

Chapter 4 | Central Kaipara and West Coast

DRAFT

1 | Central Kaipara

+ West Coast - Overview

| Overview

The central and west coast community district extends south from Baylys Beach to the mouth of the Wairoa River, approximately 5km south of Ruāwai, and extends east towards (but does not include) Maungatūroto. This part of Kaipara has a very strong relationship with water, both sea and fresh. The physical environment of Central Kaipara + West Coast is a response to how these waterways have shaped the landscape.

The Wairoa River is flanked to the east by extensive swamps, many of which are now reclaimed and provide highly productive dairy land. To the west is a series of clay cliffs and dunes, both fixed and moving. The Wairoa River is the longest river in the northern region and has a significant history of portage for both Māori and European settlers of the area. All the main settlement areas within this community district lie either on the west coast or on the edge of the Wairoa River.

The key urban centre of Dargaville is located on a section of the Wairoa that is wide, deep and fast flowing and was once a focal area of kauri trade and river transport. Although this has greatly diminished from the Dargaville riverfront, a small industry of scenic cruises and recreational boating remains. The smaller settlements of Te Kōpuru and Ruāwai are located on the west and eastern sides of the Wairoa, south of Dargaville. Of the three settlements, Te Kōpuru has a higher topography

above the Wairoa. This elevated position makes Te Kōpuru relatively safe from flooding.

Historically, Te Kōpuru was an important trading town that grew out of the prolific timber milling of the area in the late 19th century. Rapid depletion of kauri trees saw the mill close in 1920, and the town has been in slow decline ever since. It is currently serviced with a primary school, sports domain, a shop, and a run-down boat ramp and wharf in need of further investment to restore this once prosperous working waterfront.

Ruāwai is located on SH12, south east of Dargaville and is the principal service centre for the surrounding plains. Although amenities and facilities have reduced over the years, Ruāwai is still well serviced with education facilities from preschool to high school and a number of reasonably sized local businesses that supply local employment. Ruāwai has an old but functional wharf which has been earmarked for upgrade. This is supported by on-shore parking and toilet facilities, a wide boat ramp, and pile mooring in sheltered inlets along the river's edge.

The low-lying flood plains surrounding the Wairoa river provides the area with extensive alluvial soils which are suitable for large range of land uses such as cropping and horticulture as well as pastoral and exotic forestry. Despite Dargaville and Ruāwai both requiring stopbanks to protect the villages from tidal surges and floods, they are both vulnerable in the long-term.

Ripiro Beach is a long and virtually straight coastline that extends the full length of the community district. Its unique features include being one of the two places the endangered Toheroa shellfish can be found in Aotearoa, and being one of the few beaches in the Kaipara District where vehicles can access and are free to drive upon. The wide straight flat beach is popular for surfing, fishing, and trail biking, and provides an alternative travel route connecting the coastal settlements of Omamari, Baylys Beach, and Glinks Gully. The segment between Pouto Point, including the Pouto Lighthouse, and Glinks Gully requires better equipped four-wheel drive vehicles and local knowledge to avoid 'soft spots' in the sand and ecologically sensitive areas.

It is worth noting in particular that both Glinks Gully and Baylys Beach coastal settlements vary in permanent population during the year, whereby both increase significantly during summer months. Glinks Gully mostly consists of 'beach bach' style dwellings and a campground. Baylys Beach is much larger than Glinks Gully and has a growing residential population. Currently it has one shop and is in the process of building a new community centre / surf life saving clubrooms.

There are a number of significant cultural and environmentally significant landscapes located in this area. These are outlined in the following Mana Whenua section.

1 | Central Kaipara

+ West Coast - Overview

| Mana Whenua

There are eight marae located within the boundary lines named as the Central + West Coast Kaipara community district (refer to the Cultural Landscapes map on page 64 for locations)

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

Mana Whenua are spiritually and physically intertwined with the Wairoa awa. As Kaitiaki of the Kaipara, protecting and enhancing its mauri (life force or life supporting capacity) is critically important.

The Wairoa River is one of the traditional connecting links for all of Te Uri o Hau marae around the Kaipara Harbour. The awa (river) was used extensively throughout Te Uri o Hau’s pre-European history and last century prior to roads being established. Te Uri o Hau pā (fortified villages) sites, urupā and wāhi tapu line the shores of the Wairoa River.

In addition to marae and the Wairoa awa, there are some extremely distinctive maunga and peaks that are culturally and environmentally significant. The most visually significant of these are Tokotoko and Maungaraho. These are two exposed roots of former volcanoes that rise out of the alluvial plains to the east of the Wairoa and north of Ruāwai. Pinaki, Tikinui, Kopuatete, Te Ura and Rēhia are smaller peaks that provide additional defining features to the landscape.

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1 | Central Kaipara + West Coast



3.1 | Baylys Beach



Te Houhanga o Rongo Marae

Te Roroa
Te Kūhū
Te Runanga o Ngāti Whātua

Dargaville

Ōtūrei Marae

Te Uri o Hau

3.2 | Te Kōpuru



Kāpehu Marae

Ngāti Kahu

Maungaraho

Tokatoka Maunga

3.3 | Glinks Gully



Rīpia Marae

Te Uri o Hau

Naumai Marae

Te Uri o Hau

3.4 | Ruāwai



Tikinui

Pinaki

Kopuatete

Rehia

Parirau Marae

Te Uri o Hau

Te Kōwhai Marae

Te Uri o Hau

Rāwhitiroa Marae

Te Uri o Hau

LEGEND



Marae



Maunga



Trees / Forest of Significance



Waka Landing



Portage

1 | Central Kaipara + West Coast



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*

**Refer to Ecological Network map for more information*

2 | Baylys Beach

DRAFT

2 | Baylys Beach - Overview

KEY

● Yes

○ No

◐ Limited

● TBC

TO BE UPDATED

Hard Infrastructure

Soft Infrastructure

279 # Occupied Dwellings

129 Population

● Water Reticulation

○ Waste Water

● Stormwater Reticulation

● Broadband

● Mobile Coverage

● Roads Sealed

◐ Footpath

◐ StreetLights

○ RailLine

○ Schools (P)primary (S)econdary

◐ Access to Tertiary Education

○ Marae

● Reserves

○ Playground

● Sports Facilities

○ Church

2 Businesses

● Community Centre

○ Public Transport

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

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

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

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

settling down in Baylys Beach, who bring a fresh perspective to the community. There are young families, teachers, artists, chemists, hunters, fishermen and doctors. Community members are proactive and involved within the community. Baylys Beach locals travel to Dargaville for essential services.

There is currently a single shop at Baylys Beach: Sharkys Takeaways – a restaurant and takeaway store which also sells basic groceries. The former Funky Fish restaurant closed in recent years. The area surrounding Sharkys Takeaways lends itself as the village’s commercial heart where further businesses could establish giving rise to the village centre.

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

The removal of the local church hall has been detrimental for the sense of community spirit at Baylys Beach. However, the beach, Northern Wairoa Golf Club and new community centre are important places for the residents of Baylys Beach.

Oct 2020 | DRAFT | REV A

135

2 | Baylys Beach



0

250

500m



2 | Baylys Beach_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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



2 | Baylys Beach_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

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

Commercial Development: the Baylys Beach community expressed that they would like opportunities for local businesses. The community is particularly receptive to hospitality venues such as a café or a restaurant. References were made to the now closed Funky Fish restaurant, which was a prominent creative space. Services such as a dairy and takeaways. There is also an eagerness to capitalise on opportunities for tourism ventures. Such activities could include minigolf, toboggan or a luge. A motel and golf course in the area identified as subject to building restrictions would be a better utilisation of the land. Beach activities could include motorbike/quad-bikes tours. However, the community has articulated that such activities must be respectful of existing ecosystems (referring to adverse issues around vehicles on the beach).

Community Facilities: The community would like community facilities such as a Surf Life Saving Club, (the establishment of a club is already underway as of November 2019), a facility for meetings as well as Library collection/drop off at community centre. Establish a safe play area for children away from the beach - a park/grass area, with or without a playground structure. The community would also like to see a playground on the reserve land on Ocean View Terrace. A direct link from the reserve to the public toilets was also mentioned. There is a need for continued maintenance of the public toilets, while also making them accessible for those with limited mobility access (prams, wheel chairs, frail). A bus shelter is needed for school kids in a suitable location as well as appropriate lighting at the beach parking - mindful of glare and impact on dark night skies.

Rubbish Collection/Recycling: Maintain council curbside collection however the community would like to see a recycle/transfer storage unit somewhere at Baylys rather than curbside collection.

Transport: The Baylys Beach community promoted a more pedestrian-friendly environment in the main settlement, slower speed limits for safety purposes and well-maintained roads. This could involve provision of a traffic calming measures at the entrance to the Northern Wairoa Golf Club - e.g. sign-posting reduced speed through the village currently being 50km/h. Promote sharing the road space with cycling, linking with the Kaihū Valley Trail, with recreational cycling promoted between the town and the beach. There have been several near-miss accidents due to narrowness of roads and size/speed of vehicles. Provide an appropriate budget to maintain the current walking track. Another concern raised was the roadside rubbish, particularly on the road from Baylys Beach to Dargaville.

Coastal Restoration and Erosion Management: The effects of climate change have been noticeable in recent years and locals have voiced concerns as to how this will be addressed in the future. Currently, sandbags have been installed at the beach entrance as a temporary solution. However, its long-term viability is questioned and more appropriate measures should be investigated. Additionally, dunes which people were once able to walk on have disappeared in recent years. Suggestions have been made for the Council to recognise the beach access and enable a coastal erosion plan. Locals are concerned with the damage and nuisance caused by motor vehicles / bikes on the beach and dunes, and wish to protect these areas from on-going degradation effects. This can be done through clear allocation of areas permitted for riding bikes/quads etc and child-friendly areas on the beach. Additionally, the cliffs to the north of the Sunset West subdivision have been identified by the community as being at a critical stage for erosion. Currently, planting efforts have taken place on these slopes, but locals see the emergence of a sand blowhole as inevitable.

Wastewater Infrastructure: the Baylys Beach community views the wastewater infrastructure at Baylys Beach as the most important obstacle for enabling growth in the area. Issues have been raised about the effects of existing self-serviced systems upon the environment, particularly on sand ecosystems. Additionally, self-serviced systems have been noted as cost-prohibitive for starting new businesses. Residents have proposed solutions including expanding the existing package plant or establishing a community wastewater scheme.

Stormwater Mitigation: The nature of the hilly topography at Baylys Beach often results in stormwater - e.g. from the Sunset West subdivision - flowing to the beach. Locals have proposed stormwater diversion or attenuation as a possible solution to mitigate these effects on the receiving environment. Others suggest a plan to build a dam on the farm where stormwater feeds down to the beach entrance to control stormwater entering the beach access road from elevated points.

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

Infrastructure: Investment into infrastructure for a safe and active community which can explore the natural environment. The locals also would like to see infrastructure development to support an increased number of people and support basic needs such as a food market, café or resort style accommodation, or function venues. Make sure that Kaipara infrastructure can keep up with population growth and that systems are well-planned ahead of time and maintained.

Ecological Restoration: Continue to ensure gorge access is maintained to a standard that allows ease of access for residents, particularly for emergency vehicles. Perhaps provide a helicopter pad where they usually land as it has been necessary on many occasions. Further, control on invasive plants/pests, particularly in the gully areas.

Signage: Ensure signage prior to beach access is visible, clearly and strongly worded. Provide sign posting on the beach to indicate speed/wildlife/natural hazards.

Rahui on Collection of Kai Moana: Introduce monitoring and rahui at certain times of the year on all shellfish. A community member suggested designating reserve type access at staggered times and making decisions based on advice from specialists.

Kaipara Cycleways: Cycleway infrastructure throughout Kaipara – Get cycle rail trails going north and to Maungaturoto operational. For example, set yearly kms goals like New Plymouth, who budgeted for 15kms yearly and now have a well-utilised cycling and walking network. This will encourage more business opportunities to showcase Kaipara - Several small businesses have started due to cyclist patronage.

| Phase 4 Engagement Outcomes

- **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 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:** Investigate appropriate measures to establish a more pedestrian-friendly environment within the village centre and residential streets leading down to the beach access points. This could involve a single-lane one-way road loop connecting the village with the beach, retaining low-speed environments throughout the main settlement, and establishing new walking and cycling routes along the coast as well as connecting Baylys Beach 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 investing in revegetation initiatives involving native specimens to restore natural native habitats. Provide appropriate beach access with signage to manage motor vehicles/bikers from accessing certain parts of Ripiro Beach and damaging the dunes. Identify ways to manage stormwater run-off from entering the drain outlets near the coast to protect the receiving water bodies from pollution.

CONSULTATION FEEDBACK

| 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 – the place is currently not well-maintained.

Infrastructure

- Favourable agreement with the Three Waters Infrastructure Plan.
- Investigate other forms of grey and black water systems that use little or no water as the amount of water wasted from each individual each year is significant. All properties should have at least a small water tank, without being charged rates for it – this would help during drought, which appears to be a normal expectation now.
- Stormwater should be effectively planned before any new subdivisions so that costs fall upon developers rather than Council. Improvements are required for stormwater pipes along Sea View Road up to Kelly Street.

Weather patterns have been changing and water flows need to be managed such that it does not exacerbate erosion. Previous rainfalls have highlighted these problems. Additional residential development should only be considered if it is not situated near an erosion site and stormwater is managed in such a way that causes no further erosion or pollution – a stormwater management plan has recently been drawn up which appears promising

2 | Baylys Beach_30 Year Plan



0

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



2 | Baylys Beach_Neighbourhoods + Infrastructure

| Baylys Beach Neighbourhoods + Infrastructure description

As part of the spatial planning process, a study of Baylys Beach’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. Two neighbourhoods which could accommodate new growth were identified as part of this spatial plan: Baylys Beach Village Centre and Baylys Beach North.

1 | Baylys Beach Village Centre

The Baylys Beach Village Centre is the first neighbourhood that visitors will see as they enter Baylys Beach. Sharkys is currently 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 resilient, vibrant and lively village centre around the Ripiro Drive and Sea View Road intersection. Visitors to Baylys Beach will be greeted by small, nostalgic local shops along Ripiro Drive on the way in. ‘Commercial’ land will provide opportunities to establish more local business activities - in particular fine-grain retail, markets and eateries - at the gateway to Baylys Beach

As you enter the village - new housing to the north and south provides a greater population base, mostly for usual residents strengthening the community’s vibrant and yet low-key sea-side setting. ‘Low Density Residential’ land will provide opportunities for infill or demolish-rebuild new development.

2 | 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.

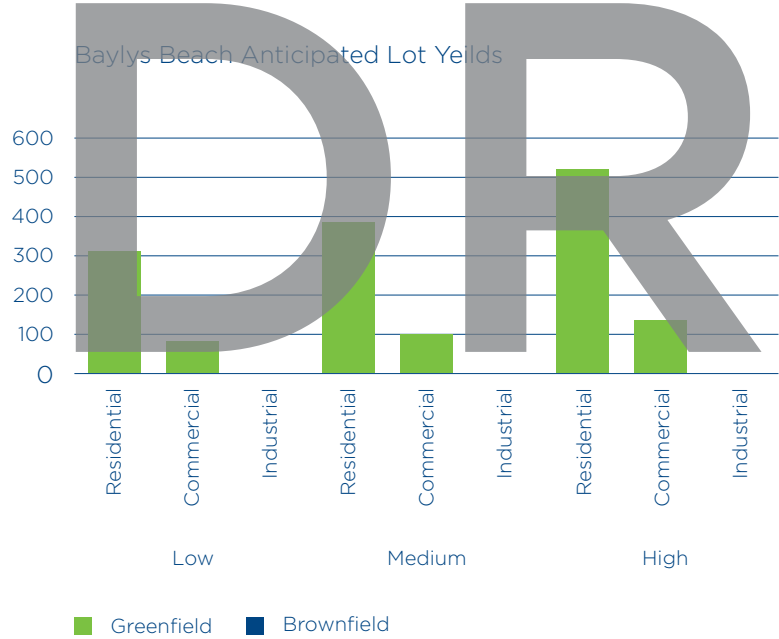
| Future Infrastructure required for Baylys Beach

The design of future land subdivisions in Baylys needs to be cognisant of appropriately managing the stormwater flows down the hillsides and gullies 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 which could cater for the whole village. This could possibly be funded by a targeted rate framework and recovered over a set period of time. Subject to further investigations, the 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_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residential	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7

Baylys Beach			
Residential Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	310	388	518
Commercial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
GreenField	84	106	141
Industrial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	0	0	0



3 | Te Kōpuru

DRAFT

3 | Te Kōpuru
- Overview

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

Hard Infrastructure	465	# Occupied Dwellings
	192	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

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

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

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

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

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

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

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

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

before moving on. These families often come from troubled pasts and are seeking an escape – they often have no support, and it can be a challenge for the community to help.

At the present time, there are limited services and facilities for residents in Te Kōpuru. There is a doctor who comes to the community hall once a week and provides free medical services. There are limited services to rubbish collection - inorganic rubbish collection occurs every six months. The dairy is a focal point for community notices.

Te Kōpuru has had a history of lack of water storage and it has been previously recognised that such improvements would provide numerous benefits for the town.

Te Kōpuru has a reticulated wastewater network, including a local wastewater treatment plant, located at the end of Bickers Road. As of 2015, the plant processed discharge for a population of 487, but has capacity to service a population of 570. Therefore, Te Kōpuru has capacity to accommodate for growth in terms of wastewater needs. However, the pipe network is over 30 years old, and with the relatively small population this poses a challenge for funding of extensive network upgrades or replacement.

3 | Te Kōpuru_Existing Situation 2020



0

250

500m



3 | Te Kōpuru_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

3 | Te Kōpuru_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

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

| Community Values

- Locals value the quiet, rural lifestyle and the strong sense of community at Te Kōpuru
- Locals enjoy engaging in popular activities including pig hunting (mainly in Poutō), fishing at the beach and outdoor activities such as bush walks.
- There is strong attachment to history in Te Kōpuru - many issues and aspirations of the community are tied to its social and cultural fabric. There are also heritage structures which have important historic value, including the wharf and the old hospital.
- Te Kōpuru’s youth population grow up with a distinctly rural mentality - they are problem-solving oriented and hands-on, with a do-it-yourself attitude.
- Locals value Te Kōpuru’s natural assets, namely, the Wairoa River and local bushlife.

| Aspirations

- **Commercial Development and Services:** Improve Te Kōpuru’s social and supporting servicing infrastructure to establish itself as a community where people can start again and remain long-term to help build and sustain current and future residents. This also involves equipping Te Kōpuru with the resources and personnel to set up activities to keep local youth engaged and providing more long-term employment options to better support and attract transient families to the area. Locals have expressed a need for a local post office, healthcare systems, a community hub, a Work and Income New Zealand (WINZ) outreach facility, and improved footpaths and rubbish services to help avoid illegal dumping by providing new rubbish bins around the main settlement.
- **Ecotourism Opportunities:** Ecotourism is seen as a viable growth opportunity for Te Kōpuru – provided that business is balanced with existing lifestyles. Te Kōpuru’s physical context is also beneficial, namely its location, elevation and situation next to the river. The community would like to see the old wharf invested into, improved and used for water transport ventures, as well as linkages to land via new walking/cycling routes.
- **Rediscover Heritage and Culture:** Re-establish a link to the past, history and heritage, and rediscover the community’s mana. Old structures like the wharf and the old hospital have important historic heritage values for the community. Locals would like to maintain a stronger relationship with the Māori and other surrounding communities within and outside of Te Kōpuru and provide a marae cultural experience to attract tourists to the area.
- **Improve Roading:** Address speeding issues and road safety through the town – particularly for logging trucks. Traffic-calming measures such as chicanes and speed cameras.
- **Safety:** There is an issue with vicious dogs, particularly at night, where it is unsafe to walk. It is particularly unsafe for kids

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.
- **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.
- **Social infrastructure and safe environments for kids:**
 - Create more safe areas, improve traffic safety.
 - Promote the school as a focal central point for the community.
 - Support the new medical clinic / hospital proposal.

3 | Te Kōpuru_30 Year Plan



0

250

500m



3 | Te Kōpuru_Neighbourhoods + Infrastructure

| 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.

1 | 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.

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.

2 | 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.

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.

3 | 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.

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.

4 | 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.

5 | 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.

6 | 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.

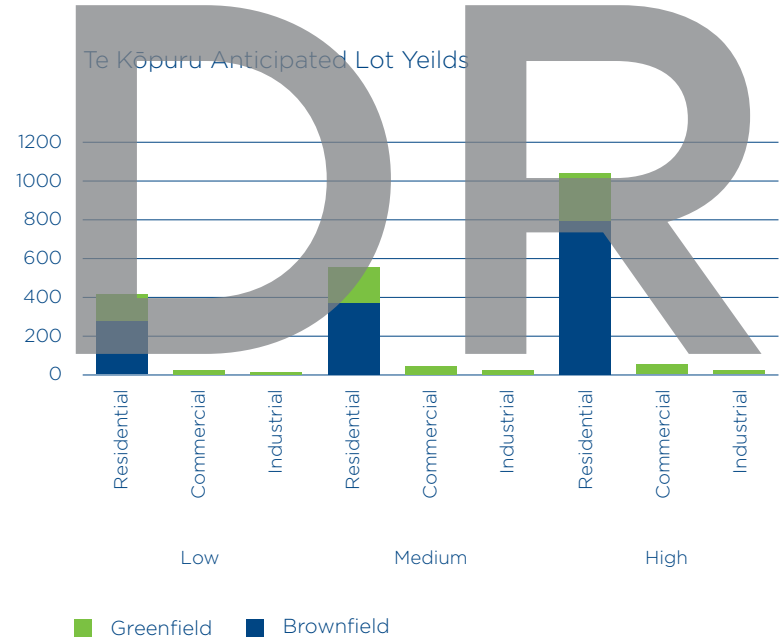
| Future Infrastructure Requirements for Te Kōpuru

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_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residentail	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7

Te Kōpuru			
Residential Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	276	362	806
Greenfield	147	184	246
Commercial Yield			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
GreenField	25	32	42
Industrial Yield			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	2	4	8



4 | Glinks Gully

DRAFT

4 | Glinks Gully
- Overview

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

Hard Infrastructure	72	# Occupied Dwellings
	6	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
	<div></div>	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

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

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

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

The main development area around Glinks Road is nestled amongst the hills which characterise the topography of Glinks Gully, whereas the undeveloped areas remain heavily forested ecological corridors with areas of significant natural features. Dwellings around Glinks Road are typically two storeys, while single-storey dwellings are more common along Marine Drive. A series of properties extend quite far south down Marine Drive. These properties are located at the bottom of a sheer cliff face overlooking the coast. The dwellings at Glinks Gully are zoned Residential under the District Plan.

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

4 | Glinks Gully_Existing Situation-2020



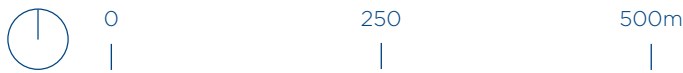
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250

500m



4 | Glinks Gully_Physical Analysis - Constraints & Opportunities



LEGEND

- Context**
- Roads
 - Water Body
 - Beach
- Constraints + Challenges**
- Flood plains
 - Steep Terrain
- Opportunities**
- Highly Productive Land
 - Significant Natural Area
 - Primary Potential Ecological Network
 - Secondary Potential Ecological Network

4 | Glinks Gully_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

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

| Community Values

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

| Aspirations

- **Redhill Cemetery:** Maintain, enhance and protect the Redhill Cemetery (which is located between Te Kōpuru and Glinks Gully) as many of the early-settlement families of Glinks Gully were buried here.
- **Coastal Access:** The main gathering space for the locals is at the beach and dunes, which they wish to protect and restore due to the ongoing damage of vehicles and to improve amenity for users of these spaces.
- **Coastal Restoration:** On-going community-led beautification of parks and reserves is a goal locals identified in 2015 and seek to continue to do in the near future.
- **Ecological Protection:** Protection of the natural environment, including limiting vehicle use on the beach, banning motorbikes on dunes, prohibiting development on cliffs and restrictions placed on residential sites available for building. In addition to dunes (and marram grass which protects them) and wetlands inland from the entrance to Glinks Gully. Additionally, measures to reduce maintenance requirements due to the corrosive salt air environment and the poaching of Toheroa.
- **Residential Development:** No substantial residential growth with the exception of a small growth in permanent residents that does not result in fragmented development and small lot sizes. Noting the potential to lend land used for dairy farming to diversification such as agriculture, horticulture and similar activities.
- **Commercial Development:** Maintain and protect the existing campground's nostalgic and old-fashioned feel of the camp which attracts tourists. The locals have suggested that there is no need for local businesses as there are services in Te Kōpuru and Dargaville which locals would rather support. There is however a need for a parking lot
- **Community Facilities:** the locals would like to see a community centre or hall.

- **Developments:** Limited changes, with an emphasis of preserving both the natural and manmade environment. The locals however, would like a playground at the end of Marine Drive.
- **Tourism:** Tourism tours into the dune, Poutō Lighthouse, fishing trips - Investigate cycle trail opportunities around Glinks Gully. Café for tourist
- **Māori Values:** Promote the Māori human occupancy in Glinks Gully as there is currently a perceived monocultural Pākehā view of the coast.
- **Services:** A good level of service is provided to Glinks Gully (wastewater, telecommunications & power), however improved broadband connection and wider cell phone coverages will allow for locals to work from home (amidst pandemics such as COVID-19) and the potential to open up home-based business ventures.
- **Roading:** Making the road network into Glinks Gully safer without increasing ratepayers costs such as through sealing road works. Look at installing speed signage on the beach. On the way into Glinks Gully, and along Marine Drive.
- **Passive Recreation:** Locals have kaitiaki aspirations to enhance passive recreation opportunities in Glinks Gully through walking and cycling tracks. Te Marie track is used by tourists and locals, however there are no formal tracks in Glinks Gully itself.

