existing urban areas by recognising that amenity values can change over time and enabling a range of dwelling types and locations.

This spatial plan has been prepared in accordance with those objectives and policies of the NPS: UD where they relate to the Kaipara environment in the next 30 years. Given the NPS: UD has only recently been effective, Kaipara District Council are in a good position to review their District Plan and avoid numerous proposed private plan changes that other part of New Zealand will be facing (i.e. Auckland) in the near future.

The spatial plan has been developed through numerous engagement sessions with the public and Mana Whenua which complement the expert input in formulating a 30-year spatial plan. Based on these engagement sessions, it is evident that the Kaipara environment is developing and changing over time in response to the diverse and changing needs of people, communities and future generations. The spatial plan has recognised land within each settlement that is suitable and qualifies for development opportunities. This will encourage development to be undertaken in appropriate places

that achieve social, economic and cultural wellbeing while stimulating growth that is not at an unreasonable expense to the community or burden on infrastructure. It has also taken into account the principles of the Treaty of Waitangi by adopting the Te Aranga Design Principles and Maori Values.

By developing this plan, Kaipara District Council can consider this document when reviewing the District Plan to paint a picture of what outcomes can be expected in Kaipara whilst maintaining sustainable development now and into the future. Through the district plan review, this sub-regional spatial plan will support wider settlements in proximity to the urban environments identified under the spatial plan for key urban areas of Kaipara being Kaiwaka, Maungaturoto and Dargaville.

Similarly, the Infrastructure Strategy that is being prepared for Kaipara has also been incorporated into the thought processes for the outcomes sought in this district-wide sub-regional spatial plan. This qualifies as a limitation that needs to be assessed in plan making so that the development capacity of those settlements aligns with infrastructure planning and climate change in the next 30 years.

All of these spatial plans and assessments that have been undertaken will help inform the Kaipara decisions in regard to plan-making and subsequently resource consents. As such, the objectives and policies of the NPS:UD have been considered and given effect throughout this spatial plan.

Appendix B | National Policy Statements

B4 | Proposed National Policy Statement on Indigenous Biodiversity

The proposed NPS on Indigenous Biodiversity sets out the objectives and policies to manage natural and physical resources so as to maintain indigenous biological diversity under the RMA. This NPS does not apply to the coastal marine area, this is managed in accordance with the relevant policies of the NZCPS. Biodiversity plays an important part in the quality of our environment and in the social, economic, and cultural well-being of New Zealand. The purpose of this NPS is to:

- Bring more clarity to the role of local authorities in biodiversity management under the RMA than may be apparent on the face of the Act itself
- Support the existing good work of local authorities to date and secure the gains made in terms of regional and local planning responses
- Encourage local authorities that operate below best practice to enhance their efforts by introducing a “bottom-line” category of site whose values are to be recognised and protected through the RMA
- Help decision-makers appropriately balance the protection of biodiversity, the interests and values of tangata whenua, the rights and responsibilities of landowners and the broader national interests that may be at stake in future resource management decision-making

The spatial plan has been formulated on the basis of identifying areas of indigenous biodiversity significance and how development will enhance or avoid these areas from further degradation. The constraints and opportunities maps for the district-wide sub-regional settlements identify DOC owned land, land tagged formally as significant natural areas, and proposed primary and secondary ecological networks. Some of these areas have also been identified through engagement with the public, such as in Kellys Bay where a native forest has been identified to have birdlife (Kiwi) which the community wish to be protected. In other settlements such as Glinks Gully, Poutō Pouto and Matakōhe, native vegetation or heavily forested ecological corridors have been identified, with development potential located away from these areas. Additionally, places like the Maunganui Bluff has indigenous species to be protected such as blue penguins, fairy terns, toheroa, mussels/fresh mussels and the seal colony. The communities of these settlements have raised points about ongoing coastal and ecological restoration, removal of non-native species, weed and pest control, and enhancing the beautification of their settlements around water bodies. This is considered to be in accordance with the objectives and policies of this proposed NPS, as the spatial plan identifies and recognises these areas of significance both to the community and of national importance. As such, the spatial plan has taken these matters

into consideration and located development potential for these settlements away from those areas to protect indigenous biodiversity in the Kaipara district.

Due to the COVID-19 disruptions, the Associate Minister for Environment has agreed to extend the delivery timeframe to April 2021. This allows for a longer timeframe for the joint project team (Ministry for the Environment and the Department of Conservation) to work on an implementation plan as well as addressing feedback from consultation.

Appendix B | National Policy Statements

B5 | Proposed National Policy Statement for Highly Productive Land

The purpose of the proposed NPS for Highly Productive Land is to protect New Zealand’s productive land for future generations by recognising the values and benefits associated with its use for primary production now and into the future. The NPS looks to manage inappropriate subdivision, use and development and protect areas with highly productive land that supports New Zealand’s economic and employment growth. As such, the NPS will look to address the pressures facing highly productive land from expansion of urban areas and change of land uses such as increased lifestyle block developments, resulting in the loss of the finite resource being highly productive land.

Land is identified using the Land-Use Capability (LUC) system, which categorises land into eight classes according to its long-term capability to sustain one or more productive uses. Class 1 is for the most versatile land, with the fewest limitations on its use. For this proposed National Policy Statement (NPS), highly productive land means it has been designated Class 1, 2 or 3 by default. Councils will then be able to consider a number of other factors to exclude some of this land, or to identify other highly productive land. Examples of these other factors are the suitability of the climate for primary production; the size of land properties to support primary

production; water availability; and access to transport routes and appropriate labour markets.

The constraints and opportunities maps for the district-wide sub-regional settlements identify land tagged as highly productive land (LUC 1-3) and open space with suitable climate, size, and accessibility suitable for productive land in the Kaipara District. All growth areas have been located outside of LUC 1-3 and recognises the importance of the productive land which contributes to the ‘Kai’ leg of the Kaipara Kick Start Programme. As such, matters relating to this proposed NPS have been considered for the 30-year vision of Kaipara and recognises the importance of productive land being protected from residential growth, while still contributing to the Kaipara Kai Hub thus commercial growth in the district.

Following the consultation period (August 2019 to October 2019) both the Ministry for the Environment and Ministry for Primary Industries are continuing to address the issues raised in submissions. This is to ensure the proposed NPS is effective and promotes sustainable management. Once approved by Cabinet, the proposal would likely take effect and become gazetted in the first half of 2021.

Appendix B | National Policy Statements

B6 | National Environmental Standard for Freshwater Regulations 2020

The NES for Freshwater sets out the requirements for subdivision, use and development that poses risks to freshwater and freshwater ecosystems. The regulations of this NES came into force on the 3rd of September 2020, with a number of subparts taking effect from May-July 2021. The standards are designed to:

- protect existing inland and coastal wetlands
- protect urban and rural streams from in-filling
- ensure connectivity of fish habitat (fish passage)
- set minimum requirements for feedlots and other stockholding areas
- improve poor practice intensive winter grazing of forage crops
- restrict further agricultural intensification until the end of 2024
- limit the discharge of synthetic nitrogen fertiliser to land, and require reporting of fertiliser use.

The clauses of the NES relates to 5ha or more of horticultural land and 20ha or more of arable and/or pastoral land in relation to farming activities, the conversion of plantation forestry to pastoral land, irrigation of dairy farmland, use of land as dairy support land (no greater than the size of the farm), intensive winter grazing, and the application of synthetic nitrogen fertiliser to pastoral land. These subparts look to manage farming activities and the associated discharge to land that may enter water and contaminate it. Conditions are set in regards to treatment of discharge/contaminants, concentration of contaminants in freshwater, level of nitrogen fertiliser discharged on pastoral land and setbacks from water bodies, boreholes, drainage and the coastal marine area. It requires freshwater farm plans for activities that undertake intensive winter grazing, requiring certain contour levels, pugging details for the farms and required setbacks from the bed of rivers, lakes, wetlands, drainage.

Other clauses discussed in the NES are activities that relate to freshwater, such as natural wetlands, construction and maintenance of wetland utility structures, construction of specified infrastructure (and the maintenance and operation of this), sphagnum moss harvesting, arable and horticulture land use, scientific research, reclamation of river beds and natural hazard works. Conditions are set in regards to vegetation clearance, land disturbance, take/use/damming/diversion/ discharge of water within these identified areas, duration of research/disruption, retaining the hydrological regime of the beds profile, monitoring harvesting operations associated with these activities. In general, the activities must not result in unstable land or depositing of materials on wetlands, changes in the natural bed, effects on water quality and movements, bird and fish habitats, and historic heritage.

