

# Kaipara Spatial Plan 2050\_Update October 2020

Rev 1 | September 2020

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1\_ Purpose of Presentation

2\_ Project Programme

3\_ Summary of Recent Consultation Process

Appendix A\_

30 Year Settlement Plans + Engagement Summaries

## 1\_PURPOSE OF PRESENTATION

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

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

## 2\_ PROJECT PROGRAMME

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

### INDICATIVE TIME-LINE



### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

*Drop-in Sessions*

*Phone calls*

*One on one meetings*

*Online Survey*

#### Phase 4 Engagement

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

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

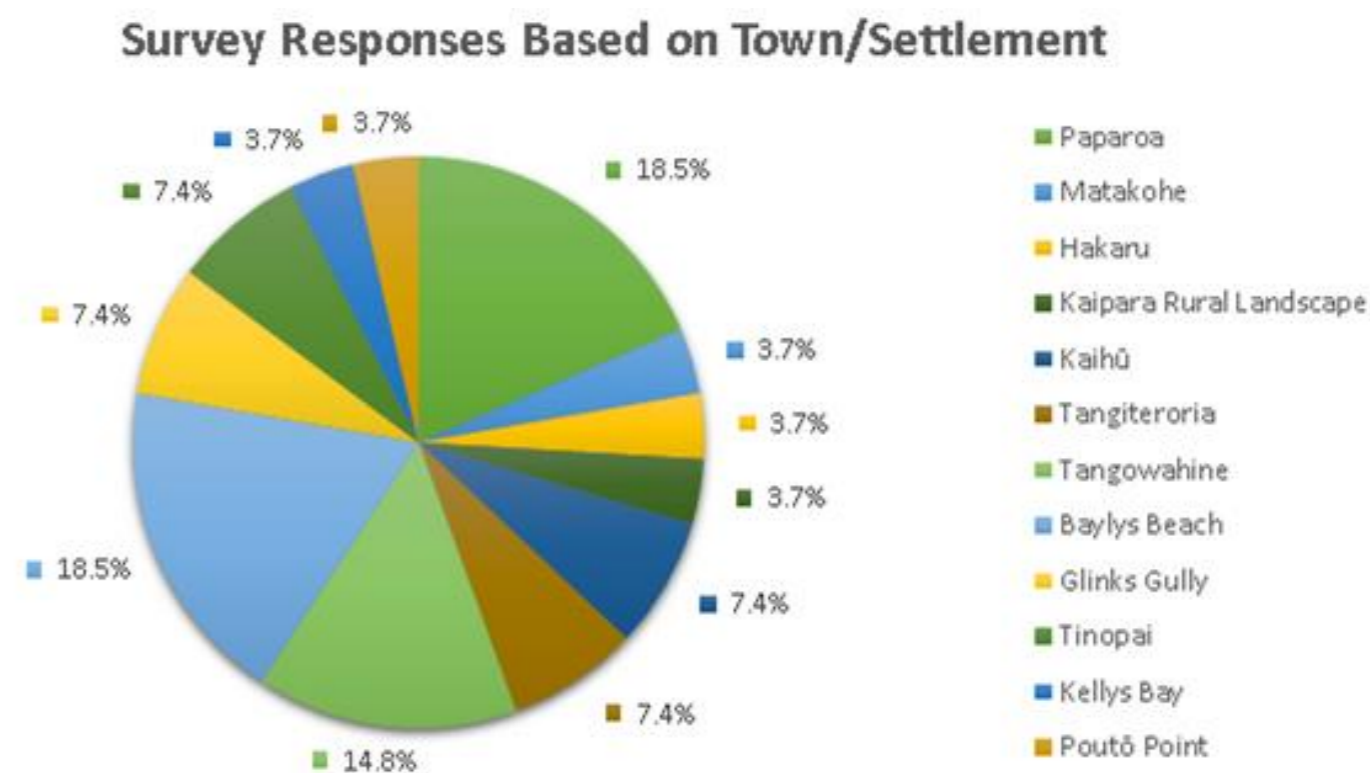
## ONLINE SURVEY AND WRITTEN FEEDBACK SUBMITTED

