

# Kaiwaka 2021

**Meeting:** Council Briefing  
**Date of meeting:** 3 March 2021  
**Reporting officer:** Jim Sephton & Hamish Watson

## Purpose/Ngā whāinga

To provide an update on planned projects in the Kaiwaka and seek direction on Council investment based on available Financial Contributions and available funding.

## Context/Horopaki

Kaiwaka is largely defined by its Rivers and the State Highway. This section of SH1 carries roughly 10,000 vehicles per day, accounting for 12 percent of vehicle movement. Kaiwaka is a key rest stop, offering shops and cafes on the roadside of SH1. Whilst the state highway brings economic benefits, it is a significant severance for the township and a source of safety concerns.

What we don't fully know is the effect on Kaiwaka when the Whangarei to Te Hana motorway project and 4 laning of the Whangarei to Port Marsden are constructed. Kaiwaka will be one of only three towns located on the state highway between Whangarei and Auckland.

Council has worked with the community and other partners to create joint plans of work. Whilst we have achieved much together, there is a need to balance the expectations of what can be achieved in the short term whilst looking towards a growing Kaiwaka as recognised in the Spatial Plan.

## A Growing Kaiwaka

Kaiwaka's population as at 2019 was 2,217 and is projected to grow by 438 by 2051 according to Infometrics modelling StatsNZ and Census data.

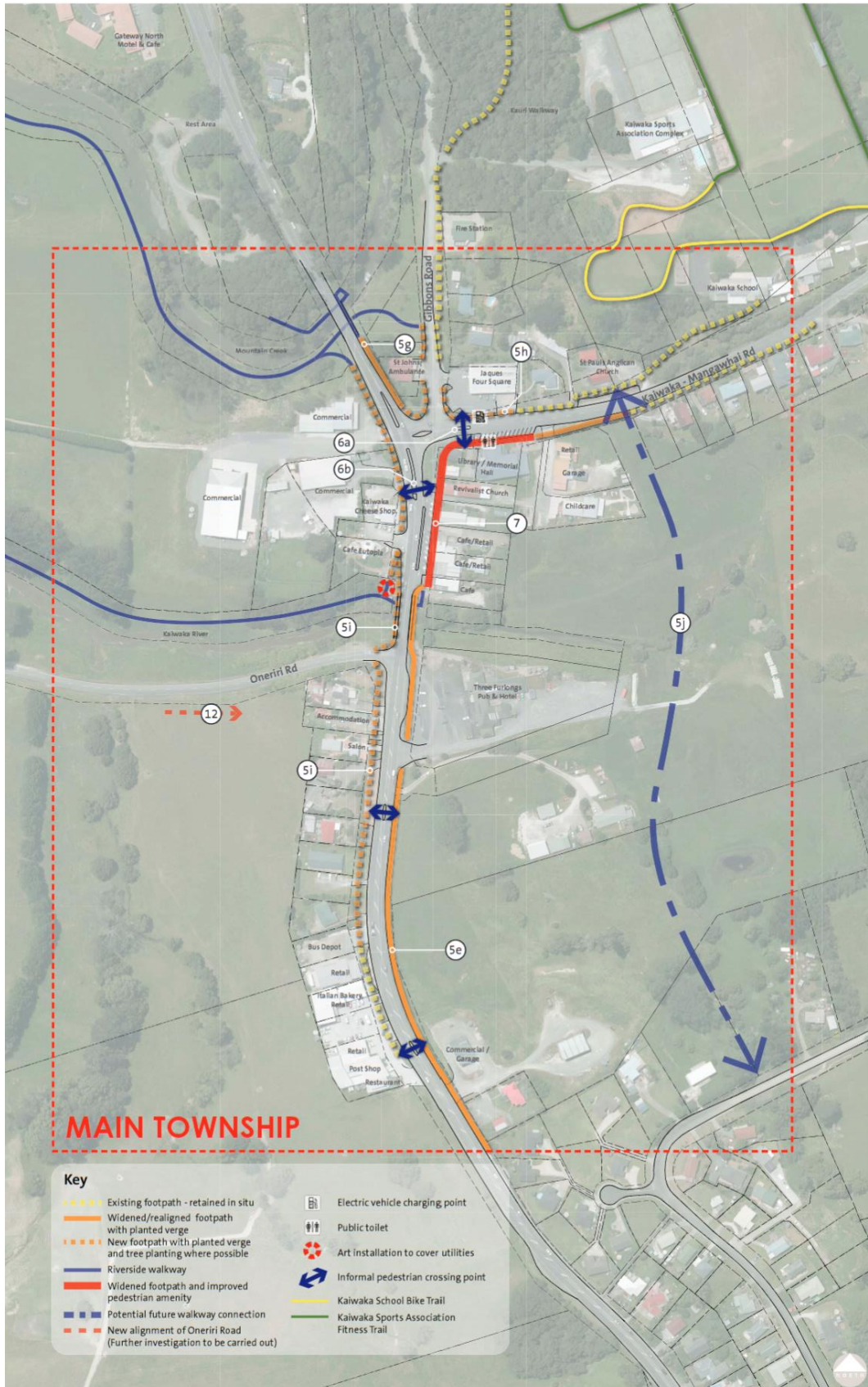
In line with the districtwide household projections, household growth at a sub-district level is stronger than population growth, as decreasing average household sizes mean that more houses are required to house the same population. In 2019 there were 875 households in Kaiwaka, with project growth of 329 by 2051.