Essentially, this NES manages the adverse effects of activities on water which may affect the ability of people to come into contact with water safely, maori cultural values, land susceptible to erosion and whether the activity will exacerbate or accelerate losses of sediment and other contaminants to water.

Appendix C | Quarry issues in the Kaipara District

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C.1 Aggregate and Quarry

It is important to highlight that minerals are essential resources for people and communities to provide for their social and economic wellbeing. The construction of infrastructure and development within urban and rural areas of New Zealand is dependent on the ability to access, extract, process and transport aggregate. In this case, the extraction and processing of minerals promotes the purpose of the Resource Management Act (RMA) 1991. Relevant quarrying and mineral extraction planning regulations are to take into account the competing interests of quarry operators and affected landowners, further satisfying the requirements of section 32 – promoting the purpose of sustainable management in accordance with Part 2 of the RMA. The National Planning Standards introduced by the Government and gazetted in April 2019 have been introduced to improve consistency of council plans and policy statements. The following definitions should be taken into account to retain consistent definitions across the planning documents, and avoid any confusion and potential conflict:

Quarry - a location or area used for the permanent removal and extraction of aggregates (clay, silt, rock or sand). It includes the area of aggregate resource and surrounding land associated with the operation of a quarry and which is used for quarrying activities.

Quarrying activities - the extraction, processing (including crushing, screening, washing, and blending), transport, storage, sale and recycling of aggregates (clay, silt, rock, sand), the deposition of overburden material, rehabilitation, landscaping and clean filling of the quarry, and the use of land and accessory buildings for offices, workshops and car parking areas associated with the operation of the quarry.

Primary Production - means:

- (a) any aquaculture, agricultural, pastoral, horticultural, mining, quarrying or forestry activities; and
- (b) includes initial processing, as an ancillary activity, of commodities that result from the listed activities in a);
- (c) includes any land and buildings used for the production of the commodities from a) and used for the initial processing of the commodities in b); but
- (d) excludes further processing of those commodities into a different product. Overall, quarrying is a primary production activity under the National Planning Standards definition of primary production and is therefore a highly productive use of land.

C.2 Planning for Quarrying

Planning for quarrying or gravel extraction can be challenging due to various factors. For that matter, effective planning is essential for aggregate resources to avoid incompatible activities that may limit or prevent access to aggregate resources in the future. There is to be a balance between accessing aggregate and the effects of quarrying on the environment and any restrictions imposed on private property. This is considered a key resource allocation issue that the Kaipara District Council is to consider when reviewing plans and processing resource consents.

Aggregate is a fixed and finite resource and there is a lack of knowledge on the location, scale and nature of aggregate resources along with the costs required in obtaining such information. There are benefits in locating aggregate resources within proximity of the source of demand to reduce transportation costs and associated road damage.

It is encouraged for Councils to work collaboratively on developing a robust approach with the aggregate and quarry industry, tāngata whenua and associated landowners to access aggregate resources and the affiliated adverse effects.

C.3 Identifying Aggregate Resources

Approaches undertaken to identify aggregate resources vary in their level of detail, geological components and scale. Aggregate identification requires understanding of the location, scale, type, accessibility of the resources; and the economics of quarrying and gravel extraction. Setting out criteria enables transparency when considering the value and viability of aggregate resources and further protection provided to them and from quarrying or extraction. Keeping in mind that conditions will eventually change over time, which in turn changes the viability of the resource. The following salient information are encouraged to be gained in identifying strategic aggregate resources and constraints:

- Geological surveys and extractive viability studies
- Preliminary ecological monitoring for river-bed gravel extraction for the identification of nesting bird or freshwater fish species
- Hydrological information for river-bed extraction purposes
- Actively collecting data from operating (including consented sites not yet in operation) quarries to estimate aggregate remains
- Council planning maps. Overlays and schedules
- Transport management plans
- Community engagement/consultation exercises
- Familiarising with cultural and heritage values i.e. Iwi management plans; and
- Understanding recycled aggregate and its uses in meeting future aggregate demand to reduce the need for new aggregate through reusing material that otherwise be clean filled or dumped.

C.4 Issues and effects of Quarrying

On-site and off-site environmental effects are typically generated through the blasting, excavation, crushing, screening, stockpiling and transport of aggregate. The degree of effects varies according to the type, nature (rock or sand), scale of operation, methods used, geology of the area, receiving environment and the surrounding land uses. Effects can also be completely off site through the transportation of aggregate. The following are primary environmental effects:

- Disturbance of land and vegetation as well as riverbeds or coastal marine areas
- Traffic
- Dust
- Noise
- Vibration
- Visual effects
- Impact on cultural and historic heritage values
- Discharge of contaminants into air, water, land and the coastal marine area

C.5 Quarries in Kaipara

The following is a list of quarries within the Kaipara District:

- Maungaru Quarry, Dargaville
- Turiwiri Quarry, Dargaville
- Avoca Quarry, Kirikoponi
- Todd’s Quarry, Arapohue
- Golden Gully, Tokatoka
- Bickers Quarry, Tokatoka
- Aranga Quarry, Aranga
- Maunganui Bluff - Kaihu - Mangatu Stream area
- Waima river, Donnelly’s Crossing

An assessment has been undertaken regarding the minerals of Northland’s main land areas with a southern boundary through the Kaipara Harbour comprising a land area of approximately 12,600km2. The GNS Science Report 2007/06 highlights that the Northland region contains a wide variety of mineral commodities and currently produces high quality ceramic clays, limestone for cement and agriculture, and rock and sand aggregates.

The table below outlines mineral commodities which can be found in the Kaipara Region, mainly being rock, sand and gravel for roading – higher production than both Far North and Whangarei.

C.6 Quarrying Matters in the Kaipara District Plan

One of the numerous significant issues for sustainable development and management recognised under the Operative Kaipara District Plan is the adverse effects of aggregate and mineral resources extraction on the wider environment - that is the life-supporting capacity of air, water, soil and ecosystems on adjoining land uses and activities. Equally, adjoining land uses and activities should not impose unreasonable restrictions given their importance to the District’s social and economic wellbeing.

The Plan outlines objectives and policies that highlight a range of considerations and performance standards which establish the appropriate level of effect in the underlying zone when assessing quarrying and gravel extraction activities. For example, Chapter 12 Rural provides for mineral extraction within

the rural zone that generate effects beyond those generally anticipated in the zone using the resource consent process.

However, the effects of quarrying within the Kaipara District Plan are recommended to be revised, by developing stringent but appropriate objectives, policies and methods for management. It is apparent that the way by which KDC manages the activity of quarrying and mineral extraction has room for improvement, particularly through zoning and establishing buffer areas. As such, zoning is a well-established planning tool that separates areas of land into distinct areas to manage particular effects, activities or uses through the application of rules. It is best practice to provide for measures which internalise all adverse effects within the property boundary. However, effects such as traffic noise, dust, noise, vibration and visual effects may still fail to be internalised, therefore the use of buffers should also be considered.

Mineral Commodity	Far North	Kaipara	Whangarei	Northland
Building and Dimension stone	-	-	1200	1,200
Clay for brick, tiles etc	-	-	-	0
Clay for pottery and ceramics	15,370			15,370
Decorative pebbles including scoria			45,000	45,000
Limestone and marl for cement			990,880	990,880
Limestone for agriculture	80,540	178,339	33,804	292,683
Limestone for industry & roading	41,107	51,903	-	93,010
Rock for reclamation & protection	11,021	-	8,797	19,818
Rock, sand and gravel for building	8,703	276,020	356,939	641,662
Rock, sand and gravel for roading	533,149	652,411	590,188	1,775,748
Rock, sand, gravel & clay for fill	55,557	27,000	338,031	420,588
Sand for industry	2,204	108,000	1,942	112,146
Total tonnes	747,651	1,293,673	2,366,781	4,408,105
Total \$ value	\$19,984,119	\$13,530,085	\$22,090,134	\$55,604,338

Policy work programme update report

Meeting: Council Briefing
Date of meeting: 4 November 2020
Reporting officer: Shireen Munday, Policy Team Leader

Purpose/Ngā whāinga

To update Council on recently completed tasks and projects and provide an overview of the scheduled current and future work programme, with a focus on significant projects.

