

Part 3 | Central Kaipara + West Coast

DRAFT

3.0 | Central Kaipara
+ West Coast

| Overview

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| Mana Whenua

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

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

In addition to the marae listed above, there are a number of significant cultural and environmentally significant landscapes located in this area. Being a combination of the dramatic west coast Ripiro Beach and the northern reaches of the Kaipara Harbour. The mighty Wairoa River flows through this district and has a grand history of portage for both Māori and european settlers of the area. Low-lying flood plains surround the land expanding from the Wairoa River providing rich soils

for kumara production and other horticultural uses.

The extremely distinctive maungas of Te Ura, Pinaki, Tikinui, Kopuatete, Tokotoko and Rēhia add to the unique and diverse landscapes that form this area.

| Dargaville

[placeholder / text to be completed]

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3.2 | Baylys Beach

An inset map showing the location of Baylys Beach on the coast. It includes a small icon of a house and a beach.

Dargaville

A blue circular icon containing a white house and a building.

3.3 | Te Kōpuru

An inset map showing the location of Te Kōpuru. It includes a small icon of a house and a building.

3.4 | Glinks Gully

An inset map showing the location of Glinks Gully. It includes a small icon of a house and a building.

3.5 | Ruāwai

An inset map showing the location of Ruāwai. It includes a small icon of a house and a building.



3.2 | Baylys Beach

An inset map showing a coastal area with a beach and some vegetation. A house icon is located near the top left of the inset.

Dargaville

A house icon representing a residential area.

3.3 | Te Kōpuru

An inset map showing a coastal area with a beach and some vegetation. A house icon is located near the top left of the inset.

3.4 | Glinks Gully

An inset map showing a coastal area with a beach and some vegetation. A house icon is located near the top left of the inset.

3.5 | Ruāwai

An inset map showing a coastal area with a beach and some vegetation. A house icon is located near the top left of the inset.

KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain

Opportunities

- LUC 1-3
- Existing vegetation
- Potential ecological network
- Significant Natural Areas

3.2 | Baylys Beach
- Overview

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

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

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

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

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

settling down in Baylys Beach. There are young families, teachers, artists, chemists, hunters, fishermen and doctors. Community members are proactive and involved within the community.

There is currently a single shop at Baylys Beach: Sharkys Takeaways – a restaurant and takeaway store which also sells basic groceries. The former Funky Fish restaurant closed in recent years.

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





KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

3.2 | Engagement

| Engagement Findings

| Community Values

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

| Aspirations

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

Commercial Development_ Locals have expressed that they would like opportunities for local businesses. The community is particularly receptive to hospitality venues such as a café or a restaurant. References were made to the now closed Funky Fish restaurant, which was a prominent creative space. There is also an eagerness to capitalise on opportunities for tourism ventures. Such activities could include minigolf, toboggan or a luge. A motel and golf course in the area identified as subject to building restrictions

would be a better utilisation of the land. Beach activities could include motorbike/quad-bikes tours. However, the community has articulated that such activities must be respectful of existing ecosystems.

Community Facilities_ The community would like community facilities such as a Surf Life Saving Club, (the establishment of a club is already underway as of November 2019) as well as a facility for meetings. The community has been pushing for a playground at the reserve on Ocean View Terrace. A direct link from the reserve to the public toilets was also mentioned. There is a need for continued maintenance of the public toilets, while also making them accessible for those with limited mobility access (prams, wheel chairs, frail). A bus shelter is needed for school kids in a suitable location.

Transport_ The locals would like to see a more pedestrian friendly environment in the main settlement and slower speed limits for safety purposes. Another concern raised was the roadside rubbish, particularly on the road from Baylys Beach to Dargaville

Coastal Restoration_ The effects of climate change have been noticeable in recent years, and locals have voiced concerns as to how this will be addressed in the future. Currently, sandbags have been installed at the beach entrance as a temporary solution, however, its long-term viability is debatable. Additionally, dunes which people were once able to walk on have disappeared in recent years. Suggestions have been made for Council to recognise the beach access and enable a coastal erosion

plan. Locals are concerned with the damage and nuisance caused by motor vehicles / bikes on the beach and dunes and wish to protect these areas from ongoing degradation effects

Wastewater Infrastructure_ locals view the wastewater infrastructure at Baylys Beach as the most important obstacle for enabling growth in the area. Issues have been raised about the effects of existing self-serviced systems upon the environment, particularly on sand ecosystems. Additionally, self-serviced systems have been noted as cost-prohibitive for starting new businesses.

Residents have proposed solutions including piping of wastewater to Dargaville, or alternatively, a locally managed community scheme

Stormwater Mitigation_ The nature of the hilly topography at Baylys Beach often results in stormwater from the Sunset West subdivision flowing to the beach. Locals have proposed stormwater diversion or attenuation as a possible solution to mitigate these effects on the receiving environment

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

| Outcomes

Residential Development_ Identify suitable land for residential development on the upper slopes behind sunset west subdivision

Commercial Development_ Potential for a golf course and a motel to

attract tourists to Baylys Beach and leisurely lifestyle uptake from the locals. Provide an opportunity for beach activities i.e. bike rental, surf rental etc

Community Facilities_ Establish a surf life saving club, with a court and playground nearby, new public toilets, and a helipad for emergencies

Passive Recreation_ Identify walking and cycling routes into Baylys Beach from Dargaville and along the coast

Roading_ Establish one lane roads throughout the main settlement to make it more pedestrian friendly

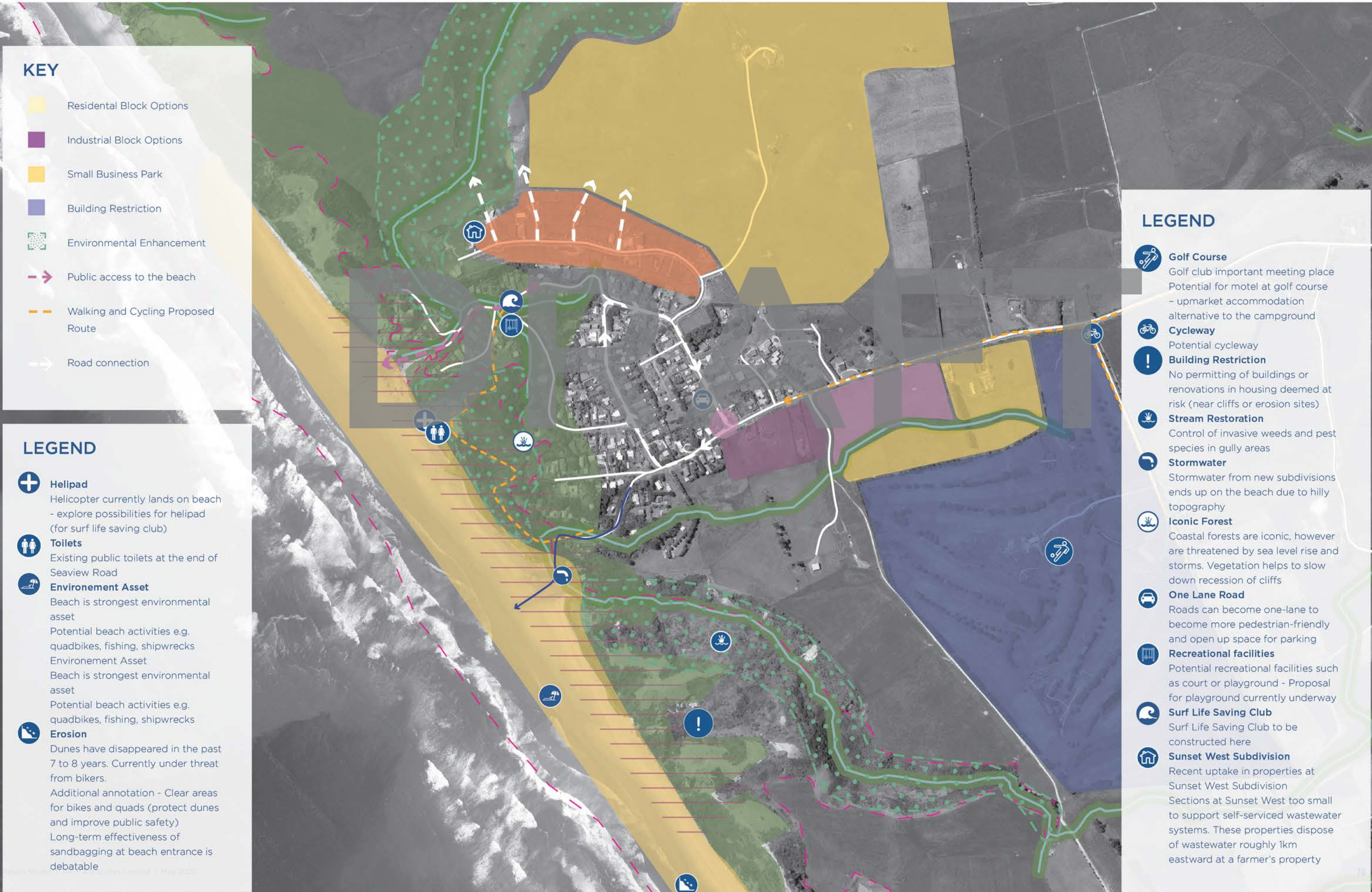
Coastal Restoration_ Protect and enhance Baylys Beach's natural assets, including dunes, cliffs, vegetation and rural farmland. Erect signage to stop bikers accessing certain parts of the beach and damaging the dunes (delineate an area for quad biking and bikes)

Ecological Protection_ Remove pest species and invasive weeds in gully areas. Protect and enhance Ripiro Beach, including by providing appropriate beach access facilities

Stormwater Infrastructure_ Manage and attenuate run-off stormwater drain outlets near the coast to protect the receiving water bodies from pollution

Water Supply_ Investigate options for increasing water supply for surrounding farms

Wastewater Infrastructure_ Identify a suitable location for wastewater disposal e.g. community-managed scheme or establish a connection to



KEY

- Residential Block Options
- Industrial Block Options
- Small Business Park
- Building Restriction
- Environmental Enhancement
- Public access to the beach
- Walking and Cycling Proposed Route
- Road connection

LEGEND

- Helipad**
Helicopter currently lands on beach - explore possibilities for helipad (for surf life saving club)
- Toilets**
Existing public toilets at the end of Seaview Road
- Environment Asset**
Beach is strongest environmental asset
Potential beach activities e.g. quadbikes, fishing, shipwrecks
Environment Asset
Beach is strongest environmental asset
Potential beach activities e.g. quadbikes, fishing, shipwrecks
- Erosion**
Dunes have disappeared in the past 7 to 8 years. Currently under threat from bikers.
Additional annotation - Clear areas for bikes and quads (protect dunes and improve public safety)
Long-term effectiveness of sandbagging at beach entrance is debatable

LEGEND

- Golf Course**
Golf club important meeting place
Potential for motel at golf course - upmarket accommodation alternative to the campground
- Cycleway**
Potential cycleway
- Building Restriction**
No permitting of buildings or renovations in housing deemed at risk (near cliffs or erosion sites)
- Stream Restoration**
Control of invasive weeds and pest species in gully areas
- Stormwater**
Stormwater from new subdivisions ends up on the beach due to hilly topography
- Iconic Forest**
Coastal forests are iconic, however are threatened by sea level rise and storms. Vegetation helps to slow down recession of cliffs
- One Lane Road**
Roads can become one-lane to become more pedestrian-friendly and open up space for parking
- Recreational facilities**
Potential recreational facilities such as court or playground - Proposal for playground currently underway
- Surf Life Saving Club**
Surf Life Saving Club to be constructed here
- Sunset West Subdivision**
Recent uptake in properties at Sunset West Subdivision
Sections at Sunset West too small to support self-serviced wastewater systems. These properties dispose of wastewater roughly 1km eastward at a farmer's property

3.3 | Te Kōpuru
- Overview

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

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

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

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

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

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

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

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

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

often come from troubled pasts and are seeking an escape – they often have no support, and it can be a challenge for the community to help. At the present time, there are limited services and facilities for residents in Te Kōpuru. There is a doctor who comes to the community hall once a week and provides free medical services.

Te Kōpuru has had a history of lack of water storage and it has been previously recognised that such improvements would provide numerous benefits to the region. Te Kōpuru has a reticulated wastewater network, including a local wastewater treatment plant, located at the end of Bickers Road. As of 2015, the plant processed discharge for a population of 487, but has capacity to service a population of 570. Therefore, Te Kōpuru has capacity to accommodate for growth in terms of wastewater needs. However, the pipe network is over 30 years old, and with the relatively small population this poses a challenge for funding of extensive network upgrades or replacement.



3.3 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3



3.3 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

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

| Community Values

- Locals value the quiet, rural lifestyle and the strong sense of community at Te Kōpuru
- Locals enjoy engaging in popular activities including pig hunting (mainly in Poutō), fishing at the beach and outdoor activities such as bush walks.
- There is strong attachment to history in Te Kōpuru - many issues and aspirations of the community are tied to its social and cultural fabric. There are also heritage

structures which have important historic value, including the wharf and the old hospital.

- Te Kōpuru's youth population grow up with a distinctly rural mentality - they are problem-solving oriented and hands-on, with a do-it-yourself attitude.
- Locals value Te Kōpuru's natural assets, namely, the Wairoa River and local bushlife.

| Aspirations

Commercial Development_

Members of the community want to see businesses start up again.

More Employment Opportunities_ A need was expressed for more long-term employment opportunities to justify the provision of more housing and enhance public amenities for the youth of Te Kōpuru.

Improved Services and Amenities_

Locals have expressed a need for a local post office, healthcare systems, a community hub and a Work and Income New Zealand (WINZ) outreach facility. Improvements have also been proposed for the wharf, footpaths and rubbish bins.

Tourism_ Ecotourism is seen as a viable growth opportunity for Te Kōpuru – provided that business is balanced with existing lifestyles. There is great potential to market the people of Te Kōpuru. Te Kōpuru's physical context is also beneficial, namely its location, elevation and situation next to the river. There is also a keenness to explore cultural tourism opportunities by showing off the marae experience.

Promote and offer opportunities in the health sector to attract more residents
Provide more services and activities for local youth, such as cycling

facilities, and access to technology and devices.

Rediscover Heritage_ Re-establish a link to the past, history and heritage, and to rediscover the community's mana. Celebrate and incorporate whakapapa into new public spaces. Moreover, maintain a stronger relationship with the Māori and other surrounding communities within and outside of Te Kōpuru. Better support for transient families.

Wairoa River_ Is important to the community, as is the natural bush life. Old structures like the wharf and the old hospital have important historic heritage values for the community. The community would like to see these assets invested into and used as education opportunities for kids.

| Outcomes

Commercial Development_

Businesses could service the wider Poutō Peninsula community as well as visitors to the peninsula and the west coast, which is accessed via Glinks Gully. Currently, commercial forestry on the Poutō Peninsula, as well as existing farming activities, provide the basis for local employment and drive local spend. Small-scale farming activities for boutique markets could establish in the Poutō Peninsula and further support growth with Te Kōpuru acting as the peninsula's main service town in conjunction with the cornerstone river-town of Dargaville. There is potential to reinvigorate the area around Norton Street/ West Coast Road intersection as a commercial development area

Residential Development_ Provision of housing on the western outskirts of existing development - away from surrounding flood-prone areas.