Area	Forecast population 2026	Years 1 – 5 Growth	Forecast population 2031	Years 6 – 10 Growth
Kaiwaka	2,403	1.45%	2,520	0.9%
Mangawhai	7,630	4.63%	9,040	3.4%
Kaipara District total	26,839	1.76%	28,524	1.23%

A Joint Programme for the Auckland **and Northland Corridor** will be developed with the Ministry of Housing and Urban Development and Waka Kotahi in 2021. The current focus for Waka Kotahi is improving the safety of the corridor and provide greater transport choice and access for freight, visitors and the growing communities south of Whangarei.

## The plan for Kaiwaka

In 2016 a **Township Improvement Plan** ([Appendix A](#)) was established for Kaiwaka which was updated in July 2019 (Appendix A). A focus of this plan was establishing a joint work programme between the community, NZTA and KDC. Several projects have been completed in Kaiwaka and others are in development.



## Completed projects

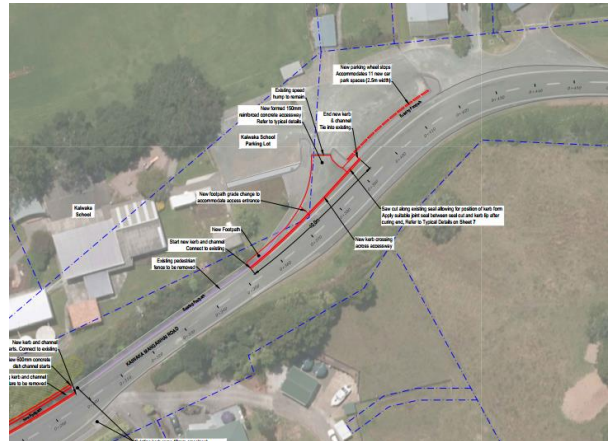
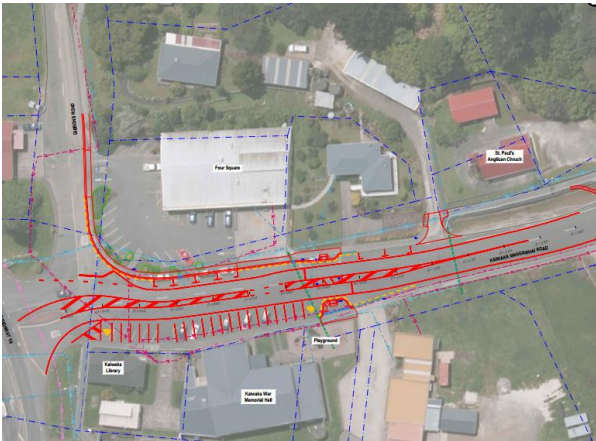
Map #	Action/Project	Responsibility	Timeframe	Funding
4a	New underpass connection from north eastern end of Mountain Creek bridge connecting to the rest area on west	KDC	16/17 financial year	KDC contribution from Community Development Fund
5b	Improved footpath to Café Eutopia from Kaiwaka River Bridge underpass and riverside walkway	KDC	16/17 financial year	KDC contribution from Community Development Fund
5d	Install signage highlighting existing concrete footpath to school from Kaiwaka Mangawhai Road	KDC	16/17 financial year	KDC contribution from Community Development Fund
5e (part)	Planted verge along existing footpath on eastern side of SH1 from main shops to the start of residential area	KDC	Begin 16/17 financial year	KDC contribution from Community Development Fund
5f	New footpath with planted verge and street planning along western side of SH1 just north of the commercial area to connect up to pedestrian refuge	KDC/NZTA	2016-2017 to align with installation of pedestrian refuge (NZTA)	NZTA funded for new connecting footpath KDC contribution from Parks budget for street planting
6c	Pedestrian refuge/s on SH1 in proximity to commercial area (near Italian Bakery)	NZTA	16/17 financial year	Funded
8	Art Installation to screen water utility/improve underpass amenity	KDC/Café Eutopia & Kaiwaka Community	16/17 financial year	KDC contributed \$4,000 from Community Development Fund
9	Improved bus stops amenities	KDC	2016-2021	2016-2017
10	Street tree planting on road reserve along SH1 between commercial area and Oneriri Rd	KDC & Kaiwaka Community	Begin 16/17 financial year	KDC contribution from parks budget
11	"Your Speed" road safety feedback sign	NZTA	16/17 financial year	Funded – Installed October 2016
15	Re-aligning the slip lane access way at the Kaiwaka shop parking area to ensure that a vehicle approaches the exit at a 90 degree angle	NZTA	17/18 financial year	Funded



The following projects are funded and are being developed through to construction

### Kaiwaka School Footpath Extensions

- Construction of a new footpath will commence shortly connecting the missing elements on Kaiwaka-Mangawhai Road.
- Renewing path in and around the shopping centre area.
- Providing a new crossing point near between the playground and 4Square business.
- A path to tie in the bridge project (new path and bridges/connections) and take it to the path being constructed around the 4Square business.



