

# KAIPARA DISTRICT SPATIAL PLAN - NGĀ WAWATA 2050 - OUR ASPIRATIONS

Dec 2020 | Rev C



Maunganui Bluff

Omamari

Kaihū

Baylys Beach

Glinks Gully

Dargaville

Te Kōpuru

Tangōwahine

Arapohue

Ruāwai

Kellys Bay

Poutō Point

Tangiterōria

Omana

Kerikeri

Paihia

Waiotira

Matakohe

Paparoa

Pahi

Whakapirau

Tinopai

Taipuha

Whangārei

Maungatūroto

Parua Bay

Ruakaka

Waipu

Kaiwaka

Hakaru

Langs Beach

Mangawhai

Te Hana

Wellsford

Wharehine

Tauhoa

Mangakure

Glorit

South Head

Woodhill Forest

Tapora

Prepared for



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## Foreword

Our district has been growing at a pace we have never experienced before, placing a burden on Council's infrastructure and services.

Growth, when it is planned, offers a great opportunity for Kaipara to expand our industry, farming and horticulture, and businesses, which will grow our economy. This spatial plan is our guide for growth, to ensure our towns and farming areas grow at a rate and in ways and areas that are sustainable. It combines the spatial plans across our larger townships and our smaller rural or seaside settlements into one cohesive plan for the district.

In developing these plans we've taken time to understand the aspirations of our community, asking you about the things about your towns now that you want to preserve and about your future vision and hopes. Thank you for taking time to engage with us and input into this plan for our shared future.

There are also a number of other factors we've had to consider in developing this plan.

The impact of climate change will become more obvious over time. For the first time we have had to consider the future impacts of climate change on our land and in our towns, and the potential for coastal inundation or erosion.

A key issue faced in other districts has been urban sprawl taking over productive land. Through our Kaipara Kai project, we've mapped our most productive areas that are key to our future productivity and employment. This plan will safeguard that land from being broken up into uneconomic lifestyle units.

We've also considered the cost of providing infrastructure to sprawling townships. With that in mind, we've identified areas where housing density can increase and be supported by existing infrastructure. We've also defined areas where our towns can grow, and where our infrastructure, such as water and sewerage services, can be expanded.

Industrial areas have been marked along transport routes and grouped together so industrial outputs such as noise are kept away from residential areas. The Spatial Plan will be used as the basis for a new District Plan that we have started working on and will be completed in stages and phased in over the next few years. The Spatial Plans can be used as a source document when considering Resource Consent applications.

Above all, this is our plan reflects what those who live, work and play in this community need to make their communities vibrant and thrive.

Nga mihi nui ki a koutou katoa



Dr Jason Smith  
Mayor of Kaipara District





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# Part A | Overview of Kaipara District

# Chapter 1 | Introduction



# 1.1 | Introduction

The Kaipara District Council wishes to enable sustainable development for the numerous urban, peri-urban, rural and coastal communities which characterise the Kaipara District. This is being pursued through a spatial planning process that complements the work for the Kaipara KickStart programme and the Kaipara Infrastructure Strategy work currently underway through the Long-Term Plan 2021-2031. The district-wide spatial plan, together with the spatial plan for the Key Urban Areas (Mangawhai, Dargaville, Maungatūroto, and Kaiwaka), will flow into a future statutory District Plan review process.

A spatial plan is a holistic approach for the development and management of resources, community social infrastructure and the identification of adequate infrastructure to improve the future social, economic, cultural and environmental well-being of a community. Well-being can be measured through many different indicators, such as Council surveys, health data, environmental monitoring and economic information.

The Kaipara District Spatial Plan - Ngā Wawata 2050 collates the constraints, challenges, insights and opportunities brought together from phases two and three of the area-wide Kaipara District spatial planning process for Kaipara’s rural communities. It is a descriptive collection of the constraints and opportunities analysis and a summary of the community engagements, workshops and online interviews.

Through this document, the Kaipara District Council is setting the direction for each of the rural settlements and wider Kaipara District’s environments, and to further involve project partners, stakeholders and the wider community in a collaborative shared space leading up to the district plan review and future development opportunities in the Kaipara District.

Engagement was conducted with the following communities:

- |  |               |               |
|--|---------------|---------------|
| • Baylys Beach                         | • Tangiterōia | • Matakohe    |
| • Glinks Gully                         | • Tangowahine | • Pāhi        |
| • Hakarū                               | • Te Kōpuru   | • Paparoa     |
| • Kaihū (including Aranga and Omamari) | • Tinopai     | • Poutō Point |
| • Kellys Bay                           | • Whakapirau  | • Ruāwai      |

The rāhui imposed due to the Covid-19 global pandemic, and New Zealand going into Covid-19 Alert Level 4 lockdown in March 2020, halted the ‘live’ engagement hui for the spatial plan. In order to properly and safely engage with the remaining communities, feedback was gained through interviews conducted via online platforms and through targeted interviews conducted over the phone and via online meeting platforms such as Microsoft Teams, Skype, and Zoom. There have been some limitations with this approach, in terms of reaching people and engaging with a wider reach of the communities in Kaipara. Further involvement from the communities, mana whenua, key stakeholders, and other partner organisations was pursued during the public consultation period in June - July 2020.

Part B of the Draft Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations sets out the future direction and address the most pressing issues that each community has to overcome to enable sustainable development. The Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations signals how the vision for each settlement will be taken forward to inform the future Kaipara District Plan Review (programmed for 2021-2023) and infrastructure planning processes such as the Kaipara Infrastructure Strategy and the various initiatives that will sit within that strategy.

# 1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050

## Purpose

The purpose of the spatial plan is to create a framework for future growth in the Disrict’s rural and coastal villages and to help leverage growth and development opportunities associated with the overflow of the Auckland region’s growth and the latent tourism potential. This planning will also enable and support other agencies in health, education and business to provide the right services at the right time. The spatial plan intends to support the future wellbeing of existing and future residents who may make the choice to live in these centres, including future residents.

## The Objectives of the Spatial Plan

The Kaipara District Spatial Plan - Ngā Wawata 2050 aims to achieve the following objectives\_

- Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara’s settlements, villages and towns.
- Management of natural resources including the mountains, lakes, wetlands, soils, coastal edges, waterways, native forests and the Kaipara Moana (Harbour) and how people should act when they are in these special places.
- Developing a sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities.
- Work with Kaipara’s Mana Whenua/ tangata whenua and communities to ensure they are informed of the project, provide genuine input through the process and have buy-in and ownership of the outcomes.

## A Living Document

- Planning horizon
- Alignment with other plans and documents

This spatial plan has a 30-year planning horizon to not only align with Council’s 30-year Infrastructure Strategy (2021-2051) but also allow the land-use changes to evolve in a staged and considered manner. This is achieved by balancing growth and economic development in appropriate areas, while protecting other areas for rural production, environmental enhancement, community resilience in the face of climate change, and long-term community well-being.

This spatial plan is intended to be monitored, reviewed, and updated as required to ensure it remains current and continues to provide community and decision-makers with the information required to make informed decisions about Kaipara District’s communities - through the outcomes identified in the spatial plans for the district’s four Key Urban Areas and this district-wide spatial plan.

The relationship and integration of this adopted spatial plan with other planning processes is described in the diagram below. It shows contributing inputs (i.e. the spatial plans followed by neighbourhood or town-specific structure plans) and outputs (i.e. the future district plan review) resulting from this spatial plan process. It shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to enable the outcomes identified in this spatial plan. The Kaipara Infrastructure Strategy is a key delivery mechanism for the Kaipara District to achieve the aspirations captured in this spatial plan.

## Exclusions & Assumptions

- Incomplete Information
- Climate Change Data & Particularly Sea Level Rise + Coastal Inundation
- Living Document

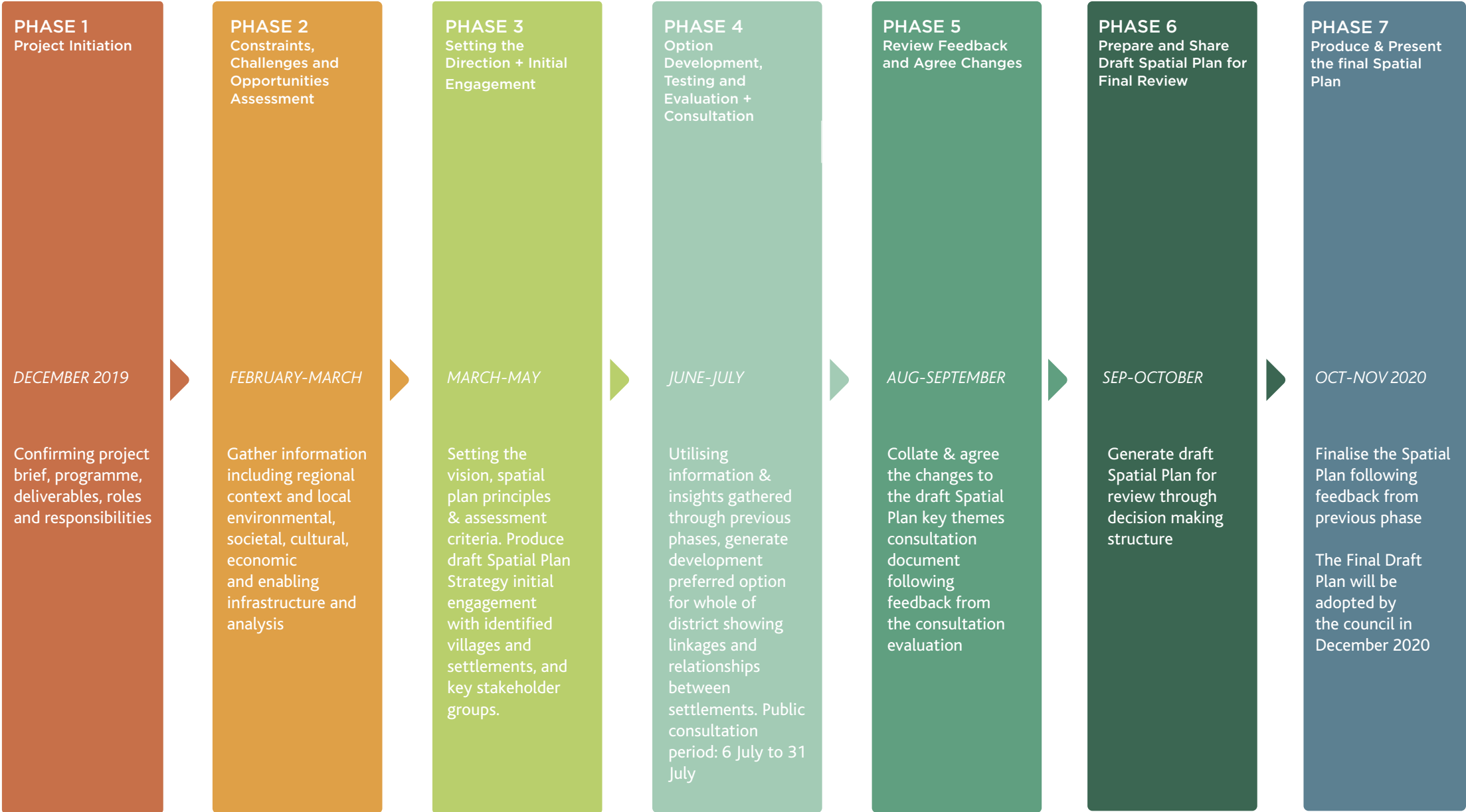
This district-wide spatial plan has been prepared based on information, studies, and data available at the time the work was undertaken. For example, there were limitations in the level of detail of the topographical Lidar data, sea-level rise, and effects of climate change for the district in general. As a result of that, the extent of ‘zone areas’ must be further refined through future processes – in particular as the Kaipara District Council works through the Resource Management Act requirements for the Kaipara District Plan review programmed to start in 2021-2023.

Like the spatial plans for the district’s Key Urban Areas – Mangawhai, Dargaville, Maungatūroto, and Kaiwaka – this spatial plan is a ‘living document’ and the outcomes identified here will be subject to future processes and studies due to come out in the next 1-2 years and beyond. In particular, the Northland Regional Council is due to release further information on climate change, sea-level rise, coastal inundation, versatile soils (rural production), and flooding matters in respect of the whole of the Northland Region. It is anticipated that the outcomes of these studies will substantially influence future decisions that will be made through the upcoming implementation of the Kaipara District’s spatial plans adopted between May and December 2020.

# 1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050 Cont.

The spatial plan project methodology consisted of seven phases over a period of 9 months; extended to 12 months due to delays imposed by the Covid-19 global pandemic and in order to pursue meaningful and value-add engagement with Mana Whenua, key partner organisations and stakeholders, and the Kaipara District communities inputting into the various towns, villages and settlements high-level 30-Year Plans.

## | Indicative time-line









## 1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050 Cont.

This map shows the locations of Kaipara's key urban towns, rural towns, villages, and rural and coastal settlements that the spatial plan focuses on. It provides a visual reference to the relationship each place has to each other, the larger centres outside of the district and how the road and rail line infrastructure links them all together. It also gives a clear perspective of how much of the district is rural land and how many of the settlements have a water connection, be it the Kaipara West Coast, the Kaipara Harbour or the expansive rivers networks including the Wairoa, Kaihū, or Kaiwaka rivers.

### Legend

-  Centre
-  Rail line
-  Kaipara District Border
-  State Highway



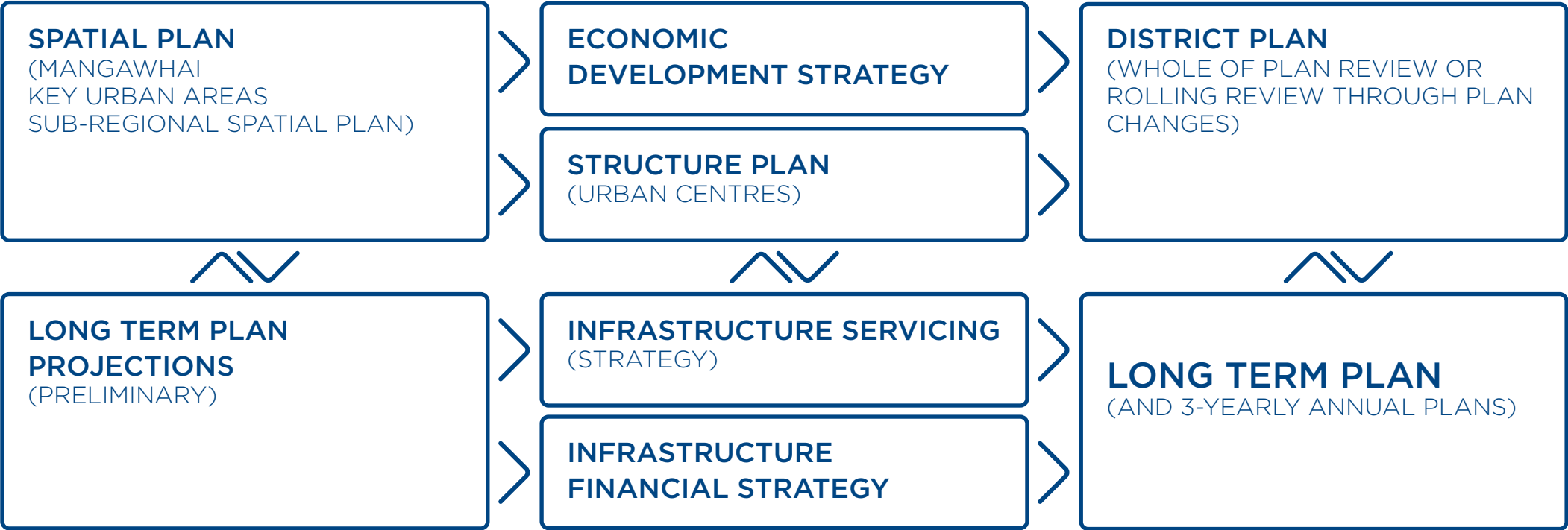


1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050 Cont.

| Kaipara District Spatial Planning Workstreams

The Kaipara District spatial planning workstreams diagram below shows the inputs and outputs from the district-wide spatial planning process. It also shows the alignment and close relationship with infrastructure planning and delivery to enable the key upgrades required to implement the spatial plan.

| Relationship to Infrastructure + Economic Strategy + Long Term Plan



## 1.3 | Kaipara Kickstart Project

The Kaipara Kickstart programme aims to promote economic development projects to diversify and grow the Kaipara economy. It has three streams (Kai, Wharves, and Roads) working together to build economic momentum.

Investments in Kaipara’s economic growth and community wellbeing commenced early 2019 through the allocation of a total of \$28.98 million by the Provincial Growth Fund (PGF), New Zealand Transport Agency and Kaipara District Council. The fundamentals of this include improving the reliability and safety of roads, increasing wharf infrastructure, tourism, and employment opportunities, and in particular the kai business opportunities in horticulture and aquaculture. As a result, the Kaipara KickStart package comprises three interlocked projects – Kai (Growing the Kai in Kaipara), Wharves (Kaipara Moana Activation Plan) and Roads. Overall, the KKS project outcomes look to align with the PGF objectives, being:

- Creating jobs, leading to sustainable economic growth,
- Increasing social inclusion and participation,
- Enabling Māori to realise aspirations in all aspects of the economy,
- Encouraging environmental sustainability and helping New Zealand meet climate change commitments alongside productive use of land, water, and other resources, and
- Improving resilience, particularly of critical infrastructure, and by diversifying our economy.

***Kaipara Kai\_*** Kaipara currently accounts for 1.2% of NZ’s land mass, accommodates 0.5% of the population and contributes to approximately 1.1% of kai (food) production. Research reveals Kaipara is underperforming in comparison to its neighbours in producing agricultural output from its land, and in matching its performance to that of Thames- Coromandel, Waikato, Hauraki and others – it has the potential to inject ~\$20 million to ~\$230 million directly into the regional GDP. In saying this, Kaipara Kai has a strong base on which to build on new opportunities to increase food production in the Kaipara District. In fact, the greatest concentration of high value soils in the Kaipara District is predominantly in the river delta between Poutō-Te Kōpuru to Dargaville- Ruāwai, stretching out to Kaihū - the North Kaipara Agricultural Delta.

***Kaipara Wharves\_*** The Kaipara Water Transport and Wharves Feasibility Study looks to encourage water-based transportation methods that allow for variations in ways we can connect communities, support and attract residents, tourists and businesses to and within the Kaipara District. The Kaipara Moana Activation Plan aims to develop the biggest harbour in New Zealand, enabling tourism operators and locals to use the wharves to improve their income and employment opportunities. This workstream looks to support increased economic, social and environmental resilience for the district as part of the broader Kaipara Kickstart Programme. It supports the strategic direction for Northland provided by the Tai Tokerau Economic Development Action Plan, the Māori Economic Development Strategy, the district’s Long-Term Plan and numerous regional transport planning initiatives. The development of marine facilities and asset management initiatives will form part of the 30-year water transport network delivery programme, bringing back life to the historic primary mode of transport on water.

***Roads\_*** The Roads project within Kaipara Kickstart seeks to improve safety and resilience of the current road network. Having a reliable and safe network allows for comfort in connectivity between Kaipara’s businesses, marae and the community. Roads are one of the main transportation options to get food to markets and for tourists to enjoy all the district has to offer. Investing in the existing road network will improve safety, resilience, comfort and speed of commutes on unsealed roads.



# 1.4 | Overview of Engagement

A core aspect of the community engagement process includes codesign workshops as part of community meetings. The core steps of the process are:

- 1. Establish shared Community Values and Aspirations
- 2. Community Audit
- 3. Constraints, Challenges and Opportunities
- 4. Draft Spatial Plan
- 5. Review and Feedback
- 6. Refined Spatial Plan

## Overview of Engagement

Community workshops were held with the engagement focusing around themes for community aspirations, constraints, heritage, social needs (soft infrastructure), services and transport (hard infrastructure), economic development, and environmental issues.

The rāhui imposed due to Covid 19 halted the ‘live’ engagement hui for the spatial plan. In order to properly and safely engage with the remaining communities, feedback was gained through interviews conducted via online platforms. The time and effort to partake in the revised engagement format was thoroughly appreciated.

The phases of engagement that were undertaken for this spatial plan utilised the ‘International Association for Public Participation (IAP2) Spectrum of Participation’ method as well as the Speed Planning methodology for workshops (discussed further in Part C).

The following groups were involved in the key decisions regarding the process:

- Project Partners i.e. Tangata Whenua Iwi Authorities, hapū and marae, Northland Regional Council and the Kaipara Harbour Integrated Management Group.
- Key Stakeholders i.e. Community groups, special interest groups and key influences in the community
- Wider Community i.e. Local residents and the wider Kaipara District community.

