DARGAVILLE | MAUNGATŪROTO | KAIWAKA

# KAIPARA SPATIAL PLAN - KEY URBAN AREAS

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Prepared for

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# 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!*

# 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's 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 to prosper here in Kaipara District.

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

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# Part 1 | The Spatial Framework Overview

# 1.0 | Introduction

The Kaipara District Council (the Council) wishes to enable sustainable development for the communities of Dargaville, Maungatūroto and Kaiwaka through spatial planning. This spatial plan is a holistic approach to facilitate and improve each town to enhance future social, economic, cultural and environmental wellbeing. The wellbeing indicators for each of the towns is proposed to be measured annually and every 3 years through Council resident surveys, health data, environmental monitoring and economic information.

The Kaipara District has seen a relatively fast paced growth in the last 5 years driven mainly through a significant amount of rural living subdivisions and sustained growth in the Mangawhai urban area. Unfortunately historical decisions around the Mangawhai Treatment Plant resulted in years of high Council debt levels thus preventing very little infrastructure investment in these key urban towns. This effectively pushed residential and industrial activities to the rural areas where it was easier and cheaper to develop. The availability of zoned land for appropriate development in the towns was also not available.

## Navigating through the Spatial Plan

This Spatial plan is set out in five parts. Part One - 'The Spatial Framework' provides an overview of the spatial plan framework including project objectives, outcomes, background and history providing the overall context for how the spatial plan has reached the recommended direction and supporting key moves required to achieve the desired growth for these three key urban areas in the Kaipara District. Parts Two, Three and Four focus on the town centres and growth nodes of Dargaville, Maungatūroto and Kaiwaka respectively. In each of these sections, the towns are divided into neighbourhoods within a spatial framework to guide the future outcomes and necessary infrastructure required to sustainably achieve the collective visions for Kaipara District. Bringing it all together, Part Five - 'Implementation' signals the further work needed to achieve the vision for each of these three towns and supporting key moves.

### Setting the direction - Key Urban Areas

The preferred option for each key urban area is a result of the five phases which looked at the constraints, challenges, insights, and opportunities, as well as responding to the rich engagement from workshops and community open days. The first five phases looked at the big issues that each town needed to face to enable ongoing sustainable development, environmental enhancements and community wellbeing.

This spatial plan for each town enables Kaipara District Council to now consider new areas for housing, commercial and industrial type businesses and community infrastructure like parks and trails for each town. The Council will work closely with potential developers (big and small) to align their development intentions with the necessary infrastructure upgrades required for each town. Each development or project be it private or Council driven needs to be judging its success back to whether the town vision and Te Aranga / Community Design Principles is being achieved through this enterprise.

### Future Implementation

This spatial plan will be used as a tool to review the Kaipara District Plan policies and zones for the three towns. It is proposed that the Council will undertake the District Plan review in one comprehensive review process, or alternatively release a staged or rolling District Plan review through multiple plan changes. This spatial plan, the Mangawhai Spatial Plan, and the upcoming Sub Regional Spatial Plan will guide the Council, in particular the policy and infrastructure teams, to what areas will be considered in the first tranche of District Plan changes (or the comprehensive review with a draft district plan issued for consultation) - this is scheduled to be released for initial feedback in June 2021.

# 1.1 | Planning for the Future

## | Project Outcomes

The purpose of the spatial plan is to create a framework for future development in these three Kaipara District towns and to help leverage growth and development opportunities associated with the overflow of the Auckland region's growth and the latent tourism potential. This spatial plan will enable and support Māori organisations and other agencies in health, education and business to provide the right services at the right time. The spatial plan intends to support the future wellbeing of existing residents and future residents who may make the choice to live in these centres, including those who have not been born yet.

## | Project Objectives

- Assess the key constraints, challenges and opportunities for urban development within the district including environmental and landscape values;
- Balance the cultural, social, environmental, and economic drivers in each centre;
- Address the needs and aspirations of the community, council and partners for how growth and regeneration can be accommodated and leveraged;
- Engage with project partners, stakeholders and the wider community to understand, evaluate and consider all views; and
- Provide a level of certainty for infrastructure providers, communities and potential developers while allowing enough flexibility to respond to changing demands and circumstances.

## | A Living Document

This spatial plan has a 30-year planning horizon to not only align with Council's 30-year Infrastructure Strategy (2021-51) but allows the land use changes to evolve in a staged and considered manner. 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 these Kaipara centres. The relationship and integration of this adopted document with other planning processes is described below in digram below. It shows the inputs ( i.e The Sub Regional Spatial Plan) and the outputs (District Plan review) from this spatial plan process. It also shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to implement the spatial plan.

## | Relationship to Infrastructure + Economic Strategy + Long Term Plan

## | Development Potential

This spatial plan attempts to indicate where appropriate sustainable land development could take place in the future. The process of rezoning land does not necessarily result in the type of land development happening on the ground. It is a complicated investment model where often factors outside the control of Council influence development. Simplifying this in to four main ingredients of a successful land development project, the right conditions are considered to be:

1. Operative land zoning that enables development to occur under specific policies and rules
2. Being infrastructure ready - the bulk infrastructure is in place at the time when developers are ready to hook in and there are no delays
3. Land developers who have the experience and the funding to be able to undertake the subdivision or building enterprise
4. The customer who takes the property or building and invests to make a house or operate a business.

The success of any property development is about de-risking each stage, be it; consenting, land remediation, upgrading infrastructure and construction, so that the land becomes investment ready. Most land subdivision developments do not turn a profit until the final stage of development which is often multiple years from the original land purchase.

# 1.1 | The Kaipara Context - Regional

The Kaipara District sits between two large population centres in 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 ís 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

# 1.1 | The Kaipara Context - District

This map shows the main towns and centres that surround the key urban areas. It also shows the plans for cycle trail projects which are an aspirational goal to secure more of the tourism pie by encouraging domestic and international visitors to stay longer and spend more. It also provides the opportunity to connect settlements and villages that are not currently connected other than by a State Highway.

## Legend

- Main Arterial Road (SH 1, 12, 14, 16)
- Secondary Roads
- Twin Coast Discovery
- Proposed Kaihu Rail Cycle Trail
- Puhoi to Warkworth Motorway Upgrade
- Dargaville Branch Line (Closed)
- Dargaville Branch Line (Open)
- North Auckland Line (Freight Only)
- Okaihau Branch (Track Uplifted)
- Marsden Point Link (Proposed)

# 1.2 | Purpose of the Spatial Plan

This spatial plan sets out a framework for future development in these three Kaipara District towns. This framework will help leverage growth and development opportunities associated with the overflow of the Auckland region's growth and the latent tourism potential. The Kaipara District also offers an attractive living opportunity in small communities, which may be seen to provide a safer and more resilient living option in a post Covid-19 pandemic world. This planning will also enable and support other agencies in health, education and businesses to provide the right services at the right time.

The spatial plan intends to support the future well-being of existing residents and future residents who may make the choice to live in these centres, including those who have not been born yet.

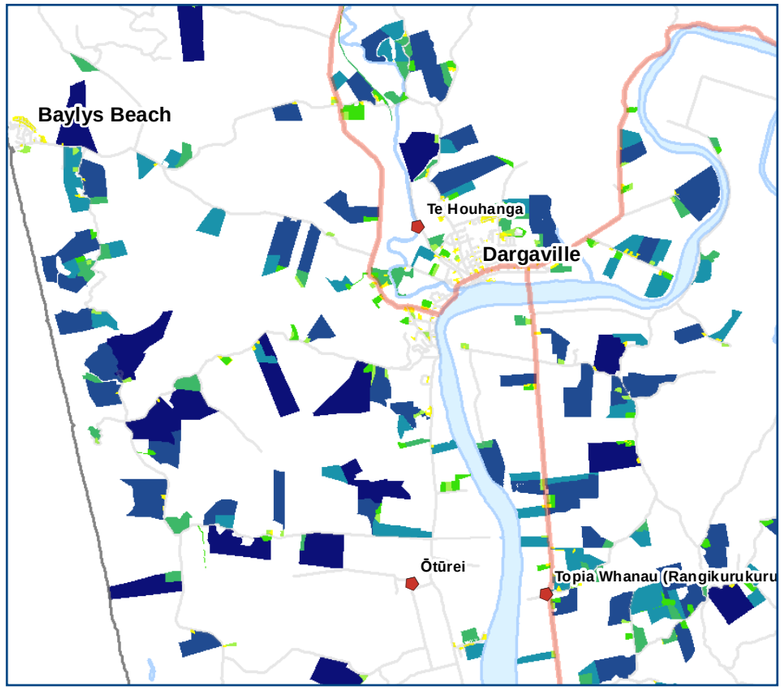
**What is the problem we are attempting to fix?**

Subdivisions that are occurring are often on the edge of the urban area and present difficulties with integrating into a future urban form and pattern.

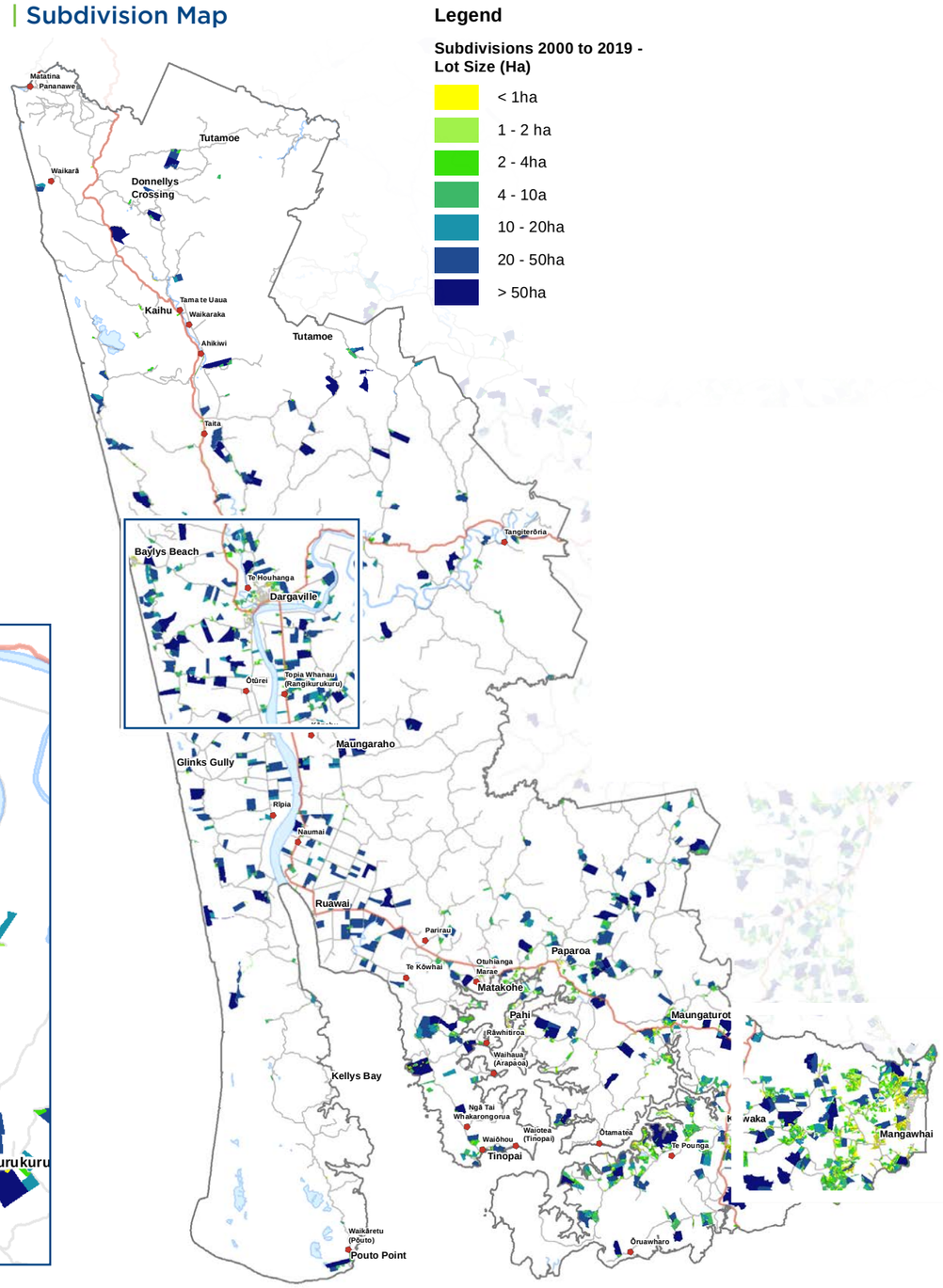
In the past 9 years, the development pattern in the Kaipara District has been centred on the growth of Mangawhai (Heads, village and countryside) and in rural land subdivisions.

The towns of Dargaville, Maungatūroto and Kaiwaka have had small subdivisions but these have generally been on the outer edge, with large 1200m2 sections. Refer to subdivisions map from 2000 to 2019.

As a result of this trend, the additional capacity in the infrastructure to support growth in the towns has not been created. This cyclic effect unfortunately has caused potential subdivision activity within the towns, in recent times, to be turned down.




## | Subdivision Map



# 1.2 | Purpose of the Spatial Plan

## | Building Consents & Industry Employment

This table shows a quick analysis of the recent Building Consents for new residential dwellings in Kaipara (in the town and rural areas). This has been taken directly from Kaipara District Council's consent system.

The data shows that, over the past five years, Mangawhai has nearly two-thirds of the district's residential building consents. However, Kaiwaka, Dargaville and Maungatūroto have bubbled away at an average of 26, 14 and 12 building consents per year, respectively combining to nearly 20% of the district's development.

### BUILDING CONSENTS FOR NEW RESIDENTIAL DWELLINGS IN KAIPARA TABLE

| LOCATION | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL |
|---|---|---|---|---|---|---|
| Mangawhai | 100 | 144 | 159 | 146 | 127 | 676 |
| Mangawhai Heads | 16 | 36 | 66 | 56 | 55 | 229 |
| **Kaiwaka** | 14 | 30 | 24 | 31 | 33 | 132 |
| **Dargaville** | 9 | 13 | 12 | 15 | 22 | 71 |
| **Maungatūroto** | 7 | 12 | 12 | 13 | 14 | 58 |
| Baylys Beach | 2 | 1 | 7 | 15 | 11 | 36 |
| Paparoa | 1 | 5 | 7 | 7 | 7 | 27 |
| Remainder (45 areas) | 28 | 47 | 50 | 40 | 25 | 190 |

### INDUSTRY EMPLOYMENT COUNT IN KAIPARA DISTRICT TABLE

| ANZSIC06 Measure | Total Industry Employee Count | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Area/Year** | **2000** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2013** | **2014** | **2015** | **2016** | **2017** | **2018** |
| Kaipara District | 4450 | 4650 | 4900 | 5100 | 5100 | 5300 | 5500 | 5500 | 5600 | 5500 | 5400 | 5400 | 5400 | 5300 | 5500 | 5700 | 5900 | 6100 | 6600 |
| Kaipara Coastal | 470 | 510 | 550 | 660 | 640 | 670 | 680 | 700 | 710 | 740 | 660 | 670 | 690 | 660 | 620 | 640 | 640 | 630 | 680 |
| Maungaru | 320 | 390 | 430 | 420 | 450 | 440 | 460 | 470 | 460 | 430 | 400 | 420 | 410 | 430 | 460 | 440 | 450 | 430 | 510 |
| **Dargaville** | 2100 | 2000 | 2050 | 2050 | 2100 | 2050 | 2150 | 2100 | 2250 | 2250 | 2250 | 2300 | 2200 | 2150 | 2200 | 2200 | 2250 | 2300 | 2450 |
| **Maungatūroto** | 500 | 550 | 520 | 580 | 560 | 590 | 700 | 700 | 540 | 520 | 540 | 560 | 520 | 390 | 520 | 510 | 500 | 540 | 610 |
| **Kaiwaka** | 230 | 290 | 300 | 310 | 320 | 360 | 380 | 390 | 390 | 370 | 330 | 320 | 350 | 330 | 370 | 400 | 440 | 480 | 490 |
| Ruāwai-Matakohe | 440 | 470 | 530 | 540 | 530 | 550 | 540 | 550 | 610 | 560 | 530 | 510 | 520 | 570 | 580 | 530 | 580 | 560 | 510 |
| Otamatea | 170 | 160 | 180 | 160 | 140 | 190 | 210 | 210 | 220 | 170 | 170 | 190 | 190 | 180 | 200 | 230 | 230 | 240 | 240 |
| Mangawhai Rural | 55 | 40 | 50 | 65 | 90 | 100 | 90 | 70 | 80 | 80 | 80 | 65 | 90 | 140 | 140 | 300 | 280 | 280 | 420 |
| Mangawhai Heads | 85 | 120 | 130 | 140 | 140 | 150 | 160 | 150 | 170 | 170 | 190 | 200 | 200 | 210 | 210 | 220 | 240 | 300 | 350 |

## | Development conditions

There are limited spatial guidelines outside the Kaipara District Plan policy and rules that encourage quality residential and business development. One of the prime reasons for this spatial planning exercise is to investigate what development conditions and enabling infrastructure will be required to turn the rural land subdivisions development trend from dispersed to one where development is attracted to the centres. By attracting the right type of development and/or growth to the centres, this can reinvigorate them with quality housing and more business opportunities. By having the clear spatial and design guidance for residential, business and community spaces, people who are wishing to invest will be able to realise the current potential and the future District Plan direction.