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

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

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

**Fig 1 - where respondents live**



3\_ SUMMARY OF RECENT CONSULTATION PROCESS

Drop-in Sessions

Phone calls

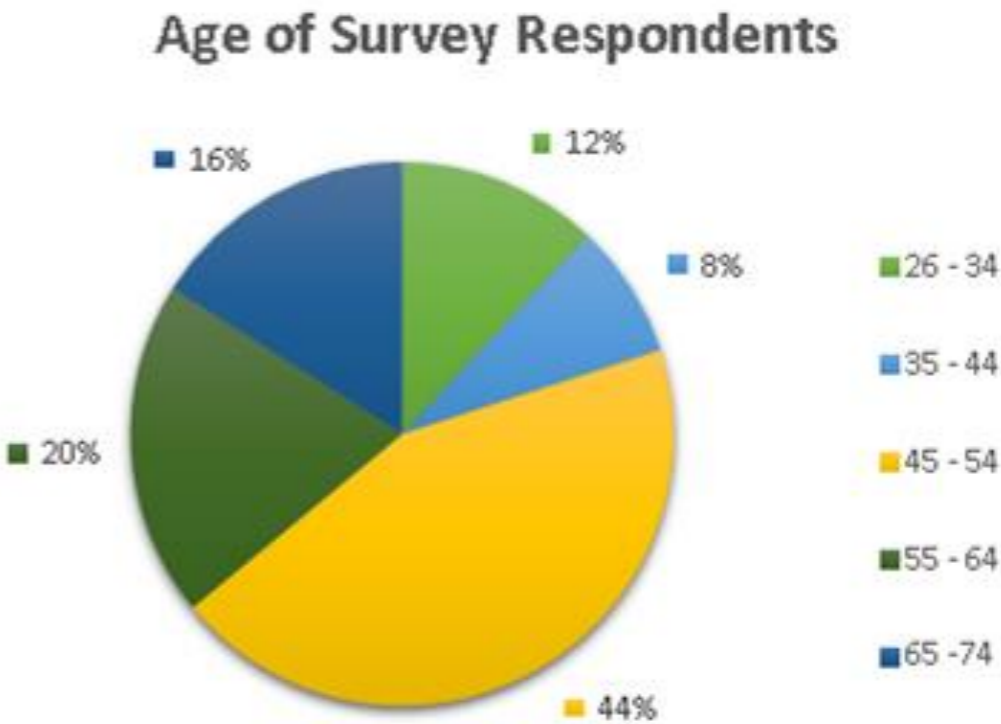
One on one meetings

Online Survey

ONLINE SURVEY AND WRITTEN FEEDBACK SUBMITTED  
Continued ...

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

Fig. 2 - age of respondents



### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

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#### *Drop-in Sessions*

#### *Phone calls*

#### *One on one meetings*

#### *Online Survey*

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

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

## PHASE 5 - PUBLIC DROP-IN SESSIONS

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

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

### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

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

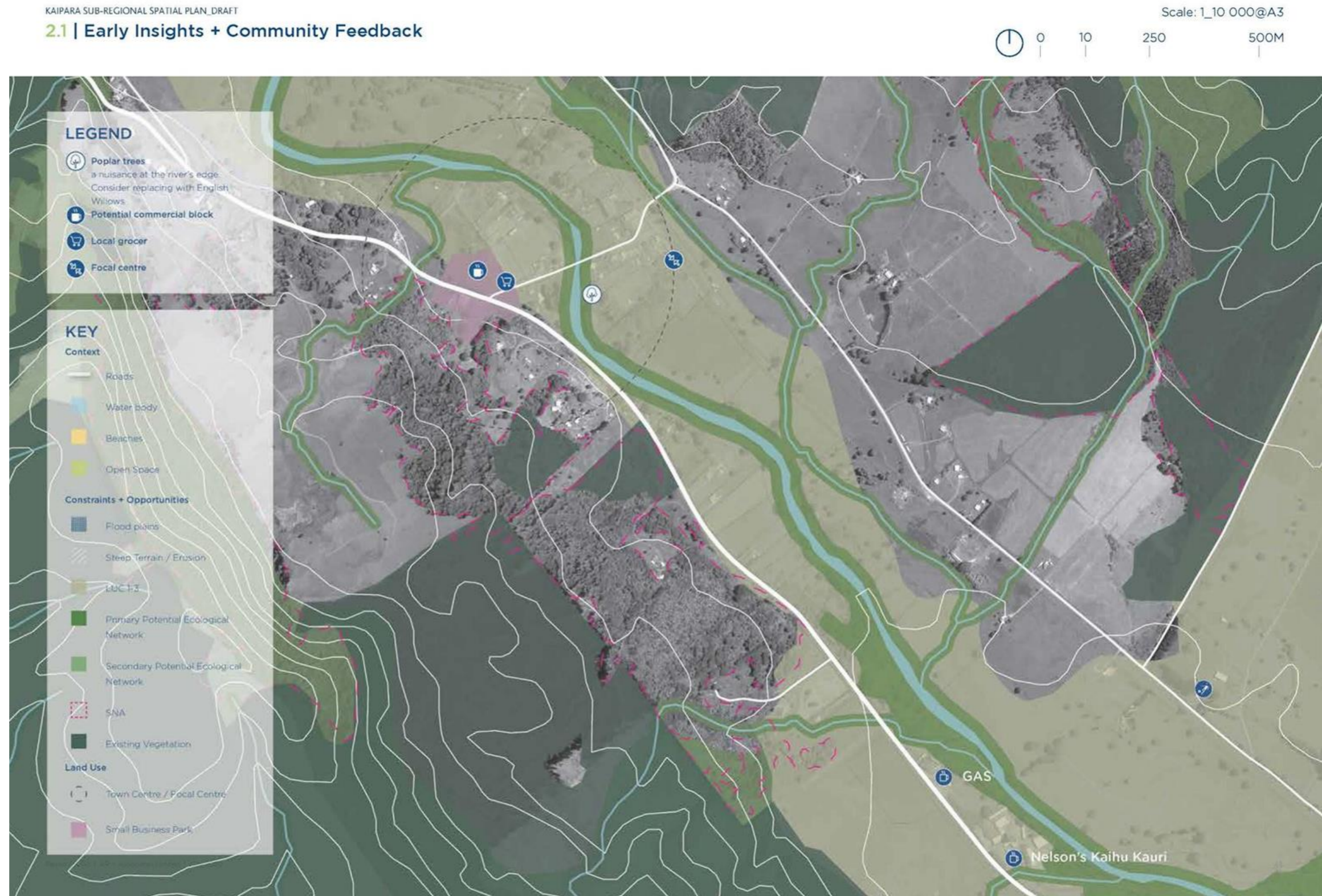
*Information was available online for online surveys and at drop-in sessions (held for some settlements)*