## | Summary of Engagement



# 1.5 | Engagement Process

Step 1 - Project Phase 3  
(Setting the Direction + Initial Engagement)

Step 2 - Project Phase 4  
(Option Development, Testing and  
Evaluation + Consultation)

## Summary of Engagement Programme

The methods of engagement during each of Phases 3 and 5 of the project are outlined below briefly:

### Step 1 - Project Phase 3 (Setting the Direction + Initial Engagement)\_

- Key stakeholders were contacted directly for their input whilst the wider public was reached via existing communication channels that Kaipara District Council has with its residents. Feedback was captured and incorporated into ‘early insights’ and provided with mapped information to assist in understanding the opportunities and constraints associated with the area. The initial engagement was substantially disrupted by the Covid-19 global pandemic and the start of Alert Level 4 lockdown in New Zealand.
- The project team continued engaging through Covid-19 Alert Levels 4 lockdown and subsequent Alert Levels 3 and 2 - due to the lockdown restrictions, these were conducted over Zoom or other virtual meeting platforms or over the phone.

### Step 2 - Project Phase 4 (Option Development, Testing and Evaluation + Consultation)\_

- Utilising information and insights gathered through the previous phases - the ‘early insights’ draft spatial plan was made available for consultation in July 2020. The consultation period ran from 6 July 2020 until 09 August 2020. During this time, events were held as ‘drop-in’ sessions, in which local residents were welcome to attend at any time to discuss the spatial plan with representatives from the project team and the Kaipara District Council.
- During the consultation period, the ‘draft spatial plan’ was available online for viewing and with a targeted online survey link available to the public. In total, 27 submissions were received, along with additional written submissions where members of the community and key stakeholders felt they needed to provide additional input.

The primary means of engagement with these groups were through:

- Kanohi ki te kanohi - Face to face meetings (in person as allowed or via online platforms)
- Presentations to key stakeholders, project partners, and public community groups
- Participatory workshops during ‘early engagement’ held in Paparoa Primary School, Tinopai School, Pāhi Hall, and Kellys Bay Hall.
- Hui with Mana Whenua (visiting different marae)
- Online and printed surveys
- Community open days or drop-in sessions held in July at the following places:
  - Te Kōpuru - held at the Te Kōpuru School Hall, which also involved residents from Glinks Gully and Poutō Point
  - Kaihū - held at the Kaihū Rugby Club, including residents from Omamari and Maunganui Bluff
  - Baylys Beach - held at the Northern Wairoa Golf Club, and
  - Hakarū - held at the Hakarū RSA.

The wider project team has benefitted from wider public engagement through the Key Urban Areas Spatial Plan (Dargaville, Maungatūroto and Kaiwaka) and the Kaipara Wharves Feasibility Study project, which covered in many respects some of the same communities including mana whenua and youth engagement undertaken in October 2019. Some of the communities engaged through these other projects included Ruāwai, Paparoa, Tinopai, Poutō Point, Whakapirau and Pāhi. It is noted also that the previous engagement initiatives included various hui with mana whenua as part of both these other projects - with the addition of Kaipara District Council’s own ‘*Rohe Tour*’ held in 2019.

# 1.5 | Engagement Process Cont.

## Summary of Mana Whenua Feedback

The following Mana Whenua and representatives were engaged:

- *Te Iwi o Te Roroa*
- *Te Uri o Hau Settlement Trust*
- *Ripia Marae*
- *Naumai Marae*
- *Taita Marae*

Mana Whenua provided feedback with the key themes outlined below and further detailed in Part C:

- Mana Whenua supported the general core Māori Values from a physical design perspective with suggestions to amend some meanings to reflect the relationship in shared experiences, partnerships and a sense of belonging through working together. This would allow 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.
- Mana Whenua resonate with the Te Aranga Principles and suggested additional meanings for the principles to better understand Māori culture i.e. Whakapapa (reinstating the traditional names for historical areas), Mana, Taiao (the natural environment), Mauri Tū (environmental health), Mahi toi (creative expression of cultural practices), Ahi Kā (the living presence), and Tohu (the wider cultural landscape). Successful engagement with Māori is understanding the fullness of these principles as the concepts intertwine with the core values and are relevant on any platform i.e. hui, documentation, agreements.

- Mana Whenua sees the Te Aranga Principle – Mana Rangatiratanga (authority) as a means to improve their relationship with the Kaipara District Council. They would like KDC to recognise them as iwi and to engage at a level as partners, as guaranteed under Te Tiriti o Waitangi, the LGA, RMA 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.
- In terms of their ongoing relationship with KDC when planning for current and future needs of their villages and/ or marae, Mana Whenua would like to maintain “Kānohi ki te kānohi hui (meaning meetings face-to-face)” at the relevant marae and would like to see consistency with the kōrero from Council. This will allow space for mahi tahi (working together) to take place in order to come up with a collaborated plan based on honesty and trust from both sides.
- 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 feel they should always be included in any planning, especially if it concerns whenua, wai, moana and āngi (land, water, sea and air). Mana Whenua would like to be informed, trained, and invited to workshops 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.
- Future development should be balanced with maintaining the uniqueness of the history, character and people within Kaipara’s communities. There is potential in places like Ruāwai, to tell the stories of the land pre-1840 similar to the Tongariro tracks which are governed by Māori and tell a Māori story. There is potential for tourism development to take into account the historical value of natural resources in the area, for example, a tourism trail including glow worm track at Matakōhe, mountain climb at Tokatoka, glow worms at Montgomery Bush. As such, there is great potential for tourism opportunities by capitalising on Māori whakapapa within the local district (Ruāwai, Naumai, Raupō, Tokatoka).
- District-wide planning should provide options for co-design and co-management and co-governance in establishing affirmative actions of co-existence within such parameters. Recognising principles of the Treaty will reach a significant milestone in recognising the outcomes of partnership, active protection and mutual benefits, further honouring the significance of Taita Marae.
- Overall, the current needs of the marae surrounds the need for papakāinga development, infrastructure maintenance, 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.



# 1.5 | Engagement Process Cont.

## Summary of Project Partners + Key Stakeholders Feedback

The following project partners and key stakeholders were engaged with the following key themes taken from the feedback and further detailed in Part C:

### Horticulture New Zealand (HortNZ)

- Horticulture’s main concern was around appropriate infrastructure being put in place prior to development (such as flood control works along riverbanks), a planning framework that manages the interface between activities, where they are located (protecting highly productive land), and reverse sensitivity effects.

### Fonterra Limited

- Fonterra is mostly concerned about protecting existing industry and agriculture (in line with NRPS) as it is crucial for the economic growth in Kaipara and should be protected from future planning decisions. Fonterra considers that the spatial plan should focus future residential growth away from the site and other established industrial activities to avoid the conflict between incompatible land uses and reverse sensitivity effects.

### Northpower Limited

- To support Kaiparas growth over the next 30 years, Northpower suggests that the spatial plan should clearly address all forms of essential infrastructure required to service the rural hinterland, coastal settlements and other functions and services of settlements. Particularly in relation to the requirements of electricity distribution networks and communications / fibre networks. This will help identify and solve any potential effects on Northpower’s existing assets within Kaipara as well as plan for capacity upgrades that will be required in the future as a result of development.
- Northpower considers that its electricity distribution network has capacity to meet the needs of the Kaipara District for the next 20 years based on an average electricity load growth of up to 2%. However, beyond this, reinforcement of the network may be required by making land available for additional zone substations and lines.

### New Zealand Defence Force (NZDF)

- The New Zealand Defence Force’s main concern relates to Poutō Point which is situated within military operations area 106 and opposite military operating area 103. These areas are designated safety areas which become active when live firing or exercises involving high explosives are being undertaken. NZDF is primarily interested in the water transport opportunities and the increase in ferry movements as a result of a new wharf. Although it is expected that the wharf will be small and is to enable “slow tourism” with limited sailings occurring per day, NZDF wishes to be consulted on proposals in this area to depict the level (if any) of impact or unduly restrictions on their operations.

### Aggregate and Quarry Association (AQA)

- Over 500 additional homes will be required to accommodate a population increase of 7% within Kaipara alone, with each requiring an average of 250 tonnes of aggregate (125,000 tonnes overall). Significant quantities of aggregate will also be required for infrastructure growth and maintenance in both Kaipara and adjoining growth areas of Northland and Auckland.
- AQA would like to see attention given to the planning provisions to provide adequate access to quarry resources at workable locations to reduce costs of building and infrastructure development and maintenance. For every 30 kilometres aggregate travels from a quarry, the cost of aggregate doubles. Therefore, quarries need to be located close to their markets to reduce transport costs, congestion and carbon emissions.
- The definition of ‘primary production’ in the spatial plan needs to align with the NPS which recognises quarrying as a primary production activity. AQA suggests that all relevant policy frameworks should recognise that aggregate extraction and processing activities may need to occur in sensitive areas if there are no suitable and economically feasible alternative sites available.

### Waka Kotahi (New Zealand Transport Agency - NZTA)

- NZTA would like to see transport infrastructure integrated into the vision statements across all settlements in Kaipara.
- Particular regard should be given to development along the State Highways which may affect the function of these networks and result in reverse sensitivity effects. The State Highways are designated for long distance, high volume through traffic which can be compromised if many access points are proposed.
- NZTA noted that upgrades to rail will only be for freight movements and that there are potential noise, vibration and reverse sensitivity effects on residential (or other sensitive activities) activities that expand towards the rail lines.

### The Department of Conservation (DOC)

- DOC has highlighted the value of this spatial plan and that future planning is critical to all communities in and around Kaipara to “ensure that New Zealanders gain a wide range of benefits from healthy functioning ecosystems, recreation opportunities, and through living our history”.
- DOC has stressed the importance of considering the impacts of increasing growth and tourism on the environment. Although responsibility is a balancing act, caution should be undertaken in a considered fashion.

## 1.6 | Design Principles

Design principles help to guide the possible future development of the Kaipara District. The design principles are organised under three headings, Core Māori Values, Te Aranga Design Principles, Landscape Design Principles, and Community Design Principles.

### Core Māori Values

- **Rāngatiratanga** - Self determination
- **Kaitiakitanga** - Guardianship
- **Manaakitanga** - Hospitality
- **Wairuatanga** - Spirituality
- **Kōtahitanga** - Unity
- **Whānaungatanga** - Kinship
- **Mātauranga** - Māori world view

### Te Aranga Design Principles

- |   |  |  |
|---|--|--|
|  Mana Rāngatiratanga |  Taiao      |  Ahi Kā |
|  Whakapapa          |  Mauri Tū  |  |
|  Tohu              |  Mahi Toi |  |

### Community Design Principles

- |   |   |   |
|---|---|---|
|  Kaitiakitanga / Guardianship /Stewardship |   |   |
|  Engagement                                |  Legibility              |  Treasured               |
|  Diversity                                 |  Accessibility           |  Safety                  |
|  Integration of uses                       |  Resilience + adaptation |  Revitalisation          |
|  Connectivity                              |  Celebration             |  Feasibility + viability |

# 1.6 | Design Principles Cont.

## Core Māori Values

The key objective of Te Aranga Māori Design values and principles is to enhance the protection, reinstatement, development and articulation of Mana Whenua’s cultural landscapes and to enable all of us (Mana Whenua, matāwaka, tauiwi and manuhiri) to connect with and to deepen our collective appreciation of ‘sense of place’. The following core Māori values have informed the development of the outcome-oriented Te Aranga Māori Design Principles:

- **Rāngatiratanga - Self Determination**
- **Kaitiakitanga- Guardianship**
- **Manaakitanga - Hospitality**
- **Wairuatanga - Spirituality**
- **Kōtahitanga - Unity**
- **Whānaungatanga - Kinship**
- **Mātauranga - Māori World View**

While Te Aranga Design Principles are well recognised throughout New Zealand, it is important to note that in keeping with the principle of Mana rāngatiratanga, it should not be assumed that Mana Whenua want to use these principles to inform their contribution to the current and future spatial design processes. Whether to use this framework or not, it should be confirmed as part of the initial engagement with the relevant iwi authorities.

Through engagement and detailed discussion with Mana Whenua, Te Aranga Design Principles have been adopted for this project. A range of opportunities have been identified and as the spatial plan develops, these will be prioritised and refined with guidance and involvement from Mana Whenua. Te Aranga Design Principles can be implemented in a number of Kaipara District projects such as new bridges, gateways, cycle and walking paths, public squares, parks, facilities such as public toilets, and public buildings such as new libraries.

# 1.6 | Design Principles Cont.

## Te Aranga Design Principles

### Mana Rāngatiratanga

The status of iwi and hapū as Mana Whenua is recognised and respected and appropriately addressed in the design environment.

#### Attributes:

- Provides a platform for working relationships where Mana Whenua values, world views, tikanga, cultural narratives and visual identity can be appropriately expressed in the design environment.
- High-quality treaty based relationships are fundamental to the application of the other Te Aranga principles

### Whakapapa

Māori names, Tūpuna, narratives and customary practices are celebrated and honoured to enhance the sense of place connections.

#### Attributes:

- Recognises and celebrates the significance of Mana Whenua ancestral names.
- Recognises ancestral names as entry points for exploring and honouring tūpuna, historical narratives and customary practises associated with development sites and their ability to enhance sense of place connections.

### Tohu

Mana Whenua sites and cultural landmarks are acknowledged, managed, protected and enhanced, where appropriate, to reinforce a sense of place and identity.

#### Attributes:

- Acknowledges a Māori world view of the wider significance of tohu / landmarks and their ability to inform the design of specific development sites.
- Supports a process whereby significant sites can be identified, managed, protected and enhanced.
- Celebrates local and wider unique cultural heritage and community characteristics that reinforce a sense of place and identity.

### Taiao

The natural environment is protected, revitalised and/or enhanced to levels where Mana Whenua harvesting is possible and native ecosystems restored to clean and acceptable levels.

#### Attributes:

- Sustains and enhances the natural environment.
- Local flora and fauna which are familiar and significant to Mana Whenua are key natural landscape elements within urban and/or modified areas.
- Natural environments are protected, restored or enhanced to levels where sustainable Mana Whenua harvesting is possible.

### Mauri Tū

Ecology, water and soils are recognised and protected. The quality of wai, whenua, ngahere and hau takiwā are actively monitored, and community wellbeing is enhanced.

#### Attributes:

- The wider development area and all elements and developments within the site are considered on the basis of protecting, maintaining or enhancing mauri.
- The quality of wai, whenua, ngahere and hau takiwā are actively monitored.
- Community well-being is enhanced.

### Mahi Toi

Iwi/ hapū narratives are captured and expressed creatively and appropriately into the design by iwi mandated design / art professionals.

#### Attributes:

- Ancestral names, local tohu and iwi narratives are creatively reinscribed into the design environment including landscape; architecture; interior design and public art.
- Iwi / hapū mandated design professionals and artists are appropriately engaged in such processes.

### Ahi Kā

Iwi / hapū have a living and enduring presence that is secure and valued within their rohe - this can be through customary, cultural and commercial dimensions which are delivered through kaitiaki roles.

#### Attributes:

- Mana Whenua live, work and play within their own rohe.
- Acknowledges the post Treaty of Waitangi settlement environment where iwi living presence can include customary, cultural and commercial dimensions.
- Living iwi / hapū presence and associated kaitiaki roles are resumed within urban areas

## 1.6 | Design Principles Cont.

The purpose of the spatial plan is to create a framework for future growth in the District’s rural and coastal villages and to help leverage growth and development opportunities associated with the overflow of the Auckland region’s growth and the latent tourism potential. This planning exercise will also enable and support other agencies in health, education and business to provide the right services at the right time. The spatial plan intends to support the future wellbeing of existing residents and future residents who may make the choice to live in these centres, including future residents.

The following spatial planning principles have directed the way in which this spatial plan has been formed, aligning with the objectives of the National Policy Statements, as detailed in Appendix A:

### Highly Productive Land

Urban expansion is avoided on land that contains versatile soils, to relieve the pressure of finite resources and recognise the values and benefits associated with its use for primary production now and into the future. Open space with suitable climate, size, and accessibility required for productive land in the Kaipara District are also identified in the settlements. Productive land contributes to the ‘Kai’ leg of the Kaipara Kick Start Programme, therefore it is crucial that the 30-year vision for the Kaipara District protects the importance of rural productive land from urbanisation or inappropriate land-use while enabling commercial (urban) growth in appropriate locations.

### Freshwater & Indigenous Biodiversity

The spatial plan identifies water bodies, freshwater ecosystems, significant indigenous biodiversity and areas of natural significance to be protected and enhanced. For example, the spatial plan identifies proposed riparian planting along water bodies such as the Wairoa River, to reduce siltation run-off into waterways and improve water quality overall. Other measures also

the use of stopbanks to manage flooding risk in places like Ruawai, noting that in some areas the stopbanks need to reduce the risk of seawater infiltration into the groundwater.

While areas of natural significance and indigenous biodiversity were identified in the maps presented to the communities for feedback, additional areas of protection were pointed out. Kellys Bay for example has a native forest with Kiwi birdlife that the community wanted ongoing protection for. In other settlements such as Glinks Gully, Poutō and Matakahe, native vegetation or heavily forested ecological corridors were identified, with urban expansion located away from these areas. Additionally, places like the Maunganui Bluff contain indigenous species to be protected such as blue penguins, fairy terns, toheroa, mussels and the seal colony. As such, urban expansion has been enabled in areas away from those recognised to be of environmental significance both to the community and of national importance, ensuring ongoing protection of Kaipara District’s indigenous biodiversity.

### Climate Change & Natural Hazards

Given the spatial plan has a 30-year horizon, climate change and other natural hazards have been taken into account - including flooding risk and sea level rise. For example residential intensification has been minimised significantly in places like Ruawai given the effects of sea-level rise and flood risks which have high costs associated with infrastructure (salinisation of freshwater from ocean, water supply to land that may not be viable in 30 years). This allows for settlements to be liveable, safe and free of hazards. Further evidence sea-level rise is expected in 2021 - 2022 which will further influence decisions on how affected villages and centres may grow over the next 30+ years.

### Rural & Coastal Environments

The community wishes to enhance coastal and ecological restoration in the district’s settlements such as Maunganui Beach, Omamari, Glinks Gully, and Baylys Beach on the west coast and Mangawhai on the east coast. These settlements are characterised by the coastal cliffs, sand dunes and beaches, much like the other settlements along the west coast and within the Kaipara Harbour.

For example, Baylys Beach has natural assets such as the dunes, cliffs and vegetation that are to be enhanced and maintained via native revegetation initiatives, removal of pest species and invasive weeds, appropriate beach access provision to avoid damage to the coastal environment (in particular dunes stabilisation), and stormwater runoff management to avoid pollutant discharge via outlets directly to the receiving water bodies. In doing so, the spatial plan enables development opportunities in Baylys Beach while protecting and enhancing the characteristics, qualities and uses of the coastal environment by sustainably managing development and avoiding areas subject to coastal hazards.

### Urban Growth

The key spatial planning principles outlined above ensure that the outcomes of the spatial plan protects, enhances or maintains the natural and physical resources important to the economic and social wellbeing of the Kaipara District such as freshwater quality, renewable energy, minerals found in the coastal environment, including areas with high natural character, landscape and amenity values.

While urban expansion is avoided in these areas, it is also encouraged in appropriate and suitable locations. The Kaipara District is developing and changing over time in response to the diverse and changing needs of people, communities and future generations. The areas identified for urban expansion will achieve social, economic and cultural wellbeing while stimulating growth that is not at an unreasonable expense to the community or burden on infrastructure.

The district-wide 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 Māori 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.



# 1.6 | Design Principles Cont.

## Landscape Planning Principles

### Design with Natural Systems

Identify, maintain, protect and enhance critical and vulnerable landscape features. At a minimum this should include overland flow paths, floodplains, wetlands, Significant Ecological Areas and stands of mature vegetation, fertile soils and steep and erodible slopes.

### Design with Water Catchments

Design and plan at the scale of the water catchment to ensure the integration of water, ecology, land-use and infrastructure.

### Respond to Existing Landscape Character

Identify, maintain, protect and where appropriate, enhance the existing character of a place, including protecting and designing around special natural and cultural features of the site including but not limited to Outstanding Natural Landscapes, sites of cultural significance, notable vegetation, ridges, rocks, view lines, edges and boundaries. The design and placement of building(s) should respond sensitively to existing topography and landforms, particularly ridgelines.

### Design for Climate Change

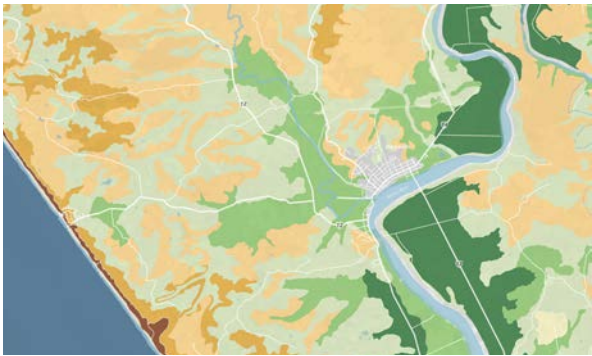
Where required, respond and where possible, design and plan for the effects of climate change, particularly with regards to coastal erosion and inundation.