There is an appetite to develop in these areas, but investment is constrained by infrastructure at capacity for four waters, state highway policies and existing land use zoning. Public - Private Partnerships (through infrastructure development agreements) can be successfully pursued and implemented in a local neighbourhood small-scale context where large landholdings in common ownership can be developed in a comprehensive manner.

**The four waters infrastructure**
- Water supply, wastewater, stormwater and drainage (stop bank) management are all needing significant upgrades through renewals and treatment plant upgrades in future years - this is being addressed through the Long Term Plan (10-year plan) and Kaipara District Infrastructure Strategy (30-year plan). Dargaville needs to secure a quality water source that does not compete with other agricultural uses. Maungatūroto needs a staged upgrade of its wastewater treatment plant and potentially more space for treatment. It also needs to investigate increased capacity with its water supply. Kaiwaka does not have a public water supply which is critical to creating a safe and resilient future community.

**Stormwater catchment management**
- If all three towns are to develop sustainably, then a thorough stormwater catchment analysis is required to ensure that future development does not propagate the current siltation problems that are occurring in the Kaipara Harbour.

**State Highway policies**
- The New Zealand Transport Agency (NZTA) is the road controlling authority for all State Highways in New Zealand. All other roads are either managed by territorial councils or are private. All three towns have a State Highway traversing through their centre. Dargaville and Kaiwaka have proposed and adopted township plans designed to manage the effects that the state highway traffic has on them. Landowners who wish to develop in Maungatūroto and Kaiwaka have experienced difficulty in gaining access from NZTA in the past. Maungatūroto has a distinctive near 90-degree bend on the gateway to the town's mainstreet from the western side, which is problematic for large freight vehicles and poses a perceived risk to mainstreet safety and amenity.

**Realising the areas' economic potential including, local production, industry and tourism**

The three towns that are the focus of this spatial plan are some of the main employment drivers in the Kaipara District. Mangawhai has been growing faster in the past eight years, but these three urban towns account for over half of the jobs in the Kaipara District. Collectively they have grown by 720 jobs between 2000 and 2018, with Kaiwaka consisting of the highest growth rate with an annual rate of 4.3% per year. There is limited industrial zoned land within all three towns with many industrial businesses in the Kaiwaka area choosing to locate their business in the rural zoned land. This could be for a variety of reasons, however anecdotal evidence suggests that industrial land being offered in Wellsford and outside Whangārei is becoming a more viable option for certain types of businesses. Refer to the Industry Employment Count in Kaipara District table on the previous page.

Kaipara District at present does not have its own Economic Development Strategy or Tourism Strategy and is relying on the government and Northland Inc. Te Tai Tokerau - Northland Economic Development Strategy (and subsequent action plans). It therefore does not have a tailored strategy and associated promotions of infrastructure to harness and connect the domestic and international visitors to the many hidden charms and experiences that the district has to offer. The progress of the wharf and cycle trail Provincial Growth Fund bids (as part of the Kaipara Kickstart programme), is part of enabling new or improved infrastructure in the district, but a wider strategy and tourism provider collaboration is needed (which could be community- or sector-led).

**There are environmental, cultural and community concerns about development** – where it could occur, the type of development that might occur and the change this could bring.

*"The secret of change is to focus all your energy not on fighting the old but on building the new"*
*- Socrates*

Everyone deals with change differently. For smaller community's dramatic change can be difficult to adjust to. It is therefore important that clear communication channels and transparent processes are established and used to engage and involve people with key decisions about their place. The first engagement exercise was very important to start to build trust, find out where the environmental and community sensitivities are and use the knowledge of partners and stakeholders to shape the spatial options. The engagement themes are covered in each of the centres section further into this paper. The engagement themes are covered in each of the centres section further into this paper.

# 1.3 | Engagement Process

## | Public Participatory Spatial Planning

The Kaipara District Council has undertaken a public participatory style of spatial planning with involvement with each of the communities and the elected members at each critical decision point. By incorporating additional touch points than a more traditional approach, the community is able to input into the key changes especially in testing the options and firming up an agreed vision for Kaipara's key urban and civic centres. This gives more confidence that the statutory planning phase will run more smoothly with community support and understanding. This can lead to less adversarial litigation through the public hearings phase and subsequent appeals phase.

By adopting this approach, Kaipara District Council will strive to progress more efficiently towards an operative plan, with overall less cost to council and the community who partakes in that future process. It is often difficult to engage with smaller communities to keep them energised and interested in the future planning for their place. However, the experience in this process is that the communities in each of the towns have been highly engaged which has resulted in council and its partners finding a balance between economic and financial market dynamics, environmental concerns, and cultural and social considerations for sustainable development.

The public participatory spatial planning approach has been summarised in the graphic below which shows each of the steps taken.

**INDICATIVE TIME-LINE**

**PHASE 1 Project Initiation:**
*JUNE*
Confirming project brief, programme, deliverables roles and responsibilities

**PHASE 2 Constraints, challenges and opportunities assessment:**
*JULY*
Analysis of key context including site and environment, societal, culture, economic and enabling infrastructure

**PHASE 3 Setting the direction Initial**

**Engagement - Early Insights**

**Targeted Engagement With Marae – Te Aranga Design for Te Houhanga**
*JULY - AUGUST*
Setting the vision, plan principles, key performance indicators/targets

**PHASE 4 Option development, testing and evaluation Options Assessment - Consultation Document**
*SEP - NOV*
Generate development options for each centre, evaluate using agreed criteria and test with governance groups, project partner, stakeholders and wider community

**ENGAGEMENT**

**PHASE 5 Review feedback and agree changes:**
*DECEMBER*
Collect and agree the changes to the draft Spatial Plan using themes and options

**PHASE 6 Prepare and present draft Spatial Plan:**
*FEBRUARY 2020*
Generating draft Spatial Plan for review through decision making structure

**PHASE 7 Present and produce the final Spatial Plan:**
*APRIL 2020*
Finalise the Spatial Plan following feedback from previous phase.

# 1.3 | Mana Whenua Engagement

A hui with Kaipara settlement iwi, hapū and marae representatives, Kaipara District Council staff and the spatial planning project team was held on Tuesday 30 July 2019 at the Dargaville War Memorial Hall. The background and purpose of the Kaipara Spatial Plan in key urban areas and its role to assist decision making surrounding the future development of Dargaville, Maungatūroto and Kaiwaka was discussed initially. The floor was then open for Mana Whenua to speak and outline their concerns and aspirations.

## 1 | Overview

- The engagement event supported an honest exchange
- The engagement has opened the door for new and ongoing relationship with hapū/Mana Whenua at a marae level
- It is important to get the engagement process right that supports authentic relationships and partnerships
- This is the start of something exciting and marae representatives look forward to furthering engagement
- More information and understanding are needed on the District Plan, its policies, objectives and what the review holds for Mana Whenua
- Marae engagement will be an extensive process that will require greater resourcing beyond current Kaipara Spatial Planning – Dargaville, Maungatūroto and Kaiwaka
- A summary of the hui/forum was presented to the Kaipara District Council on Thursday 1st August 2019

Kāpehu Marae

## 2 | Key Themes

The conversation was wide ranging, rather than a verbatim record of the discussion, this section attempts to distill the key themes that emerged:

- Developing and fostering relationships
- Brining our people home
- Papakāinga and warm and dry homes
- Marae – restoration, appropriate zoning and infrastructure
- Education
- Industry and workplace opportunities

### Rangapū | Partnership

#### Aspirations

- Iwi and hapū would like cultural input into all levels of governance within the Kaipara Spatial Plan project
- Inclusiveness to affirm partnership status with council – create stronger, fairer, and more inclusive relations with marae entities
- To see images that are important to Māori reflected in Kaipara Spatial Plan imagery – showing a consciousness of the partnership

#### Considerations

- Earlier notification of any further engagement expectations with pre-meeting reading package where possible
- Visit marae for further engagement – important to reach out to whole iwi or hapū as opposed to only making contact with iwi chairperson and associated entities
- Understand and consider Māori "Lore" – legends and traditions specific to the Kaipara District
- Speak to Māori in clear uncomplicated language to avoid misunderstandings

### Rāngatiratanga | Self Determination

#### Aspirations

- Kaipara Māori aspire to be comfortable in their own rohe.
- Create a process and systems that are for Māori by Māori which are also inclusive and effective for non-Māori.

#### Considerations

- Mana Whenua were initially unclear what a spatial plan was. On explanation, Mana Whenua recommended a spatial plan or masterplan be developed for Kaipara Marae. This would be an important and fruitful exercise to assist local iwi and hapū's own growth and development.

### Haukāinga | Home

#### Aspirations

- Warm, healthy and affordable housing - Provision for papakāinga and kaumātua housing
- Increasing housing choice, improving existing housing so that they are warm & dry and employment for residents and returning whanau - supporting Ahi Kā (keeping the home fires burning)

#### Considerations

- Pathways to develop Papakāinga are considered arduous and discouraging - involving complicated multi levelled land-use rules and regulations, funding guidelines and infrastructure challenges. This can be frustrating when attempting to progress initiatives in and around the marae. Mana Whenua would like to include in the Spatial Plan a framework that assists with the process of developing Papakāinga. The spatial planning framework could potentially provide the basis for a future regulatory framework to be considered through the district plan review.

## Whenua | Land
## Taiao | Environment

### Aspirations

- Self-sufficiency on own land.
- Protect the Northern Wairoa River edge and adjacent fertile land from the effects of climate change i.e. increased potential of extreme flooding.
- To keep culturally and environmentally insensitive development away from Māori land and water ways i.e. concerns over the adverse effects (known and unknown ones) of the proposed turbines in the mouth of the Kaipara Harbour, and conflicting land-use establishing in (or in the vicinity of) culturally sensitive areas such as water bodies, maunga and around Māori land / Marae.
- Make things visible so it can be seen and monitored, not underground and/or underwater.

### Considerations

- Ensure Māori land is zoned properly i.e, appropriate to use/ Māori lore.
- More attention to land-use and protocols surrounding spatial relationships between various zones adjacent to Māori owned land and areas of significance to Māori.
- Support with issues surrounding impoverished marae, in particular noting those under threat of flooding and needing infrastructure servicing solutions.
- Mana Whenua do not want to see Kaipara being regarded as a testing ground for experimental development and become a dumping ground for failed infrastructure.
- Issues surrounding areas of Dargaville being located on low-lying, flat, flood-prone land and the demand for landowners to remedy situation i.e. Rising water table surrounding Te Houhanga marae and the requirement to fund connection to the public reticulated system as a septic system is no longer workable.

## Mātauranga | Knowledge and Education Opportunities

### Aspirations

- Formulation of educational programmes and opportunities that are directed towards young Māori men and returning whanau, based on Kaipara kaupapa and tikanga.

### Considerations

- Increase signage written in Te reo - road, park, interpretive etc.
- Enquire into the Rangatahi voice - discover their aspirations.
- Populations with high percentage of Māori generally consist of a high number of young people.

## Mahi | Work and Employment Opportunities

### Aspirations

- Become the food basket of the North with a focus on;
- Fishing and kai moana industries
- Market garden industries
- Waipoua forest, cultivation opportunities
- Tourism opportunities to showcase authentic Māori experiences
- Create more industry and workplace opportunities from a Māori perspective

### Considerations

- Tinopai was professed as the centre of the universe - a locally devised resource management plan has been created to advise development in the area.
- The hui missed hearing voices of Rangatahi and employed workers due to the time of the day hui was held.

## 1.3 | Mana Whenua - Further Engagement

After this initial hui, it was identified that further hui were needed with Kaipara settlement iwi, hapū and marae representatives in their own space, at more applicable times for them and through the tikanga of their marae. The Kaipara District Council invested in this opportunity with the desire to honour Te Tiriti o Waitangi and respect the responsibility of being in Rangapū - partnership. It was not possible to visit all Kaipara marae, however, under guidance, panui were sent to Te Houhanga Marae, Ahikiwi Marae and Kapehu Marae to capture the widest range of hapū involvement as possible. These follow up hui were held in the week of the 9th - 13th September 2019. In addition, further hui opportunities were captured through the Kaipara Wharves Feasibility Study between January and March 2020, which provided further learnings that enriched the Key Urban Areas and Sub-Regional spatial planning projects.

Kaipara Moana (Harbour) taken from the Waikaretu Marae ground

# 1.3 | Youth Engagement

Early in the engagement process it was considered vital to gather a thorough perspective from all ages of the community to uncover an understanding of what their needs and aspirations were for their towns. In order to hear the youth voice it was necessary to engage with them in a different way than public open days.

On the 9th, 10th and 13th of September 2019, a series of youth engagement workshops were held at Otamatea High, Dargaville High, Ruāwai College, North Tec Polytechnic and Westmount School in Maungatūroto. A selection of students from all ages and courses were invited to participate in the workshops.

The workshops involved discussions about what spatial planning is, what Kaipara District Council's role is and its influence through the District Plan. A survey was distributed at the workshop and also circulated around the wider school community through an online format. Students were given the opportunity to envision their perfect town and asked to share what activities they like to do, what places they like to go to and what facilities they feel are missing in their towns.

Following discussions and filling out the surveys, students were separated into small groups and given an interactive, 3-dimensional landscape 'board' as well as buildings and a range of other urban design elements such as key infrastructure and amenities like parks and community facilities. Students were asked to design their visionary town, keeping in mind the landscape form presented on their board, such as hills, rivers, plains and coastal edges. This design activity captured a range of densities, from rural lifestyle blocks through to apartment living and explored the interconnections between these different settlement patterns. The variety of ideas and information gathered from engaging with Kaipara youth was a valuable part of the Spatial Planning process.

### Otamatea High School - Maungatūroto and Kaiwaka feedback summary

Youth in Maungatūroto and Kaiwaka would generally like more recreational things to do and more places to go and eat. They would like to have more communal public areas and public events that are open at appropriate times for teenagers to participate. They are also interested in maintaining a native and natural landscape environment.