### Kaiwaka Footbridges

The footbridges were identified in the 2016 Kaiwaka Township Improvement Plan, the reviewed plan in 2019 and the 2020 Spatial Plan. In July 2020 the Kaiwaka footbridge project was granted \$750,000 from the Provincial Growth Fund to build two footbridges. The aim of the footbridges is to provide safer access across the rivers alongside SH1 and join to road underpasses that connect the township. Consultants have been investigating the concept and design and KDC staff are working with engineers and surveyors, and representatives of DOC to develop the scheme

Consultation with the community in December 2020 identified the preferred option for the bridge location is the western side of SH1 linking up to McLean Park and the Southern bridge linking Oneriri Road and the underpass.

MBIE funds will be used for the footbridges and some footpaths. Additional footpath linkages will need to be funded by Council through the Transportation Safety budget.



## Kaiwaka Wastewater Renewals \$228k

The Kaiwaka Wastewater plant was significantly upgraded in 2020 with a package membrane plant.

As part of the 3Waters reform funding the design and construction of 0.8km wastewater pipe renewals is underway. Estimated at \$400k this will commence February 2021 and completed February 2022.



## Roading Maintenance

- Finishing early February an unsealed rehabilitation of the full length of Gibbons Road (3.8 km), which has included culvert renewals, water tabling, localized widening and vegetation trimming. This work ties in with the start of the Capital Work slip repair.
- The Gibbons Road Slip design is complete and NTA are currently awaiting resource consents from NRC and KDC for earthworks and a safety audit. The plan is to commence the construction work mid to late March 2021. Total project budget is approximately \$400k
- Similar improvement works to Gibbons have recently been completed through the full unsealed length of Settlement Road. These were completed in time for Christmas and have held up well with the holiday traffic.
- NTA completed the seasonal pre re-seal repairs within the Kaiwaka area late last year and will be undertaking a network wide crack sealing round starting end February, which includes several roads within the Kaiwaka area.
- Work will be starting on mill and fill bridge approach improvements on Oneriri Road, planned for February/March.

## Kaiwaka Spatial Plan

The future plan for Kaiwaka is now largely contained within the **Kaiwaka Spatial Plan** and the associated projects (for KDC) incorporated within the Long Term Plan.

THE SPATIAL PLAN, Kaiwaka

### Part 4 | Kaiwaka\_Key Moves

#### Legend










##### Live | Work | Learn

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

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

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

##### Movement | Connectivity

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



## The spatial plan for Kaiwaka envisions the:

- Expansion of the existing shops and creation of a new town centre off SH1 and beside Kaipara River
- Reduce speed of vehicles through Kaiwaka and significantly improve the environment for pedestrians and cyclists
- Create a new open space and public access network
- Identify, establish, and protect green and blue networks as part of new developments to protect waterways, create ecological connections and stabilise steep and erodible slopes
- Develop business and residential area around new town centre, schools and sports ground
- Create new road behind existing commercial buildings west of SH1, creating a new intersection at Kaiwaka/Mangawhai and Oneriri Roads
- Integrate two new signalised crossings on SH1
- Develop new industrial area north of Kaiwaka on SH1
- Create greenfield reserve as a buffer between new industrial area and new town centre
- Develop walking and cycling network around new town centre and through existing and new residential areas
- Introduction of effective working relationships with existing landowners to instigate riparian planting alongside rivers/streams in rural areas to help create shared access in and around Kaiwaka

## Discussion/Ngā kōrerorero

### Funding growth in Kaiwaka

The Draft LTP proposes Development Contributions from 1 July 2021 for Kaiwaka for the first time. This includes

• Stormwater	\$2,032	
• Wastewater	\$1,465	
• Roding	\$2,364	
• Community	\$ 496	Total \$6,357

Development Contributions will be directed towards expansion of the existing stormwater and wastewater systems. They will fund the investigation of roading network extensions including the Oneriri Road Intersection and Eastern Connections – subject to NZTA funding.

### Kaiwaka and surrounds catchment reserve contributions

A Financial Contribution is also sought from Developments. A 5% financial contribution or in some cases land can be provided for reserve purposes in lieu. The table below illustrates the current balance together with projects proposed to be constructed in the LTP

<b>Opening balance 1 July 2018</b>	<b>\$368,667.00</b>
Funds received 1 July 2018 to 30 June 2019	\$156,435.00
Funds received 1 July 2019 to 30 June 2020	\$63,653.00
Expenditure by project for 2018 - 19 year	
No projects	0.00
Expenditure by project for 2019 - 20 year	
12112 Kaiwaka Fitness Trail Equipment	-\$52,174.00
<b>Balance at 1 July 2020</b>	<b>\$526,581.00</b>
<b>2020- 21 year</b>	
12113 Rangiora Rd Reserve Development	-\$69,268.00
Expected Funds to be received	\$63,000
<b>2021- 24 years</b>	
Rangiora Rd Reserve Development	-\$240,000
Car park sealing	-\$250,000
Expected Funds to be received	\$177,000
<b>Expected Balance at end June 2024</b>	<b>\$107,313</b>

## Prioritising investment

The Kaiwaka Township Improvement Plan has been progressed however it is apparent that there are projects at different stages being considered.