## Formation of Constraints Maps

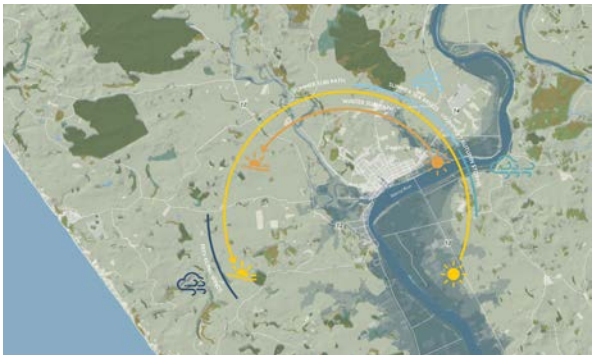
PHYSICAL ANALYSIS - CIRCULATION + ACCESS



PHYSICAL ANALYSIS - SOILS + LAND USE CAPABILITY



PHYSICAL ANALYSIS - WATER, FLOODING AND VEGETATION

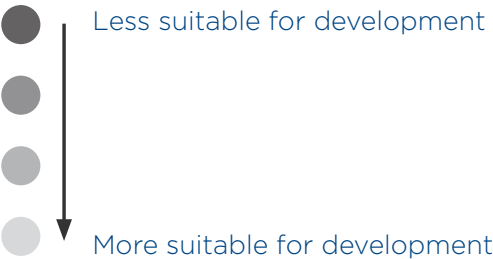


PHYSICAL ANALYSIS - LAND FORM, LAND STABILITY + SLOPE



### KEY

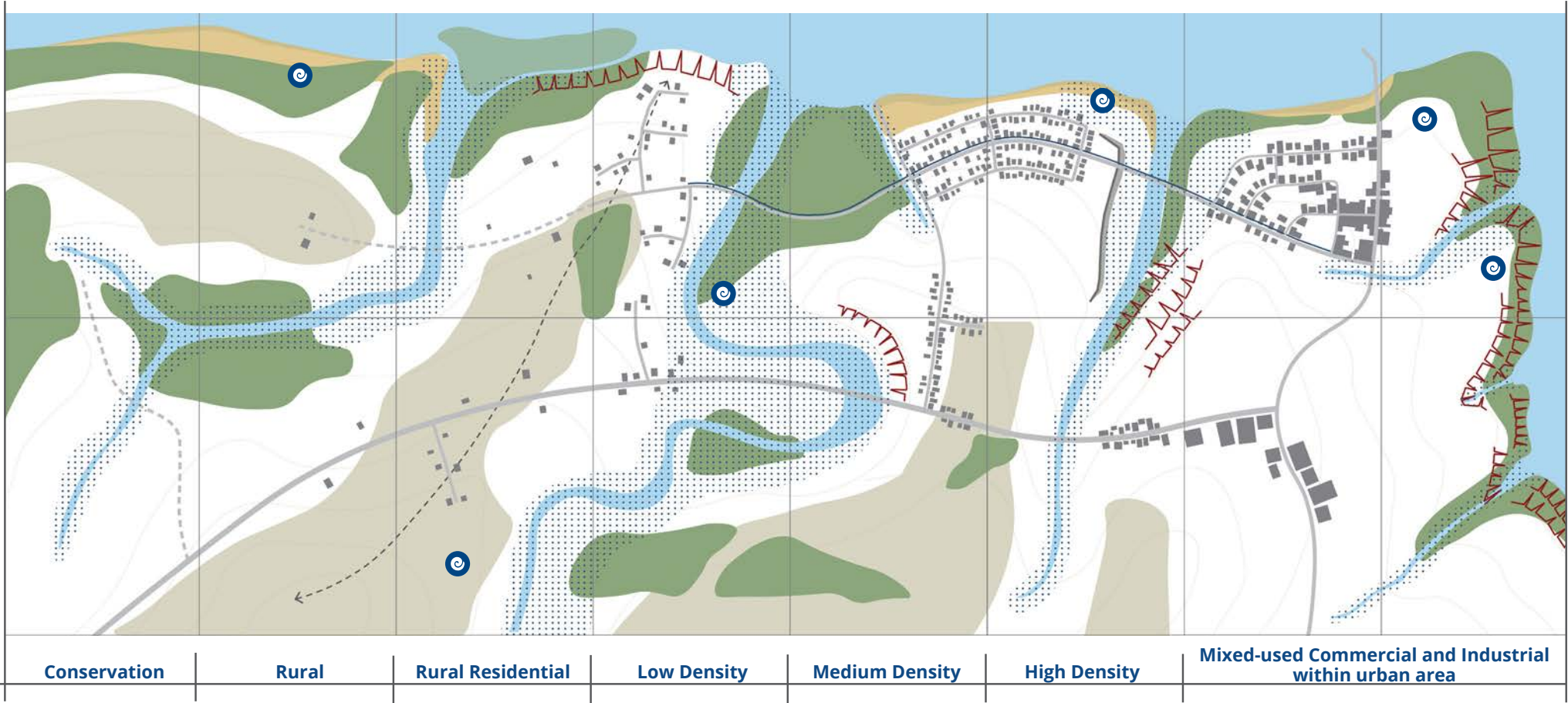
#### SUITABLEMENT FOR DEVELOPMENT










During the development of the spatial plan, maps identified geotechnical constraints (geohazards, susceptibility to liquefaction and soil settlement), fertile soil and suitability for cropping, existing vegetation cover overland flow paths and areas prone to flooding were overlaid in to determine which areas of land are more or less suitable for development. The above map summaries the physical constraints and opportunities for Dargaville - The lighter the area the more suitable it is for development.

# 1.6 | Design Principles Cont.

The diagram to the right illustrates a simplified map of the application of landscape planning principles outlined in the previous page. In particular, the map identifies the features critical to ensuring Kaipara’s natural environment is healthy and regenerative in perpetuity. These landscape features include overland flow paths, floodplains, wetlands, steep and erodible slopes, existing areas of vegetation, and highly fertile soils as well as sites of cultural significance and primary ridgeline systems.



## Legend

-  Streams & Waterways
-  Beaches
-  Significant Natural Areas
-  LUC 1-3
-  Flood Plains
-  Steep Terrain & Erodible Slopes
-  Sites of Cultural Significance



# 1.6 | Design Principles Cont.

## Community Design Principles

### **Kaitiakitanga / Guardianship / Stewardship**

Local residents and community groups are encouraged/supported to lead community wide initiatives including but not limited to community planting groups, citizen science programmes, cycle safety events etc.

### **Engagement**

Work with the public through the ongoing development, refinement and implementation of the Kaipara District Spatial Plan to ensure the public understands the complexity, constraints and challenges associated with their community and so that their concerns and aspirations are consistently understood and Considered.

### **Diversity**

Work towards developing healthy, diverse and ‘complete’ communities that allow all members to live, work, play and learn within the community as they choose. Communities should strive towards creating places that universally allow people to walk and cycle for all of their daily needs.

### **Integration of uses**

Ensure that uses are integrated together (rather than separated) to ensure that complementary uses are co-located and town centres can become an appealing destination that encompasses the economic and social needs of residents and visitors.

### **Safety**

Kaipara centres provide a safe network of paths, facilities and open spaces consistent with the Ministry of Justice’s Seven Qualities of Safer Spaces: access; good surveillance and clear sightlines; clear and logical layout; a mix of activity; a sense of ownership; high quality environments; and where necessary, active security measures.

### **Revitalisation**

Recognise the importance that the heritage of Kaipara’s centres play in improving the quality of life for local residents, whilst reinforcing the town’s distinctive sense of place and community.

### **Feasibility + Viability**

Ensure that the ongoing planning, design and implementation of Kaipara’s centres provide value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

### **Live, Work, Play, Learn, Environments**

Design communities and places that universally allow people to walk and cycle for all of their daily needs.

### **Connectivity**

Connect Kaipara’s centres to their landscapes, ensuring that a connected network of walkways, cycleways and streets allows for easy movement into and through the centers and their surrounding landscapes.

### **Legibility**

Create a network of streets, parks and civic spaces that are understandable and contribute to the visual character and legibility of the townscape.

### **Accessibility**

Create barrier-free environments that enhance social interaction, ensuring that Kaipara’s centres are accessible to people of all ages and abilities.

### **Resilience + Adaptation**

Ensure that Kaipara’s centres are responsive to and have strategies in place to adapt to unforeseen / unexpected events including issues relating to sea level rise, extreme weather events, changing market conditions, economic contraction and changes in demographic trends.

### **Celebration**

Places and spaces are provided for community and cultural activation including community events, markets, and cultural and seasonal celebrations.

### **Treasured**

The stories, unique elements and local identity of Kaipara’s centers are revealed, maintained and/or enhanced within the design and aesthetics of the townscape.












## Chapter 2 | Regional Context



## 2.1 | Regional Overview

The Kaipara District sits between two large population centres, Whangārei as the largest of Northland's centres and Auckland, New Zealand's largest city. This map aims to show the significance of Auckland's economic base and the big and small projects that will influence the Kaipara District over the coming decades. The upgrades to the North Auckland Rail Line (\$94m), addition of a Marsden Industrial area spur train line and road upgrade and additional capacity roading upgrades to State Highway 1 will all make the transport connectivity that much more efficient and attractive. The think-big proposal to transfer some of Ports of Auckland freight activity to Northport is also an exciting proposition for Kaipara businesses, especially those that are export driven.

### Legend

-  Kaipara District
-  Main Trunk Rail Line
-  Main Highway connections
-  Metal Poutō Road
-  Cycle Route
-  Twin Coast Discovery
-  Twin Coast Discovery Detours
-  Major Port
-  Airport
-  Industrial Centre
-  Wharves



## 2.2 | The Department of Conservation (DOC)

### Conservation of land in the Kaipara Region

The Department of Conservation (DOC or The Department) was launched in 1987 as a public service to protect natural and historic heritage whilst providing recreational opportunities on land entrusted to its care under the Conservation Act 1987. The Department's current Strategic Direction aims to sharpen its focus on the broader social and economic context in addition to working towards its commitment to sustainability and the contribution it can make to New Zealand's international obligations on climate change.

DoC is responsible for about one third of New Zealand's total land mass, that is 8 million hectares of native forests, tussock lands, alpine areas, wetlands, dune lands, estuaries, lakes and islands. Most of the major ecological areas that have been held for conservation purposes within the Kaipara District accounts for 20,000 hectares - representing 8% of the total land area in the District. Kaipara's Ecological District's uniqueness is home to two nationally important soil sites (Kaipara Soils at Kidd's Open Space covenant at Tatarariki, and unspecified soil types (aeolian sand, alluvium, and peat) at Poutō Point Wildlife Reserve) and three nationally important geological sites and landforms, these include: lignites and dune sands at Baylys Beach, the dammed dune lakes at Kai Iwi, and the extensive dune system at Poutō. Other significant natural features of the Kaipara District include:

- Kaipara Harbour and its estuaries at Poutō
- The dune lakes along the western coast, particularly in the north at Kai Iwi, west of Dargaville, and south at Poutō.
- Poutō dune system and its associated lakes and wetlands
- Two substantial remnants of old-growth forest, Tapu Bush and Pretty Bush, on sand dunes at Poutō.
- The large gumland-wetland complex at Maitahi

Kaipara's Ecological District in particular is managed largely through collaboration between The Department, KDC, Northland Regional Council (NRC), iwi (tangata whenua), the community and other interest groups. The Department works collaboratively with tangata whenua and the community to protect and manage priority ecosystems. The collaborative relationship allows distinctive harbour habitats, natural character and landscape values of Kaipara Harbour to be protected, and its coastal environment to be 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 Whātua O Kaipara. This constructive working relationship creates new opportunities for the collaborative management of resources and issues within the harbour catchment.

DOC also fosters conservation initiatives to enable sustainable business opportunities on public conservation land that contribute to the well-being and future growth of the community. The following DOC projects are present in the Kaipara Region:

- The West Coast North Island Marine Mammal Sanctuary which extends from Maunganui Bluff south and encompasses the Kaipara Harbour where the Nationally Critical Māui dolphins are sighted.
- Hector's and Maui's Dolphin Threat Management Plan which restricts commercial and recreational set-net and commercial trawl fishing off the west coast of the North Island.
- Living Water Partnership - A partnership between DOC and Fonterra which focuses 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.

### A2.3.2 Conservation Management Strategy 2014-2024

Conservation Management Strategies (CMSs) and Plans are tools which the Department uses to achieve integrated conservation management on land and water. Strategies are regionally focused and are effective for 10 years.

The CMS identifies ten Places in Northland for the purposes of integrated conservation management (Conservation General Policy 2005), requiring particular management direction, of which their boundaries have been determined by an assessment of communities of interest and iwi rohe, conservation values and issues, and management priorities. Three of these Places (Northern Kauri Coast Place, Poutō - Kaipara Place, and Mangakahia-Tutamoe-Tangihua Place) encompass land within the Kaipara District. These Places are sites on public conservation land where conservation work will most effectively contribute to protecting the full range of ecosystems nationally, including the threatened and at-risk species that are found within these ecosystems.

As outlined in Part 2 of the Conservation Management Strategy 2014-2024 (Volume 1), DOC has great interest in the Places of Kaipara Harbour and Poutō Peninsula. Particularly Kaipara Harbour for being of national and international ornithological 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. Poutō Peninsula has been identified 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.

### A2.3.3 Recreation & Tourism in the Kaipara Region on DOC land

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 ecological makeup of the Kaipara District comprises significant areas of indigenous forest, shrubland, wetlands, dune lakes and dune lands - areas which are home to a diverse range of plants and animals.

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

- Trounson to Tāne Mahuta and Waipoua Forest (proposed Kauri National Park).
- Kaipara Harbour.
- Poutō 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.

While growth is ongoing in tourism activities within the Kaipara District, the focus is to plan for ways we can manage the added pressures on areas of ecological values through both international and domestic tourism. Upon consultation with DOC, the Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations, is recognised as a valuable planning tool and that future planning is critical to all communities in and around Kaipara. It allows the council to consider the impacts of increasing growth and tourism and the adverse effects on the environment and DOC owned land alike. Key programmes which have been planned in response to the infrastructure challenges and external trends affecting the Kaipara District, such as the Auckland to Northland corridor and the Ancient Kauri Coast, will play a major role in increasing tourism. This requires the development of a Tourism Strategy or Destination Management Plan that drives collaboration in conservation of significant sites that may be vulnerable to tourism activities.

## Chapter 3 | Planning Context



### 3.1 | Planning Context

Kaipara District’s location between Auckland and Whangārei, along with its east-west stretch spanning across both west and east coasts, places it in an economically, recreationally and environmentally strong position to grow and support its communities. In order to promote sustainable growth for the Kaipara District, consistency with national and regional policy documents is fundamental. This facilitates an appropriate planning framework to strike an appropriate balance between growth potential, economic development opportunities, and protection of natural and cultural values.

Once adopted, the district-wide spatial plan can be considered when the council makes decisions on a resource consent application as providing strategic direction as an ‘other document’ under s104 of the Resource Management Act 1991 (the RMA).

This is particularly useful in a transitional period between now - when the spatial plan is confirmed and sets out the future direction for these centres - and when the new planning rules, policies and zones are introduced to the new Kaipara District Plan. In doing so, the outcomes identified in this spatial plan could be enabled concurrently with the promulgation of the new Kaipara District Plan.

#### National Directions

National Policy Statements (NPS) are set by the New Zealand central government to provide direction to local government and decision-makers regarding matters of national significance which align in meeting the purpose of the RMA. Local authorities must amend their district plans if an NPS directs so. In producing this spatial plan, extensive consideration was given to the outcomes and objectives of the relevant NPS, including in particular:

- **The New Zealand Coastal Policy Statement 2010**
- **National Policy Statement for Freshwater Management 2014 (amended 2017) (to be amended by 2020 version)**
- **National Policy Statement on Urban Development 2020 (replaced NPS on Urban Development Capacity 2016)**

Furthermore, the spatial plan has been prepared having regards to proposed NPS’s, including in particular:

- **Proposed National Policy Statement on Indigenous Biodiversity**
- **Proposed National Policy Statement for Highly Productive Land**

The interaction between the three operative and two proposed National Policy Statements will be of interest, in particular the balance to be struck between growth potential, infrastructure provisions efficiencies at regional and district-wide levels, economic development opportunities for rural production economic based districts such as the Kaipara, and protection of natural values. Further details of each of those NPS’ listed above can be found in Appendix C.

#### Regional Directions

As a regional authority, Northland Regional Council must amend its Regional Policy Statement (RPS) and Regional Plans (air, land, water and coastal plan provisions) to deliver the outcomes prescribed in the various NPS’s.

The Northland Regional Policy Statement (NRPS) identifies those areas of regional significance which must be protected - including ecologically significant areas, sensitive riparian margins and rivers, as well as coastal and rural landscapes. Similarly, the RPS identifies that Northland suffers from poor urban design outcomes. As such, future development of communities in the Kaipara District needs to be enabled through good design. This includes planning for ‘walkable communities’ and ‘complete communities’ principles, resulting in the right balance of local services versus access to these services further afield such as the relationship of the more isolated villages with the nearest key urban centre - Dargaville, Maungatūroto, Kaiwaka or Mangawhai.

The following policies have directed this spatial plan in relation to where development could occur (and subject to further investigation):

**Policy 5.1.1** Planned and Coordinated Development where subdivision, use and development should be located, designed and built in a planned and coordinated manner which is:

- Guided by the Regional Form and Development & Regional Urban Design Guidelines,
- Recognises and addresses cumulative and long-term effects,
- Integrated with development, funding, implementation and operation of transport and infrastructure,
- Not resulting in incompatible land uses and reverse sensitivity,
- Not resulting in loss of soil-based primary production on land with highly versatile soils,
- Maintaining or enhancing sense of place and character of the surrounding environment,
- Serviced by necessary infrastructure.

**Policy 5.1.2** Development in the coastal environment which enables people and communities to provide for their wellbeing, where development:

- Consolidates urban development and avoids sprawling or sporadic patterns of development,
- Ensures sufficient coastal setbacks to

maintain and enhance public access, open space and amenity values and to allow for the natural functioning of coastal processes and ecosystems,

- Takes into account the value of immediate land and established activities,
- Ensure adequate infrastructure services are provided to the development, and
- Avoids adverse effects on access to, use and enjoyment of surf breaks of national significance for surfing.

**Policy 5.1.3** Avoiding the adverse effects of new use(s) and development, including reverse sensitivity effects of new subdivision, use and development (particularly residential) on:

- Primary production activities,
- Commercial and industrial activities,
- Operation, maintenance and upgrading or existing or planned regionally significant infrastructure, and
- The use and development of regionally significant mineral resources.

The 30-year plans guiding the future development of those settlements outlined in Part B of this spatial plan require further investigation in terms of giving effect to the objectives and policies of the NRPS. Overall, the general principles and direction of the NRPS has been considered throughout the formulation of this spatial plan.

In particular, the zoning suggested for the settlements is proposed on the basis that future use, subdivision and development is appropriately located to avoid the loss of land for soil-based primary production to industrial and commercial activity, avoiding incompatible land uses which result in reverse sensitivity at the interface of residential and commercial/industrial land, create walkable focal centres for the settlements to enhance sense of place, and provide for residential intensification where relevant for each community while avoid dispersed and sporadic development.

Furthermore, future infrastructure requirements to accommodate the development needs to be investigated to allow the neighbourhoods to be adequately serviced over the next 30 years and is detailed under each settlement listed in Part B.



3.1 | Planning Context Cont.

As a local authority, the KDC is legally required to update its own policy documents and district plans to give effect to the NPS. This is achieved through the district plan review and additional by-laws the council deems relevant to fulfill its obligations to the higher order regional and national policy documents. Further, decision makers on plans, policy statements, resource consents and other matters must consider the NPS as part of their process.

This diagram shows all the inputs and outputs for this spatial plan including what documents it will influence in the future or function alongside with.









### 3.1 | Planning Context Cont.

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.

The four community districts are addressed in Part B - Chapter 3 to 6.