Context/Horopaki

The Policy Team is responsible for the delivery of a range of statutory and non-statutory policies, plans and strategies, as well as other one-off projects or on-going pieces of work. This update provides Council with an overview of our work programme, with a focus on statutory pieces of work that are subject to specific timeframes and other constraints. This report excludes the District Plan Review project and any associated Resource Management Act matters, which are reported to Council separately.

Discussion/Ngā kōrerorero

Staff last provided an update report in March 2020. Since then some projects or tasks have been completed or further progressed, and others have been added to the programme. **Attachment A** provides an update on these matters, with a focus on the current, rather than upcoming work of the team. Since March, internal changes have occurred and some matters previously included in these reports such as submissions to National Policy Statements and other RMA instruments will be addressed as part of the District Plan review updates. Kaipara Moana Treaty negotiations will be reported separately as this work progresses.

Attachment B provides an overview of the plans, strategies, policies and reports that form the key part of our forward work programme, and indicative timeframes through to June 2023. Some of the future work, particularly over the 21/22 year, will depend on the decisions of Council early in that year. For example, if Council chooses to undertake a full review of the Class 4 Gambling Venue Policy rather than retain the current Policy, this will then add another project to the first half of the 21/22 year. The forward programme may have to be reviewed depending on these decisions. Key components of the work programme are outlined further here.

Consolidated General Bylaw

Council has now adopted the Consolidated General Bylaw (CGB), which incorporates many different topics, within 11 Parts. The staff member who was responsible for the review recommended to Council that the appropriate process for this review would be to revoke the 2008 Bylaw and replace it with a new Bylaw. This means that the new Bylaw is due for review by 2025.

Feedback received from submitters, staff and elected members during the review process has indicated that having all bylaw topics combined into one single bylaw is not ideal. It is especially hard for the community to be involved in the development process and functionally, staff across the organisation find it more difficult to find matters relevant to their work within the Bylaw.

Some other councils across the country have general bylaws, but most have individual ones. It is unknown why a general bylaw approach as opposed to individual bylaws has been taken in these instances. An assumption is that under previous local government legislation (prior to the 1974 Local Government Act) the relevant provisions covered 'bylaws' and these were grouped together, much in the same way some non-local government institutions to this day still have 'bylaws' that govern certain matters. There is no current legal framework that requires bylaws to be grouped together in this way.

The review of the 2008 General Bylaws commenced in 2017 and was only concluded last month. If the covid-19 related legislation had not occurred, then technically Council would have not had a

valid bylaw for at least two or three months prior to making the new one. This further indicates that the scope of the review required creates significant capacity issues for the team to progress the review and outcome in a timely fashion.

As a result, the Policy Team is recommending that the review of the CGB is commenced immediately by splitting the 11 Parts of the Bylaw into individual bylaws over the five-year review period, to meet statutory timeframes. This indicative work programme is illustrated in **Attachment B**.

This is anticipated to be a positive solution in many ways. The workload and associated deliverables of the team will be more manageable, and the wider programme will more easily be able to be delivered within planned timeframes. Staff who implement, use and enforce the individual bylaws will be able to easily find and access relevant information, and Council and the community can provide more constructive input during the review stages. A further benefit of this 'rolling review' approach is that the future bylaw review programme will automatically be staggered throughout future years, ensuring statutory review timeframes are more easily met and Council is at less risk.

An item on this matter is being presented to Council at this same meeting, recommending that the first Part of the CGB to be reviewed and 'split out' is Part 11, Land Drainage. This is recommended because infrastructure and enforcement staff provided feedback during the review process that their preference is for a standalone bylaw and that some further refinement of the bylaw would be appropriate to ensure it is fit for purpose and aligns with other legislative provisions on land drainage matters.

Omnibus Reserve Management Plan

Council received a report on this proposal at the October 2020 Briefing. Feedback from that meeting from Council means staff are now reviewing the proposed approach and how to deliver the statutorily required reserve management plans, while meeting elected member feedback. This work is now in train and a future report to Council on this matter is anticipated early in 2021.

Depending on the staff recommendations and Council's feedback on that matter, the work programme may need to be expanded into individual workstreams and the teams wider work programme will then be adjusted accordingly. Currently, this project is provided as a single row across the entire period as a placeholder in Attachment B.

Climate Change work programme

Council has received reports on the proposed Climate Change work programme over recent months. While it is anticipated that this work will be a constant focus for the team over the upcoming years, the final work programme and timeframes are subject to the decisions of Council as part of the LTP process and these will be finalised and further defined once that process is completed.

Next steps/E whaiake nei

Staff will continue to implement the work programme in accordance with Council's direction and provide an update report on the work programme by April 2021.

Attachments/Ngā tapiritanga

	Title
A	Policy Team work programme as at Oct 2020
B	2020-2023 Policy Team key deliverables – forward work programme

Attachment A

Policy Team work programme (excluding DP/RMA) - as at November 2020						
type	Task/project	item	Comment	status	due	Priority
Bylaw	project	Consolidated General Bylaw	Final Bylaw made at October 2020 Council meeting.	completed	na	na
non-statutory policy	project	Hearings Commissioners Policy	Adopted at May 2020 Council meeting.	completed	na	na
report	project	Effectiveness and Efficiency Report	Presented to Council at the July 2020 Council meeting.	completed	na	na
Mana Whenua Partnerships	task	Mana Whenua rohe tours	Three of the four planned days were delivered in November 2019. The final tour has now been re-scheduled twice due to Covid-19 and it is hoped that it will proceed early in 2021. Staff will develop an internal report once the last component of the tour has been completed.	in progress	Apr-21	medium
statutory policy	project	Earthquake Prone Building Policy	Policy no longer a legislative requirement. To be revoked in conjunction with the Dangerous and Insanitary Buildings Policy review.	in progress	na	low
statutory policy	project	Significance and Engagement Policy	Consultation, hearings and deliberations completed. Scheduled to be presented to Council for adoption at the November 2020 Council meeting.	in progress	Dec-20	high
statutory policy	project	Dangerous and Insanitary Buildings Policy	Statement of Proposal for consultation adopted October 2020. Final Policy expected to be adopted by March 2021.	in progress	Apr-21	medium
policy (internal)	project	Koha Policy (internal)	It has been identified that staff need assistance to determine how to provide appropriate and authorised koha when engaging with Mana Whenua and iwi and hapu. The policy is drafted and is proceeding through final checks before being implemented.	in progress	tbc	low
bylaw	project	Wastewater Drainage Bylaw	Review progress to commence December 2020, statutory review to be completed by December 2021. Research and internal workshopping with key staff is underway.	in progress	Sep-21	medium
bylaw	project	Stormwater and Land Drainage Bylaw	Development of a separate Bylaw based on Part 11 of the Consolidated General Bylaw to commence December 2020. Research and internal workshopping with key staff is underway.	in progress	Sep-21	medium
plan	project	District-wide (Omnibus) Reserve Management Plan	Initial direction received from Council at October 2020 Briefing. Staff to report back on identified options early in 2021.	in progress	tbc	medium
bylaw	project	Dog Management Policy and Bylaw - 12 Month review	Council requested a 12 month review of the Dog Control Policy and Bylaw at the end of the 2018 statutory review and amendment process. The review deferred to allow for a whole summer period with signage in place to allow for detailed assessments. Evidence will be collected on how the new rules are working. This includes recording the number of dog attacks, dog related complaints and animal control officer callouts. This information will be used to inform the review.	not started	tbc	medium
bylaw	project	Trade Waste Bylaw	Policy work on hold while confirmation of implementation and administration resource requirements being completed by business owners.	on hold	tbc	medium
policy (internal)	project	Te Reo Policy	This is a proposed internal policy to provide a consistent approach to how Council uses Te Reo to support Council's Mana Whenua partnerships and to acknowledge cultural identity and connections in the District. This project is currently on hold due to resource constraints.	on hold	tbc	low
Mana Whenua Partnerships	task	Quarterly work programme update hui with Mana Whenua Partners	The team is implementing a quarterly meeting schedule with our Mana Whenua partners to update them on our short term forward work programme to assist in delivering on our MOU/MEA responsibilities.	ongoing	na	medium
other work	task	Dune Lakes Galaxias Working Group	The Department of Conservation have set up a Dune Lakes Galaxias Recovery Group (Recovery Group) at the request of the Taharoa Domain Governance Committee. The next meeting of the Dune Lakes Galaxias Working Group will focus on meeting the Recovery Group and discussing alignment/hand over of projects.	ongoing	na	medium
other work	task	Northland Water Storage and Use	A Policy Team staff member continues to maintain a watching brief over this project, attending the six weekly Project Advisory Group meetings.	ongoing	na	high
Climate change	project	Climate change work programme	This project is undergoing LTP review and consultation. The majority of this work programme is in development phase and will formally commence in 2021/2022. This includes Climate Action Plan/s, Climate Smart Policy and Adaptive Pathways projects. Areas underway include Regional Adaptation Strategy participation, emissions inventory and footprint measurement, and communications platform. Separate updates will be provided as the work programme progresses through to full activation.	ongoing	na	medium
other work	task	Environmental Scanning	An Environmental Scan is prepared every three years to inform the LTP. The 2019 Scan required an unintended update in 2020 due to COVID-19 and is currently being finalised. The team also works with Infometrics to prepare population projections every three years. A team member continually monitors and analyses the trends affecting the district and reports on these as required to assist policy and strategic planning matters. Most recently the population and household projections for the District have been revisited and updated following Council becoming aware of new information. This work also includes attendance at the Auckland Forecasting network meetings.	ongoing	na	medium
other work	project	Freedom Camping	Reported to Council in August 2020. Policy or bylaw not recommended at this stage.	watching brief	na	low