### Dargaville High School feedback summary

The general theme gauged from Dargaville youth was that they would like a vibrant refreshed town that has good shops with a variety of places to eat, fun places to gather and areas to be active both indoors and outdoors, like bowling alleys and cinemas. They want to go on cycle and walking adventures and are into renewable energy. They are not really interested in higher density living arrangements however, there was some appeal for apartment living.

While the town design 'board game' activity was used, a slightly different survey was delivered to the students of North Tec as their age bracket was generally above 18 and included young adults and adults who had gone back to study after leaving school sometime ago. The purpose of the survey was to get an understanding of how higher education could be further enhanced or expanded.

### NorthTec Dargaville_ Summary of feedback from Education and Training Survey

In the general discussion that preceded the session it was evident that the North Tec re-structure was having a significant effect on the future of the campus in Dargaville. With limited leadership and low numbers for some courses the campus courses are at risk of being transferred to Whangārei. There is also a disconnect between the large manufacturing firms needs in Kaipara District, and types of courses being supplied by North Tec.

### Westmount School feedback summary

Six groups of two-four students were asked to build their own town in a layered approach. The main difference between this group of students and others was their strong focus on business activities with the students introducing a gondola / luge attraction. The groups differed in their household choices with many groups thinking about pedestrian friendly areas away from vehicles.

The discussion that followed the activity and survey centred around how to grow Maungatūroto in an economically sustainable way by unlocking key parcels close to the town centre which at some stage may even support public transport services to other nearby towns and Whangārei or Auckland.

### Ruāwai College feedback summary

The general theme from the survey and discussion following the board game exercise was that young people felt there was limited activities to keep them entertained in Ruāwai and that the majority were likely to leave next year for education courses outside the district. There was also a concern around climate change and the impact of flooding events on the town. They did not like living in wet housing and the potential health effects caused by that environment.

# 1.4 | Design Principles

Design principles help to guide the possible future development of Dargaville, Kaiwaka and Maungatūroto. The Design principles are organised under two headings, 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

- Mana Rāngatiratanga
- Whakapapa
- Tohu
- Taiao
- Mauri Tū
- Mahi Toi
- Ahi Kā

## 3 | Community Design Principles

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

# 1 | 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, mataawaka, 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 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 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 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.

Kāpehu Marae

## 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

### Examples

**Dargaville |**
Mana whenua working in partnership with Kaipara District Council.
Kānohi ki te kānohi - regular, in person, in the flesh hui.

### Mana Whenua Feedback

**Te Houhanga Marae**
Mana whenua work with autonomy on our land.

**Te Uri o Hau Settlement Trust**
Involve Māori at the very beginning, pre -design of 'how to engage with Māori'. For example, provide education surrounding spatial planning and to workshop with how engagement could be designed and implemented - 'allow us to deliver to us in a way that is meaningful to us, with guidance from Council'.

**Te Iwi o Te Roroa**
Recognise our Mana Rāngatiratanga over our natural, physical, spiritual and other taonga/resources including our knowledge/Matauranga of the natural world (cycles, plant sourcing, whenua etc).
We should always be included in any planning, especially if it concerns land, water, sea and air.

## 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.

### Examples

**Dargaville |**
Apply dual naming to Dargaville / to reinstate traditional Māori name.
Present and promote dual naming for signage and location names.
Te reo name for spatial plan / district plan which reflects a māori worldview approach to a long term local plan.
Rename places of significance.

### Mana Whenua Feedback

**Te Houhanga Marae**
Rename Station Road to reflect the traditional / cultural narrative of Te Houhanga marae.

**Te Uri o Hau Settlement Trust**
It is important to those that live within te rohe o Te Uri o Hau, that they know who maintains Ahi Kā and exercises manawhenua.
Extensive research needs to be undertaken to locate former names.

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.

**Te Iwi o Te Roroa**
Reclaim historical areas within the Kaipara District through changing names and places back to their traditional/original names.

## 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.

### Examples

**Dargaville |**
Development of interpretive signage for sites of cultural significance.

All sites of significance are recognised and protected through the district plan, including significant view-shafts, neighbouring properties and adjacent land holdings.
Take stock of not only land plots and their fit for purpose, but also adjacent land uses and how to zone them for compatibility.
Support the development of Mana Whenua interpretive signage strategy.

### Mana Whenua Feedback

**Te Uri o Hau Settlement Trust**
Cultural Landscape could provide for protection of tapu sites and give awareness when resource consent applications are made.
Adopting Tohu has potential to develop unique tourism experiences of an educational & spiritual nature, that could result in a tourism destination that connects into a network of destinations both tangata whenua and other.

**Te Iwi o Te Roroa**
Raise Pou around the District.
Erect a lunar calendar in Dargaville and Kai Iwi Lakes to enable the Māori world view, historical events and connections to be showcased.

## 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.

### Examples

**Dargaville |**
Stream side planting of Wairoa and Kaihū waterways to improve water quality and ecological connectivity.
Native planting is incorporated into streetscapes, parks and reserves.
Work with Mana Whenua to develop planting plans for the revitalisation of stream and native ecosystems. This could include flora that is familiar and significant to Mana Whenua and native species eco-sourced from the Kaipara area.

### Mana Whenua Feedback

**Te Houhanga Marae**
Produce a masterplan that assumes a worst case scenario

**Te Uri o Hau Settlement Trust**
Building capacity for our Kaitaki and whanau around scientific approaches to enhance and maintain the mauri of te taiao is key.
Develop this into a botanicals/ nutraceuticals business opportunity utilising mana whenua with Callaghan Innovation Research and New Zealand Trade & Enterprise for global network connections

**Te Iwi o Te Roroa**
Working in partnership to identify and assist with design elements that will compliment/ enhance a site before and after development.

## 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.

### Examples

**Dargaville |**
Productive soils are recognised and protected.

### Mana Whenua Feedback

**Te Houhanga Marae**
Net zero energy - passive design & solar energy for lighting, space heating, water heating and appliances.
Net zero water - water sensitive design, water harvesting and filtration and ecological waste water systems.
Productive landscapes - e.g. mara rongoa, mara kai, pā harakeke (medicine, food, fibre).
Shared / community food systems.

**Te Uri o Hau Settlement Trust**
The value of a rahui, a Māori concept to forbid, for whatever reason, Is a mechanism that the Council could explore and support. Potentially Council could use the term and explore how mana whenua can be empowered through the use of rahui. Establishes our mana whenua to the general public.

**Te Iwi o Te Roroa**
Identify future projects in which Māori can contribute matauranga to raise the Mauri of the natural areas within the planning and design phase.

## 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.

### Examples

**Dargaville |**
Create cultural markers at the entrance to town (gateways) by local artists.
Support for local iwi artists to present a unique local body of work.
Development of a Dargaville cultural art strategy.
Investment in artistic representation of sites of cultural significance.

### Mana Whenua Feedback

**Te Uri o Hau Settlement Trust**
Mahi Toi is the embodiment of our identity.

**Te Iwi o Te Roroa**
Allow for input at the planning and design phases to ensure that Māori presence and narratives are part of the project/development.

## 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

### Examples

**Dargaville |**
Information centre and highlight the cultural, historical and living presence of Mana Whenua in this rohe.
Employment opportunities for local Mana Whenua. Upgraded public toilets to encourage greater use of public space for locals and visitors.
Camping to encourage structured and well maintained spots for visitors and locals to enjoy the natural surroundings.
Education opportunities for Mana Whenua are enabled through the spatial plan.
Papakāinga housing is recognised and provided for in the spatial plan.

### Mana Whenua Feedback

**Te Uri o Hau Settlement Trust**
The heart of Ahi Kā is the marae, it is a place we will return to when we have finished living, working and playing. The infrastructure for our marae, due to the remoteness, has been undeveloped.

**Te Iwi o Te Roroa**
The mauri of nature will mirror in the mauri of the people it attempts to sustain.

View over Kaipara Harbour from Poutō Point

## 3 | 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.

# 1.5 | Overview of Land Uses and Building Typologies

Housing in the Kaipara District tends to be traditional and stand-alone. We are used to large sections and houses with plenty of space. With social, demographic, financial and environmental changes, there is likely to be greater demand for more urban-style accommodation with a wider choice of housing options. This could include additional semi-detached houses, townhouses, duplexes and mixed use developments including retail, office and living in the same block and building, with easy access to high quality open spaces and facilities. A greater choice of housing options - size, cost, maintenance requirements - also provide a more accessible housing market for generational growth within the communities; as people move through each stage of their lives, from individuals or couples, to young families, to empty-nesters, and retirement.

The images adjacent show a range of housing choices, and different types of land zonings to promote business activities that we may consider for the future. The important public spaces and institutions that support the community are also represented.

## Live - High Density

Apartment

Retirement Village

Town Housing

Terrace Housing

## Live - Medium Density

Duplex Housing

Papakāinga

Single family house on a smaller section

Small lot Small House

## Live - Low Density

Single family home on large sections

Countryside Living

## Work - Mixed Use

## Work - Main Street

## Work - Industry

## Learn - Schools

## Play - Recreational

# 1.6 | Spatial Plan Strategic Directions

Kaipara District's geographical location between Auckland and Whangārei and 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 so that an appropriate planning framework is put in place to enable the balance to be struck between growth potential, economic development opportunities, and protection of natural and cultural values.

Once adopted, this 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. 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 enabling the outcomes identified in this spatial plan.

## | National Policy Statements - 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 Resource Management Act 1991. In producing this spatial plan, extensive consideration was given to the outcomes and objectives of the relevant NPS, 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 Capacity 2016

Furthermore, the spatial plan has been prepared having regards to proposed national policy statements, including in particular:

- Proposed National Policy Statement on Indigenous Biodiversity
- Proposed National Policy Statement on Urban Development (NPS-Urban Development)
- Proposed National Policy Statement for Highly Productive Land

The new NPS-Urban Development is intended to replace the existing National Policy Statement on Urban Development Capacity 2016 and to broaden its reach. As with the existing NPS, local authorities for urban areas experiencing high growth will be required to produce Future Development Strategies and Housing and Business Development Capacity Assessments. 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 Kaipara District is how the NPS-Urban Development 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. Furthermore, the NPS-Urban Development will sit alongside the proposed NPS on Highly Productive Land and the proposed NPS on Indigenous Biodiversity. The interaction between the three national policy statements will be of interest, in particular the balance to be struck between growth potential, economic development opportunities for rural-production economic based districts such as the Kaipara, and protection of natural values.

## | Regional directions

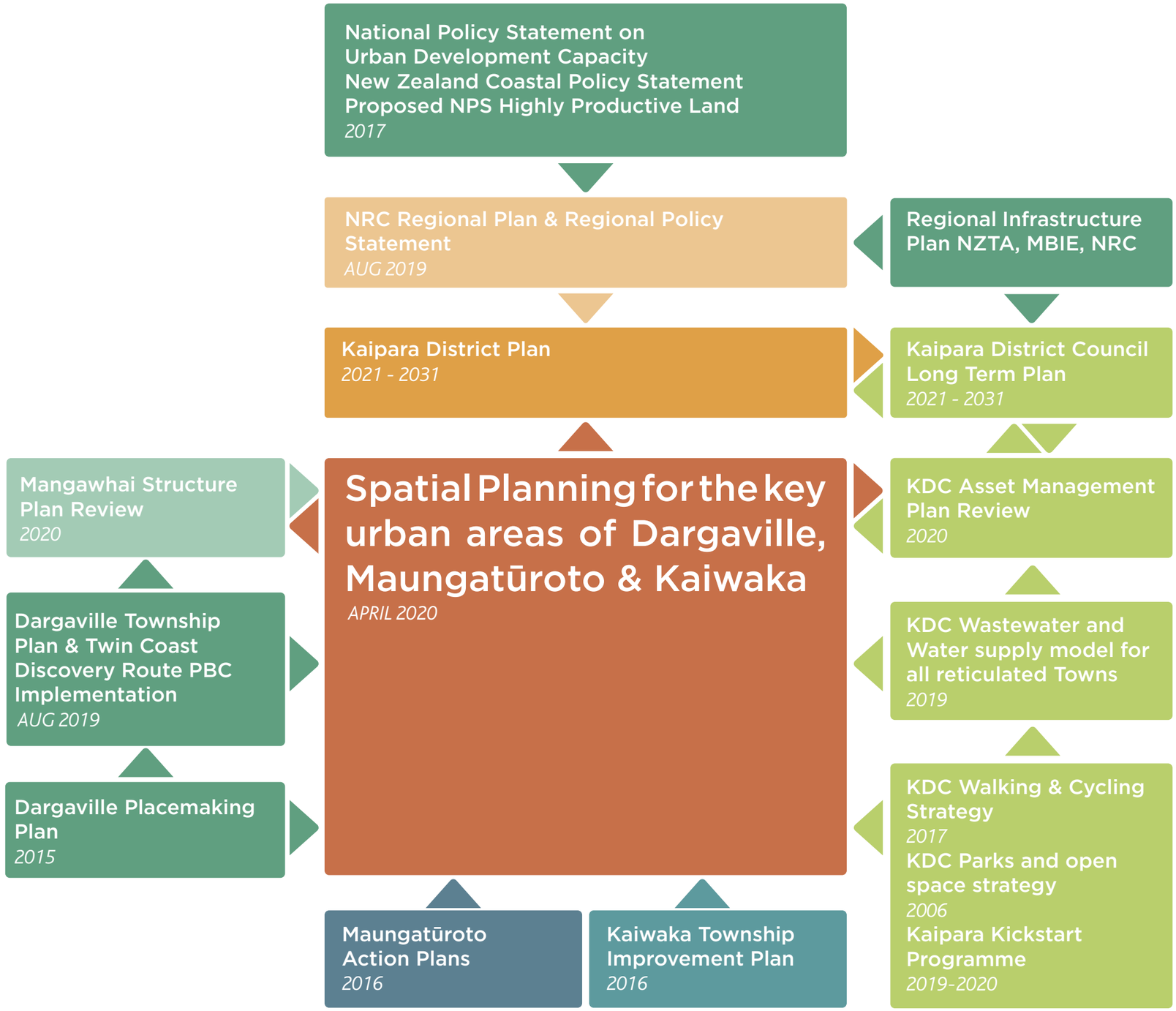
As a regional authority, Northland Regional Council must amend its regional policy statement and regional plans (air, land, water and coastal plan provisions) to deliver the outcomes prescribed in the various NPS's. The Northland Regional Policy Statement (NRPS) identifies those areas of regional significance which must be protected - including ecologically significant areas, sensitive riparian margins and rivers, as well as coastal and rural landscapes.

## | Kaipara - local directions

As a local authority, the Kaipara District Council 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.

# 1.6 | Spatial Plan Strategic Directions

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.



# Part 2 | The Spatial Plan_Dargaville

# 2.0 | Site Location & Context

Dargaville is located, north of the Kaipara Harbour, on a bend in the Northern Wairoa River, the largest river in Northland. The Kaipara Harbour is one of the world's significant harbours by the size of its coastline. The Iwi of the Dargaville rohe is Te Roroa. Te Houhanga Marae and Rahiri whare (built in 1914) is the marae of hapū Te Kuihi and Whānau a Parore and is located on the north western edge of Dargaville.

The Kaipara District has a population of approximately 23,000 residents (2018 Census). The District has both a western and eastern coastal boundary with a strong relationship to the Kaipara Harbour. Dargaville is the largest settlement in the District, with a population of approximately 5,000 people. There was a 4.6 percent decrease in population between the 2013 and 2006 Census. However, as of the 2018 Census, this has increased by 12 percent. The median age (half are younger, and half older, than this age) is 44.1 years for people in Dargaville (2018 Census). The median age in Kaipara District is 46 years (2018 Census). 25.7 percent of people in Dargaville are aged 65 years and over, compared with 22.2 percent of the total Kaipara District population (2018 Census). 19.5 percent of people are aged under 15 years in Dargaville, compared with 19.3 percent for all of Kaipara District.