Funding has been removed from Township Improvement Plans for 2021 and the focus is on delivering the Capital Programme.

Therefore, there is a need to determine which projects are prioritised. This paper provides an outline of which projects are proposed to be progressed, scope clarified or delayed. Consultation with the community on this approach will be undertaken to relay key messages and where appropriate, seek direction.

Table key identifying which projects which are:

Progressing
Proposed to progress but requires scope clarification
Require funding clarification
Proposed to be delayed

Officers have reviewed the projects and based on the direction provided by Council as part of the Long Term Plan proposed the following

Progressing	Kaiwaka Sportsground Carpark Welcome to town gateway signage (with NZTA) Footbridges – funded by PGF
Proposed to progress but requires scope clarification	Rangiora Road
Require funding clarification	
Proposed to be delayed	Riverside walkway loop

The table over provides further details of the projects



Map #	Action/Project	Responsibility	Timeframe	Update/Action
1a & 1b	"Welcome to" town gateway signage (community) at northern and southern ends of town	Kaiwaka Community	2019-2020	<ul style="list-style-type: none"> <li>KDC Community Development budget has set aside \$5,000 towards this project - TBC if budget is still available</li> <li>The NZTA consent application needs to be submitted and the conditions met prior to sculptures being erected.</li> <li>Te Uri O Hau to confirm to KDC they approve the sculpture design</li> </ul> <b>2021 –</b> <ul style="list-style-type: none"> <li>Kaiwaka Can &amp; KDC staff are working on the concept, Waka Kotahi conditions and resource consent.</li> </ul>
3	Riverside walkway loop (alongside Mountain Creek and Kaiwaka River, connecting to main shops and Kauri Walkway)	KDC Parks & Reserves & Kaiwaka Community		<p>No funding for general Township Improvement Plans in LTP.</p> <p>Project could be considered as part of any future development of this peninsula.</p>
2a	Gateway threshold treatment at southern end of town (Red Zone)	NZTA	2016-2021	Discussion with NZTA required
2b	Gateway threshold treatment at northern end of town (Red Zone)	NZTA	2016-2021	Discussion with NZTA required
4b	Install handrail on Mountain Creek Bridge connecting to underpass	NZTA	2016-2021	<p>NZTA have indicated that they will not undertake this work as the pathway is identified for maintenance only.</p> <p>The proposed footbridge would reduce the need for this path to be used.</p>
5a	New footpath with planted verge outside the Kaiwaka Cheese Shop	NTA	2016-2021	Would need to redirect footpath budget
5c	New footpath along western side of Gibbons Road from start of the riverside walkway	NTA	2016-2021	Recommended to include as part of the Kaiwaka Footbridge project. May require additional FC funding.
5e(part)	Widening of existing footpath on eastern side of SH1 between the shops and residential area	NTA & NZTA	2021-onwards	<p>Would need to redirect footpath budget</p> <p>Likely involve reducing carriageway width</p>
5g	Widening/realignment of footpath with planted verge along SH1 from Kaiwaka Mangawhai Rd to Mountain Creek Bridge	NTA	2021-onwards	Identified as a priority at Community & District Plan Meetings however as noted above, this path becomes redundant if the footbridge is built.
5h	New footpath along the corner of Gibbons Road and Kaiwaka Mangawhai	NTA	2021-onwards	Under construction

	Road outside the Four Square			
5i	New footpath with planted verge along western side of Sh1 from commercial area to Café Eutopia (inclusive of new footbridge across Kaiwaka River)	NTA	2021-onwards	Kaiwaka Footbridge project – may need to support additional FC or footpath funding allocation
5j	New parallel link between Marshall Road and Kaiwaka- Mangawhai Road.	Option 2 - NTA	2021-onwards	This is part of a growth project and funding subject to NZTA approval Identified as a priority at Community & District Plan Meetings
6a	Pedestrian crossing on Kaiwaka Mangawhai Rd	NTA	2021-onwards	To be completed, identified in the Kaiwaka-Mangawhai Rd Safety Improvement Plan 2020
6b	Pedestrian refuge on SH1 south of SH1/Kaiwaka-Mangawhai Rd intersection	NZTA	2021-onwards to align with KDC footpath improvements and median barrier	Discussion with NZTA required
6d	Pedestrian refuge on SH1 at southern end of the Kaiwaka Township (Hastie Lane)	NZTA	2016-2021	Discussion with NZTA required
7	Improved street amenity for main town – widened footpath and public space including signage and street planting. Realignment of kerb, reconfigured	KDC	2021-onwards Request funding in Council's Long Term Plan	No funding for general Township Improvement Plans in LTP
12	Realignment of Oneriri Rd intersection	KDC & NZTA	Engineer engaged on 16/17 financial year to assess and provide future options	Identified as a priority at Community & District Plan Meetings  This is part of a growth project and funding subject to NZTA approval
13	Story boards displaying local history and culture	KDC, Te Uri O Hau & Kaiwaka Community	2019-2020	Te Uri O Hau has identified the concept they want to erect
14	Rest Area Improvements in McLean Park	KDC, DOC, Te Uri O Hau & Kaiwaka Community		There is currently no funding or resources available.  Noted that Kaiwaka is identified as key rest area within the NZTA Twin Coast Business Case  A Management Agreement would need to be developed between DOC and NZTA for KDC to take over management of the park.

