

Draft Sub-regional Spatial Plan



Kaipara District

Phase 5- Online Survey Submissions



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1 // Phase 5 – Consultation

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

The following are summarised online submissions received from the public:

1.1 Kaihū

1.1.1 Overview Information

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

1.1.2 Feedback on Early Insights Maps:

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

1.2 Maunganui Bluff (Aranga Beach)

No submissions received for Maunganui Bluff.

1.3 Omamari

No submissions received for Omamari.

1.4 Tangiterōia

1.4.1 Values and Essential Qualities

- Community spirit of the settlement
- Caring and united community

1.4.2 Community Aspirations

- Encourage growth in the area through enabling subdivision provisions

- Rebuild complex to provide a hub for the community

1.4.3 Changes in the Community

Seen:

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

Required:

- Offer a reason for outsiders to call Tangiterōia home

1.4.4 Feedback on Early Insights Maps

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

1.4.5 Community Audit

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

1.5 Tangowahine

1.5.1 Values and Essential Qualities

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

1.5.2 Overview Information

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

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

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

1.5.3 Community Aspirations

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

1.5.4 Feedback on Early Insights Maps

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

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

1.6 Baylys Beach

1.6.1 Values and Essential Qualities

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

1.6.2 Overview Information

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

1.6.3 Community Aspirations

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

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

1.6.4 Feedback on Early Insights Maps

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

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

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

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

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

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

1.7 Glinks Gully

1.7.1 Values and Essential Qualities

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

1.7.2 Overview Information

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

1.7.3 Community Aspirations

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

1.7.4 Feedback on early Insights Maps

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

1.8 Ruāwai

1.8.1 Overview Information

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

1.8.2 Community Aspirations

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

1.8.3 Feedback on Early Insights Maps

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

1.9 Te Kōpuru

1.9.1 Overview information

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

1.9.2 Community Aspirations

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

1.9.3 Feedback on Early Insights Maps

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

1.10 Kellys Bay

1.10.1 Values and Essential Qualities

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

1.10.2 Overview Information

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

1.10.3 Community Aspirations

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

1.10.4 Feedback on Early Insights Maps

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

1.11 Poutō Point

1.11.1 Overview Information

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

1.11.2 Community Aspirations

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

1.11.3 Feedback on Early Insights Maps

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

A wharf is supported at the end of Poutō Road.

1.12 Tinopai

1.12.1 Values and Essential Qualities

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

1.12.2 Overview information

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

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

1.12.3 Community Aspirations

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

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

1.12.4 Feedback on early insights

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

1.13 Hakarū

1.13.1 Overview Information

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

1.13.2 Community Aspirations

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

1.13.3 Feedback on Early Insights

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

1.14 Matakōhe

1.14.1 Values and Essential Qualities

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

1.14.2 Overview Information

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

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

1.14.3 Community Aspirations

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

1.14.4 Feedback on Early Insights Maps

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

1.15 Pāhi

No submissions received for Pāhi.

1.16 Paparoa

1.16.1 Values and Essential Qualities

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

1.16.2 Overview Information

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

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

1.16.3 Community Aspirations

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

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

1.16.4 Feedback on early Insights Maps

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

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

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