CONSULTATION FEEDBACK

| Phase 4 Consultation Outcomes

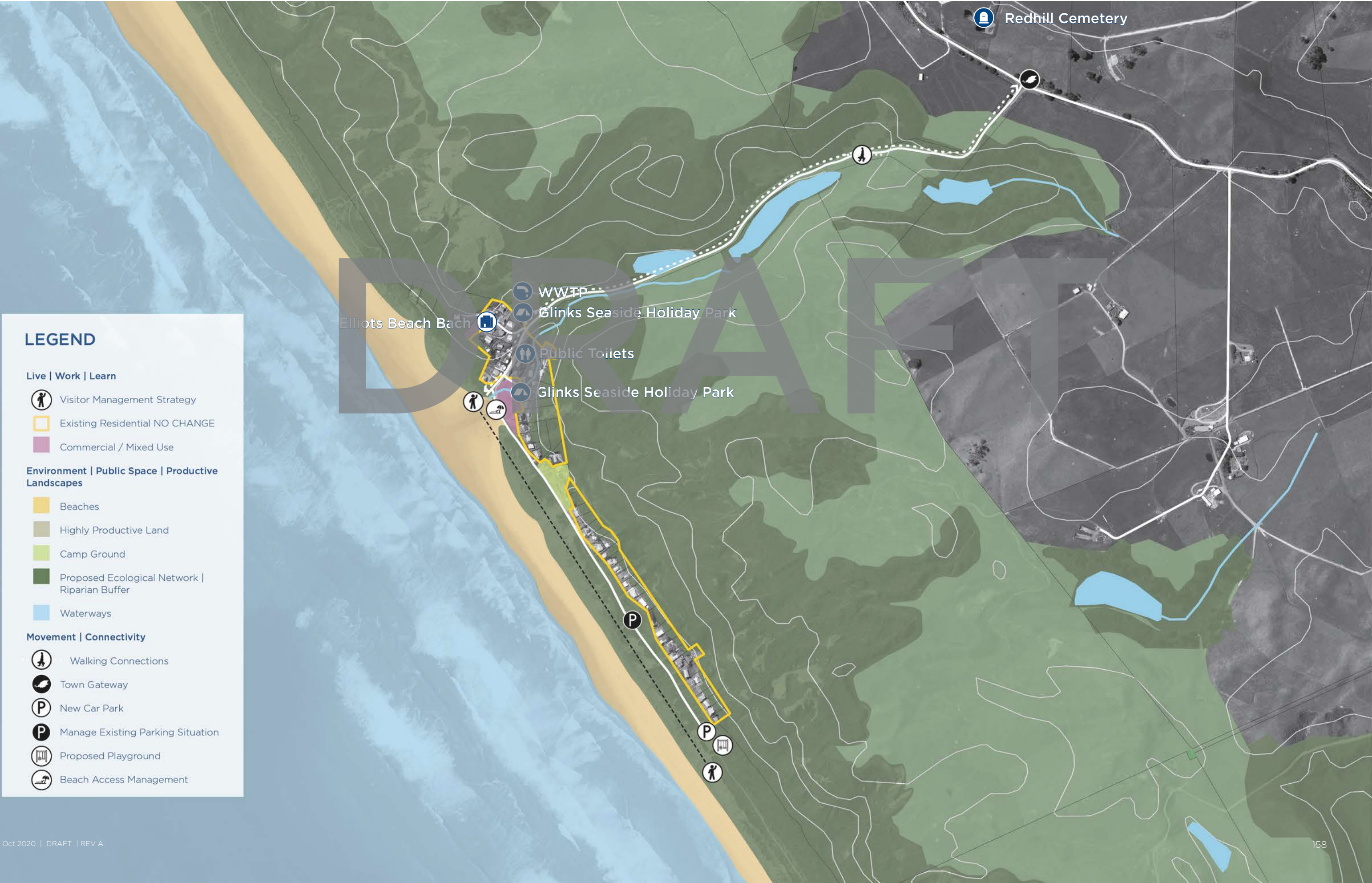
- **Improved Accessibility:** Provide improved vehicle access to slow speed limits near the beach with educational signage. Identify a new or upgrade the existing walking and cycling track behind the dunes at the end of Marine Drive to Black Rock Stream.
- **Coastal Restoration & Ecological Protection:** 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.

4 | Glinks Gully_30 Year Plan



4 | Glinks Gully_Neighbourhoods + Infrastructure

| 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.

| Future Infrastructure Requirements for Glinks Gully

Growth in Glinks Gully is not anticipated to be significant. The settlement is provided with adequate infrastructure to service the existing population, having a community water supply drawn from three groundwater springs located inland (approx. 1.2km) from the community. However, the Council will consider investigating permanent water supply solutions during the summer peak periods and in the case of population growth. In addition to monitoring local natural springs on private properties used for water supply sources. In terms of wastewater, the settlement is serviced with a wastewater scheme for a population of 72. The condition of Glinks Gully’s reticulation is generally unknown due to a lack of data.

5 | Ruāwai

DRAFT

5 | Ruāwai
- Overview

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

Hard Infrastructure	432	# Occupied Dwellings
	186	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
	PS	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	20+	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

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

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

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

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

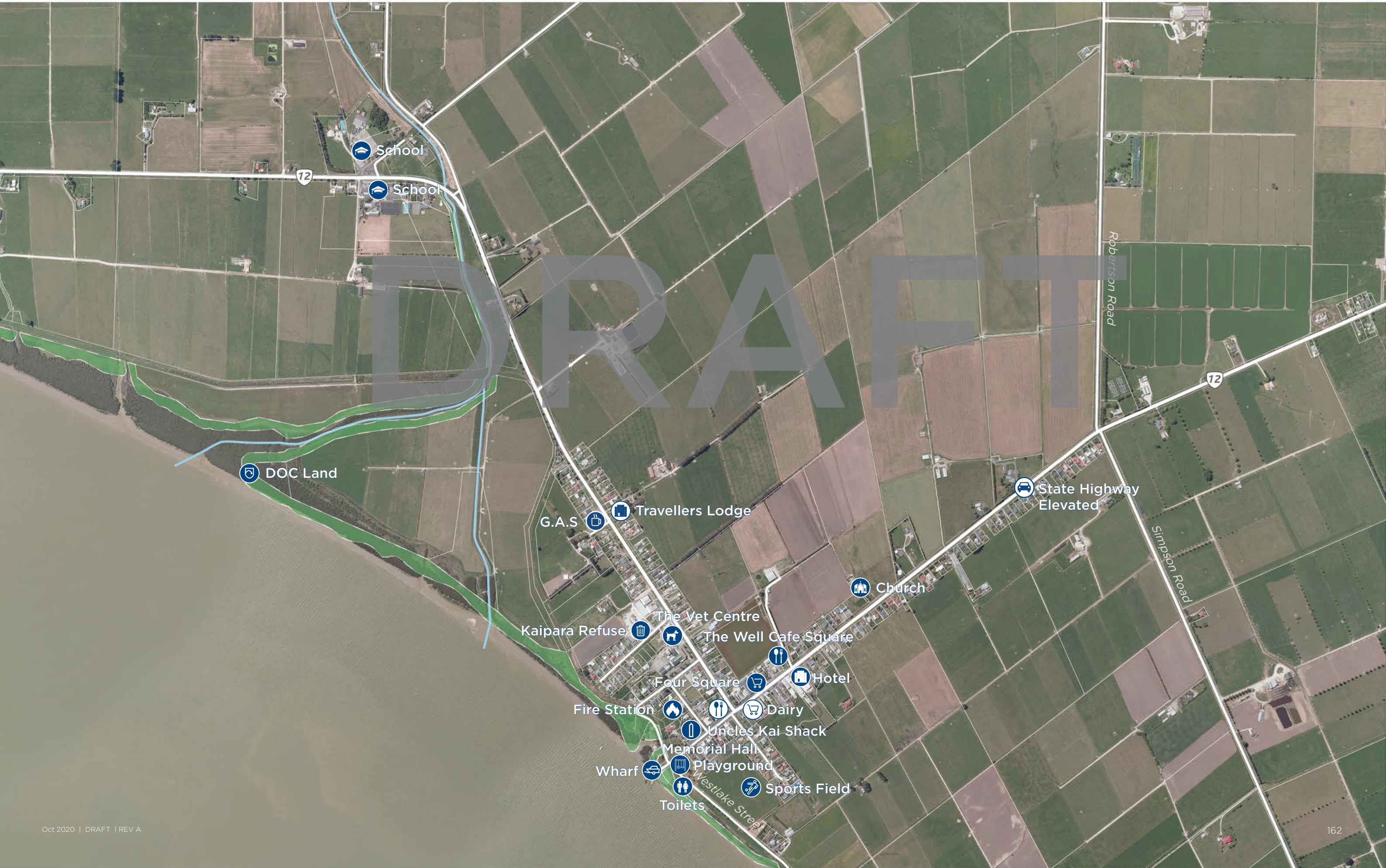
Over the past few decades, several businesses have closed in Ruāwai, including a cinema, clothing manufacturing, and four service stations. The population has also declined during this time. A handful of businesses provide a large share of local employment, namely, Portstar, Kaipara Kumara, Sleep Systems, and the schools.

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

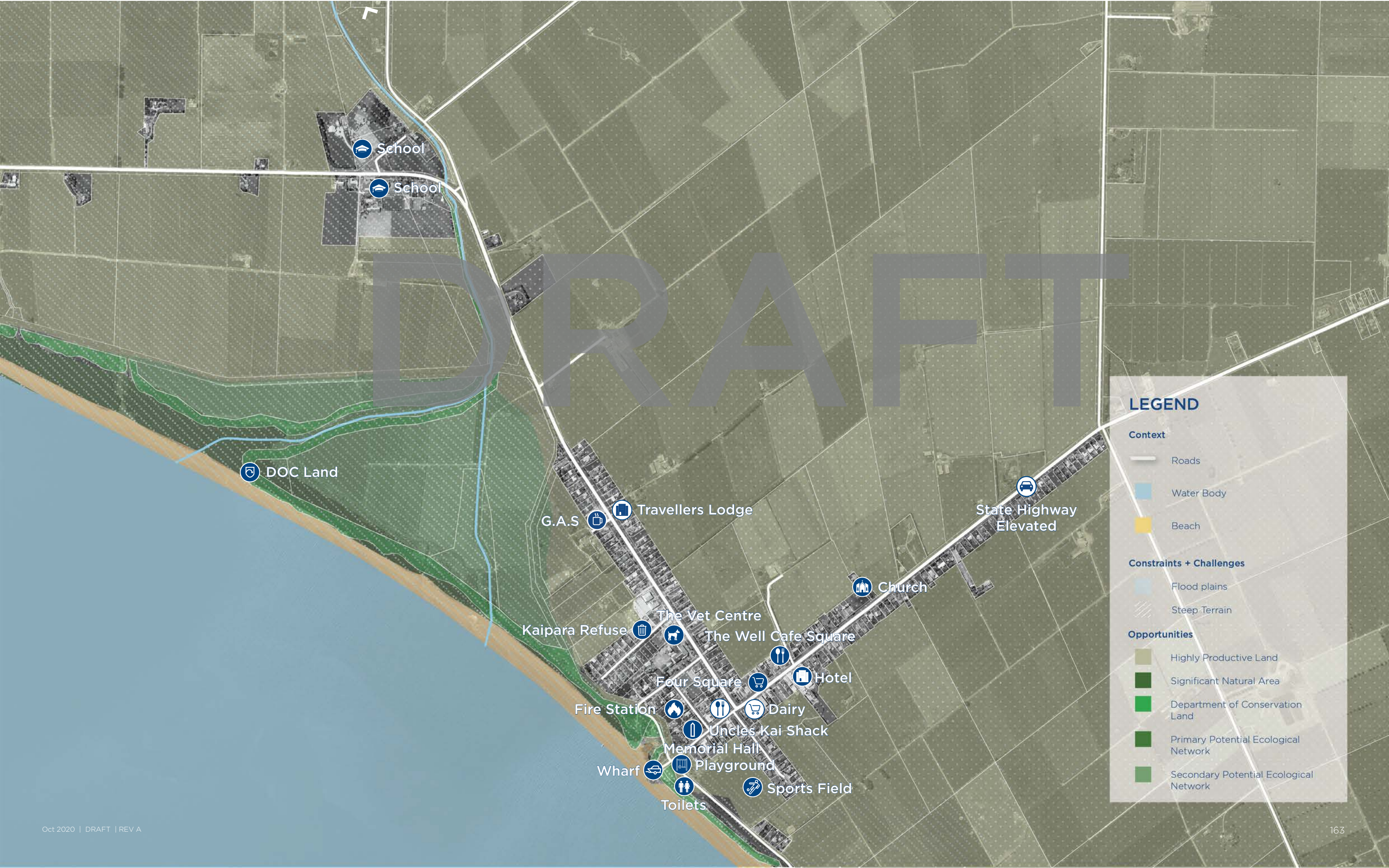
The Raupō Drainage Board oversees the stormwater network, including the stopbanks and pipes network infrastructure. The Ruāwai Promotions and Development Group are involved in promoting Ruāwai and attracting investment. Naumai marae is also involved in the Ruāwai community. There are also several clubs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

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

5 | Ruāwai_Existing Situation-2020



5 | Ruāwai_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

5 | Ruāwai_Engagement

ENGAGEMENT FEEDBACK

| Summary of Mana Whenua Feedback

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

| Community Values

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

| Aspirations

- **Tourism:** Locals, including Mana Whenua, are eager to explore tourism opportunities. Ruāwai offers natural resources and historical values which can be capitalised on.
- **Transport:** Roding should be maintained and upgraded, making the road network within Ruāwai safer for pedestrians/cyclists without increasing cost to ratepayers.
-

- **Wharf:** Locals have expressed interest in better utilising the wharf for economic and recreational opportunities such as fishing and ferrying. The community mentioned the potential to tie wharf into Kaipara Kai. There is also potential to improve transportation methods and fuel the tourism sector.
- **Growth and Development:** Those who were engaged are eager to see population growth as well as attracting more commercial and industrial businesses into Ruāwai. However, increasing confidence and challenging perceptions of flooding risk are seen as a challenge to be addressed. There are rich, prime soils in Ruāwai which the community would like to utilise to become the food basket for Aotearoa. However, the locals noted that the expansion of the dairy industry can be attenuated, as it is seen as a challenge for exploration into other agricultural pursuits.
- **Flooding:** The community recognises that it is difficult to attract people and investment into Ruāwai, with mentions being made about poor confidence due to perceived flooding risks. The community has expressed disapproval of NRC's approach, which has been seen as detrimental to public perception. The Raupō Drainage Committee agrees that there is risk involved, but holds the view that these risks are manageable and sufficiently addressed through the current stormwater network (including stopbanks and stormwater attenuation - piped infrastructure).

| Phase 4 Engagement Outcomes

- **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 for larger farming productive landholdings to be subdivided into smaller lots to allow 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 Donovan'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.

CONSULTATION FEEDBACK

| Phase 5 Consultation Feedback

- During the further consultation phase held in July 2020, the only feedback received was around Future Growth - namely that there is provision for further commercial development, but nothing for residential. It was also noted that Ruāwai currently has no public transport.
- Young people engagement (held during Key Urban Areas spatial planning process)
- KDC held an engagement workshop at Ruāwai 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.

5 | Ruāwai_30 Year Plan



LEGEND

Live | Work | Learn

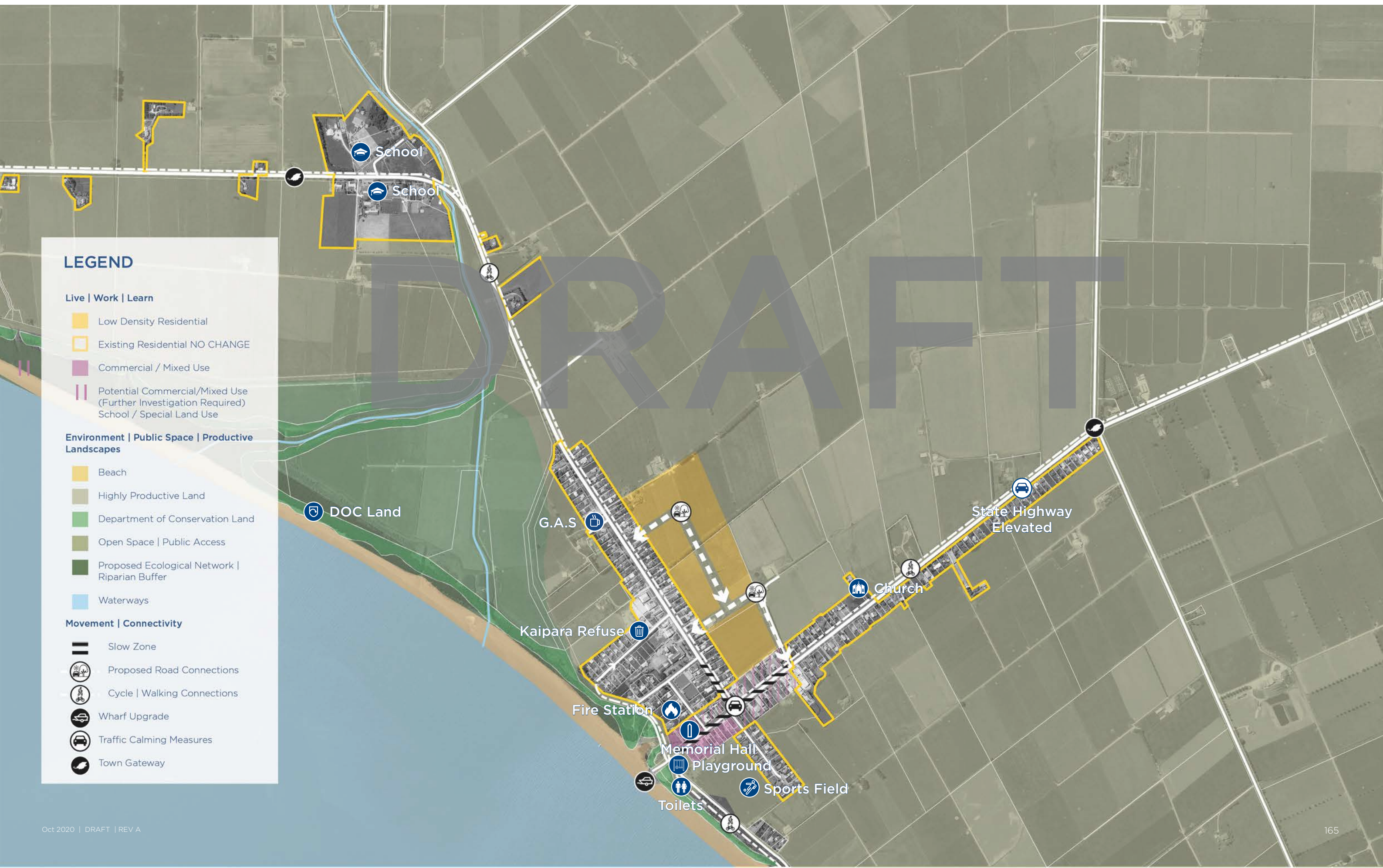
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Potential Commercial/Mixed Use (Further Investigation Required)
School / Special Land Use

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



5 | Ruāwai_Neighbourhoods + Infrastructure

1 | Ruāwai Village Centre

In the 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 the Ruāwai Village 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.

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.

2 | 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 .

Outcomes

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

| Future Infrastructure for Ruāwai

To prevent the impacts of climate change events and sea level rise, Ruāwai and Raupo stopbanks will need to be lifted and the sluice gates upgraded. This project also seeks to protect some of the best arable and productive land for horticultural and agricultural activities. This has received some funding from the Provincial Development Unit (MBIE) and is in the draft LTP.

DRAFT

Chapter 5 | Poutō Peninsula

DRAFT

1 | Poutō Peninsula

- Overview

The Poutō Peninsula is a large landmass where Kaipara’s west coast stretches out from the mainland for over 50km and over 600ha. Surrounded by water on three sides the peninsula supports a natural wilderness that contains many unique ecological features, rare birds and plants.

The rugged peninsula encloses the northern part of the Kaipara harbour and encloses one side of the mouth of the Wairoa river to its north and forms the northern side of the entrance to the Kaipara harbour, to the south. It can be accessed by one rural road that meanders through the middle and eastern side of an undulating landscape consisting of forestry, scrub, pastureland, wetlands and freshwater dune lakes. Ripiro beach stretches down the west coast of the peninsula and consists of broken cliffs and dunes which are regarded as a ‘significant natural area’. The beach is bounded by sandstone cliffs of lignite, mobile dunes and areas of petrified and compressed rata leaves in the coal-like rocks. The base of the peninsula, and edge of the harbour entrance, is girded by an apron of sandy beach and has three protected ‘outstanding natural features’.

In the late 19th century, Kaipara Harbour was one of Aotearoa’s busiest harbours, however the entrance and sandbar was treacherous to navigate and many ships were wrecked. In response to this, the Poutō lighthouse was erected in 1884 but ceased operating when the harbour was closed to ships in 1947. It is now a popular tourist destination protected by the Historic Places Trust. Vehicles can also access Poutō by Ripiro Beach on low tide making it a popular destination for off road 4WD and trail bikers. A cycle route named the ‘Kaipara missing link’ extends from Dargaville to Poutō Point along the rural road or down the beach.

Despite its large size, the peninsula is sparsely populated and only has two formal coastal settlements, Kelly’s Bay and Poutō Point. Each has small permanent populations which increase dramatically in the summer months.

The expanse of water on the eastern side of Poutō peninsula is an extension of the Wairoa and Whakaki Rivers and separates the Hukatere peninsula that stretches into the harbour south of Matakoho. The local village of Tinopai is the main settlement on Hukatere peninsula, remotely located at the base in the east facing Komiti bay. The landscape surrounding Tinopai consists of low lying flat pasture with wetlands and a number of streams flowing out into Komiti bay.

Although remote, Tinopai has a strong history of connection and settlement. Various industries were based around Tinopai in the early 20th century however by the 1970s most of these had closed. A wharf was built in 1917, decommissioned in the 1980s and rebuilt in 1991. There is one main road to Tinopai, off SH12, which has a number of unsealed roads branching off it. The permanent population of Tinopai supports a local primary school, community hall and a small marina.

| Mana Whenua

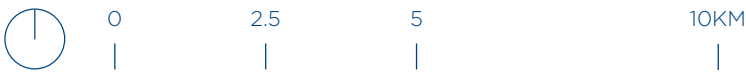
There are two marae located directly within the boundary lines named as Poutō Peninsula community district (refer to the Cultural Landscapes map on page XX for locations). A number of other marae are located on the Hukatere peninsula and overlap within this community district and the adjacent Kaipara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

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

In addition to maraes, there are a number of significant cultural and environmentally significant landscapes located in this area. The combination of the dramatic Ripiro Beach, the powerful Kaipara Harbour, the Wairoa and Whakaki Rivers and the many streams that flow into them provides this area with a rich cultural history of movement and settlement.

The Poutō Peninsula is extremely significant to Te Uri o Hau as much of it is wahi tapu as many of their tupuna are buried there. Many urupā and taonga rest beneath the whenua in this region as a result of the many battles that were fought there. The area was mainly used for the gathering of kai, especially the many freshwater dune lakes. Whanau and other surrounding marae would camp on Poutō Peninsula and catch tuna (eels) and kanae (mullet) from the lakes and gather manu (birds), harakeke (flax), and berries from the wetlands and surrounding area. A large parcel of Māori land is identified towards the south of Poutō Peninsula.

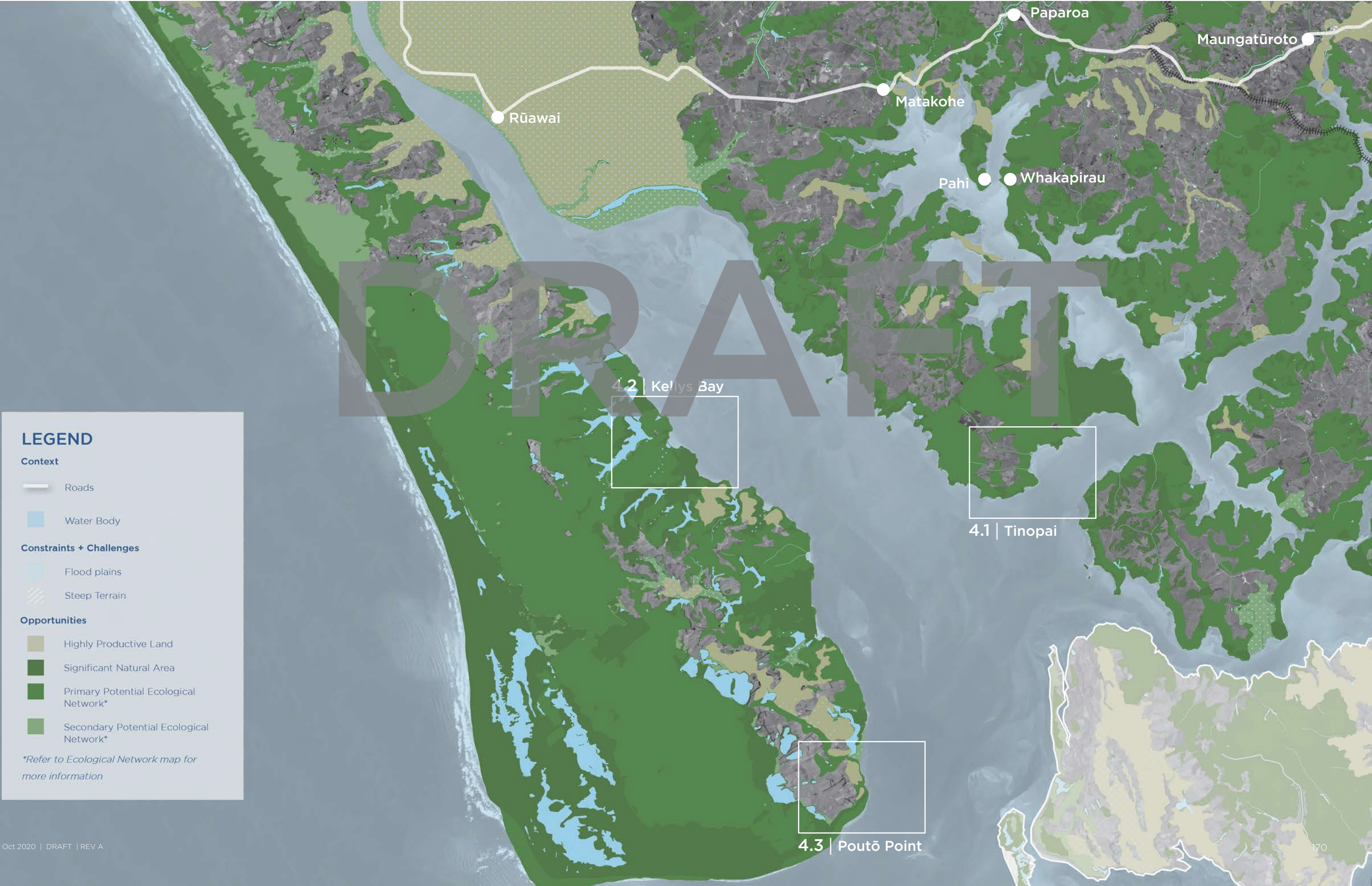
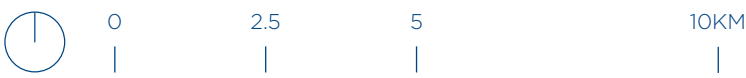
1 | Poutō Peninsula_Existing Situation-2020



LEGEND

-  Marae
-  Maunga
-  Trees / Forest of Significance
-  Waka Landing
-  Portage

1 | Poutō Peninsula_Physical 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*

*Refer to Ecological Network map for more information

2 | Tinopai

DRAFT

2 | Tinopai
- Overview

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

Tinopai is a remote settlement located on the peninsula at the end of Tinopai Road. It is fairly removed from the district’s main towns - Maungatūroto is some 42km away and Dargaville is approximately 64km away. Tinopai is situated around the coast of Komiti Bay. As of 2013, Tinopai and the wider surrounding area had a population of 174, which expands over the summer period due to the influx of visitors and holiday home owners spending the summer in Tinopai.