Attachment B

Policy/Strategy/Plan/Project										21/22 year											22/23 year													
	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	
Significance and Engagement Policy	delib	CM																																
Dangerous and Insanitary Buildings Policy						CM																												
Wastewater Drainage Bylaw							CB				CB	CM					CB	CM																
Stormwater Drainage Bylaw (amend CGB Part 11 Land Drainage)							CB				CB	CM					CB	CM																
Dog Mgmt Bylaw - 12 Month review since last review						CB	tbc																											
Class 4 Gambling Venue Policy				confirm data requirements							tbc				DUE																			
Totalisator Agency Board (TAB) Venue Policy				confirm data requirements							tbc				DUE																			
Easter Sunday Shop Trading Policy													tbc					DUE																
Environmental scanning, forecasting and trend analysis																																		
Mana Whenua quarterly hui programme																																		
Omnibus Reserve Management Plan																																		
Climate Change work programme (Policy and 3 Action Plans)																																		
Consolidated GB split - Parts 2, 3 and 4																																		
Consolidated GB split - Parts 5 and 6																																		
Consolidated GB split - Parts 7 and 8																																		
Consolidated GB split - Parts 9 and 10																																		
Alcohol Control Bylaw																																		
on hold/not started																																		
scoping																																		
research/analysis/drafting																																		
mana whenua participation																																		
community engagement - informal																																		
final analysis/drafting/legal advice																																		
formal consultation submissions, hearings, deliberations																																		
council approval process-briefings and meetings																																		
implementation/handover																																		
final workprogramme and schedule tbc - work ongoing																																		
ongoing																																		

Stormwater Drainage Bylaw

Meeting: Council Briefing
Date of meeting: 04 November 2020
Reporting officer: Mark Schreurs, Policy Analyst

Purpose/Ngā whāinga

To introduce the intention to review the stormwater and land drainage aspects of the General Consolidated Bylaw and to establish a new separate bylaw on these matters.

Context/Horopaki

The Policy programme item presented to Council at this meeting discusses the proposal to move away from the 'combined' bylaw approach of the Consolidated General Bylaw. This item discusses the first matter to be addressed as part of that programme, which is Part 11, stormwater and land drainage.

Discussion/Ngā kōrerorero

The management of stormwater and maintenance of land drainage infrastructure is an important challenge across both rural and urban areas of the Kaipara District. In the rural environment, stop banks protect productive land from inundation by high tides and flood flows, while drains and flood gates allow stormwater (water that falls as rain) to escape off the land, thereby avoiding ponding. In urban environments, rain falling on impervious surfaces needs to be appropriately managed to prevent nuisance.

Issues can arise where new development alters or blocks overland flow paths, impermeable surfaces are increased, or stormwater is redirected onto neighbouring properties or where interference or failure to maintain drains causes localised flooding.

In the rural environment, issues can include damage to drainage infrastructure (sometimes caused by stock) and prevention of access to drains (e.g. for spraying and mechanical cleaning). Effective powers that allow Council to take action when needed are therefore required to manage stormwater to protect Council's stormwater assets, people, property and the environment.

Part 11 of the Consolidated General Bylaw protects Council's assets from damage or interference by prohibiting or controlling certain activities around drains; and provides for effective drainage on private land, with some provisions extending to private drains as well as Council drains.

In addition to these bylaw provisions, a wide range of powers are conferred on Council directly under the Local Government Act 1974 and the Land Drainage Act 1908, as well as other statutes. Council can secure easements where access to drainage works is needed and can impose resource consent conditions on new development requiring the provision of adequate drainage. The District Plan, Regional Plan and Engineering Standards also have a role to play. Bylaw provisions need to be additional to these existing provisions rather than duplicating them.

Feedback from staff who use the existing Part 11 provisions of the General Consolidated Bylaw (and its predecessor) indicates that in general the provisions are appropriate. However, a request to have a standalone bylaw was made quite some time ago to allow easier access and sharing with external parties as required. Furthermore, the initial review has indicated that duplications with legislative and other provisions need to be removed.

As a result of the review request, staff are recommending that Part 11 of the Consolidated General Bylaw is the first matter to be addressed as part of the wider review programme outlined in the associated agenda report presented to Council at this meeting.

Next steps/E whaiake nei

Subject to the direction received at this meeting, staff will finalise the review work programme and commence the review process. Due to the indicated hold on all policy consultation matters regarding the LTP process, a draft proposed Bylaw is scheduled to be presented to Council at the April 2021 Briefing for discussion, with a view to consultation commencing after June 2021. As mentioned in the Policy programme item presented at this meeting, it is envisaged that the review programme of both the Stormwater and Wastewater Drainage Bylaws will be aligned for consultation and the associated schedules for hearings, deliberations and decisions.

Review of the Wastewater Drainage Policy and Wastewater Drainage Bylaw 2016

Meeting: Council Briefing
Date of meeting: 04 November 2020
Reporting officer: Mark Schreurs, Policy Analyst

Purpose/Ngā whāinga

To introduce the statutory review of the Wastewater Drainage Policy and Wastewater Drainage Bylaw 2016.

Context/Horopaki

The public wastewater treatment systems in the District are valuable community assets and Council requires powers to protect them from damage and from discharges that undermine their performance.

In addition, many properties in the district rely on onsite wastewater treatment systems (often called septic tanks). In some cases, these are in relatively high density living environments and/or sensitive receiving environments. There is a need to ensure that onsite wastewater treatment systems are properly designed, constructed and maintained and that powers are in place to require inadequately operating systems to be rectified.

The Kaipara District Wastewater Drainage Policy (the Policy) and Wastewater Drainage Bylaw 2016 (the Bylaw) address these issues by protecting Council's wastewater infrastructure from damage and improper use, including setting restrictions on building over or near to sewerage pipes, and restrictions on what can be disposed of down the drain.

Since 2016, the Policy and Bylaw also includes an inspection and maintenance regime for onsite wastewater disposal systems (Warrant of Fitness - WOF). This ensures any failing systems are identified and therefore impacts on the environment and public health are minimised and addressed proactively.

The WOF system currently applies to all systems located in areas zoned Residential or properties within 300m of a coast (east/west coasts) or within 300m of a harbour (Mangawhai Harbour and Kaipara Harbour) or within 300m of the Kai Iwi Lakes.

Discussion/Ngā kōrerorero

The Policy and Bylaw were made operative in November 2016 and replaced the previous 2009 Wastewater Bylaw. As per the requirements of section 158 of the Local Government Act 2002 (LGA02), this new Bylaw must be reviewed within 5 years. The review is therefore due by 1 November 2021.