### New projects identified at community consultation meetings held in March and April 2019

Action/Project	Responsibility	Comment
Installation of the Kaiwaka Sports Fitness Trail	KDC – Parks & Reserves & KSA	KSA to apply to the Reserve Contribution Contestable Fund - COMPLETED
Development of the Rangiora Rd Reserve & Boat Ramp - Point Curtis Boat Club	KDC – Parks & Reserves & Point Curtis Boat Club	There is currently \$240k allocated in the Draft LTP over 2 years. Need to confirm direction as the Engineers Estimate is \$639k.
Two Pedestrian Footbridges - Oneriri Rd creek and Mountain Creek	KDC & NTA	PGF funding received in 2020
Re-Development of McLean Park to include a wharf	KDC, DOC, NZTA	There is currently no funding or resources available for this project.
Development of Car Park Oneriri Rd intersection	KDC – Parks & Reserve	There is currently no funding or resources available for this project.
Pathways from Oneriri Rd to Eutopia & under bridge to Mormor's cafe	KDC Parks & Reserves	Kaiwaka Bridges Project. May require additional FC funding
Weir Construction	Kaiwaka Community	Kaiwaka community to discuss with NRC
Keep Streams Clean	Kaiwaka Community	Kaiwaka community to discuss with NRC
Planting & tree removal – <ul style="list-style-type: none"> <li>Oneriri Rd intersection up to Eutopia car park</li> <li>Eastern side of bridge by Mormor's Cafe</li> </ul>	Kaiwaka Community	Community organisations can <ul style="list-style-type: none"> <li>make an application to KDC Community Grants Fund for assistance</li> <li>request support from NRC weed removal programme</li> </ul> Budget set aside for eastern side and will be completed alongside southern footbridge installation
Illumination under bridge	Kaiwaka Community	Community organisations can make an application to KDC Community Grants Fund for assistance
Potential Light Sculptures	Kaiwaka Community	Community organisations can make an application to KDC Community Grants Fund for assistance - the community have a lighting project in place and lighting is being installed
Landscaping of picnic area by Mormor's Cafe	Kaiwaka Community	Community organisations can make an application to KDC Community Grants Fund for assistance

## Projects in the LTP – 2021 to 2024

### Rangiora Boat Ramp

Council was approached (circa 2014-15) by the Point Curtis Cruising Club to look at upgrades to the existing boat ramp on Rangiora Road. Concept plans were developed and in 2018 letters were sent out asking for feedback from the wider community. The immediate neighbours of the boat ramp overwhelmingly agreed with the development and only one did not agree due to the possible increased use of the road.

In 2019 a community meeting to discuss the Township Improvement Plan and any other projects the community wanted/supported. The Rangiora Boat ramp development was raised at this meeting and had good support from the wider community.

KDC officers developed a scope and WSP were engaged through the Professional Services Panel to provide engineering designs and engineer's estimates to construct based on the original concepts drawn up for the community. These concept plans include sealing or concreting the area above the boat ramp up to and including the new boat carpark area with stormwater controls, along with development of the reserve by creating a usable green space with picnic tables, public toilets, lighting and a wetland area (Attachment D)



Current engineers' estimates are \$639k for the entire project. With the current allocated budget, we would look to just develop the boat ramp and carpark at this stage, (need to confirm once we have final design and engineer's estimates). The community have been consulted during the process and are in agreement with this staged approach.

Throughout 2020 KDC have kept the community informed of the progress, provided regular updates and gained feedback by way of emails, phone calls and meetings with members of the Rangiora Boat Club and community representatives. Some members of the community have indicated that they would be interested in participating in assisting with providing plants and planting which may help ease some costs.