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

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

Charles West foresaw the depletion of timber resources in the region and sought to establish pine plantations.

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

Throughout the 20th century, three sawmills were operational at Tinopai. The last one closed in 1970. Tarsealing of Tinopai Road began in the early 1960s. It was completed to Tinopai by 1977. This opened up Tinopai as a popular residential, fishing and camping area which it is known for today. By 1986, the wharf was declared unsafe, and was decommissioned by the Council. In 1981, the Kaipara Harbour Authority recommended the wharf be demolished, where serious community action was rallied to repair it. In 1987, plans were prepared for a new wharf. By 1991, a new wharf had been completed.

According to QV, Komiti Road is the site for initial housing development in Tinopai. Most of the dwellings along Komito Road were built from the 1940s to the 1980s. This could be attributed to the post-war development boom. However, most of the rest of the dwellings in Tinopai were built in the 1970s and 1980s. This is evident on streets such as Sandy Beach Road, Tinopai Road and Moana Road. In the 2000’s and 2010’s, an increase in a small number

of dwellings were developed along Goebel Street and Mariner Cove Road.

Today, landmarks include the marina, campground, wharf, community hall and primary school. Residents typically visit Dargaville and surrounding settlements such as Paparoa and Maungatūroto for supplies, as Dargaville is still a fair distance away. There is also the wharf, however, assessments were conducted in 2013 by Northland Underwater Technical Services, and in 2014 by MWH Engineers. It was concluded that the wharf would require significant repair to be structurally sound. Upon consultation with the community, Council shall retain ownership of the wharf, with a targeted rate being implemented to fund the wharf’s repair. Generally, the settlement is eager to attract more local businesses - however, household incomes and population numbers are not enough to support businesses locally.

Tinopai does not have a centralised wastewater treatment or reticulation scheme; instead, it relies on onsite wastewater systems. As many of the houses and onsite systems were built in the 1960s, they are now failing due to the concrete tanks and pipes cracking. This is causing contamination of the receiving environment at Komiti Bay with untreated wastewater, especially during high rainfall events.

Cooperation between Council and the community will be required to develop options when addressing this situation.

2 | Tinopai_Existing Situation-2020



0

250

500m



2 | Tinopai _Physical Analysis - Constraints & Opportunities



Tinopai Reserve

Tinopai school

Tinopai Marina

Tinopai Campground

Public Toilets

Tinopai Community Hall

Urupa

Tinopai Wharf

LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

2 | Tinopai_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

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

- **Protected Features:** the traditional apple orchards in the area are treasured - the Tinopai community wants to protect these. Other landmarks which the community values and want to protect include the marina, campground, community hall and the primary school. There are a few stingrays around the large wharf which can be a tourist attraction, however needs investment and long-term protection.
- **Harbour:** The community would like more attention to be given to the health of both the harbour and foreshore. The marina has room for further upgrading by adding safety features to the wharf including a covered area and a safety barrier around the edge. Concerns have also been raised with regards to the roadside footpaths of Komiti Road, leading to the larger wharf. A lookout/bird watching spot by the large wharf has also been recommended.
- **Residential Development:** The community wishes to see an increase in permanent residence from a diverse range of families to increase population and school rolls in Tinopai. Residential growth is anticipated but locals do not want this at the cost of degrading the environment. Locals would also like to see an increase in visitor accommodation and camping experiences by extending the existing campground or establishing a new campground. Further recommendation is to unlock land along the main road for mixed-use zones to attract tourists, retirees and holiday home buyers for future growth. Enable subdivision and opportunities for capital gaining upgrading properties.
- **Future Growth:** Unlocking land along the main road for mixed-use zones to attract tourists, retirees and holiday home buyers for future growth. Enable subdivision and opportunities for capital gaining upgrading properties.
- **Commercial Development:** There is a concern that Tinopai is turning into a destination holiday home, meaning that there is a decrease in permanent residents and local employment opportunities (seeing a shift to self-employment). Commercial activity to provide for the day-to-day needs whilst still relying on Paparoa and the main service centre of Maungatūroto is supported by the locals.
- **Passive Recreation:** Passive recreation tourist attractions are supported by the locals as it increases employment opportunities in Tinopai. Residents see potential for a golf course as a tourist attraction for Tinopai and the most suitable development at the headlands whilst protecting its environment.

There also appears to be a lack of public access to beaches as a result of privately owned land or poorly maintained access points to these areas i.e. from Ngātoto Road to the beach. The idea of a mountain bike track received a positive response, though accessibility to bikes was questioned - as in members of the community being able to buy bikes. Other activities which have been anticipated include water sports such as pontoons for teenagers/young adults and paddling pools for children, fishing, boating, and dirt bike tracks to attract holiday makers. Further recommendations was to utilise the campground to capture a larger market – offering home based cabins or tent facilities when the campground is full.

- **Social Facilities:** Currently, the residents use the hall and school pool club as social gathering points, however there is support for new facilities to improve the social hub of Tinopai such as a future-proof hall and a playground. Improvements can also be made in hiring processes in utilising the hall and facilitating more community events such as finishing contests and pool nights. There has been great demand for recreational areas for teenagers/young adults, particularly for exercise and social purposes in all types of weather.
- **Educational Services:** There is support for educational services to be used to enhance both Pākehā and Māori cultural understanding along with

- expanding the school grounds to provide more options for the younger generation of Tinopai.
- **Public Facilities:** Those engaged with pointed out the lack of public facilities such as lighting and public toilets around the wharf, upgrading of public toilets near campgrounds and park facilities such as rubbish bins, tables, toilets and trees for shade. Moreover, the community has voiced their need for better access to healthcare services (helicopter pad and mobile operators in terms of medical checks and wellbeing); communal gardens; availability of food banks; second-hand goods; food forest and an EV charging station.
 - **Services:** The community would like to have buses, water ferries, shops, rubbish collection areas, childcare, medical and police services. In addition to training facilities for youth and the younger generation offering youth guidance services such as drivers licensing and first aid course. Fire and emergency services require more support acting as first responders when time is critical. Assistance is required in removing toxic needs and bamboo at residential areas.
 - **Ecological Protection and 'Green Spaces':** We heard about the residents' aspiration for the settlement to retain its clean and protected environment (including kai moana), beautification through native planting, and removal of undesirable plants specifically around the southern section of Komiti Road (Sandy Beach /

Komiti intersection). In addition, protection measures such as rock walls to prevent sea level rise adverse effects are required. Whereas, both the beach and waterfront require protection from the invasion of mangroves. The community planting of natives along the waterways would like to see some support and further plant protection measures. Protection measures are required for the bush. There is an interest in purchasing land for open space, located between two reserves.

- **Infrastructure:** Digital, telecommunications, water and wastewater services are available to the community and water supply to the campground. Improved telecommunication infrastructure and water supply appears to be a common theme of concern for the locals. The current water source (Torewa Stream) should be protected as it does not have capacity for the whole community, perhaps locating additional sustainable water sources. Although wastewater infrastructure is required, this appears to be not important to the locals given its potential financial expense. However, local property owners seek support in improving their sewerage and wastewater systems - subsidised worm toilets given septic tanks upgrades are pricey and unachievable. The campground has reached its maximum capacity and is serviced with water supply. Upgrading of some roads in

some locations and bridges are required.

- **Passive Recreation:** Establish a golf course at the headlands to better utilise the land whilst protecting the natural environment; provide walking trails and access points to the beach from Ngātoto Road; identify a location in the forest for a mountain biking track.
- **Roading and Accessibility:** Roading should be maintained and upgraded to a pedestrian-friendly standard for safer roads with lower speed limits. A common concern for the locals is the lack of footpaths in the area, specifically leading to the wharf (more specifically between the bridge and wharf; Sandy Beach Road and Tinopai Wharf).
- **Water Transport:** Establishing an alternative entry/exit point to Tinopai via water is supported by the local residents, along with ferry services between Tinopai and Port Albert in particular.
- **Community:** Caring community concerned about safety, development of the area in terms of service and employment opportunities.
- **Employment:** The community's aspiration for the area is to lessen poverty which can be done through growth. A big push can be made through grants and workshops to support employment for young people, single parents or elderly. There are interests in home shops/stalls for selling goods such as artisan goods and crops. There is also demand for plumbers, builders

and electricians.

- **Local Tinopai Monument protection:** The community suggested that this can be a project for the youth with some guidance.

| Phase 4 Engagement Outcomes:

- **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.

CONSULTATION FEEDBACK

| 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.

2 | Tinopai_30 Year Plan



0

250

500m



LEGEND

Live | Work | Learn

- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- S School
- Commercial / Mixed Use
- Industrial
- School / Special Land Use
- Māori Land Parcels
- Papakainga Development
- M Marae
- Area of Cultural Significance
Urupa | Tapu Site

Environment | Public Space | Productive Landscapes

- Rural Land | Productive Land
- LUC 1-3 | Productive Land
- Open Space | Public Access
- Camp Ground
- Existing Reserve
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Slow Zone
- R Proposed Road Connections
- C Cycle | Walking Connections
- W Walking Connections
- T Traffic Calming Measures
- G Town Gateway
- M Mountain Biking

2 | Tinopai_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

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.

3 | 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.

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. | Future Infrastructure for Ruāwai

To prevent the impacts of climate change events and sea level rise, Ruāwai and Raupo stopbanks will need to be lifted and the sluice gates upgraded. This project also seeks to protect some of the best arable and productive land for horticultural and agricultural activities. This has received some funding from the Provincial Development Unit (MBIE) and is in the draft LTP.

| Tinopai Infrastructure

Many properties at Tinopai, particularly those to the north on Maori land, operate completely off-grid. This is a pervasive aspiration throughout the community and can be facilitated through provision of solar panels and rain tanks.

Several local on-site septic tanks are cracking, which causes the receiving environment to become contaminated with untreated wastewater. The provision for increased residential growth in Tinopai could help to fund part of a new centralised wastewater system.

Identify an alternative local water source for local supply. Investigations can be conducted to understand the viability of the southern stream (running along the north side of Sandy Beach Road) for communal water take.

3 | Kellys Bay

DRAFT

3 | Kellys Bay
- Overview

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

Hard Infrastructure	66	# Occupied Dwellings
	24	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
	<div></div>	Schools (P)primary (S)econdary
	<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

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

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

There are two jetties at Kellys Bay located near the centre of the bay’s coastline. There is a boat ramp at the southern part of the settlement - it is the only boat ramp on the eastern side of the peninsula from Tikinui to Poutō Point. The boat ramp is the only all tidal boat ramp on this side of the harbour. As well as the

prominent coastal environment, Kellys Bay is enclosed by swathes of forestry and native bush on all sides.

The Kellys Bay Improvement Society (KBIS) is a key community group and sees themselves as the “voice of the community”, through which many local decisions are made. It administers the community hall and handles several community management projects, such as concreting of the gabion baskets, debris clean-up and so forth. The gabions are not KBIS’s responsibility, as they are owned by KDC. KBIS took on the job of providing volunteer manpower to put a concrete overlay over them to protect them from disintegration and erosion. KDC has provided the grant money to pay for the rocks and concrete (with a top up from KBIS occasionally).

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

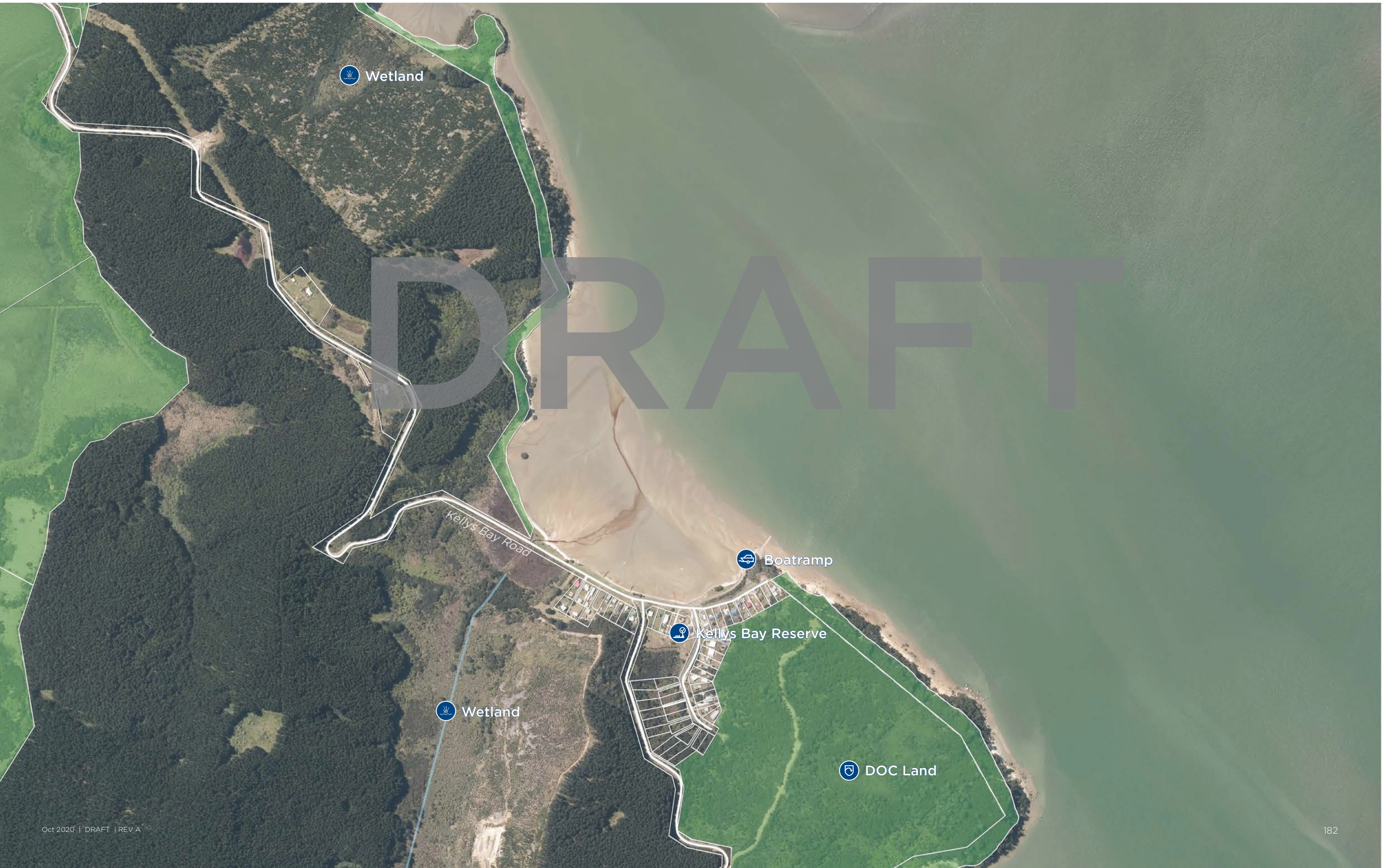
3 | Kellys Bay_Current Situation-2020



0
|

250
|

500m
|



3 | Kellys Bay_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 | Kellys Bay_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

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

- **Residential Development:** Residential growth to be limited, with small growth in permanent residents supported, due to the infrastructure constraints. Those engaged preferred to maintain what is available without compromising the environment - a quiet holiday spot for locals and residents.
- **Commercial Development:** Those engaged are concerned about declining employment rates, however the non-commercial environment is appreciated and any commercial growth should be limited to a local general store noting the reliance on Poutō Point (should commercial development proceed there) and Dargaville.

- **Infrastructure:** Kellys Bay is mostly self-sufficient, however faster internet services and an alternative power source (underground) is supported. Camp facility upgrades were also suggested for hot showers and treated sewage disposal for the public toilet to mitigate effects associated with leachate into the bay.
- **Roading:** The safety of Kellys Bay Road (both north and south) is a pressing concern for locals due to cliff-face erosion, corrugations and heavy vehicle traffic along a narrow and degraded road. The community discussed many possibilities, including signage, sealing, widening and installing barriers to reduce the speed limits in the area and improve safety.
- **Water Quality:** Manage the wastewater discharge outlets (i.e. from chicken farms and run-off from drains) to water bodies as well as reduce oystercatcher numbers to improve the marine life and to improve the water quality of the bay.
- **Water Transport:** Kellys Bay has the only boat ramp on the western side of the peninsula attracting many boaters, however issues such as lack of parking and road leading to the wharf must be solved to be supported by locals.
- **Healthcare Services:** In terms of medical emergencies, the community has voiced a need for a helicopter landing pad, given the long commute to Dargaville or Whangārei for healthcare services.
- **Tourism:** The locals support ‘light footprint tourism’ which could include fishing, mountain bike trails through forests, charters and ecotourism.
- **Coastal Restoration:** Local residents have an organisation called the Kellys Bay Improvement Society which works on coastal restoration projects such as the seawall gabion basket upgrades along the bay.
- **Fire Hazard:** The residents of Kellys Bay have pointed out the need to investigate the existing firefighting capabilities given the high risk of wildfires due to surrounding forests. The community would also like to see appropriate signage for no parking, picnicking, open fires and camping at the ramp.

| Phase 4 Engagement Outcomes

- **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. Pouto 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.

CONSULTATION FEEDBACK

| 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:** The 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 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.

3 | Kellys Bay_30 Year Plan



LEGEND

Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Pine Forest
- Camp Ground
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Walking Connections
- Wharf
- Traffic Calming Measures
- Town Gateway
- Mountain Biking

3 | Kellys Bay_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

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.

| Kellys Bay Infrastructure

Establish up to two wharves - a potential upgrade to the existing boat ramp, and/or a new wharf to the north at Tangitiki Bay. Improve roading conditions along Kellys Bay Road to increase safety. Utilise local groundwater supplies to provide communal water supply. Provision for increased residential activity can help to fund a communal wastewater treatment facility.

DRAFT

4 | Poutō Point

DRAFT

4 | Poutō Point
- Overview

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

Hard Infrastructure	38	# Occupied Dwellings
	30	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
	<div></div>	Schools (P)primary (S)econdary
	<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

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

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

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

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

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

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

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

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

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

4 | Poutō Point_Current Situation 2020



0

250

500m



4 | Poutō Point_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

4 | Poutō Point_Engagement

ENGAGEMENT FEEDBACK

| Community Values

- The lifestyle in Poutō is secluded but surrounded by nature and peace. The local residents value the isolated paradise that it offers and its simplicity. Residents have access to ample fishing opportunities and live in a self-sustaining way through local horticulture produce (including pumpkin, kumara, watermelon, and avocado) requiring visits to Dargaville every fortnight or three weeks.
- There is a divide in terms of whether it is considered a close knit or separated community. It is understood that there is a separation to some extent between the community surrounding the Waikāretu Marae and those living at the peninsula / point. Locals therefore value social events and gathering areas such as the Poutō Lighthouse Challenge which brings communities together to interact beyond usual cordial formalities and the school hall.
- The locals value the free and public access they have to nature such as the beaches and lakes and want to protect these areas from further degradation.
- The concept of “consultation with neighbours” is valued by locals who wish to always be kept informed should any new developments or business ventures occur in the settlement.
- The locals value the lighthouse as there is historic value associated with it and needs to be protected as a heritage item.
- The school is also a focal point in Poutō, however the roll has decreased dramatically over the years, particularly because of the Fonterra operation which dropped the school roll from 80 to 21 students. The locals wish to increase the roll and retain younger families in the peninsula as they value retaining young motivated people.

| Aspirations

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

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

- **Māori-Led Business Ventures:** Potential to be a cultural and historical tourist destination particularly associated with Waikāretu Marae and local ancestral pā sites such as Tuahara. There is potential for the marae to provide temporary visitor accommodation for major events such as the Aotearoa Cyclist Tour (without limitations of tikanga), and a cultural kiwiana experience/guided tours of the peninsula hosted by the marae. There is potential to establish a new campground at the old primary school, on Māori owned land.
- **Tourism:** The natural and ecological assets of Poutō has potential to be a tourist attraction such as pig and wild boar hunting, possum shooting, diving for mussels / oysters, walking and trail networks around the beaches, dunes and lake where possible however support is required from the Crown, DoC, private landowners and local Iwi. The locals suggested a visitor strategy to be prepared. Allow for walking and cycling access to the lakes, including access behind the farms to get to the lakes. More cycle trails/more funding – it is not safe to ride, particularly due to logging trucks.

- **Water Transport:** A new wharf to bring in tourism based services, alternative movement of goods and tourism to Poutō Point that is complemented with toilet facilities and managed from a biosecurity perspective to avoid any new foreign organisms / species / weeds entering the peninsula.
- **Commercial Development:** There is a general consensus to keep development of Poutō to the benefit of locals, the whānau, such as new business ventures (i.e. coffee carts, petrol station, local diary, medical centre), near the wharf and at the main settlement. Employment opportunities in farming, timber and horticulture can be emphasised in Poutō Peninsula through appropriate zoning and monitoring, however this requires new locals to understand reverse sensitivity issues with these activities.
- **Transport:** Sealed and safe roads are an ongoing concern for locals. This is being reviewed by the Council in respect of sealing major sections of Poutō Road.
- **Infrastructure:** Improved electricity/ internet connections to support home business ventures and working from home scenarios.
- **Residential Development:** Locals wish to keep this limited to the main settlement, with little growth on potential land between the marae and existing campgrounds. Any development at Poutō Point needs to be suitable for the environment and outside of the hightide mark setback to future proof development.
- **Environmental Protection:** The community expressed frustrations about the loss of connectedness with mother nature and their land, be it the surrounding bush or lakes, which they wish to improve. Whilst Te Uri Ā Hau own some land, the Department of Conservation is the main kaitiaki of those natural areas, requiring Mana Whenua to go through their process as opposed to their own kaitiaki.

- **Ecological Protection:** There are fairy terns and brown teal in the lakes and freshwater mussels that need to be protected in Poutō should growth occur. It is noted that the only publicly accessible lake is Rototuna, despite all lakes being public assets, however these lakes are vulnerable and fragile and must be protected.
- **Coastal Restoration:** Landcare and coastal restoration projects are important to the locals and there are projects currently such as the coastal erosion of the harbour which is affecting the stability of the cliff where the lighthouse is located.

| Phase 4 Engagement Outcomes

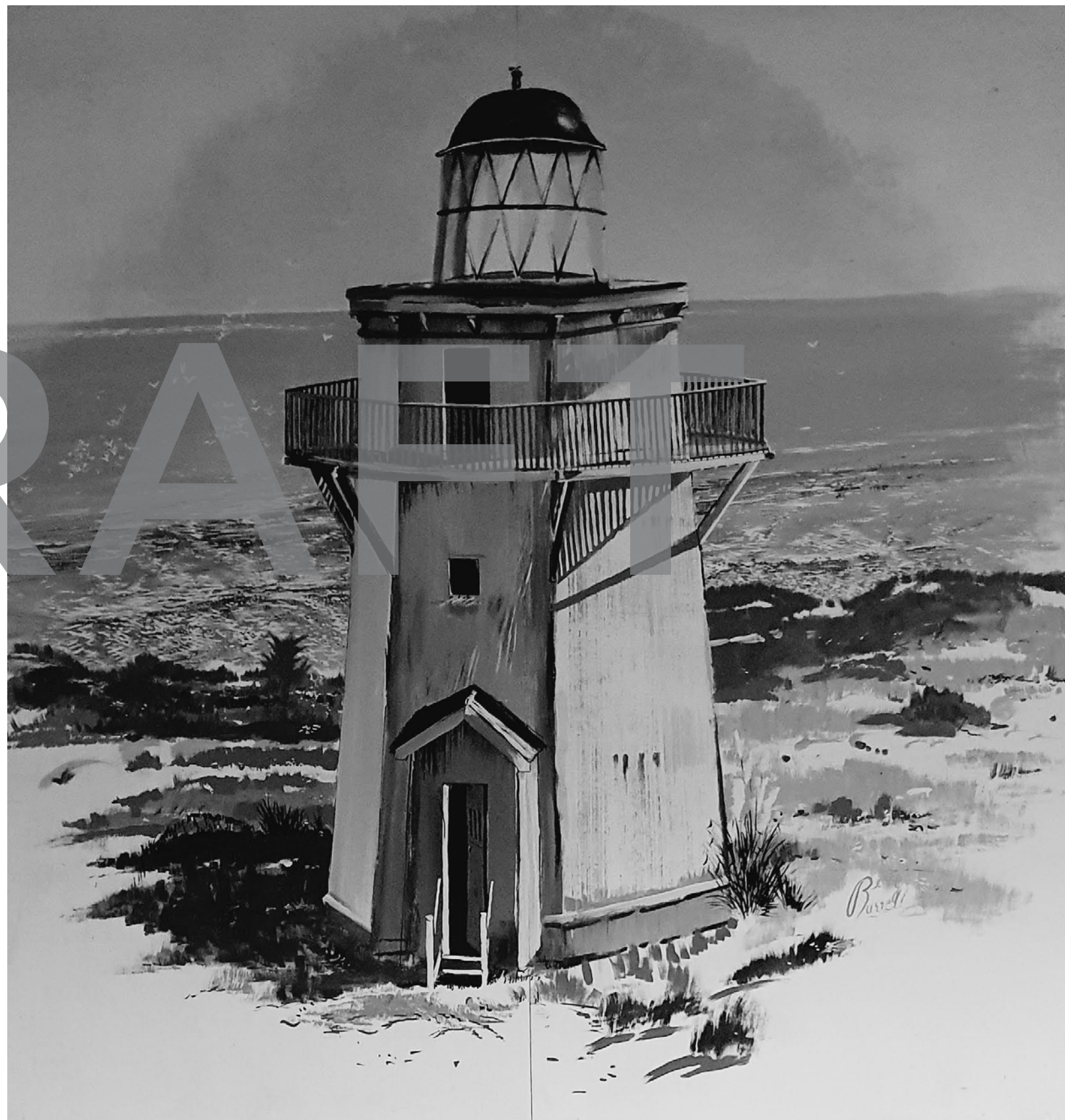
- **Māori-Led Business Ventures:** Allow for temporary visitor accommodation at the marae, establishment of papakāinga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Establish a campground facility at the old primary school.
- **Establish a Coastal Settlement 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.