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

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

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

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



### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

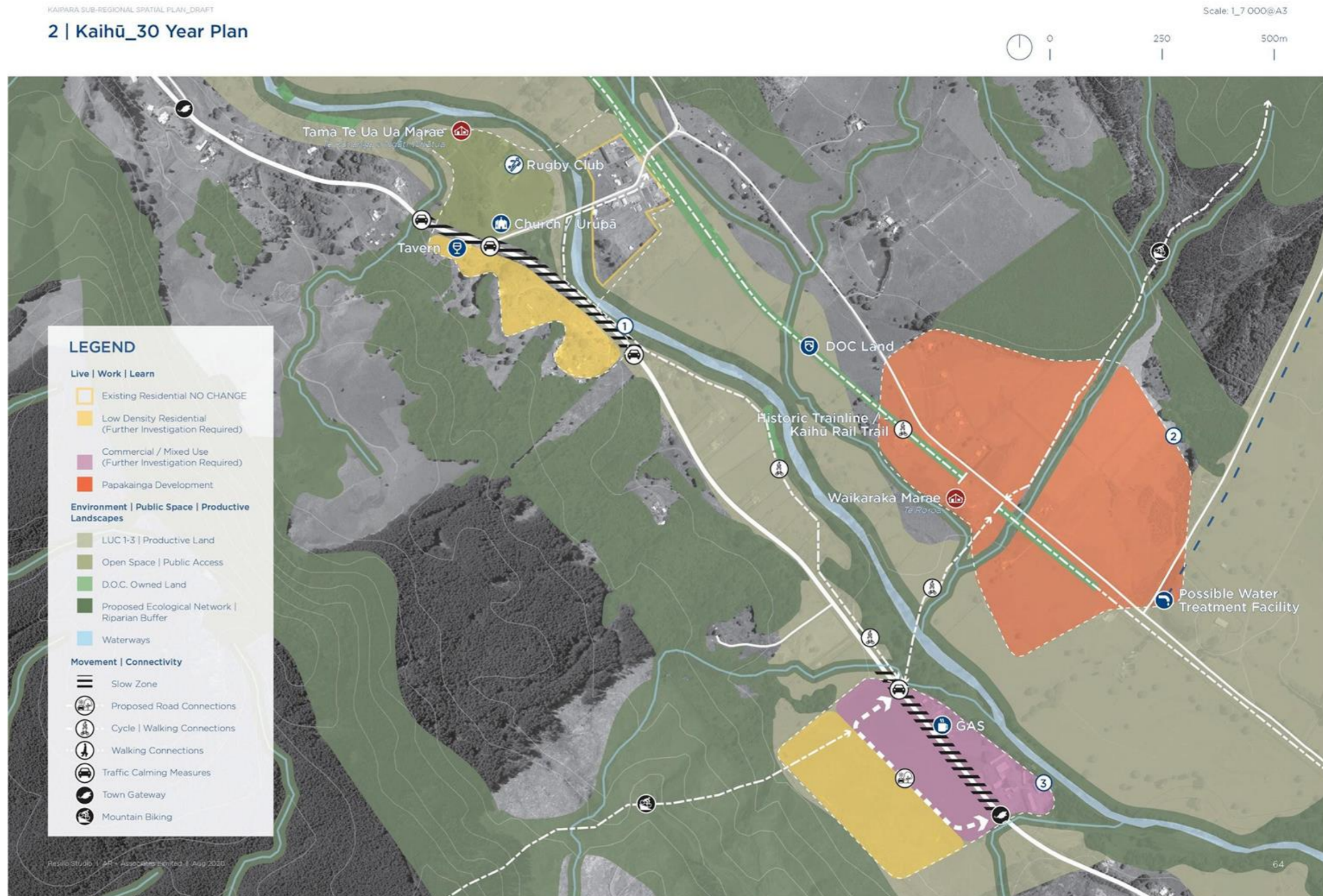
*Kaihū is identified as a 'Service Centre' in the draft spatial plan, servicing the local residents and wider rural-based community, as well as holiday-makers visiting local attractions such as Kai Iwi Lakes, Trounson Park, and the west coast beaches and walks. The proposed Kaihū Valley Trail will further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