#### Legend

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





3.2 | Rural Land Use

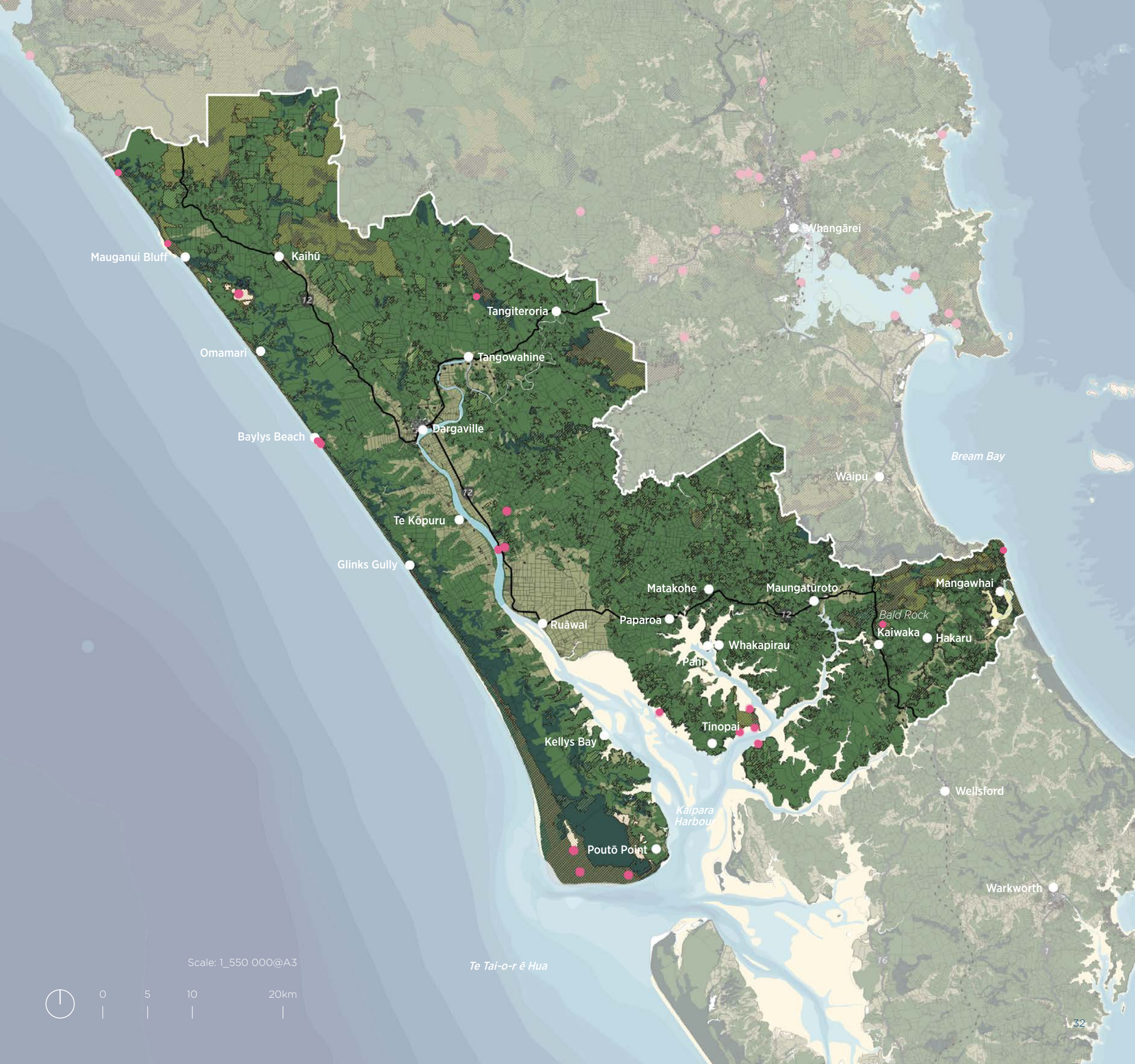
Legend

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

- Rural Land Use
- Land Use Capability 1, 2 &3
  - Land Use Capability 4, 5 &6
  - Land Use Capability 7 & 8

- Significant Natural Area
- Outstanding Natural Landscape
- Outstanding Natural Features

- LUC
- North Kaipara Agricultural Delta
- 1\_Highly suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with minimal physical limitations for arable use. (None in the Kaipara District Area)
  - 2\_Suitable for many cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with slight physical limitations for arable use.
  - 3\_Suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with moderate physical limitations to arable use.
- Forestry and pastoral farming activities in the district
- 4\_Suitable for pasture, tree crops, production forestry or for occasional cropping with severe physical limitations to arable use.
  - 5\_Unsuitable for arable cropping but only negligible to slight limitations to pasture, vineyards, tree crop or production forestry use.
  - 6\_Suitable for pasture, tree crops or forestry and in some case vineyard, bu unsuitable for arable use.
- Secondary Ecological Network
- 7\_Suitable for pastoral grazing, tree crop or production forestry use and some cases vineyards and berry fields.
- Primary Ecological Network
- 8\_Land unsuitable for grazing or production forestry, and is best managed for catchment protection and/ or conservation or biodiversity



Scale: 1\_550 000@A3





### 3.2 | Rural Land Use Cont.

Identifying, promoting and preserving a strategically planned green infrastructure network can provide ecological, economic and social benefits. It has also become a priority for the planning and decision-making processes in sectors such as conservation, (land) resource efficiency, agriculture, forestry and urban development.









The Land Use Capability (LUC) classification is a system of arranging different kinds of land according to its capacity to support long-term sustained production after taking into account the physical limitations of the land.

Lower number classes are generally suitable for a larger range of land uses, such as cropping and horticulture, as well as pastoral or forestry. The higher the number, the more limitation there is to use. Class 8 land is generally unsuitable for production, while classes 6 and 7 are generally suitable (to a greater or lesser degree) for pastoral or forestry uses.



### 3.3 | Ecological Network

#### Legend

-  Kaipara District Border
-  Main Trunk Rail Line
-  Main Highway connections
-  Land Use Capability 1, 2 & 3
-  Significant Natural Area
-  Primary Potential Ecological Network
-  Secondary Potential Ecological Network
-  Outstanding Natural Features

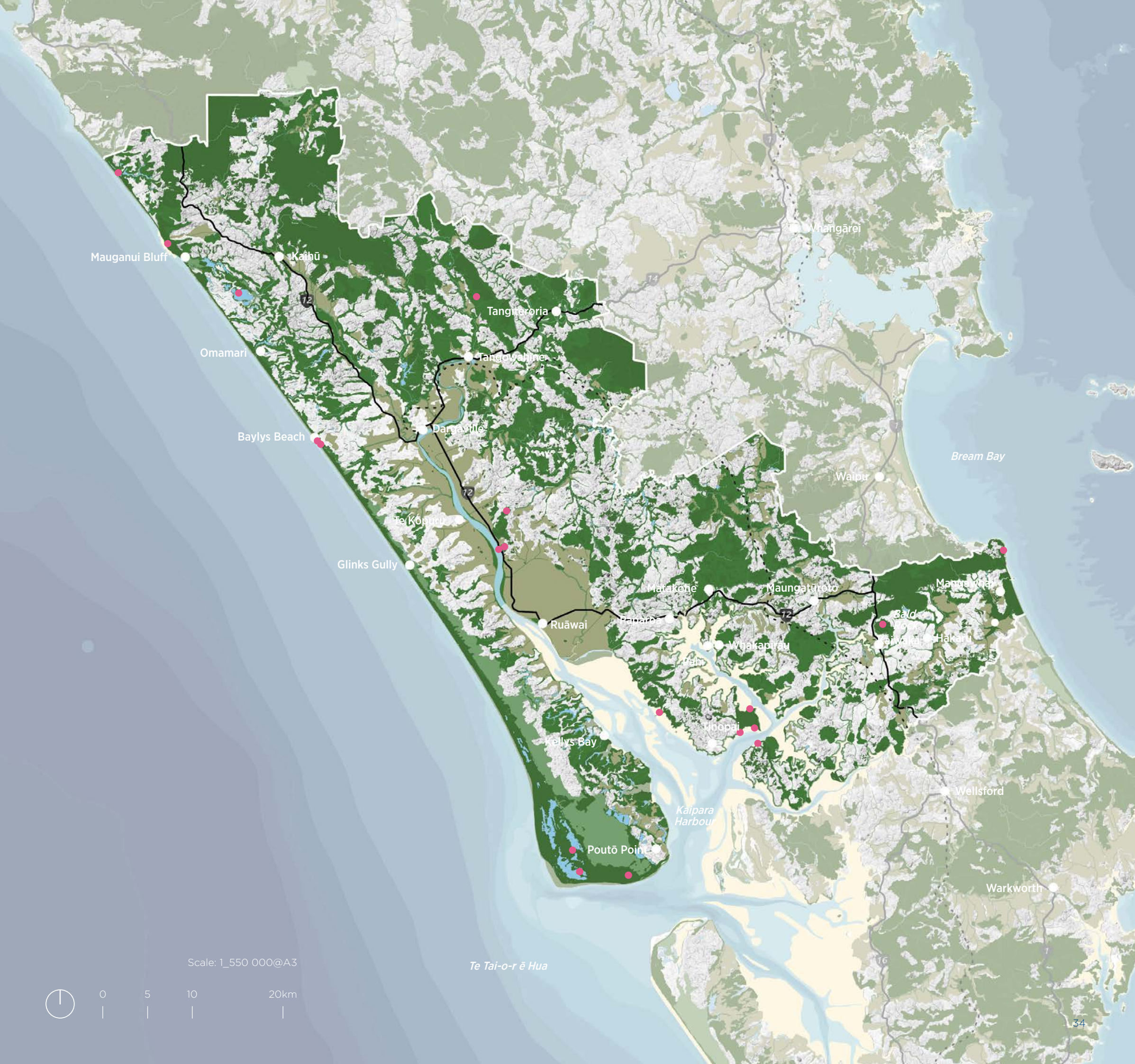
Source; LINZ, Māori Land Online, NRC Gis, Northland Regional Council, MFE, IRIS, MFE Landcare Research

**The Primary Ecological Network set is based on following Layers**

- SLOPE CLASS
- E\_ Moderately steep, 21-25°
  - F\_ Steep, 26-35°
  - G\_ Very steep, >35°
- RAPARIAN ZONE
- 20 Meter offset from river
  - 10 Meter offset from river
- COASTAL FLOOD HAZARD
- Current flood level
  - 50 years flood level
  - 1-00 years flood level
- LUC
- 8\_Land unsuitable for grazing or production forestry, and is best managed for catchment protection and/ or conservation or biodiversity

**The Secondary Ecological Network set is based on following Layers**

- RAPARIAN ZONE
- 50 Meter offset from coast and water bodies
- LUC
- 7\_Suitable for pastoral grazing, tree crop or production forestry use and some cases vineyards and berry fields.





### 3.3 | Ecological Network Cont.

An ecological - green infrastructure network that protects and maintains existing healthy ecosystems and restores historic environmental degradation in order to secure the long-term viability of Kaipara District indegenious ecosystems, ecological function and a healthy natural environment are maintained in perpetuity. A regenerative ecological /green infrastructure network will require approximately 20% of the land area of the district.










The network would be composed of indigenous and exotic species and incorporate the key landscape processes and characteristics including wetlands and waterways, flood plains, erosion prone slopes, existing areas of indigenous ecosystems and areas of land with a land use capability rating of 7 and 8.



### 3.4 | Land Environments of Kaipara

Land Environments of New Zealand (LENZ) is an environmental classification developed by the Ministry for the Environment and Landcare Research. The classification identifies climatic and land factors and processes and groups them together to identify landscapes that have similar environmental conditions. In doing so, the classification identifies areas with similar potential ecosystem and landscape character that can be used to underpin a range of conservation and resource management issues, including factors that constrain human land uses such as agriculture, horticulture, and forestry.

#### Legend

-  Kaipara District Border
-  Main Trunk Rail Line
-  Main Highway connections
-  D1 - once extensive Kahikatea forests
-  A5 - Once extensive Kahikatea forests
-  A6 - Species of Kauri
-  A7 - Young stages vegetation
-  G1 - Pine forest and improved pastures
-  Outstanding Natural Features

Source: LINZ, Maori Land Online, NRC Gis





### 3.4 | Land Environments of Kaipara Cont.

A Landscape Management Zone (LMZ) is an area of a site or landscape with similar natural processes and common features and characteristics such as climate, landform, soils, water and vegetation. Because each LMZ has its own characteristics, it has its own constraints and opportunities which lend themselves to different approaches to design, management and maintenance. Organising a site and clustering functions into LMZs that reflect the underlying environmental patterns, helps to organise a site into areas requiring similar types and amounts of management and maintenance. Observing a site and synthesizing the observations and insights with the requirements of the brief to establish LMZ is the first step in creating a property design for a regenerative landscape.

Kaipara District is composed of five Land Environments. The classifications found in Kaipara consist of:

- **Environment A** - Consisting of extensive lowlands generally found in the northern North Island.
- **Environment A5** is widespread and consists of flat sites at low elevation. It once supported extensive Kahikatea forests. On wet ground, pukatea was also common, swamp maire was a characteristic smaller tree and kiekie, suppejack and gahnia xanthocarpa formed impenetrable understoreys. On drier ground matai was co-dominant, and small-leaved trees and shrubs such as milk tree, rohutu and, near Kaitaia, the rare Pittosporum obcordatum were in lower storeys.
- **Environment A6 and A7** have the highest mean elevations of the environments in A, consisting of rolling hills down and gently sloping land at low-to-mid elevation. Both A6 and A7 have warm temperatures, very high solar radiation and low annual water deficits. Minimum winter temperatures are also high, with frosts occurring only infrequently. Although annual water deficits are low, the low monthly water balance ratio makes this environment susceptible to drought in years with lower than average rainfall. Landforms are generally flat to gently rolling, with parent materials that include deeply weathered sandstone and greywacke, older volcanic tephra, alluvium from various sources, peat and older basaltic rocks. Sandstone is the most widespread soil parent material closely followed by greywacke – both are deeply weathered.
- Area A6 has imperfectly drained soils of very low fertility from sandstone, mudstone and some greywacke. Area A7 has well-drained soils of high fertility from basalt. In Environment A6, Kauri and its associated species grew on infertile soils on hill crests and upper slopes. Mid-slopes supported rimu, miro, totara, northern rata, tawa taraire, kohekohe and nikau. These graded to dominance by kahikatea, matai, puriri, and pukatea on deeper soils on the lower valley floors.
- Pōhutukawa establishing on steep coastal slopes eventually formed an overstorey to smaller trees, including mangeao, taraire and the strictly coastal whau, houpara, parapara, tawapou and karo. Much of Environment A7 is in young stages of vegetation development, including still active dunes where native pingao and spinifex have been largely displaced by marram, lapilli and lava that are initially colonised Pōhutukawa, eventually joined by mangeao, mahoe, puriri and titoki. On the more mature soils, forests graded from totara and matai dominance on well-drained sites to kahikatea on low ground.
- **Environment D** - Encompasses hill country of low-to-moderate elevation in the central and northern regions of the North Island. Environment D1 consists of hills in Northland. A warm climate, with high annual and winter solar radiation, low monthly water balance ratios and slight annual rainfall deficits. However, year-to- year variation rainfall results in occasional dry years. The landform is hilly with moderate to steep slopes. Soil parent materials are variable, with older volcanic rocks and greywacke widespread in the north, including on the Coromandel Peninsula while mixtures of greywacke and Tertiary rocks. Soils are generally moderately drained and of low to moderate natural fertility. Environment D1 includes most of the remaining Kauri stands, where on lower slopes and clay up-lands, Kauri is sparse, with higher fertility being indicated by trees such as kohekohe, puriri, pukatea and kahikatea.
- **Environment G** - Consists of recent soils in the lowlands of the northern two-thirds of the North Island and is dominated by two contrasting landforms. The first consists of narrow alluvial floodplains along rivers and larger streams and the second includes coastal sand dunes that are most extensive along the west coast of the northern North Island.
- **Environment G1** - consists of coastal sand dunes with a warm climate with very high annual and winter solar radiation. Average water deficits are low and vapour pressure deficits are moderate, but the low monthly water balance ratio results in droughts in years with below-average rainfall, particularly in the east. The terrain is generally flat to gently sloping. Soils are typically well drained but of low to moderate fertility. Within G1 some mobile dunes still have a patchy cover of spinifex, pingao and other native sand plants, while on others marram has become dominant. On stable sand behind the active dunes, native tauhinu, northern toetoe, muehlenbeckia complexa and bracken compete with introduced kikuyu, buffalo and pampas grasses, blackberry and other introduced plants. Today pine forest and improved pastures have been established on most of this landscape.



### 3.5 | Aggregate & Quarrying

#### Quarry Issues in the Kaipara Region

Minerals are an essential resource for people and communities to provide for their social and economic wellbeing. 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.

Under the definitions of the National Planning Standards, quarrying falls under Primary Production.

Research shows 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 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






Resource allocation of aggregate is a key issue of which the Kaipara District Council needs to consider when it comes to reviewing plans and processing resource consents. A balance between accessing aggregate and the effects of quarrying on the environment and any restrictions imposed on private property is to be maintained. 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. Additionally, on-site and off-site environmental effects are generated through the blasting, excavation, crushing, screening, stockpiling and transport of aggregate.

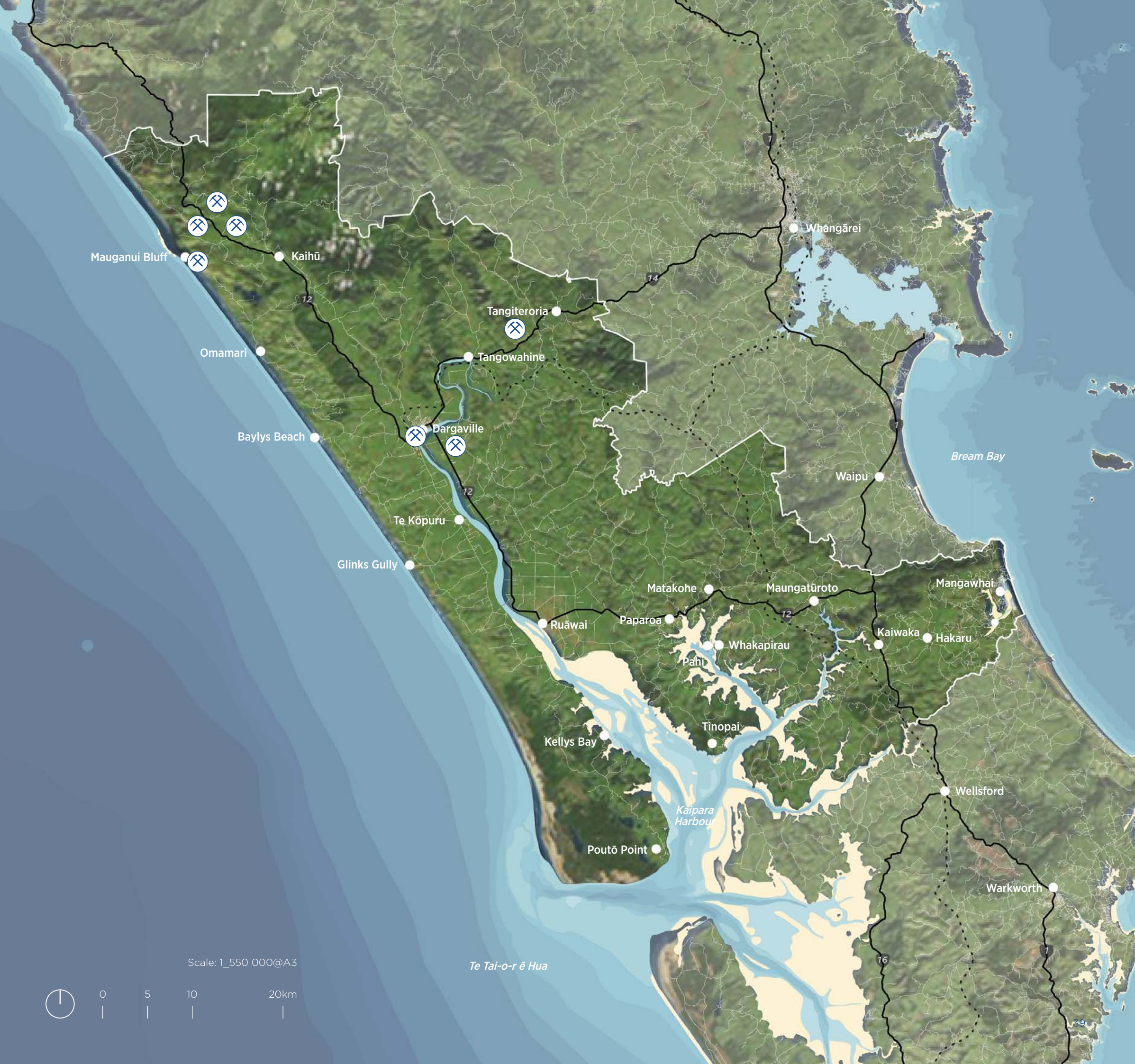
In the process of establishing new quarries in the Kaipara District, it is important to identify and protect cultural sites, landscape, ecological network, types of land environments and significant natural areas of Kaipara. The Council should consider adopting a planning regime of overlays to identify quarry areas to avoid environmental adverse effects on people and the environment and manage reverse sensitivity effects resulting from quarry operations.



3.5 | Aggregate & Quarrying Cont.

Legend

-  Centre
-  Rail line
-  Kaipara District Border
-  State Highway
-  Quarry sites (existing)












## Chapter 4 | Functions and Services of Kaipara Settlements

## 4.1 | Function & Services of Kaipara Settlements

This map shows the settlements and villages within the Kaipara District and their relationship with each other and to centres outside the district boundary. The district has large expanses of rural landscape and only a few key urban areas.

The pattern of settlement has historically developed around the harbour and along the State Highway network. The densest cluster of settlements are around the Kaipara Harbour area of the district, this reflects their accessibility to road, rail and water transport. Growth and development in these southern settlements has also been influenced by their proximity to Auckland and the roading improvements that have or are being made between Auckland, Kaipara and more widely Northland, making commuting a more viable option for residents. Currently the fastest growing settlement in Kaipara is Mangawhai, located on the east coast.

### Legend

-  Regional Centre
-  Key Urban Centre
-  Service Town
-  Local Village
-  Rural Hinterland and Coastal Settlement
-  Main Trunk Rail Line
-  Main Highway connections





## 4.1 | Function & Services of Settlements Cont.

This district-wide spatial plan provides an opportunity to ensure the variety of settlements in the Kaipara District have the facilities, services and resources for its residents to have healthy and affordable lifestyles to keep connected locally and nationally (physically, socially, spiritually, or virtually) to each other, to work and to enjoy the environment. In order to facilitate this opportunity the function and purpose of the existing settlements needs to be identified and their roles described.