CONSULTATION FEEDBACK

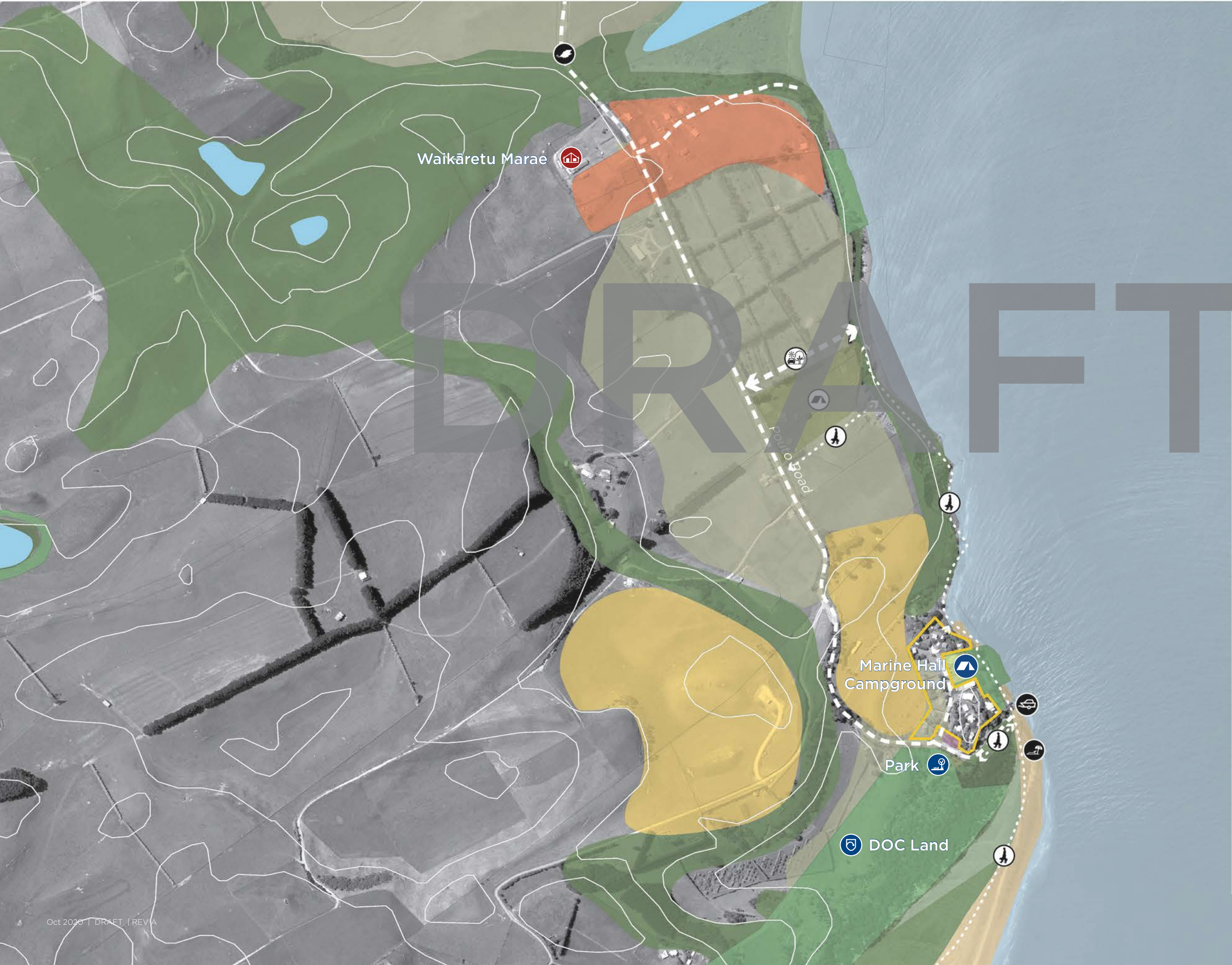
| Phase 5 Consultation Feedback

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.



4 | Poutō Point_30 Year Plan



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

4 | Poutō Point_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | 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.

Outcomes

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

| Future Infrastructure for Poutō Point

Poutō Peninsula and especially Poutō Point is very fortunate to receive funding from the Kaipara Kickstart Programme (MBIE) for the construction of a new wharf where two previous historic wharves were located. This new wharf will be designed to take visitors such as bikers doing the Kaipara missing link trail and others especially in the summer months to other parts of the Kaipara Moana and north Auckland. It also puts another reason to travel to Poutō Point, alongside the historic Poutō Lighthouse and the ecologically significant array of dune lakes. It is hoped that this infrastructure will spur the development of a campground at the old school site and other tourism related businesses such as a cafe and nature tours. The Kaipara Kickstart Programme is also funding the sealing extension of the Poutō Road so that it becomes a fully sealed road from Dargaville through to Poutō Point. This will make the trip down the peninsula more efficient and safer, especially for visitors.

To enable residential subdivision and any new business activity a local community wastewater solution needs to be investigated and agreed. This could be an onsite wastewater system or similar to the package plant that has been provided for the papakāinga housing adjacent to Waikāretu Marae. The water supply solution will most likely be an onsite raintank but there is possibility of a bore and treatment system if there is enough development to make this option viable.

DRAFT

Chapter 6 | Kaipara Harbour + East Coast

DRAFT

1 | Kaipara Harbour + East Coast - Overview

The Kaipara Harbour and East Coast area is the most southern section of the Kaipara district, it borders the edge of Auckland to the south and Whangarei to the north. This is a very unique part of the Kaipara district as it is the narrowest land mass and consists of two harbours and a eastern coastal edge.

State Highway 1 (SH1) bisects the eastern section of the area and is at times an obstacle of congestion at Kaiwaka, limiting a safe and easy connection between the east coastal settlements of Hakarū, Mangawhai and the highway towns and harbour villages to the west.

State Highway 12 (SH12) branches west off SH1 and traverses the northern edge of the peninsulas that stretch into the harbour. Most of the settlements in this area are located on SH12, except for the villages of Pāhi and Whakapirau, which are located opposite each other and separated by the Pāhi river. Both have small populations of permanent residents but are also popular holiday destinations that experience seasonal growth.

The built heritage that has been retained in Matakōhe and Paparoa give the village’s distinctive and charming character and an insight into early European settlement of the area.

The North Auckland Rail Line traverses the centre of this area, travelling along SH1 and then branches west towards SH12 and the north to Whāngarei. Upgrade and re-establishment of this line would provide an array of opportunities for

Kaipara district - particularly in this area.

The northern reaches of the Kaipara harbour are tidal but still accessible by boat and are popular places for fishing and recreational boating. Historically the harbour was more regularly used as a transport option for district settlement and industrial growth. Some of the wharves remain today and feasibility into their refurbishment is currently being investigated.

The landscape of this area is a combination of wetlands, steep ridges and slopes, and rolling hills that stretch down to the tidal edge of both harbours and include large sectors of ‘Significant Natural Areas’. The harbours consist of sandbanks and reefs and are both tidal in nature.

The Mangawhai coast and harbour are extremely scenic and are popular holiday destinations. More recently they have become a permanent living and commuting option for Aucklanders and consequently population and suburban development has been significantly increasing.

The start of the Brynderwyn ranges form the northern edge of this area. Pukekaroro is a prominent peak, of volcanic origin, that stretches out from the ranges and presides over south east of the area. Another distinctive peak is named Pukepohatu or Bald Rock is located North of Kaiwaka and boasts stunning views over east and western vistas.

| Mana Whenua

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

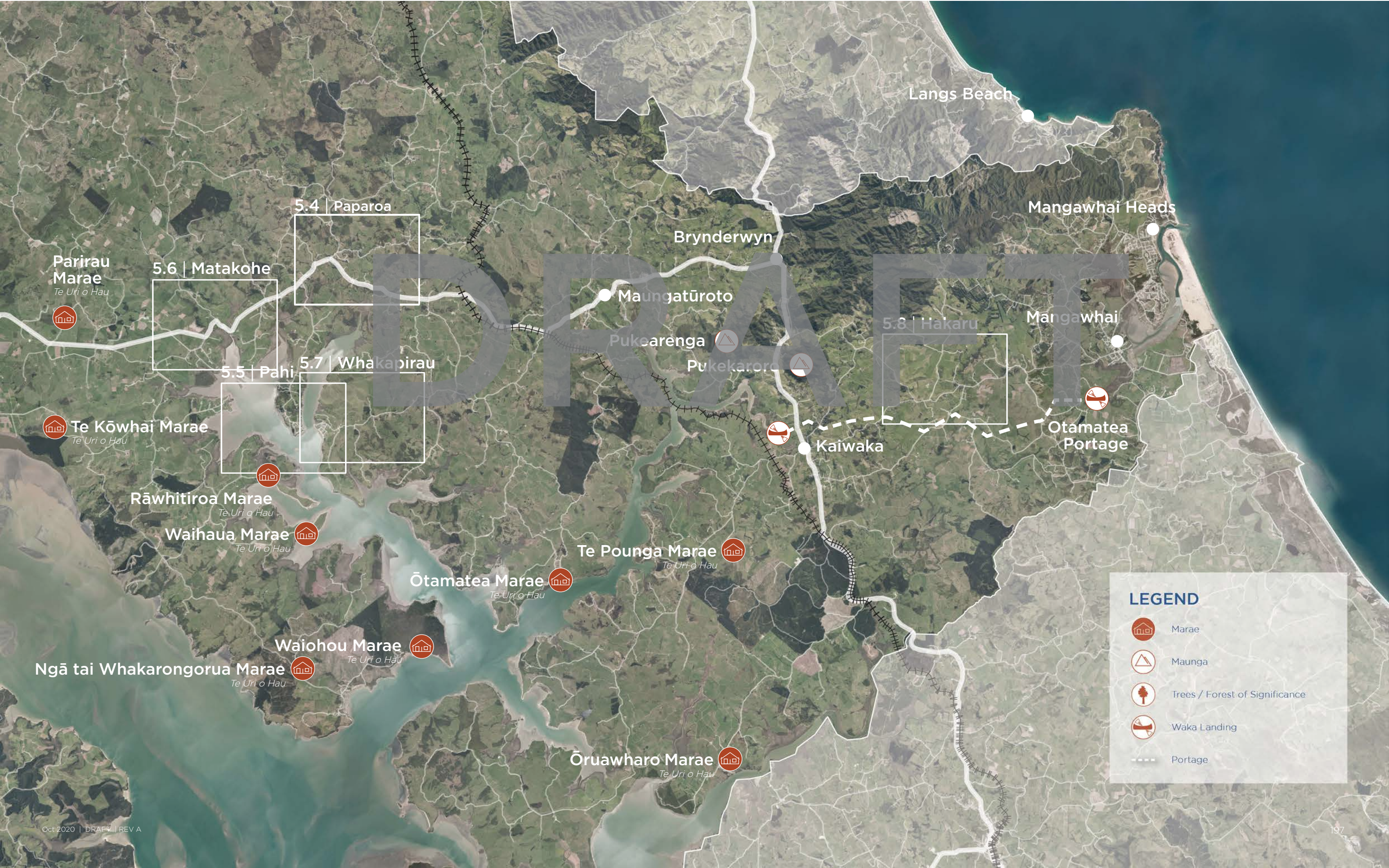
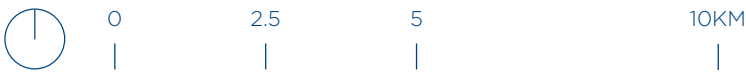
- Waiohau Marae
Te Uri o Hau
- Rawhitiroa Marae
Te Uri o Hau
- Te Kowhai Marae
Te Uri o Hau
- Oruawharo Marae
Te Uri o Hau
- Waiotea Marae
Te Uri o Hau
- Ōtamatea Marae
Te Uri o Hau
- Te Pounga Marae
Te Uri o Hau
- Pariou Marae
Te Uri o Hau
- Ngā Tai Whakarongorua Marae
Te Uri o Hau

Many of the marae in this community district are clustered on the Tinopai / Pāhi peninsula, which is one of the main arms of land that penetrates into the Kaipara Harbour. The harbour has provided kaimoana (seafood) as well as communication routes. This is obvious in the placement of nga marae tūuturu (the ancestral marae) of Te Uri o Hau at the headlands and on the foreshores of the harbour. Te Uri o Hau are kaitiaki of the harbour and its resources.

Two significant peaks are located to the south east of Maungatūroto - Pukearanga and Pukekaroro. Pukekaroro was a key strategic site for Te Uri o Hau, as from the very top you are able to see the Mangawhai Heads to the east and the Kaipara Harbour entrance to the west. During the battle known as Te Ika Ranganui in 1825, Karoro, a rangatira who had a pa site at the very top of the mountain retrieved many Te Uri o Hau dead and wounded from the surrounding area and carried them up to the pa so they would not be found by the enemy. Pukekaroro is of special spiritual significance to Te Uri o Hau because of the many wāhi tapu sites on the mountain. The mountain has been tapu since that battle and remains so today. A large proportion of Te Uri o Hau died during this battle. As a result of this battle, Te Uri o Hau consider that the area from and including the Mangawhai Harbour to Kaiwaka and beyond is tapu.

Te Uri o Hau has an important spiritual relationship with Mangawhai Harbour due to the many wāhi tapu sites in the area. Traditionally, prior to the battle of Te Ika a Ranganui, Te Uri o Hau gathered kaimoana from the harbour and took it back to their villages on the Kaipara. Te Uri o Hau also gathered materials for making tools for tattooing and cutting hair, flax fibres for use in certain types of weaving, and coastal grass species for tukutuku panels (woven panels) from the harbour and surrounding area.

1 | Kaipara Harbour + East Coast_Current Situation-2020



Parirau Marae
Te Uri o Hau

Te Kōwhai Marae
Te Uri o Hau

Rāwhitiroa Marae
Te Uri o Hau

Waihaua Marae
Te Uri o Hau

Ngā tai Whakarongorua Marae
Te Uri o Hau

Waiohou Marae
Te Uri o Hau

Ōtamatea Marae
Te Uri o Hau

Te Pounga Marae
Te Uri o Hau

Ōruawharo Marae
Te Uri o Hau

5.4 | Paparoa

5.6 | Matakohē

5.5 | Pahi

5.7 | Whakapirau

Brynderwyn

Maungatūroto

Pukearenga

Pukekaroro

Kaiwaka

Langs Beach

Mangawhai Heads

Mangawhai

Otamatea Portage

5.8 | Hakaru

LEGEND

- Marae
- Maunga
- Trees / Forest of Significance
- Waka Landing
- Portage

1 | Kaipara Harbour + East Coast - Physical Constraints & Opportunities

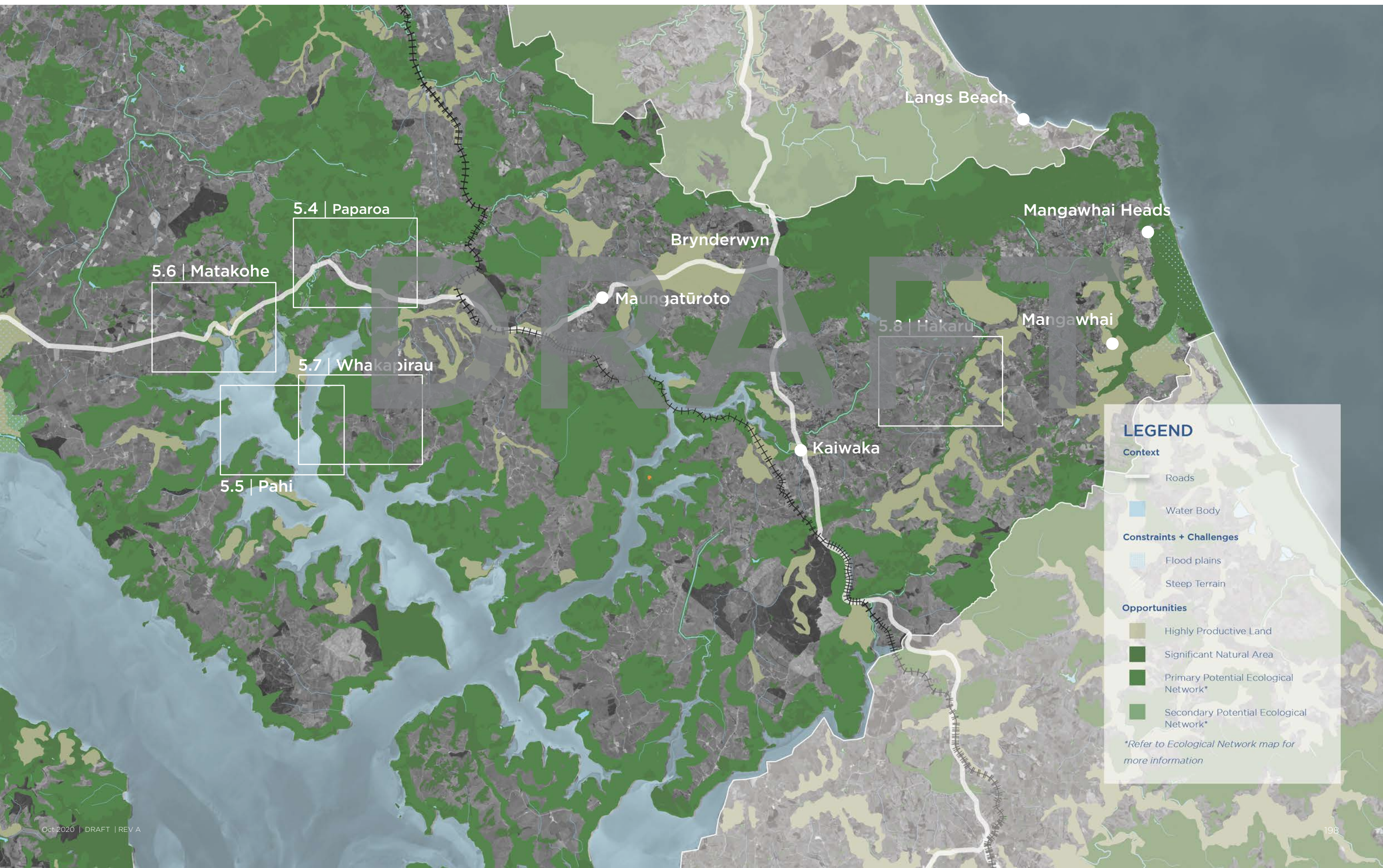


0

2.5

5

10KM



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*

*Refer to Ecological Network map for more information

2 | Paparoa



2 | Paparoa
- Overview

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

Hard Infrastructure	# Occupied Dwellings
	396
	Population
	156
	Water Reticulation
	<div></div>
	Waste Water
	<div></div>
	Stormwater Reticulation
	<div></div>
	Broadband
Soft Infrastructure	<div></div>
	Mobile Coverage
	<div></div>
	Roads Sealed
	<div></div>
	Footpath
	<div></div>
	StreetLights
	<div></div>
	RailLine
	<div></div>
	Schools (P)primary (S)secondary
	P
	Access to Tertiary Education
	<div></div>
	Marae
	<div></div>
	Reserves
	<div></div>
	Playground
	<div></div>
	Sports Facilities
	<div></div>
	Church
	<div></div>
	Businesses
	3+
	Community Centre
	<div></div>
	Public Transport
	<div></div>

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

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

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

The Lifestyle Village Scheme Plan has been produced as a proposed retirement subdivision. The project has been granted consent, and is planned for 14 sections of 401-896m2 for senior living, as well as 15 rural residential lots up to 5000m2 for family dwellings on the general market.

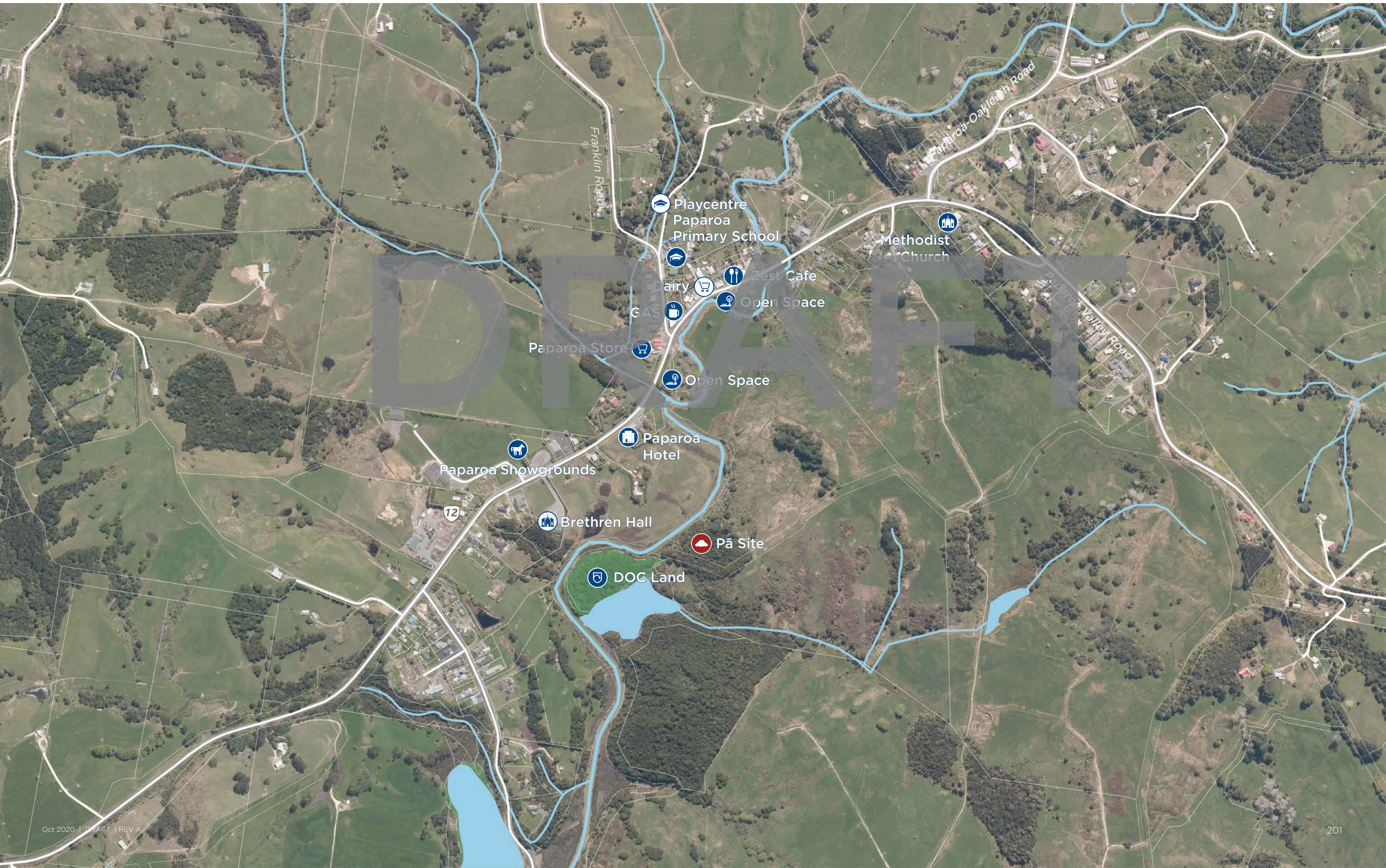
Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Paparoa was established in 1863. In 1862, what is now known as Cliff’s Landing was claimed by the Cliff family, who were originally part of the Albertlanders. Initially, supplies were ferried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

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

Other facilities include sports pavilion, community hall, medical centre, library, village green, Lions walkway, landing, Pāhi wharf/harbour Ōtamatea Marae is the local marae, along with the Aotearoa meeting house, this is the tribal meeting place for Ngāti Whātua and Te Uri o Hau.

The current environmental restoration projects in Paparoa include the harbour, waterways and a private eradication project

2 | Paparoa_



2 | Paparoa_Physical Analysis – Opportunities & Constraint



LEGEND

Context

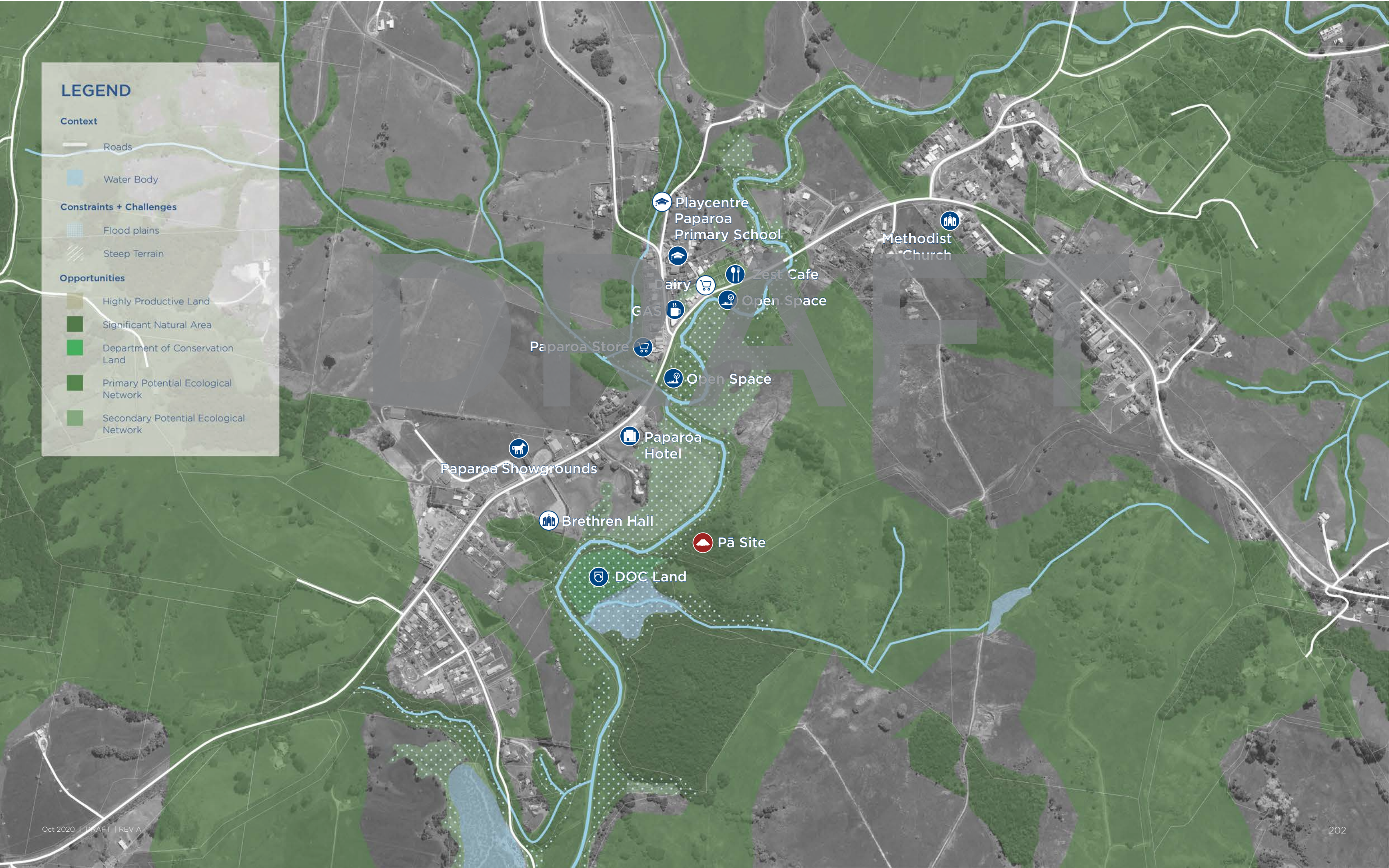
- Roads
- Water Body

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



2 | Paparoa_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

Paparoa is viewed as the “Village in the Valley” and those who were engaged wanted to see a greater physical connection between people and Paparoa’s natural and cultural assets. The community has a growth mindset for the area and encourages making the area more attractive for long-term residents.