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

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

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

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



### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

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

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

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

#### SOCIAL INFRASTRUCTURE

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

#### TRANSPORT

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

### 3\_ SUMMARY OF RECENT CONSULTATION PROCESS

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

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

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

APPENDIX A\_  
30 YEAR SETTLEMENT PLANS + ENGAGEMENT SUMMARIES

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# Kaihū 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

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

## Kaihū 30 Year Plan

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

## Kaihū Neighbourhood/Infrastructure descriptions

Kaihū Town Centre (SH12/Kaihu Wood Road intersection)

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

## Outcomes

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

## Kaihū South (SH12 around GAS)

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

## Outcomes

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

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

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

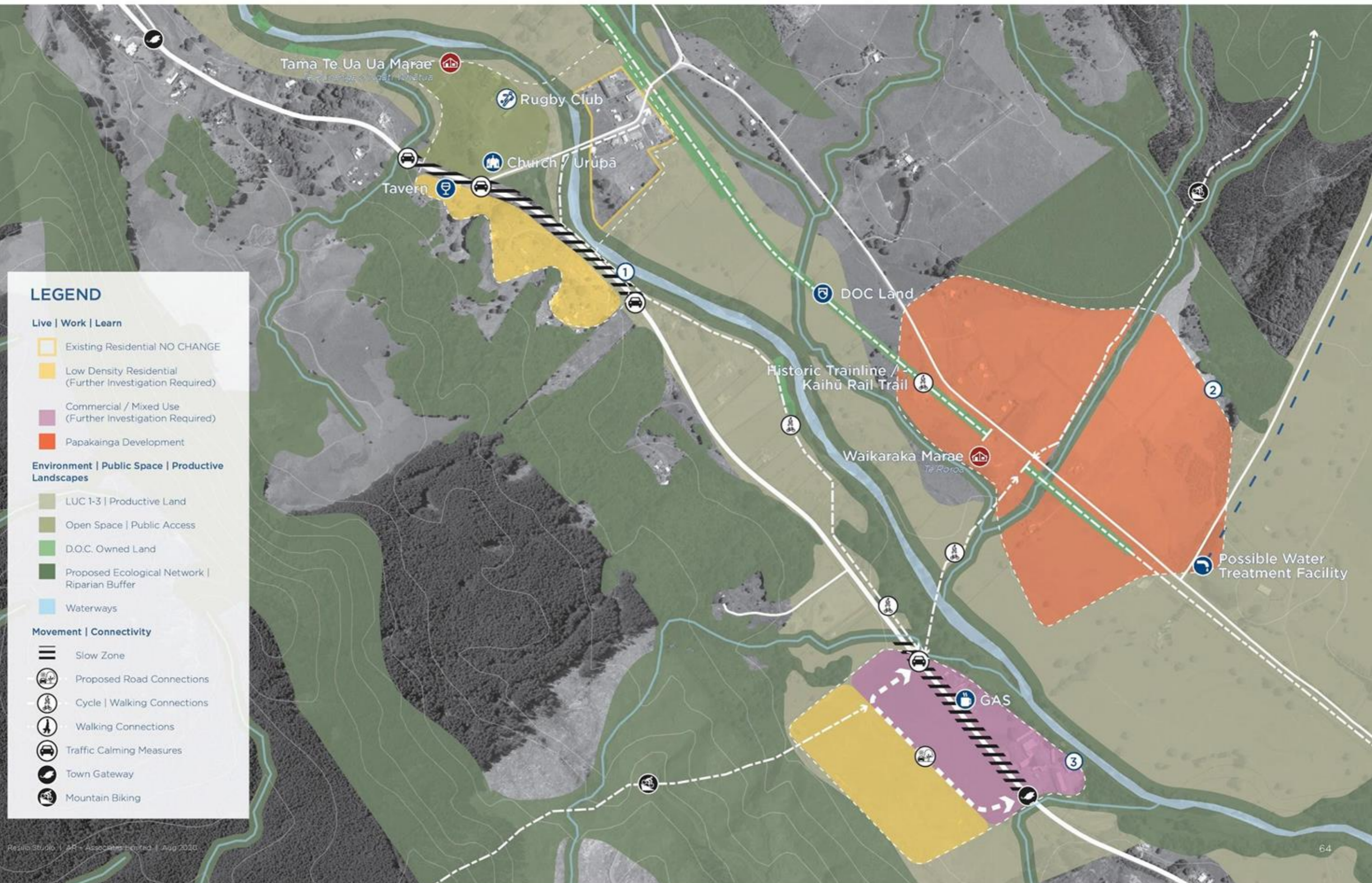
## Outcomes

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



250

500m



# Maunganui Bluff 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Maunganui Bluff Neighbourhood + Infrastructure Description