Depending on what type of settlement, village, town or urban centres, the services provided will be different and some of these services and functions will be interconnected between settlements, villages and towns that are nearby each other.

Categorising towns and villages according to their function and type of services they provide is a useful tool to understand the role of these communities in a local context and help to identify elements and areas that may benefit or be equipped to manage future growth.

These categories are as follows;



### Key Urban Centres\_

Towns that service nearly all of the needs of residents and businesses over large parts of the district, including areas outside the local authority boundary. This is where you find local services such as banks, council facilities, medical services, and the primary place for employment (other than rural activities).

For Kaipara, these centres are Mangawhai, Dargaville, Maungatūroto, and Kaiwaka. The Key Urban Areas Spatial Plan has been developed in conjunction with this district-wide spatial plan to inform the District Plan review. It provides direction for future development in Dargaville, Maungatūroto, and Kaiwaka.



### Service Towns\_

Towns that service most of the needs of residents and businesses within medium-sized parts of the district. They are usually located in-between the key urban centres or in areas where they service cross-regional communities. This is where schools and, to a lesser extent than in the Key Urban Centres, medical services and wider range of retail shops are available to residents and the surrounding rural-based population. These are usually set up with full service of infrastructure - wastewater, water supply, and access to public transport between other towns or centres. Service Towns usually have a majority of 'usual resident population', which helps sustain a community feeling throughout the year.



### Local Villages\_

Larger-scale rural and coastal settlements that service some of the needs of residents and a few businesses in small parts of the district, including residents in the Rural Hinterland and more remote Coastal Settlements. They are usually located within a reasonable driving distance of a key urban centre or a service town, and may or may not have better provision of infrastructure than Rural and Coastal Settlements such as reticulated wastewater and water infrastructure. The local market, in many instances seasonal markets, is a popular destination on the weekends for residents and visitors.



### Rural and Coastal Settlements\_

Places that service only the basic needs of residents living in the most remote places, people who are completely isolated, or in very small groups, these are generally within driving distance from key urban centres or service towns. Generally, there is limited, if any, offer of public transport to these settlements. Therefore, residents rely on private or shared vehicles to meet their transportation needs. Like the Local Villages, the population of these settlements can be more transient, meaning the usual population numbers are fairly low in comparison to seasonal population numbers over the holiday periods.

4.1 | Function & Services of Settlements Cont.

KEY

Yes

No

Limited

Proposed New

Proposed Upgrade Existing

Settlement	Population (current) <i>*Growth anticipated</i>	# Occupied Dwellings	Hard Infrastructure									Soft Infrastructure										
			Water Reticulation	Wastewater	Stormwater Reticulation	Broadband	Mobile Coverage	Roads Sealed	Footpath	Street Lights	Rail Line	Schools (P)primary (S)secondary	Access to Tertiary Education	Reserves	Playground	Sports Facilities	Church	Businesses	Community Centre	Public Transport	Wharves	
🏢 Key Urban Centres																						
Dargaville	4,794*	1,818	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	PS	🟢	🟢	🟢	🟢	🟢	20+	🟢	🟡	🟢	
Maungatūroto	1,269*	450	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	PS	🟡	🟢	🟢	🟢	🟢	10+	🟢	🟡	🟢	
Kaiwaka	2,139*	747	🔄	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	P	🟡	🟢	•	🟢	🟢	10+	🟢	🟡	🟡	
Mangawhai	5,031*	2,097	🔄	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟡	P 🔄 S	🟡	🟢	🟢	🟢	🟢	20+	🟢	🔄	🔄	
🏠🚚 Service Towns																						
Paparoa	357*	141	🟡	🔄	🟡	🟢	🔄	🟢	🟢	🟢	🟡	P	🟡	🟢	🟢	🟢	🟢	10+	🟡	🟢	🟢	
Ruāwai	468	192	🟢	🟡	🟢	🔄	🟢	🟢	🟢	🟢	🟡	PS	🟡	🟢	🟡	🟢	🟢	20+	🟢	🟢	🟢	
Te Kōpuru	501*	171	🔄	🟢	🟢	🔄	🟢	🟢	🟢	🟢	🟡	P	🟡	🟢	🟢	🟢	🟢	1-5	🟢	🟡	🔄	
Kaihū	210*	87	🔄	🟡	🟡	🟢	🔄	🟢	🟡	🟡	🟡	P	🟡	🟡	🔄	🟢	🟢	1-5	🟢	🟡	🟡	
👨🏠 Local Villages																						
Matakohe	66	27	🟡	🟡	🟡	🟢	🟢	🔄	🔄	🟡	🟡	P	🟡	🟢	🟡	🟢	🟢	1-5	🟢	🟡	🟡	
Baylys Beach	309*	167	🟢	🔄	🟢	🟢	🟢	🟢	🔄	🔄	🟡		🟡	🟢	🟡	🟢	🟡	1-5	🟢	🟡	🟡	
Pāhi	255*	102	🟡	🔄	🟢	🟢	🟢	🟢	🔄	🟡	🟡		🟡	🟢	🟢	🟡	🟡	1-5	🔄	🟡	🔄	
Tinopai	210*	81	🟡	🟡	🟡	🟢	🟢	🔄	🔄	🟢	🟡	P	🟡	🟢	🟢	🟡	🟡	1-5	🟢	🟡	🔄	
Whakapirau	57	24	🟡	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟢	1-5	🟢	🟡	🔄	
🏡 Rural Hinterland & Coastal Settlements																						
Kellys Bay	66	24	🔄	🟢	🟡	🟢	🟢	🟡	🟡	🟡	🟡	P	🟡	🟢	🟢	🟡	🟡	1-5	🟢	🟡	🟡	
Poutō Point	78	30	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡	🟡	P	🟡	🟡	🟡	🟡	🟡	1-5	🟢	🟡	🟢	
Glinks Gully	72	Unknown	🟢	🟢	🟡	🟢	🔄	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟡	1-5	🟡	🟡	🟡	
Tangiterōia	204	81	🟡	🟡	🟡	🟢	🔄	🟢	🟡	🟡	🟡	P	🟡	🟡	🟡	🔄	🟡	1-5	🔄	🟡	🟡	
Tangowahine	129	54	🟡	🟡	🟡	🟢	🔄	🟡	🟡	🟡	🟢	P	🟡	🟡	🟡	🟡	🟡	1-5	🟡	🟡	🟡	
Hakarū	336*	165	🟡	🟡	🟡	🔄	🟢	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟢	🟢	1-5	🟢	🟡	🟡	
Maunganui Bluff	Unknown	Unknown	🟡	🟡	🟡	🟡	🟢	🟡	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟡	1-5	TBC	🟡	🟡	
Omamari	Unknown	Unknown	🟡	🟡	🟡	🟡	🟢	🟢	🟡	🟡	🟡		🟡	🟢	🟡	🟡	🟡	1-5	🟡	🟡	🟡	

## Chapter 5 | Economic, Social & Cultural Context



## 5.1 | Economic Context

In comparison with nearby districts (Whangarei, Northland), or indeed, with the country at large, Kaipara's economy is missing out. Its potential is constrained by geographic isolation and underinvestment. To demonstrate, Kaipara accounted for almost 10% of Northland's GDP in 2018 - Whangārei District contributed 61%, and the Far North District contributed the remaining 29%.

There has been some employment growth in Kaipara, focused mainly within its urbanised areas, with pockets of growth in rural areas. Rural growth is associated with shifts in agricultural activity and development of new land-based farming activity.

*The catchments with the biggest change in employment were:*

- **Kaipara Coastal -170,**
- **Ruāwai-Matakohe -130,**
- **Mangawhai Rural- 360,**
- **Dargaville - 390, and**
- **Mangawhai - 390.**

Tourism is an untapped opportunity for Kaipara. While there has been growth in the tourism industry, there is still plenty of room to grow. Many of Kaipara's coastal settlements have basic wharf, jetty and boat launching facilities which provide primary recreational access points to the harbour. However, a prominent constraint for these facilities are the nature of the harbour itself - the relatively shallow depth of most of the harbour, as well as its strong tidal flows, present the key physical constraints for recreational activity upon the harbour. During lower tidal periods, access to open water is inhibited due to the prominence of mudflats and mangroves.

Furthermore, sea conditions can become hazardous in deeper waters. This combination of factors may explain the limited tourism ventures which make use of the harbour. Currently, there are only a handful of fishing charter operations, and few commercial cruise services as well. Generally speaking, activities relating to yachting and kayaking are uncommon, given the exposed tidal mudflats and strong tidal flows. There is potential to facilitate small kayak or boat trips between Kaipara's coastal / harbourside settlements along with on-shore experiences (e.g. historic sites, marae and other attractions such as Matakohe's Kauri Museum).

The Kaipara Missing Link is a section of the New Zealand Cycle Trail, which travels south from Dargaville through the Poutō Peninsula, where a boat ferries cyclists from Poutō Point to Parakai. Cycling presents a growth area - more route initiatives are currently being developed, while more are also anticipated around the district.

Overseas visitation also presents an opportunity for Kaipara. Figure 1 below shows the consistent increase in visitor arrivals to New Zealand over the past few years. These figures are important when considering that Auckland Airport is New Zealand's main tourism entry point. For example, 60% of the Kauri Museum's clientele in Matakohe are from foreign visitors (pre-COVID-19). However, the increase in New Zealand visitor numbers has not translated into higher holiday / vacation numbers in Kaipara. While Northland as a whole has seen an overall increase in local area visits of 21%, Kaipara has declined 7% over the last five years. Overall, visitor growth in New Zealand is therefore not being reflected in visits to Kaipara.

All visitor spend in the Kaipara District



## 5.1 | Economic Context Cont.

Figure 2 below shows that capture of the foreign market has been largely unsuccessful, while showing that the domestic market is an important contributor to tourism in Kaipara.

- Of all overnight visitors to Northland, only 16% included overnight visits to Kaipara District. This was only 8% for International overnight visitors (17% for Domestic). So International visitors were considerably less likely to visit Kaipara, as is also reflected below.
- Of all overnight visitors to Kaipara only 9% were International (and 91% Domestic).
- Of all overnight visitors to Northland 17% were International (and 83% Domestic).

The limited range of tourism opportunities in Kaipara is driven by a combination of the following factors:

- The physical setting of the harbour, which is large and shallow, with turbulent tide patterns. It also has large tidal arms and tributaries.
- Surrounding terrestrial landscapes and land-uses are dominated by rural primary production.
- Many small settlements are located away from main regional transport routes.
- Relatively low socioeconomic conditions and business development (both generally and tourism-specific).

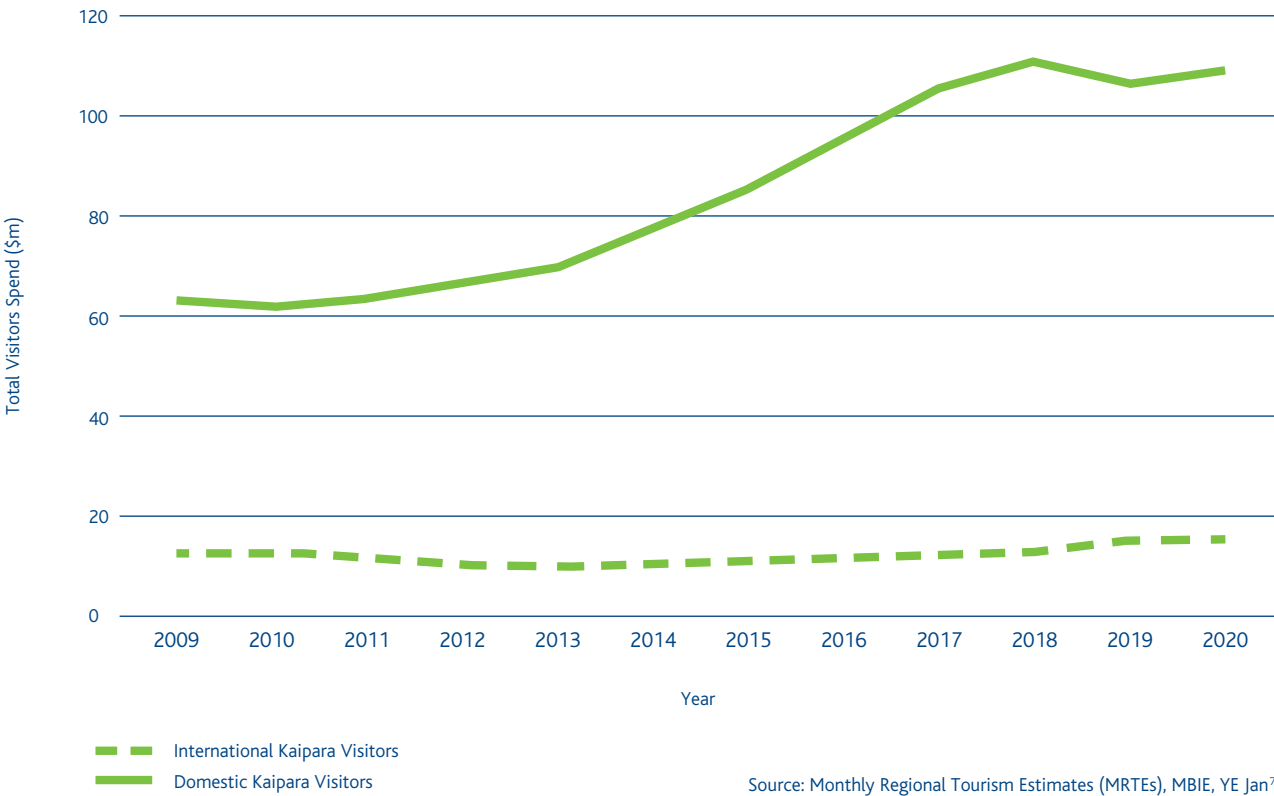
Notwithstanding, there are still opportunities which can be capitalised on if tourism becomes a better recognised industry in Kaipara, including:

- Significant domestic and international population catchments within 1 - 4 hours' drive.
- There are already significant visitor numbers to Northland, though only 10% include visits to Kaipara.
- Many existing and potential visitors to Northland and Kaipara have potential activity interests which are compatible with what can be offered in Kaipara e.g. scenic boat trips/journeys, fishing, marine wildlife encounters/observation, Māori cultural experiences, cycling and cycling., etc.).
- Kaipara has features which could provide the basis for tourism ventures which incorporate the local physical, historic and social settings, including:
  - Customised harbour / setting-appropriate marine activities
  - Kauri heritage e.g. natural, cultural, extraction, and art
  - Settlement heritage and cultures
  - Historic and contemporary Māori cultural heritage
- It is also noted that given the small scale of the local population and economy, relatively small improvements in the tourism industry can result in locally significant gains.

Data indicates (pre-COVID-19 pandemic) that Kaipara is best suited for domestic tourism, along with niche international visitor opportunities. However, the western Kaipara is unlikely to become a visitor hub of any form. The greatest potential for tourism in western Kaipara relates to its areas with strong experiential opportunities.

This includes the harbour, the landscape, culture, history and people. The overall approach could be labelled “slow tourism” or “integrated community tourism”, based on guided experiences or self-guided routes throughout the district. These routes could be facilitated by local operators, while enabling an offering of services along the way, such as bike shops, cafés, guides and accommodation providers. To this end, wharf infrastructure can unlock areas while attracting niche interests and activities.

International vs domestic visitor spend in Kaipara District



## 5.2 | Social Context

In Kaipara, the over-65 cohort is the fastest growing out of other age cohorts, comprising 23% of Kaipara’s population (compared to 20% for the rest of Northland). This is expected to increase to 38% of the population by 2043. This is expected to correspond with a decrease in the labour force.

A spatial reorientation of activity in the past 15 years has been observed, resulting in movement from Kaipara’s rural areas to its urban areas (i.e. Dargaville).

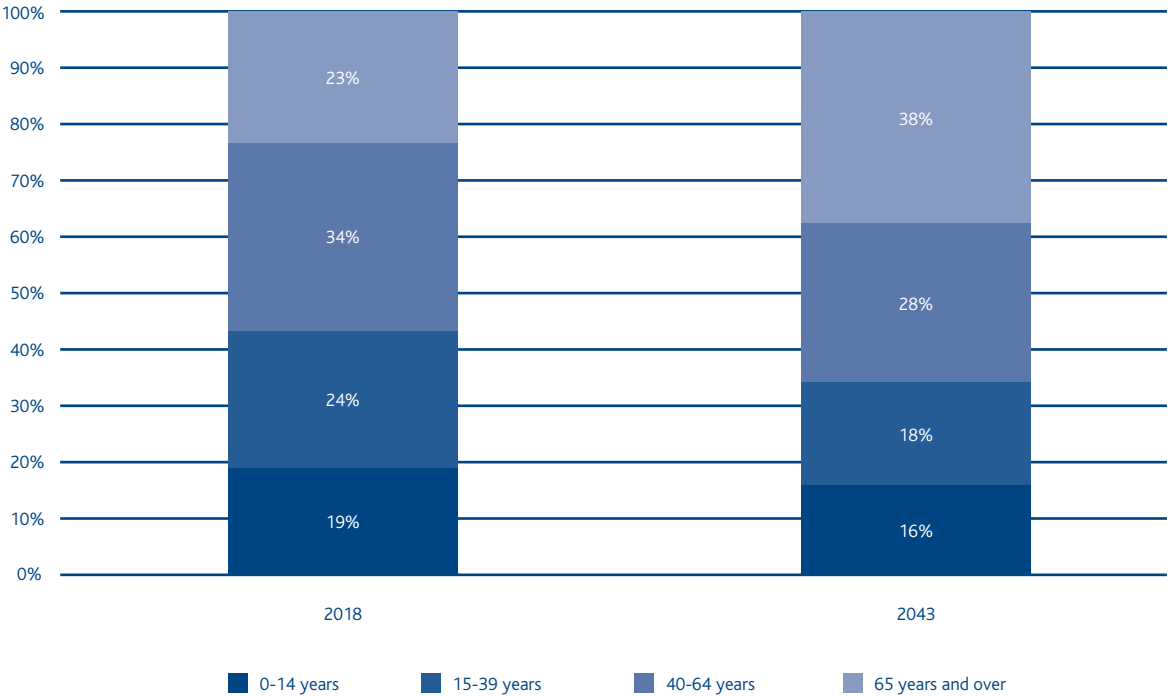
It is anticipated that the rural areas of Kaipara will see growth, with the population expected to increase by 1,400 over the next 25 years, accounting for 56% of growth in Kaipara. This is only slightly higher than growth anticipated in Mangawhai exclusively (1,100), indicating the concentration of growth towards the east in Kaipara.

Many of Kaipara’s rural settlements are popular retirement destinations, such as Paparoa, Kellys Bay and Ruāwai.

Table 4 below shows that the local Kaipara population is quite small, but it is increasing.

Around 18% of Aucklanders, or 200,000 people are estimated to be engaged in fishing. This presents a possibility of converting Auckland’s growing population into local visits to Kaipara. Given the size of this potential market, capturing even a small proportion of the population for visits can result in significant benefits for the district.