- **Protected Features:** Cliffs landing, Paparoa Forest, Serling Bach, Lions Walkway, the Showgrounds, Parirau Marae and Kaipara Harbour are key features that those who were engaged valued and wanted to see protected.
- **Coastal Restoration:** Locals want a strong environmental focus for Paparoa i.e. through connections to waterways, through open space and the protection enhancement of these areas. Restoration projects such as Hāmātea Harbourcare are supported by locals as these projects could increase whitebait and eel fishing opportunities once water quality is improved.
- **Accessibility:** To make Paparoa a destination as opposed to a run-through village, those engaged want to see provision for walking and cycling opportunities, improved safety along Paparoa Valley Road (SH12), and alternative modes of transport options. Safe footpath linking Village Green, the Landing and Franklin Road. Bike track around the edge.
- **Water Transport:** The transport of goods and people via water is seen as an opportunity for Paparoa to increase tourism and recreational activities i.e. Tour Aotearoa Biking Event.
- **Water Quality:** Improving the mauri of the receiving tidal areas of water bodies through monitoring of discharge outlets, installing wastewater treatment plants and providing a resilient reticulated water supply.
- **Flooding:** To address flooding issues in Paparoa, locals suggested greening of spaces, flood protection works or redirecting the creek that traverses the settlement.

- **Infrastructure:** There are services provided to locals i.e. power, broadband, internet, town water supply and road, however improved digital infrastructure will allow working from home scenarios or new home business ventures. The community would like to see improvement of the town’s sewage system and water supply and flooding mitigation measures imposed.
- **Roading:** Enhanced roading maintenance on unsealed roads in the area. Slow the steady fast traffic. Consider moving SH12 so that it does not run through the village. Traffic will potentially increase if Kai for Kaipara takes off and kai is transported to Auckland along SH12. Footpath along SH12 from Pāhi Road to the store needs major improvements. Install street lights. Reconstruct road by the store slipping into the river.
- **Residential Development:** Residential growth is instigated currently in Paparoa, and encouraged, but is seen to be strained by SH12. There is potential for a low-density lifestyle (such as 2-3 well planned and executed small to large subdivisions) visitor accommodation and affordable first home housing opportunities. Enable rural residential activities in rural areas. Unlock land along Pāhi Road for residential activities. The community recommends unlocking land along Franklin Road for residential and commercial developments.
- **Commercial Development:** Commercial growth is encouraged to complement the existing, new and future residential developments in Paparoa, particularly along Pāhi Road i.e. medical centre, early childhood centre, to support the future increase in population. There are also opportunities for a recycling depot, hardware shop, a florist and a chemist.
- **Light Industrial Development:** There is potential to convert buildings such as the Ōtamatea County depot into light commercial/industrial zoning to better utilise old buildings and land. There is potential for folks like the Brethren Brothers to invest in the area and establish a business park or similar.

Industrial businesses are better placed in neighbouring Maungaturoto Railway and Ruāwai.

- **Public Spaces:** Provide open space in the ‘middle area’ - Gardens featuring sculptures and paved play areas and space for markets.
- **Facilities and services:** Provide picnic areas/covered areas with BBQ facilities for families to. Internet and cell phone coverage needs to extend to rural areas around Paparoa for businesses, online education and communication with family and friends. The community would like provisions of a high school, playground, skatepark and a community gymnasium. Internet services in rural areas.

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.

2 | Paparoa_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

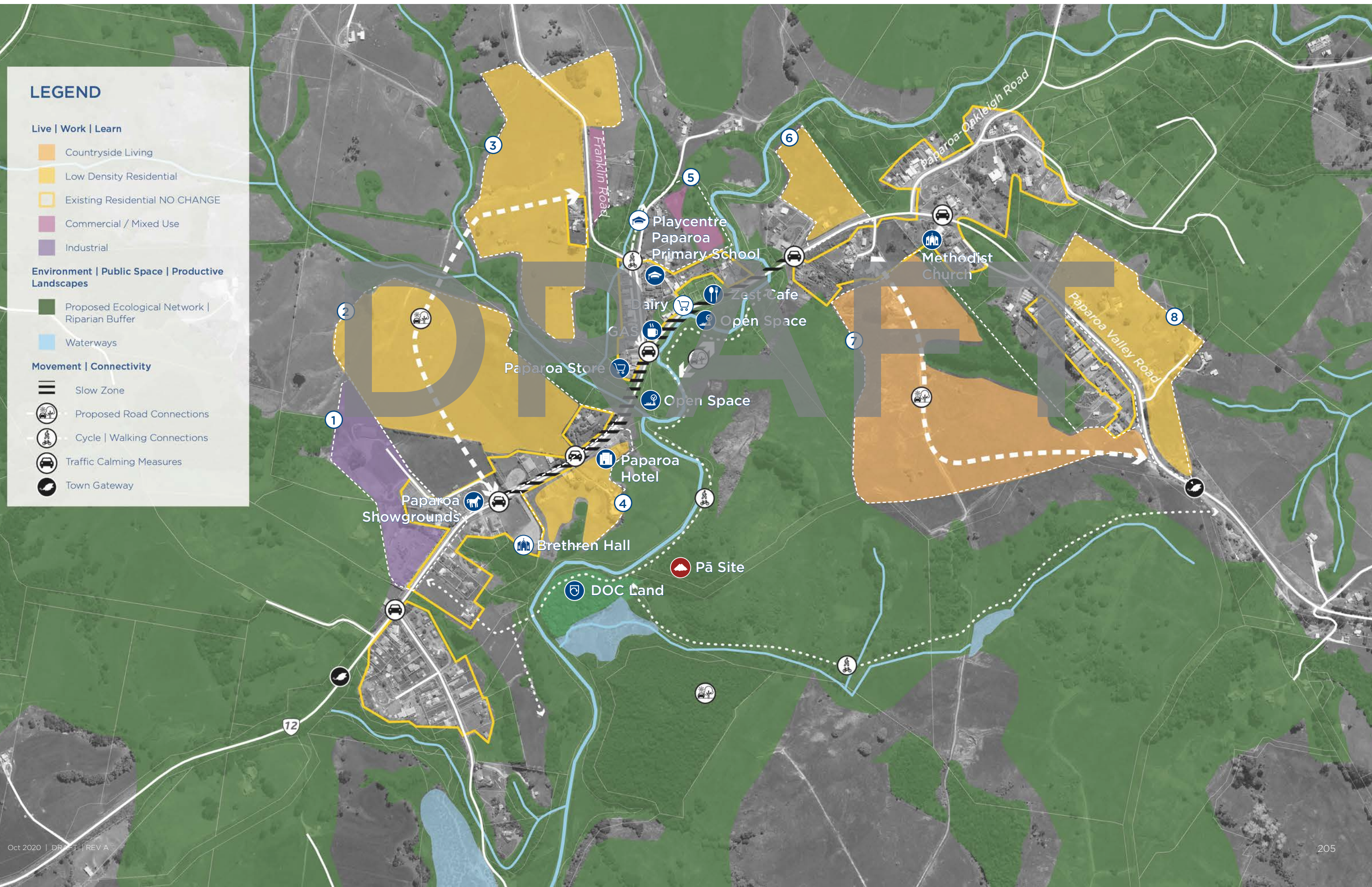
- Countryside Living
- Low Density Residential
- Existing Residential NO CHANGE
- Commercial / Mixed Use
- Industrial

Environment | Public Space | Productive Landscapes

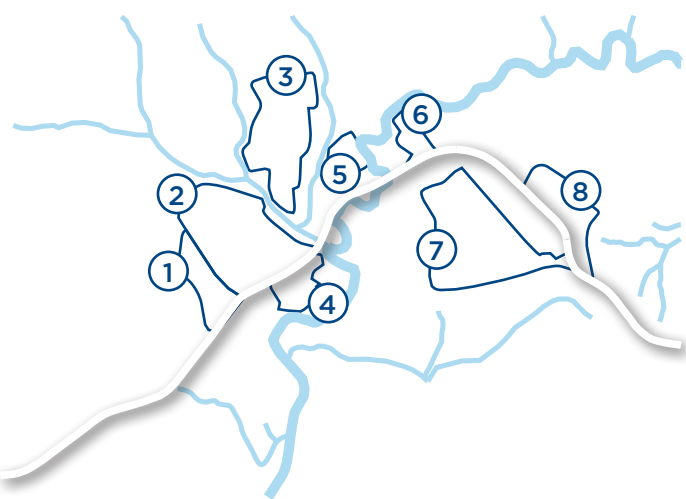
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

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



2 | Paparoa_Neighbourhoods + Infrastructure



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.

1 | 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.

Outcomes

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

2 | 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.

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.

3 | 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.

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.

4 | 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.

Outcomes

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

5 | 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.

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.

6 | 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.

Outcomes

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

7 | 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.

Outcomes

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

8 | 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.

Outcomes

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

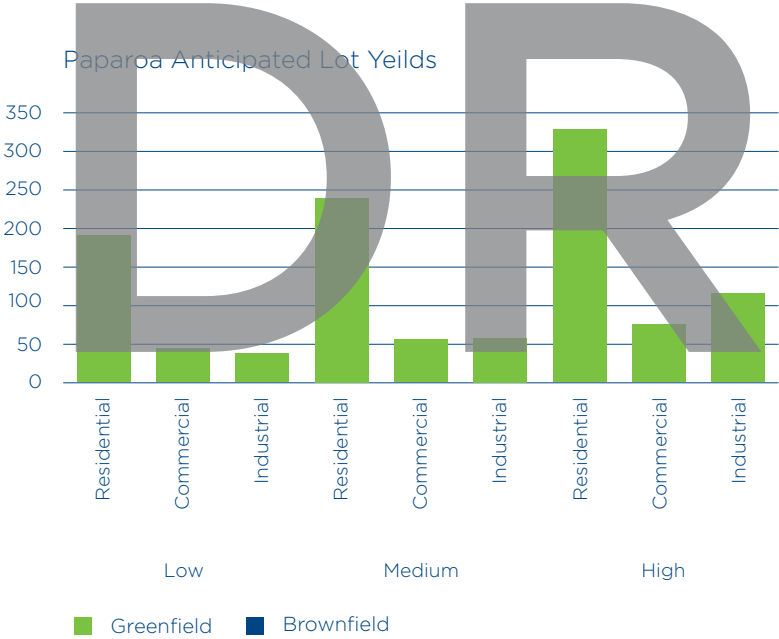
| Paparoa Infrastructure

Increased population growth can help to fund a communal wastewater treatment facility. This will help to remedy recent issues with failing on-site wastewater systems, which have been discharging sewage into Paparoa Creek.

2 | Paparoa_Potential Spatial Plan Enabled Yeilds

Table of Variables	Low Growth	Medium Growth	High Growth
Rural	-	-	-
Countryside Residential	20,000	15,000	10,000
Large Lot Residential	-	-	-
Residential Intensified	1,000	800	400
Low Density Residential	1,250	1000	750
Medium Density Residential	1,000	750	500
High Density Residential	600	450	300
Town Centre	-	-	-
Commercial	500	400	300
Commercial Intensified	600	500	400
Industrial	3,000	2,000	1,000
Industrial Intensified	3,500	2,500	1,500
Greenfield Developable Land	80%	80%	80%
Brownfield Developable Land	100%	100%	100%
Subdivision Uptake Rate (brownfield sites only)	0.3	0.5	0.7

Paparoa			
Residential Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	195	244	329
Commercial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
GreenField	48	60	79
Industrial Yeild			
	Low Growth	Moderate Growth	High Growth
Brownfield	0	0	0
Greenfield	39	59	118



3 | Pahi

DRAFT

3 | Pahi
- Overview

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

Hard Infrastructure	180	# Occupied Dwellings
	90	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
	<div></div>	Schools (P)primary (S)econdary
	<div></div>	Access to Tertiary Education
	<div></div>	Marae
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	1-5	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport

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

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

Land use is mostly residential – there is no discernible commercial activity. Pāhi has some fairly steep topography, particularly around Cliff Street and Emay Crescent, where it slopes downwards towards the east. Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Between 1862 and 1865, 3,000 immigrants established Port Albert near Wellsford. The Albertlanders sought to establish a religious settlement in Port Albert but many challenges including harsh conditions and fears of the indigenous population, leading to the eventual dispersal of the Albertlanders. Many settled elsewhere in Kaipara to start a new life. The swathes of giant Kauri trees

which populated Kaipara were very popular amongst Europeans for building furniture, boat building and construction.

Pāhi was initially used as a port from which supplies would be ferried to Paparoa via Paparoa Stream. Eventually, a road was constructed from Paparoa to Pāhi in 1865. From 1882 to 1895, a boat service ran weekly from Pāhi to Helensville. The Pāhi Regatta has been running annually since 1886. The main events of the regatta are the launch races, kayak contest, runabout races and bathtub races. Pāhi takes on a fairground atmosphere during this time, complete with sideshows, food stalls and Miss and Master Pāhi contests.

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

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

3 | Pahi_Current Situation-2020



- Beach Community / Event Space
- DOC Land
- Palm House
- Pahi Hotel
- Holiday Park
- Pahi Wharf + Boat Club

3 | Pahi_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

DRAFT

- Beach Community / Event Space
- DOC Land
- Palm House
- Pahi Hotel
- Holiday Park
- Pahi Wharf + Boat Club

3 | Pahi_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

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

- **Commercial Development:** The locals expressed interest in improving their current lifestyle and the environment, as opposed to welcoming new commercial/retail development to the area. However, there is a general consensus on business and commercial opportunities enabled through clear and transparent planning provisions which look to maintain the character of Pāhi through quality design and feasible mitigation measures.
- **Industrial Development:** There is support for mixed-use zones in the Business Park as opposed to industrial activity, as Pāhi relies on Paparoa for those services. However, locals would like to see the opportunity to establish these activities on private properties as home business ventures i.e. boat building industry.
- **Tourism:** The locals have voiced the importance of economic activity enhancement through tourism ventures such as water-based activities. Locals would like to see the existing campground relocated by the campground office for legibility purposes and new life given to Pāhi Hotel to accommodate backpackers.
- **Residential Development:** Alternative housing such as ‘tiny houses’ (including caravans and containers converted to houses), affordable housing, and visitor accommodation opportunities are supported by the locals subject to imposing environmental building standards.
- **Passive Recreation:** The focus of change in Pāhi is around care and ongoing protection of the green spaces, the harbour and mauri of the waterways and its quality as opposed to new businesses solely operating in the community. There is support for new walking tracks in Pāhi connecting to other settlements, and recreational activities near the wharf.

- **Ecological Restoration:** There is support to reduce dairy farming activities in the area to improve water quality, introduce mangrove management and riparian planting.
- **Ecological Protection:** Locals would like to see the Fig tree and surrounding reserve to be protected including the Boat Club and Pāhi Hotel (albeit being privately owned).
- **Coastal Restoration:** There have been ongoing erosion issues in Pāhi which were sought to be resolved in 2013, however there was no funding to support Pāhi and locals would like to see this through.
- **Infrastructure:** Services to Pāhi are poor, there is a lack of reticulated sewage which restricts potential for commercial and further residential activity on smaller lots being established in Pāhi. Locals would like to see a new wastewater treatment plant constructed if further growth occurs.
- **Roading:** The road that leads into Pāhi is unsafe and could be improved to allow pedestrians and cyclists to share the space on the road with vehicles.

| Phase 4 Engagement Outcomes

- **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 a 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.

3 | Pahi_30 Year Plan



0

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

DRAFT

Beach
Community / Event Space

DOC Land

Pahi Hotel

Cliff Street

3 | Pahi_Neighbourhoods + Infrastructure

| 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.

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.

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.

| Pāhi Infrastructure

Increased population growth can help to fund a communal wastewater system. Reticulated sewage and drinking water supply are required to establish good urban, providing resilient infrastructure to provide stability for potential commercial and residential activity on smaller lots. There is also a need to implement reticulated stormwater systems at Pahi to cater for population growth and visitors.

DRAFT

4 | Matakōhe

DRAFT

4 | Matakoho
- Overview

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

Hard Infrastructure	66	# Occupied Dwellings
	27	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

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

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

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

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

Nowadays, the Kauri Museum is a central asset for the Matakoho community. The importance of the Kauri Museum is a reflection of history as one of the most valuable things about Matakoho. The museum is a large local employer and the central economic base for the community. Several local businesses are directly connected to the museum, namely the gumdigger café, White Rock Gallery and Gallery 28. The museum sees around 40,000 annual admissions - 60 percent of its clientele are foreigners. The Kauri Museum team are currently working on a small area of bush at the rear of the museum for educational purposes, including extra planting and signage to identify native plants.

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

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

4 | Matakoho_Current Situation-2020



0

250

500m



4 | Matakoho_Physical Analysis - Constraints & Opportunities



0

250

500m



4 | Matakohe_Engagement

ENGAGEMENT FEEDBACK

| Community Values

There is a great sense of pride in the Matakohe community, its spirit and its history. People are quick to laud the community's proactiveness, friendliness and supportiveness.

There is a strong volunteer culture in Matakohe, and a strong do-it-yourself attitude.

There is great pride in Matakohe's history and heritage

| Aspirations

The community asks for careful consideration of growth that will retain the essence of and spirit of Matakohe

- **Residential Development:** The community is largely supportive of enabling growth for Matakohe, provided its rural village character is retained.
- **Tourism:** Tourism is seen as a key facilitator for growth. The museum is a key asset for tourism in Matakohe. As a result of the COVID-19 pandemic, the museum has expressed its need to attract local tourism, as there will no longer be foreign visitors. Locals have also mentioned that there are opportunities in Matakohe's kauri tracts, as well as the harbour (including wharf development), for ecotourism. There is opportunity for rich cultural experiences by incorporating Māori heritage into the Matakohe story.
- **Wharf Opportunities:** Locals would like to see opportunities related to the wharf explored. However, they do concede that this is somewhat impractical due to strong water movements and shallow foreshore.
- **Commercial Development:** A pedestrian precinct around the Kauri Museum and provision for light commercial activity, such as a corner shop or café that would act as a 'magnet' to attract locals to gather and connect.

- **Pedestrian-Friendly Environments:** Better pedestrian safety, particularly between the school and town centre - recently, a footpath between the school and the museum was built through local volunteering efforts.
- **Environmental Protection:** Recently, there has been greater awareness of environmental care at Matakohe. For example, the harbour is seen as an important environmental feature, and there are ongoing cleaning works. There are also patches of kauri which the community wants to protect.
- **Recreational Facilities:** There is a desire for more recreational spaces, such as a playground or reserve. Locals also want to see provision of beach access.
- **Maintain and Promote Local Culture:** The need was expressed to connect back to history, including instilling a relation to history in children and foster pride in the community. People want to see Matakohe retain its tight-knit community and strengthen the volunteer base.
- **Passive Recreation:** Completion of the cycling connections to Paparoa and Ruāwai.

| Phase 4 Engagement Outcomes

- **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.

CONSULTATION FEEDBACK

| 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.

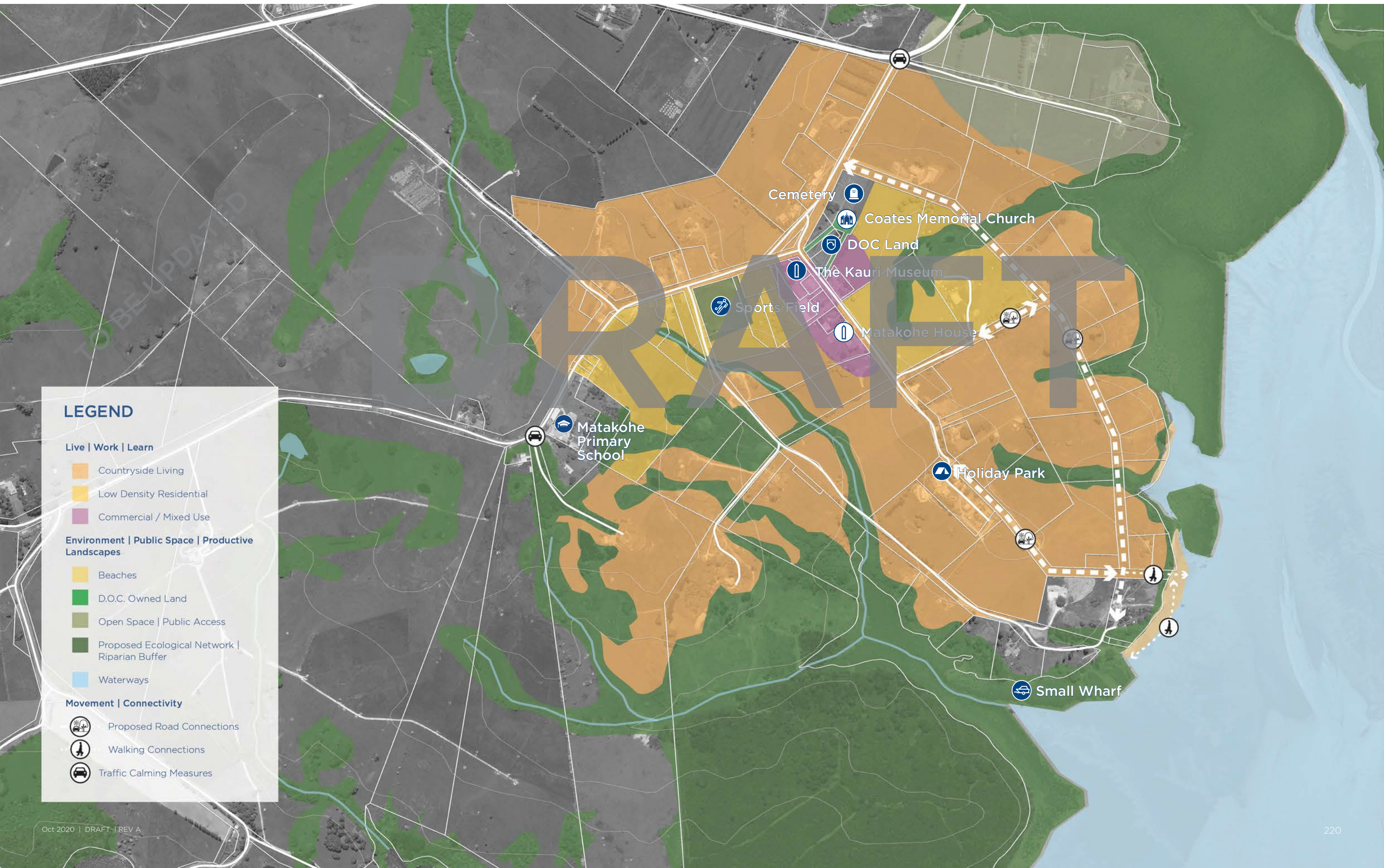
4 | Matakoho_30 Year Plan



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

4 | Matakoho_Neighbourhoods + Infrastructure

1 | Matakoho Town Centre Block

The Kauri Museum is the pride of the Matakoho 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 Matakoho Town Centre. The land adjacent to the cemetery is relatively flat and predominantly grassed, suitable for greenfields development.

Outcomes

A lively, thriving town centre which is attractive for visitors to Matakoho, 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.

2 | Matakoho Countryside Periphery

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

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.

| Matakoho Infrastructure

The settlement of Matakoho has no wastewater and water supply reticulation. The options of efficient and effective onsite and reticulated infrastructure services should be investigated to accommodate the anticipated growth in the area in a sustainable manner.

Council provides urban stormwater systems and is predominantly incorporated into the road network. Further investigation is required to determine the existing stormwater pipes in Matakoho and updating AssetFinda, which needs to be provided for through the Infrastructure Strategy council stream of work.

DRAFT

5 | Whakapirau

DRAFT

5 | Whakapirau

- Overview

KEY

- Yes
- No
- ◐ Limited
- TBC

Hard Infrastructure

- 57 # Occupied Dwellings
- 24 Population
- Water Reticulation
- Waste Water
- ◐ Stormwater Reticulation
- ◐ Broadband
- Mobile Coverage
- Roads Sealed
- Footpath
- ◐ StreetLights

Soft Infrastructure

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

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

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

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

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

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

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

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

5 | Whakapirau_Current Situation-2020



0

250

500m



5 | Whakapirau_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

5 | Whakapirau_Engagement

ENGAGEMENT FEEDBACK

| Community Values

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

| Aspirations

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

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

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

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

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

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

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

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

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

Water Transport: Locals would like better access to boat ramps particularly during low tides, boat trailer parking, shore facilities such as public toilets and other water services such as ferries.

| Phase 4 Engagement Outcomes

Residential Development: Identify land on the upper slopes above the ridgeline for residential development and countryside living opportunities to the south of the ridgeline. 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.

5 | Whakapirau_30 Year Plan



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

- Promenant Ridgeline to Maintain
- Wharf
- Traffic Calming Measures

5 | Whakapirau_Neighbourhoods + Infrastructure

| 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.

Outcomes

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

| Whakapirau Infrastructure

The settlement of Whakapirau has no existing wastewater and water supply reticulation. The options of efficient and effective onsite and reticulated infrastructure services should be investigated to accommodate the anticipated growth in the area in a sustainable manner and without detrimental costs incurred on ratepayers in the interim.

Council provides urban stormwater systems and is predominantly incorporated into the road network.