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

## Outcomes

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

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

3 | Maunganui Bluff\_30 Year Plan

Scale: 1\_10 000@A3



0

250

500m



LEGEND

Live | Work | Learn

- Visitor Management Strategy
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Walking Connections

# Omamari 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Omamari Neighbourhood + Infrastructure descriptions

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

## Outcomes

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

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



# Tangiteroria 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Tangiteroria Neighbourhoods + Infrastructure Descriptions

### Tangiteroria Village Centre

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

### Tangiteroria Village Centre Outcomes

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

### Wairoa Plains

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

### Wairoa Plains Outcomes

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

### Pukehuia Block

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

### Pukehuia Block Outcomes

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



250

500m



# Tangowahine 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

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

## Tangowahine Neighbourhoods + Infrastructure Description

### Tangowahine Village

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

### Tangowahine Village Outcomes

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

### Railway Industry Block

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

### Railway Industry Block Outcomes

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

## 6 | Tangowahine\_30 Year Plan



0

250

500m

## LEGEND

## Live | Work | Learn

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

## Environment | Public Space | Productive Landscapes

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

## Movement | Connectivity

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

# Baylys Beach 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

Transport + Infrastructure:

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

## Coastal Protection + Restoration:

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

## Community Facilities + Tourism

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

## Commercial/Residential Development

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

# Baylys Beach 30 Year Plan

## Baylys Beach Neighbourhoods + Infrastructure description

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

### Baylys Beach Village Centre

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

### Outcomes

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

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

## Baylys Beach North

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

### Outcomes

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

### Future Infrastructure required for Baylys Beach

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

## 2 | Baylys Beach\_30 Year Plan



250

500m

### LEGEND

#### Live | Work | Learn

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

#### Environment | Public Space | Productive Landscapes

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

#### Movement | Connectivity

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



# Te Kōpuru 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback:

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

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

## Te Kōpuru Neighbourhoods + Infrastructure Description

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

### Te Kōpuru Town Centre

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

### Te Kōpuru Town Centre Outcomes

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

### Old Hospital Neighbourhood

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

### Old Hospital Neighbourhood Outcomes

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

# Te Kōpuru 30 Year Plan

## Historic Wharf Block

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

## Historic Wharf Block Outcomes

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

## Te Kōpuru West

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

## Te Kōpuru West Outcomes

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

## Te Kōpuru South

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

## Te Kōpuru South Outcomes

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

## Wairoa River Block

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

## Wairoa River Block Outcomes

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

## Future Infrastructure Requirements for Te Kōpuru

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

## 3 | Te Kōpuru\_30 Year Plan



250

500m



# Glinks Gully 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

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

## Glinks Gully Neighbourhood + Infrastructure Description

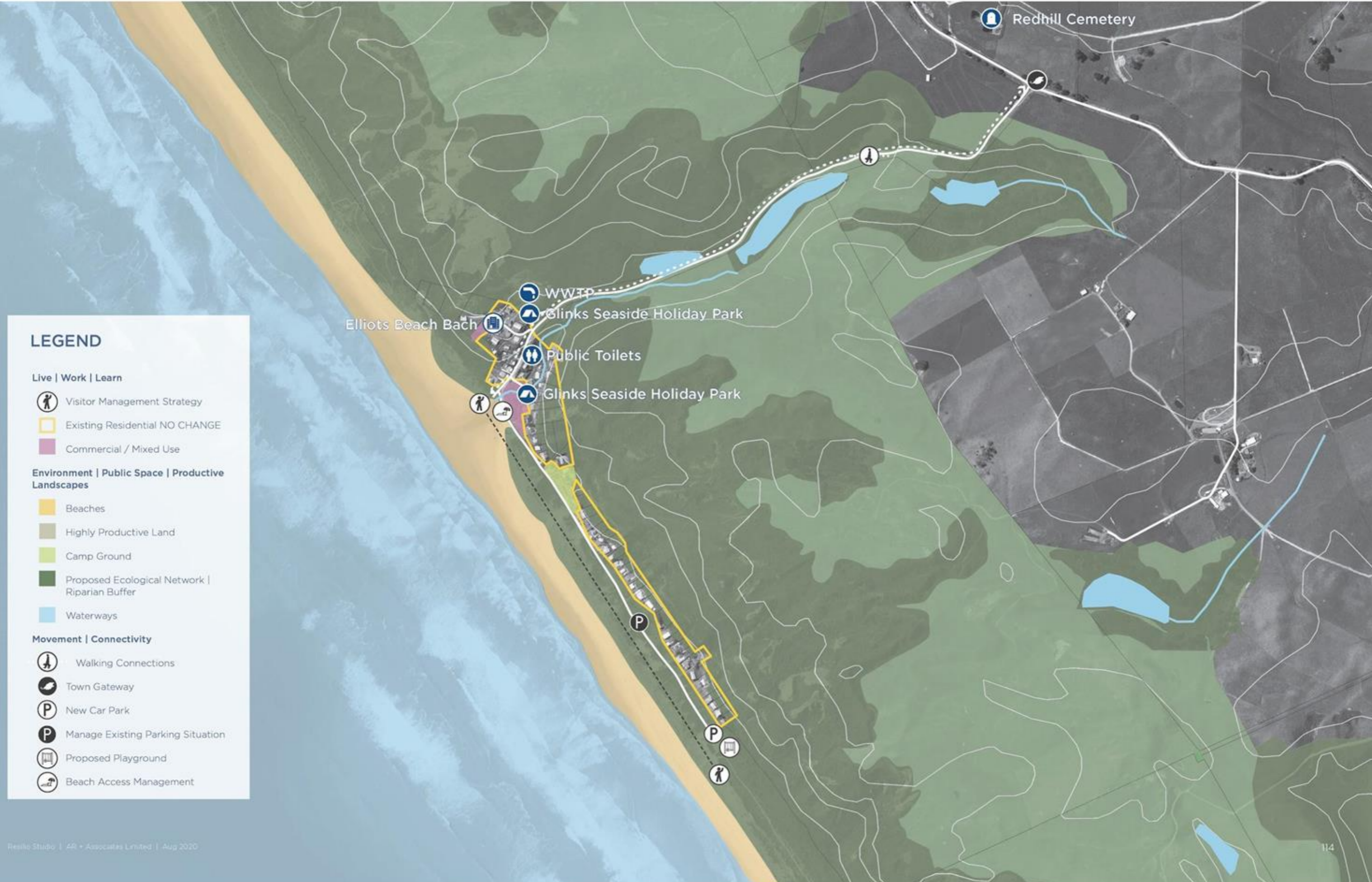
As a small bach community with few permanent residents, Glinks Gully is not anticipated to be a growth site. It is widely considered as a holiday destination rather than a place to settle. Furthermore, all unoccupied land immediately surrounding Glinks Gully is administered by DoC, which presents challenges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