Community Facilities_ Equip Te Kōpuru with the resources and personnel to set up activities to keep The Kōpuru's youth engaged. For example, the domain and Coronation Hall are good resources which could be better utilised with little investment needed to enable this to happen.

Infrastructure_ Improve The Kōpuru's social and supporting servicing infrastructure to establish itself as a community where people can start again and remain long-term to help build and sustain the current and future Te Kōpuru community.

Healthcare Services_ The site of the old hospital could be rejuvenated as a healthcare service hub, similar to that of Kirikiri marae in Hamilton. Investment into Environment and

Heritage_ For example, the old wharf presents an opportunity to emphasise Te Kōpuru's rich history while providing tangible economic benefits through water transport ventures. Additionally, New Zealand's second-largest norfolk pine is located near the intersection of Poutō Road and Norton Street.



KEY

- Residential Block Options
- Countryside Living Options
- Small Businesses Park
- Town Centre
- Notable Tree
- Tour Aoteaora

Legend

- Notable trees**
Protected tree
Second-largest Norfolk Pine in New Zealand
- Te Roroa settlement owned land**
Old hospital
Potential for healthcare service hub
- Gateway**
Gateway to Te Kopuru via Pouto Road
- Existing wharf**
Surrounding industrial remnants from historical boat-building industry
Strong heritage value
- Public facilities**
Existing toilets, domain and palyground
- Connection to Wairoa River**
Important to locals and boat-building industry
Water transport link to land and ecotourism opportunity
Potential connection to Glinks Gully beach via new walking/cycling link
- Dump Site**
Existing illegal dump site
- Commercial zone**
Potential commercial zone
- Wastewater Treatment Plant**
Existing wastewater treatment plant.

3.4 | Glinks Gully
- Overview

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

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

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

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

The main development area around Glinks Road is nestled amongst the hills which characterise the topography of Glinks Gully, whereas the undeveloped areas remain heavily forested ecological corridors with areas of significant natural features. Dwellings around Glinks Road are typically two storeys, while single storey dwellings are more

common along Marine Drive. A series of properties extend quite far south down Marine Drive. These properties are located at the bottom of a sheer cliff face overlooking the coast. The dwellings at Glinks Gully are zoned Residential under the District Plan.

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

DRAFT



3.4 | Physical Analysis - Constraints & Opportunities



3.4 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

- Glinks Gully is a major asset to Te Kōpuru area - recreation and food source - management of the food source needs planning between marae and local authorities.
- Rīpia and Ōtūrei marae share kaitiaki over the Glinks Gully coastline, as well as having environmental responsibilities.

| Community Values

- Glinks Gully is a remote but traditional settlement where passive recreation is celebrated and a sense of hauora is maintained.
- There is a special connection between Glinks Gully and Te Kōpuru, as a majority of the locals grew up and went to school in Te Kōpuru.
- Locals prefer the existing settlement development patterns and want to keep it small and different to the east coast settlements.
- There are no shops or home businesses in Glinks Gully and locals want to keep it that way as their preference is to commute to Te Kōpuru and Dargaville for services. Locals value the rural residential lifestyle in Glinks Gully.
- Locals value the natural landscape qualities of the area and would like to protect this from effects associated with further development and infrastructure.
- Locals value the free and public access to the beach/dunes for recreational uses and are involved in community-led restoration projects to improve the environment of Glinks Gully.

| Aspirations

Redhill Cemetery_ Maintain, enhance and protect the Redhill Cemetery (which is located between Te Kōpuru and Glinks Gully) as many of the original families of Glinks Gully were buried here

Coastal Access_ The main gathering space for the locals is at the beach and dunes, which they wish to protect and restore due to the ongoing damage of vehicles and to improve amenity for users of these spaces

Coastal Restoration_ On-going community-led beautification of parks and reserves is a goal locals identified in 2015 and seek to continue to do in the near future
Residential Development_ No substantial residential growth with the exception of a small growth in permanent residents that does not result in fragmented development and small lot sizes. Noting the potential to lend land used for dairy farming to diversification such as agriculture, horticulture and similar

Commercial Development_ Maintain and protect the existing campground's nostalgic and old-fashioned feel of the camp which attracts tourists

Māori Values_ Promote the Māori human occupancy in Glinks Gully as there is currently a perceived monocultural Pākehā view of the coast

Services_ A good level of service is provided to Glinks Gully (wastewater, telecommunications & power), however improved broadband connection will allow for locals to

work from home (amidst pandemics such as COVID-19) and the potential to open up home-based business ventures

Roading_ Making the road network into Glinks Gully safer without increasing ratepayers costs such as through sealing road works

Passive Recreation_ Locals have kaitiaki aspirations to enhance passive recreation opportunities in Glinks Gully through walking and cycling tracks. Te Marie track is used by tourists and locals, however there are no formal tracks in Glinks Gully itself.

| Outcomes_

Coastal Access_ new and improved access via slower speed limits for vehicles near the beach, safer entry and exit points to the beach for vehicles and educational signage

Coastal Restoration_ enhance, maintain and protect the coastal environment by restoring sand built up over the years, monitoring natural springs on private properties used for water supply sources, restoring vegetation in areas turning into swamps / wetlands, and extending ecological corridors on the upper slopes near Redhill Road

Coastal Ecology_ Protect the Pōhutukawa trees along Marine Drive to Black Rock Stream that were planted by locals as part of the community-led restoration projects. Remove exotic vegetation and weeds in areas identified as Significant Natural Areas by the council

Residential Development_ Subdivide larger sections into lifestyle blocks to accommodate a small increase

in permanent residents. Noting that this will occur on private land on the upper slopes near Redhill Road, as Glinks Gully is landlocked by DOC owned and Kaipara District Council administered land

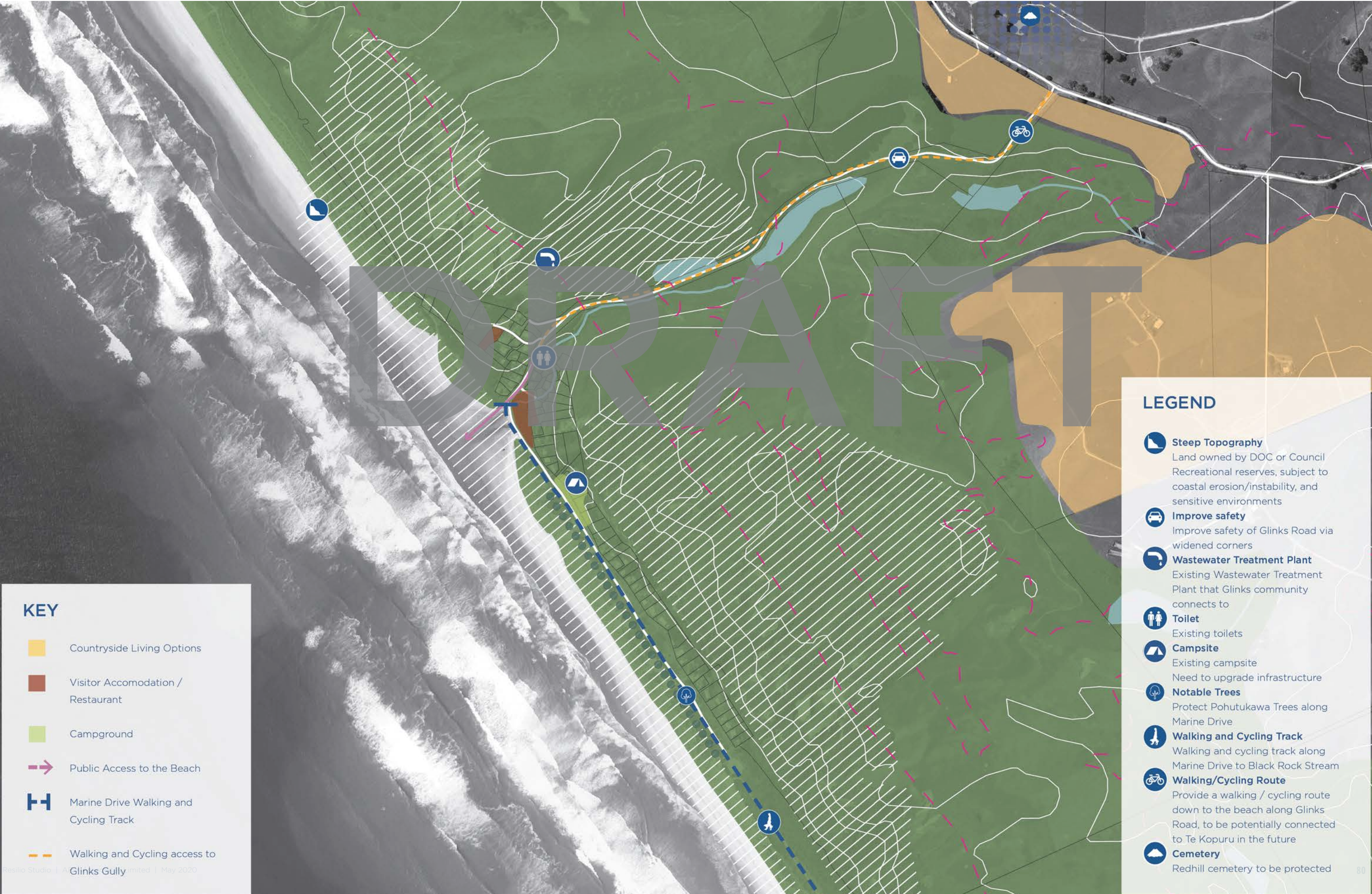
Commercial Development_ Improve the visitor Māori cultural experience at the campground

Māori values_ Erect signage at key points around Glinks Gully which promotes the Māori and Pākehā history and view of the settlement to educate tourists and local holidayers

Services_ provide better broadband connection to Glinks Gully that is underground to avoid effects associated with erosion in the area and to maintain the visual natural landscape qualities of Glinks Gully

Transport_ widen the corners of Glinks Road to provide a safer commute into the Glinks Gully

Passive Recreation_ A potential track behind the dunes at the end of Marine Drive to Black Rock Stream. There is currently a walking path here which is a natural gully surrounded by native trees that could be upgraded into a walking/ cycling track.



KEY

- Countryside Living Options
- Visitor Accomodation / Restaurant
- Campground
- Public Access to the Beach
- Marine Drive Walking and Cycling Track
- Walking and Cycling access to Glinks Gully

LEGEND

- Steep Topography**
Land owned by DOC or Council Recreational reserves, subject to coastal erosion/instability, and sensitive environments
- Improve safety**
Improve safety of Glinks Road via widened corners
- Wastewater Treatment Plant**
Existing Wastewater Treatment Plant that Glinks community connects to
- Toilet**
Existing toilets
- Campsite**
Existing campsite
Need to upgrade infrastructure
- Notable Trees**
Protect Pohutukawa Trees along Marine Drive
- Walking and Cycling Track**
Walking and cycling track along Marine Drive to Black Rock Stream
- Walking/Cycling Route**
Provide a walking / cycling route down to the beach along Glinks Road, to be potentially connected to Te Kopuru in the future
- Cemetery**
Redhill cemetery to be protected

3.5 | Ruāwai
- Overview

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

Ruāwai is a riverside community located on the Wairoa River bank, roughly 29km south of Dargaville. It is located near the mouth of the Kaipara Harbour. The State Highway is a crucial corridor which links Dargaville, Ruāwai, Matakoho, Paparoa and Maungatūroto.

According to 2013 Census data, the population of Ruāwai is 432. There is a large retired population, many from Auckland.

There is a strong ‘do-it-yourself’ attitude at Ruāwai. It is a close-knit community, with heavy involvement in social activities. The community have been involved in maintaining facilities such as the whenuanui domain and the domain on Simpson Road.

Ruāwai, Naumai and Raupō are all situated upon land which was drained from what was the Tokatoka swamp. These works first began in the early 20th century, including the construction of stopbanks. The opening of the Ruāwai Co-operative Dairy Factory in 1915 quickly promoted growth in Ruāwai, which saw its population reach 400 by 1945. While the settlements at Raupō and Naumai declined with the depletion of the timber industry, Ruāwai remained the principal service centre on the Ruāwai plains. Over the past few decades, several businesses have closed in Ruāwai, including a cinema, clothing manufacturing, and four service

stations. The population has also declined during this time. A handful of businesses provide a large share of local employment, namely, Portstar, Kaipara Kumara, Sleep Systems, and the schools.

The kindergarten, primary school and college are clustered together 2km north of the main settlement. The schools are important focal points for the community, enabling strong expressions of tikanga Māori and kaitiakitanga, with proactive Māori and European populations.

The Raupō Drainage Board oversees the stormwater network, including the stop banks and pipes network infrastructure. The Ruāwai Promotions and Development Group are involved in promoting Ruāwai and attracting investment. Naumai marae is also involved in the Ruāwai community. There are also several clubs active in Ruāwai, including the sports club and bowling club.

GIS information from Northland Regional Council indicates that the entire drainage district (including Ruāwai, Raupō and Naumai) are highly susceptible to flood risk. However, community members have objected to the scale of this flood risk, as discussed below.





3.5 | Engagement

| Engagement Findings

| Summary of Mana Whenua Feedback

- Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.
- The marae, and Māori in general, are always the last to get information, including from district and regional councils.
- Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value.
- There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka).
- Opportunities to teach traditions around marae.
- Want to see papakainga development at the marae – there are issues around whānau living in poverty in the district.
- There is wāhi tapu along the stop bank which needs to be protected.
- Kauri dieback is a concern.

| Community Values

- The locals value the quiet, rural lifestyle and the strong sense of community in Ruawai - there has always been stable communication amongst the locals.
- Ruāwai offers a good level of amenities and clubs including three maraes, sports and rugby club and a bowling club.
- There is optimism with the establishment of Kaipara Kai and the opportunities it offers.

| Aspirations

Tourism_ Locals, including Mana Whenua, are eager to explore tourism opportunities. Ruāwai offers natural resources and historical values which can be capitalised on

Transport_ Roothing should be maintained and upgraded, making the road network within Ruāwai safer for pedestrians/cyclists without increasing cost to ratepayers

Wharf_ Locals have expressed interest in better utilising the wharf for economic and recreational opportunities such as fishing and ferrying. The community mentioned the potential to tie wharf into Kaipara Kai. There is also potential to improve transportation methods and fuel the tourism sector

Growth and Development_ Those who were engaged are eager to see population growth as well as attracting more commercial and industrial businesses into Ruāwai. However, increasing confidence and challenging perceptions of flooding risk are seen as a challenge to be addressed. There are rich, prime soils in Ruāwai which the community would like to utilise to become the food basket for Aotearoa

Flooding_ The community recognises that it is difficult to attract people and investment into Ruāwai, with mentions being made about poor confidence due to perceived flooding risks. The community has expressed disapproval of NRC's approach, which has been seen as detrimental to public perception. The Raupō Drainage Committee agrees that

there is risk involved, but holds the view that these risks are manageable and sufficiently addressed through the current stormwater network (including stopbanks and stormwater attenuation - piped infrastructure).

| Outcomes

Tourism_ Offer opportunities for ecotourism ventures around natural resources such as the Wairoa River and the Kaipara Harbour. Māori tourism ventures are also a possibility in Ruāwai by which valuable Māori stories can be shared. A tourism trail could incorporate experiences from local maraes within the sub-district of Ruāwai, Naumai, Raupō and Tokatoka. Additionally, there are opportunities through the cycling network such as the Ruāwai Stopbank Trail

Roothing and Accessibility_ Provide funding to seal roads (towards Tokatoka), Tramline Road, Raupō Wharf Road, and McKinnley Road

Wharf_ There is room for improvement at the wharf which may include extending the wharf to accommodate for slow cruise boats that are unable to get to the wharf at low tide

Growth and Development_ There is opportunity for industrial development on flatter parts of the area, whereas areas with higher slopes being more suitable for residential development (including papakainga development at the marae). Planning provisions and policy approaches are required to protect old commercial buildings and improve the aesthetic presentation of communities. Large farms can

be unlocked (over 1000 acres), as they often incorporate smaller subdivisions making it difficult for businesses to establish. The expansion of the dairy industry can be attenuated, as it is seen as a challenge for exploration into other agricultural pursuits

Flooding_ Maintain current stopbank network and potentially elevate a further 0.5m. Install pipe drains in Jellicoe Road and clean/maintain drains between Tokatoka corner and Donovan's Bluff.



