

## Part B | Kaipara District Communities

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## Chapter 1 | Overview

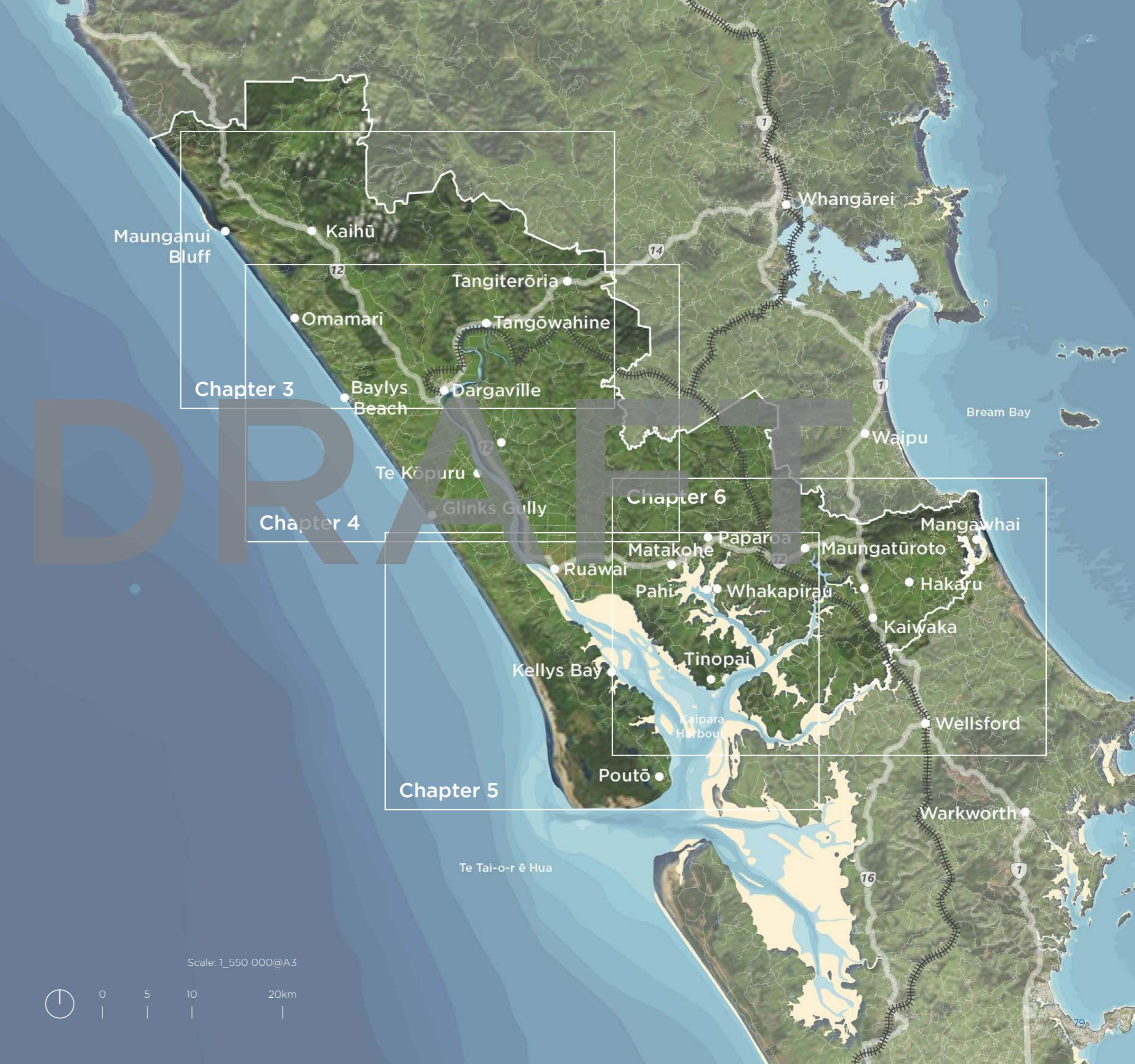
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3 | Kaipara Communities

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

Legend

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



## Chapter 2 | Key Urban Areas

Dargaville

DRAFT

Maungatūroto

Kaiwaka

Mangawhai

## 1 | Mangawhai

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

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

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

## 1 | Mangawhai

Placeholder for Mangawhai Spatial Plan Map...