## Outcomes

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

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

## 4 | Glinks Gully\_30 Year Plan



## Ruāwai 30 Year Plan

### Phase 4 Workshop Feedback

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

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

### Phase 5 Consultation Feedback

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

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

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

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

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

### Ruāwai Neighbourhoods + Infrastructure Descriptions

#### Ruāwai Town Centre

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

#### Ruāwai Town Centre Outcomes

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

#### Ruāwai Neighbourhood Extension

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

#### Ruāwai Neighbourhood Extension Outcomes

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

## 5 | Ruāwai\_30 Year Plan



## LEGEND

## Live | Work | Learn

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

## Environment | Public Space | Productive Landscapes

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

## Movement | Connectivity

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

School

School

DOC Land

G.A.S

Kaipara Refuse

Fire Station

Memorial Hall

Playground

Toilets

Sports Field

Church

State Highway Elevated

# Tinopai 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Tinopai Neighbourhoods + Infrastructure Description

### Tinopai Gateway Centre

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

### Tinopai Gateway Centre Outcomes

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

### Komiti Neighbourhood Extension

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

### Komiti Neighbourhood Extension Outcomes

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

### Tinopai South

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

### Tinopai South Outcomes

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

### Tinopai Infrastructure

## 2 | Tinopai\_30 Year Plan



250

500m



# Kellys Bay 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

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

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

## Kellys Bay Neighbourhoods + Infrastructure Description

### Kellys Bay Township

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

### Kellys Bay Township Outcomes

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

### Tangitiki Bay

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

### Tangitiki Bay Outcomes

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

### 3 | Kellys Bay\_30 Year Plan



250

500m



# Poutō Point 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

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

## Poutō Point Neighbourhoods + Infrastructure Description

### Poutō South Township

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

### Poutō South Township Outcomes

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

### Waikāretu Kāinga

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

### Waikāretu Kāinga Outcomes

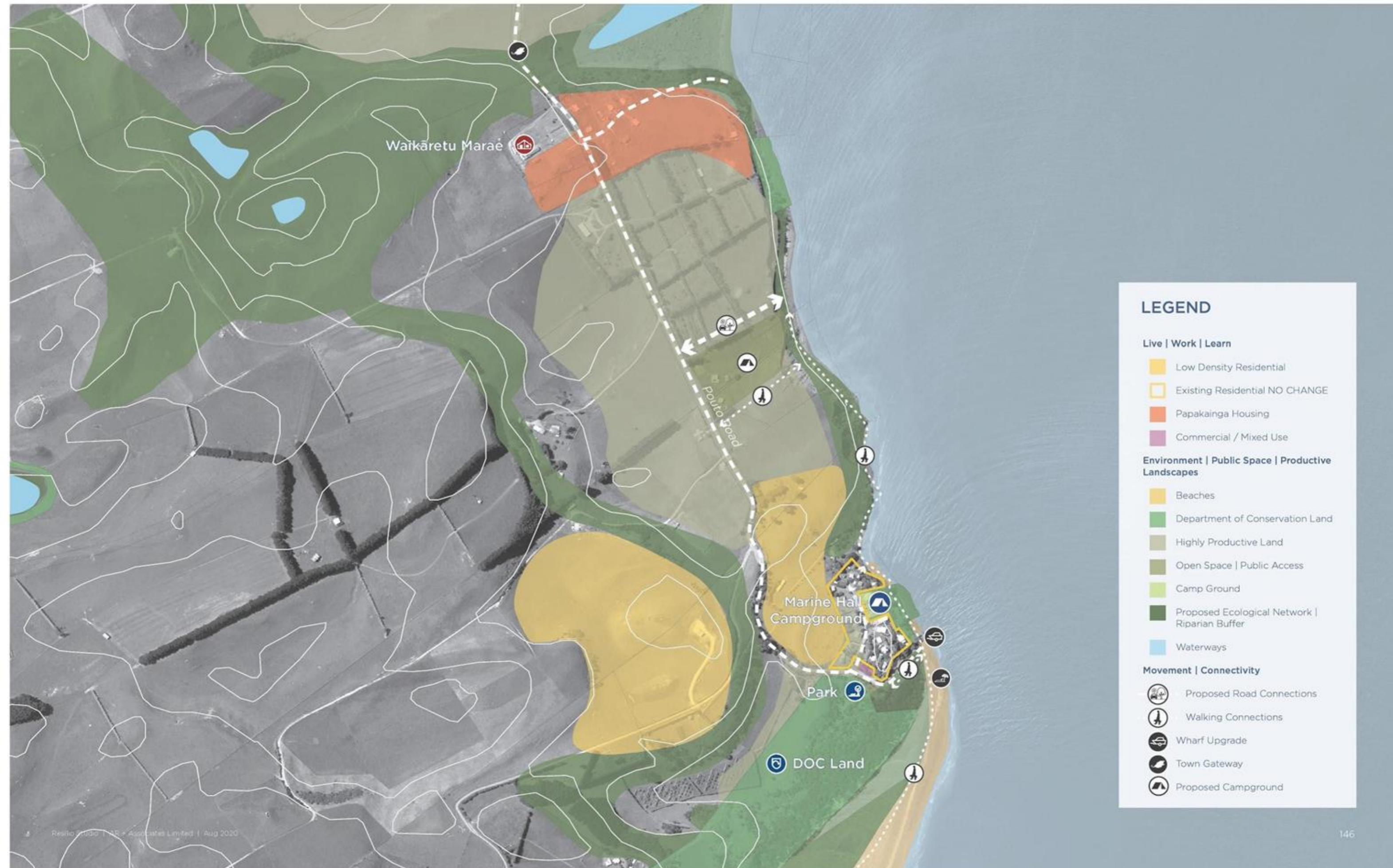
Enable local mana whenua to exercise kaitiaki by providing for papakāinga development opportunities around the marae.