Direction is sought with regards to reducing scope to deliver a scheme within the current LTP budget of \$240K

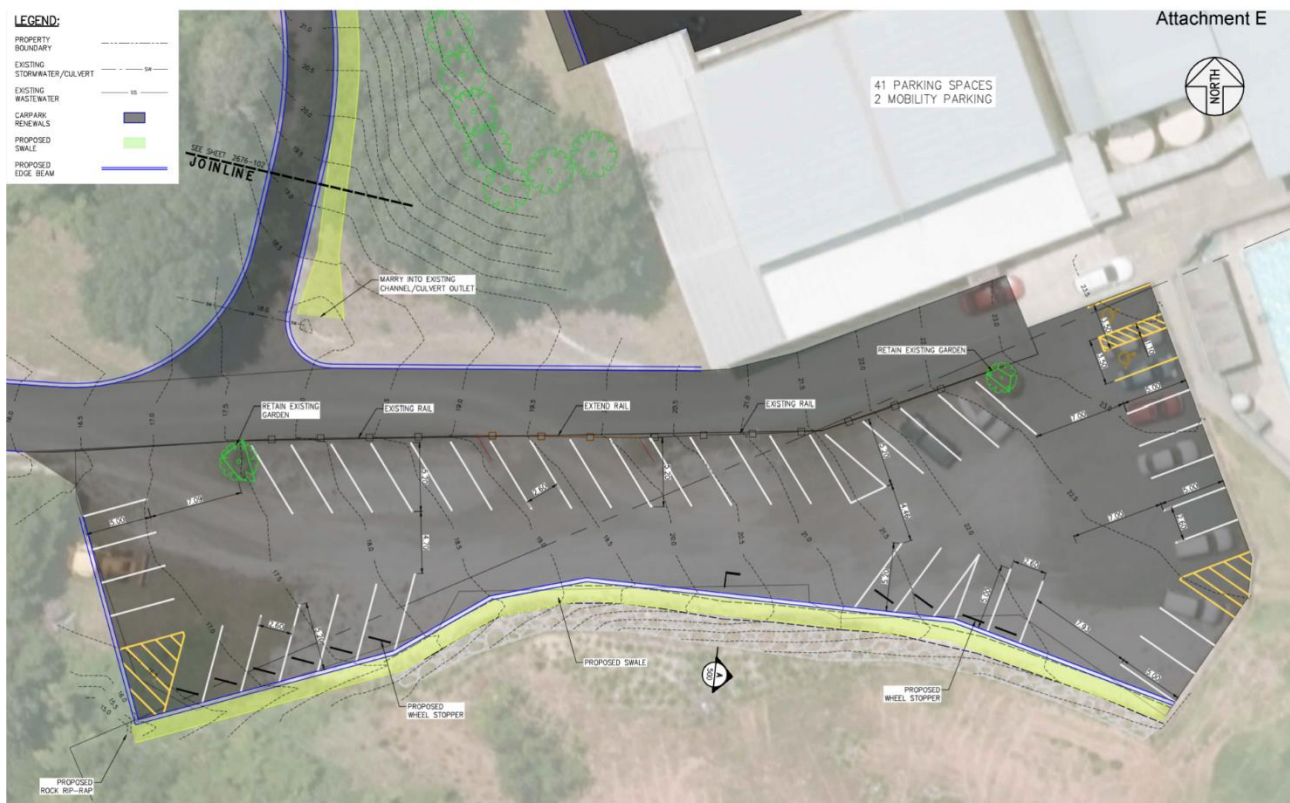
## Carpark Sealing

This project was raised with KDC by the Kaiwaka Sports Association. It received strong support from community feedback sessions. A scope has been developed and consultants engaged through the Professional Services Panel to undertake ground investigations to identify what would be required to seal the two carpark areas. Plans have been developed including stormwater controls and line marking. These carparks may need to be completed in two stages dependant on budgets (Attachment E)

The budget required for this entire project is \$450k. Currently \$300k is allocated in the draft LTP (\$50K in year one and a further \$250K in year two) in the carpark sealing budget.

Direction is sought

- Utilise future year car park sealing budget to complete the project as scoped
- Complete one of the car parks in year 2 and another in year 3





## Kaiwaka Bush Kauri Path

This project arose after investigations were completed for the Kaiwaka Domain bush reserve testing for kauri dieback. It was found that the Kaiwaka Domain did not have Kauri Dieback.

4Sight Consulting was engaged to do a risk assessment and recommendations report for KDC. The report provided information on management or mitigation options to reduce the risk of kauri dieback disease within the Reserve.