KEY

- Residential Block Options (TBC)
- Industrial Development (TBC)
- Existing Small Businesses Park
- 1930s Buildings
- Erosion zone
- Walking and cycling trail
- Larger tourism loop (Maori Tourism Trail, Walking and Cycling Trail)

Legend

- Large farms**
Large farms (over 1000 acres) tend to incorporate smaller subdivisions - difficult for businesses to establish
- Rich Soil**
Prime productive land, rich alluvial soils
- SH2 Elevated**
SH2 higher than houses and greater protection from flooding
- Large farms**
Large farms (over 1000 acres) tend to incorporate smaller subdivisions - difficult for businesses to establish
- Safety Issues**
Safety issues for kids walking to/from school along SH12
- Church**
Existing Ruawai Community Church
- Ruawai Community Sports Club**
Existing Sports Club
- Wharf**
Opportunity at wharf - fishing, ferrying, tourism. Tie into Kaipara Kai.
Snapper fishing better than ever
Improvements on foreshore for fishing
At wharf - slow cruise boats can not access at low tide, perhaps extend wharf
- Ecotourism**
Ecotourism opportunities around river and harbour
Tourism opportunities through cycling network e.g. Ruawai Stopbank Trail, Kaipara Missing Link
- Toilets**
Existing toilets
- Memorial Hall**
Existing Memorial Hall
- Fire Station**
Existing volunteer fire brigade
- Portstar**
Key major employers with school cluster, Kaipara Kumara and Sleep Systems
Good location for signage

- Maori tourism trail**
Maori tourism trail, incorporating maraes from Ruawai, Naumai, Raupo and Tokatoka
- Coastal Erosion**
Perceived flooding risk causes poor confidence
Stopbank network could be raised 0.5m
Groundwater and bores gradually becoming salinated - may pose issue for food production
Wahi Tapu along stopbank

Part 4 | Poutō Peninsula

DRAFT

| Overview

[placeholder / text to be completed]

| Mana Whenua

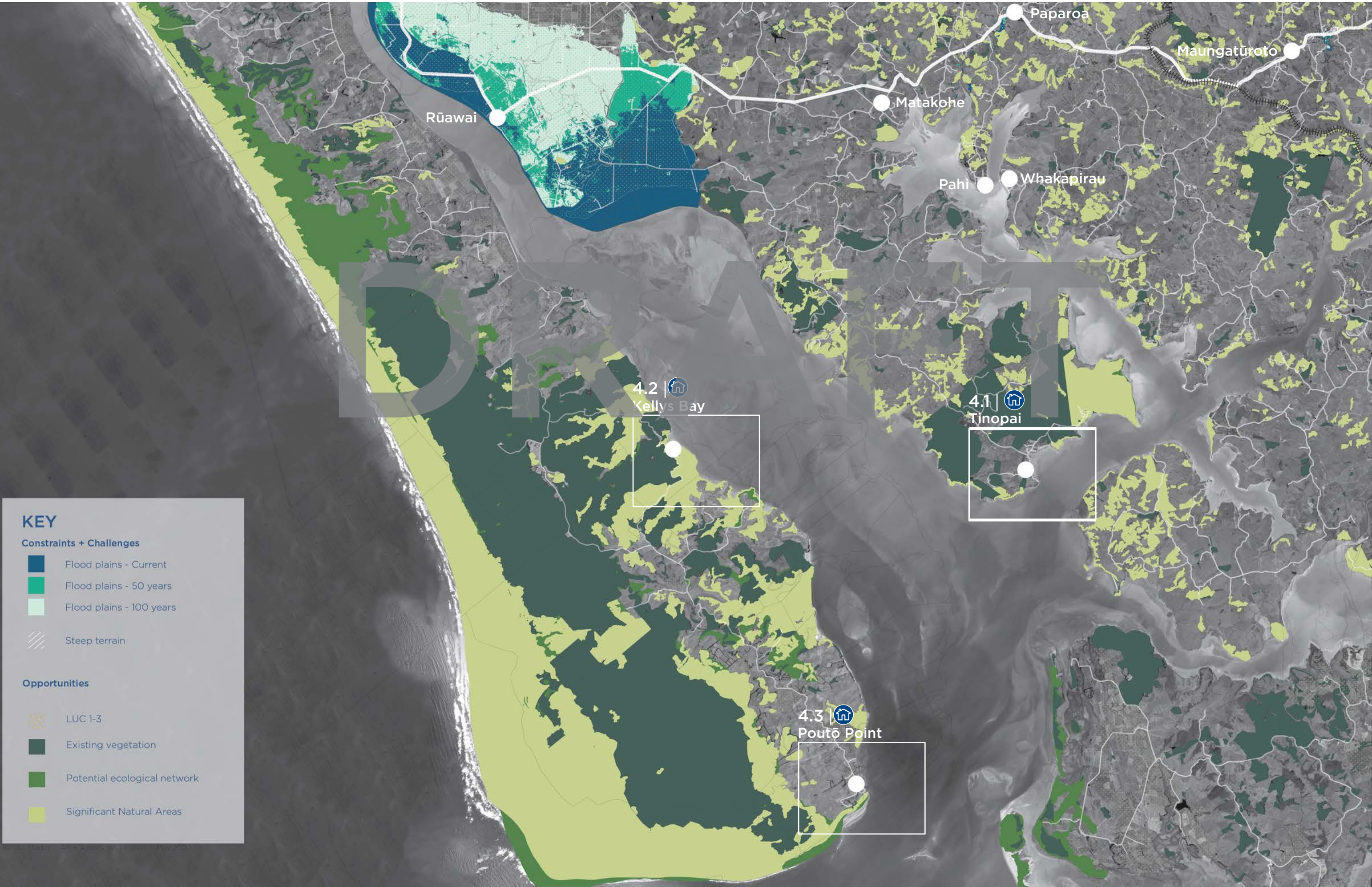
There are two marae located directly within the boundary lines named as Poutō Peninsula community district (refer to the Cultural Landscapes map on page XX for locations). A number of other marae overlap within this community district and the adjacent Kaipara Harbour + East Coast area. These are listed in Part 5.

Ngā Tai Whakarongorua Marae
Te Uri-o-Hau
Waikāretu Marae
Te Uri-o-Hau

In addition to marae there are a number of significant cultural and environmentally significant landscapes located in this area. Being a combination of the dramatic west coast Ripiro Beach and and the powerful Kaipara Harbour, which meanders between fingers of land and transforms into rivers and streams that reach deep into the district, provides this area with a rich cultural history.

DRAFT





KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain

Opportunities

- LUC 1-3
- Existing vegetation
- Potential ecological network
- Significant Natural Areas

4.1 | Tinopai
- Overview

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

Tinopai is a remote settlement located on the peninsula at the end of Tinopai Road. It is fairly removed from the district's major towns - Maungatūroto is 41.8km away and Dargaville is 63.6km away. Tinopai is situated around the coast of Komiti Bay. As of 2013, Tinopai and the wider surrounding area had a population of 174.

Tinopai was originally known as Te Komiti - "the committee", or 'the meeting place'. This reflected the settlement's location at the meeting of the Wairoa River and the Otamatea River, with the Oruawharo (Port Albert) nearby as well. Te Komiti was originally a busy stop-off place for Māori travelling across the Kaipara Harbour. While 'kapaī' means very good, Tinopai is more than this - it's 'extra good'. Tinopai gained its namesake in 1918 after Alexander and Harry Toogood, who were important figures in the establishment of the Komiti Fruitlands Association. 'Toogood' was considered to be the settlement's name. Ultimately, a Māori interpretation was favoured: Tinopai.

Sparse evidence suggests that a flax mill was once in operation at Tinopai between 1907 and 1915. In 1915, a plan was produced by the Komiti Fruitlands Development for the purposes of orcharding. Apples were the predominant export, being shipped via the wharf which was built in 1917. The Tinopai's famous Norfolk Pines are believed to have been planted by the Komiti Fruitlands Company sometime between 1919 and 1920. In 1921, Charles West foresaw the depletion

of timber resources in the region and sought to establish pine plantations.

In the 1930s, pine plantations were established at Tinopai on former apple orchard land. This was the work of Kaipara Forests, who planted the 3300 acre (1335ha) pine forest in Tinopai in 1936. Following financial troubles which began in 1920 and the depression of the 1930s, the industry had almost completely ended. Nowadays, little evidence remains of Tinopai's past in the fruit growing industry.

Throughout the 20th century, three sawmills were operational at Tinopai. The last one closed in 1970. Tarsealing of Tinopai Road began in the early 1960s. It was completed to Tinopai by 1977. This opened up Tinopai as a popular residential, fishing and camping area which it is known for today.

By 1986, the wharf was declared unsafe, and was decommissioned by the Council. In 1981, the Kaipara Harbour Authority recommended the wharf be demolished, where serious community action was rallied to repair it. In 1987, plans were prepared for a new wharf. By 1991, a new wharf had been completed.

According to QV, Komiti Road is the site for initial housing development in Tinopai. Most of the dwellings along Komito Road were built from the 1940s to the 1980s. This could be attributed to the post-war development boom. However, most

of the rest of the dwellings in Tinopai were built in the 1970s and 1980s. This is evident on streets such as Sandy Beach Road, Tinopai Road and Moana Road. In the 2000's and 2010's, an increase in a small number of dwellings were developed along Goebel Street and Mariner Cove Road.

Today, landmarks include the marina, campground, community hall and primary school. There is also the wharf, however, assessments were conducted in 2013 by Northland Underwater Technical Services, and in 2014 by MWH Engineers. It was concluded that the wharf would require significant repair to be structurally sound. Upon consultation with the community, Council shall retain ownership of the wharf, with a targeted rate being implemented to fund the wharf's repair.



4.1 | Physical Analysis - Constraints & Opportunities



4.1 | Engagement

| Engagement Findings

| Community Values

- Those engaged aspire for a small, safe and connected community that holds the feeling of comradery.
- The locals of Tinopai highly value two main things: the environment including the waterways, estuaries, and wetlands and their ongoing protection and restoration (planting); and community connection and support through improved and new facilities.
- There is a strong connection to the harbour and the water, including the rich kai moana available.
- Having a clean environment is a core principle in Tinopai. This is important for maintaining strong recreational value.
- Self-sufficiency is an important value for Tinopai – roughly a quarter of the population are entirely off-grid, achieving high levels of self-sufficiency. Community members expressed a desire to further pursue self-efficiency.
- Locals of Tinopai travel to Paparoa for basic amenities and Maungatūroto for larger shopping and maintenance supplies, being the main service centre and prefer to keep it that way.

| Aspirations

Local residents aspire to have enthusiasm and energy injected back into the community to rejuvenate community spirit, vibrancy and a sense of connectedness.

Protected Features_ There is heritage of apple orchards in the area, which the locals want to protect. Other landmarks that the locals value and want to protect include the marina, campground, community hall and primary school.

Residential Development_ The locals wish to see an increase in permanent residence from a diverse range of families to increase population and school rolls in Tinopai. Residential growth is anticipated but locals do not want this at the cost of degrading the environment. Locals would also like to see an increase in visitor accommodation and camping experiences by extending the existing campground or establishing a new campground.

Commercial Development_ There is a concern that Tinopai is turning into a destination holiday home, meaning that there is a decrease in permanent residents and local employment opportunities (seeing a shift to self-employment). Commercial activity to provide for the day to day needs whilst still relying on Paparoa and the main service centre of Maungatūroto is supported by the locals.

Passive Recreation_ Passive recreation tourist attractions are supported by the locals as it increases employment opportunities in Tinopai. Residents see potential for a golf course as a tourist attraction

for Tinopai and the most suitable development at the headlands whilst protecting its environment. There also appears to be a lack of public access to beaches as a result of privately owned land or poorly maintained access points to these areas i.e. from Ngātoto Road to the beach. The idea of a mountain bike track received a positive response, though accessibility to bikes was questioned - as in members of the community being able to buy bikes.

Social Facilities_ Currently, the residents use the hall and school pool club as social gathering points, however there is support for new facilities to improve the social hub of Tinopai such as a future-proof hall and a playground. Improvements can also be made in hiring processes in utilising the hall and facilitating more community events such as finishing contests and pool nights.

Educational Services_ There is support for educational services to be used to enhance both Pākehā and Māori cultural understanding along with expanding the school grounds to provide more options for the younger generation of Tinopai

Public Facilities_ Those engaged with pointed out the lack of public facilities such as lighting and public toilets around the wharf, upgrading of public toilets near campgrounds and park facilities such as rubbish bins, tables, toilets and trees for shade. Moreover, the community has voiced their need for better access to healthcare services (helicopter pad); communal gardens; availability of food banks; second-hand goods; food forest and an EV charging station

Ecological Protection_ We heard about the residents' aspiration for the settlement to retain its clean and protected environment (including kai moana), beautification through native planting, and removal of undesirable plants specifically around the southern section of Komiti Road (Sandy Beach/Komiti intersection) Green Spaces_ There is an interest in purchasing land for open space, located between two reserves at 99 Komiti Road

Infrastructure_ Digital, telecommunications, water and wastewater services are available to the community and water supply to the campground. Improved telecommunication infrastructure and water supply appears to be a common theme of concern for the locals. The current water source (Torewa Stream) should be protected as it does not have capacity for the whole community, perhaps locating additional sustainable water sources. Although wastewater infrastructure is required, this appears to be not important to the locals given its potential financial expense. The campground has reached its maximum capacity and is serviced with water supply

Roading and Accessibility_ Roading should be maintained and upgraded to a pedestrian-friendly standard for safer roads with lower speed limits. A common concern for the locals is the lack of footpaths in the area, specifically leading to the wharf (more specifically between the bridge and wharf; Sandy Beach Road and Tinopai Wharf)

Water Transport_ Establishing an alternative entry/exit point to Tinopai via water is supported by the local residents, along with ferry services between Tinopai and Port Albert in particular.

| Outcomes

Protected Features_ Protect and maintain the orchard heritage site, campgrounds, marina, community hall and primary school.