Existing and projected age demographics in the Kaipara Region



Source: Statistics New Zealand Projections - (Medium Series, 2013 base, 2018 Update)

Population Projections

	Census 2006	Census 2018	Change 2006-18	% Change	Cim. pop (2018)
Kaipara District	18,135	22,869	4,734	26	22,869
Far North / Whangarei Districts	130,308	156,210	25,902	20	179,079
Auckland Regions	1,304,958	1,571,718	266,760	20	1,727,928
Waikato/Bay of Plenty Regions	638,202	766,701	128,499	20	2,338,419

Source: Statistics New Zealand - Census 2018

	Proj. Pop. 2023	Proj. Pop. 2043	Proj. Change 2023-43	Projected % Change	Proj. Cum. Pop (2043)
Kaipara District	23,600	25,200	1,600	7	25,200
Far North / Whangarei Districts	159,600	171,500	11,900	7	196,700
Auckland Regions	1,859,300	2,326,200	466,900	25	2,497,700
Waikato/Bay of Plenty Regions	811,900	915,200	103,300	13	3,241,400

Source: Statistics New Zealand Projections - (Medium Series, 2013 base, 2018 Update)















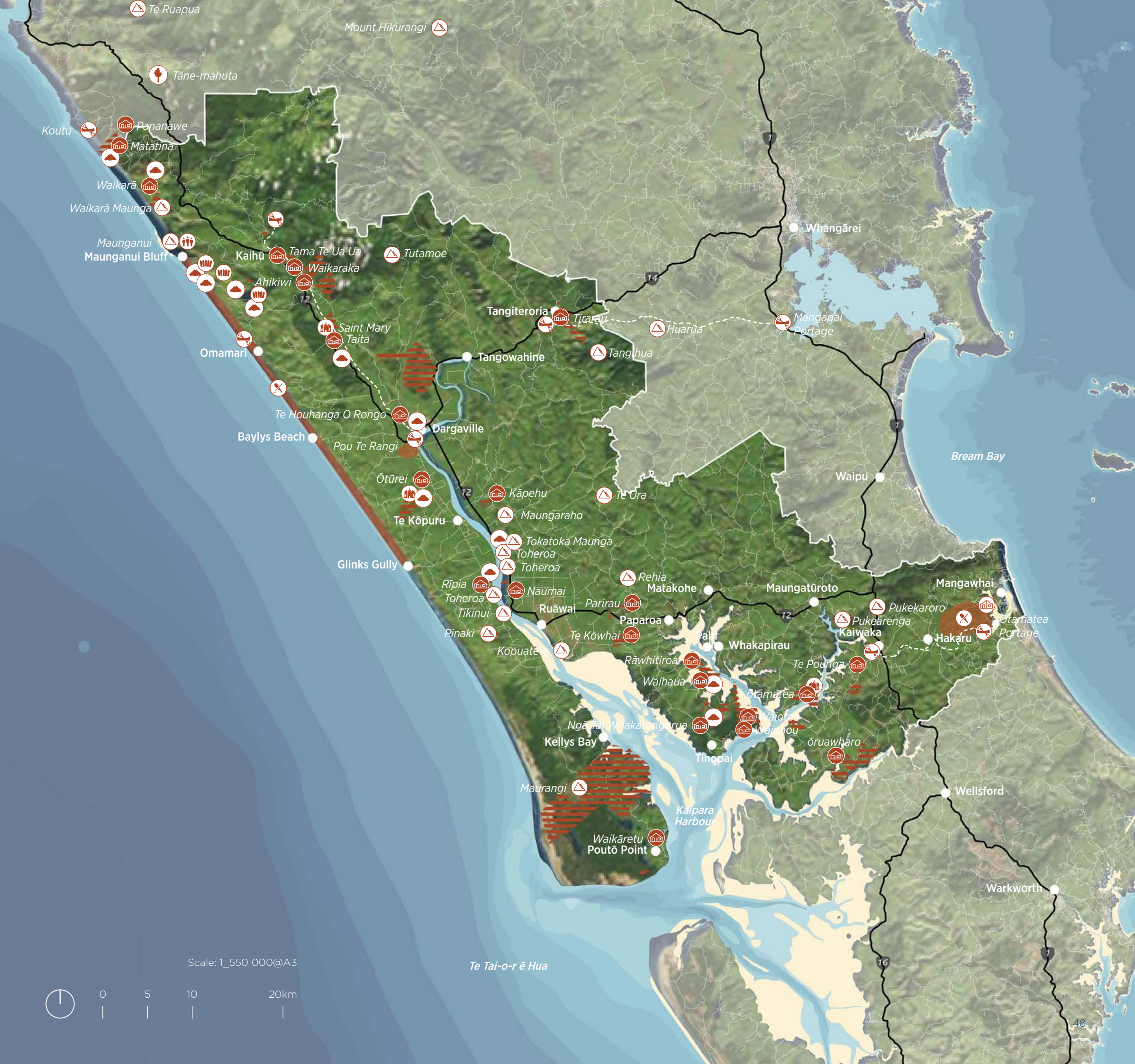
## 5.3 | Cultural Context

This map shows the marae that represent the families, sub-tribes and tribes of the Kaipara. From Waipoua to Poutō along the west coast, crossing the Kaipara Harbour to Oruawharo. From Oruawharo to Mangawhai on the east coast. From Mangawhai to Tangiterōria and back to Waipoua. They form the boundary walls of the Kaipara District Council. It also includes maunga, landscapes, portage routes and places that are significant to local Mana Whenua and other residents of Kaipara.

*We note that this is not an exhaustive representation of cultural matters in the Kaipara.*

### Legend

-  Marae
-  Potential Whaharau
-  Maunga
-  Trees / Forest of Significance
-  Waka Landing
-  War Zone (Ko Iwi)
-  Pā Site
-  Urupa
-  Church
-  Portage
-  Area of Cultural Significance
-  Māori Land Parcels





5.3 | Cultural Context Cont.

There are 24 Marae within the Kaipara District.

Part B - Chapter 3  
- North Kaipara

*Pananawe Marae*

*Te Roroa*

*Matatina Marae*

*Te Roroa*

*Waikara Marae*

*Te Roroa*

*Tama Te Ua Ua Marae*

*Te Runanga o Ngāti Whātua*

*Waikaraka Marae*

*Te Roroa*

*Ahikiwi Marae*

*Te Runanga o Ngāti Whātua*

*Taita Marae*

*Te Runanga o Ngāti Whātua*

*Tirarau Marae*

*Ngāuhi; Te Runanga o Ngāti Whātua*

Part B - Chapters 4 & 5  
- Central Kaipara, West Coast + Poutō Peninsula

*Te Houhanga O Rongo Marae*

*Te Roroa; Te Kuihi; Te Runanga o Ngāti Whātua*

*Ōtūrei Marae*

*Te Uri o Hau*

*Kāpehu Marae*

*Ngāti Kahu*

*Waikāretu Marae*

*Te Uri o Hau*

*Rīpia Marae*

*Te Uri o Hau*

*Naumai Marae*

*Te Uri o Hau*

*Parirau Marae*

*Te Uri o Hau*

*Waihaua Marae*

*Te Uri o Hau*

*Waiohou Marae*

*Te Uri o Hau*

Part B - Chapter 6  
- Kaipara Harbour + East Coast

*Parirua Marae*

*Te Uri o Hau*

*Waihaua Marae*

*Te Uri o Hau*

*Waihou Marae*

*Te Uri o Hau*

*Te Pounga Marae*

*Te Uri o Hau*

*Ōruawharo Marae*

*Te Uri o Hau*

*Ōtamatea Marae*

*Te Uri o Hau*

*Waiotea Marae*

*Te Uri o Hau*

*Ngā tai Whakarongorua Marae*

*Te Uri o Hau*

*Te Kōwhai Marae*

*Te Uri o Hau*






*Rāwhitiroa Marae*


*Te Uri o Hau*





5.4 | Recreation


Legend






-  State Highway
-  Crown Protected Land
-  Forest
-  Point of Interest
-  Key District Projects
- Existing Biking & Cycling Trail

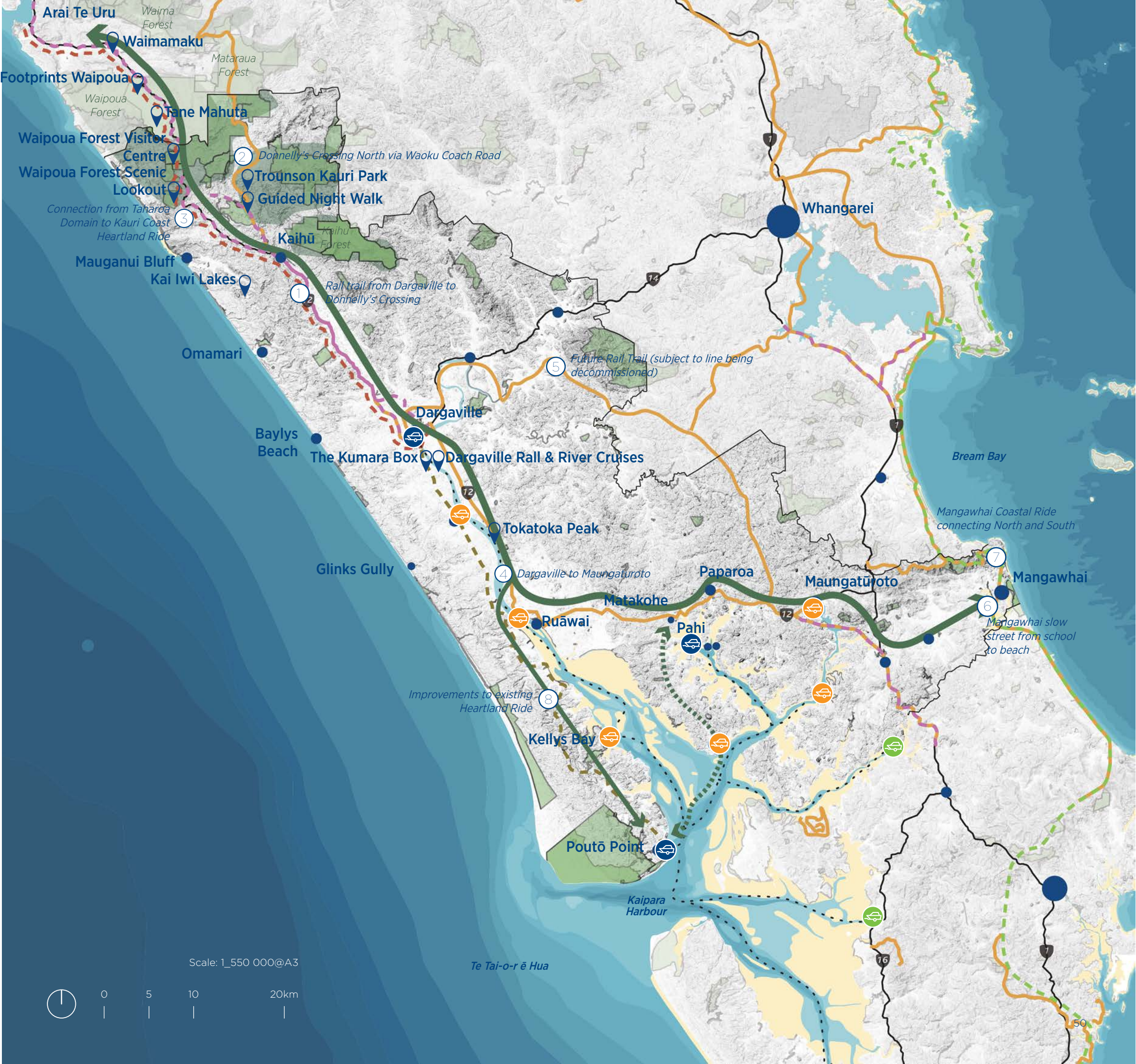
 Twin Coast Cycle Trail

 Kauri Coast Cycleway

 Kaipara Harbour Missing Link

 Te Araroa Trail

 Kaihu Rail Cycle Trail
-  Aspirational Regional Cycle Trail Framework
-  Primary Network Improvement
-  Secondary Network Improvement
-  Auckland Wharves





## Chapter 6 | Transport



## 6.2 | Transport

The New Zealand Transport Agency (NZTA) is currently planning a new road alignment between Warkworth and Te Hana which will improve journey time to the Kaipara District from Auckland. Additionally, investigations are being developed surrounding a new State Highway 1 road alignment that will avoid travelling over the Brynderwyn Hills. Options presented to date include veering west at Brynderwyn and aligning close to Maungatūroto. Both of these roading projects could have major influence on population growth in Kaipara, especially in the southern section of the district.

This map shows the various transport options available and their locations within Kaipara. Although some of the infrastructure may not currently be in use, Kaipara is fortunate to have some solid foundations supporting movement through the district.

### Legend

- Centre
- Settlement
- Rail line
- State Highway
- Train stop

#### Existing Biking & Cycling Trail

- Twin Coast Cycle Trail
- Kauri Coast Cycleway
- Kaipara Harbour Missing Link
- Te Araroa Trail
- Aspirational Regional Cycle Trail Framework
- Key District Projects
- Key Local Connection

#### Drive Time to Kaipara Centre along main roads

< 15 min 15 - 30 min 30 - 45 min 60 - 90 min





## 6.2 | Transport Cont.

There are three main State Highways (SH's) that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

SH1 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.

Looking more closely - and beyond the State Highways network - the Kaipara District is serviced by a vast array of 'local roads', some of which are gravel or narrow carriageway rural roads standard. These local roads connect the wider Kaipara District with Whangārei via an intricate existing local roads network - providing for a well connected district overall for those who know the area - whereby "all roads lead to Whangārei".

Vehicles, motorbikes, and bicycles 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 at the popular coastal village of Baylys Beach and at the established settlements of Maunganui Beach, Omamari, and Poutō Point. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access on the beach - or simply better managed overall. This is a matter to be considered further as Kaipara residents balance recreational, commuting, and business needs with an area's amenity, cultural values, and environmental protection and enhancement aspirations for the district as a whole.

Historically, Kaipara was well connected through rail infrastructure. Although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. In 2019, the Central Government announced that further investment for the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Some of these opportunities are captured in the spatial plan for the Key Urban Areas of Maungatūroto and Kaiwaka in particular - with the introduction of the 'Rail Village' business park centred around the rail station and State Highway 12 at Maungatūroto.

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, Pāhi, 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 Pāhi 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 Ruāwai, are well-served 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, Maungatūroto, Kaiwaka or Mangawhai).

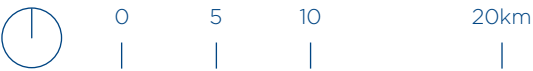
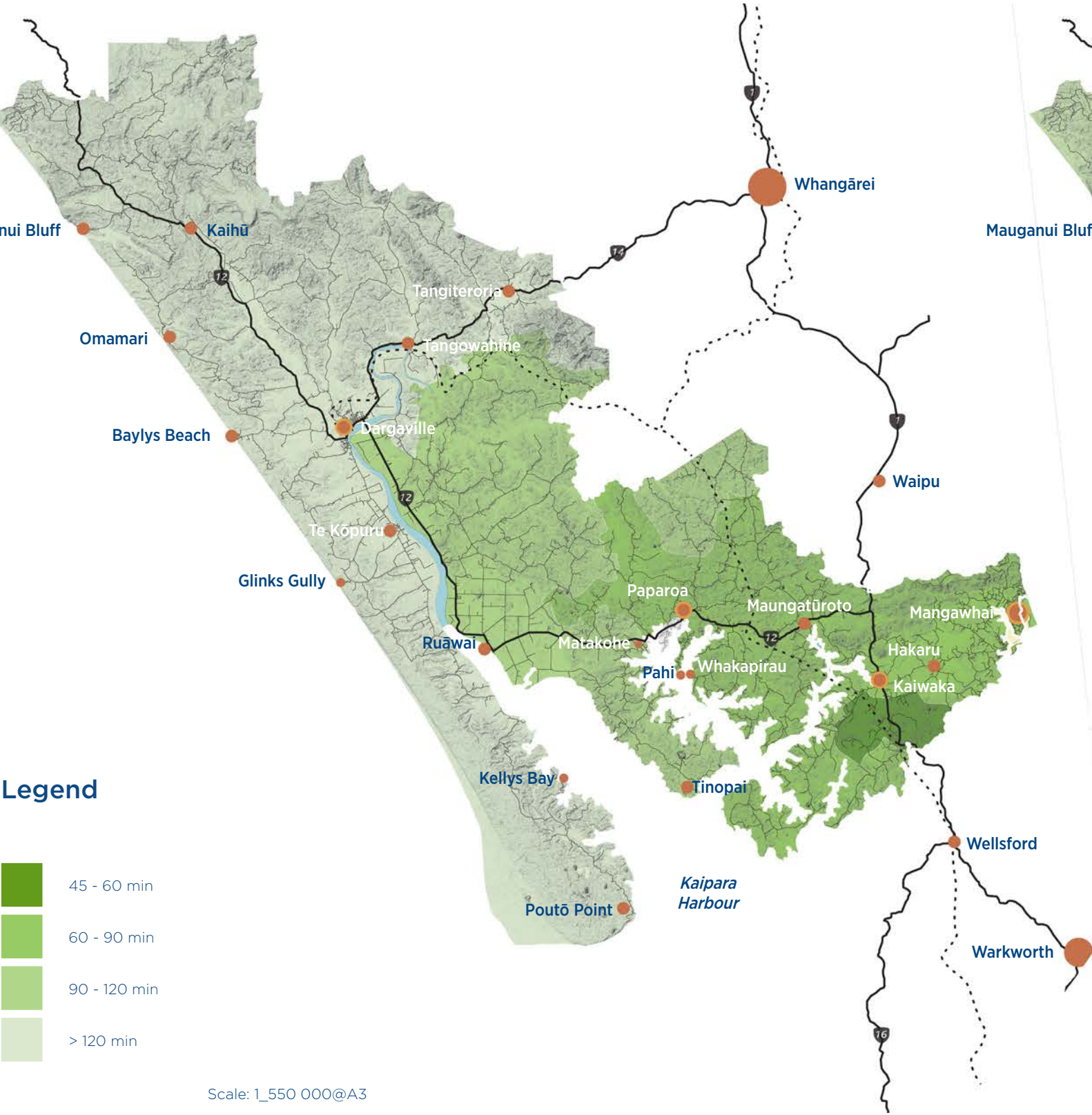
The Kaipara Harbour offers opportunities for fishing, including for guided fishing experiences. Currently, there are few fishing charters - these opportunities could be expanded upon.

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

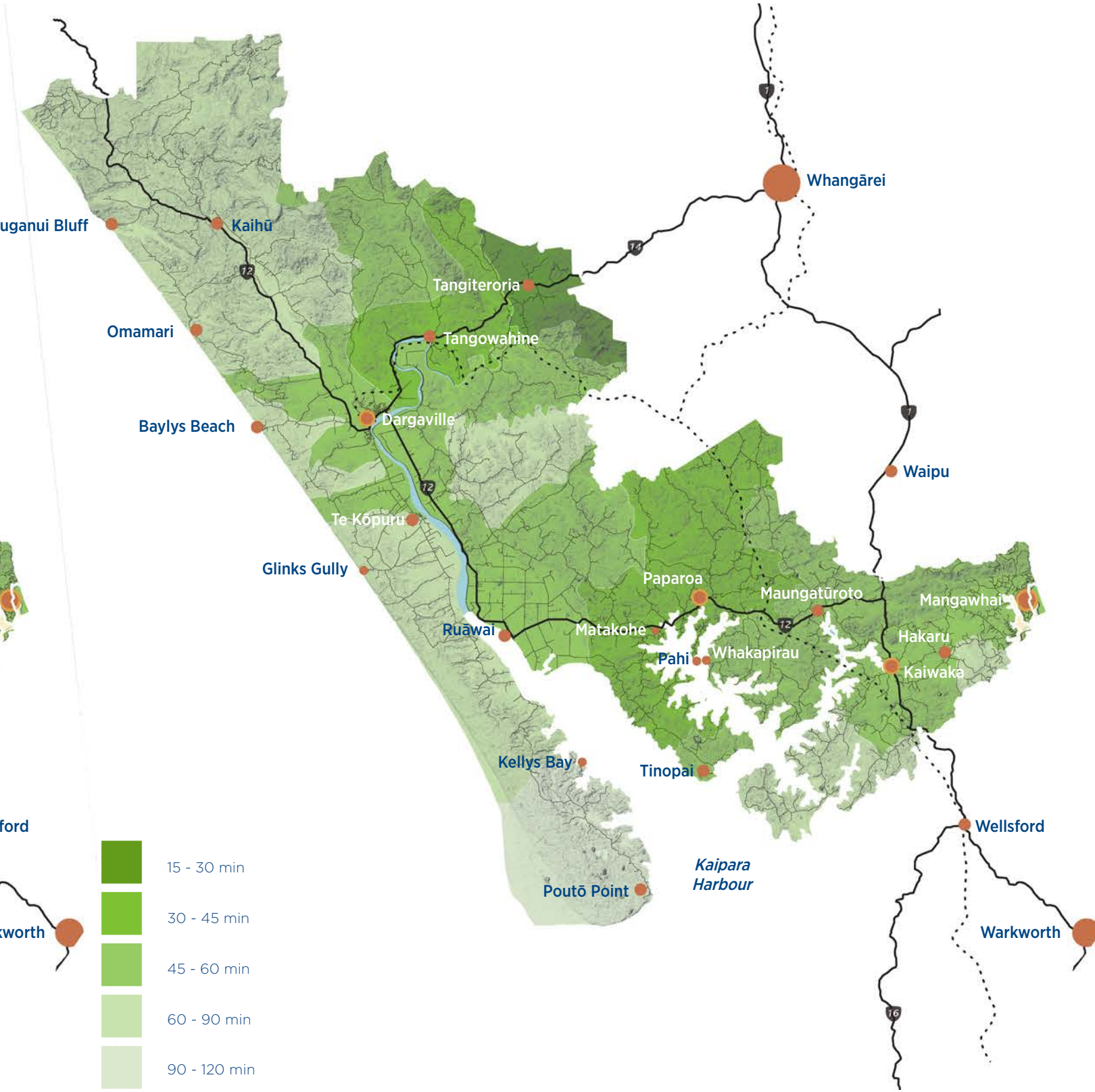


6.2 | Transport Cont.

Drive Time to Albany along main routes



Drive Time to Whāngarei along main routes



## Chapter 7 | Infrastructure Strategy



## 7.1 | What are our Infrastructure Challenges?

The Kaipara Infrastructure Strategy sets out how KDC will prioritise investment into its infrastructure assets over the next thirty years. Spatial planning must go hand-in-hand with infrastructure planning such that Kaipara's communities are safe and resourced to be vibrant, healthy and caring places.

Kaipara's Infrastructure Strategy 2020 comprises of four Key Programme responses:

1. Northland to Auckland Corridor
2. North Kaipara Agricultural Delta
3. Ancient Kauri Coast
4. Building Resilience

Collectively, these Key Programmes seek to respond to Kaipara's infrastructural challenges and external trends which affect the district, while also identifying who Council will collaborate with to achieve programme goals.