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## 2 | Dargaville

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

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

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

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

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

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

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

Dargaville - Town Wide:

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

Dargaville – Town Centre:

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

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

## 2 | Dargaville

### Legend

#### Live | Work | Learn

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

#### Environment | Public Space | Productive Landscapes

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

#### Movement | Connectivity

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

*\*Boundaries are indicative only*

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



### 3 | Maungatūroto

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

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

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

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

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

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

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

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

Maungatūroto – Town Wide:

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

Maungatūroto – Town Centre:

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

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

### 3 | Maungatūroto

#### Legend

##### Live | Work | Learn

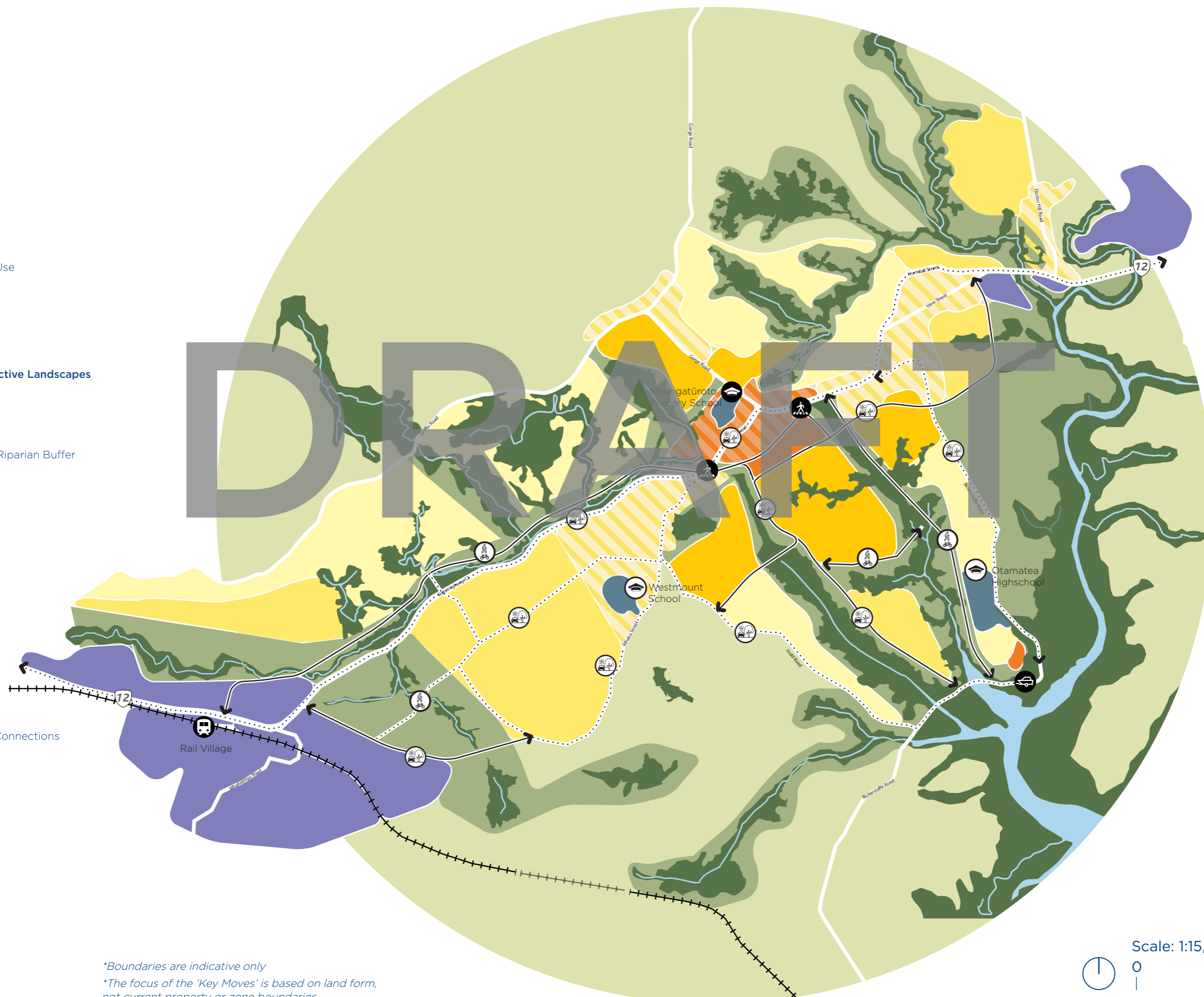
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- New Commercial | Mixed Use
- Intensified Industrial
- New Industrial