# 4 | Poutō Point\_30 Year Plan



250  
|

500m  
|



## LEGEND

### Live | Work | Learn

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

### Environment | Public Space | Productive Landscapes

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

### Movement | Connectivity

- Proposed Road Connections
- ↗

 Walking Connections
- ↔

 Wharf Upgrade
- ↖

 Town Gateway
- ↘

 Proposed Campground

# Paparoa 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

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

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

## Paparoa Neighbourhoods + Infrastructure Description

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

### West Valley Industrial Block

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

### West Valley Industrial Block Outcomes

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

### West Valley Residential Block

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

### West Valley Residential Block Outcomes

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

# Paparoa 30 Year Plan

## Franklin Road Block

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

## Franklin Road Block Outcomes

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

## South River Block

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

## South River Block Outcomes

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

## Paparoa Town Centre Extension

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

## Paparoa Town Centre Extension Outcomes

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

## North River Block

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

## North River Block Outcomes

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

## East Valley Country Block

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

## East Valley Country Block

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

## East Valley Residential Block

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

## East Valley Residential Block Outcomes

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

## 2 | Paparoa\_30 Year Plan



**LEGEND**

**Live | Work | Learn**

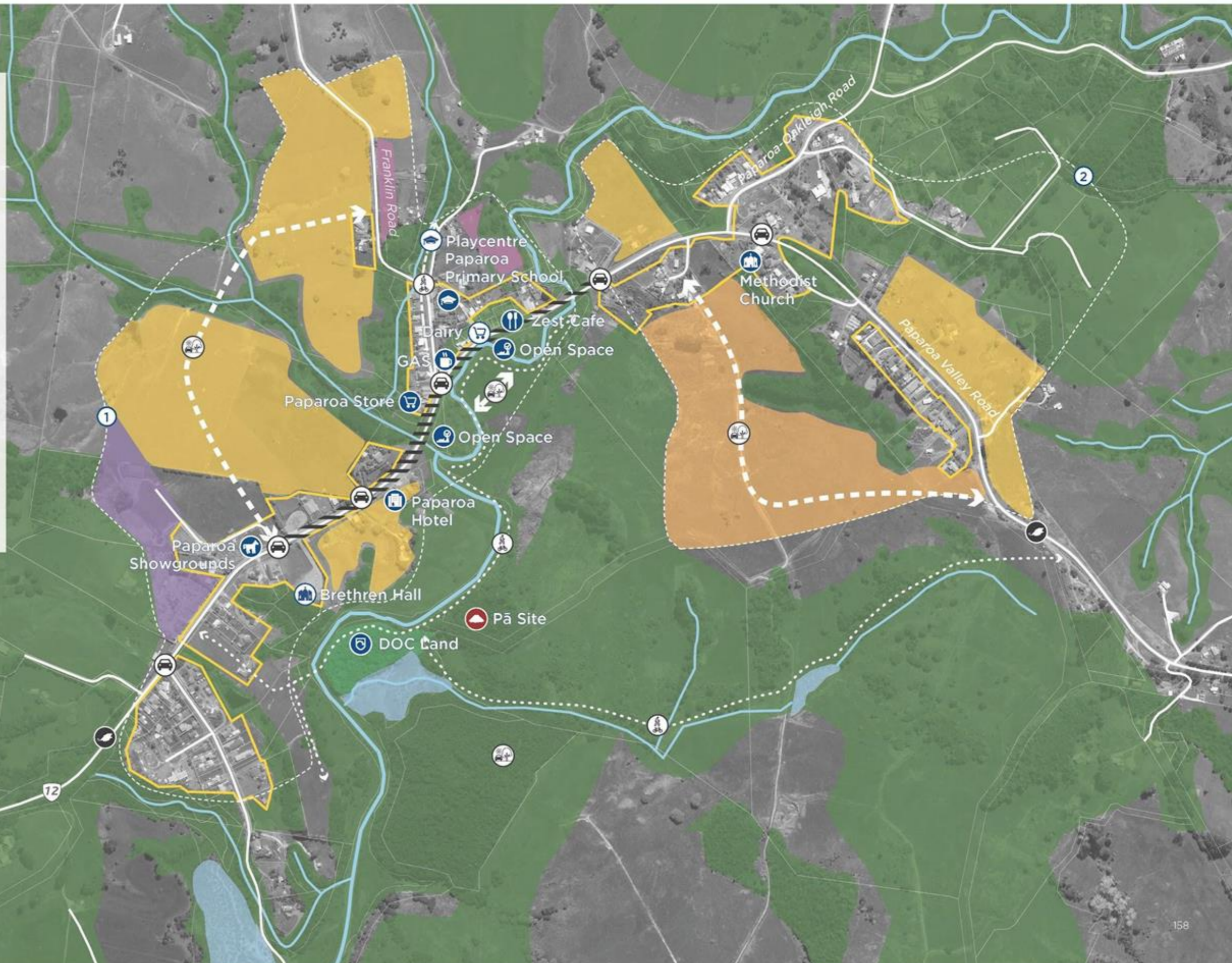
- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Industrial

**Environment | Public Space | Productive Landscapes**

- Proposed Ecological Network | Riparian Buffer
- Waterways

**Movement | Connectivity**

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



# Pāhi 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Pāhi Neighbourhoods + Infrastructure Description

### Pāhi Point

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

### Pāhi Point Outcomes

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

### Pāhi North

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

### Pāhi North Outcomes

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

## 3 | Pahi\_30 Year Plan



250