Transport is also a critical factor in accommodating potential growth, in particular in relation to pedestrian safety around the settlement through widening shoulders on Whakapirau Road and improved footpaths. Further investigations should also be pursued to establish a walking/cycling trail around Whakapirau

DRAFT

6 | Hakaru

DRAFT

6 | Hakaru
- Overview

KEY	
<input checked="" type="radio"/>	Yes
<input type="radio"/>	No
<input checked="" type="radio"/>	Limited
<input type="radio"/>	TBC
Hard Infrastructure	? # Occupied Dwellings
	? Population
	<input type="radio"/> Water Reticulation
	<input type="radio"/> Waste Water
	<input type="radio"/> Stormwater Reticulation
	<input checked="" type="radio"/> Broadband
Soft Infrastructure	<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
	<input type="radio"/> Schools (P)primary (S)econdary
	<input checked="" type="radio"/> Access to Tertiary Education
	<input type="radio"/> Marae
	<input 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

Hakarū is a rural community located halfway between Mangawhai and Kaiwaka. Mangawhai is located roughly 7km east of Hakarū, while Kaiwaka is roughly 7km westward.

The still-standing Dairy Factory is a remnant of Hakarū’s history during the Albertlanders’ settlement of Kaipara. By the turn of the 20th century, Kaipara’s timber and gum resources had neared depletion. The Hakarū Dairy Company was established in 1902 as settlers then turned to farming upon the newly deforested lands.

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

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

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

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

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

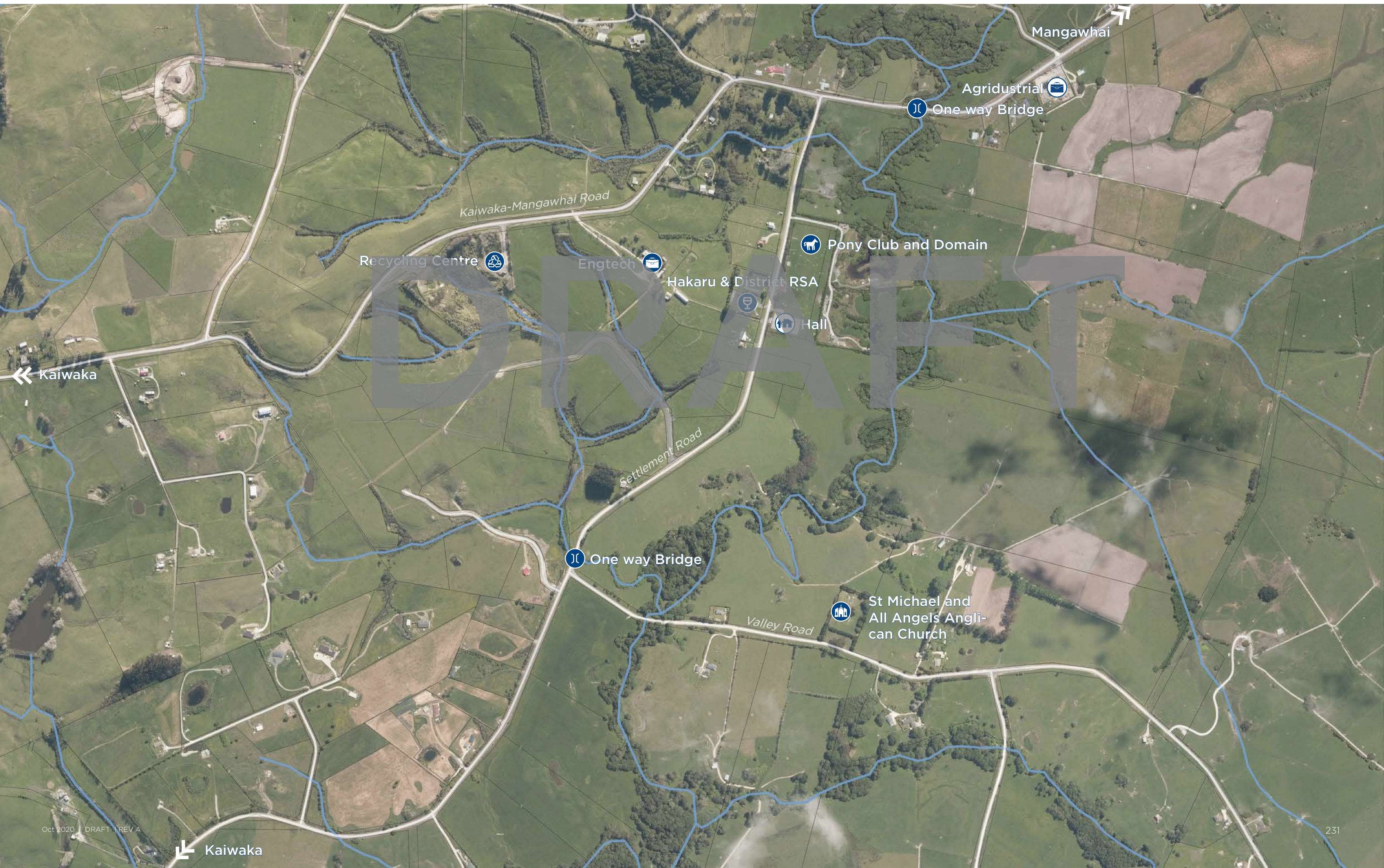
6 | Hakaru_Current Situation-2020



0

250

500m



6 | Hakaru_Physical Analysis – Opportunities & Constraint



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

6 | Hakaru_Engagement

| Community Values

- The rural lifestyle in Hakarū is very important to locals, who emphasise that spatial planning must reflect and retain its rural character.
- The community is not particularly interested in high-value amenities such as libraries or footpaths, but rather simply having basic infrastructural needs met.
- ### | Aspirations
- **Town Centre:** Grow into a gateway village whilst maintaining quietness, akin to Paparoa - a Rural Village
 - **Residential Development:** Locals are happy to see further growth in Hakarū, provided that basic infrastructure is provided to service the population. They also want to see better direction for growth, noting the impact that this would have for the community's reputation. Locals are also dissatisfied with the condition of some relocated homes, and would like to see these homes tidied up. They would also like to see a diverse mix of typologies e.g. two storey, units, affordable homes for younger families. At the same time, encourage attenuate materials – buildings with character and individualised
 - **Commercial Development:** There is not much demand for local shops, until there is significant growth in the local population. At most, locals would like to see 1-2 shops in the village area at most. People are happy to do their shopping at Kaiwaka or Mangawhai.
 - **Improved Roads:** Unanimously, the most pressing concern expressed by Hakarū residents is the condition of local roads, namely Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. The one-way bridges on Kaiwaka-Mangawhai Road and Settlement Road were also noted to be potentially dangerous.
 - **Telecommunications:** Improved phone and internet services. Fibre has been partly installed but is only accessible to some people.

- **Transfer Station:** Improvements to the transfer station and recapturing of the northern buses.
- **Protected Features:** Locals consider the RSA, Hakarū Hall, and Pony Club as cornerstones of the community and would like to see these protected.

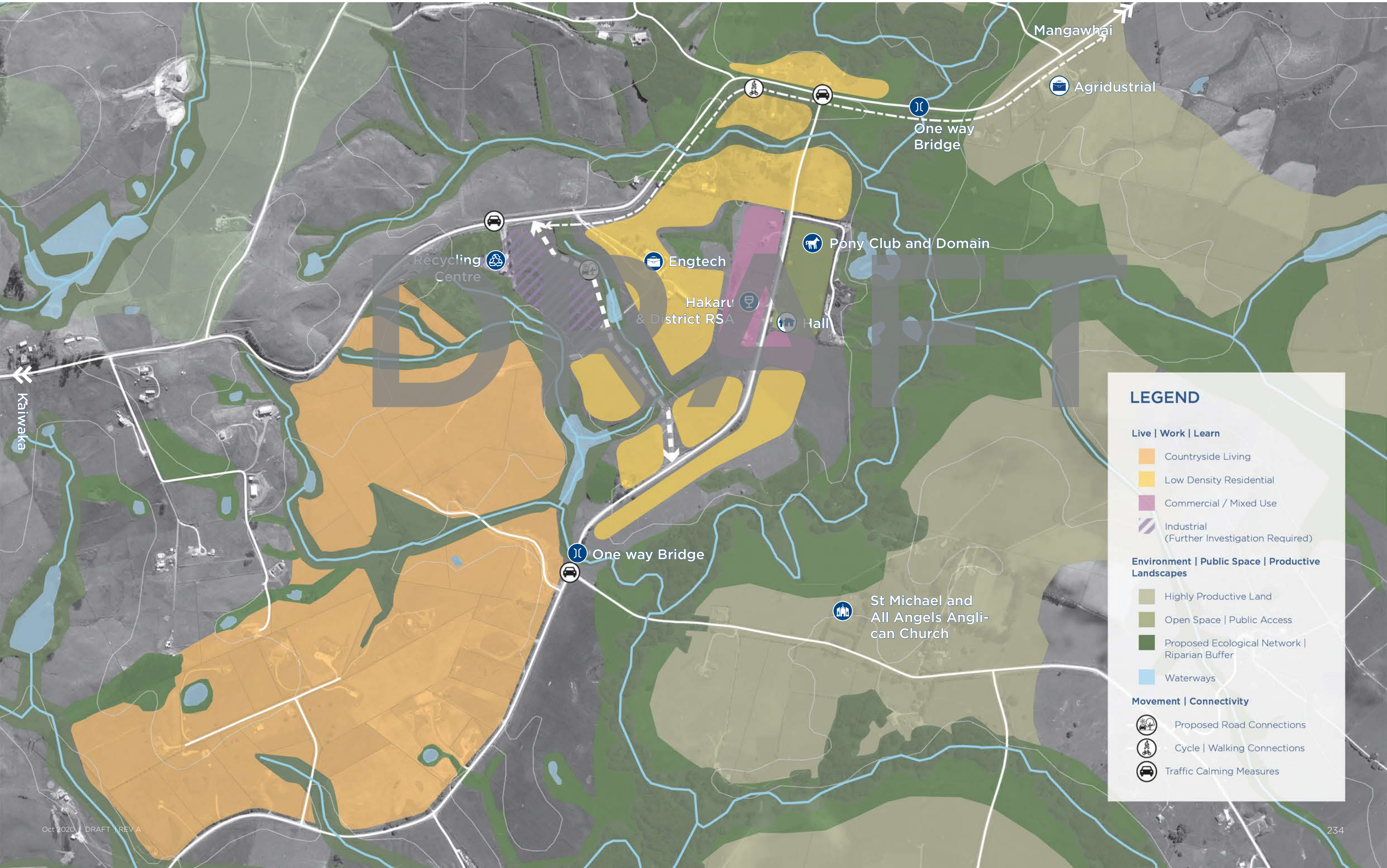
| Phase 4 Engagement Outcomes

- **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).
 - Pan 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.

6 | Hakaru_30 Year Plan



LEGEND

Live | Work | Learn

- Countryside Living
- Low Density Residential
- Commercial / Mixed Use
- Industrial (Further Investigation Required)

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Cycle | Walking Connections
- Traffic Calming Measures

6 | Hakaru_Neighbourhoods + Infrastructure

1 | 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.

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.

2 | Hakarū Industrial Block

Hakarū's location in between Mangawhai and Kaiwaka presents opportunities to offer a 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.

Outcomes

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.

| Hakarū Infrastructure

Full reticulated services, 3-waters, are necessary to establish good urban form and the desired density in Hakaru. Currently there is no reticulation in Hakaru with the nearest reticulated networks being at Mangawhai and Kaiwaka. Council should investigate the provision of reticulated infrastructure, specifically in the anticipated growth in Hakaru village. In terms of transport, it is important to note the desire for improved roads, where key constraints are particularly found on Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. Another key constraint is the one-way bridge on Kaiwaka-Mangawhai Road and Settlement Road. Further improvements are required to the transfer station and recapturing of the northern buses. Whereas telecommunications, particularly fibre is desired to be extended to the wider settlement

Part C | Overview of Engagement

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3 | Mana Whenua Engagement

The agreed engagement approach entailed visiting different marae and having hui with Mana Whenua in their own environments and at times that were suitable to them. These engagement hui proved to be extremely enlightening and satisfying experiences. They delivered information and insights which has been a vital part of forming a clear and robust image of where Kaipara Mana Whenua and marae are today and where and how they would like to see themselves, their marae and the wider district grow in the future.

| The text on the following pages summarises feedback from Kaipara Iwi and Hapū

TE IWI O TE ROROA

Core Māori Values

The general values are supported from a physical design perspective, however it was suggested that the meaning of whānaungatanga is updated to 'A familial or friendly reciprocal relationship anchored in shared experiences, partnerships and working together that gives people a sense of belonging'. 'Whānau' is the root word of whānaungatanga; therefore, it is first and foremost anchored from whakapapa.

It is also suggested for these 'core values' to remove 'Wairuatanga' and replace it with "Mauri" to reflect the life force / living essence of any and everything natural within the world. This can also extend to include the life force of a relationship between people, place and space. Mauri can also be used to gauge the strength of that relationship/engagement, by determining the overall health of it.

Te Aranga Design Principles

It was conveyed by Te Iwi o Roroa that these principles do resonate and that they should be used to grasp the understanding of Māori culture. The suggestion is made that these principles are like Kawa - that can not be changed - and the 'Core Māori Values' are more like tikanga - like rules that can be amended.

Some additional meanings of the 'principles' were suggested_

Whakapapa

This connects Māori to everything. It clarifies lore, history, philosophies and is responsible for the transference of knowledge between generations. Using names to celebrate history of which Māori should discuss collectively to determine priority or importance.

Mana

Recognising each other's mana and respecting each other's status amongst the people. Whakapapa - Using names to celebrate history (Discuss collectively to determine priority or importance)

Whakapapa

Using names to celebrate history (Discuss collectively to determine priority or importance)

Taiao

The natural environment. People are part of the natural environment, when we protect, restore and or enhance the environment we protect, restore and or enhance ourselves as humans.

Mauri Tū

To establish and maintain life force

Tohu

Change to the word "Pou". Marks

(on the whenua or paper or maps) where Mana Whenua significant sites and cultural landmarks are acknowledged.

How Te Iwi o Te Roroa would like to work with KDC when planning for current and future needs of their villages and / or marae.

Kanohi ki te kanohi hui (meaning meetings face-to-face) at the relevant marae and both parties laying out on the table what each other's issues are, then working together - *mahi tahi* - to come up with a collaborated plan based on honesty and trust from both sides about each other's capability.

Te Iwi o Te Roroa would like to see consistency with the kōrero from council and points out that information often changes after every election. The Iwi suggests the Kaipara District Council ('KDC') should find a mechanism that enables it to continue its own whakapapa practice.

Currently the needs for the marae surrounds the need for infrastructure maintenance and weed and pest control along the awa. In addition to improving the capacity of the marae to deliver work experience, apprenticeships/internships, workshops in finance, governance, submission writing and funding applications.

Cultural principles

The constitutional document being Te Tiriti o Waitangi - Treaty of Waitangi (or 'the Treaty') - provides for the exercise of kāwanatanga (dominion, rule), while actively protecting the Tino Rāngatiratanga of Mana Whenua in respect of our natural, physical and spiritual resources.

Section 36B, 36C and 36D of the Resource Management Act 1991 (the 'RMA') provide for KDC and Mana Whenua to enter into joint management agreements. Yet the only joint management that Mana Whenua shares with KDC are those that have been made under the settlement claims legislation.

Under part 6, sub-part 1, section 81 of the Local Government Act ('LGA'), KDC's "Long-Term Plan must set out any steps that it intends to take... to foster the development of Māori capacity to contribute to the decision making process...". The LGA does not stipulate the area that "the decision-making process" should be limited to, yet KDC has confined the decision-making process to resource consents under the RMA. The LGA provides for a far wider scope in which Māori could have the opportunity to contribute to decisions. Section 81 sub-section(2) (b) is "a discretionary clause that is only limited by the conscience of the Councillors".

It must be understood by KDC that Māori believe themselves to be of nature and part of the natural world. Collaboration around planning and design should be the result of both entities knowledge, and the overarching principles of sustainability and protection.

Mana whenua have told us that by having this whakairo as the base of any project or development within the Kaipara District, KDC could apply its knowledge of science and technology to find low-impact construction materials [or such design solutions]. It could utilise its legal tools such as the District Plan, building and engineering standards and any relevant by-laws, policies or incentives to implement these design elements into the resource consent process. This would ensure that any project or development compliments the low-impact, sustainable outcome that we all want as well as protecting resources for the future generations.

How Te Iwi o Te Roroa see the Te Aranga Principles can be included in their relationship with the Kaipara District Council

Mana Rangatiratanga - Authority

Te Iwi o Te Roroa would like KDC to recognise them as iwi and engage at a level as partners, as is guaranteed under Te Tiriti o Waitangi, the Local Government Act, Resource Management Act and the guidelines set out in common law like those in the Environment Court. The iwi would like KDC to recognise their mana rangatiratanga over the natural, physical, spiritual and other taonga/resources including their knowledge/mātauranga of the natural world (cycles, plant sourcing, whenua etc). They aspire to work with the natural world for low-impact and sustainable development.

Mana whenua also wish that KDC protects sensitive information (like sensitive information about tapu sites) and not allow it to reach the public audience. Hearings should



Te Rongo O Hounga Marae - Dargaville

respect that when Māori provide oral evidence for these tapu sites, that this evidence is not recorded, and their word should be good enough.

Te Iwi o Te Roroa feel they should always be included in any planning, especially if it concerns whenua, wai, moana and āngi (land, water, sea and air).

Whakapapa - Names and Naming

Mana whenua would like to see more collaboration with KDC to prioritise reclaiming historical areas within the Kaipara District through changing names and places back to their traditional/original names. Additionally, mana whenua would like to be given a stronger position to work with developers to protect or enhance places of cultural heritage.

Tohu - The Wider Cultural Landscape

Working in partnership with KDC to erect a lunar calendar in Dargaville and Kai Iwi Lakes or 'Points from Pā' along the proposed Regional 'Ancient Kauri Coastal Track' to enable the Māori worldview, historical events and connections to be showcased.

Working in partnership with KDC to raise Pou around the District. Engage as partners with other stakeholders who may want to contribute to adding to the overall cultural landscape of the Kaipara District.

Taiao - The Natural Environment

Working in partnership to identify any projects where the natural

environment may be used to benefit a development i.e assist with site selection.

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

Mauri Tū - Environmental Health

Identify future projects in which Māori can contribute mātauranga to raise the Mauri of the natural areas within the planning and design phase.

Identify potential partnership opportunities in our urban areas where we can contribute with native planting.

Mahi toi - Creative Expression

Allowing for cultural practices to be performed (Breaking ground karakia etc)

Allowing for input at the planning and design phases to ensure that Māori presence and narratives are part of the project/development.

Ahi Kā - The Living Presence

The mauri of nature will mirror in the mauri of the people it attempts to sustain.

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TE URI O HAU SETTLEMENT TRUST

Core Māori Values

Feedback received surrounding whether the Core Māori Values presented in the Sub-Regional Spatial Plan resonate with Mana Whenua was positive. Option was that the values presented align with the Te Tiriti o Waitangi principles and should be used as the basis to remind and inform council's partnership relationship with Mana Whenua.

The insight was shared that 'values' are interpreted as the underlying mannerisms and behavior of an entity which relates well to the Māori word of 'tikanga' - the correct procedure, meaning and practice (what we do).

'Principles' are more associated with how an entity acts or are the rules that guide their actions. This can also be similarly applied to the Māori word 'kawa' meaning the ceremony/ customs involved in an act (how we do it).

It is believed that these concepts need to be fully understood for authentic engagement to occur as these are the basis of mātauranga Māori. The practicality of mātauranga Māori is that it is lived in everyday life.

Te Aranga Design Principles

General feedback surrounding Te Aranga Design principles resonated with Mana Whenua and was received positively. It was suggested that the pinnacle of Council's successful engagement with Māori is to understand the fullness of these principles. The concepts intertwine with the core values and are relevant on any platform i.e. hui, documentation, agreements. It was not considered that any further principles were needed.

Mana rāngatiratanga - Authority

Involve Māori at the very beginning pre-designing the process of 'how to engage with Māori'. It was pointed out that each iwi, hapū, and marae is dynamic and unique, so a 'one shoe' delivery document doesn't fit all. Theoretically Māori are a collective, however it is important to remember there may be variations between iwi to iwi, and hapū to hapū. Was suggested that KDC could workshop with different marae representatives and teach them about spatial planning so the initial engagement could be delivered by Māori for Māori - tēina tuākāna model - which is true mana rāngatiratanga - Te Uri o Hau Environs as an example of how this could work.

Whakapapa - Names and Naming

It was pointed out how important it is to those that live within te rohe o Te Uri o Hau, know who maintains the Ahi Kā and Mana Whenua and the use of correct Māori place names is an important part of this. The narratives with the place names are also important to rediscover - extensive research may need to be required to achieve this.

To name streets etc Te Uri o Hau have a taumata that is charged with the mana to be able to name new roading, liken to the past, but in a contemporary context. It was also suggested that allowing blessing of these names would be appropriate. Another suggestion was to hold workshops that highlight the history of the hapū and iwi and the early pioneers to see how names could be designated for areas of significance along with appropriate summaries of the associated events.

Tohu - Cultural Landscapes

Te Uri o Hau suggests the notion of Cultural Landscapes should be explored and adopted by Council as it allows Mana Whenua control over its own connections with the whenua, rather than being asked to pin point specifically a significant site. Cultural connection is not always triggered by archaeological sites or wāhi tapu. Often planners rely on these triggers to engage hapū / iwi to undertake Cultural Values Assessments – clarity around the difference between an archaeological assessment and a cultural assessment needs to be further discussed with Council. Was suggested that 'Tohu' has the potential to lend itself to develop unique tourism experiences of an educational and spiritual nature, which could result in tourism destination opportunities that connect into a network of destinations both tangata whenua and others.

Taiao - the Natural Environment

Te Uri o Hau suggests that building the capacity for our Kaitaki and whānau, around scientific approaches, to enhance and maintain the mauri of te taiao is key. This will be complimented with

our mātauranga Māori of how we do kaitiakitanga. Application on how to look after the whenua i.e. pest control etc can be developed specifically for each marae. Kaitiaki Taiao Plans are suggested as a useful tool for iwi / hapū to deliver these outcomes, with the support of the council to achieve their common goals.

Mauri Tū - Environmental Health

Te Uri o Hau suggests that the value of a rāhui, a Māori concept to forbid, for whatever reason is a mechanism that the Council could support and explore as rāhui is a traditional conservation tool. By introducing a Māori principle that is used to protect the environmental health of the land also establishes a strong position for Mana Whenua in terms of the general public knowledge.

Training Māori, or council working alongside Māori, to test stream and do other kaitiaki roles for their own whenua, awa, ngahere and āngi Māori can impart traditional methods of monitoring and work in partnership with council - tēina tuākāna model. Often the knowledge of how to measure the health of te taiao is, at times, second nature to most Māori, this is known by living it. Other factors are knowing the history of the land and what traditional uses were or events that took place. Only the hau kainga can tell or inform the Council of this.

Mahi toi - Creative Expression

Te Uri o Hau conveyed that mahi toi is the embodiment of Māori identity and suggested that when engaging Te Uri o Hau for consultation on mahi toi that Council understand the history of Te Uri o Hau mahi toi and how the impact of the battle of Te Ika a Ranginui was a pivotal point in Te Uri o Hau, Ngāti Whātua history. It was also acknowledged that Te Uri o Hau may need to take a journey of revitalisation of its mahi toi – whakairo, raranga, tā moko, reo, tāniko.

Ahi Kā - The Living Presence

According to Te Uri o Hau the heart of Ahi Kā is the marae - the place which is always returned to. To maintain this the marae must be maintained, and currently there are many things that the council could support to achieve this. It was clearly conveyed from a Mana Whenua perspective of living and being present in their own rohe, there needs to be socio-economic balance. A challenge was proposed to the Council to investigate options that give rise to Mana Whenua being able to make decisions, when capacity is built, in the RMA processes and create a long term vision that Council and Mana Whenua can work through together.

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RĪPIA MARAE

Summary of feedback received from a representative_ via phone interview

Located close to Te Kōpuru the marae has a strong connection with the Te Kōpuru Community Development Trust and has a strong physical, emotional, social and cultural relationship with the township of Te Kōpuru.

Future development should be balanced with maintaining the uniqueness of the history, character and people within Kaipara communities. There are local people in the area who hold personal collections of historical accounts that could be used as a resource.

The views and connection to the Northern Wairoa river and natural features of the two significant maunga – Maungaraho and Tokatoka are prime tourist attractions. Clean Road is a prime accessway and potential for a viewing platform.

A key asset of Te Kōpuru is its people, the existing public assets within and around the town all contribute to social interaction and cohesion. The local market place is underutilised but has potential to showcase local producers and produce.

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

Ecotourism is a viable growth opportunity for Te Kōpuru – but it must

balance business with existing lifestyles.

There are important remnants along the northern Wairoa River – disappointed that the wharf project appears to not have considered this.

Marae experiences – potential for cultural tourism. Anything that promotes cultural tourism will provide a strong foundation for the community.

The Poutō Road through Te Kōpuru towards Poutō can act as a leverage for Te Kōpuru community to develop its theme or Brand. Rīpia marae suggested Te Kōpuru could thrive with a focus on a theme or Brand developed by the community and with Council investment.

Commercial investment in Te Kōpuru can be achieved by small to medium businesses including cottage industries.

Rīpia marae advocates to Kaipara District Council to engage directly with all marae across Kaipara.

Concern around heavy truck traffic going past the local primary school causing safety issues for the kids.



Rīpia Marae Grounds - Te Kōpuru



Rīpia Marae - Te Kōpuru

NAUMAI MARAE

Summary of feedback received from a representative - Ruāwai_ via phone interview

Ruāwai is unique as there are three cultures living together, working hard to build a sound economic base.

Kumara is an important asset to Ruawai's uniqueness – Kaipara Kumara is doing a good job promoting kumara to New Zealand and the world.

The two schools are very important to the community. There are strong expressions of tikanga Māori and kaitiakitanga. Most students are from the local Ruawai/Raupō area – some come from Paparoa, Dargaville, Tinopai and Pāhi.

Concerns

The marae, and Māori in general, are always the last to get information, including from district and regional councils.

KDC has been undertaking mapping around Ruawai around the river, but they need to talk to people who live there, have grown up with stories as it is their original landscape.

Tourism Potential and Economic Growth

Natural resources are important for tourism aspirations – for example the Wairoa River and Kaipara Harbour. Tourism development has not taken into account historical value. For example, there are Tongariro tracks which are Māori governed, and tell a Māori story. There is potential in Ruāwai to tell the stories of the land pre-1840.

There is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka). There are four maraes – focus on that experience and share with the community. For example, a tourism trail including glow worm track at Matakohe, mountain climb at Tokatoka, glow worms at Montgomery Bush. Opportunities to teach traditions around marae.

The Museums in Dargaville and Matakohe include Dalmatian stories, while the Māori parts are quite small. Could expand on these stories from the perspective of Ngāti Whātua.

The wharf could be tied to Kaipara Kai. Ruawai has plenty of prime productive land – it could be the food basket for the rest of Aotearoa. Help grow horticulture and fishing in and around Ruāwai.