During the development of the 2016 Bylaw, it was envisaged that the 5-year review would include consideration of extending the WOF system to cover more areas of the District, or even the whole District. The review work to be undertaken will include consideration of this matter.

Next steps/E whaiake nei

Subject to the direction received at this meeting, staff will finalise the review work programme and commence the review process. Due to the indicated hold on all policy consultation matters regarding the LTP process, a draft proposed Bylaw is scheduled to be presented to Council at the April 2021 Briefing for discussion, with a view to consultation commencing after June 2021. As mentioned in the Policy programme item presented at this meeting, it is envisaged that the review programme of both the Stormwater and Wastewater Drainage Bylaws will be aligned for consultation and the associated schedules for hearings, deliberations and decisions.

Annual Residents Survey title

Meeting: Council Briefing
 Date of meeting: 04 November 2020
 Reporting officer: Nadine Spring, Customer Support Manager

Purpose/Ngā whāinga

To update the Council on the findings of the 2019/20 Annual Residents Survey.

Discussion/Ngā kōrerorero

Key Research conducts annual surveys of the Kaipara District which has the following objectives:

- Assess satisfaction among residents in relation to the services, facilities and other activities provided by the Council.
- Determine changes in performance over time and to facilitate measurement of progress against the Long-Term Plan.
- Assess Council performance on communication and community engagement with residents.
- Identify and prioritise opportunities for improvement that will be valued by residents.

Next steps/E whaiake nei

- The full Annual Residents Survey Report will be published on the Council website, along with a snapshot summary.
- Any improvements/changes that have been made based on feedback received from the surveys will be shared with our communities via the website.

Attachments/Ngā tapiritanga

	Title
A	2019/2020 Kaipara District Council Annual Residents Survey Presentation



Kaipara District Council 2020 Annual Residents' Survey

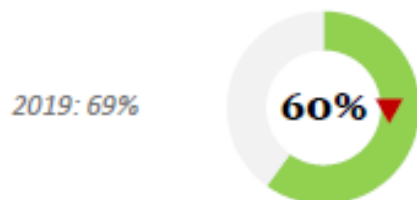
Method

- The methodology involves a postal to online survey measuring the performance of the Kaipara District Council, together with a dashboard reporting of progress across three waves.
- A total sample size of n=825 was achieved with data collected over three periods; from 29 October to 27 November 2019, 27 February to 1 April 2020, and 11 May to 4 June 2020.*
- Data collection was managed to achieve defined quota targets based on age, gender, ward and ethnicity. Post data collection the sample has been weighted so it is exactly representative of key population demographics based on the 2018 Census.

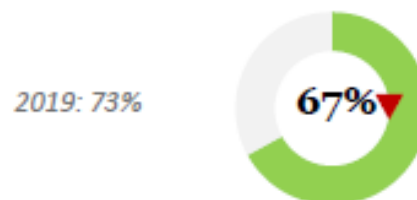
**Survey invitations will be increased to 1,500 invitations per wave , in order to collect a minimum of n=333 interviews (n=1,000 for the 2020-2021 reporting period).*

Key Findings

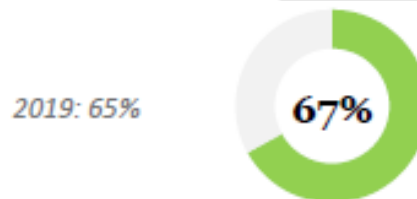
2020 OVERALL Satisfaction (% satisfied – scoring 6 to 10)



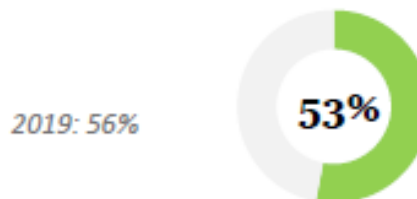
Quality of Services and Facilities



Reputation



Value for money



Top 5 Best Performing Services and Facilities (% satisfied – scoring 6 to 10)



Key Opportunities for Improvement



Annual property rates are fair and reasonable



Prepared for Future



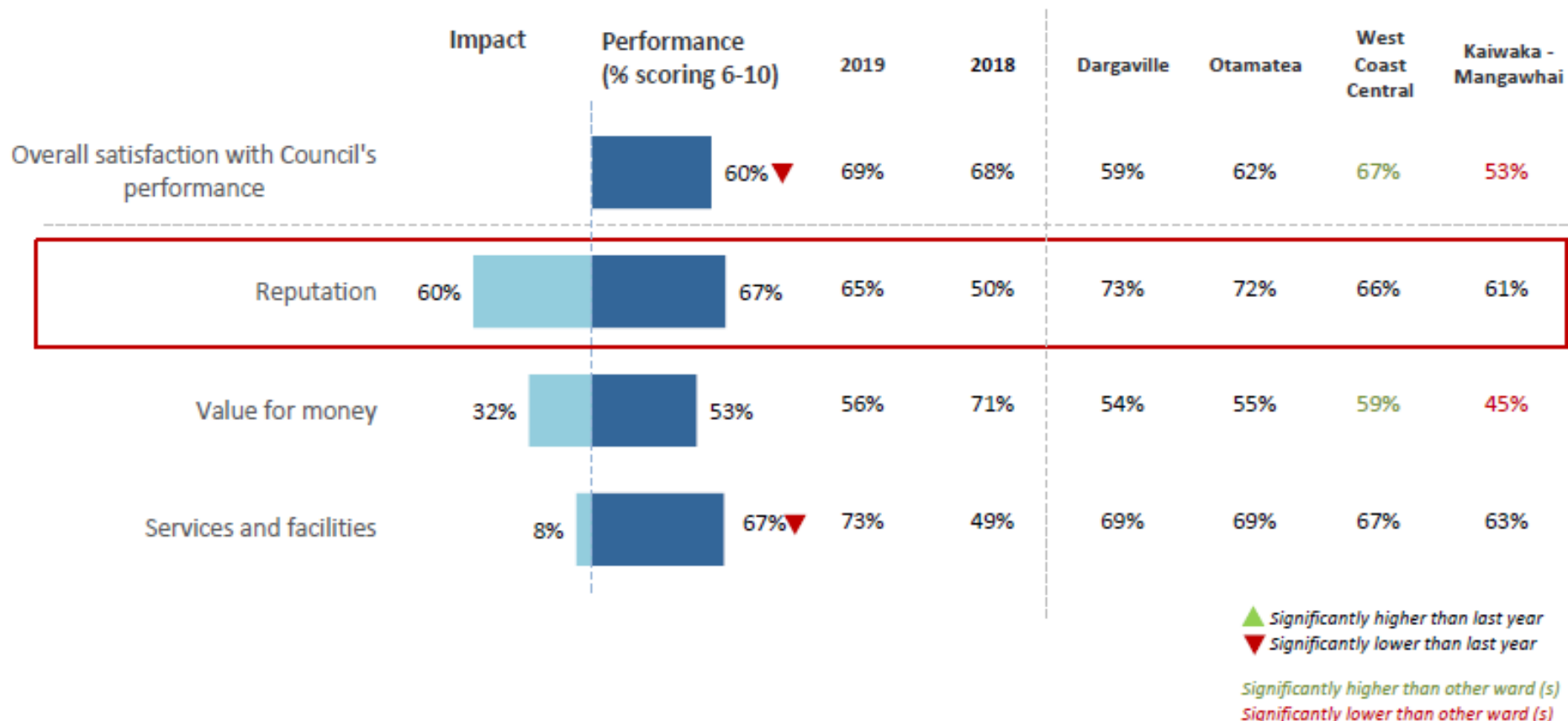
Water rates are fair and reasonable



Level of Trust in Council

Overall perceptions of Council's performance is most strongly influenced by Overall reputation, followed by Value for money