500m

## LEGEND

## Live | Work | Learn

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

## Environment | Public Space | Productive Landscapes

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

## Movement | Connectivity

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

# Matakohe 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

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

## Matakohe Neighbourhoods + Infrastructure Description

### Matakohe Town Centre Block

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

### Matakohe Town Centre Block Outcomes

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

### Matakohe Countryside Periphery

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

### Matakohe Countryside Periphery Outcomes

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

## 4 | Matakoe\_30 Year Plan



0

250

500m

**LEGEND**

**Live | Work | Learn**

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

**Environment | Public Space | Productive Landscapes**

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

**Movement | Connectivity**

- Proposed Road Connections
- Walking Connections
- Traffic Calming Measures

# Whakapirau 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

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

## Whakapirau Neighbourhood + Infrastructure Description

### Oxford Street Block

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

### Oxford Street Block Outcomes

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

## 5 | Whakapirau\_30 Year Plan



250

500m



## LEGEND

## Live | Work | Learn

- Existing Residential NO CHANGE
- Existing Intensified Residential

## Environment | Public Space | Productive Landscapes

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

## Movement | Connectivity

- Promenat Ridgeline to Maintain
- Wharf
- Traffic Calming Measures

# Hakarū 30 Year Plan

## Phase 4 Workshop Feedback

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

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

## Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

### Transport

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

### Industry and Agriculture

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

### Commercial

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

## Environment and Recreation

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

## Planning processes

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

## Hakarū Neighbourhoods + Infrastructure Description

### Hakarū Village

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

### Hakarū Village Outcomes

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

### Hakarū Industrial Block

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

### Hakarū Industrial Block

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

## 6 | Hakaru\_30 Year Plan



250

500m