Naumai Marae

The marae is often used by the schools, and other schools in the district. It holds tikanga classes with Kauri Farms, as well as with the two schools. Government agencies have used it for wananga.

Want to see papakāinga development at the marae – there are issues around whānau living in poverty in the district.

Naumai marae step up to provide services, want to emphasise and capitalise on this (for example, there is currently a free doctor service every month). Could provide a stopover destination for tourists. Only need training and fostering

skills in future generations.

Flooding risks in Ruāwai

There is a flooding risk, but it can definitely be addressed. Would like to make the stop bank 0.5m higher.

There is wāhi tapu along the stop bank which needs to be protected. Māori have means of protection – would like to know how KDC or NRC will fulfil protection responsibilities.

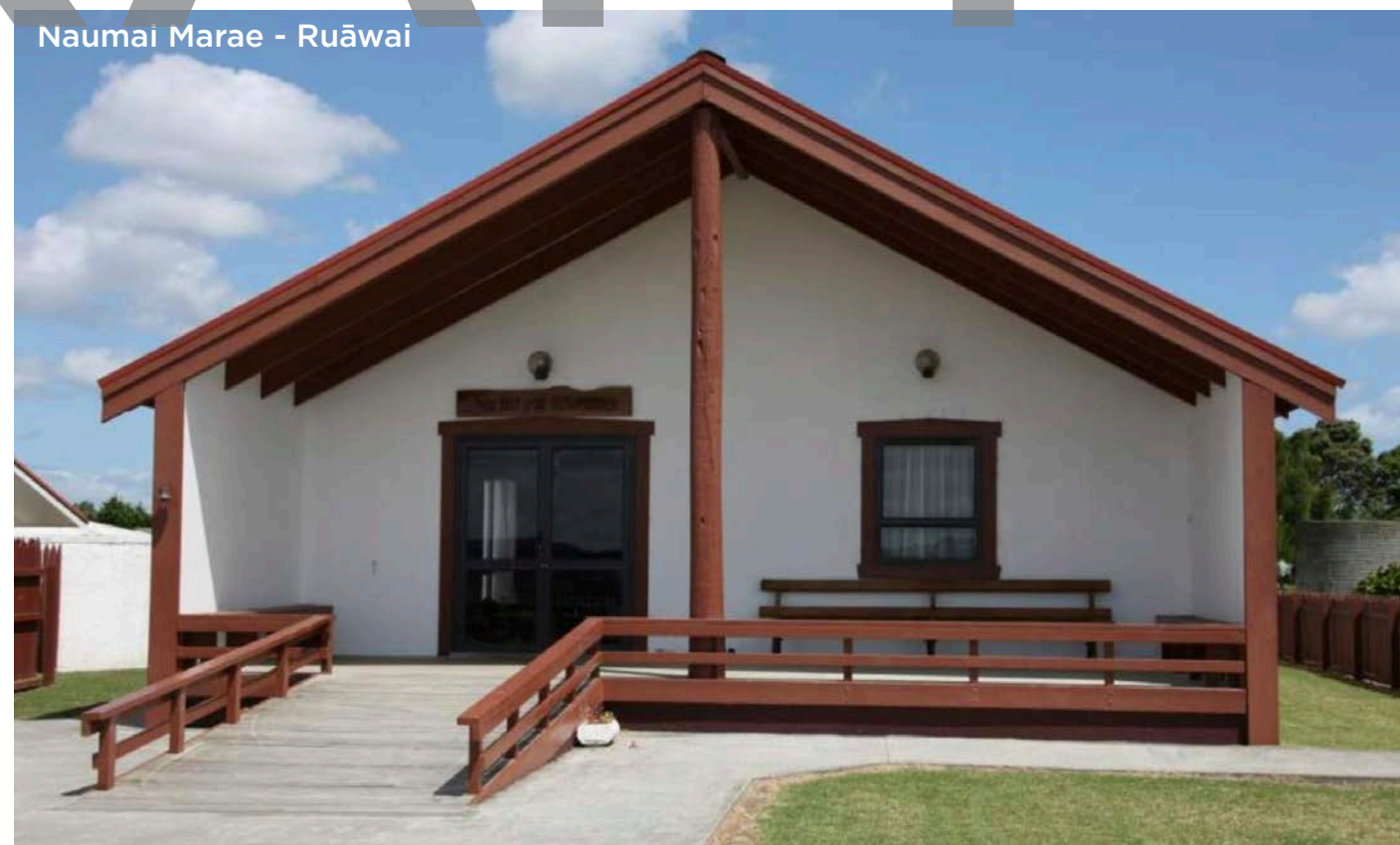
Environment

Kauri dieback is a concern and underground rivers and artesian bores in the vicinity of Ruāwai were mentioned.

Themes identified from engagement feedback:

- Mana Whenua want to be treated as partners and emphasise they should be informed of things at the very beginning of anything that involves them.
- Prefer the face to face - Kanohi ki te Kanohi engagement
- Cultural tourism is widely seen as a business development opportunity. All marae have different things to offer.
- Kaipara is seen as the 'food bowl of New Zealand' - development and new businesses (employment and education) opportunity
- Inform, train, workshop with marae representatives to allow them to take control of sharing important information or getting things done with their own people through their own kawa and tikanga procedures - for Māori by Māori
- The people of Kaipara District have very strong bonds within the close and wider community.

Naumai Marae - Ruāwai



Part D | Appendices

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Appendix A | Department of Conservation Priorities in the Kaipara District

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3 | Conservation Estate

Conservation Management Strategies are 10-year regional strategies that are a handshake with the community. Section 2 of the Conservation Act 1987 defines conservation as the ‘preservation and protection of natural and historic resources for the purpose of maintaining their intrinsic values, providing for their appreciation and recreational enjoyment by the public, and safeguarding the options of future generations.’ The management of public land and waters must be done in accordance with the legislation under which they are held, which the Conservation Management Strategy (CMS) must be interpreted and applied in line with that legislation. The purpose of conservation management strategies is to implement General Policies and establish objectives for the integrated management of natural and historic resources in addition to species managed by the Department, and for recreation, tourism and other conservation purposes.

The Department plays a key role in steering the recreation and tourism concessions, making important contributions to the regional economy by providing transport routes to and from visitor destinations managed by the Department.

The following destinations have been recognised as having new business opportunities in Kaipara include:

- **Trounson to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park)**
- **Kaipara Harbour**
- **Pouto Lakes**
- **new and expanded campgrounds, including freedom camping opportunities**
- **marine recreational park, marine protection on the Tutukaka coast, and other initiatives such as in the Bay of Islands and Kaipara Harbour**

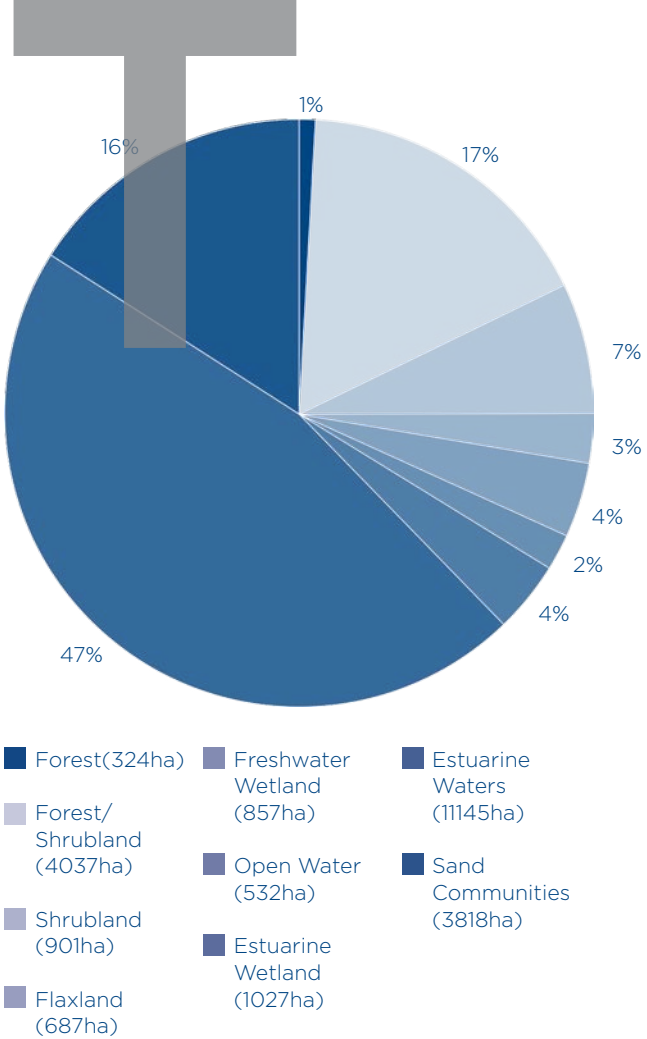
The Department of Conservation is required under the Treaty of Waitangi, to actively engage and develop long-term working relationships with iwi, hapū and communities for the achievement of ongoing conservation results. Moreover, providing a range of recreation destinations and experiences that attract people to Northland. The current CMS has been developed through a public process with crucial ongoing contributions from tangata whenua and Northland communities. Further, describing the conservation values existing in Northland and providing guidance for the Department’s work in the form of a vision, objectives, outcomes for places, policies and milestones.

Relationship with other planning processes:
In the process of preparing CMSs and the Conservation General Policy, regard must be had to local government planning documents. Similarly, planning documents under the Resource Management Act 1991, regard must be had to the Department’s statutory plans. Additionally, the Department implements international agreements with relevance to conservation, by which New Zealand is binding to.

Role in the Kaipara District [Maps below]

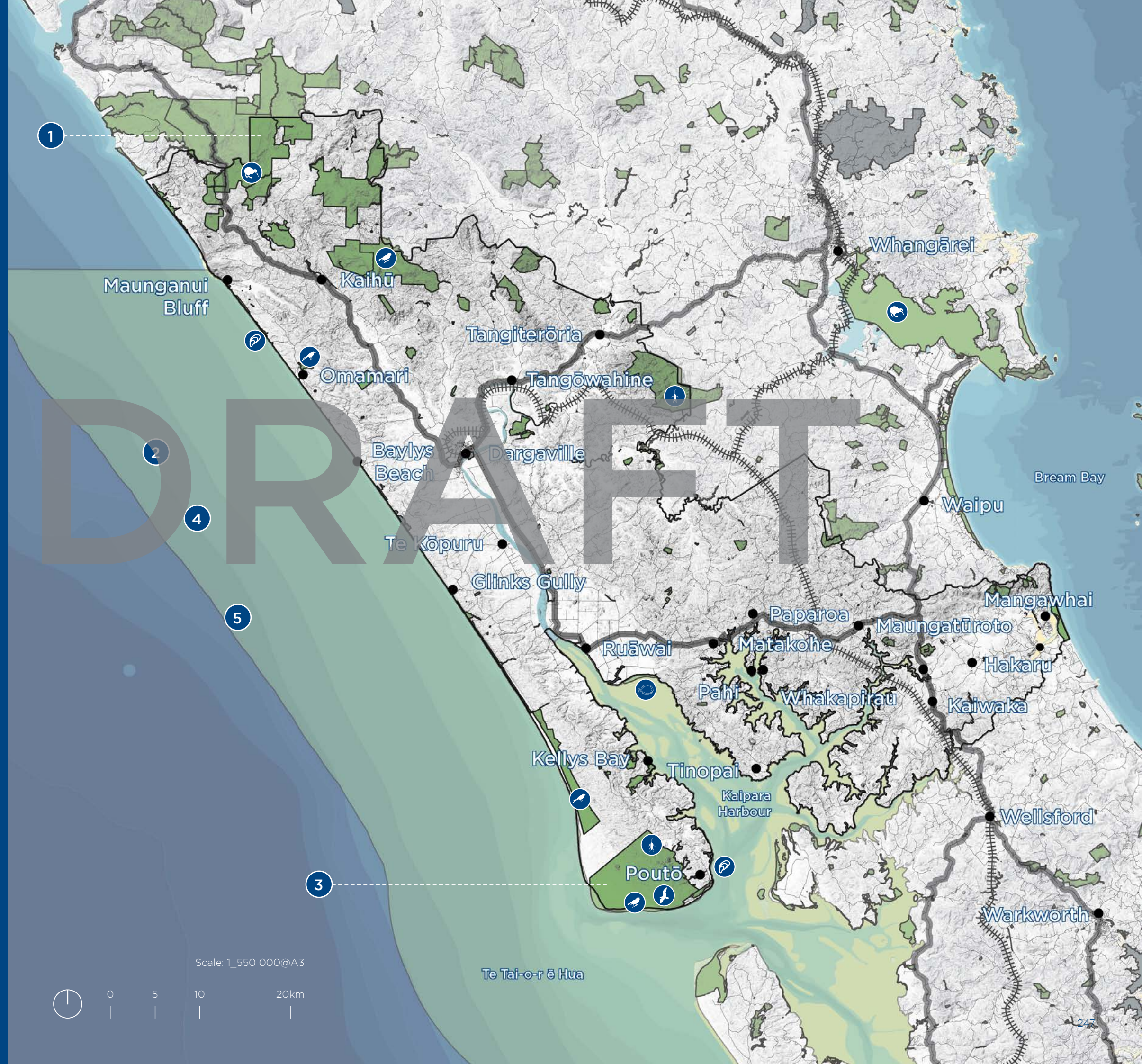
As outlined in Part 2 of the Conservation Management Strategy 2014-2024 (Volume 1), the Department of Conservation has great interest in the Places of Kaipara Harbour and Poutō Peninsula. Particularly Kaipara Harbour for being of national and international ornithologically significance, a place internationally important for the world’s smallest and rarest marine dolphin; and a major roosting and breeding area for coastal and estuarine wading birds. Whereas, the Poutō Peninsula has been identified as it sparks interest for having outstanding large mosaics of active mobile dunes, consolidated dunes, sand flats, impounded wetlands and dune lakes, alongside patches of coastal scrub and forest.

These Places have been identified for the purpose of integrated conservation management (Conservation General Policy 2005) which require management direction of ‘priority ecosystem units’. These are refer to a site on public conservation land where conservation work will most effectively contribute to protecting the full range of ecosystems nationally, and the Threatened and At risk species that are found within these species.



3 | Conservation Estate

- ① Trounson to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park)
- ② Kaipara Harbour
- ③ Pouto Lakes
- ④ new and expanded campgrounds, including freedom camping opportunities
- ⑤ marine recreational park, marine protection on the Tutukaka coast, and other initiatives such as in the Bay of Islands and Kaipara Harbour



Scale: 1_550 000@A3



3 | Conservation Estate

The following are Places of relevance, with boundaries that have been determined by an assessment of communities interest, conservation values and issues, as well as management priorities:

Northern Kauri Coast Place - An area of interest which extends from the southern shores of Hokianga Harbour with its eastern border along the Tutamoe Range, and its western margin along the coastline of Ripiro and the Tasman Sea, to Mahuta Gap. The areas within the Kaipara borders which are listed as Priority Ecosystem Units under the CMS are considered nationally important for natural heritage management on public conservation land include:

Trounson Kauri Park Scenic Reserve

- Visitors flock to enjoy a unique visitor experience at Trounson and Waipoua that provides the only inherently Te Roroa kauri experience on Earth near SH12. The priority ecosystem unit of the Reserve is a Gateway Destination, allowing visitors to gain understanding of, and enjoy the benefits of, the intensive pest control aimed at restoring the healthy nature of kauri forest ecosystems. DOC's largest threat in this area is from kauri dieback (*Phytophthora agathidicida*) and people as a vector for the spread of this disease.

DOC has placed policies to carry out intensive and sustained control of all plant and animal pests within Trounson Kauri Park and Introduce and maintain PTA (kauri dieback

disease) biosecurity and forest hygiene measures for visitors at key forest entry points.

Omamari Government Purpose Wildlife Management Reserve-

The focus of tangata whenua and community interest is on its restoration and the threatened plants and animals that occur there. For this matter, DOC has placed policies relating to active engagement with tangata whenua, councils/ other agencies and the community in conservation management and further encouraging and supporting conservation initiatives. In particular, those that restore native habitats on public conservation land, enhance ecological functioning of conservation land and control or eradicate plant and animal pests.

The Kai Iwi lakes however, a group of three freshwater dune lakes, formed within the coastal sand dunes system over 500 years ago. Each of which have outstanding ecological values, supporting communities of native aquatic plants and freshwater animals, including the rare aquatic plant *Hydatella inconspicua*. These have not been recognised as a Priority Ecosystem Units as they are managed by the iwi and the KDC under the Kai Iwi Lakes (Taharoa Domain) Management Plan.

Pouto - Kaipara Place - This area of interest for the Conservation Management Strategy, covers most of the Kaipara Region, which runs through the harbour entrances, separating the Kaipara into two, including all public conservation land and waters north of Oruawharo River.

The Department has placed policies and provisions to protect the highly dynamic geomorphic sites, sandfields, dune lakes and dunefield ecosystems of Kaipara Harbour (Kaipara North Head), recognising its outstanding wildlife values as populations of threatened shorebirds and Māui dolphins are increasing. Whereas, the priority ecosystems of the freshwater, dune lake and wetland habitats on Poutō Peninsula are protected. Moreover, it advocates for sustainable management of adjoining land, resulting in significant net conservation benefits to this Place. The focal point of domestic visitors to this part of Kaipara includes water activities, walking and more importantly, providing families with a traditional NZ camping summer holiday.

According to the DOC Ecosystem Management Units Maps: Kaipara North Head is one of most extensive and complete natural dune systems in NZ, with a wide range of surface ages; extensive wetlands and dune lakes throughout; small forest remnant with very high values; very high species values. As a result, . Kaipara Harbour's outstanding wildlife values are recognised, and populations of threatened shorebirds and Māui dolphins are increasing. Through a collaborative relationship with tangata whenua, communities, local government and others, the distinctive harbour habitats, natural character and landscape values of Kaipara Harbour are protected and its coastal environment is preserved.

Mangakahia-Tutamoe-Tangihua

Place [Map below] - This area of interest in the CMS forms the land-locked central hill country of Northland and covers the upper catchments of waterways that flow into each of the main harbour systems. Of particular relevance and significance to the Kaipara Region, the Department considers both Kaihū and Tangihua Forests as priority ecosystem units and of national significance.

The Tangihua Forest is a very prominent landmark in the region, with sequences of modified kauri, broadleaf, podocarp forest. The forest is valued by local trampers and hunters with outstanding views from the Horokaka Repeater. The Tangihua Hut is a basic backcountry hut used by those who prefer basic facilities and a quiet backcountry experience. Numerous school groups use the Tangihua outdoor education lodge. Secured legal public access to the forest is limited to an accessway on the southern side of the forest. Kaihū Forest covers a distinctive high-altitude plateau rising to Tutamoe (770 m), the second highest point in Northland. The forest is modified broadleaf, podocarp, and kauri, with areas of unmodified kauri. The distinctive plateau swamp forest contains emergent rimu, northern rātā and pukatea (*Laurelia novae-zelandiae*) over a canopy of kiekie (*Freycinetia baueriana*), pirita/supplejack (*Ripogonum scandens*), tōwai and maire tawake/ swamp maire (*Syzygium maire*). Several plants that are uncommon in Northland are restricted to these high-altitude habitats. The lower

3 | Conservation Estate

slopes contain regenerating forest and the relics of early kauri logging. Tutamoe is a significant site for Ngāti Whātua and the summit can be reached by a maintained track.

According to the DOC Ecosystem Management Units Maps, the following are also identified as important for management within Mangakahia-Tutamoe-Tangihua Place Hoanga;

- Manganui River;
- Smokey Hill SR
- Pukekohe Hill

Cross-organisational collaborations

The Department works collaboratively with tangata whenua and the community to protect and manage priority ecosystems such as Pukekohe Hill, Smokey Hill and Pukekaroro Scenic Reserves, examples of thriving examples of kauri forest remnants.

Through a collaborative relationship with tangata whenua, communities, local government and others, the distinctive harbour habitats, natural character and landscape values of Kaipara Harbour are protected and its coastal environment is preserved. Collaborative efforts are also seen between the Department, tangata whenua and the community in identifying sites of special cultural, maritime and historic/archaeological interest such as the Pukekaroro Scenic Reserve - a cultural site of significance to Te Uri o Hau and Ngāti Whatua.

A constructive working relationship is

maintained between the Department and Ngāti Whātua, including Te Uri O Hau and Ngāti Whātua O Kaipara. Treaty settlements create new opportunities for the collaborative management of resources and issues within the harbour catchment.

The Department works cooperatively with tangata whenua, in collaboration with other agencies with a statutory role and the community, to foster conservation initiatives and enable sustainable business opportunities on public conservation land that contribute to the well-being and future growth of the community.

The Department works cooperatively with other land managers to provide a range of well-managed recreation opportunities that complement those available on public conservation land, and protect natural, cultural and historic values. Inappropriate off-road vehicle use on Poutō Peninsula is curtailed through collaboration with tangata whenua, communities, local government and others. Responsible off-road vehicle use on Poutō Peninsula is provided for in clearly identified mobile dune areas and is subject to a motorists' care code and a care code for Poutō.

DOC projects in Northland:

The West Coast North Island Marine Mammal Sanctuary, was established in 2008 to provide protection of the Nationally Critical Māui dolphin, subspecies of Hector's dolphins, known as the world's smallest and rarest marine dolphin found only in

New Zealand waters. The Sanctuary extends from Maunganui Bluff south and encompasses Kaipara Harbour where they are occasionally seen making them particularly vulnerable to human activities. Fisheries impact such as trawling and set nets alongside diseases, seismic survey, seabed mining and vessel-based tourism has resulted in dwindling numbers.

Hector's and Maui's Dolphin Threat Management Plan was released in August 2007 by the Ministry of Fisheries (now Fisheries New Zealand) and DOC which has had its latest review and public consultation in 2019. This has resulted in new measures to be taken effect on 1 October 2020, restricting commercial and recreational set-net and commercial trawl fishing off the west coast of the North Island.

The population of the Nationally Critical Māui dolphin is recovering and is effectively protected.

Living Water partnership - A partnership between DOC and Fonterra, began in 2013 and is active in five significant dairy catchments in Northland, Hauraki, Waikato, Canterbury and Southland. Focusing on identifying solutions that will enable farming, freshwater and healthy ecosystems to thrive side-by-side. It supports local iwi, scientists, councils, farmers and communities to work together to find ways to reduce contamination and improve the health of their waterways.

The Department recognises the Sub-Regional Spatial Plan as a valuable planning tool and that future planning is critical to all communities in and around Kaipara. Further commenting that the Council should carefully consider the impacts of increasing growth and tourism and the adverse effects on the environment.

3 | Transport

There are three main state highways that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

State Highway 1 links Kaipara to Auckland and will have a huge influence on the accessibility of the area once the proposed alignment improvements are completed over the coming years. State Highways 12 and 14 provide a loop network through the district that is used for the movement of freight, local commuters, and tourism.

SH12 is part of the Twin Coast Discovery Route (TCDR) and is the only western route into Northland. It passes through areas of rich cultural history and naturally beautiful landscapes. Work is currently underway to discover ways that the TCDR can attract more visitors to experience Kaipara and Northlands west coast.

SH14 crosses the district and provides a strong commercial link between Dargaville and Whangārei and Marsden Point port.

Vehicle / motorbike / bicycle movement is also possible along the extensive west coast beach of Ripiro, between Maunganui Bluff in the north travelling south to the mouth of the Kaipara Harbour at Poutō Peninsula. There are four main vehicle access points along the coast. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access on the beach. This is a matter to be

considered further as Kaipara residents balance recreational, commuting, and business needs with environmental enhancement aspirations for the district.

Historically, Kaipara was well connected through rail infrastructure; although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. It was recently announced that government investment into the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Other branch lines such as the Dargaville (closed in 2014) and Donnelly's Crossing (closed in 1959) are in managed decline. The Dargaville branch line is currently used as a rail cart tourist attraction. The heavy rail line extends from Whangārei to Tangowahine, and there may be plans to invest in that infrastructure to establish a forestry related rail freight route between these two areas.

The Kaipara Harbour and Wairoa River have provided Kaipara the unique opportunity to move through the southern part of the district via boat. Although this form of transport was more utilised historically, there is potential to strengthen or reintroduce wharves in some harbour and river locations (Kaipara Water Transport Feasibility Study).

Kaipara was once populated by many wharves and jetties around its coastal settlements, which were the foundation for Kaipara's early industries. In the absence of roads, the harbour was an important transport

link for marae, and subsequently for European settlers who arrived throughout the 19th century for the kauri timber trade. Until the early 20th century, the harbour was populated with sailing ships carrying timber and steamers carrying passengers around the district. Prominent coastal milling settlements which emerged include Tinopai, Matakōhe, Pahī, Paparoa and Whakapirau. Recreational water transport provides an enjoyable and efficient travel mode between settlements. For example, a trip via water would take 5 minutes between Pahī and Whakapirau, where it would take 30 minutes over 23km via road. Nevertheless, there is little impetus for establishing a water-based public transport system; these communities tend to be quite small, with small usual resident populations - moreover, those larger communities, such as Matakōhe or Ruawai, are well-serviced by road connections anyway.

The geography of Kaipara means that travel by road can often be quite long between some of the district's more remote settlements. However, the majority of the district still has relatively low drive times to at least one major centre (Dargaville, Mangaturoto, Kaiwaka or Mangawhai).

The Kaipara Harbour offers opportunities for fishing, including for guided fishing experiences. Currently, there are few fishing charters - these opportunities could be expanded upon.