Residential Development_ Provide for residential living opportunities, an extension to the existing campground and a new campground.

Commercial Development_ Identify potential land for commercial/retail activity such as a café, dairy, butcher, medical centre etc. to improve employment opportunities and complement tourism in Tinopai.

Passive Recreation_ Establish a golf course at the headlands to better utilise the land whilst protecting the natural environment; provide walking trails and access points to the beach from Ngātoto Road; identify a location in the forest for a mountain biking track.

Social Facilities_ Protect the hall and school pool club, as well as identify a location for a new hall and playground as the main social hub.

Educational Facilities_ Expand the school grounds.

Public Facilities_ Locate new public toilets near the wharf, a helipad for healthcare services, communal gardens/food banks.

Ecological Protection_ Native planting and pest species removal around the southern section of Komiti Road. Protect, maintain and enhance ecological corridors and vegetation around Tinopai, including Torewa Stream which is used as the main water supply source for Tinopai.

Green Spaces_ Identify land to be zoned and maintained as open spaces / reserves and provide park facilities i.e. rubbish bins, tables and trees for shade.

Infrastructure_ Locate additional sustainable water sources for the community and upgrade the existing campground wastewater facilities. Identify an EV charging station.

Roading and Accessibility_ Upgrade network standards in Tinopai to reduce speeds and improve safety for pedestrians/cyclists sharing the space with vehicles. Provide new footpaths and linkages between the bridge and wharf; and between Sandy Beach Road and the wharf. Install lighting around the road network and key social gathering spots to improve safety and visibility.

Water Transport_ Upgrade the wharf and associated facilities i.e. parking and public toilet.

4.1 | Early Insights + Community Feedback



Legend

- Biking Tracks**
Proposed mountainbike park in forest
- Harbour Connection**
Strong connection with water and harbour
Plenty of kai moana
- Marina**
Improve marina accessibility and safe pedestrian access across bridge
- Road Corridor**
Slow vehicle speed between State Highway and school
Consider options for alternative entry/exit route for Tinopal
- Road nuisance**
Reduce vehicle speed and noise on the way to wharf.
- Stream Restoration**
Restored wetland planting. Beautification, native planting and removal of invasive plants
- Toilets**
At Wharf and Campsite
- Potential Campsite**
Extend campground/new campgrounds
- School**
Tinopal School is an important social hub
- Potential for skatepark
- Urupa / Tapu Site**
Existing

KEY

- Residential Block Options
- Small Businesses Park
- Visitor Accomodation / Restaurant
- Native Bush Buffer (Young people's rope course and Pump Track)
- Open Space Option
- Golf Course Option
- Campground Extension
- Stream Restoration
- Connecting Road
- Marina to wharf walk (boardwalk)
- Public Access to the Beach
- Re-establish the Beach

4.2 | Kellys Bay
- Overview

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

The settlement of Kellys Bay is situated around a small bay on the north-eastern coast of the Poutō Peninsula. It is a relatively remote settlement, with the nearest major town being Dargaville, roughly 50km north. In between is the riverside community of Te Kōpuru, roughly 40km north of Kellys Bay. Poutō Point is located a further 20km south of Kellys Bay. Kellys Bay is accessed via Kellys Bay Road which runs through the settlement both travelling northward and southward. According to 2013 Census data, the population of the wider Kellys Bay area was 66, with 24 occupied dwellings.

Kellys Bay consists predominantly of holiday homes and baches, overlooking the coast. The camping reserve is an important community asset which is popular for tourists, who often arrive in campervans and holiday homes. The hall is another key community facility. It is used for private functions, events, dinners and meetings. There are no shops at Kellys Bay, it is standard practice to travel to Dargaville for shopping needs.

There are two jetties at Kellys Bay located near the centre of the bay’s coastline. There is a boat ramp at the southern part of the settlement - it is the only boat ramp on the eastern side of the peninsula from Tikinui to Poutō Point. As well as the prominent coastal environment, Kellys Bay is enclosed by swathes of forestry and native bush on all sides.

The Kellys Bay Improvement Society (KBIS) is a key community group and sees themselves as the “voice of the community”, through which many local decisions are made. It administers the community hall and handles several community management projects, such as concreting of the gabion baskets, debris clean-up and so forth.

The annual King of the Kaipara contest is held at Kellys Bay, where anglers compete to catch the heaviest fish. This competition has been running for over thirty years, and attracts hundreds of anglers at a time.





KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/
suitable for ecological
restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections



4.2 | Engagement

| Engagement Findings

| Community Values

- The freshness, peacefulness and tranquillity of Kellys Bay is highly valued by the people. The ‘undiscovered, ‘isolated’ nature of the community is highly valued.
- The community is proud of the safe and family-friendly environment of Kelly’s Bay, and the recreational activities on offer such as fishing, boating, kayaking and fish netting.
- There is a strong desire to protect the settlement and the Kaipara Harbour. It has been emphasised by many members of the community that any change to the Bay’s uniqueness is not advised unless it is beneficial and tailored to the whole community.

| Aspirations

Those engaged wanted an environmental focus and bottom line for the settlement, protecting the sensitive bay and surrounding environment from growth, tourism and infrastructure.

Residential Development_

Residential growth to be limited, with small growth in permanent residents supported, due to the infrastructure constraints. Those engaged preferred to maintain what is available without compromising the environment.

Commercial Development_ Those engaged are concerned about declining employment rates however the non-commercial environment is appreciated and any commercial growth should be limited to a local

general store noting the reliance on Poutō Point (should commercial development proceed there) and Dargaville.

Infrastructure_ Kellys Bay is mostly self-sufficient, however faster internet services and an alternative power source (underground) is supported. Camp facility upgrades were also suggested for hot showers and treated sewage disposal for the public toilet to mitigate effects associated with leachate into the bay.

Roading_ The safety of Kellys Bay Road (both north and south) is a pressing concern for locals due to cliff-face erosion, corrugations and heavy vehicle traffic along a narrow and degraded road. The community discussed many possibilities, including signage, sealing, widening and installing barriers to reduce the speed limits in the area and improve safety.

Water Quality_ Manage the wastewater discharge outlets (i.e. from chicken farms and run-off from drains) to water bodies as well as reduce oystercatcher numbers to improve the marine life and to improve the water quality of the bay.

Water Transport_ Kellys Bay has the only boat ramp on the western side of the peninsula attracting many boaters, however issues such as lack of parking and road leading to the wharf must be solved to be supported by locals.

Healthcare Services_ In terms of medical emergencies, the community has voiced a need for a helicopter landing pad, given the long commute to Dargaville or Whangārei for healthcare services.

Tourism_ The locals support ‘light footprint tourism’ which could include fishing, mountain bike trails through forests, charters and ecotourism.

Coastal Restoration_ Local residents have an organisation called the Kellys Bay Improvement Society which works on coastal restoration projects such as the seawall gabion basket upgrades along the bay.

Fire Hazard_ The residents of Kellys Bay have pointed out the need to investigate the existing firefighting capabilities given the high risk of wildfires due to surrounding forests. The community would also like to see appropriate signage for no parking, picnicking, open fires and camping at the ramp.

| Outcomes

Residential Development_ Provide residential zoned land near the wetland and new wharf location.

Commercial Development_ Provide for commercially zoned land near the campground reserve and community hall to establish a general store or rental shop for bikes, kayaks etc. as potential business ventures.

Infrastructure_ Improve telecommunication connections via underground services. Upgrade the campground facilities, provide a treated wastewater plant for the settlement and a public water supply bore to improve water quality in the Bay.

Roading_ Widen the shoulders of Kellys Bay Road, install barriers, provide signage and seal the road to improve the safety of the network.

Water Transport_ Upgrade the existing boat ramp and provide parking and a sealed road. Establish a wharf that provides access for larger vessels to enhance tourism opportunities in Kellys Bay.

Tourism_ Identify land suitable for ecotourism opportunities such as a mountain bike trail in the forest.

Healthcare Services_ Establish an emergency helipad in a suitable location for medical purposes.

Coastal Restoration_ Improve coast of Kelly’s Bay by introducing a groyne to redirect currents to alleviate effects on the Bay at the wharf, maintain the seawall gabion baskets at the Bay, remediate coastal erosion near the boat ramp by placing more sand along the beach.

Ecological Protection_ Enhance wetland protection, protect dotterel and kiwi identified bird life, and protect the Pōhutukawa trees along the beach esplanade.

Ecological Restoration_ Remove pest plants around the Bay and restore declining shellfish population.

Water Quality_ Manage monitor discharge points from farms, drainage and wetlands.

Fire Hazard_ Install signage for no parking, picnicking, camping and open fires near the boat ramp and other key points at the Bay that are subject to wildfire risk beyond the identified firebreak.



4.3 | Poutō Point
- Overview

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

The settlement of Poutō Point is situated at the southern portion of the Poutō Peninsula. It is a small, remote coastal settlement. Te Kōpuru is 59km north of Poutō Point. Dargaville is the nearest key urban area 69km north.

According to 2013 Census data, the southern half of the Poutō Peninsula has a population of 78. The settlement is quite small, with only a few dwellings in the main settlement. According to 2013 Census data, there are 30 occupied dwellings in the southern half of the Poutō Peninsula. Waikaretu Marae is approximately 1.5km north of the main settlement, with associated papakāinga housing (including own infrastructure) and Māori owned land. The dwellings in the main settlement are a mix of single and two-storey detached homes, predominantly from the 1970's.

During the initial period of settlement in Kaipara in the mid to late 19th century, transport to and from settlements took place predominantly on the waters of the Kaipara Harbour. However, the harbour entrance had become notorious for its unforgiving nature, resulting in a large number of wrecks, particularly around the Poutō Peninsula. In response, the lighthouse was erected, its light first flashed on December 1st 1884, visible for 22.5 nautical miles. Poutō Lighthouse is one of few timber lighthouses remaining in New Zealand - It is three storeys tall, constructed of local materials, most notably, kauri. Poutō Lighthouse is approximately

6km south-west of Poutō Point. However, it is not advisable to drive along the coast ,rather, access to the lighthouse is more appropriate along the west coast, or by foot.

A small settlement was established at Poutō where the lighthouse keepers and their families lived. The Customs and Harbour master houses were also based here until they were relocated to Te Kōpuru in 1903. The lighthouse was accompanied by two beacons to help guide incoming vessels. There was also telephone communications between the Harbour master, the pilot and other staff at Poutō Point. In addition to the lighthouse, towing operations from Poutō were commenced in the mid 1880s, to help vessels navigate the turbulent waters. Once the shoals and sandbanks had been navigated, the towing vessel would be released and would then return to Poutō. In 1952, the lighthouse was abandoned. With the timber industry waning in the past decades, port activity had become increasingly obsolete, sealing the fate of the lighthouse.

Poutō is no longer a popular boat destination, with the introduction of the road. It is now a quiet settlement characterised by its natural features such as pastoral lands, birds and freshwater lakes. The Poutō Peninsula is ecologically rich. Firstly, it is enclosed by the harbour waters on three sides. It also features large sand dunes, valleys and lakes (such as Lake Kanono, Lake Mokeno and Lake Humuhumu). Northland Regional Council has identified its lakes as

having high cultural, ecological, environmental, recreational and intrinsic values. There is also a large amount of heritage, an estimated 150 shipwrecks can be found around the peninsula, the latest has been found only recently.

The Tour of Aotearoa is organised every two years, where hundreds of cyclists cycle 3000km across all of New Zealand. The Poutō Peninsula is part of this route to the lighthouse and cyclists board a ferry at Poutō Point towards Helensville. Some of these cyclists will opt to stay in Poutō Point overnight at the campground or at the Marae who offer a cultural experience.

The Poutō Peninsula had been identified as having the opportunity to develop windfarms. Meridian Energy conducted a five-year investigation into the potential for developing a windfarm on the peninsula. However, they have stated the timing is not ideal in terms of demand for electricity. As Auckland grows and the political climate becomes more favourable, this option may be reconsidered. Noting however the locals did not support this as they did not benefit from the use of their resources.





KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/
suitable for ecological
restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

4.3 | Engagement

| Engagement Findings

| Community Values

- The lifestyle in Poutō is secluded but surrounded by nature and peace. The local residents value the isolated paradise that it offers and its simplicity. Residents have access to ample fishing opportunities and live in a self-sustaining way through local horticulture produce (including pumpkin, kumara, watermelon, and avocado) requiring visits to Dargaville every fortnight or three weeks.
- There is a divide in terms of whether it is considered a close knit or separated community. It is understood that there is a separation to some extent between the community surrounding the Waikaretu Marae and those living at the peninsula/point. Locals therefore value social events and gathering areas such as the Poutō Lighthouse Challenge which brings communities together to interact beyond usual cordial formalities and the school hall.
- The locals value the free and public access they have to nature such as the beaches and lakes and want to protect these areas from further degradation.
- The concept of “consultation with neighbours” is valued by locals who wish to always be kept informed should any new developments or business ventures occur in the settlement.
- The locals value the lighthouse as there is historic value associated

with it and needs to be protected as a heritage item.

- The school is also a focal point in Poutō however the roll has decreased dramatically over the years, particularly because of the Fonterra operation which dropped the school roll from 80 to 21 students. The locals wish to increase the roll and retain younger families in the peninsula as they value retaining young motivated people.

| Aspirations

Locals want to see change occur in Poutō, but not at the expense of the environment or to the detriment of the lifestyle which is centered on nature and peace that is afforded in Poutō. An increase in growth, means an increase in population, younger working families, sustainable businesses and employment, and a more positive and connected community which the locals support given that the environment is the bottom line.

There has been less investment in education and guidance for kids due to the change in roll and the general aging population of Poutō. With growth in Poutō, the school will become more sustainable and will provide more access to education resources which is the key for the future of the community, containing motivated and aspirational children.

Māori-led business ventures_

Potential to be a cultural and historical tourist destination particularly associated with the

Waikaretu Marae and local ancestral pā sites such as Tuahara. There is potential for the marae to provide temporary visitor accommodation for major events such as the Aotearoa Cyclist Tour (without limitations of tikanga), and a cultural kiwiana experience/guided tours of the peninsula hosted by the marae. There is potential to establish a new campground at the old primary school, on Māori owned land.

Tourism_ The natural and ecological assets of Poutō has potential to be a tourist attraction such as pig and wild boar hunting, possum shooting, diving for mussels/oysters, walking and trail networks around the beaches, dunes and lake where possible however support is required from the Crown, DoC, private landowners and local Iwi.

Water Transport_ A new wharf to bring in ferry services, alternative movement of goods and tourism to Poutō Point that is complemented with toilet facilities and managed from a biosecurity perspective to avoid any new foreign organisms/species/weeds entering the peninsula.

Commercial Development_ There is a general consensus to keep development of Poutō to the benefit of locals, the whānau, such as new business ventures (i.e. coffee carts, petrol station, local diary, medical centre), near the wharf and at the main settlement. Employment opportunities in farming, timber and horticulture can be emphasised in Poutō Peninsula through appropriate

zoning and monitoring, however this requires new locals to understand reverse sensitivity issues with these activities.

Transport_ Sealed and safe roads are an ongoing concern for locals. This is being reviewed by the council in respect of sections of Poutō Road.