Dargaville is home to the Kaipara District Council (65 employees) and the Silver Ferns Farms processing factory (200 employees).

# 2.1 | Local & Historical Context

In pre-european times Dargaville was known as Kaihūby tangata whenua. The 80ha Tunatahi block of land was purchased by one Joseph Dargaville, a timber merchant and politician in 1872 (Te Ara, 2015). The town was subsequently renamed after him in 1878 (Ryburn, p58). The settlement which was once known as Opunake (roughly 30km northwest of Dargaville) was concurrently renamed to Kaihu. Dargaville sought to create a planned community which was distinct from the other towns which had developed with the arrival of the English Albertlanders (Dargaville NZ, 2019).

Along with the rest of the Northern Wairoa, the town of Dargaville rose to prominence in the late 19th century and early 20th century in the midst of the kauri timber and kauri gum industries (Dargaville NZ, 2019). By the 1880s, its population had reached 600 (Ryburn, p62). By 1892, Dargaville had become a key town in the Northern Wairoa. It prospered in its role as a terminus for the Kaihūrailway as well as steamer services travelling across the harbour, making it an important population and transportation hub. During this time, transport in Kaipara was predominantly water-based, focused around the Kaipara Harbour. Naturally, the Wairoa River was an important means of access to and from Dargaville, both from settlements further inland along the river, and those from across the harbour (Dargaville NZ, 2019). The long, winding Wairoa River allowed access to the abundant native forests which once covered Northland (Te Ara, 2015). Steamer services ran from 1885 until 1942. Boats such as the Minnie Casey and the Kina offered trips to various settlements throughout the harbour, such as a Helensville-Dargaville service (Ryburn). Timber which was railed from Kaihūwould be loaded onto ships for export (Ryburn, p117, p165).

As well as the British, the Northern Wairoa saw a large influx of Croatian immigrants – the Dalmatians. Dalmatians steadily arrived in New Zealand from the 1890s (Fordyce, 152), prompted by a series of turbulent political factors from the historical region of Dalmatia in Croatia (Ulrich, 2015). The Dalmatians were drawn particularly to the kauri gum trade, and their populations were centred primarily around Dargaville (Ryburn, p165). Nowadays, their descendants comprise the large Croatian population of Dargaville.

By the 1920s, the timber and gum resources of Kaipara had dwindled significantly, prompting residents to turn to farming as the primary economic activity, supported by the village's rich soils and favourable climate. This was the deciding factor in the growth of towns and villages around Kaipara. Centres which were timber and gum towns, or ports on the harbour, faded away. Dargaville did not undergo this declination, as it was not an explicitly exclusive timber and gum town (Ryburn; Te Ara, 2015). As such, the population had reached 2370 by 1926 (Ryburn, p162). Dargaville then continued to grow until the 1960s, cementing itself as one of Kaipara's major towns.

Nowadays, farming and horticulture continue to comprise a major part of Dargaville's economy, as evidenced by its valuable kumara industry. It is aptly known as the Kumara Capital of NZ, as the area around it is used for cultivating one of New Zealand's largest kumara sources.

*Source: http://www.kauricoast.co.nz/history_gum_diggers.cfm*

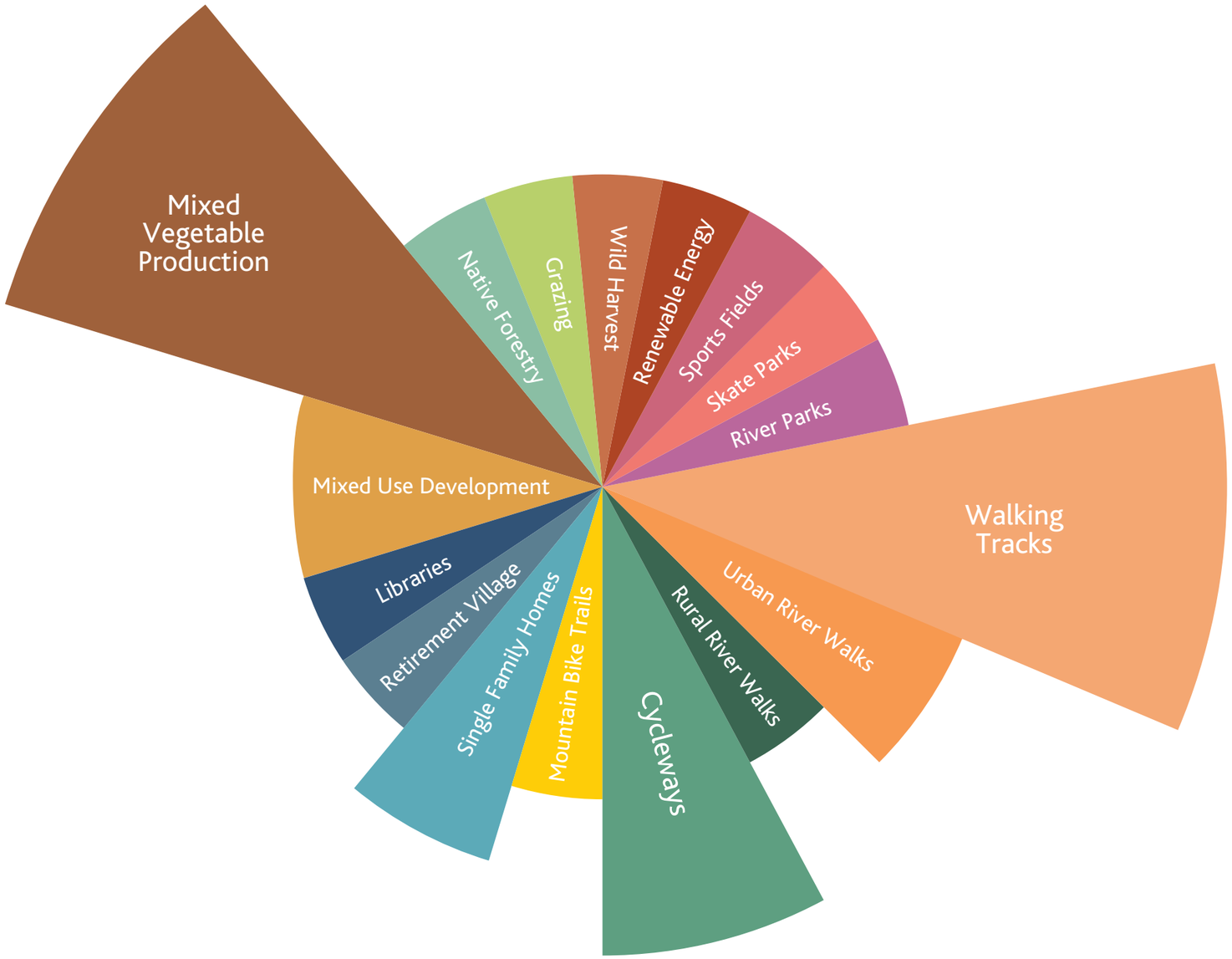
# 2.2 | The Future of Dargaville

### Aspirations shared by Dargaville residents

- Food bowl of New Zealand - Kai for Kaipara
- Create a destination rather than a gateway
- Connect the town centre and wider community with the Northern Wairoa River
- Tertiary institution - more choices
- Build on our successful industries

This diagram represents the feedback of aspiration themes received from the various community engagements and surveys which were carried out at the beginning of the Spatial Plan development process.

## | Summary of Feedback



## 2.2 | The Future of Dargaville

**Vision:**

*"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"*

**The spatial plan for Dargaville envisions:**

- Mana Whenua will be engaged, kānohi ki te kānohi (face to face), as a partner and Māori values respected and incorporated into areas of planning and design.
- To strengthen the town's core, enabling a more vibrant, people-focused, busy town centre
- Raising the existing stop bank to provide further protection of the town centre from flood events and also support infrastructure to build a shared pedestrian and cycle path linking the riverfront to the wider areas of Dargaville.
- Upgrading and revitalising the streets and main entrances into Dargaville's town centre.
- Existing residential areas close to the town centre will be intensified through a combination of infill development and allowances for smaller lot sizes.
- Additional housing is provided for through intensification of existing and new housing developed on the periphery to the north east.
- Medium density papakāinga housing and retirement village located close to hospital and good transport routes to town centre.
- Urban and industrial development located to the north east on rural land and SH14 and will avoid sensitive ecology and productive soils.
- New roading and shared walking and cycling paths to provide better permeability in Dargaville and will better link residential, industrial and recreational areas to the heart of the town.
- Working with existing landowners to instigate riparian planting alongside rivers/streams in rural and new urban areas and work with them to help create shared access in and around Dargaville.

# 2.3 | Engagement - Early Insights

We learned from early and ongoing engagement with Dargaville stakeholders, residents and youth that there is a lot of concern surrounding the low water table and the flood prone nature of Dargaville impacting on the growth potential of the town. Feedback centred around finding suitable flood-free land for residential and industrial activities located near transport routes and necessary infrastructure.

People were also concerned about how the council is going to manage stopbanks and drainage to mitigate the impacts of climate change and the cost of dealing with these infrastructure challenges. People were worried that these challenges would force some businesses out of town. The lack of tertiary education choices provided by Northtec and lack of youth activities were also seen as a constraint to encouraging young people to stay in Dargaville.

This diagram displays community ideas, received during key stakeholder engagement, about where potential development opportunities are in Dargaville.

## Key Stakeholder Development Proposals and Land Suitability

**KEY**

Community Development Proposal + Land Suitability

**INDUSTRIAL**

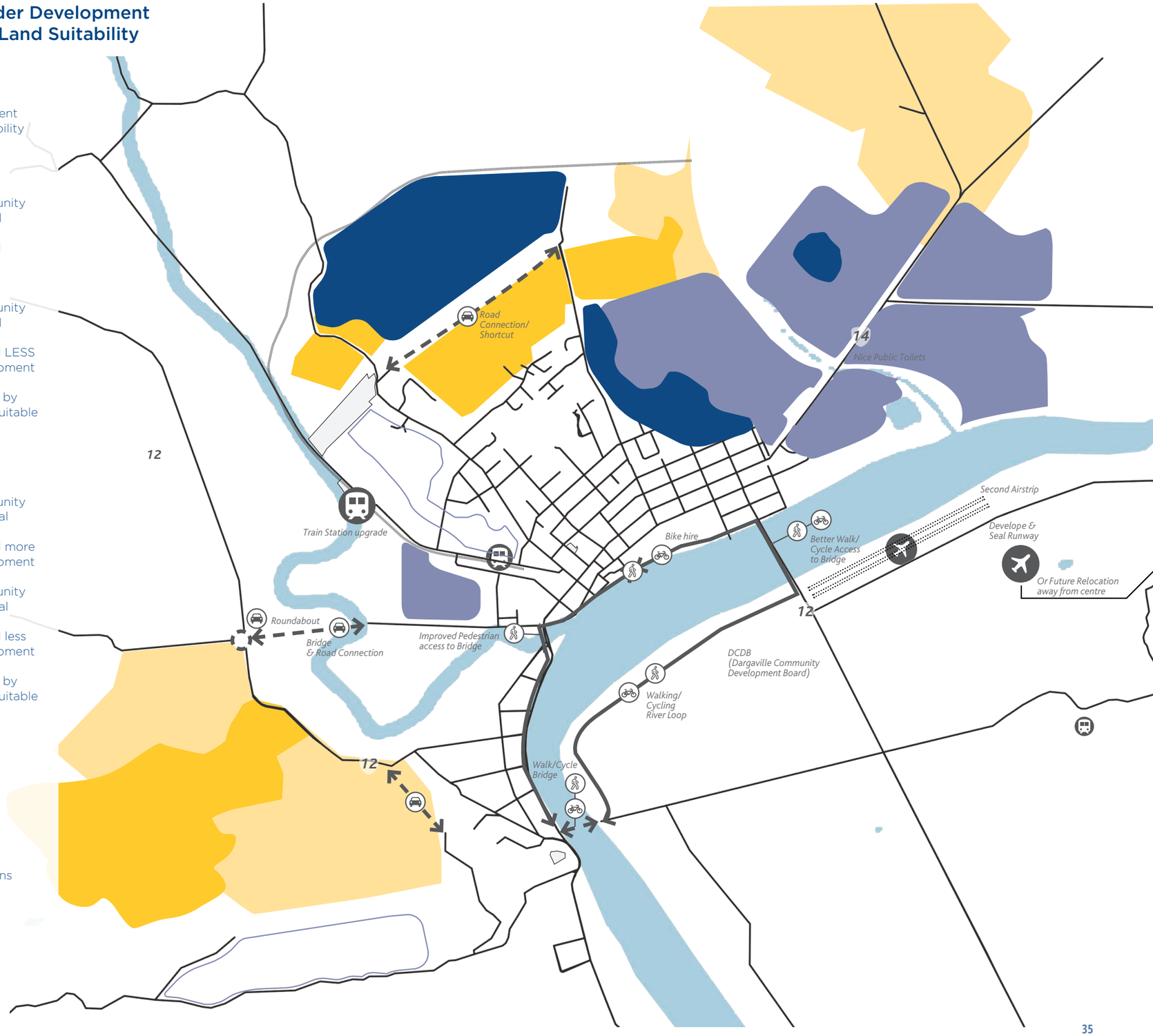
- Area where community proposed industrial development that coincides with land MORE suitable for development
- Area where community proposed industrial development that coincides with land LESS suitable for development
- Area not proposed by community more suitable for development

**RESIDENTIAL**

- Area where community proposed residential development that coincides with land more suitable for development
- Area where community proposed residential development that coincides with land less suitable for development
- Area not proposed by community more suitable for development

**INFRASTRUCTURE**

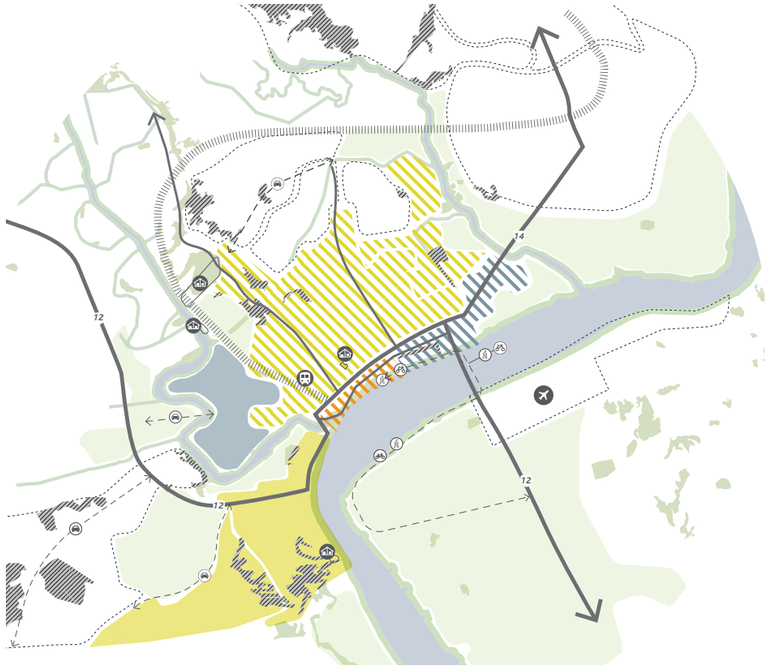
- Rail Station
- Road Connections
- Cycle Connections
- Walking Connections



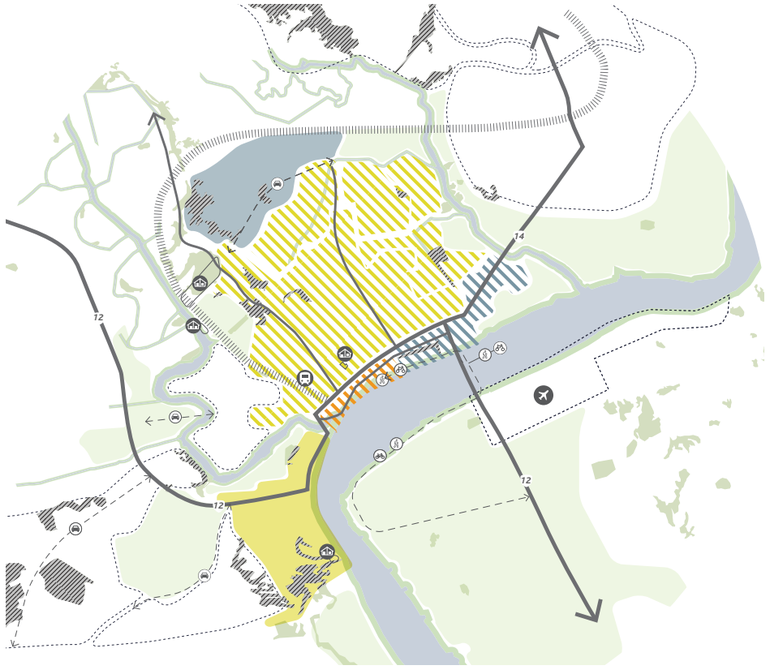
# 2.3 | Engagement - Options Assessment

The options development phase was a critical part of the spatial planning process. This is where all the findings from the initial background research work including the targeted and community engagement sessions held in August 2019, were collated and converted into a shortlist of options for testing and evaluation. Three options were presented to the community to ascertain their thoughts and opinions.