##### Environment | Public Space | Productive Landscapes

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

##### Movement | Connectivity

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



*\*Boundaries are indicative only*

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



Scale: 1:15,000

0 500m

## 4 | Kaiwaka

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

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

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

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

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

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

Kaiwaka – Town Wide:

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

Kaiwaka – Town Centre:

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

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





## 4 | Kaiwaka

### Legend










#### Live | Work | Learn

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

#### Environment | Public Space | Productive Landscapes

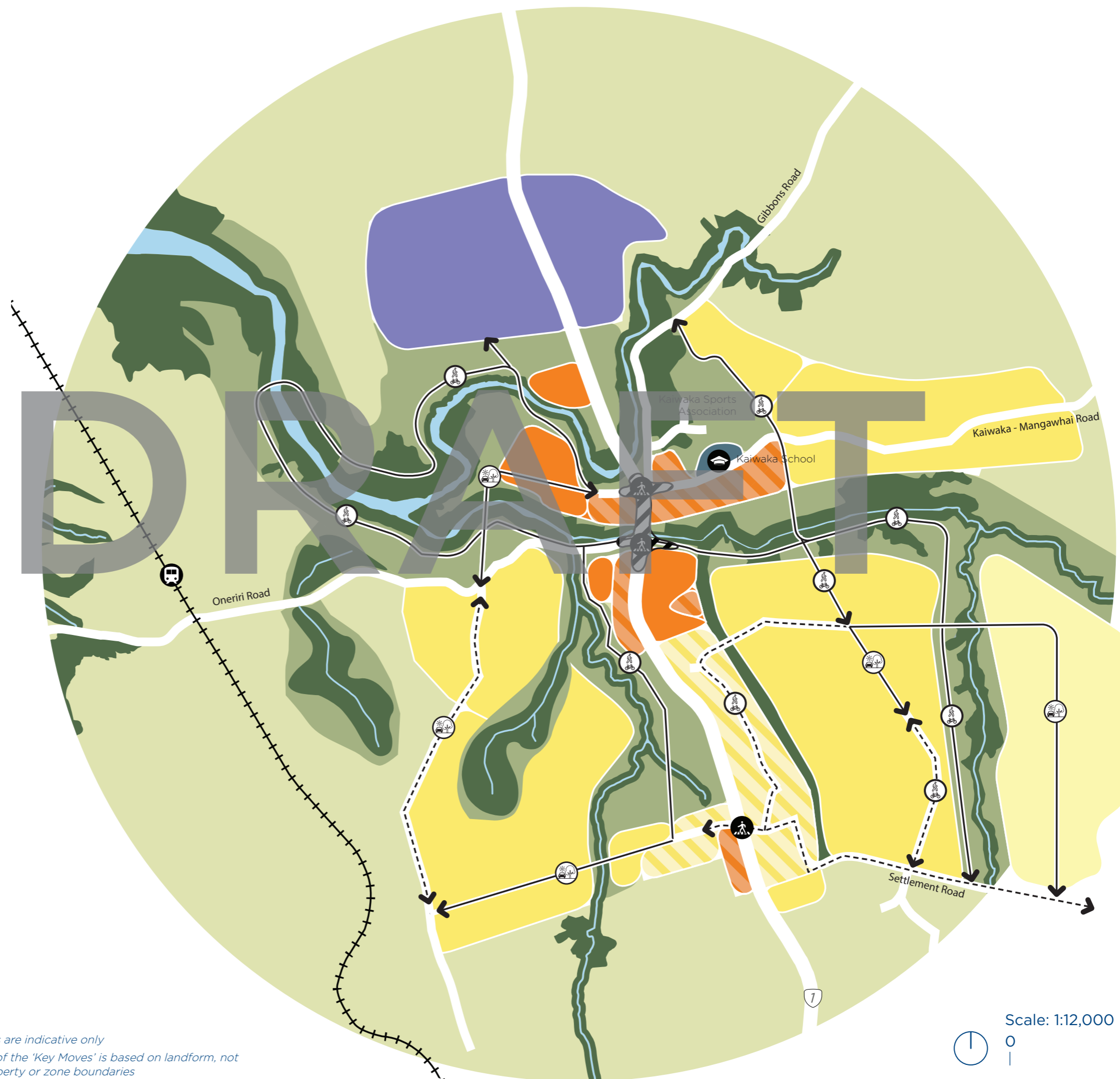
-  Rural Land | Productive Land
-  Open Space | Public Access
-  Proposed Ecological Network | Riparian Buffer
-  Waterways