Overall level drivers

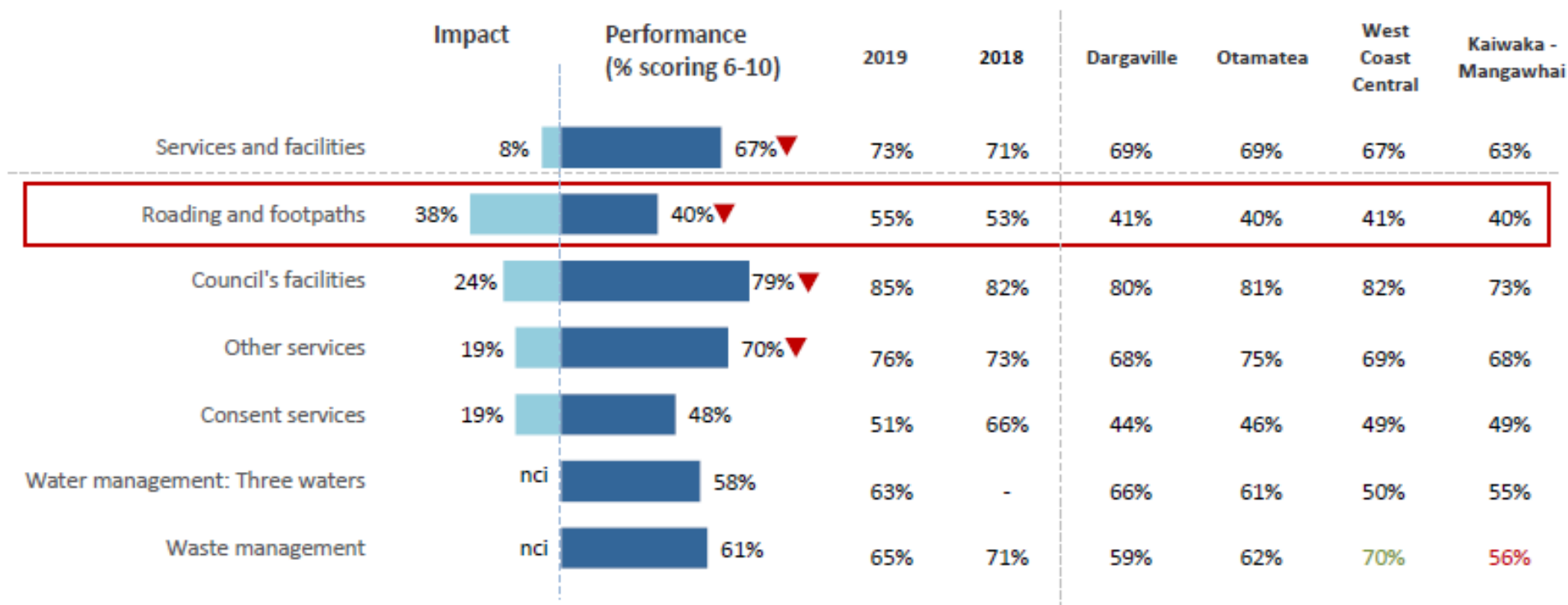


NOTES:

1. Sample: 2020 n=825; 2019 n=402, Dargaville n=172, Otamatea n=193, West Coast Central n=195, Kaiwaka-Mangawhai n=265
2. Q50: Overall, how satisfied are you with the Kaipara District Council?
3. Q49a: How would you rate the Kaipara District Council for its overall reputation?
4. Q42a: How satisfied are you with how rates are spent on services and facilities provided by Council, and the value for money you get for your rates?
5. Q39: How would you rate Kaipara District Council for its OVERALL CORE SERVICE DELIVERABLES?

The quality and maintenance of *Roading and footpaths* is the main driver of perceptions for Council's performance regarding *Services and facilities* and since this area has a low satisfaction score, the strategy should be to improve current service levels

Services and Facilities



NOTES:

1. Sample: 2020 n=795; 2019 n=398, Dargaville n=279, Otamatea n=268, West Coast Central n=100, Kaiwaka-Mangawhai n=148
2. Q39: How would you rate Kaipara District Council for its OVERALL CORE SERVICE DELIVERABLES?
3. Q29: How would you rate Kaipara District Council on their overall ROADING and FOOTPATHS?
4. Q18: How would you rate Kaipara District Council for the FACILITIES provided?
5. Q38: Thinking about OTHER services of the Kaipara District Council taking into account animal control, litter & graffiti, and protecting public health, how would you rate Kaipara District Council for these OTHER services overall?
6. Q26: How would you rate Kaipara District Council for these CONSENT services overall?
7. Q23: How would you rate your satisfaction with Council overall for its management of water in the district?
8. Q33: How would you rate Kaipara District Council for its overall WASTE MANAGEMENT?
9. nci = no current impact

▲ Significantly higher than last year

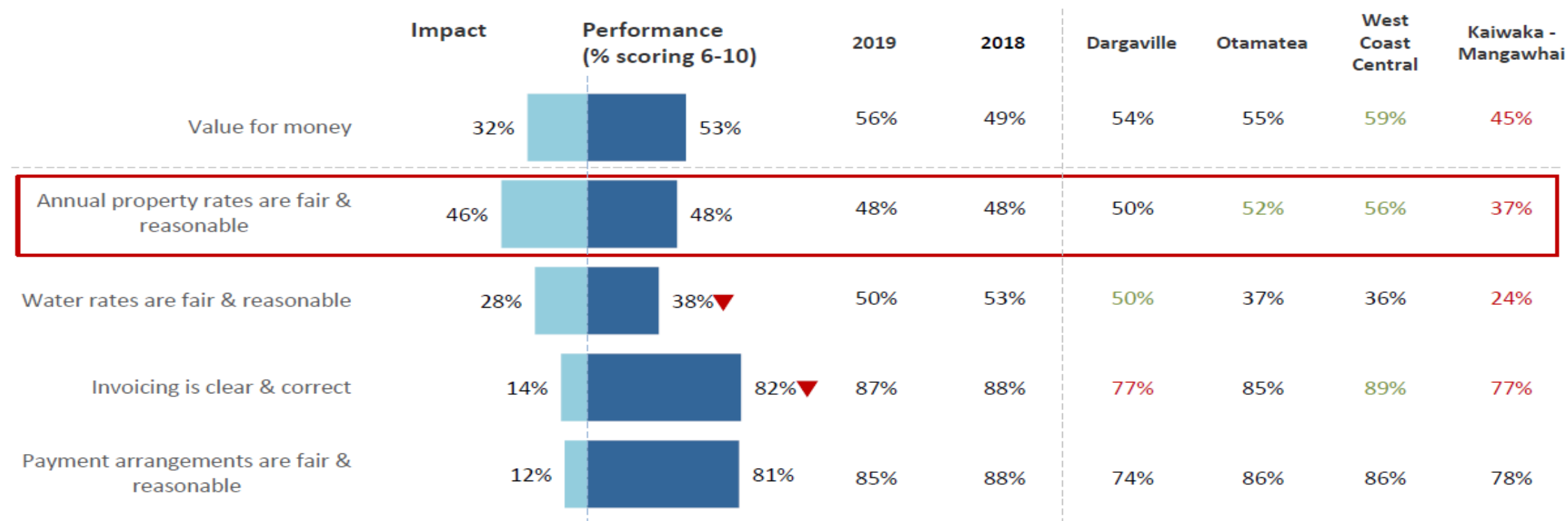
▼ Significantly lower than last year

▲ Significantly higher than other ward (s)

▼ Significantly lower than other ward (s)

Annual property rates being fair and reasonable has the greatest impact on overall perceptions of *Value for money*. Improving performance in this area will most likely influence overall performance positively

Driver analysis: Rates and value



▲ Significantly higher than last year

▼ Significantly lower than last year

Significantly higher than other ward (s)