As identified in the District-wide Spatial Plan, Kaipara will need to plan the provision of appropriate infrastructure for the various towns and villages in the district. Infrastructure investment will be particularly required in the Key Urban Centres. This map shows graphically the level of population change expected in Kaipara's key urban areas over the next 30 years.

### Legend

● Settlements / Town Centre

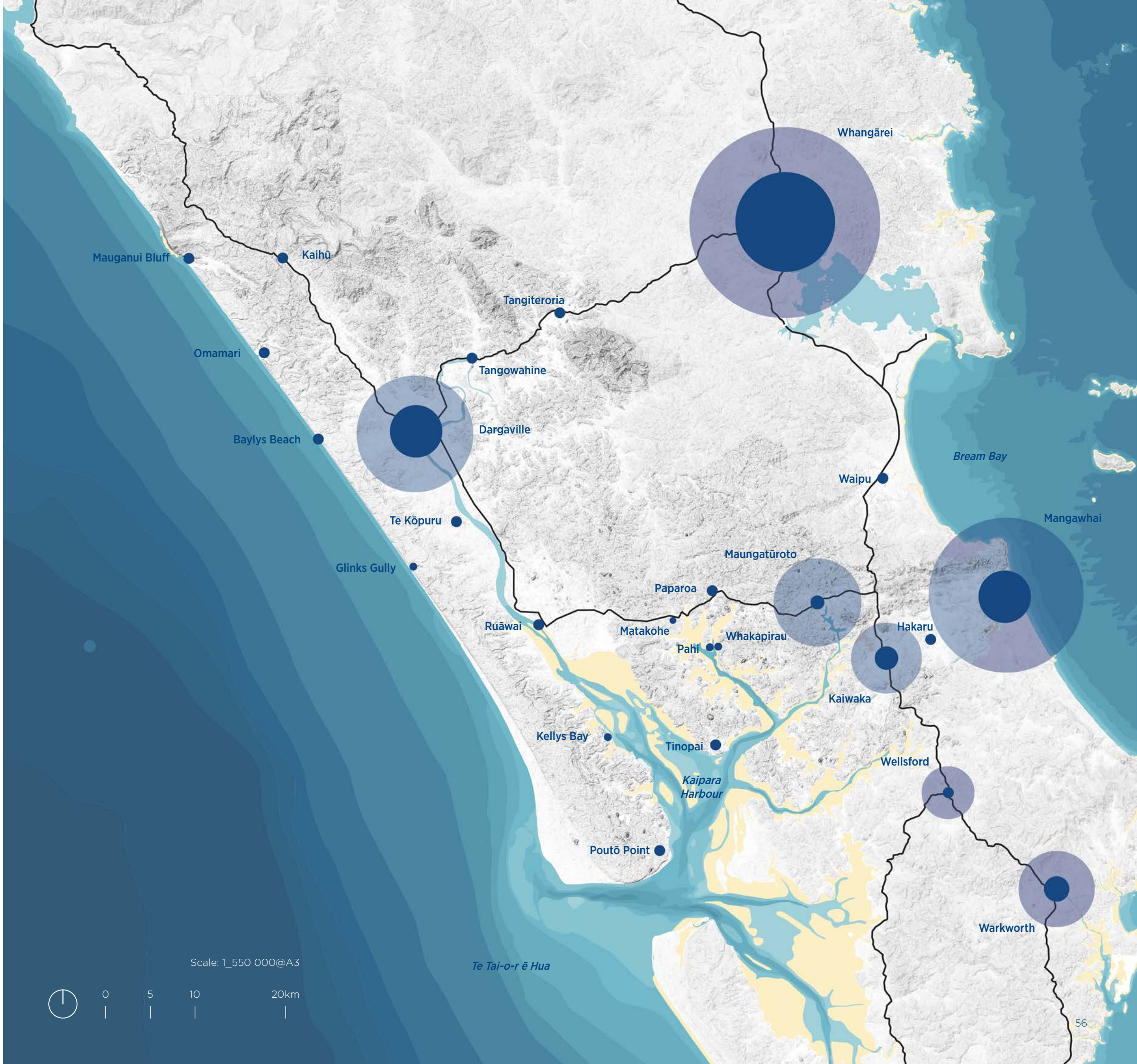
#### Key Urban Areas

● 1000 people

● 2000 people

● 5000 people

● 30 years projected growth





## 7.2 | Our Opportunities - Introducing The Four Key Programmes

The Kaipara Infrastructure Strategy sets out how KDC will prioritise investment into its infrastructure assets over the next thirty years. Spatial planning must go hand-in-hand with infrastructure planning such that Kaipara's communities are safe and resourced to be vibrant, healthy and caring places.

Kaipara's Infrastructure Strategy 2020 comprises of four Key Programme responses:

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4. Building Resilience

Collectively, these Key Programmes seek to respond to Kaipara's infrastructural challenges and external trends which affect the district, while also identifying who Council will collaborate with to achieve programme goals.

### Key Programme 1: Northland to Auckland Corridor Programme



The New Zealand Government has recently approved and commenced several multi-million dollar upgrades to transport infrastructure between Auckland and Whangārei. This includes the renewal of the North Auckland Trunk Rail line, the Puhoi to Warkworth motorway extension, and a four-lane SH from Whangārei south to the Port Marsden turnoff.

### Key Programme 2: North Kaipara Agricultural Delta



The North Kaipara Agricultural Delta programme seeks to protect highly productive land through increased stopbank protection. This would enable the high value horticulture conversions where there is a reliable water source or via the water storage projects proposed in the Te Kōpuru rural area. This in turn, creates the necessary demand for the creation of new zoning in Dargaville to allow for businesses associated with processing and value add products. The Council has partnered with NRCNorthland Regional Council and the Provincial Growth Unit to progress several water storage projects to realise the potential of this area and stimulate jobs in the agricultural and horticultural sectors. The adjacent map depicts the extent of the agricultural delta, where proposed water storage projects and potential irrigation areas could develop. It shows that Baylys Beach and Te Kopuru are key settlements which this programme will be of significance for.

### Key Programme 3: Ancient Kauri Coast



The Ancient Kauri Coast route was developed by Northland Inc to promote travellers to seek out an alternative to the established State Highway 1 tourism route. It is the beginning of telling the Kaipara District's heritage story and showcasing the many special places that both domestic and international visitors are invited to discover.

### Key Programme 4: Building Resilience



Increasing resilience in the asset network programme recognises Council's core responsibilities in managing its assets efficiently and effectively but also in how it plans for climate change events and how these assets could be impacted. The adjacent map depicts the towns, villages and settlements in Kaipara which will be connected through infrastructure, forming the essential network which the community relies on to live, work and play.



### 7.3 | Key Programme 1: Northland to Auckland Corridor Programmes

This map depicts the area of influence that this programme could have over the planning and infrastructure coordination for this corridor.

#### Legend

-  Kaipara District Boundary
-  Town Centre
-  Rail line
-  Disused / non operational rail line
-  State Highway
-  Puhoi to Warkworth SH1 upgrades
-  Indicative route for northern motorway extension to Wellesford
-  Auckland to Northland Corridor
-  Secondary connection to Mangawhai
-  Local Connection to Whangarei
-  Train Stop
-  Boat Ramp/Wharf
-  Recreation/Mountain Biking

NOTE  
The size of the centres are based on the population size

- Significant Projects
- ① Maungatūroto Growth (Spatial Plan)
  - ② Kaiwaka Growth (Spatial Plan)
  - ③ Mangawhai Growth (Spatial Plan)
  - ④ Increase in water storage capacity at Baldrock Dam to support Maungatūroto and Kaiwaka
  - ⑤ Water reticulation in Kaiwaka
  - ⑥ Water Supply for Mangawhai and possible reticulation
  - ⑦ Wastewater treatment plant upgrades at Mangawhai
  - ⑧ Tourism Infrastructure Projects for select communities Maungatūroto and Kaiwaka
  - ⑨ Waste minimisation (washing, shredding, recycling)

Scale: 1\_550 000@A3





# 7.4 | Key Programme 2: North Kaipara Agricultural Delta Programme

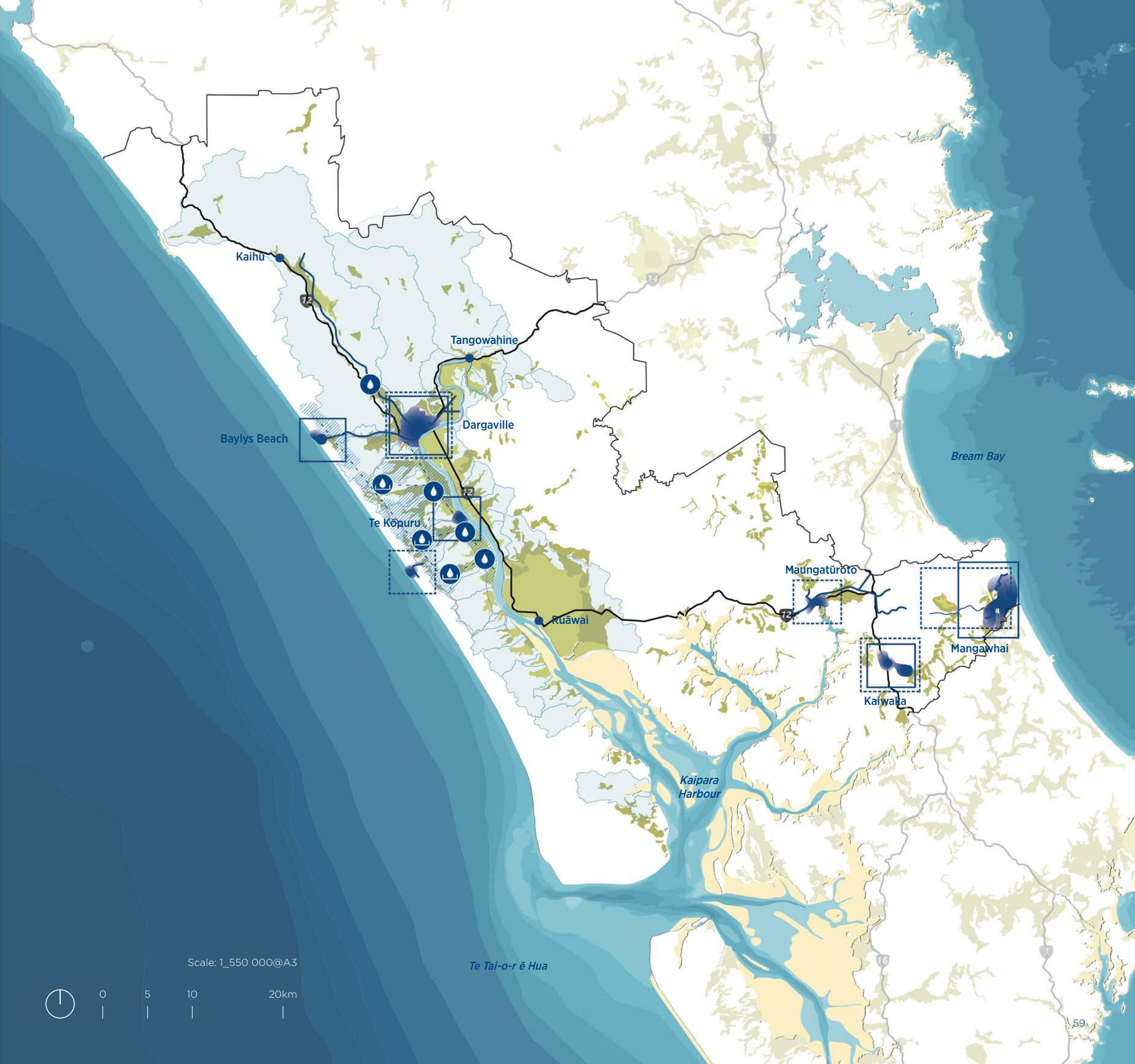
This map depicts the extent of the agricultural delta, where the proposed water storage projects and potential irrigation areas could develop and towns it encaptures.

## Legend

-  Kaipara District Boundary
-  Versatile Soils
-  Stormwater
-  Waste Water
-  Water Supply
-  Reservoir
-  Potential Source
-  Connection between potential Source
-  Potential for Irrigated Land
-  Catchments

## Land Use Capability (LUC)

- 1\_Highly suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with minimal physical limitations for arable use. (None in the Kaipara District Area)
- 2\_Suitable for many cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with slight physical limitations for arable use.
- 3\_Suitable for cultivated cropping, vineyards and berry fields, pasture, tree crops or production forestry with moderate physical limitations to arable use.

















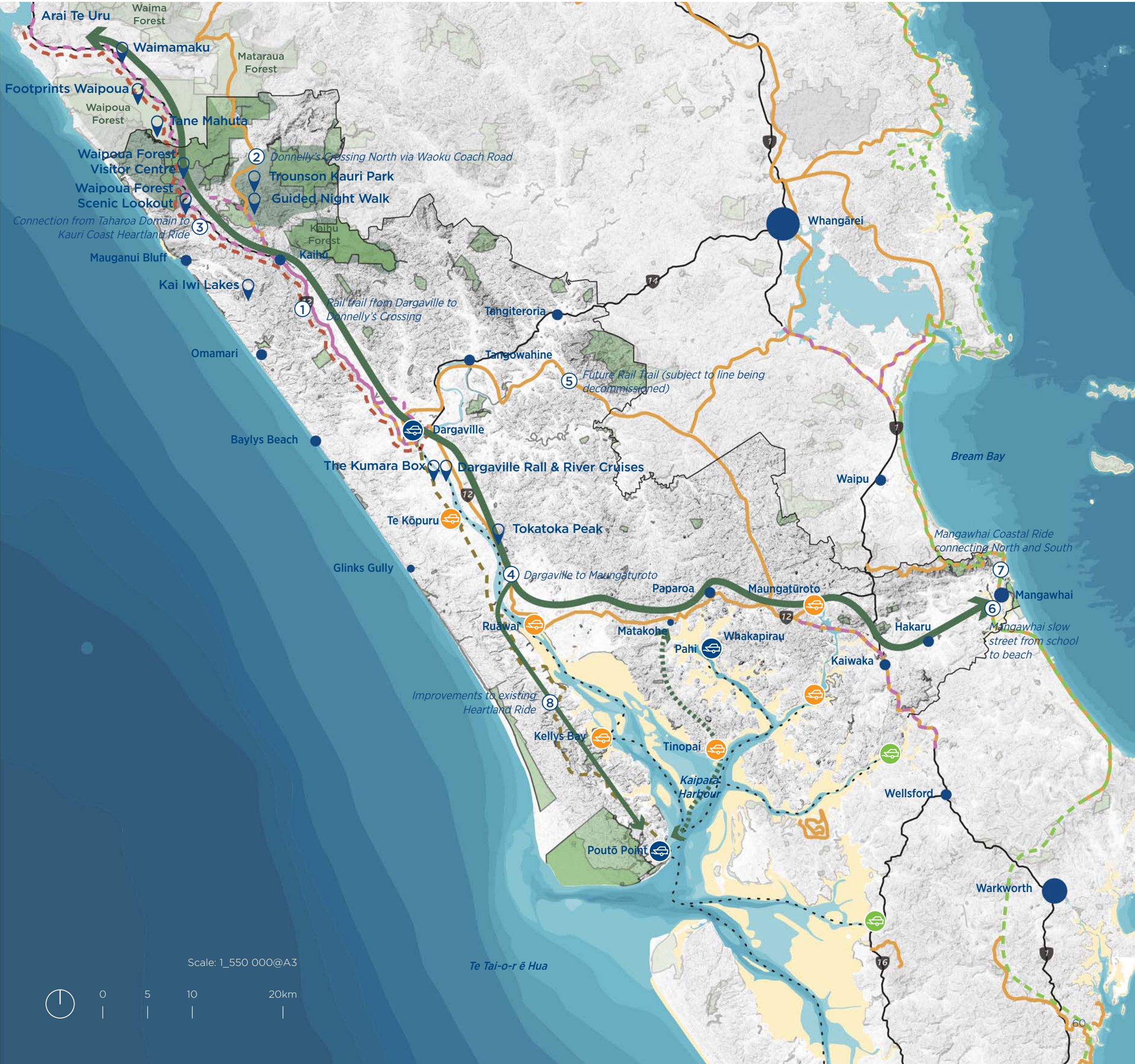


# 7.5 | Key Programme 3: Ancient Kauri Coast Programme

This map depicts the extent of the Ancient Kauri Coast programme, supporting the existing travel route from east coast to west coast showcasing the historic and distinctive places of interest.

## Legend

-  State Highway
-  Forest
-  Point of Interest
-  Key District Projects
-  Existing Biking & Cycling Trail
-  Twin Coast Cycle Trail
-  Kauri Coast Cycleway
-  Kaipara Harbour Missing Link
-  Te Araroa Trail
-  Kaihu Rail Cycle Trail
-  Aspirational Regional Cycle Trail Framework
-  Primary Network Improvement
-  Secondary Network Improvement
-  Auckland Wharves





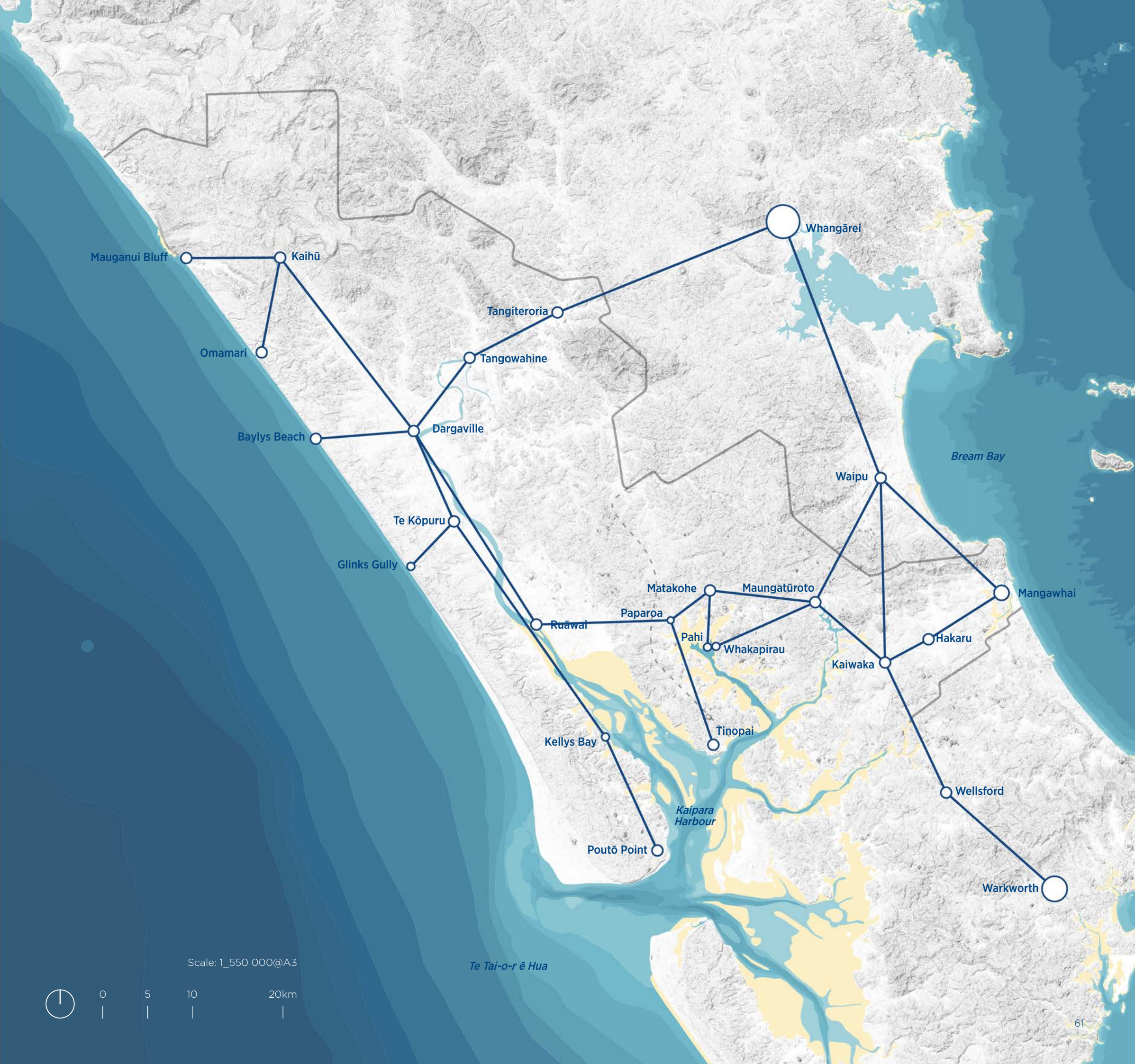


# 7.6 | Key Programme 4: Building Resilience into our Asset Network

This map depicts the Kaipara towns, villages and settlements connected through infrastructure that form the essential network which the community relies upon to live, work and play.

## Legend

-  Town Centre
-  Key Connection





## 7.7 | How the Programmes Come Together

This map depicts how the programmes come together and intersection with each other, at key junction points and the interrelationship with Kaipara's neighbouring districts.