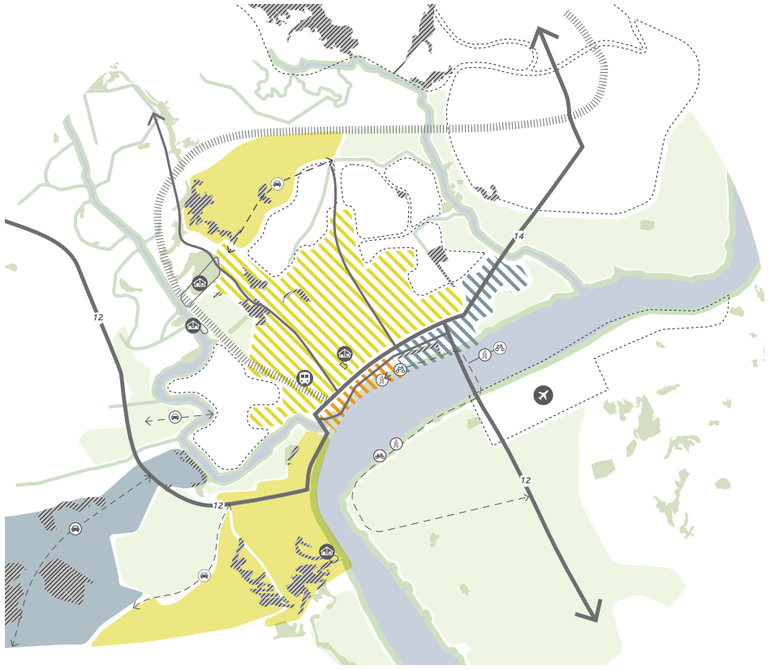
## Option 1 | Focus on the River



## Option 2 | Building Resilience + Awakino Point Business Hub



## Option 3 | Extend the Perimeter



## Legend

- Road Network
- Rail Network
- Airport
- Train Connection
- Road Connection
- Walking Connection
- Cycle Connection
- Māori Site
- Intensified Industrial
- Proposed Industrial
- Intensified Commercial
- Proposed Commercial
- Intensified Residential
- Proposed Low Density Residential
- Proposed Medium Density Residential
- Proposed High Density Residential
- Mixed Use Development
- Waterways
- Ecological Improvements + Passive Recreation
- Future Road Connections
- Future Walking and Cycle Connections

- Make the town centre more active and vibrant by encouraging mixed use development close to existing central business district.
- Extend residential development to higher ground to the north, north east and to the south west.
- Develop new industrial area on SH12 on higher ground above the KaihūRiver

- Upgrade Hokianga Road in a staged manner, refocusing the main street away from the lower part of the central business district.
- Enable varying density residential development in existing areas and extend low density to the north, around the hospital and further along Awakino Road.
- Awakino Point (outside the floodplain) would host a new light and heavy industrial business hub which would cater for activities with easy access to the State Highway and rail line.

- This option envisions an enlarged town centre, with a second main street on Normanby Street (SH12) with beautification of the street with trees.
- An enlarged town centre would see a mixed use zoning extended to the Cranley, Awakino to Victoria Street block. The southwest residential area would utilise Harding Park as the major reserve.
- In addition it enables residential development in the high ground in the north and southwest, some infill housing in the existing residential zone and one large industrial area off State Highway 14 towards Whangārei. 'Neighbourhood shops' would need to be enabled in both the north and south growth areas to support local activities

## 2.3 | Community Feedback

The spatial planning process for Dargaville was founded on public participatory consultation processes. The process started with the vision and enquiry into the high-level aspirations for the communities connected with Dargaville and followed through to discussions surrounding a shortlist of options that were consulted on between 8-29 November 2019. On 18 November 2019, the Kaipara District Council held an open day at the Dargaville Town Hall, where the community had the opportunity to learn from the project team and council officers about the options and why they had been proposed. Simultaneously, the community had the opportunity to share their views and aspirations for Dargaville with the project team through written and verbal commentary recorded on the event and subsequent submissions.

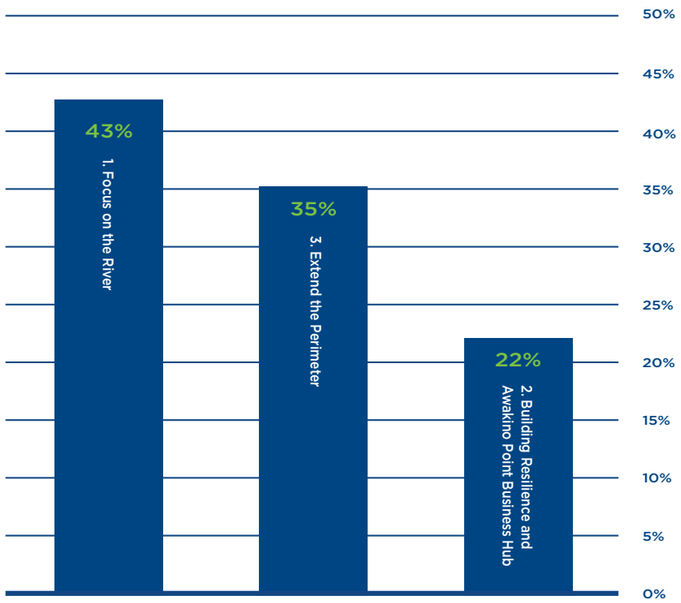
The feedback from the online survey for Dargaville was not conclusive towards one singular option with a 43% / 35% / 22% split between Options 1 - 'Focus on the River' , Option 3 - 'Extend the Perimeter', and Option 2 - 'Building Resilience and Awakino Business Hub' (in order of the indicative preference). Overall, people felt most strongly about protecting the existing town centre against potential flooding, especially the heritage buildings and places of cultural significance, and wished to see the town open up more towards the water. In addition, it was suggested that new residential housing opportunities could be provided within the existing urban area and on land free from flood risk and but still connected with the existing town centre.

People also wished to see the industrial development extension proposed at Awakino Point progressed as it would enable more businesses to come to Dargaville, in flat, dry land that has good access to Whangārei via State Highway 14 and the Dargaville branch rail line. This was the preferred location for expansion of the industrial activity hub and business park area as it redirects heavy vehicle movements and avoids the need to traverse through the main centre.

Having more people living in the existing residential areas - People also preferred the opportunity to intensify their existing properties and believed it would "create affordable housing and an opportunity for young New Zealanders to get into the property market, and a good way of settling new residents". Tangata Whenua also expressed the strong desire to 'bring our people back home', which requires adequate infrastructure for the whole community - housing on land suitable for development and serviced by adequate infrastructure, education, business and job opportunities.

The consensus around where other future residential areas should be located was split between encouraging more compact/smaller properties close to the town centre and expanding to the north. People liked the idea of more houses on the north-end of Hokianga Road, on easy, elevated land away from flood risk. They also liked the vision of developing mixed density residential housing around the hospital and the top end of town, where the land is elevated and stable and near the majority of the existing residential area. This direction is consistent with vision to "strengthen the town's core", enabling a more vibrant, people-focused and busy town centre for Dargaville.

### Dargaville Preferred Option



## 2.4 | Key Moves_Town Wide_Overview

- Mana Whenua will be engaged, kānohi ki te kānohi (face to face), as a partner and Māori values respected and incorporated into areas of planning and design
- Raising the existing bund to provide further protection of the town centre from flood events and also support the infrastructure to build a shared pedestrian and cycle path linking the riverfront to the wider areas of Dargaville
- Upgrading and revitalising the streets and main entrances into Dargaville's town centre
- Existing residential areas close to the town centre will be intensified through a combination of infill development and allowances for smaller lot sizes
- Additional housing is provided for through intensification of existing and new housing developed on the periphery to the north east
- Medium density papakāinga housing and retirement village located close to hospital and good transport routes
- Urban and industrial development located to the north east on rural land and SH14 and will avoid sensitive ecology and productive soils
- New roading and shared walking and cycling paths to provide better permeability in Dargaville and will better link residential, industrial and recreational areas to the heart of the town
- Working with existing land owners to instigate riparian planting alongside rivers/streams in rural and new urban areas and work with them to help create shared access in and around Dargaville
- Encourage Kaipara businesses to support NorthTec with a clear pipeline of employment opportunities and course curriculum that sets up graduates for the workforce

# Part 2 | Dargaville_Key Moves

**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*

Scale: 1:20,000

0 500 1000m

# 2.4 | Key Moves_Town Wide

## 1 | Green, Blue and Brown Network

Rural Land | Productive Land

Open Space | Public Access

Proposed Ecological Network | Riparian Buffer

Waterways

**Green + Blue Network**
- Identify, establish and protect green and blue networks as part of new developments to protect waterways, create ecological connections and stabilize steep and erodible slopes
- Work with existing landowners to instigate riparian planting alongside rivers/streams in rural and urban areas and work with them to help create shared access in and around Dargaville
- Maintain and enhance areas of existing native vegetation to provide habitat corridors that link ecological areas and create biodiversity corridors

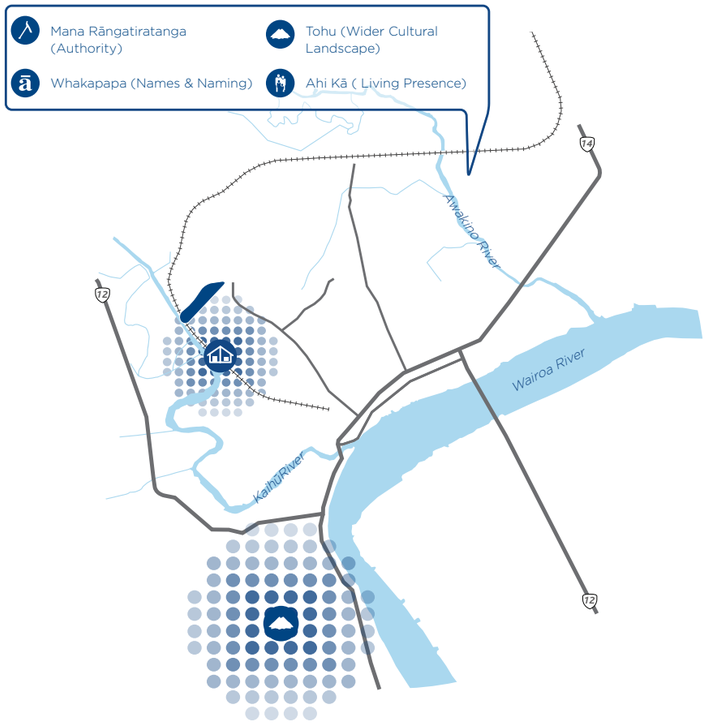
**Soils**
- Protect productive soils from urban and industrial expansion
- Investigate central government initiatives currently in place to assist in preventing soil erosion and vegetation clearance: The Afforestation Grant Scheme (AGS) and Permanent Forest Sinks Initiative (PFSI)

Key Move 1. aligns with Mana Whenua values and the following Te Aranga Design Principles:

Taiao (Natural Environment)

Mauri Tū (Environmental Health)

## 2 | Mana Whenua Values




Area of Cultural Significance

Māori Land Parcel

Te Houhanga Marae

Tohu (Wider Cultural Landscape)

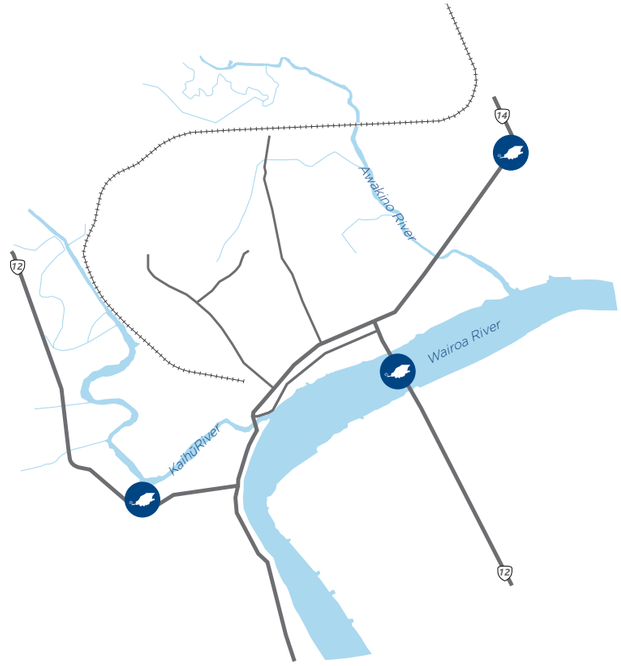
**Mana Rāngatiratanga**
- Establish formal governance and decision-making processes
- Regular kānohi ki te kānohi hui to build a true partnership between Mana Whenua and Kaipara District Council

**Whakapapa - Where appropriate:**
- Apply dual naming of Dargaville|Takawira on council signage
- Re-introduce original Māori names of sites and cultural landmarks, i.e relocate and upgrade the representation of Rainbow Warrior mast to the riverfront

**Tohu**
- Recognise, protect and where appropriate celebrate all sites of cultural significance to Mana Whenua through the district plan (including significant view shafts, neighbouring properties and adjacent land holdings)
- Evaluate land uses adjacent to sites of significance to Mana Whenua to ensure land is zoned appropriately and reverse sensitivity is avoided

**Ahi Kā**
- Explore opportunities for papakāinga housing in areas of medium density such as the Onslow Ranfurly neighbourhood

## 3 | Celebrate the 3 Rivers and Gateways




Gateway Locations
- Mahi Toi (Creative Expression)

- Identify and highlight the main entrances to Dargaville
- Create artistic gateways that celebrate the three waterways of Dargaville and reflect the towns sense of place
- Ensure Mana Whenua narratives are captured and expressed creatively and appropriately

# 2.4 | Key Moves_Town Wide

## 4 | Intensification of Existing Residential

Intensification of Existing Residential

- Intensify existing housing in central, north and south Dargaville through a combination of infill development and planning allowances for minor dwellings (A minor dwelling is a secondary unit to the principal dwelling built on an existing title of land to a maximum gross floor area of 65m2)
- Balance minimum house lot sizes with increased infrastructure requirements
- Allow for medium to high density along Hokianga Road and near the town centre, introducing more people, more variety and more vitality into the centre of Dargaville