#### Movement | Connectivity

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

*\*Boundaries are indicative only*

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



Scale: 1:12,000

500m

## Chapter 3 | North Kaipara

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## 1 | North Kaipara

### - Overview

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

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

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

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

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

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

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

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

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

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

# 1 | North Kaipara

## - Overview

### | Mana Whenua

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

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

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

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

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

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

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

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# 1 | North Kaipara

## Recreational + Landscape Features



# 1 | North Kaipara - Environmental Constraints and Opportunities



0

2.5

5

10KM



## 2 | Kaihū

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2 | Kaihū - Overview

KEY

- Yes
- No
- ◐ Limited
- TBC

Hard Infrastructure

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

Soft Infrastructure

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

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

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

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



Kaihū back of tavern 1910-1920, Source:

## 2 | Kaihū\_Existing Situation-2020



2 | Kaihū\_Physical Analysis - Constraints & Opportunities



## 2 | Kaihū\_Engagement + Consultation

### ENGAGEMENT FINDINGS

#### | Community Values

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

#### | Aspirations

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

#### **Coastal and Ecological Restoration:**

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

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

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

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

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

#### | Phase 4 Engagement Outcomes:

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

#### **Riparian Planting and Water Quality:**

Stream and river edge restorations, including replacing existing non-native species with native species in particular along the Kaihū River edge.

#### **Flood Management and Water Allocation:**

Investigate the feasibility for catchment management planning in Kaihū to mitigate flooding issues, including the potential for a new dam near Rīpia Marae to separate seawater from freshwater and to act as a stopbank to reduce flooding risks and siltation. Investigate the potential of the northern Wairoa River to supply irrigation water supply to farms as well as a resilient water supply network to service Kaihū and future growth.

#### **Establish a Village Centre with Local Services:**

Establish a pedestrian-friendly village centre by identifying commercial land to enable a local grocer and other businesses to flourish to attract tourism and retain youth in Kaihū. To support such growth, investigate upgrading services such as improved cell phone coverage, allocate rubbish collection points, upgraded existing community facilities and improved accessibility through upgraded roading/footpath surfaces, traffic-calming devices, and safe cycleway routes along the SH12 corridor.

### CONSULTATION FEEDBACK

#### | Phase 5 Consultation Feedback:

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

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

2 | Kaihū\_30 Year Plan



LEGEND

Live | Work | Learn

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

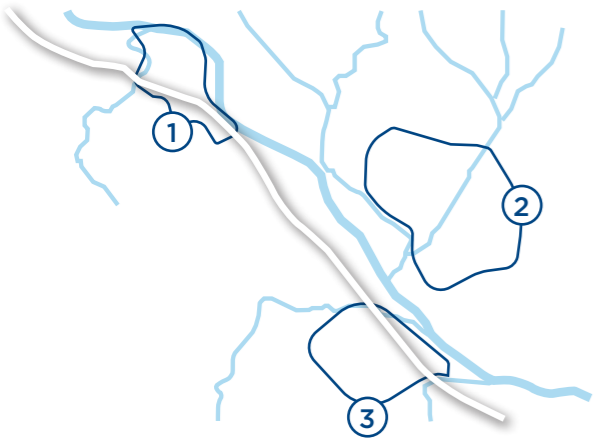
Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

2 | Kaihū\_Neighbourhoods + Infrastructure Descriptions



1 | Kaihū Town Centre

Kaihū Town Centre (SH12/Kaihu Wood Road intersection) is located along SH12 and is the northern gateway to the centre. South of this neighbourhood comprises residential land along what is now proposed to be a slow zone with the benefits of views out to the Kaihū river. This new residential area is well connected to other neighbourhoods within the town. To the north is a number of valued community facilities and productive land.