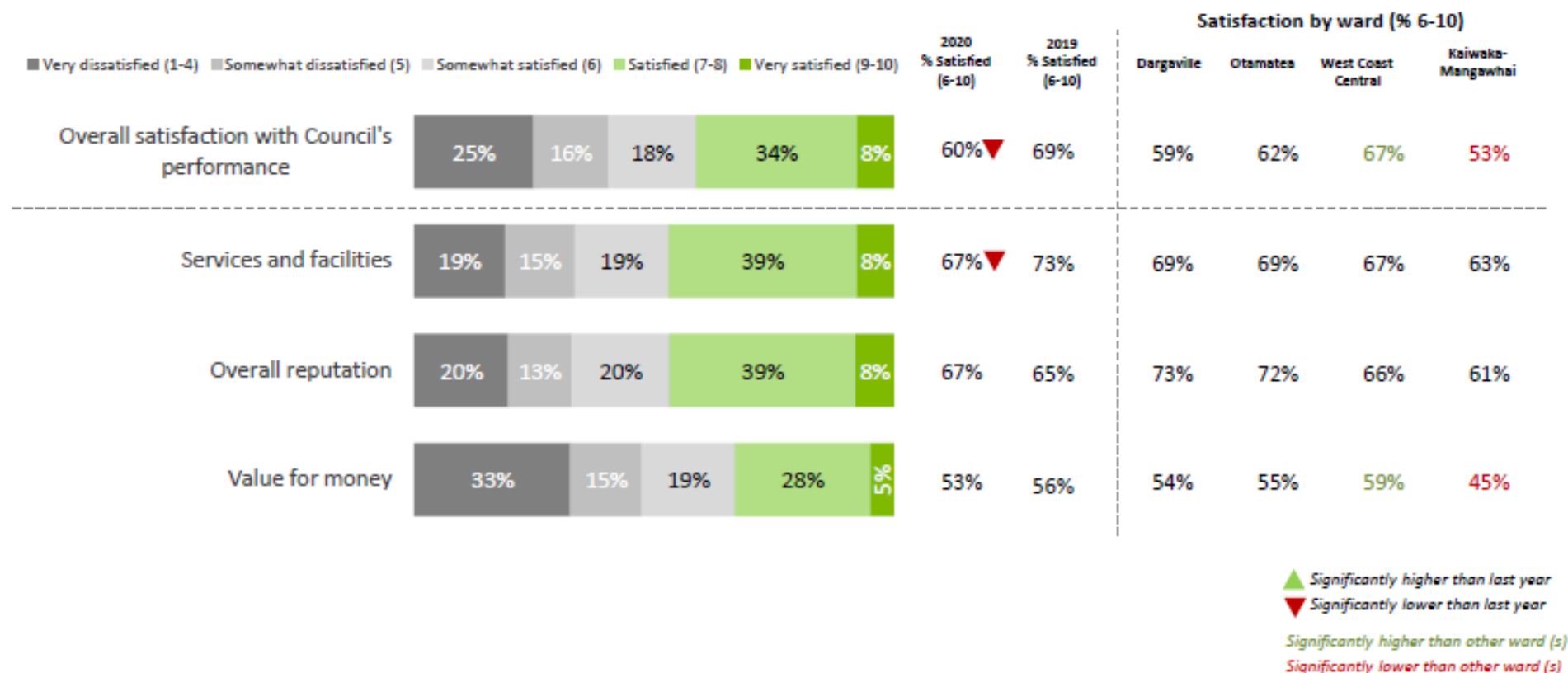
Significantly lower than other ward (s)

NOTES:

1. Sample: 2020 n=715; 2019 n=373, Dargaville n=241, Otamatea n=244, West Coast Central n=99, Kaiwaka-Mangawhai n=133
2. Q42a: How satisfied are you with how rates are spent on services and facilities provided by Council, and the value for money you get for your rates?
3. Q41: How strongly do you disagree with the following statements?

Three in five residents (60%) are satisfied with *Kaipara District Council's performance* overall. Residents in *West Coast Central* are significantly more likely to be satisfied with *Council's performance* and *Value for money* than residents in *Kaiwaka-Mangawhai*

Overall

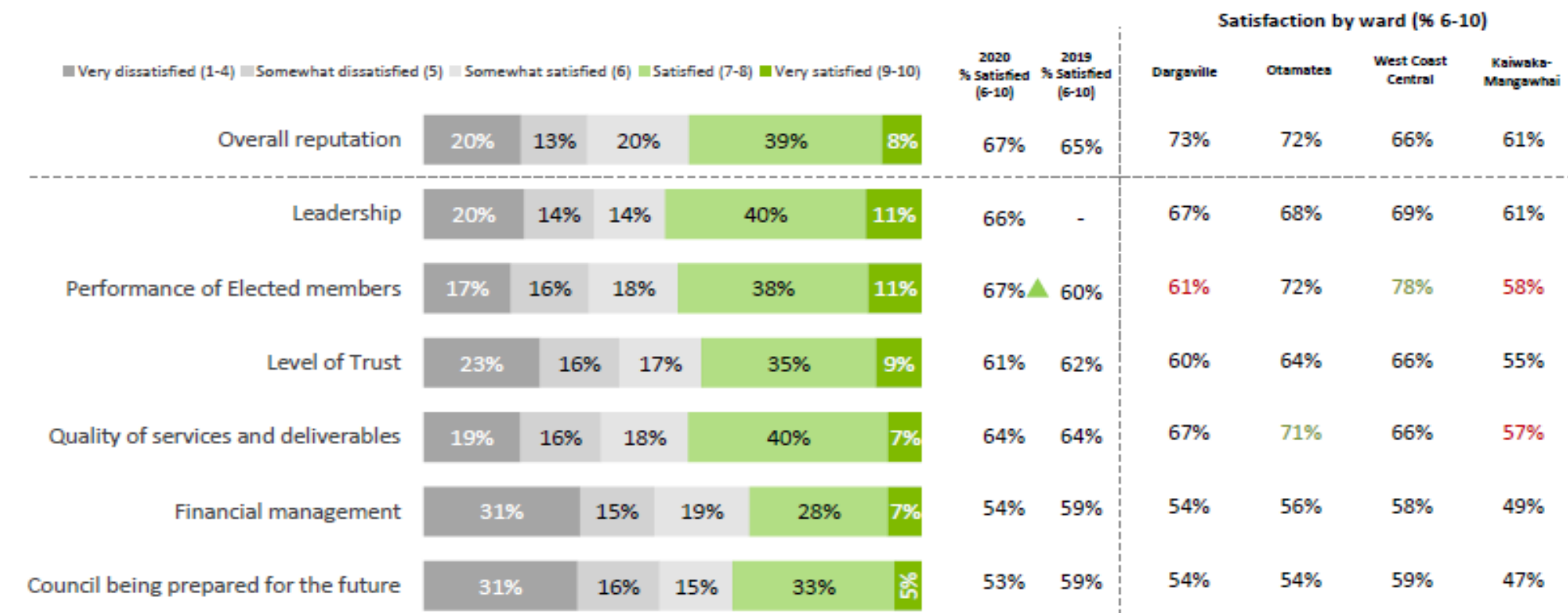


NOTES:

- Sample: 2020 n=765; 2019 n=394, Dargaville n=270, Otamatea n=254, West Coast Central n=100, Kaiwaka-Mangawhai n=145; Excludes 'don't know'
- Q50: Overall, how satisfied are you with the Kaipara District Council?
- Q39: How would you rate Kaipara District Council for its OVERALL CORE SERVICE DELIVERABLES?
- Q49a: How would you rate the Kaipara District Council for its overall reputation?
- Q42a: How satisfied are you with how rates are spent on services and facilities provided by Council, and the value for money you get for your rates?

The *Performance of Elected members* and *Leadership* are the top two aspects of *Council's reputation* that have the highest proportion of satisfied residents with satisfaction scores of 67% and 66%, respectively

Image and reputation



NOTES:

1. Total sample: 2020 n=743; 2019 n=390, Dargaville n=259, Otamatea n=245, West Coast Central n=97, Kaiwaka-Mangawhai n=142; Excludes 'don't know'
2. Q49a: How would you rate the Kaipara District Council for its overall reputation?
3. Q48a: How would you rate the Council for its leadership?
4. Q48f: Taking all aspects into account, how would you rate the performance of the Elected Members?
5. Q48b: How would you rate the Council in terms of the faith and trust you have in them?
6. Q48d: Overall, how would you rate the Council for the quality of the services and facilities they provide the Kaipara District?
7. Q48c: How would you rate the Council overall for its financial management?
8. Q49e: How would you rate the Council for being prepared for the future?