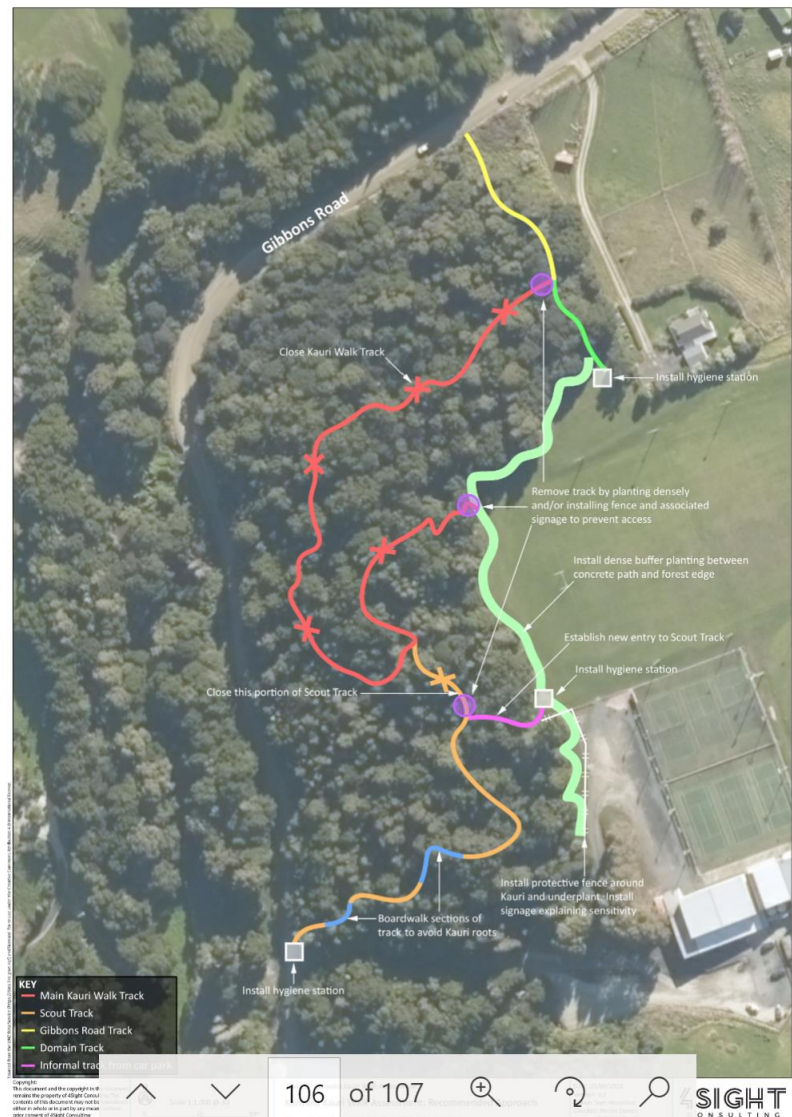
Multiple options were identified that varied from closing the track, partial closures, do nothing or boardwalks with plantings and fencing high risk areas.

All these options have varying levels of costs from \$0 to approximately \$600K as outlined in the report (Attachment F)

The recommended option is - Close Main kauri walk track and part of Scout track, partial boardwalk, hygiene stations, fencing isolated kauri, buffer edge planting

This option provides for the second lowest level of risk while still maintaining the two key walkway linkages that might be used as short-cut access routes by local residents and users of the Domain. This option reduces the amount of costly infrastructure such as boardwalks, as the option includes closure of the Main Kauri Walk track with a high abundance of kauri close to the track, and a limited amount of boardwalk is required on the retained Scout track.

It was identified as a project in the \$1.6m redeployment package. However, it did not meet MBIE requirements regarding vegetation clearance. It is likely there will be external funding (Ministry Primary Industries) for works associated with Kauri protection.