Outcomes

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

2 | Kaihū South (SH12 around GAS)

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

Outcomes

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

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

This is a Māori Purpose Land block located on the eastern side of the Kaihū River. It is well connected to the surrounding neighbourhoods and the existing ecological network. Countryside living opportunities, supported by mixed-production rural land-uses, encompasses most of the neighbourhood. The Waikaraka marae is an important community space located along the eastern boundary of the neighbourhood.

Outcomes

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

| Future Infrastructure Requirements for Kaihū

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

### 3 | Maunganui Bluff

DRAFT

3 | Maunganui Bluff  
(Aranga Beach)  
- Overview

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

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

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

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

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

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

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

### 3 | Maunganui Bluff\_Existing Situation-2020



3 | Maunganui Bluff\_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

### 3 | Maunganui Bluff\_Engagement + Consultation

#### ENGAGEMENT FINDINGS

##### | Community values and aspirations

The small community recognises the beach and recreation as essential qualities that characterise Maunganui Bluff. The community’s goal is to avoid further subdivision or development as much as possible, but the idea of providing a place for visitors (e.g. at a maximum of three nights stay) is supported. There is general support to revitalise the old camping ground.

##### | Phase 4 Engagement Outcomes

**Services:** Rubbish collection management requires attention by introducing wheelie bins. There is a need to maintain the access to the beach up to the high-water mark for safety reasons along the foreshore. Assistance with weed and pest control is anticipated by the residents.

**Environment:** The engaged community pointed out the following species that need to be protected; blue penguins, fairy terns, Toheroa, mussels/fresh mussels and the seal colony.

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3 | Maunganui Bluff\_30 Year Plan







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LEGEND

Live | Work | Learn

-  Visitor Management Strategy
-  Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

-  Walking Connections

3 | Maunganui Bluff\_Neighbourhood + Infrastructure

| Maunganui Bluff Neighbourhood + Infrastructure Description

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

Outcomes

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

| Future Infrastructure for Maunganui Bluff

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

DRAFT

4 | Omamari

DRAFT



4 | Omamari  
- Overview

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

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

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

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

## 4 | Omamari\_Existing Situation-2020



## 4 | Omamari\_Physical Analysis - Constraints & Opportunities



0

250

500m



### LEGEND

#### Context

- Roads
- Water Body
- Beach

#### Constraints + Challenges

- Flood plains
- Steep Terrain

#### Opportunities

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

## 2 | Omamari\_Engagement + Consultation

### ENGAGMENT FINDINGS

#### | Phase 4 Engagement Overview

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

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

#### Outcomes

**Coastal Restoration & Protection:** Retain the existing coastal settlement qualities and continue to protect the landscape by which the settlement is defined and manage existing coastal issues such as coastal erosion. Support on-going works to stabilise the West Coast sand dunes stretched along the Omamari beach.

**Beach Accessibility:** Provide safe and alternative access to the beach via Omamari with adequate facilities and safe access for visitors, balancing visitors' needs with avoiding coastal erosion issues.

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## 4 | Omamari\_30 Year Plan



DRAFT

### LEGEND

#### Live | Work | Learn

 Visitor Management Strategy

 Existing Residential NO CHANGE

#### Environment | Public Space | Productive Landscapes

 Beaches

 Department of Conservation Land

 Proposed Ecological Network | Riparian Buffer

 Waterways

#### Movement | Connectivity

 Walking Connections

4 | Omamari\_Neighbourhood + Infrastructure

| Omamari Neighbourhood + Infrastructure descriptions

As a small bach community, Omamari is not anticipated to cater for any additional growth. Omamari is a quiet beach settlement which is rich in significant ecological values, namely the beach and the impressive dunes which wrap around the neighbourhood - the Kai Iwi Lakes are also easily accessible from Omamari.