▲ Significantly higher than last year

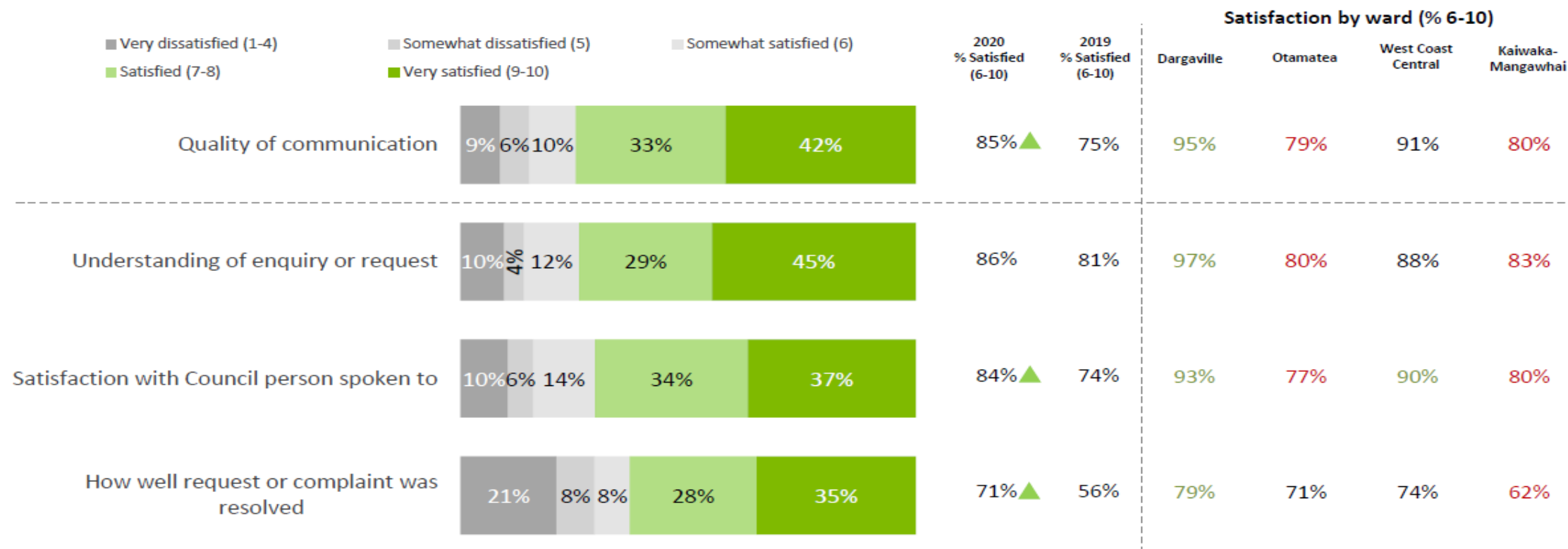
▼ Significantly lower than last year

Significantly higher than other ward (s)

Significantly lower than other ward (s)

Perceptions of *Quality of communication* and its various service aspects have improved since last year. *Dargaville* residents are more likely to be satisfied with the service areas under *Communication* than residents from the other wards

Quality of communication



▲ Significantly higher than last year

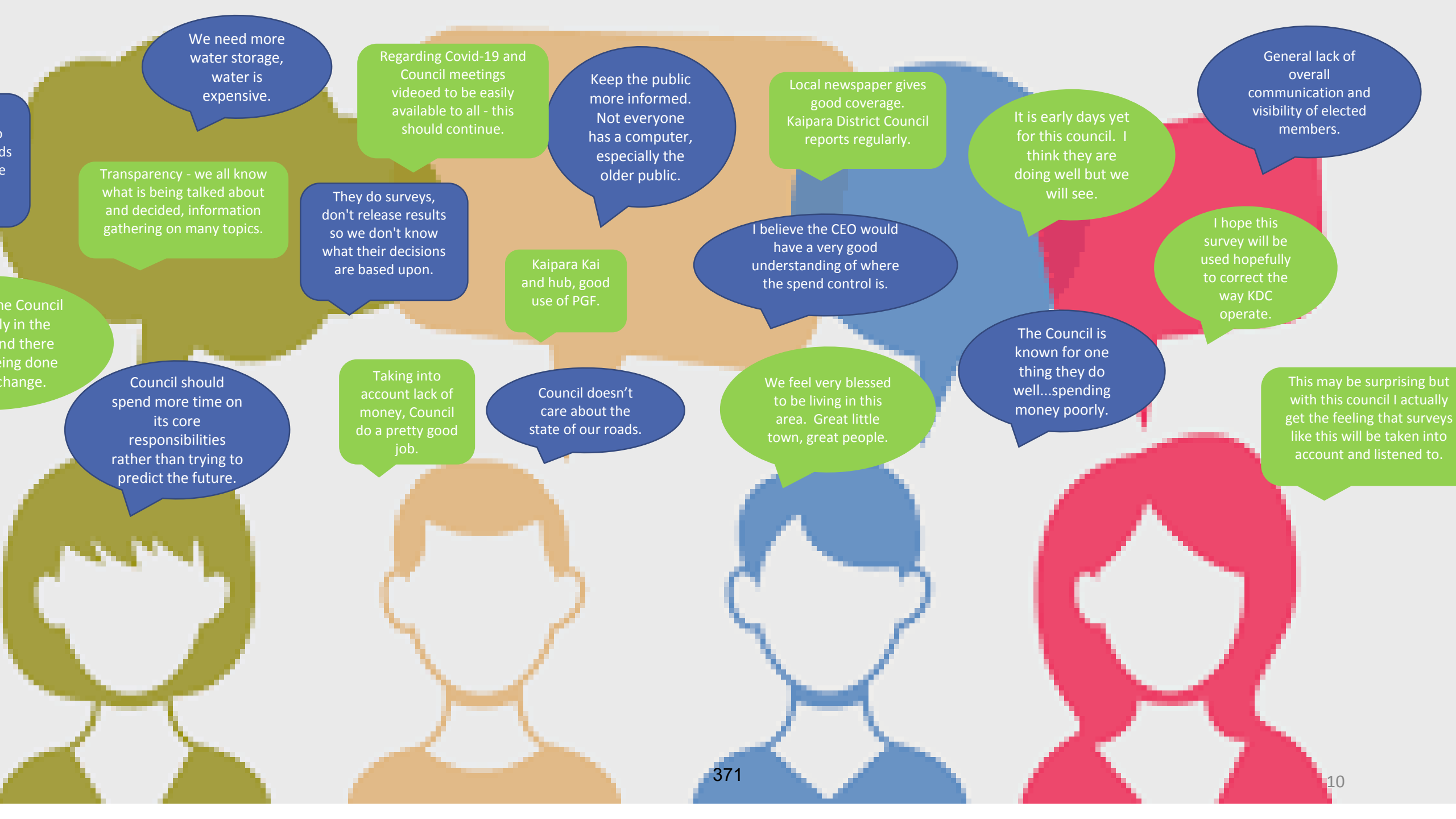
▼ Significantly lower than last year

Significantly higher than other ward (s)

Significantly lower than other ward (s)

NOTES:

1. Sample: 2020 n=502; 2019 n=207, Dargaville n=168, Otamatea n=165, West Coast Central n=72, Kaiwaka-Mangawhai n=97
2. Q9c: How would you rate the quality of their communication?
3. Q9a: How would you rate your satisfaction with the Council person you spoke to?
4. Q9b: How would you rate their understanding of what you wanted?
5. Q911: And how satisfied were you with the outcome, that is how well your request or complaint was resolved?



We need more water storage, water is expensive.

Regarding Covid-19 and Council meetings videoed to be easily available to all - this should continue.

Keep the public more informed. Not everyone has a computer, especially the older public.

Local newspaper gives good coverage. Kaipara District Council reports regularly.

It is early days yet for this council. I think they are doing well but we will see.

General lack of overall communication and visibility of elected members.

I hope this survey will be used hopefully to correct the way KDC operate.

This may be surprising but with this council I actually get the feeling that surveys like this will be taken into account and listened to.

The Council is known for one thing they do well...spending money poorly.

We feel very blessed to be living in this area. Great little town, great people.

Council doesn't care about the state of our roads.

Taking into account lack of money, Council do a pretty good job.

Council should spend more time on its core responsibilities rather than trying to predict the future.

Transparency - we all know what is being talked about and decided, information gathering on many topics.

They do surveys, don't release results so we don't know what their decisions are based upon.

Kaipara Kai and hub, good use of PGF.

I believe the CEO would have a very good understanding of where the spend control is.



Kaipara
District

Kaipara te Oranganui • Two Oceans Two Harbours