## 5 | New Housing on the Periphery

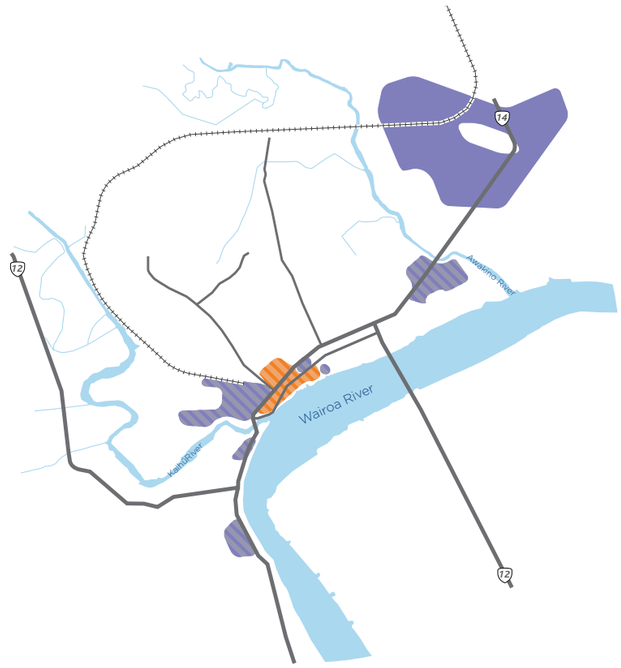
Low Density Housing Development

High Density Housing Development

Medium Density Housing Development

- Housing is located in areas most suitable for residential development with regard to land stability, access to existing infrastructure, avoiding floodplains and productive soils and with regard to underlying ecological networks.
- Outer Dargaville is appropriate for new low - medium density residential development. Houses are typically be detached and set on larger sites
- Awakino River and Dargaville Outer Plateau is appropriate land for new medium - high density residential development. Houses are typically smaller, more than one story, often attached and set on compact sites
- Investigate a variety of medium - high density building typologies that suit Dargaville's environment and housing needs including the development of papakāinga housing
- Onslow Ranfurly neighbourhood is appropriate for high density residential and consolidated growth. High density is typically multi floored attached forms of housing
- Investigate a range of housing and care choices for elderly people and those requiring care or assistance, on greenfield areas adjacent to the local hospital

## 6 | Intensify Commercial + Industry to the East




Intensification of Existing Industrial

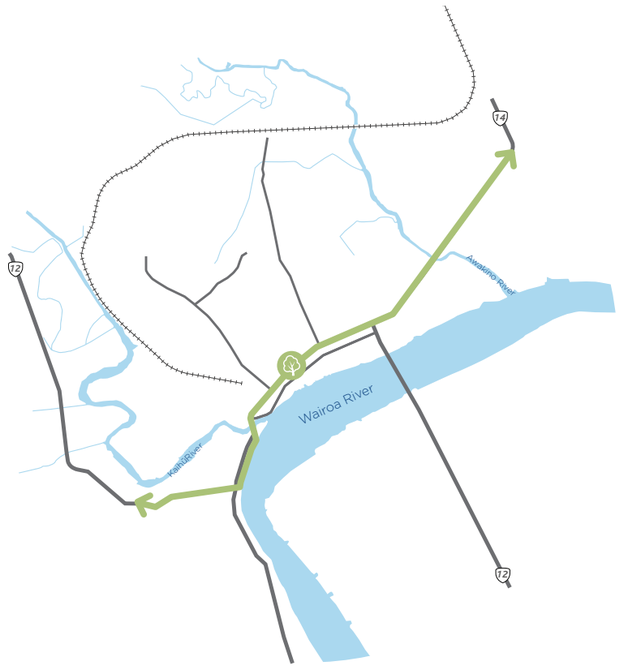
Intensification of Existing Commercial

New Industrial Development

- Intensify commercial development within central Dargaville by utilising existing vacant commercial land
- Reinforce the area west of Hokianga Road by upgrading and expanding commercial, retail, civic and residential development
- Locate industrial area to the north east along side of the rail line and SH14, while avoiding open space network and productive soils and land
- Encourage more industrial style businesses to locate in existing industrial areas, such as east Dargaville, and maximise the use of existing vacant space
- Integrate water sensitive design devices such as rain gardens to improve water quality into street environments and industrial activities

# 2.4 | Key Moves_Town Wide

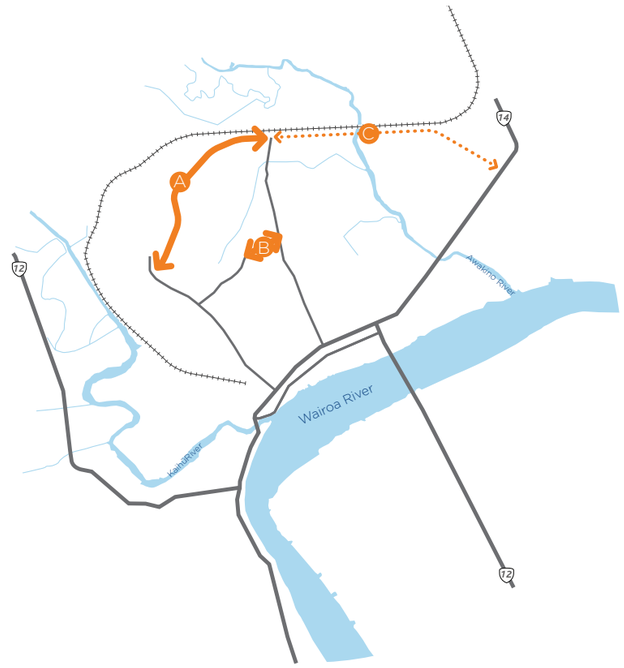
## 7 | Greening the Highway




Greening Of State Highways 12 & 14

- Green the segments of SH12 and 14 that pass through the centre of Dargaville, by transforming them into a tree lined boulevard, slowing traffic, improving amenity and local identity
- Reorganise parking and improve environmental performance of the SH12 and SH14
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into streetscape environments

## 8 | Connecting Collector Roads




Primary Road Connections

Secondary Proposed Future Road Connections (Further Investigation Required)

- A Construct a new road along the Outer Dargaville ridgeline connecting the top of Hokianga Road to Awakino Road reducing the need for local drivers to use the State Highway for local trips
- B Investigate extending the new road from Awakino Road along the northern rail line intersecting with SH14, Including a cycle and pedestrian path along side
- C Construct a link between Meadowpark Drive and Paritai Place, completing an additional east-west connection in North Dargaville

## 9 | Walk + Cycle Connections

Primary Cycle / Walking Connections

Proposed Future Connections (Further Investigation Required)

- A Develop a new pedestrian cycle path, alongside the rail corridor, connecting Awakino Road residential area to SH14, looping back into the town centre via Victoria Street
- B Retrofit existing streets to accommodate a shared pedestrian and cycle path
- C Create shared path alongside the river and stream networks
- D Extend a shared pedestrian and cycle path along the Wairoa River, connecting to the Dargaville Museum - Te Whare Taonga o Tunatahi
- E Investigate the potential of creating a pedestrian and cycle connection South over the SH12 bridge

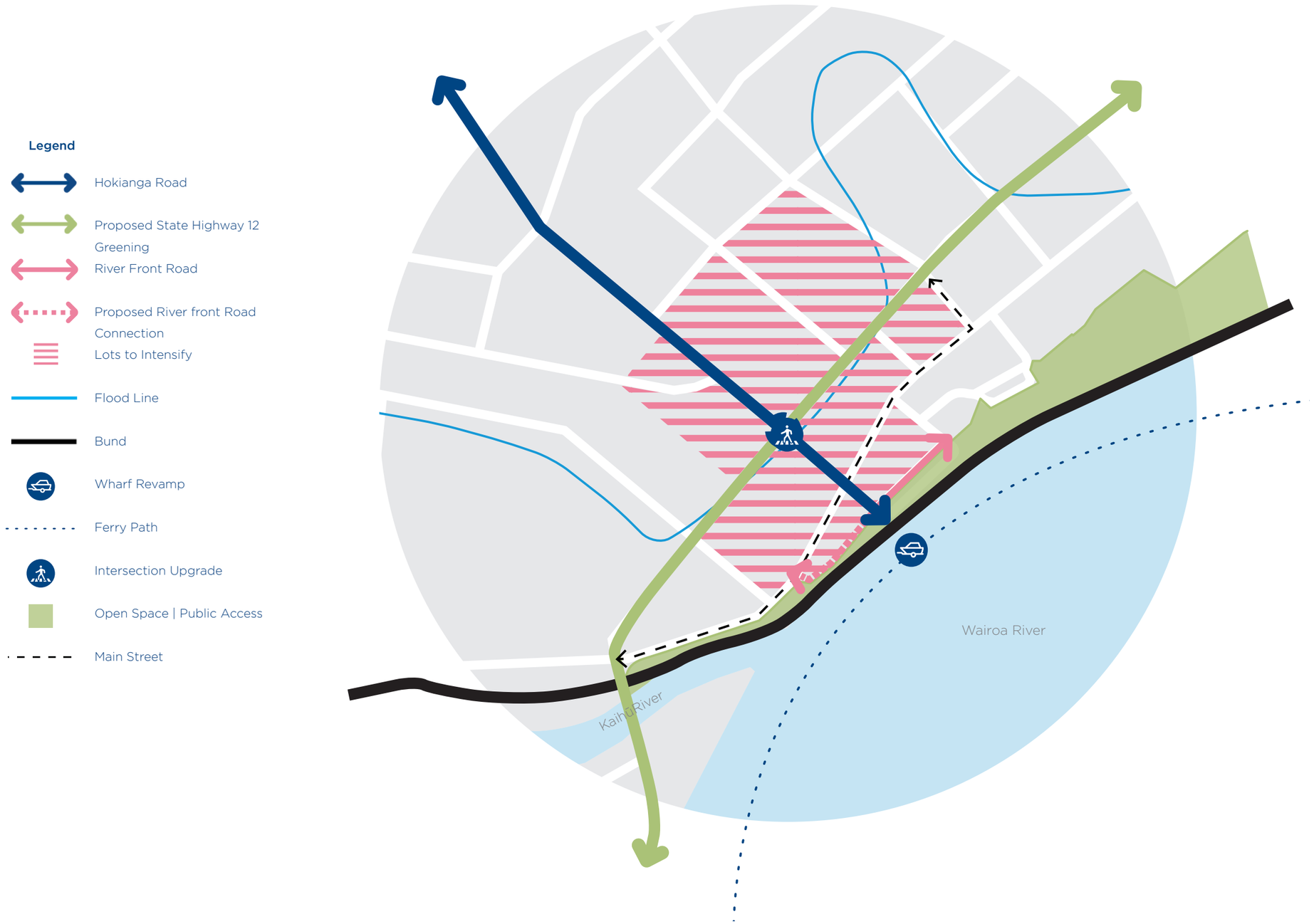
# 2.5 | Key Moves_Town Centre_Overview

**The key moves proposed for Dargaville town centre involve:**

- Development of a revitalised and accessible public open space alongside the river to bring a new positive focus on the Wairoa River, providing the people of Dargaville further opportunity to engage and enjoy the river environment and embrace it as an unique element of their town centre
- The creation of new pedestrian focused streets that are safe and easy to navigate and enjoyable public spaces to be in
- Upgrading and expanding development around Hokianga Road creating a more intensified commercial / civic area in Dargaville that also utilises and highlights Dargaville's unique built heritage

**Boundaries are indicative only*

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



# 2.5 | Key Moves_Town Centre

## 1 | Embrace the River

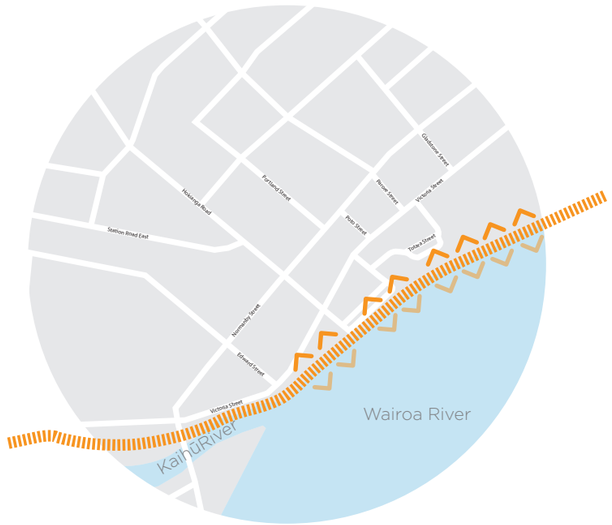
Open Space Boundary

Two way New Connection

Existing Road Converted to Two-way

- Upgrade Parenga Street and create a new riverside street for the town to front onto
- Convert the car park into a high-quality public greenspace
- Landscape the new public space to create comfortable outdoor spaces that balance views and provides access to the river with shade and shelter from the wind.
- Investigate relocation of Rainbow Warrior mast from Harding Park to new waterfront park (and allow for more appropriate representation on Māori land)

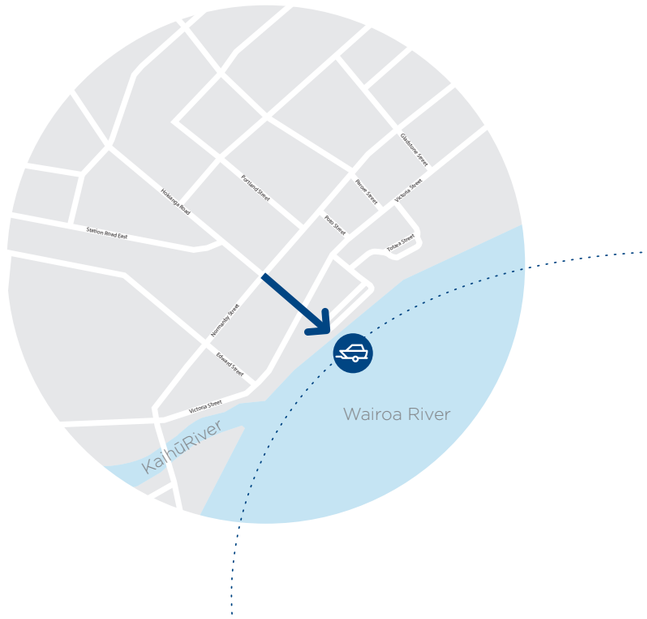
## 2 | Reinforce the Edge




Bund Edge

- Increase the height of the existing bund to provide the town with a robust defence against rising water and storm events
- Improve visibility of, and access to, the wharf from the town centre

## 3 | Retrofit the Wharf




Wharf Upgrade

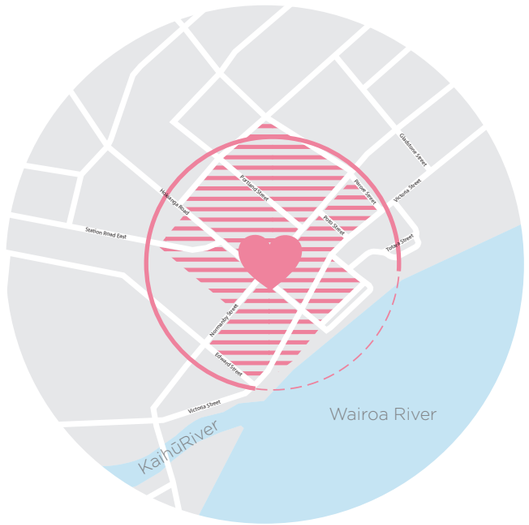
Access From Centre

Ferry + Boat Paths

- Retrofit the existing wharf with a pontoon to provide all tide access
- Create visual connections to the wharf and increase its visibility from the Hokianga Road intersection