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

Outcomes

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

| Future Infrastructure for Omamari

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

DRAFT

## 5 | Tangiterōria

DRAFT

5 | Tangiterōria  
- Overview

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

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

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

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

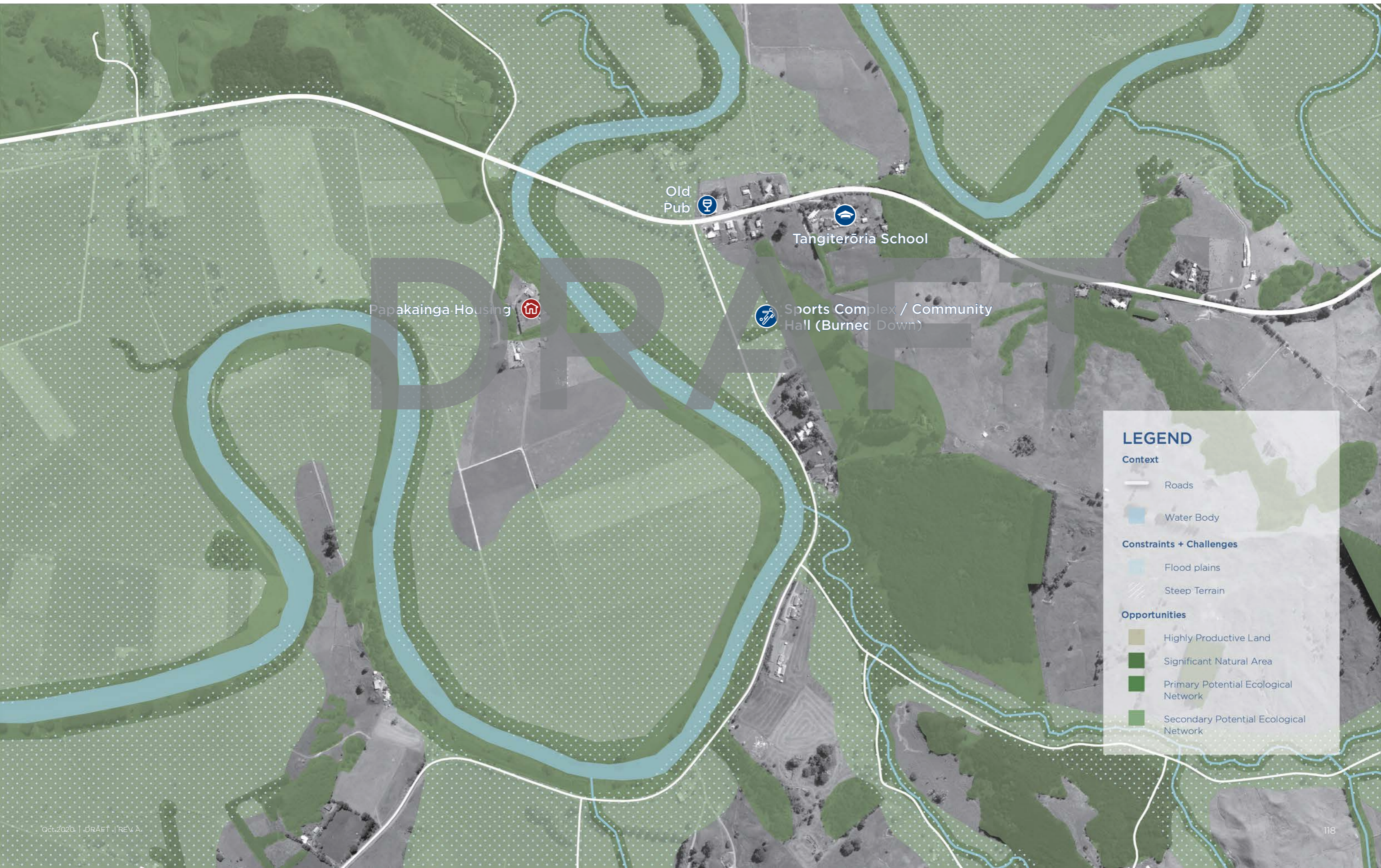
Tangiterōria is now a quiet rural community. Over the past decade, several businesses have closed, including a post office, pub, garage and hall. This has left Tangiterōria School, Tangiterōria marae and the former Tangiterōria Sports Complex as important community assets. However, the Tangiterōria Sports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