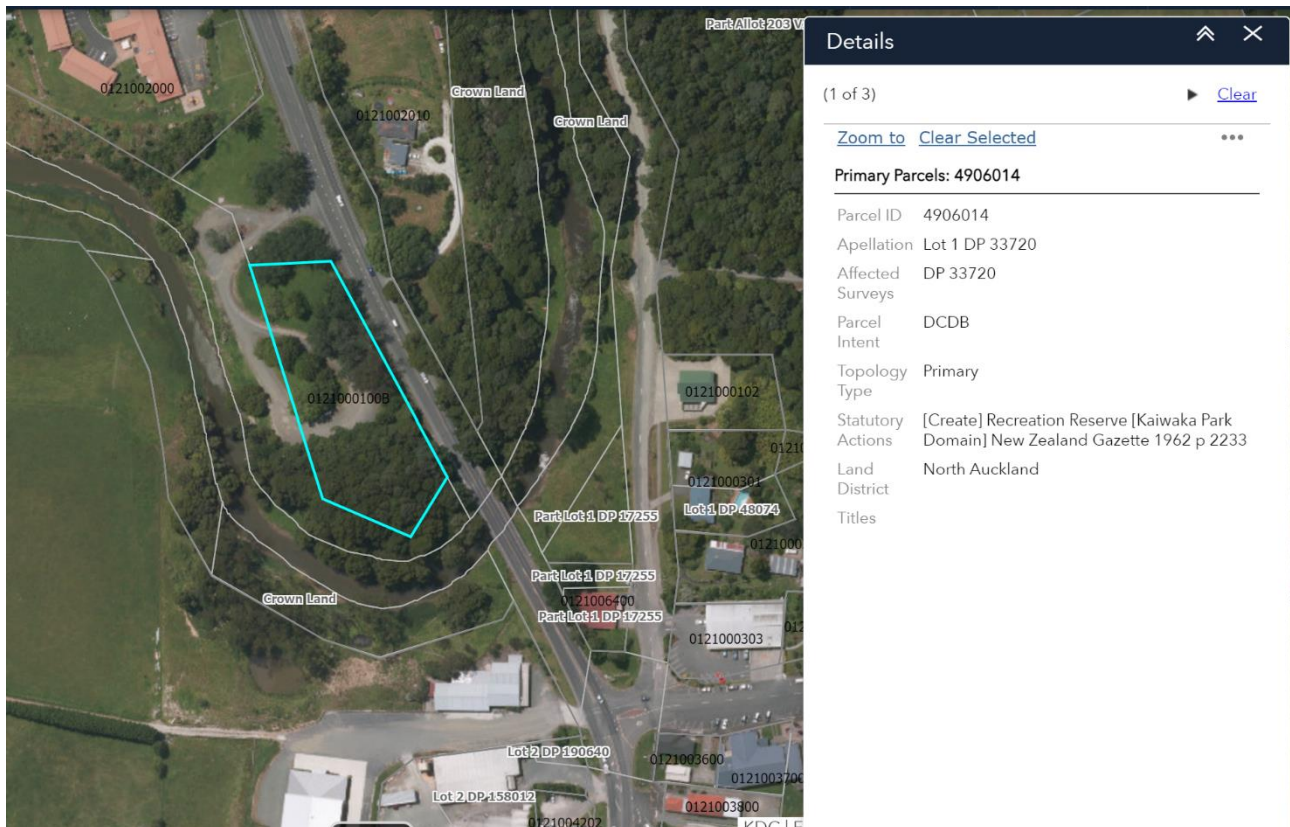


Direction Sought as to whether we should continue to seek external funding (as per the LTP)

## McLean Park

The proposed Western Footbridge links up to McLean Park, and currently the park has three owners, NZTA - Waka Kotahi, DOC and KDC. The park is not being maintained, is generally run down and creates a negative, unwelcoming environment. This park has great potential and is under utilised due to its current state.

The park has historical and cultural significance and staff have collaborated with members of Mana Whenua Quarterly Hui to be informed. The Mana Whenua members have agreed a cultural impact assessment will be completed for the Kaiwaka Footbridges project and McLean Park.



Throughout 2020 KDC staff have worked with DOC to secure a Management Agreement of the Park.

There is no budget in the LTP or resources allocated for work.

In the future, KDC could work with the community and Iwi to ascertain how the park can be developed as a destination area. A community group within Kaiwaka is willing to enter into a Contract for Service with KDC to maintain the park if the Management Agreement is in place.

## Longer Term Projects – 2024 to 2031

The LTP provides a ten year investment programme. Investment in Kaiwaka continues to focus on growth and improving the resilience of the system

### Stormwater

- Kaiwaka SW renewals \$50k year 2024; \$50k year 2028
- Kaiwaka SW growth capital works \$50k year 2028; \$500k year 2029; \$500k year 2030 \*DC 63%

### Solid waste

- Kaiwaka closed landfill \$350k year 2027

### Transport

There are two projects identified in the LTP which are not envisaged to start construction till later in the LTP period. However, the investigation and confirmation of the network with Waka Kotahi is important.

- **Kaiwaka Onerihi Road intersection upgrade** \$250k year 2025 \*DC 38% - A reconfiguration of the Oneriri Road and Kaiwaka-Mangawhai intersections as part of network improvement to unlock commercial land to the west of Kaiwaka.
- **Kaiwaka Eastern network growth** \$500k year 2026 \*DC 50% - Creating a legible and efficient network of walking, cycling and vehicle routes which connect eastern growth areas with the village and other areas.



### Water

There is no provision for water security in the draft LTP. There is a private water supply in Kaiwaka and the implications for this as part of the 3 Waters Reform have not been concluded at this stage.

Officers have considered the potential to connect Kaiwaka to the Maungaturoto System however this was removed from the 2021 Draft LTP

- Kaiwaka water supply and reticulation removed \$4.73m. This was looking at a connection to the Maungaturoto system, providing a more resilient option.

## Do we need a Township Improvement Plan for Kaiwaka?

The Township Improvement Plan has provided a useful tool for aligning community, council and NZTA projects. As a physical document, the challenge is to keep it up to date and there is a risk that it contradicts what is in the LTP and Annual Plan.

An alternative proposal is to create a Kaiwaka Community Plan Website (like Mangawhai) which would allow the plan for investment (community, council and NZTA – others) in the next 3 years to be shared. This could also contain information on key projects and activities.

A website would ensure the community are kept up to date and provide accurate information on the progress of projects. This would capture a wider audience and give them the opportunity to put forward ideas, have ownership over projects and provide a direct communication link with Council staff.

Direction sought as to whether we should continue with a physical Township Improvement Plan document and allocate or move to a web based communication tool

## Next steps/E whaiake nei

Direction from Elected Members will be utilised in forming a consultation exercise with the community to clarify what is happening in Kaiwaka.

Subject to direction, a Kaiwaka Community Plan website will be established so that the community can be kept up to date on projects and key activities

## Attachments/Ngā tapiritanga

	Title
A	Kaiwaka Township Improvement Plan - ( <a href="#">Appendix A</a> )
B	Kaiwaka TIP Update – 2019
C	Kaiwaka Mangawhai Rd Safety Improvement Plan – <b>Site plan only</b>
D	Rangiora Rd Plans - <b>Site plan only</b>
E	Kaiwaka Sports Assn Plans - <b>Site plan only</b>
F	Kaiwaka Domain Reserve Risk Assessment and Recommendations Report