# 2.5 | Key Moves_Town Centre

## 4 | Reinforce the Heart




Heart of the Town

Lots to Intensify

- Focus new development around a central core to create a pedestrian friendly heart
- Develop spaces between buildings to create linked pedestrian networks through the town centre and to the Wairoa River
- Experiment and test different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs
- Council leads by example with a joint venture with Northland Regional Council to build a new office space and co-locate other office based businesses. Council strengthens its existing office building and investigates repurposing as a town library and community meeting space.
- Ensure new development responds sensitively to Dargaville's built heritage

## 5 | Celebrate Heritage

Heritage Sites (Recognised and yet to be Recognised)

- Identify and preserve Dargaville's unique and varied built heritage
- Establish an archive/register of Dargaville's heritage buildings
- Where appropriate, retrofit heritage buildings to reclaim their value and occupancy by incentivising building owners in retrofitting and strengthening projects

## 6 | Enhance Hokianga Axis

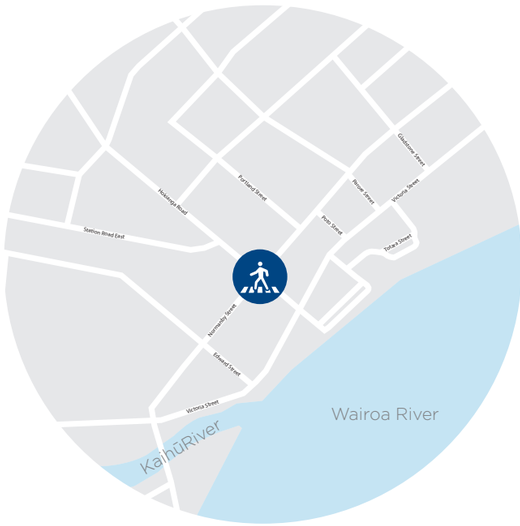
New Axis along Hokianga Street

Points of Focus along Hokianga

- Upgrade Hokianga Street to improve amenity, improve pedestrian safety, and reinforce connection to the Wairoa River
- Introduce cycle paths along both sides of Hokianga Road as part of the 'Dargaville Loop' cycle path
- Trial transforming Hokianga Street, between the intersection of Normandy Street and the riverfront, through experimenting and testing different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs

# 2.5 | Key Moves_Town Centre

## 7 | Improve Pedestrian Connection




Intersection Upgrade

- Upgrade the SH12, Hokianga Street intersection to slow traffic and increase vehicle and pedestrian safety
- Investigate introducing a signalised intersection to improve pedestrian safety and encourage walking to the town centre

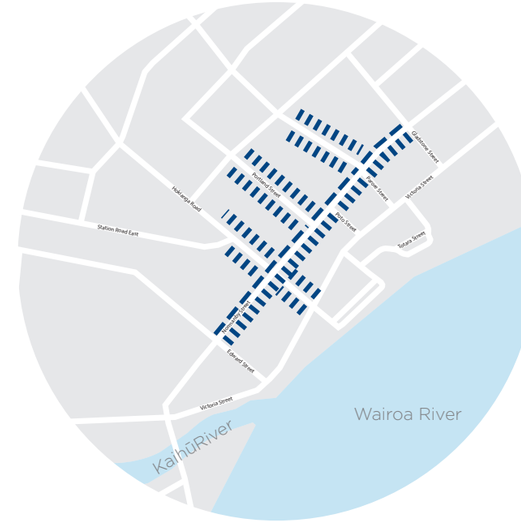
## 8 | Greening State Highway 12

Planting Along Highway

Section of Highway to be Greened

- Also see Dargaville Wide Key Move 7
- Transform SH12 into a tree lined boulevard to slow traffic, improve amenity and local identity, improve environmental performance of the street and to help reclaim Normandy Road as part of Dargaville's town centre
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into the streetscape environment

## 9 | Optimise On-Street Parking




Parallel Parking Along Highway

Perpendicular Parking Down Streets

- Undertake parking strategy to investigate where it would be possible to reorganise parking in the town centre
- Reduce medium strips to accommodate changes as required
- Investigate implementing perpendicular parks along the southern edge of SH12, between Edward and Gladstone Streets, to significantly increase the amount of on street parking with direct access to the town centre.

# 2.6 | Future Assessed Yields

The preferred option evolved from evaluation of the public consultation therefore combining supported elements from the Option 1 - 'Focus on the River' and Option 2 - 'Building Resilience and Awakino Business Hub'. The land-use changes proposed are outlined on the table " Land Use & Yield Estimate".

The preferred option has 9 key moves in the wider township and 9 key moves for the town centre to integrate the new development and harness this to improve the offerings for existing and new residents.

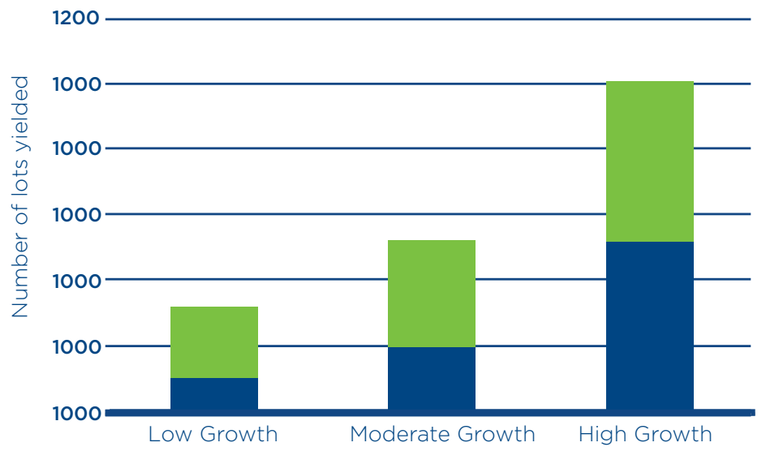
** note that yields are provided under the following assumptions: brownfield sites (intensified areas) use gross calculations (100 percent developable), while greenfield sites use a net calculation based on a 20 per cent road reserve requirement (80 percent developable). Commercial yields have not yet been calculated at this point.

| Land Use | Yield Estimate |
|---|---|
| **Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-2000sqm) on existing rural zoned land:** | • Awakino Point = 184ha (creating approximately 920-1840 lots)<br>• Dargaville East = 24ha (creating approximately 120-240 lots)<br>• South Dargaville = 10ha (creating approximately 50-100 lots) |
| **Enabling new medium density (gross lot areas created based on minimum lot sizes of 500sqm) housing on existing rural zoned land:** | • Outer Dargaville = 173ha (creating approximately 3460 lots)<br>• Awakino River Block = 50ha (creating approximately 1000 lots)<br>• South Dargaville = 26ha (creating approximately 520 lots) |
| **Enabling new high density (gross lot areas created based on minimum lot sizes of 300sqm) housing on existing rural zoned land:** | • Outer Dargaville = 49ha (creating approximately 1633 lots)<br>• Onslow Ranfurly Neighbourhood = 9ha (creating approximately 300 lots) |
| **Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 350sqm) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment** | • North Dargaville = 195ha (creating approximately 5571 lots)<br>• Dargaville Town Centre = 22ha (creating approximately 628 lots)<br>• South Dargaville = 131ha (creating approximately 3742 lots)<br>• Dargaville East = 62ha (creating approximately 1771 lots) |
| **Reviewing zoning provisions for existing commercial zoned land to allow for intensified mixed density opportunities (residential, retail and office use) to promote a stronger, more vibrant, people-focused town centre core.** | • Dargaville Town Centre = 78ha |

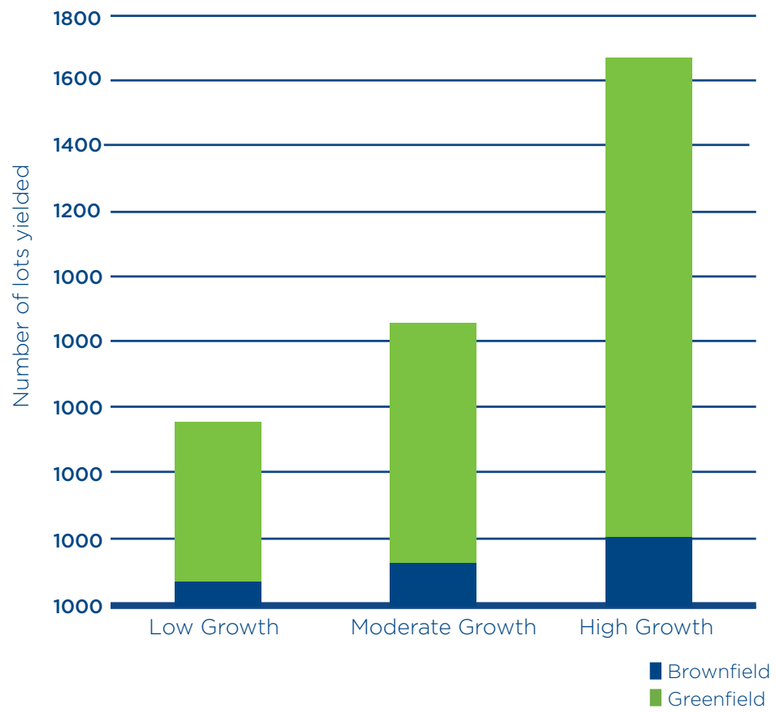
# 2.6 | Future Assessed Yields

| TABLE OF VARIABLES | LOW GROWTH | MODERATE GROWTH | HIGH GROWTH |
|---|---|---|---|
| Low Density Residential minimum lot area | 1250m² | 1000m² | 750m² |
| Medium Density Residential minimum lot area | 1000m² | 750m² | 500m² |
| High Density Residential minimum lot area | 600m² | 450m² | 300m² |
| Industrial minimum lot area | 3000m² | 2000m² | 1000m² |
| Residential Intensified minimum lot area | 1000m² | 800m² | 400m² |
| Industrial Intensified minimum lot area | 3500m² | 2500m² | 1500m² |
| Greenfield developable land | 70% | 70% | 70% |
| Brownfield developable land | 100% | 100% | 100% |
| Subdivision uptake rate (brownfield sites only) | 30% | 50% | 70% |

## Dargaville - Residential Yield




## Dargaville - Business Land Yield




Based on an assumed density limit provision varying in take-up between 'low', 'moderate', and 'high growth' markets, the overall potential (plan-enabled) new residential lot yield relies on greenfield development of newly zoned land. Having said that, there is a substantial amount of latent capacity for infill housing within the existing residential area where sites are free of flood constraints.

At a 'moderate' growth scenario, the new areas of residential zoned land could result in some 1,500 new lots - or dwelling units. For the brownfield development (infill housing) yield, further work is required through infrastructure planning and formulating the district plan zone provisions themselves to identify a more accurate number. This would involve discounting existing development for infill housing and better assessing new redevelopment sites for full demolish - rebuild options.

For new commercial opportunities, at a 'moderate growth' scenario some 3,000 new commercial sites could be enabled within the town's extended urban boundaries. This is principally driven by new commercial land at the 'Awakino Point' industrial business park neighbourhood.

Further work is required through neighbourhood-specific structure plans or town-wide strategic development framework plan to better inform infrastructure requirement and land development density provisions.

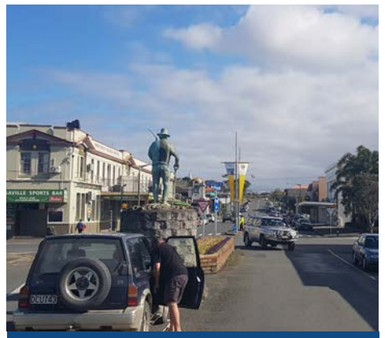
# 2.7 | Neighbourhoods

A study of Dargaville's existing neighbourhoods and adjacent rural areas was undertaken to fully understand which areas or neighbourhoods would be most suitable and feasible for expansion and growth. This involved a number of site visits, assessments and discussions surrounding  landform and potential land use, connection to existing and future transport routes, proximity and access to the town centre and community facilities and infrastructure requirements to accommodate growth. A set of new and existing neighbourhoods were identified where new growth could be successfully facilitated through a series of key moves.

1. Dargaville Town Centre
2. Dargaville East
3. Onslow Ranfurly Neighbourhood
4. North Dargaville
5. Awakino River Neighbourhood
6. Outer Dargaville Plateau
7. Awakino Point
8. South Dargaville
9. Dargaville Airport

# 2.7 | Neighbourhoods - Character Study

1. Dargaville Town Centre
2. Dargaville East
3. Onslow Ranfurly Neighbourhood
4. North Dargaville
5. Awakino River Neighbourhood
6. Outer Dargaville Plateau
7. Awakino Point
8. South Dargaville
9. Dargaville Airport



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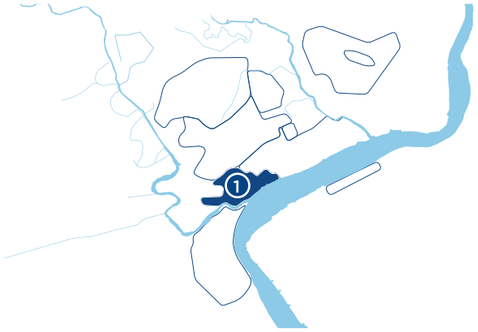
# 2.7 | Neighbourhoods - Growth & Infrastructure




## 1 | Dargaville Town Centre

The Dargaville Town Centre is the 'Civic Services' hub for the central and western parts of the Kaipara District. This is where the regional and district council offices, better resourced library, cinema, and other services such as medical centres, banks and education facilities are consolidated and can be further invested in to support Dargaville as a thriving urban centre with supported surrounding rural and coastal communities. The town centre is where urban spaces are created for people to meet, conduct businesses, or congregate at the central square or waterfront esplanade.

The Hokianga Street mainstreet public realm upgrades provides a north-south axis connecting the existing 'North Dargaville' neighbourhood with the new residential areas to the north and west of the existing urban area. The Hokianga Mainstreet upgrades integrate seamlessly with the SH12 corridor along Normanby Street, justifying the merits for further investment in the Normanby and Hokianga Streets intersection at the heart of the town centre. Here is where crucial facilities such as the Dargaville Primary School, and new education institutions, can establish and thrive supporting further community growth. In time, mixed use (residential and commercial) buildings will become the predominant built form in Dargaville Town Centre neighbourhood. Existing transport infrastructure - rail, road and river transport infrastructure - merit further investment to activate a currently dormant multi-modal transport node.

Heritage buildings and the centre's connection with the Wairoa River waterfront provide a distinct local character and identity where existing commercial activities can thrive further and attract new investment; with the town centre comprising predominantly of fine-grain retail and offices, with industrial land in the vicinity of the railway and towards the Kaihū River riparian margins.

### | Outcomes

Mixed-use residential and commercial activities within the 'Intensified Commercial / Mixed Use' land as well as new housing opportunities through the 'Existing Residential Intensified' areas. The existing residential area is suitable for infill housing opportunities or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighborhood can be enabled through mixed-use development enabling planning regulations. This would be on the basis of redeveloping individual sites OR by way of comprehensive redevelopment through the amalgamation of multiple sites.

'Existing Commercial' land further intensified along Victoria, Normanby Street (SH12), and Hokianga Road. The Wairoa River waterfront and Victoria Street mainstreet pedestrian mall has the potential to be further invigorated over the coming years, specially with the planned (unfunded) waterfront esplanade upgrades and civic / commercial opportunities linking up with the wharf redevelopment.

### | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The 3-waters networks in this area are performing as per the current level of service in terms of what is required to service existing household and businesses. However, in order to keep continuity of service here, substantial network renewals expenditure needs to be undertaken as pipes are reaching replacement time. This will be addressed in the Long Term Plan and Asset Management Plan budgets. Having security of water supply in response to climate change is a high priority when planning for growth. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 2 | Dargaville East

The central suburb with riverfront amenity and associated woes - this diverse neighbourhood contains some of Dargaville's oldest residential and commercial buildings, other than those in the Town Centre and South Dargaville neighbourhoods. There is strong presence of 'heritage' and 'historic character' buildings in this neighbourhood, representative of Dargaville's european colonisation period, as well as various sites of cultural significance to Mana Whenua / Tangata Whenua in particular in relation to the Wairoa River and the meeting of the Kaihū, Wairoa and Awakino Rivers.

## | Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighborhood can be enabled through individual site infill development OR comprehensive redevelopment through the amalgamation of multiple sites, with the target density provisions enabling development at 400-800m2 sections with multiple dwelling units per site.

'Existing Commercial' land further intensified along arterial routes and within the 'Countdown supermarket and Warehouse block' located between the Wairoa River waterfront and Victoria Street. Further opportunities for open space improvements exist along the Wairoa River waterfront extending from the Grey Street (State Highway 12) gateway bridge into Dargaville through to the town centre waterfront esplanade.

## | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form. The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here, there will need to be substantial network renewals expenditure. This will be addressed in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 3 | Onslow Ranfurly Neighbourhood

This neighbourhood has been identified as a suitable site for retirement house expansion within the context of a 'High Density Housing' environment.

## | Outcomes

New 'High Density Housing' suitable for a comprehensive residential development. Through a comprehensive integrated development plan mechanism, this neighbourhood could benefit from a market-driven 'no-density limits' set of provisions for high density housing opportunities.

## | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form. The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here, there will need to be substantial network renewals expenditure. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 4 | North Dargaville

One of Dargaville's established existing residential neighbourhoods, this part of Dargaville is well connected to the town centre, motorways, supermarket and other town-based facilities. Its elevated location positions it well to be free of flooding risk while benefiting from a gentle slope suitable for intensified brownfields redevelopment.

## | Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighborhood can be enabled through individual site infill development OR comprehensive redevelopment through the amalgamation of multiple sites.

## | Infrastructure

Full reticulated services, 4-waters including stopbanks infrastructure, is necessary to establish good urban form and the desired density in this neighbourhood. The networks in this area are performing as per the current level of service, though to keep continuity of service here there are significant network renewals expenditure that need to be undertaken. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood The further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Dargaville.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 5 | Awakino River Neighbourhood

Located at the north-eastern perimeter of Dargaville, this area of new residential land is well connected to the existing urban area of Dargaville via Awakino Road. Views out to the Awakino River and rolling hills predominantly in rural-productive use are enjoyed from this neighbourhood.

## | Outcomes

New 'Medium Density Housing' providing for mixed-density 450-750m2 site sizes, with one or more dwellings per site. Buildings can be stand-alone or terraced leading to efficient use of land for residential purposes.

## | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The adjoining networks in the existing urban area are performing as per the current level of service, though significant network renewals expenditure is required in those areas in order to keep continuity of service and to allow for additional residential development to be serviced in greenfield areas. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater mitigation options to be explored further through a development framework plan  integrated with the adjoining Outer Dargaville Plateau neighbourhood.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 6 | Outer Dargaville Plateau

Encompassing the northernmost extent of urban expansion for Dargaville, the Outer Dargaville Plateau neighborhood consists of rural landscape with rolling topography and well defined ridgeline suitable for high and medium density housing opportunities. This new residential housing area is well connected to other neighbourhoods through proposed cycle and walking paths, also being in direct alignment with the town centre via Hokianga Road - a future mainstreet expansion area.

## | Outcomes

New 'Medium Density Housing' providing for mixed-density of 450-750m2 site sizes, with one or more dwellings per site. New 'High Density Housing' along the main road and on the ridges providing for a mixed-density of 300-450m2 site sizes, with one or more dwellings per site.

## | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The networks in the existing urban area, to which development in this new neighbourhood would connect, are performing as per the current level of service. Having said that, like for most of Dargaville in order to keep continuity of service in the existing urban areas and enable new development, substantial network renewals expenditure needs to be undertaken. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density mix in this neighbourhood. Stormwater mitigation options are to be explored further, with Low Impact Design options being a possible design solution using the green space network within the neighbourhood. A new local road network and extension of Hokianga Road require further investigations through a neighbourhood-wide structure plan.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 7 | Awakino Point

Throughout the spatial planning process for Dargaville, the community has consistently requested that more commercial (industrial / light industrial / business park) land is made available in Dargaville. Various options were considered and Awakino Point was identified as the preferred option for future release of commercial / industrial land in Dargaville. The land is in parts prone to flooding, but generally provides flat or gently undulating land suitable for large-footprint and variable sizing industrial, light-industrial and business park type of uses. The Awakino Point business park land is also well located from a transport perspective, having good access to the State Highway 14 and the existing railway line, where a future rail station could be located for both passenger and freight transport connecting Dargaville with Whangārei and the various settlements along the rail route.

### | Outcomes

New industrial, light industrial and business park uses establishing on sites ranging from 1,000-3,000m2 in size. Subject to a future neighbourhood specific structure plan, the Awakino Point can make a considerable contribution to Dargaville's commercial land supply estimated at 800-1400 lots in the context of moderate to high growth scenarios.

### | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish businesses in the Awakino Point, with the availability of services and subsequent connections being the main focus for infrastructure. Stormwater can be managed through on-site or centralised facilities or in accordance with new greenfields design requirements. Reticulation is a potential option deserving further investigation. The provision of infrastructure for Awakino Point must be further investigated through a neighbourhood-specific structure plan process and/or as part of the council's infrastructure strategy for Dargaville. The latter applies especially in development of his neighbourhood is projected to start beyond the 10 years scope for the Long Term Plan and Asset Management Plan infrastructure deliverables.

Flood-prone land in this area may pose a challenge to further development of infrastructure, and further stormwater catchment planning and flood modellings investigations will be necessary.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 8 | South Dargaville

The mix of land-uses in South Dargaville, connection with the Kaihū and Wairoa rivers, its heritage and cultural values, defined by Harding Park and Mount Wesley further to the south.

## | Outcomes

New housing opportunities within the 'Existing Residential' area are limited due to the extent of flood-prone land in this neighbourhood. Having said that, the neighbourhood presents new housing opportunities suitable for infill redevelopment on higher slopes without detracting from the visual prominence of Poutū te Rangi / Harding Park and Mount Wesley.

Future growth in this neighborhood can be enabled through the 'New Medium Density Housing' area west of Harding Park and in a manner which does not detract from the maunga's cultural significance for tangata whenua and the wider community, noting in particular the existence of the Returned Services Association cemetery within the Harding Park area. Residential development in this neighbourhood should be provided for  with the target density provisions enabling development at 400-800m2 sections with multiple dwelling units per site.

'Existing Industrial' land and local shops are retained, but further intensification of these areas is not encouraged as much of the area is flood-prone. Further opportunities for open space improvements exist along the both the Kaihū and Wairoa rivers waterfront linking South Dargaville with the town centre along a high amenity waterfront esplanade.

## | Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood in particular for the greenfield development areas (new residential areas). The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here substantial network renewals expenditure is required. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the further investment in the residential and existing commercial areas. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville. Flood-prone land in this area poses a challenge to further development of infrastructure, and further investigation will be necessary.  The flood protection infrastructure (stopbanks) require further ongoing investment and maintenance.

# 2.7 | Neighbourhoods - Growth & Infrastructure

## 9 | Dargaville Airport Block

Dargaville is relatively 'isolated' from the State Highway 1 corridor between Whangārei to Auckland, and access to the town is an essential factor when considering growth and further community development. The Dargaville Airport Block is situated along the southern banks of the Wairoa River in relatively close proximity and easy access to Dargaville.

The land surrounding the airport is predominantly rural-productive land on low-lying alluvial soils. It comprises good fertile land suitable for arable and pastoral farming practices. The land rises up along Arapohue Road to the south and east. Access to the Wairoa River can be improved via Turiwiri West Road and new riverfront walkway and cycleway opportunities.

## | Outcomes

The airport facility is retained and protected. Further investment may be forthcoming in the future as Dargaville grows and demand for better access between Dargaville and major urban centres around New Zealand increases. The rural character and predominant rural-productive land-use is retained south of the Wairoa River, with opportunities for countryside living (or rural-residential lifestyle) blocks limited due to the high ground-water table, productive qualities of the soils for farming, and the extent of flood-prone land.

## | Infrastructure

Generally any residential or rural productive (commercial) use on rural blocks south of the Wairoa River relies primarily on self-servicing and there are no plans to expand the 3-waters infrastructure in this area. The stopbanks along the Wairoa River are an important infrastructure for this neighbourhood, including the airport land. The stopbanks must therefore be retained and protected, which requires on-going further investment. Without significant investment in the airfield, Dargaville and the airfield are not going to be able to afford the required costs for any infrastructure upgrades in the Dargaville surrounding area south of the Wairoa River.

# 2.8 | Implementation Plan

## | Planning

The land use statutory planning required for implementing this spatial plan includes identifying the key areas for structure plan analysis (the next stage of planning before a plan change). This would form the necessary technical reports to accompany the section 32 analysis for plan change. At this stage it is proposed that areas where Dargaville has limited land supply would be prioritised for this structure plan. The remaining land use changes are intended to be picked up in future reviews of the District Plan.

In addition to the **Dargaville Key Moves** identified in this document the following infrastructure investigations will need to take place.

## | Transportation

- Develop a Network Operating Framework to help better manage and plan the use of the transport network and explicitly link transport to the adjacent land uses.
- Confirming the projects that will go ahead for the Dargaville Township Improvement Plan
- Walking and Cycling Plan to break down the severance issues and safeguard routes for future neighbourhoods and access to ecological and recreational corridors.
- Investigate justification on connecting Awakino Road to new industrial area and SH14
- Confirm intersection upgrades required as result additional residential and industrial developments
- Transport investigations to implement Dargaville Town Centre key moves i.e. greening the state highway, gateway treatments, rationalising parking

## | Water Supply

- Extensive replacement of existing assets that are past their useful service life are a risk to service continuity and will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Dargaville network investment will also have to be addressed in greater detail through the Kaipara District Infrastructure Strategy.
- Invest in the creation of an infrastructure model to help identify, plan and budget (cost) for the upgrade requirements to the existing network
- Investigate a long term water supply (i.e.water storage project to the west), as an alternative to the Kaihū River catchment scheme to secure reliable and safe water supply for the existing and future population.
- Investigate different models of water supply ownership and maintenance to differ the cost of establishment and management to multiple generations in an equitable manner

## | Waste Water

- Manage future demand requirements for future subdivisions to mitigate pressure on the existing wastewater treatment plant
- Similarly to the Water Supply network, extensive replacement of existing assets that are past their useful service life are a risk to infrastructure service continuity and will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Dargaville network renewals investment will have to be addressed in greater detail through the Kaipara District Infrastructure Strategy.
- Similarly to the Water Supply network, invest in the creation of an infrastructure model to help identify, plan and budget (cost) for the upgrade requirements to the existing wastewater network
- Investigate the discharge consent conditions required to sensitively stage an upgrade of the existing wastewater treatment project over the following 15 years to align with projected growth.
- Investigate the trigger point for an alternative wastewater treatment solution alongside a large scale development opportunity.

# 2.8 | Implementation Plan

### | Stormwater

- Investigate a stormwater catchment analysis to understand the upstream effects of any development alongside river flood modeling.
- Investigate the methods and tools required to protect the stormwater network for regular climate change events and allow for the town centre and other flood prone areas to be best protected or mitigation measures to be planned for.

### | Community Facilities

- Investigate the possibility of a partnership with the Dargaville High School for public access to the heated swimming pool in the periods that the outdoor pool is not operational.

# 2.8 | Implementation Plan - Existing Infrastructure

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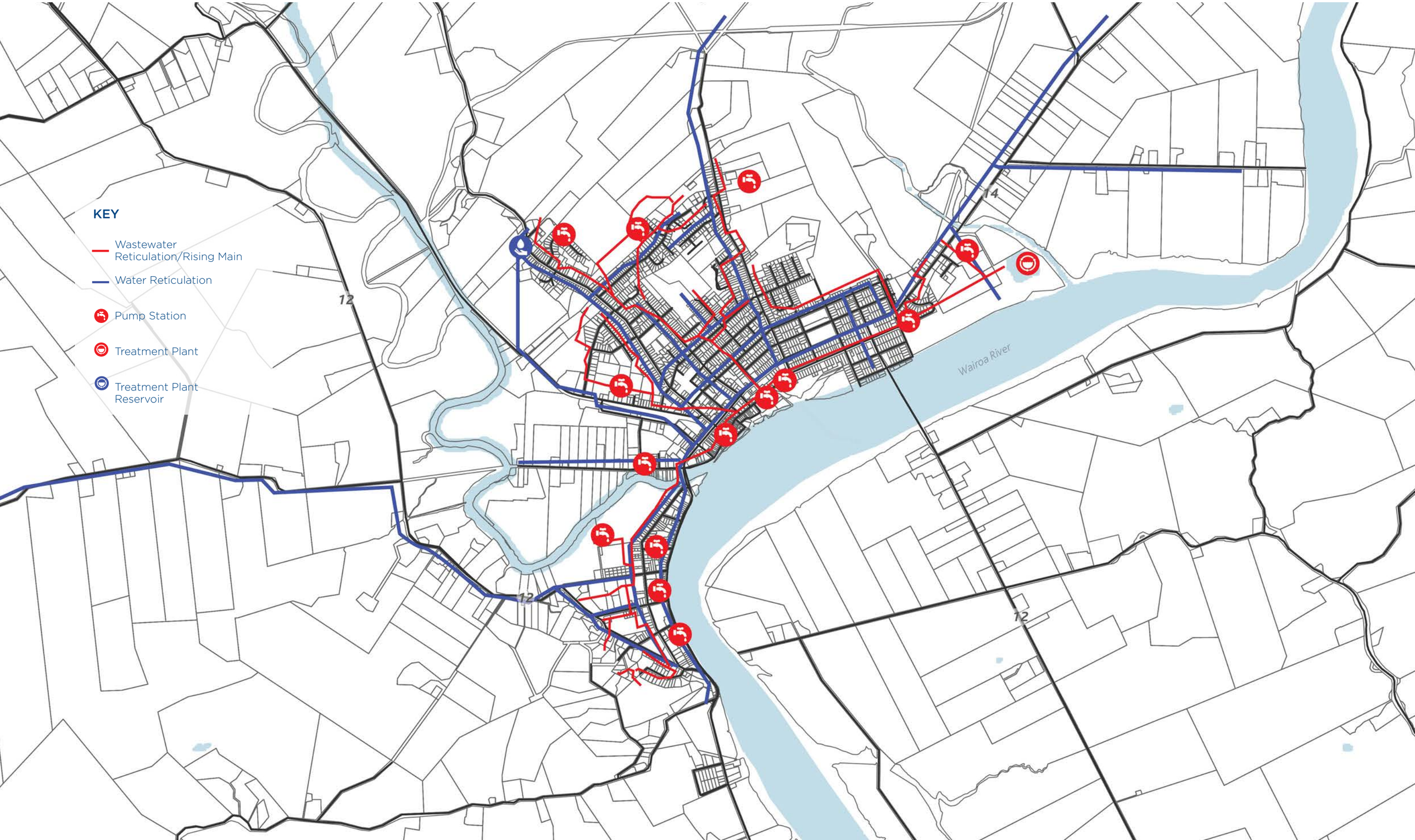
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