### Legend

-  Town Centre
-  North Agricultural Delta
-  Northland to Auckland Corridor
-  Settlement impacted by the corridor
-  Ancient Kauri Coast
-  Resilience Programme
-  Northern Water Network








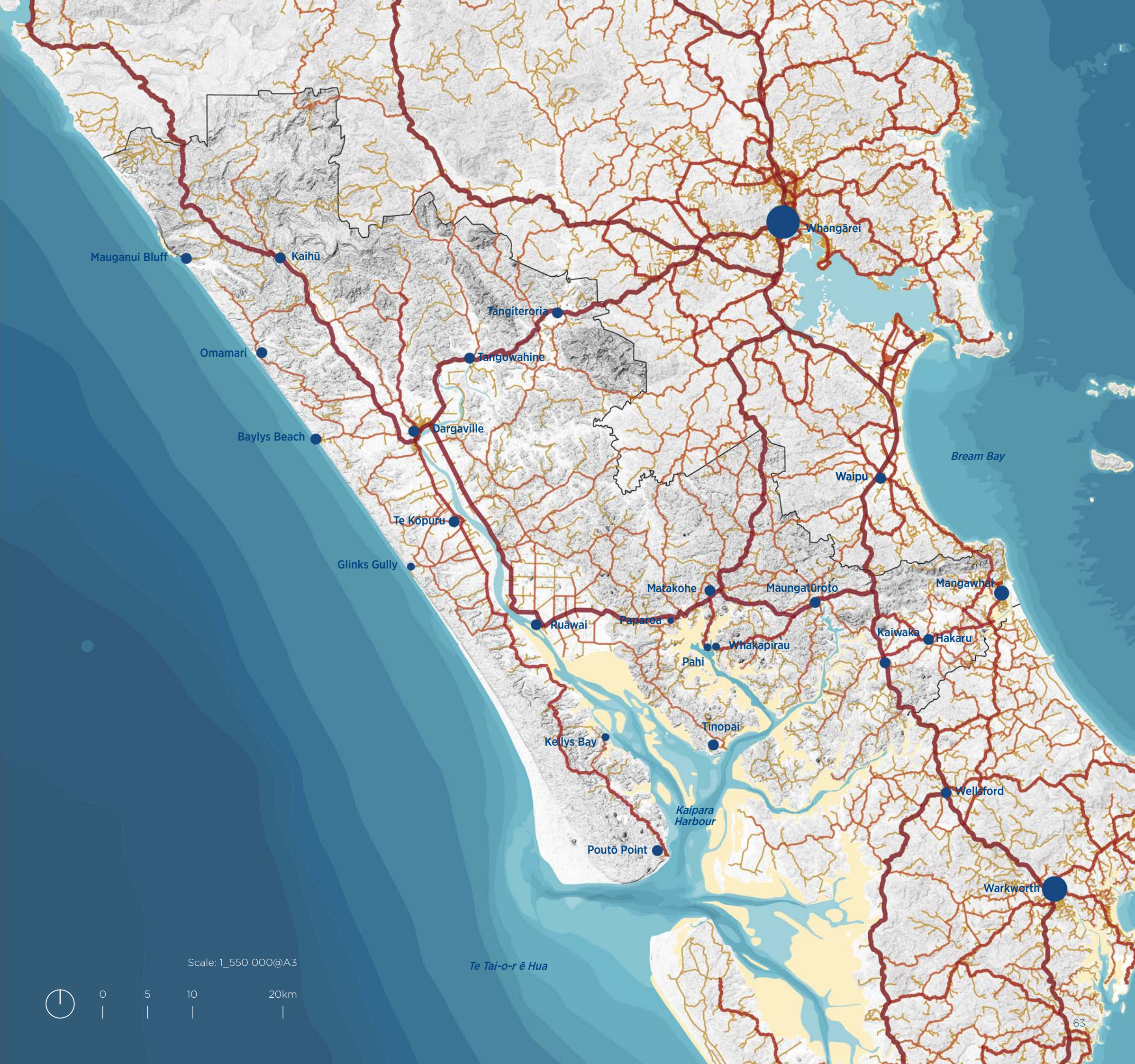


## 7.8 | Activity Management Strategy - Transport

Kaipara's roading network is made up of roads that serve different purposes and are broken up by roading classification called One Network Road Classification (ONRC). The adjacent map shows the breakdown of the Kaipara roading network. The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It gives road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features.

### Legend

-  Town Centre
-  National Road
-  Regional Road
-  Arterial Road
-  Primary Collector / Secondary Collector / Access Road

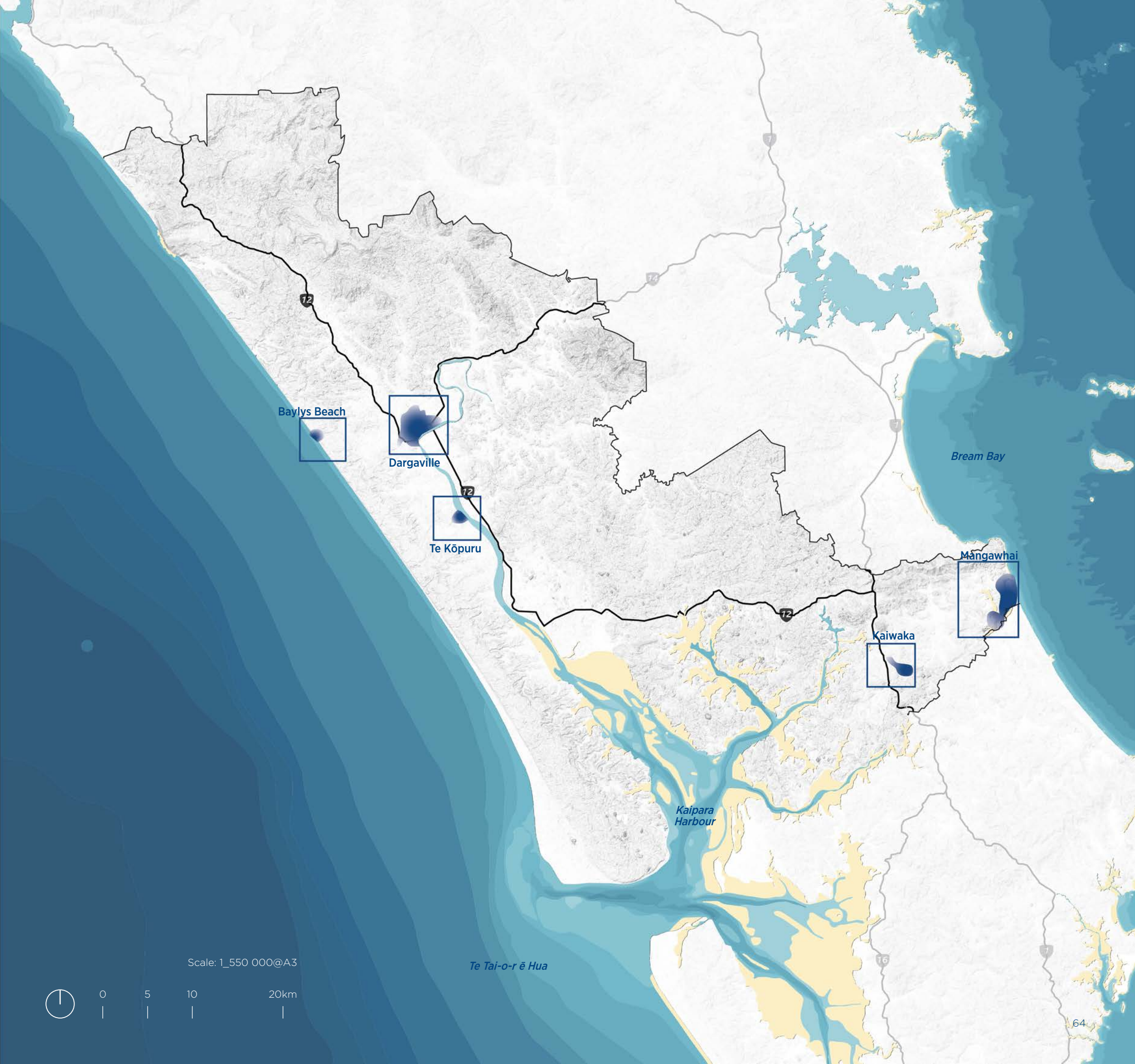




7.9 | Activity Management  
Strategy - Water Supply

Legend

 Location of Community  
Water Schemes

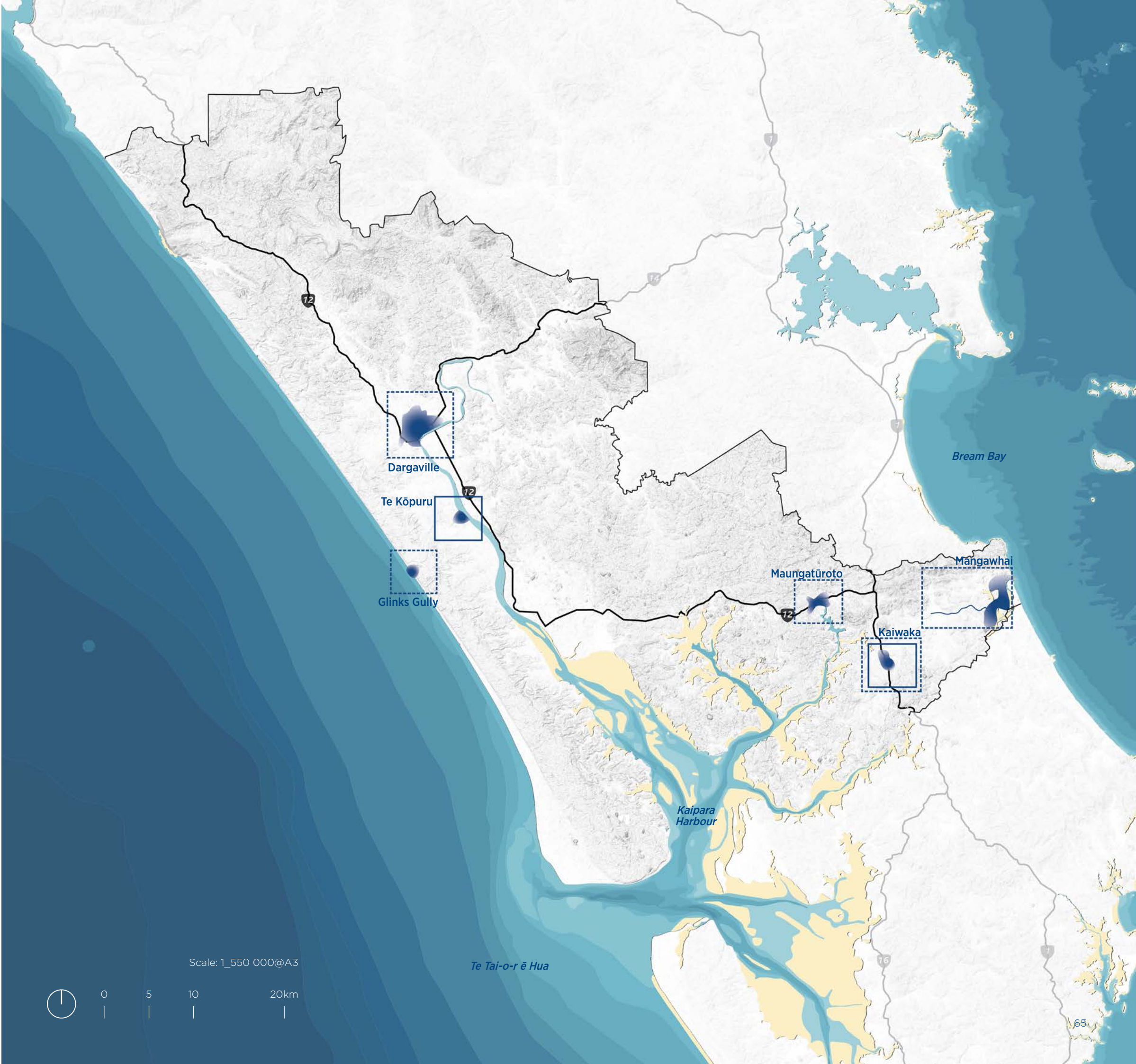




7.10 | Activity Management  
Strategy - Wastewater

Legend

 Location of Wastewater  
Schemes





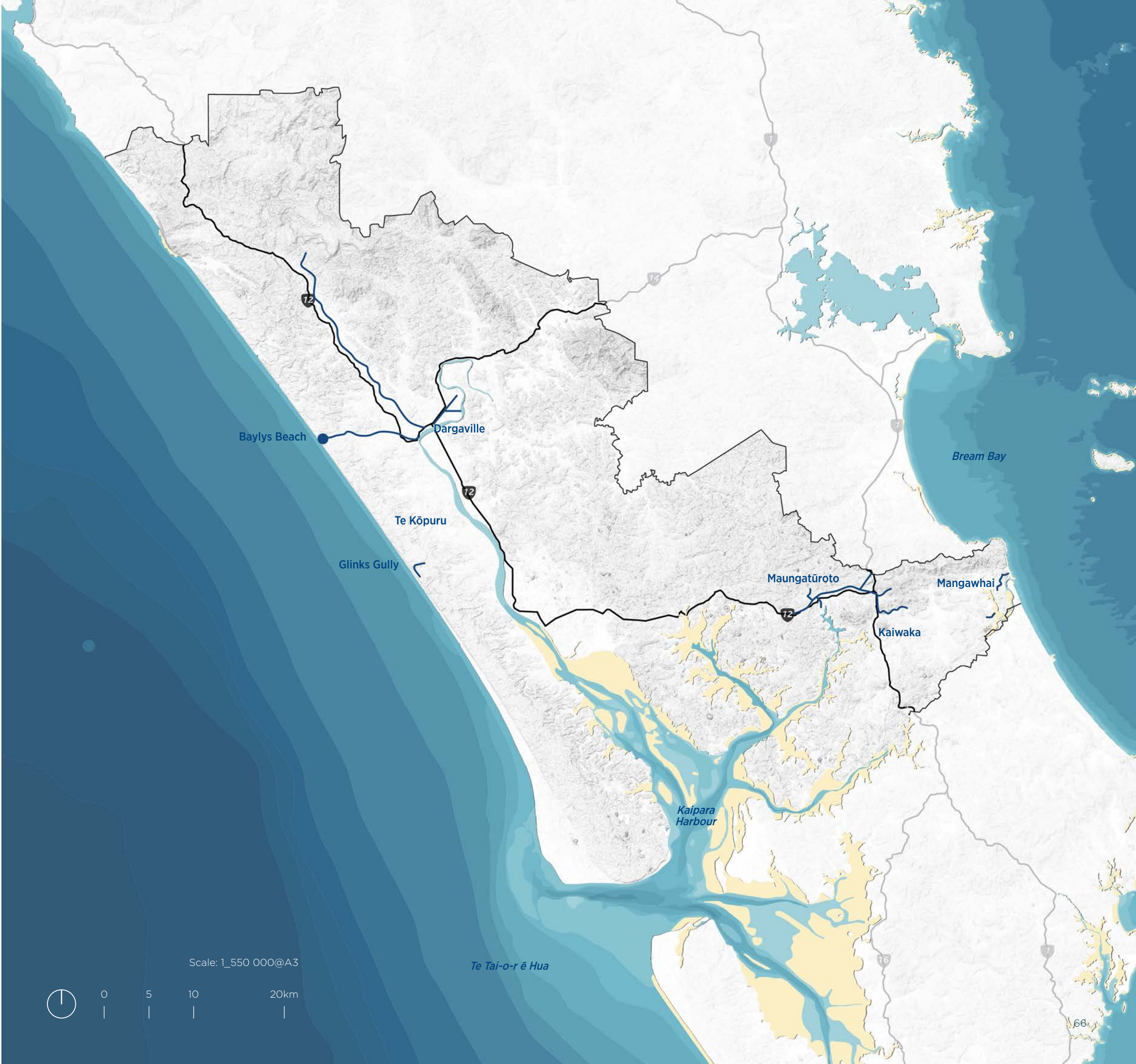
7.11 | Activity Management  
Strategy - Stormwater

Legend

 Location of Stormwater  
Schemes



Scale: 1\_550 000@A3

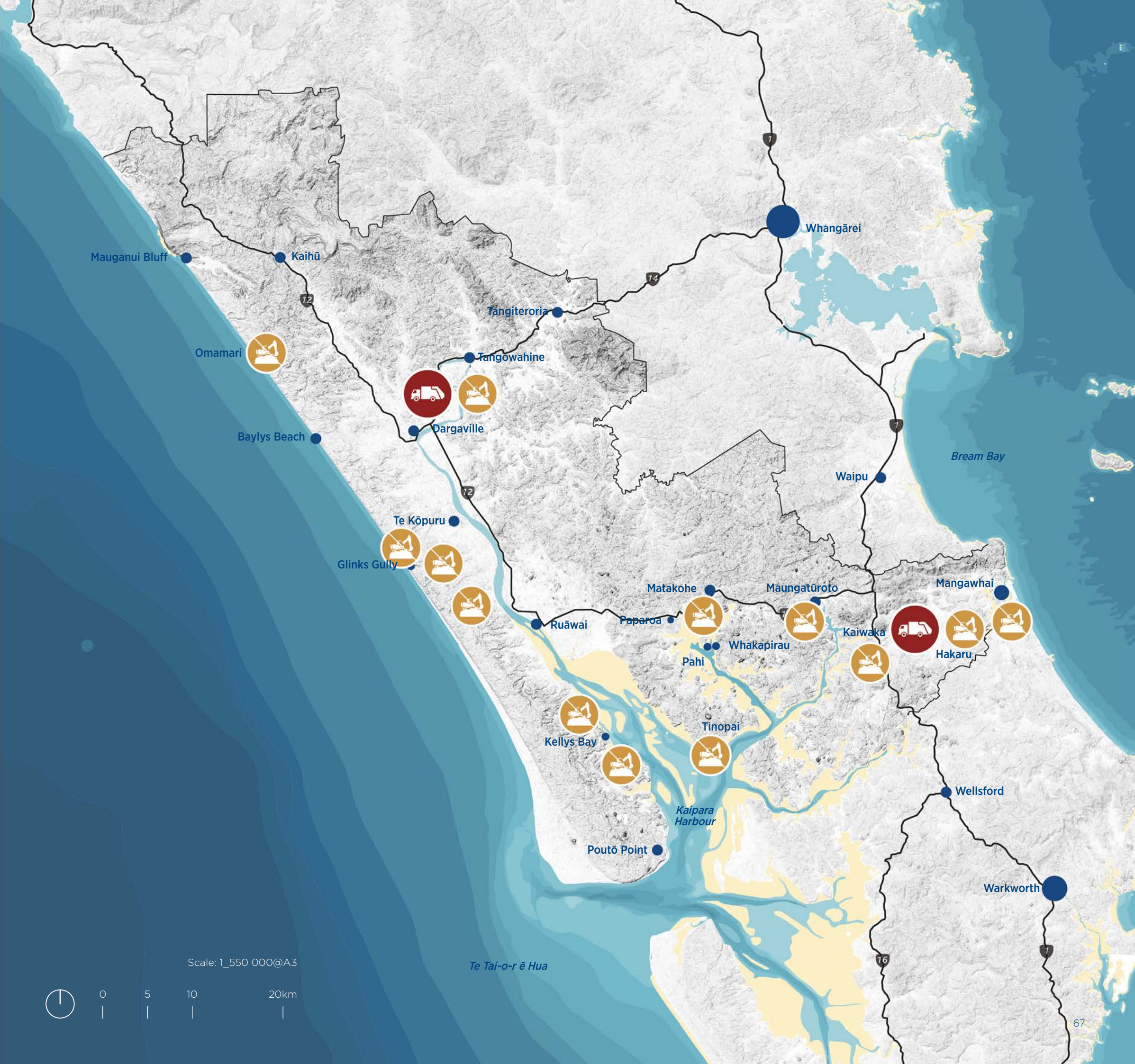




7.12 | Activity Management  
Strategy - Waste  
Minimisation

Legend

-  Town Centre
-  Closed Landfill
-  Transfer Station





7.13 | Activity Management  
Strategy - Flood Protection  
and Land Drainage

Legend

- Kaipara District Boundary
- Drainage Catchment

- 1

Kaihū
- 2

Awakino Valley
- 3

Tangowahine Valley
- 4

Otiria
- 5

Tangowahine 1 & 2
- 6

Okaka
- 7

Hoanga
- 8

Awakino Point
- 9

Dargaville
- 10

Mangatara
- 11

Oruariki
- 12

Hore Hore
- 13

Notorious
- 14

Aratapu Swamp
- 15

Arapohue 1 & 2
- 16

Mititai
- 17

Aratapu Village
- 18

Kopuru Swamp
- 19

Tatarariki 1, 2 & 3
- 20

Whakahara
- 21

Green Hill
- 22

Koremoa
- 23

Tikinui
- 24

Te Hapai
- 25

Owairangi
- 26

Taingaehe
- 27

Okorako
- 28

Waimamaku
- 29

Raupo
- 30

Okaro
- 31

Waikere