Infrastructure_ Improved electricity/ internet connections to support home business ventures and working from home scenarios.

Residential Development_ Locals wish to keep this limited to the main settlement, with little growth on potential land between the Marae and existing campgrounds. Any development at Poutō Point needs to be suitable for the environment and outside of the hightide mark setback to future proof development.

Environmental Protection_ The community expressed frustrations about the loss of connectedness with mother nature and their land, be it the surrounding bush or lakes, which they wish to improve. Whilst Te Uri Ā Hau own some land, Department of Conservation is the main kaitiaki of those natural areas, requiring Mana Whenua to go through their process as opposed to their own kaitiaki.

Ecological Protection_ There are fairy terns and brown teal in the lakes and freshwater mussels that need to be protected in Poutō should growth occur. It is noted that the only publicly accessible lake is Rototuna, despite all lakes being public assets, however these lakes are vulnerable and fragile and must be protected.

Coastal Restoration_ Landcare and coastal restoration projects are important to the locals and there are projects currently such as the coastal erosion of the harbour which is affecting the stability of the cliff where the lighthouse is located.

| Outcomes

Heritage Protection_ Protect the lighthouse as a heritage item

Māori-led Business Ventures_

Allow for temporary visitor accommodation at the marae, establishment of papakainga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Establish a campground facility at the old primary school.

Tourism_ Identify locations for possible hunting and diving opportunities and kiosk/information guide at the main settlement for tourists to check into.

Water Transport_ Construct a new wharf with associated parking and public toilet facilities. Provide a walking track to this area from the main settlement.

Commercial Development_ In addition to the kiosk and hunting/diving opportunities, establish a local grocer/dairy, petrol station, cafe in the main settlement.

Residential Development_ Identify land between the main settlement and old primary school to be zoned residential low density, and land between the primary school and marae to be countryside/rural lifestyle blocks.

Roading_ Provide a safe and well-maintained Poutō Road - including the sealing of the road

Ecological Protection_ Protect, maintain and enhance the environments for the ferry terns, brown teal and freshwater mussels. Protect the lakes and wetlands from degradation.

Coastal Restoration_ Restore the coast where erosion has affected the cliff face and stability of Poutō Lighthouse.

Passive Recreation_ Establish a walking and cycling route to connect to Poutō Point and to the existing Lighthouse Trail.

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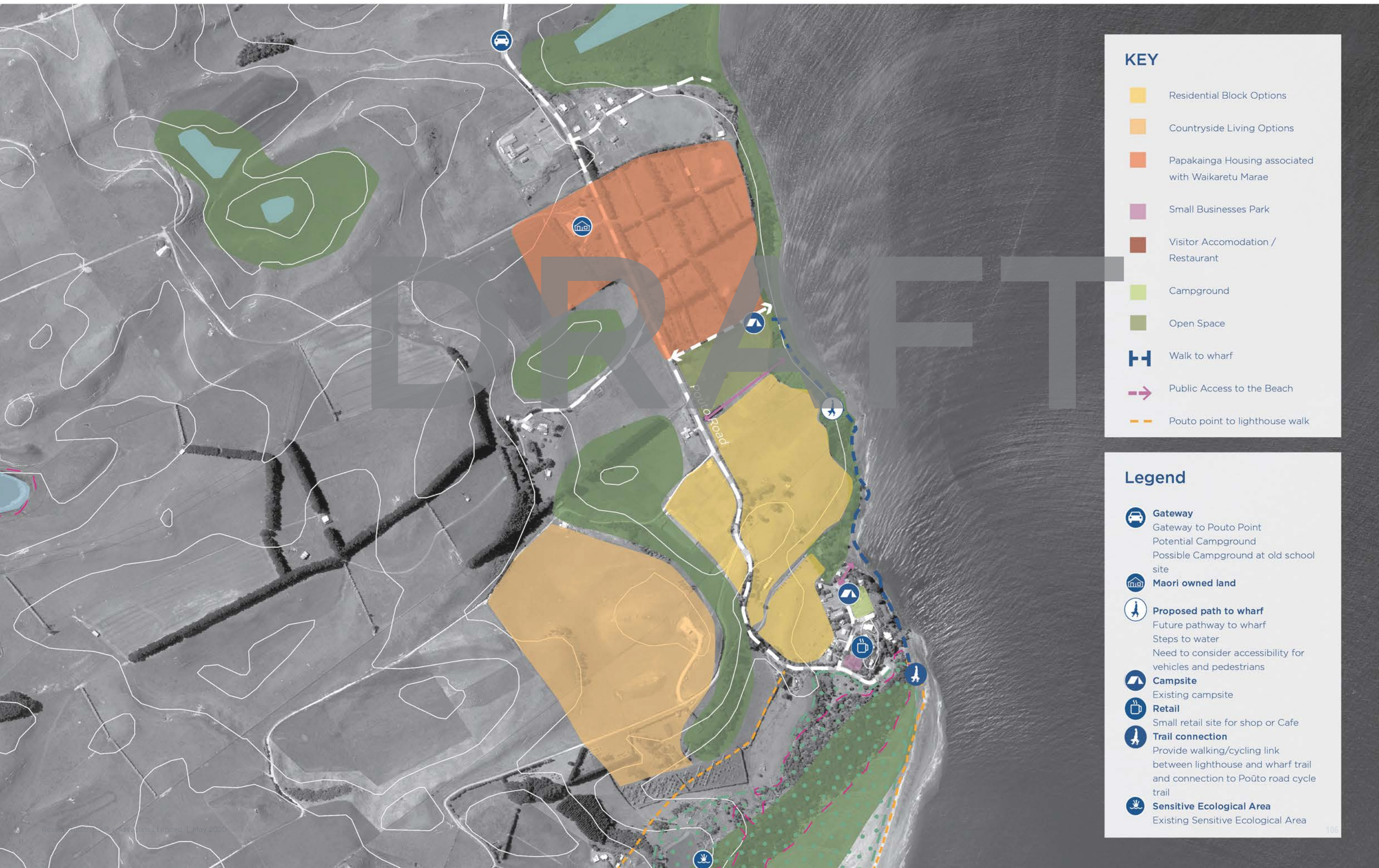


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10

250

500M



KEY

- Residential Block Options
- Countryside Living Options
- Papakainga Housing associated with Waikaretu Marae
- Small Businesses Park
- Visitor Accommodation / Restaurant
- Campground
- Open Space
- Walk to wharf
- Public Access to the Beach
- Pouto point to lighthouse walk

Legend

- Gateway**
Gateway to Pouto Point
Potential Campground
Possible Campground at old school site
- Maori owned land**
- Proposed path to wharf**
Future pathway to wharf
Steps to water
Need to consider accessibility for vehicles and pedestrians
- Campsite**
Existing campsite
- Retail**
Small retail site for shop or Cafe
- Trail connection**
Provide walking/cycling link between lighthouse and wharf trail and connection to Pōtō road cycle trail
- Sensitive Ecological Area**
Existing Sensitive Ecological Area

Part 5 | Kaipara Harbour + East Coast

DRAFT

5.0 | Kaipara Harbour
+ East Coast

| Overview

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| Mana Whenua

There are seven marae located directly within the boundary lines named as Kaipara Harbour + East Coast community district (refer to the Cultural Landscapes map on page XX for locations). Some of these marae overlap with those identified under Part 4 - Poutō Peninsula.

- Waiohau Marae
- Te Uri o Hau
- Rawhitiroa Marae
- Te Uri o Hau
- Te Kowhai Marae
- Te Uri o Hau
- Oruawharo Marae
- Te Uri o Hau
- Waiotea Marae
- Te Uri o Hau
- Otamatea Marae
- Te Uri o Hau
- Te Punga Marae
- Te Uri o Hau

Many of the marae in this community district are clustered on the Tinopai / Pāhi peninsula, which is one of the small fingers of land that penetrates into the Kaipara Harbour. Being surrounded by a tidal harbour edge on both sides of the peninsula provides many opportunities for travel via waka or boat and a prolific supply of kai moana. The landscape of this area consists of rolling hills of pasture however to the east of Maungatūroto two maunga of significance can be found - Pukearanga and Pukekaroro.

The Otamatea Portage was an extremely important portage route extending between Kaiwaka and Mangawhai - the Otamatea River which flows into the Kaipara Harbour and joins the Kaiwaka River. This portage provided waka east west passage and further kai and kai moana gathering options for Kaipara Māori.

| Mangawhai

[placeholder / text to be completed]

| Maungatūroto

[placeholder / text to be completed]

| Kaiwaka

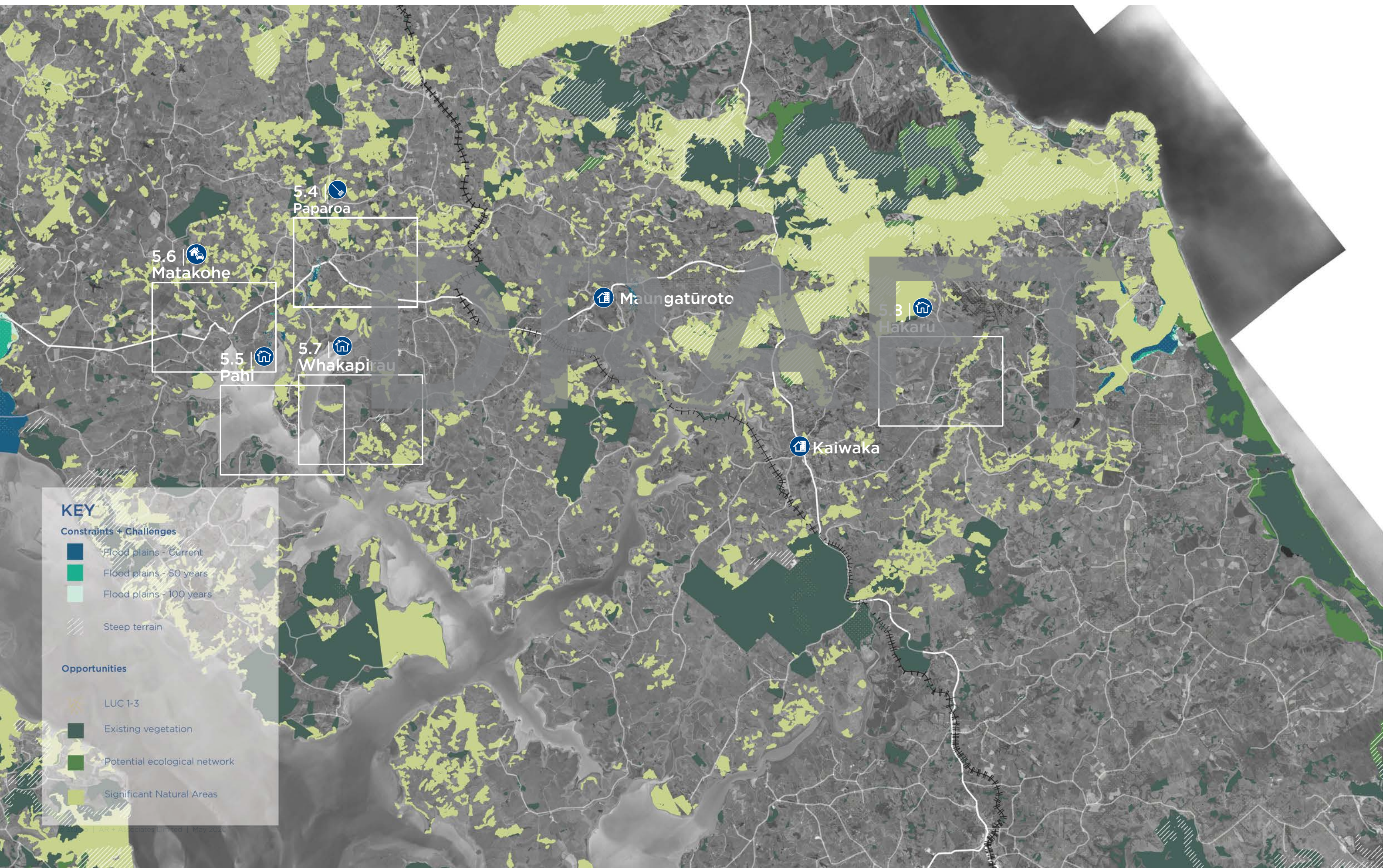
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DRAFT

5.0 | Kaipara Harbour + East Coast



5.0 | Kaipara Harbour + East Coast



5.4 | Paparoa
- Overview

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

Paparoa is situated upon a headwater within a valley, and aptly nicknamed the ‘village in the valley’. Paparoa is a moderately sized rural settlement running along SH12 which connects the settlements of Matakohe, Paparoa and Maungatūroto. Matakohe is 3km south-west of Paparoa, while Maungatūroto is the nearest major town, approximately 12km east. 8km south of Paparoa is Pāhi, and the end of the Pāhi Peninsula. According to 2013 Census data, the wider Paparoa area has a population of 396.

According to the Paparoa website, the community has a population of 270. Modest single detached homes, often with garages, are common throughout Paparoa. According to 2013 Census data, there are 156 occupied dwellings in the wider Paparoa area.

Land use in Paparoa is largely rural and residential, while there is commercial activity along SH12 (Paparoa Valley Road). This includes Paparoa Hotel, Paparoa Store and the Village Cafe. The Paparoa Stream runs throughout the settlement, terminating in the Kaipara Harbour approximately 3km south. Local landmarks include the Brethren Hall near the southern end of Paparoa Valley Road and the Paparoa Community Church on Hook Road. There is also Paparoa Primary School, located on Franklin Road.