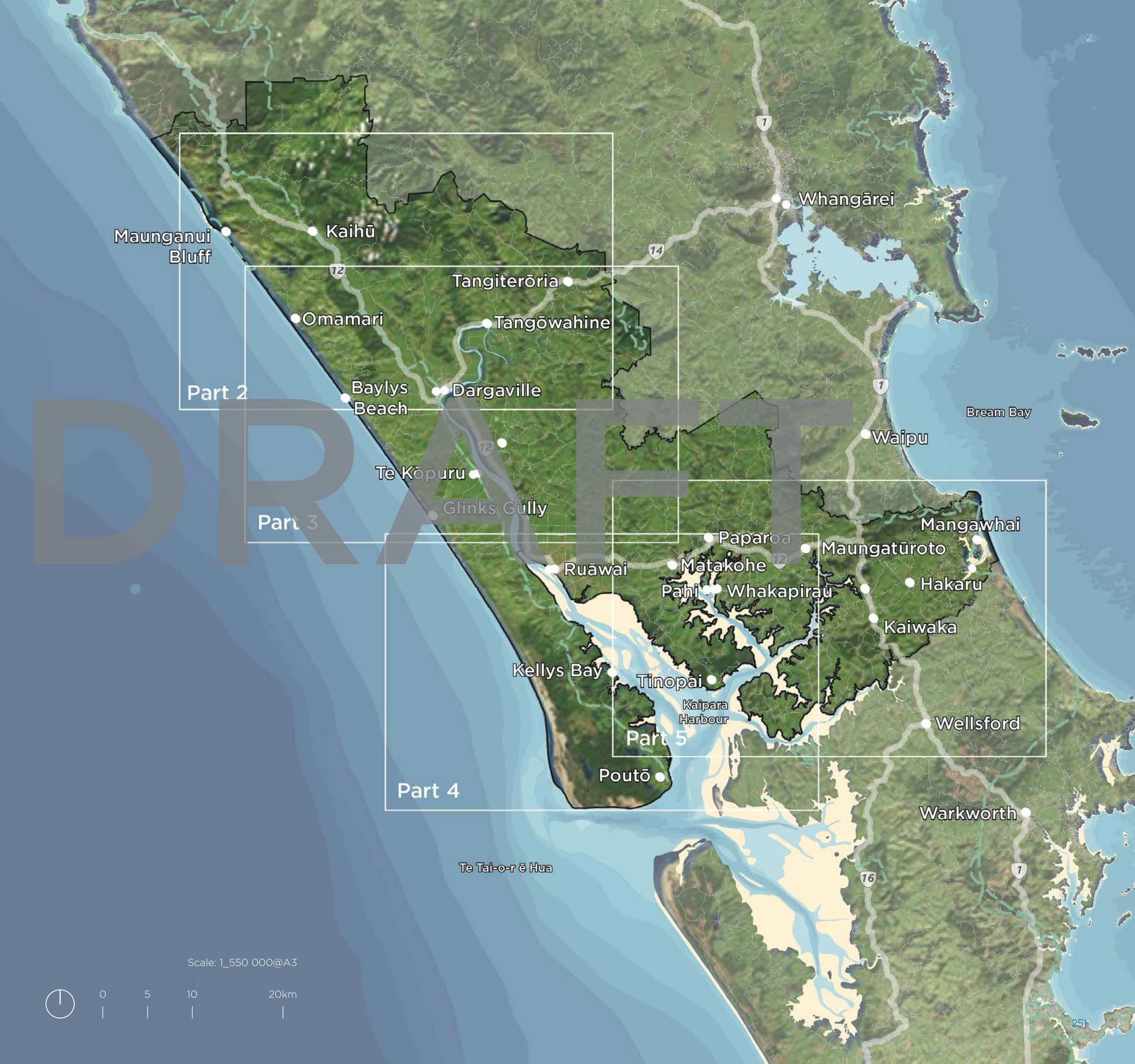
There are also a number of existing and proposed regional walking and cycling routes that meander through and around Kaipara.

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



Appendix B | National Policy Statements

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Appendix B | National Policy Statements

B1 | The New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (NZCPS) is a national policy statement that outlines objectives and policies that achieve the purpose of the Act in relation to the coastal environment of New Zealand. Overall, the NZCPS addresses the following key issues in the coastal environment:

- The effect of coastal processes on activities within the CMA
- Loss of natural character and landscape values along the coast and rural environments
- Decline of species, habitats and ecosystems in the coastal environment under pressure from subdivision and use, vegetation clearance, loss of intertidal areas, plant and animal pests, poor water quality and sedimentation.
- Demand for coastal sites for infrastructure uses and aquaculture to meet economic, social and cultural needs of people
- Poor and declining coastal water quality as a consequence of discharge and contamination
- Adverse effects of water quality on aquatic life and opportunities for aquaculture, mahinga kai gathering and recreational uses.
- Loss of natural, built and cultural heritage from development.
- Open space and recreational values of coastal environment and public access to these areas
- Use of vehicles on beaches causing ecological damage and conflict with recreational uses and values of the coastal environment.

The Kaipara District settlements consist of a number of rural and coastal settlements. The engagement sessions found that the community wish to enhance coastal and ecological restoration in these areas. Settlements such as Maunganui Beach, Omamari, Glinks Gully, and Baylys Beach on the west coast and Mangawhai on the east coast are characterised by the coastal cliffs, sand dunes and beaches, much like the other settlements along the west coast and within the harbour.

Baylys Beach in particular is the beach resort of Kaipara in the west, however with development comes implications on the coastal environment it sits within. The spatial plan identifies development away from these areas of national importance, while at the same time being located so as to reduce any discharge effects and implementing a coastal erosion plan for the settlement in response to climate change. Furthermore, settlements like Baylys Beach have been identified to be subject to enhancing natural assets such as the dunes, cliffs and vegetation via removal of pest species and invasive weeds, appropriate beach access to avoid damage to the coastal environment (dunes), and stormwater runoff management to avoid pollutant discharge via outlets directly to the receiving waterbodies. In doing so, the spatial plan has been formulated on the basis of protecting and enhancing the characteristics, qualities and uses of the coastal environment by sustainably managing development and avoiding areas subject to coastal hazards.

By ensuring these outcomes are enabled and achieved, the natural and physical resources important to the economic and social wellbeing of Kaipara such as freshwater, water quality, renewable energy, minerals found in the coastal environment, including areas with high natural character, landscape and amenity values will be protected.

Neighbourhoods-specific outcomes in the settlements of the spatial plan have identified waterbodies freshwater ecosystems, and areas of natural significance to be protected and enhanced. For example, the spatial plan identifies proposed riparian planting along water bodies - e.g. the Wairoa River - to reduce siltation run-off into waterways and improve water quality overall - protecting stopbanks for flooding in places like Ruawai reducing risk of seawater infiltration into the groundwater, to ensure the effects of the use and development of land is considered on a whole-of-catchment basis and on the receiving environments.

Given the spatial plan has a 30-year horizon, climate change and other natural hazards have been taken into account. For example residential intensification has been minimised significantly in places like Ruawai given the effects of sea-level rise and flood risks with the high costs associated with infrastructure (salination of freshwater from ocean, water supply to land that may not be viable in 30 years) to make the settlement liveable and free of hazards.

The spatial plan seeks to enable communities to provide for their social, economic and cultural wellbeing in a way that is consistent with this NPS, being without detriment to freshwater in the Kaipara district. It is noted however that Kaipara District Council, through the District Plan review process, cannot rely on the outcomes of this spatial plan without looking at further investigations for infrastructure and natural hazards, to avoid future over-allocation of freshwater or further degradation as a result of development.

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B2 | National Policy Statement for Freshwater Management 2014 (amended 2017) (to be amended by 2020 version)

As part of the Action for Healthy Waterways Package, the NPS for Freshwater Management 2020 came into effect on the 3rd of September 2020 and replaces the NPS for Freshwater Management 2014 (amended 2017).

The general objectives of the Healthy Waterways package are to:

- Stop further degradation of freshwater bodies, and show material improvements within 5 years
- Control land use practices, with focus on rural activities to achieve water outcomes
- Protect wetlands
- Protect and enhance native freshwater fish populations

Much of the current NPS is carried through to the new NPS 2020, with some change in emphasis or terminology for clarity, namely:

- Giving effect to Te Mana o te Wai in freshwater management as opposed to what it currently is being 'recognising and considering'. This will recognise Te Mana o te Wai as an integral part of freshwater management in New Zealand.
- Involving and engaging Tangata Whenua in the management and decision making around freshwater planning, as opposed to "identifying and reflecting" tangata whenua values and interests.
- Prioritising the health and well being of water bodies before the needs of people and other uses, as opposed to only 'safeguarding' the freshwaters life-supporting capacity, ecosystem processes and indigenous species. This will help assist the current key requirement of taking an integrated approach to managing land use, freshwater and coastal water.
- Improve degraded water bodies and maintain or restore water bodies and wetlands using bottom lines defined in the NPS, as opposed to "maintaining or improving" the overall quality of freshwater where people recreate.
- Avoid further loss or degradation of wetlands and streams as opposed to "protect" significant values of wetlands and outstanding freshwater bodies.

Additionally, the new requirements of the NPS 2020, will:

- Set an aquatic life objective for fish and identify and work towards target outcomes for fish abundance, diversity and passage. Address in-stream barriers to fish passage over time.
- A prohibited activity rule in relation to earthworks and water takes or diversions that would likely result in the complete or partial drainage of a natural wetland.
- Expanded national objectives framework that includes:
 - Two additional values - threatened species and mahinga kai – join ecosystem health and human health for recreation, as compulsory values
 - Plan objectives that describe the environmental outcome sought for all values (including an objective for each of the five individual components of ecosystem health)
 - New attributes, aimed specifically at providing for ecosystem health, include fish index of biotic integrity (IBI), sediment, macroinvertebrates (MCI and QMCI), dissolved oxygen, ecosystem metabolism and submerged plants in lakes; councils will have to develop action plans and/or set limits on resource use to achieve these attributes.
 - Tougher national bottom lines for the ammonia and nitrate toxicity attributes to protect 95% of species from toxic effects (up from 80%)

- No national bottom lines for dissolved inorganic nitrogen (DIN) or dissolved reactive phosphorus (DRP) (as consulted on) but there is a requirement to manage these attributes as they relate to periphyton and other ecosystem health attributes, and to provide for the health of downstream ecosystems.
- Require ongoing annual monitoring and reporting of freshwater and a synthesis report every five years, with any deterioration responded to.

The wider spatial plan has been formulated with the objectives and policies of the NPS 2020 influencing future direction, principles and decision making. In particular, Te Aranga Design Principles and Maori values have been included in preparing the spatial plan, including engagement with Mana Whenua, local communities and developers. The feedback gathered from these groups was incorporated into the spatial plan making process ultimately influencing outcomes and the direction set in respect of each of the towns, settlements and villages - plus the spaces in-between.

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B3 | National Policy Statement on Urban Development 2020

The NPS on Urban Development (NPS: UD) replaced the NPS on Urban Development Capacity 2016. This was approved by the government general on 20th July 2020 and formally gazetted on the 23rd of July 2020. The NPS: UD takes effect from the 20th of August 2020 and should therefore be taken into account through the resource consent decision making process, if and where appropriate.

The NPS: UD is about ensuring NZs towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth ‘up’ (e.g. intensification within existing urban areas) and ‘out’ (e.g. greenfield developments) in locations that have good access to existing services, public transport networks and infrastructure. An ‘urban Environment’ is defined in the NPS: UD as any area of land that is, or intended to be, predominantly urban in character and part of a housing and labour market of at least 10,000 people.

Local authorities for urban areas experiencing high growth will be required to produce Future Development Strategies (FDS) and Housing and Business Development Capacity Assessments (HBA). The new Future Development Strategy provisions are designed to achieve better spatial planning, including by identifying locations for future

intensification, locations where urban development should be avoided, and infrastructure requirements to adequately service that growth. Of particular relevance to the Kaipara District is how the NPS: UD also includes measures to support growth in existing urban areas by recognising that amenity values can change over time and enabling a range of dwelling types and locations.

This spatial plan has been prepared in accordance with those objectives and policies of the NPS: UD where they relate to the Kaipara environment in the next 30 years. Given the NPS: UD has only recently been effective, Kaipara District Council are in a good position to review their District Plan and avoid numerous proposed private plan changes that other part of New Zealand will be facing (i.e. Auckland) in the near future.

The spatial plan has been developed through numerous engagement sessions with the public and Mana Whenua which complement the expert input in formulating a 30-year spatial plan. Based on these engagement sessions, it is evident that the Kaipara environment is developing and changing over time in response to the diverse and changing needs of people, communities and future generations. The spatial plan has recognised land within each settlement that is suitable and qualifies for development opportunities. This will encourage development to be undertaken in appropriate places

that achieve social, economic and cultural wellbeing while stimulating growth that is not at an unreasonable expense to the community or burden on infrastructure. It has also taken into account the principles of the Treaty of Waitangi by adopting the Te Aranga Design Principles and Maori Values.

By developing this plan, Kaipara District Council can consider this document when reviewing the District Plan to paint a picture of what outcomes can be expected in Kaipara whilst maintaining sustainable development now and into the future. Through the district plan review, this sub-regional spatial plan will support wider settlements in proximity to the urban environments identified under the spatial plan for key urban areas of Kaipara being Kaiwaka, Maungaturoto and Dargaville.

Similarly, the Infrastructure Strategy that is being prepared for Kaipara has also been incorporated into the thought processes for the outcomes sought in this district-wide sub-regional spatial plan. This qualifies as a limitation that needs to be assessed in plan making so that the development capacity of those settlements aligns with infrastructure planning and climate change in the next 30 years.

All of these spatial plans and assessments that have been undertaken will help inform the Kaipara decisions in regard to plan-making and subsequently resource consents. As such, the objectives and policies of the NPS:UD have been considered and given effect throughout this spatial plan.

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B4 | Proposed National Policy Statement on Indigenous Biodiversity

The proposed NPS on Indigenous Biodiversity sets out the objectives and policies to manage natural and physical resources so as to maintain indigenous biological diversity under the RMA. This NPS does not apply to the coastal marine area, this is managed in accordance with the relevant policies of the NZCPS. Biodiversity plays an important part in the quality of our environment and in the social, economic, and cultural well-being of New Zealand. The purpose of this NPS is to:

- Bring more clarity to the role of local authorities in biodiversity management under the RMA than may be apparent on the face of the Act itself
- Support the existing good work of local authorities to date and secure the gains made in terms of regional and local planning responses
- Encourage local authorities that operate below best practice to enhance their efforts by introducing a “bottom-line” category of site whose values are to be recognised and protected through the RMA
- Help decision-makers appropriately balance the protection of biodiversity, the interests and values of tangata whenua, the rights and responsibilities of landowners and the broader national interests that may be at stake in future resource management decision-making

The spatial plan has been formulated on the basis of identifying areas of indigenous biodiversity significance and how development will enhance or avoid these areas from further degradation. The constraints and opportunities maps for the district-wide sub-regional settlements identify DOC owned land, land tagged formally as significant natural areas, and proposed primary and secondary ecological networks. Some of these areas have also been identified through engagement with the public, such as in Kellys Bay where a native forest has been identified to have birdlife (Kiwi) which the community wish to be protected. In other settlements such as Glinks Gully, Poutō Pouto and Matakōhe, native vegetation or heavily forested ecological corridors have been identified, with development potential located away from these areas. Additionally, places like the Maunganui Bluff has indigenous species to be protected such as blue penguins, fairy terns, toheroa, mussels/fresh mussels and the seal colony. The communities of these settlements have raised points about ongoing coastal and ecological restoration, removal of non-native species, weed and pest control, and enhancing the beautification of their settlements around water bodies. This is considered to be in accordance with the objectives and policies of this proposed NPS, as the spatial plan identifies and recognises these areas of significance both to the community and of national importance. As such, the spatial plan has taken these matters

into consideration and located development potential for these settlements away from those areas to protect indigenous biodiversity in the Kaipara district.

Due to the COVID-19 disruptions, the Associate Minister for Environment has agreed to extend the delivery timeframe to April 2021. This allows for a longer timeframe for the joint project team (Ministry for the Environment and the Department of Conservation) to work on an implementation plan as well as addressing feedback from consultation.

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B5 | Proposed National Policy Statement for Highly Productive Land

The purpose of the proposed NPS for Highly Productive Land is to protect New Zealand's productive land for future generations by recognising the values and benefits associated with its use for primary production now and into the future. The NPS looks to manage inappropriate subdivision, use and development and protect areas with highly productive land that supports New Zealand's economic and employment growth. As such, the NPS will look to address the pressures facing highly productive land from expansion of urban areas and change of land uses such as increased lifestyle block developments, resulting in the loss of the finite resource bearing highly productive land.

Land is identified using the Land-Use Capability (LUC) system, which categorises land into eight classes according to its long-term capability to sustain one or more productive uses. Class 1 is for the most versatile land, with the fewest limitations on its use. For this proposed National Policy Statement (NPS), highly productive land means it has been designated Class 1, 2 or 3 by default. Councils will then be able to consider a number of other factors to exclude some of this land, or to identify other highly productive land. Examples of these other factors are the suitability of the climate for primary production; the size of land properties to support primary

production; water availability; and access to transport routes and appropriate labour markets.

The constraints and opportunities maps for the district-wide sub-regional settlements identify land tagged as highly productive land (LUC 1-3) and open space with suitable climate, size, and accessibility suitable for productive land in the Kaipara District. All growth areas have been located outside of LUC 1-3 and recognises the importance of the productive land which contributes to the 'Kai' leg of the Kaipara Kick Start Programme. As such, matters relating to this proposed NPS have been considered for the 30-year vision of Kaipara and recognises the importance of productive land being protected from residential growth, while still contributing to the Kaipara Kai Hub thus commercial growth in the district.

Following the consultation period (August 2019 to October 2019) both the Ministry for the Environment and Ministry for Primary Industries are continuing to address the issues raised in submissions. This is to ensure the proposed NPS is effective and promotes sustainable management. Once approved by Cabinet, the proposal would likely take effect and become gazetted in the first half of 2021.

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B6 | National Environmental Standard for Freshwater Regulations 2020

The NES for Freshwater sets out the requirements for subdivision, use and development that poses risks to freshwater and freshwater ecosystems. The regulations of this NES came into force on the 3rd of September 2020, with a number of subparts taking effect from May-July 2021. The standards are designed to:

- protect existing inland and coastal wetlands
- protect urban and rural streams from in-filling
- ensure connectivity of fish habitat (fish passage)
- set minimum requirements for feedlots and other stockholding areas
- improve poor practice intensive winter grazing of forage crops
- restrict further agricultural intensification until the end of 2024
- limit the discharge of synthetic nitrogen fertiliser to land, and require reporting of fertiliser use.

The clauses of the NES relates to 5ha or more of horticultural land and 20ha or more of arable and/or pastoral land in relation to farming activities, the conversion of plantation forestry to pastoral land, irrigation of dairy farmland, use of land as dairy support land (no greater than the size of the farm), intensive winter grazing, and the application of synthetic nitrogen fertiliser to pastoral land. These subparts look to manage farming activities and the associated discharge to land that may enter water and contaminate it. Conditions are set in regards to treatment of discharge/contaminants, concentration of contaminants in freshwater, level of nitrogen fertiliser discharged on pastoral land and setbacks from water bodies, boreholes, drainage and the coastal marine area. It requires freshwater farm plans for activities that undertake intensive winter grazing, requiring certain contour levels, pugging details for the farms and required setbacks from the bed of rivers, lakes, wetlands, drainage.

Other clauses discussed in the NES are activities that relate to freshwater, such as natural wetlands, construction and maintenance of wetland utility structures, construction of specified infrastructure (and the maintenance and operation of this), sphagnum moss harvesting, arable and horticulture land use, scientific research, reclamation of river beds and natural hazard works. Conditions are set in regards to vegetation clearance, land disturbance, take/use/damming/diversion/ discharge of water within these identified areas, duration of research/disruption, retaining the hydrological regime of the beds profile, monitoring harvesting operations associated with these activities. In general, the activities must not result in unstable land or depositing of materials on wetlands, changes in the natural bed, effects on water quality and movements, bird and fish habitats, and historic heritage.

Essentially, this NES manages the adverse effects of activities on water which may affect the ability of people to come into contact with water safely, maori cultural values, land susceptible to erosion and whether the activity will exacerbate or accelerate losses of sediment and other contaminants to water.

Appendix C | Quarry issues in the Kaipara District

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C.1 Aggregate and Quarry

It is important to highlight that minerals are essential resources for people and communities to provide for their social and economic wellbeing. The construction of infrastructure and development within urban and rural areas of New Zealand is dependent on the ability to access, extract, process and transport aggregate. In this case, the extraction and processing of minerals promotes the purpose of the Resource Management Act (RMA) 1991. Relevant quarrying and mineral extraction planning regulations are to take into account the competing interests of quarry operators and affected landowners, further satisfying the requirements of section 32 – promoting the purpose of sustainable management in accordance with Part 2 of the RMA. The National Planning Standards introduced by the Government and gazetted in April 2019 have been introduced to improve consistency of council plans and policy statements. The following definitions should be taken into account to retain consistent definitions across the planning documents, and avoid any confusion and potential conflict:

Quarry - a location or area used for the permanent removal and extraction of aggregates (clay, silt, rock or sand). It includes the area of aggregate resource and surrounding land associated with the operation of a quarry and which is used for quarrying activities.

Quarrying activities - the extraction, processing (including crushing, screening, washing, and blending), transport, storage, sale and recycling of aggregates (clay, silt, rock, sand), the deposition of overburden material, rehabilitation, landscaping and clean filling of the quarry, and the use of land and accessory buildings for offices, workshops and car parking areas associated with the operation of the quarry.

Primary Production - means:

- (a) any aquaculture, agricultural, pastoral, horticultural, mining, quarrying or forestry activities; and
- (b) includes initial processing, as an ancillary activity, of commodities that result from the listed activities in a);
- (c) includes any land and buildings used for the production of the commodities from a) and used for the initial processing of the commodities in b); but
- (d) excludes further processing of those commodities into a different product. Overall, quarrying is a primary production activity under the National Planning Standards definition of primary production and is therefore a highly productive use of land.

C.2 Planning for Quarrying

Planning for quarrying or gravel extraction can be challenging due to various factors. For that matter, effective planning is essential for aggregate resources to avoid incompatible activities that may limit or prevent access to aggregate resources in the future. There is to be a balance between accessing aggregate and the effects of quarrying on the environment and any restrictions imposed on private property. This is considered a key resource allocation issue that the Kaipara District Council is to consider when reviewing plans and processing resource consents.

Aggregate is a fixed and finite resource and there is a lack of knowledge on the location, scale and nature of aggregate resources along with the costs required in obtaining such information. There are benefits in locating aggregate resources within proximity of the source of demand to reduce transportation costs and associated road damage.

It is encouraged for Councils to work collaboratively on developing a robust approach with the aggregate and quarry industry, tāngata whenua and associated landowners to access aggregate resources and the affiliated adverse effects.

C.3 Identifying Aggregate Resources

Approaches undertaken to identify aggregate resources vary in their level of detail, geological components and scale. Aggregate identification requires understanding of the location, scale, type, accessibility of the resources; and the economics of quarrying and gravel extraction. Setting out criteria enables transparency when considering the value and viability of aggregate resources and further protection provided to them and from quarrying or extraction. Keeping in mind that conditions will eventually change over time, which in turn changes the viability of the resource. The following salient information are encouraged to be gained in identifying strategic aggregate resources and constraints:

- Geological surveys and extractive viability studies
- Preliminary ecological monitoring for river-bed gravel extraction for the identification of nesting bird or freshwater fish species
- Hydrological information for river-bed extraction purposes
- Actively collecting data from operating (including consented sites not yet in operation) quarries to estimate aggregate remains
- Council planning maps. Overlays and schedules
- Transport management plans
- Community engagement/consultation exercises
- Familiarising with cultural and heritage values i.e. Iwi management plans; and
- Understanding recycled aggregate and its uses in meeting future aggregate demand to reduce the need for new aggregate through reusing material that otherwise be clean filled or dumped.

C.4 Issues and effects of Quarrying

On-site and off-site environmental effects are typically generated through the blasting, excavation, crushing, screening, stockpiling and transport of aggregate. The degree of effects varies according to the type, nature (rock or sand), scale of operation, methods sued, geology of the area, receiving environment and the surrounding land uses. Effects can also be completely off site through the transportation of aggregate. The following are primary environmental effects:

- Disturbance of land and vegetation as well as riverbeds or coastal marine areas
- Traffic
- Dust
- Noise
- Vibration
- Visual effects
- Impact on cultural and historic heritage values
- Discharge of contaminants into air, water, land and the coastal marine area

C.5 Quarries in Kaipara

The following is a list of quarries within the Kaipara District:

- Maungaru Quarry, Dargaville
- Turiwiri Quarry, Dargaville
- Avoca Quarry, Kirikoponi
- Todd’s Quarry, Arapohue
- Golden Gully, Tokatoka
- Bickers Quarry, Tokatoka
- Aranga Quarry, Aranga
- Maunganui Bluff - Kaihu - Mangatu Stream area
- Waima river, Donnelly’s Crossing

An assessment has been undertaken regarding the minerals of Northland’s main land areas with a southern boundary through the Kaipara Harbour comprising a land area of approximately 12,600km2. The GNS Science Report 2007/06 highlights that the Northland region contains a wide variety of mineral commodities and currently produces high quality ceramic clays, limestone for cement and agriculture, and rock and sand aggregates.

The table below outlines mineral commodities which can be found in the Kaipara Region, mainly being rock, sand and gravel for roading – higher production than both Far North and Whangarei.

C.6 Quarrying Matters in the Kaipara District Plan

One of the numerous significant issues for sustainable development and management recognised under the Operative Kaipara District Plan is the adverse effects of aggregate and mineral resources extraction on the wider environment - that is the life-supporting capacity of air, water, soil and ecosystems on adjoining land uses and activities. Equally, adjoining land uses and activities should not impose unreasonable restrictions given their importance to the District’s social and economic wellbeing.

The Plan outlines objectives and policies that highlight a range of considerations and performance standards which establish the appropriate level of effect in the underlying zone when assessing quarrying and gravel extraction activities. For example, Chapter 12 Rural provides for mineral extraction within

the rural zone that generate effects beyond those generally anticipated in the zone using the resource consent process.

However, the effects of quarrying within the Kaipara District Plan are recommended to be revised, by developing stringent but appropriate objectives, policies and methods for management. It is apparent that the way by which KDC manages the activity of quarrying and mineral extraction has room for improvement, particularly through zoning and establishing buffer areas. As such, zoning is a well-established planning tool that separates areas of land into distinct areas to manage particular effects, activities or uses through the application of rules. It is best practice to provide for measures which internalise all adverse effects within the property boundary. However, effects such as traffic noise, dust, noise, vibration and visual effects may still fail to be internalised, therefore the use of buffers should also be considered.

Mineral Commodity	Far North	Kaipara	Whangarei	Northland
Building and Dimension stone	-	-	1200	1,200
Clay for brick, tiles etc	-	-	-	0
Clay for pottery and ceramics	15,370			15,370
Decorative pebbles including scoria			45,000	45,000
Limestone and marl for cement			990,880	990,880
Limestone for agriculture	80,540	178,339	33,804	292,683
Limestone for industry & roading	41,107	51,903	-	93,010
Rock for reclamation & protection	11,021	-	8,797	19,818
Rock, sand and gravel for building	8,703	276,020	356,939	641,662
Rock, sand and gravel for roading	533,149	652,411	590,188	1,775,748
Rock, sand, gravel & clay for fill	55,557	27,000	338,031	420,588
Sand for industry	2,204	108,000	1,942	112,146
Total tonnes	747,651	1,293,673	2,366,781	4,408,105
Total \$ value	\$19,984,119	\$13,530,085	\$22,090,134	\$55,604,338