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

5 | Tangiterōria\_Existing Situation 2020



## 5 | Tangiterōria\_Physical Analysis - Constraints & Opportunities



### LEGEND

#### Context

- Roads
- Water Body

#### Constraints + Challenges

- Flood plains
- Steep Terrain

#### Opportunities

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

## 5 | Tangiterōria\_Engagement

### ENGAGEMENT FINDINGS

#### | Community Values

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

#### | Aspirations

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

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

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

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

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

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

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

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

#### | Phase 4 Engagement Outcomes

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

**Riparian Planting and Water Quality:** Improve and protect the mauri (life-force) of the receiving water bodies by monitoring and managing direct discharges to waterways, enabling riparian planting along the Wairoa River, and protecting the Tangihua mountain range and bushes.

**Establish a Rural Hinterland with Local Services:** Identify a commercial hub in the main settlement to service daily needs to the surrounding rural communities, such as a local grocer or butcher. Establish community facilities in the main settlement such as the potential to rebuild the social hub around the sports complex and establish new public toilets and rest areas along SH14 through Tangiterōria.

**Residential Development Opportunities & Infrastructure:** Identify rural land suitable for lower density living and countryside living opportunities outside of flooding risk areas near the Wairoa River. Identify land for papakāinga housing with walking and cycling routes to the main settlement for improved connectivity. To accommodate residential growth, improve the digital infrastructure connections and identify the potential for a communal wastewater system.

### CONSULTATION FEEDBACK

#### | Phase 5 Consultation Feedback

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

# 5 | Tangiterōria\_30 Year Plan



## LEGEND

### Live | Work | Learn

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

### Environment | Public Space | Productive Landscapes

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

### Movement | Connectivity

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

5 | Tangiterōria\_Neighbourhood + Infrastructure

1 | Tangiterōria Village Centre

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

Tangiterōria Village Centre Outcomes

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

2 | Wairoa Plains

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

Wairoa Plains Outcomes

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

3 | Pukehuia Block

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

Pukehuia Block Outcomes

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

| Tangiterōria Infrastructure

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

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## 6 | Tangowahine

DRAFT

6 | Tangowahine  
- Overview

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

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

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

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

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

The Avoca Hall is located near the intersection of Avoca Road and Avoca North Road, roughly 8km north of Tangowahine. The hall was opened in 1914 and has since served as an important hub for settlement, hosting many community activities such as dances, school functions, church services, concerts and weddings. There are no businesses operating in Tangowahine and residents rely on Dargaville for necessities.

## 6 | Tangowahine\_Existing Situation 2020



## 6 | Tangowahine\_Physical Analysis - Constraints & Opportunities



### LEGEND

#### Context

- Roads
- Water Body

#### Constraints + Challenges

- Flood plains
- Steep Terrain

#### Opportunities

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

## 6 | Tangowahine\_Engagement

### ENGAGEMENT FINDINGS

#### | Community

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

#### | Aspirations

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

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

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

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

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

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

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

#### | Phase 4 Engagement Outcomes

**Establish a rural hinterland centre and infrastructure:** Identify land for commercial activities centred around the existing rail station and school as the heart of the rural hinterland, celebrating the railway history of the settlement. Improve road safety by tar sealing roads and identify cycleway routes heading north which can open up opportunities for investigating tourism ventures associated with a new wharf.

#### Riparian Planting and Water Quality:

Protect, enhance and maintain waterways from direct discharge of waste and invest in riparian planting along the river and streams to improve flooding risks along the Wairoa River.

### CONSULTATION FEEDBACK

#### | Phase 5 Consultation Feedback

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

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

## 6 | Tangowahine\_30 Year Plan



### LEGEND

#### Live | Work | Learn

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

#### Environment | Public Space | Productive Landscapes

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

#### Movement | Connectivity

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



6 | Tangowahine\_Neighbourhoods + Infrastructure

1 | Tangowahine Village

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

Outcomes

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

2 | Railway Industry Block

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

Outcomes

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

| Tangowahine Infrastructure

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

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## Chapter 4 | Central Kaipara and West Coast

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