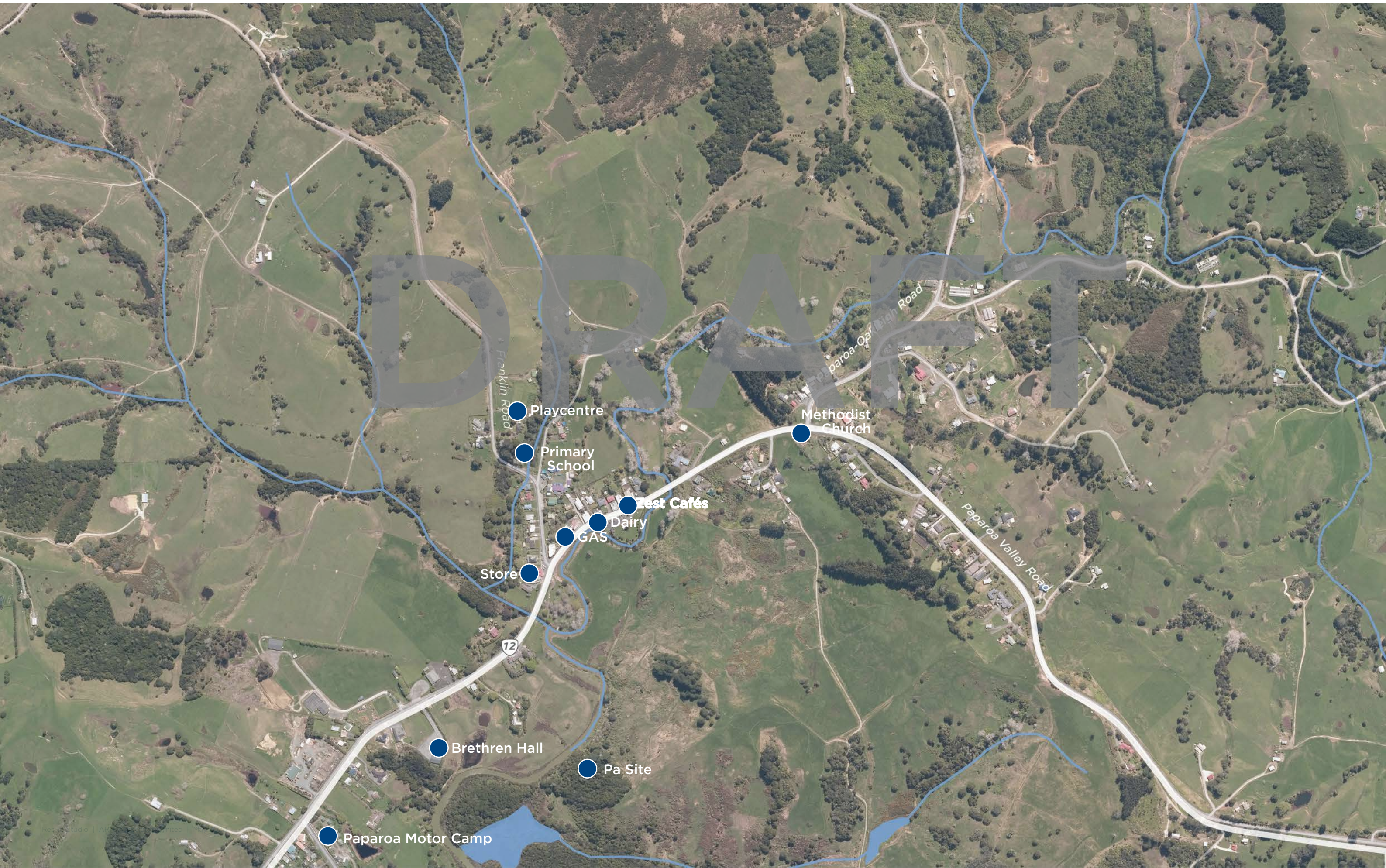
The Lifestyle Village Scheme Plan has been produced as a proposed retirement subdivision. The project has been granted consent, and is

planned for 14 sections of 401-896m2 for senior living, as well as 15 rural residential lots up to 5000m2 for family dwellings on the general market.

Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Paparoa was established in 1863. In 1862, what is now known as Cliff’s Landing was claimed by the Cliff family, who were originally part of the Albertlanders. Initially, supplies were ferried from Pāhi to the landing via Paparoa Stream. They were then carried to Cliff’s store. The Landing is now a community focal point, complete with planting, river cleaning works and a mosaic sculpture.

Nowadays, Paparoa Hotel is a popular community hub, where locals often gather to drink. The annual Paparoa A&P show has been held for the past 144 years at the showgrounds. At the show, artwork from local primary schools are exhibited, the regional finals of the Young Farmer of the Year, as well as other attractions and animals. There are also goat classes, equestrian events and shearing contests.

Otamatea Marae is the local marae, along with the Aotearoa meeting house, this is the tribal meeting place for Ngāti Whātua and Te Uri o Hau.



**KEY****Constraints + Challenges**

- Flood plains – Current
- Flood plains – 50 years
- Flood plains – 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/
suitable for ecological
restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections

5.4 | Engagement

| Engagement Findings

| Community Values

- People value the close-knit community feel, friendliness, and rich history.
- Paparoa is where “town meets country” and there is a good diversity of rural and city folk and events such as the farmers markets which brings the rural and urban residents together.
- Paparoa’s attractiveness lies in the river, harbour and wharf which offers recreation activities such as fishing, walking tracks and lifestyle opportunities.
- The locals pride themselves on the welcoming presentation that the settlement emits. The hotel, village green, Waihaua and Otamatea Maraes, churches, the pub, the bank, sports/showground and local hall are social gathering locations that the locals identified as being important to them.
- The Paparoa Connections Project is a key process in Paparoa that local’s value for developing walking and cycling infrastructure in and around the settlement i.e. Matakohe Walkway/Cycle Trail.
- The number of local organisations in the community is a reflection of the active involvement locals have in improving the environment that they live in and involvement in local opportunities i.e. Paparoa Polo Club, Progressive Paparoa, Paparoa Lions, Paparoa Press, Depot Trust, Toy Library, and Taitokerau kite Tonga – Rātana Haahi.

| Aspirations

Paparoa is viewed as the “Village in the Valley” and those who were engaged wanted to see a greater physical connection between people and Paparoa’s natural and cultural assets.

Protected Features_ Cliffs landing, Paparoa Forest, Serling Bach, Lions Walkway, the Showgrounds, Parirau Marae and Kaipara Harbour are key features that those who were engaged valued and wanted to see protected.

Coastal Restoration_ Locals want a strong environmental focus for Paparoa i.e. through connections to waterways, through open space and the protection enhancement of these areas. Restoration projects such as Hāmātea Harbourcare are supported by locals as these projects could increase whitebait and eel fishing opportunities once water quality is improved.

Accessibility_ To make Paparoa a destination as opposed to a run-through village, those engaged want to see provision for walking and cycling opportunities, improved safety along Paparoa Valley Road (SH12), and alternative modes of transport options.

Water Transport_ The transport of goods and people via water is seen as an opportunity for Paparoa to increase tourism and recreational activities i.e. Tour Aotearoa Biking Event.

Water Quality_ Improving the mauri of the receiving tidal areas of water bodies through monitoring of discharge outlets, installing wastewater treatment plants and

providing a resilient reticulated water supply.

Flooding_ To address flooding issues in Paparoa, locals suggested greening of spaces, flood protection works or redirecting the creek that traverses the settlement.

Infrastructure_ There are services provided to locals i.e. power, broadband, internet, town water supply and road, however improved digital infrastructure will allow working from home scenarios or new home business ventures.

Residential Development_ Residential growth is instigated currently in Paparoa, and encouraged, but is seen to be strained by SH12. There is potential for low density, lifestyle, visitor accommodation and affordable first home housing opportunities.

Commercial Development_ Commercial growth is encouraged to complement the existing, new and future residential developments in Paparoa i.e. medical centre, early childhood centre, to support the future increase in population.

Light Industrial Development_ There is potential to convert buildings such as the Otamateā County depot into light commercial/industrial zoning to better utilise old buildings and land. There is potential for folks like the Brethren Brothers to invest in the area and establish a business park or similar.

| Outcomes

Protected Features_ Protect the heritage buildings in the existing town centre, the identified key features by the locals, and the Pā site where there is currently a trail traversing through.

Accessibility_ Establish and upgrade existing footpaths, cycle ways, shared paths and recreational trails along the waterways to access nature. Locals discussed facilitating better access between the landing, village green and main settlement, as well as providing signage for pedestrians and cyclists commuting through Paparoa to reach other settlements.

Roading_ Improve the safety along SH12 through the main settlement by widening shoulders on the road to reduce speed down and attract residential living near the town centre.

Public Transport_ Allow for bus shelters and bus routes through Paparoa connecting to Dargaville, Ruāwai, Maungatūroto and Wellsford, to provide for alternative modes of transport for the elderly population and to unlock other economic opportunities such as employment and education.

Water Transport_ Establish a new or upgrade the wharf, boat ramp and associated parking to unlock the water transport network for Paparoa and allow access for different vessel types to bypass issues associated with roading quality, traffic and heavy vehicle movement restrictions on land.

Water Quality_ Establish riparian planting around water bodies and more green spaces (particularly in areas where there is flooding) to improve the river viability and water quality.

Infrastructure_ Provide a wastewater treatment plant for increased growth in residential or commercial development, upgrade digital infrastructure connections and provide town water supply resilience.

Residential Development_ Provide for larger 10-acre blocks to be subdivided into 0.5-1ha lots for lower maintenance i.e. behind the showgrounds, Pāhi Road and Franklin Road.

Commercial Development_ Identify a new town centre with the primary school as the heart of the centre, outside of flooding, and to complement any additional services requested by the locals. Identify appropriate commercial land for Brethren Brothers to invest in to increase employment opportunities in Paparoa.

Light Industrial Development_ Convert Otamateā County Depot and surrounding buildings/land, potentially including parts of Franklin Road, into a light industrial/commercial zone.

DRAFT



Legend

- Protected waterways**
Protect area from pollution
- Art installations**
Proposed themed art installations in various part of Paparoa
- Retirement development**
Recently approved for recouce cnsent
- Motorbiking tracks**
Tracks for motorbikes
- Dogpark**
Proposed dogpark
- Protect Showgrounds**
Protect Showgrounds
- Widen Shoulders**
Widen shoulders on SH12 to improve safety
- Pa Site**
Identified as Pa site.
- Landing**
Existing open space
- Footbridge**
Proposed footbridge
- Landing**
Existing open space
- Info Kiosk**
Proposed information kiosk or boqard
- Development**
Bretheren development
- Public Transport**
Public transport route and potential for bus shelters
- Industrial zone**
Development near old railroad
- Erosion risk**
Protect area from erosion
- Biking tracks**
Proposed bike tracks (Paparoa Connctions)

KEY

Proposed residential area	Protect Kauri Reserve	Open Space to Protect from Flooding	Area for Development	Foot Bridge
Countryside Living Options	Town Centre	Village Green	Proposed Road & SH	Walking Paths
Light Industry	New town	Steep slope	Roundabout	



5.5 | Pahi
- Overview

180	Population		
90	# Occupied Dwellings		
<div></div>	Water Reticulation	Hard Infrastructure	
<div></div>	Waste Water		
<div></div>	Stormwater Reticulation		
<div></div>	Broadband		
<div></div>	Mobile Coverage		
<div></div>	Roads Sealed		
<div></div>	Footpath		
<div></div>	StreetLights		
<div></div>	RailLine		
	Schools (P)rimary (S)econdary		Soft Infrastructure
<div></div>	Access to Tertiary Education		
<div></div>	Marae		
<div></div>	Reserves		
<div></div>	Playground		
<div></div>	Sports Facilities		
<div></div>	Church		
1-5	Businesses		
<div></div>	Community Centre		
<div></div>	Public Transport		

KEY

Yes

No

Limited

TBC

Pāhi is a moderately sized coastal community located on a peninsula 8km south of Paparoa, via Pāhi Road. Matakohe is 12km away via Pāhi Road and SH12 westward. Maungatūroto is the nearest major town to Pāhi, 20km eastwards following SH12 through Paparoa. Whakapirau is 400m across the Pāhi River – otherwise it is 23km around the harbour via road.

As of the 2013 Census, the entire Pāhi Peninsula had a population of 180. Pāhi is a popular holiday destination - the annual Pāhi Regatta attracts hundreds of visitors. As such, there are many non-residential owners of holiday homes based in Pāhi. Campervans are also prominent here. Maritime activities are popular at Pāhi, facilitated by the wharf at the end of Pāhi Road.

Land use is mostly residential – there is no discernible commercial activity. Pāhi has some fairly steep topography, particularly around Cliff Street and Emay Crescent, where it slopes downwards towards the east.

Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a Nonconformist group from England. Between 1862 and 1865, 3,000 immigrants established Port Albert near Wellsford. The Albertlanders sought to establish a religious settlement in Port Albert but many challenges including harsh conditions and fears of the indigenous population, leading to the eventual dispersal of the Albertlanders. Many settled elsewhere in Kaipara to start a new

life. The swathes of giant Kauri trees which populated Kaipara were very popular amongst Europeans for building furniture, boat building and construction.

Pāhi was initially used as a port from which supplies would be ferried to Paparoa via Paparoa Stream. Eventually, a road was constructed from Paparoa to Pāhi in 1865. From 1882 to 1895, a boat service ran weekly from Pāhi to Helensville.

The Pāhi Regatta has been running annually since 1886. The main events of the regatta are the launch races, kayak contest, runabout races and bathtub races. Pāhi takes on a fairground atmosphere during this time, complete with sideshows, food stalls and Miss and Master Pāhi contests.

According to QV, initial major development of Pāhi’s current housing stock began in the 1950s – characteristic of the post-war development boom. This is particularly evident on Fenwicks Point Road and Fisher Street. Since then, development has been fairly consistent from the 1970s onwards. For example, Dem Street is mainly populated by 1970s buildings.

Much of the development on Bonham Street took place in the 1980s. Recently, there has been a fair amount of development in the 2000s and 2010s – particularly on Emay Crescent and Kotare Crescent.





KEY

Constraints + Challenges

- Flood plains - Current
- Flood plains - 50 years
- Flood plains - 100 years
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach
- Connections



5.5 | Engagement

| Engagement Findings

| Community Values

- The locals value the mellow and slow-paced element of Pāhi and rely on Paparoa for basic amenities, social/sporting facilities, while Dargaville is relied on for larger shopping and maintenance supplies.
- People value the peaceful, quiet, close and friendly community at Pāhi – it is caring and welcoming, with a strong recreational lifestyle.
- The community holds a number of potluck dinners and fishing competitions at the Pāhi hall where the locals meet and wish to protect as a key gathering social spot.

| Aspirations

The idea of ‘organic’ growth is important – this means enabling the community to grow while still retaining its character.

Commercial Development_

The locals expressed interest in improving their current lifestyle and the environment, as opposed to welcoming new commercial/retail development to the area. However, there is a general consensus on business and commercial opportunities enabled through clear and transparent planning provisions which look to maintain the character of Pāhi through quality design and feasible mitigation measures.

Industrial Development_ There is support for mixed-use zones in the Business Park as opposed to industrial activity as Pāhi relies on Paparoa for those services. However, locals would like to see the opportunity to establish these activities on private properties as home business ventures i.e. boat building industry.

Tourism_ The locals have voiced the importance of economic activity enhancement through tourism ventures such as water-based activities. Locals would like to see the existing campground relocated by the campground office for legibility purposes and new life given to Pāhi Hotel to accommodate backpackers.

Residential Development_

Alternative housing such as ‘tiny houses’ (including caravans and containers converted to houses), affordable housing, and visitor accommodation opportunities are supported by the locals subject to imposing environmental building standards.

Passive Recreation_ The focus of change in Pāhi is around care and ongoing protection of the green spaces, the harbour and mauri of the waterways and its quality as opposed to new businesses solely operating in the community. There is support for new walking tracks in Pāhi connecting to other settlements, and recreational activities near the wharf.

Ecological Restoration_ There is support to reduce dairy farming activities in the area to improve water quality, introduce mangrove management and riparian planting. **Ecological Protection_** Locals would like to see the Fig tree and surrounding reserve to be protected including the Boat Club and Pāhi Hotel (albeit being privately owned). **Coastal Restoration_** There have been ongoing erosion issues in Pāhi which were sought to be resolved in 2013, however there was no funding to support Pāhi and locals would like to see this through.

Infrastructure_ Services to Pāhi are poor, there is a lack of reticulated sewage which restricts potential for commercial and further residential activity on smaller lots being established in Pāhi. Locals would like to see a new wastewater treatment plant constructed if further growth occurs.

Roading_ The road that leads into Pāhi is unsafe and could be improved to allow pedestrians and cyclists to share the space on the road with vehicles.

| Outcomes

Commercial Development_ Establish a commercial/retail hub near the wharf to facilitate growth in tourism i.e. a café/restaurant, bike/kayak rental.

Business Park_ Establish a business park with a marina shop and boat building opportunities for light industrial activities.

Tourism_ Focus on improving water-based activities and walking/cycling routes around the peninsula. Convert the Pāhi Hotel into visitor’s accommodation and upgrade facilities at the campground for better user experience.

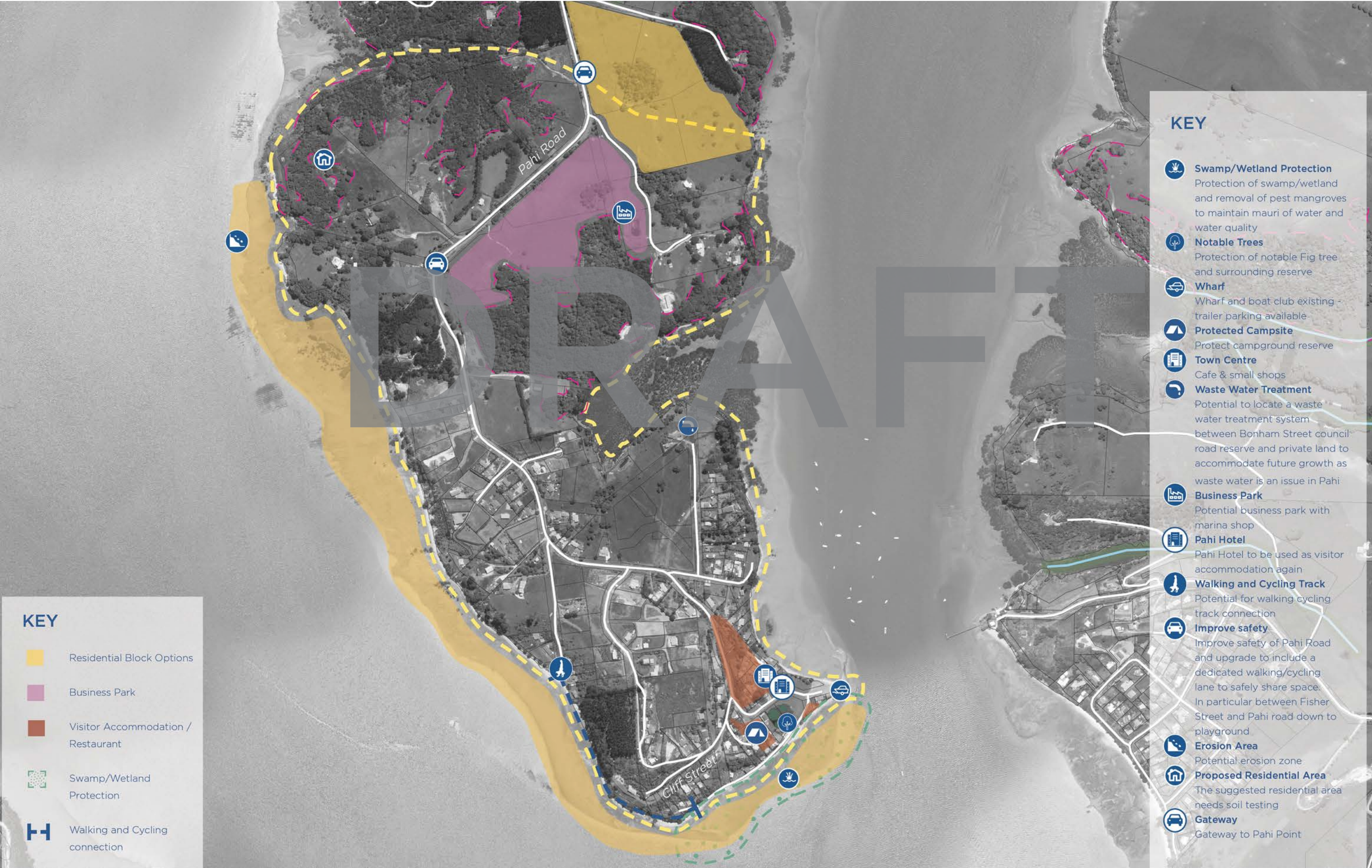
Residential Development_ Allow for infill housing i.e tiny houses in existing residential areas and establish a new residential block at the gateway of Pāhi Peninsula.

Ecological Restoration_ Improve water quality through mangrove management and riparian planting. **Ecological Protection_** Protect the Fig tree and reserve and provide educational signage on its southern hemisphere significance as a notable historic tree.

Coastal Restoration_ Restore the cliff facing erosion, sand build up and enhance the coastline of Pāhi Peninsula

Infrastructure_ Establish a new communal wastewater treatment plant to service the existing and proposed residential and commercial environment.

Roading_ Improve the safety of Pāhi Road via widened shoulders, barriers, footpaths and signage to reduce speed and allow a safe shared space for vehicles, pedestrians and cyclists.



KEY

- Residential Block Options
- Business Park
- Visitor Accommodation / Restaurant
- Swamp/Wetland Protection
- Walking and Cycling connection

KEY

- Swamp/Wetland Protection**
Protection of swamp/wetland and removal of pest mangroves to maintain mauri of water and water quality
- Notable Trees**
Protection of notable Fig tree and surrounding reserve
- Wharf**
Wharf and boat club existing - trailer parking available
- Protected Campsite**
Protect campground reserve
- Town Centre**
Cafe & small shops
- Waste Water Treatment**
Potential to locate a waste water treatment system between Bonham Street council road reserve and private land to accommodate future growth as waste water is an issue in Pahi
- Business Park**
Potential business park with marina shop
- Pahi Hotel**
Pahi Hotel to be used as visitor accommodation again
- Walking and Cycling Track**
Potential for walking cycling track connection
- Improve safety**
Improve safety of Pahi Road and upgrade to include a dedicated walking/cycling lane to safely share space. In particular between Fisher Street and Pahi road down to playground
- Erosion Area**
Potential erosion zone
- Proposed Residential Area**
The suggested residential area needs soil testing
- Gateway**
Gateway to Pahi Point

5.6 | Matakoho
- Overview

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

Matakoho: Mata = headland; koho (shortened from kokekoho) = native tree

Matakoho is a rural community located on the Kaipara harbour coast. Ruawai is 16km west from Matakoho. Paparoa is 7km north-east of Matakoho, while Maungatūroto is roughly 19km eastward. Dargaville, Ruawai, Matakoho, Paparoa and Maungatūroto are all via State Highway 12.

Matakoho was one of the first areas in Kaipara to be settled by the Albertlanders, founded in 1863. Steamer services ran frequently to and from Matakoho to other settlements throughout the harbour. It once held the title for longest wharf in Kaipara - in 1881, the wharf was built at a length of 442m. The kauri timber and gum industries contributed to the settlement's drastic population growth of 264 by 1906. However, by 1921, its population had dropped to 141 due to the arrival of rail infrastructure in the district, which Matakoho did not have access to.

Matakoho has somewhat declined in the past two decades, with the population decreasing as well as businesses closing, including a convenience store, petrol station and post shop. There has recently been a slight increase in subdivision and development, however the population is still not large enough to sustain new businesses.

Nowadays, the Kauri Museum is a central asset for the Matakoho community. The importance of the Kauri Museum is a reflection of history as one of the most valuable things about Matakoho. The museum is a large local employer and the central economic base for the community. Several local businesses are directly connected to the museum, namely the gumdigger cafe, White Rock Gallery and Gallery 28. The museum sees around 40,000 annual admissions - 60 percent of its clientele are foreigners.

Matakoho Primary School is also an important focal point for the community. Locals see the school as a means to re-engage kids with their community and history.

The Matakoho Community Group is involved in the planning stage for developing cycling infrastructure, intended to connect to similar projects being led in Ruāwai and Paparoa. In 2019, the Hardies and Anderson bridges were upgraded by



5.6 | Physical Analysis - Constraints & Opportunities

Scale: 1_10 000@A3



5.6 | Engagement

| Engagement Findings

| Community Values

There is a great sense of pride in the Matakohe community, its spirit and its history. People are quick to laud the community's proactiveness, friendliness and supportiveness. There is a strong volunteer culture in Matakohe, and a strong do-it-yourself attitude. There is great pride in Matakohe's history and heritage.

| Aspirations

Residential Development_ The community is largely supportive of enabling growth for Matakohe, provided its rural village character is retained.

Tourism_ Tourism is seen as a key facilitator for growth. The museum is a key asset for tourism in Matakohe. As a result of the COVID-19 pandemic, the museum has expressed its need to attract local tourism, as there will no longer be foreign visitors. Locals have also mentioned that there are opportunities in Matakohe's kauri tracts, as well as the harbour (including wharf development), for ecotourism. There is opportunity for rich cultural experiences by incorporating Māori heritage into the Matakohe story.

Wharf Opportunities_ Locals would like to see opportunities related to the wharf explored. However, they do concede that this is somewhat impractical due to strong water movements and shallow foreshore.

Commercial Development_ A pedestrian precinct around the Kauri Museum and provision for light commercial activity, such as a corner shop or cafe.

Pedestrian-Friendly Environments_ Better pedestrian safety, particularly between the school and town centre - recently, a footpath between the school and the museum was built through local volunteering efforts.

Environmental Protection_ Recently, there has been greater awareness of environmental care at Matakohe. For example, the harbour is seen as an important environmental feature, and there are ongoing cleaning works. There are also patches of kauri which the community wants to protect.

Recreational Facilities_ There is a desire for more recreational spaces, such as a playground or reserve. Locals also want to see provision of beach access.

Maintain and Promote Local Culture_ The need was expressed to connect back to history, including instilling a relation to history in children and foster pride in the community. People want to see Matakohe retain its tight-knit community and strengthen the volunteer base.

Passive Recreation_ Completion of the cycling connections to Paparoa and Ruāwai.

| Outcomes

Residential Development _ Residential development at the town centre, opposite the Kauri Museum, along Matakohe East Road and Church Road. Countryside living/lifestyle block development around the school.

Tourism_ Improve tourist appeal, with the Kauri Museum as a key destination. Kauri Museum to provide greater learning opportunities and reflect local history, including Māori stories.

Recreational Facilities_ Development of an open space/green network, and improvement of local facilities, such as public toilets at the end of Matakohe Wharf Road.

Water Transport_ Potential for wharf to be rebuilt to provide connectivity to wider Kaipara Moana (noting the previous wharf was historically 442m long due to the shallow foreshore).

Roading_ Upgrade Matakohe Wharf Road, seal Church Road to enable beach access.

Passive Recreation_ Improved walking and cycling infrastructure, including a walking/cycling track at the bottom of Church Road to link to the beach, as well as completing cycling connections to Paparoa and Ruawai.



5.7 | Whakapirau
- Overview

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

Whakapirau: Pirau (Stinking) and whaka (Place) - this is believed to refer to the dead bodies on the banks of the Whakapirau River following the battle of Puketapu. Whakapirau is a coastal settlement 400m opposite the Pāhi River from Pāhi. Maungatūroto is 14km northeast of Whakapirau via Whakapirau Road and SH12, whereas Paparoa is 15km via road northwards. From here, Pāhi can be accessed via SH12 and Pāhi Road. According to 2013 Census data, Whakapirau and its wider surrounding area has a population of 57.

During the initial settlement of Kaipara by the English Albertlanders in the mid to late 19th century, the prosperity of settlements was dependent on their access to kauri timber. Whakapirau capitalised on this industry - Chadwick's mill at Whakapirau was the second largest behind Te Kōpuru. Cut logs would be sledged to tidal water, rafted across the river to Pāhi, and then loaded onto schooners. The mill burnt down in 1912.

The school was opened in 1893, and the steamer wharf was built in 1895. The Cooperative Dairy Company was established in 1904. These businesses attracted the population and generated the wealth necessary for the church's construction. St Alban's Church which was built from kauri timber in 1896. Following the battle of Marohemo in 1825, the block of land which the church is now situated on was made tapu from the remaining kōiwi from a battle.

The battle of Te Ika-a-Ranganui in 1825 was fought between Ngāti Whātua and Ngāpuhi, with Ngāpuhi prevailing, and the bodies left in piles at the battle-site. Later, European settlers exhumed the bones and used them to fertilise vineyards. The tapu was lifted from the land by the gathering of the kōiwi into an ossuary. There are also graves for both Māori and Pākehā in the churchyard.

Once the tapu issue had been resolved, settlers were able to quickly expand into Whakapirau. A timber mill was relocated here, a general store and a gum-trading depot were established. Residential development also began. Whakapirau's population was 88 in 1881. By 1911, its population was 335. By 1961, its population had reached 354. The settlement was briefly named Karaka, after chief Arama Karaka who had good relations with Pākehā. However, this name was frequently used for settlements around the country, and subsequently took its current name after Whakapirau Creek.

At the turn of the 20th century, limestone became increasingly popular for roading and agricultural purposes. The Kaipara Farmers Co-op Lime Co. Ltd was based in Whakapirau, registered to quarry limestone for farm use.

Whakapirau Wharf is located at the end of Whakapirau Road. There appears to be no discernible commercial activity. Today, land use is mostly residential, where the majority of the homes are unoccupied for most of the year. There has been significant development since 2013.



5.7 | Physical Analysis - Constraints & Opportunities



5.7 | Engagement

| Engagement Findings

| Community Values

- The town of Whakapirau is mostly valued for its peacefulness, beautiful scenery and the community.
- The essential qualities of the town are pointed towards its coastal beaches, wharf and fishing (surfcasting) opportunities.
- Community organisations including the Marae, sports club and the church hold events that bring the community together such as the new years eve events which the locals wish to protect.

| Aspirations

Locals support enabling future growth where it does not change the dynamics and lifestyle of Whakapirau or affect affordability i.e. increase in rates.

Residential Development_ Locals see a potential for small houses on small blocks along the beachfront. However, only support growth in these areas where it attracts permanent residents as opposed to holidayers.

Commercial Development_ The people of Whakapirau rely on shops and businesses in Maungatūroto for day to day needs, Mangawhai or Whangārei for groceries and other services such as healthcare.

Community Facilities_ Local would like to see a play area for the younger generations such as a tennis court or a simple rope off a big tree on the beach.

Infrastructure_ The community is interested in education opportunities in specific areas such as plumbing best practice, given there are major land issues during the summer. Other services such as wastewater, water supply and telecommunications are supported if growth occurs without detrimental costs incurred on ratepayers in the interim.

Transport_ With growth, the locals expect to see infrastructure services and upgraded roading networks that do not result in unreasonable rates in the interim should growth not occur. Locals would like to see footpaths to improve pedestrian safety around the settlement.

Passive Recreation_ Establish walking and cycling trails through nature and along the coast.

Ecological Restoration_ Removal of weed trees and species through appropriate means such as spraying and mowing areas, as opposed to scorching the earth which has detrimental effects on the environment.

Coastal Restoration_ There has been an increase of erosion on the beach and challenges at the harbour which needs to be taken care of. Drainage clean-up has been an issue which the community has been seeking to resolve since 2014 but failing due to costs involved.

Water Transport_ Locals would like better access to boat ramps particularly during low tides, boat

trailer parking, shore facilities such as public toilets and other water services such as ferries etc.

| Outcomes

Residential Development_ Identify land on the upper slopes above the ridgeline for residential development and countryside living opportunities to the south of the ridgeline. Allow infill development to occur in the existing residential zoned land.

Commercial Development_ Locate shops i.e. café or restaurant and retail activity i.e. dairy around the wharf as the main gathering spot overlooking the harbour.

Community Facilities_ Locate a playground near the wharf.

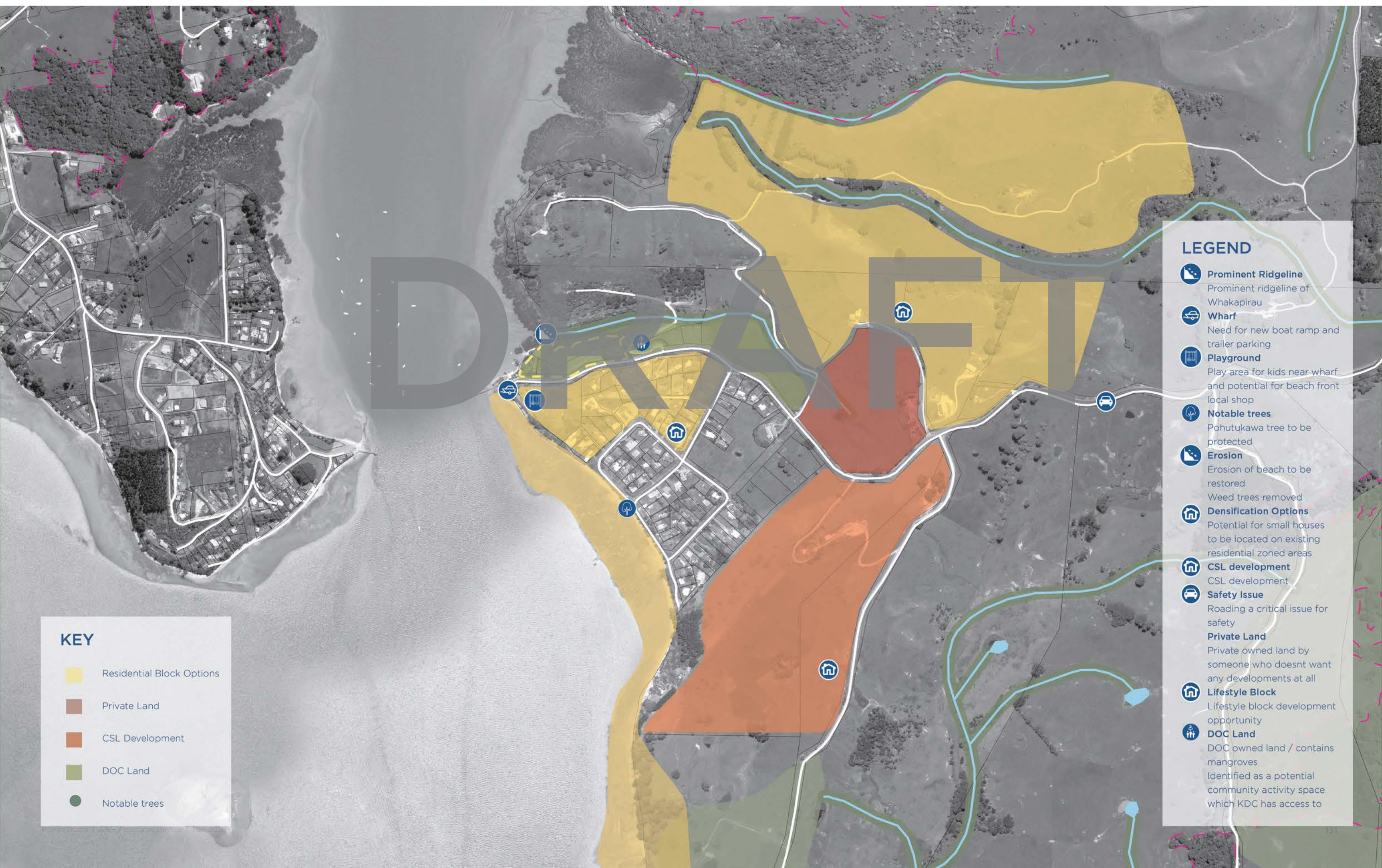
Passive Recreation_ Establish a new walking/cycling trail to loop around Whakapirau and along natural edges such as the mangroves on Department of Conservation owned land and along the dunes/beach.

Ecological Restoration_ Removal of pest species and protection of mangroves and Pōhutukawa trees along the coast.

Coastal Restoration_ Protect, enhance and restore the coastal environment from ongoing erosion.

Water Transport_ Upgrade the boat ramp, boat trailer parking and establish public toilets near the wharf.

Transport_ Upgrade road into Whakapirau through widened shoulders to improve safety and footpaths within the settlement for pedestrian amenity.



KEY

- Residential Block Options
- Private Land
- CSL Development
- DOC Land
- Notable trees

LEGEND

-  **Prominent Ridgeline**
Prominent ridgeline of Whakapirau
-  **Wharf**
Need for new boat ramp and trailer parking
-  **Playground**
Play area for kids near wharf and potential for beach front local shop
-  **Notable trees**
Pohutukawa tree to be protected
-  **Erosion**
Erosion of beach to be restored
Weed trees removed
-  **Densification Options**
Potential for small houses to be located on existing residential zoned areas
-  **CSL development**
CSL development
-  **Safety Issue**
Roading a critical issue for safety
-  **Private Land**
Private owned land by someone who doesn't want any developments at all
-  **Lifestyle Block**
Lifestyle block development opportunity
-  **DOC Land**
DOC owned land / contains mangroves
Identified as a potential community activity space which KDC has access to

5.8 | Hakeru
- Overview

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

Hakarū is a rural community located halfway between Mangawhai and Kaiwaka. Mangawhai is located roughly 7km east of Hakerū, while Kaiwaka is roughly 7km westward. The still-standing Dairy Factory is a remnant of Hakerū’s history during the Albertlanders’ settlement of Kaipara. By the turn of the 20th century, Kaipara’s timber and gum resources had neared depletion. The Hakerū Dairy Company was established in 1902 as settlers then turned to farming upon the newly deforested lands.

Nowadays, farming remains a fundamental economic base for the Hakerū community, which is valued by locals for its rural lifestyle. Hakerū has seen significant growth in the past five years, with the population increasing by as much as four times. Many homes are relocated. There is also a large retiree population. The Hakerū community encompasses a large area, extending roughly halfway to Kaiwaka, and as far down as Tōpuni.

There are no shops at Hakerū, but there are small businesses involved in agriculture and light manufacturing, such as Engtech and Agridustrial. Local Organisations include the RSA, Hakerū Hall and the Pony Club, which are seen as cornerstones of the community. In particular, Hakerū Hall has seen significantly more use in recent years, being used for events, classes and accommodation from both Kaiwaka and Mangawhai.

There is strong relationships and cooperation between these organisations, with crossovers in leadership.

The main roads are Kaiwaka-Mangawhai Road, Settlement Road, and Lawrence Road. Settlement Road is perceived as the village mainstreet, where traffic speed is a concern - meaning that mainstreet streetscape improvement would be highly desirable by the community.

Kaiwaka-Mangawhai Road is the main ‘movement network’ where most of the traffic is experienced and encouraged. Metalling/sealing of these roads are patchy and they are mostly still gravel. As the local population has increased, the roads have become increasingly stressed, causing damage to vehicles, as well as to personal health (dust particulate). The roads see extreme usage during the annual Northern Bass festival (held in Mangawhai), where up to 15 thousand people come through Hakerū.



5.8 | Physical Analysis – Opportunities and Constraint



KEY

Constraints + Challenges

- Flood plains
- Steep terrain
- Water Feature

Opportunities

- LUC 1-3
- Soil not suitable for production/ suitable for ecological restoration
- Existing vegetation
- Riparian Network
- Potential ecological network
- Openspace
- Beach

5.8 | Engagement

| Engagement Findings

Community Values

- The rural lifestyle in Hakarū is very important to locals, who emphasise that spatial planning must reflect and retain its rural character.
- The community is not particularly interested in high-value amenities such as libraries or footpaths, but rather simply having basic infrastructural needs met.

| Aspirations

Residential Development_ Locals are happy to see further growth in Hakarū , provided that basic infrastructure is provided to service the population. They also want to see better direction for growth, noting the impact that this would have for the community’s reputation. Locals are also dissatisfied with the condition of some relocated homes, and would like to see these homes tidied up.

Commercial Development_ There is not much demand for local shops, until there is significant growth in the local population. At most, locals would like to see 1-2 shops in the village area at most. People are happy to do their shopping at Kaiwaka or Mangawhai.

Improved Roads_ Unanimously, the most pressing concern expressed by Hakarū residents is the condition of local roads, namely Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. The one-way

bridges on Kaiwaka-Mangawhai Road and Settlement Road were also noted to be potentially dangerous.

Telecommunications_ Improved phone and internet services. Fibre has been partly installed but is only accessible to some people.

Transfer Station_ Improvements to the transfer station.

Protected Features_ Locals consider the RSA, Hakarū Hall, and Pony Club as cornerstones of the community and would like to see these protected.

| Outcomes

Residential Development_ Residential development predominantly in the form of lifestyle blocks around main community facilities (RSA, Hakarū Hall and Pony Club). Potential for smaller blocks to be affordable for retirees. Relocated homes of higher standard and better condition.

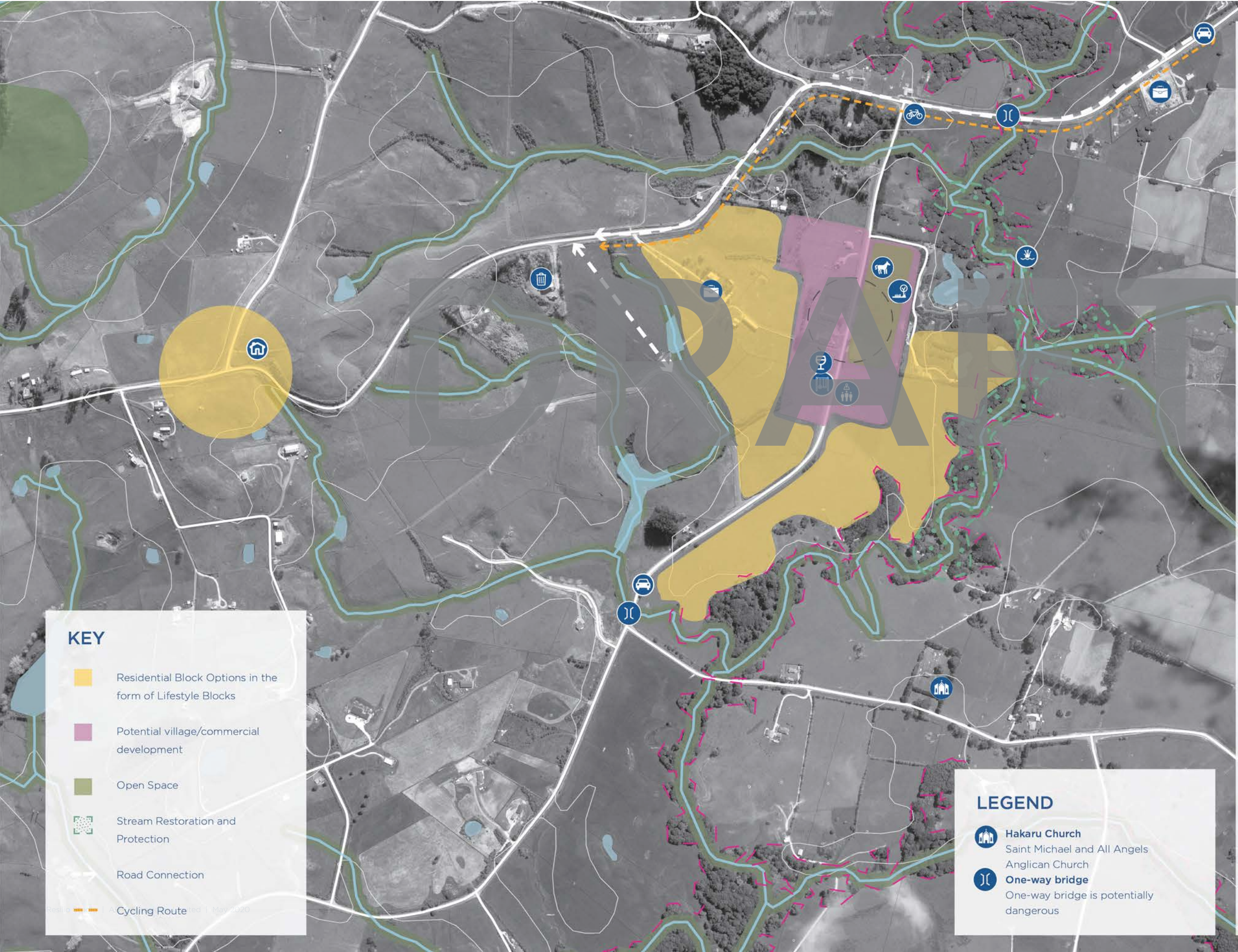
Transport_ Sealing of roads and upgrading of bridges for two-way traffic. Creating a mainstreet environment on Settlement Road along the existing community hall and RSA.

Commercial Development_ Village/ commercial development around main community facilities.

Community Facilities_ Enable greater utilisation of the domain, and installation of a local playground.

Water Quality_ Cleaning and enhancement works for Hakarū River.

Protect Features_ Protection of the RSA, Hakarū Hall and Pony Clubs as the key social gathering locations.



KEY

- Residential Block Options in the form of Lifestyle Blocks
- Potential village/commercial development
- Open Space
- Stream Restoration and Protection
- Road Connection

Resilio | A Cycling Route | May 2020

LEGEND

- Recycling Centre**
Existing recycling centre
Can be operated/presented better as people come a long way to use it
- RSA**
Existing Hakaru & District RSA
- Engtech**
Large employer of Haraku
- Subdivision**
Subdivision associated with ecovillage possibly already underway
- Hakaru Main Street**
Opportunity for Settlement Road as main street for Hakaru - however sealing is patchy, mostly gravel
50km speed limit through Settlement Road - many trucks travel through
Require complete metalling/sealing on Kaiwaka/Mangawhai Road, Settlement Road and Lawrence Road. Gravel roads damage vehicles and impact health.
Roads are frequently washed out
- Cycling Road**
Cycling to Mangawhai is no longer safe
- Pony Club**
Existing Hakaru Pony Club
- Major Connection**
Kaiwaka-Mangawhai Road provides important east-west connection (Mangawhai towards east, Kaiwaka towards west)
- Agriustrial**
Large employer of Haraku
- One-way bridge**
One-way bridge possibly upgraded to two-lane bridge
- Hakaru River**
Hakaru River important basis for community
Hakaru River polluted - requires restoration
- Domain**
Make domain open and accessible to public
- Playground**
Potential Playground
- Hakaru Hall**
Has become very active in recent years

LEGEND

- Hakaru Church**
Saint Michael and All Angels Anglican Church
- One-way bridge**
One-way bridge is potentially dangerous

Part 6 | Next Steps

DRAFT

INDICATIVE TIME-LINE [for discussion at council briefing / to be completed post council briefing]

