

Draft to be reviewed

# The Preferred Option for the Dargaville | Maungatūroto | Kaiwaka Spatial Plan

February 2020 | DRAFT | Rev 11

FOR



Kaipara District  
Council

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BY



&



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- 3 MAUNGATŪROTO
- 4 KAIWAKA
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# Introduction

INDICATIVE TIME-LINE



WE ARE HERE

Dargaville | Maungatūroto | Kaiwaka

# Dargaville

February 2020 | DRAFT | Rev 11

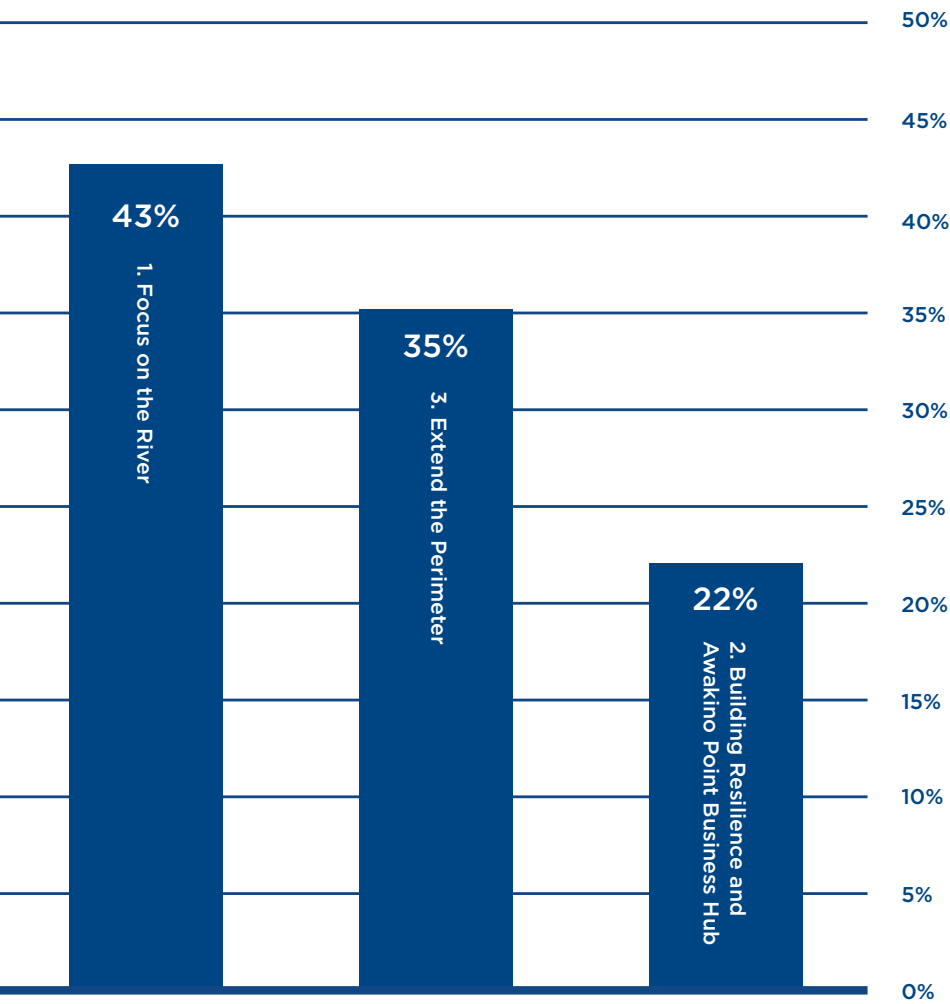


# Dargaville | Summary of Engagement

**VISION FOR DARGAVILLE**  
In 2050, Dargaville’s diverse community supports a burgeoning business sector, which is at the heart of Kaipara District’s food production and provides the visitor infrastructure for nearby natural and cultural tourism attractions.



## Dargaville Preferred Option





# Dargaville | Neighbourhoods





# Dargaville | Key Moves | Overview











## The spatial plan for Dargaville envisions:

- Mana Whenua will be engaged, kanohi ki te kanohi (face to face), as a partner and Māori values respected and incorporated into areas of planning and design.
- Raising the existing bund to provide further protection of the town centre from flood events and also support the infrastructure to build a shared pedestrian and cycle path linking the riverfront to the wider areas of Dargaville.
- Upgrading and revitalising the streets and main entrances into Dargaville's town centre.
- Existing residential areas close to the town centre will be intensified through a combination of infill development and allowances for smaller lot sizes.
- Additional housing is provided for through intensification of existing and new housing developed on the periphery to the north east.
- Medium density papakāinga housing and retirement village located close to hospital and good transport routes.
- Urban and industrial development located to the north east on rural land and SH14 and will avoid sensitive ecology and productive soils.
- New roading and shared walking and cycling paths to provide better permeability in Dargaville and will better link residential, industrial and recreational areas to the heart of the town.
- Working with existing land owners to instigate riparian planting alongside rivers/streams in rural and new urban areas and work with them to help create shared access in and around Dargaville












## Environment | Public Space | Productive Landscapes

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

## Live | Work | Learn

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

## Movement | Connectivity

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

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



# Dargaville | Key Moves

## 1 | Green, Blue and Brown Network



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

### Green + Blue Network

- Identify, establish and protect green and blue networks as part of new developments to protect waterways, create ecological connections and stabilize steep and erodible slopes
- Work with existing land owners to instigate riparian planting alongside rivers/streams in rural and urban areas and work with them to help create shared access in and around Dargaville
- Maintain and enhance areas of existing native vegetation to provide habitat corridors that link ecological areas and create biodiversity corridors

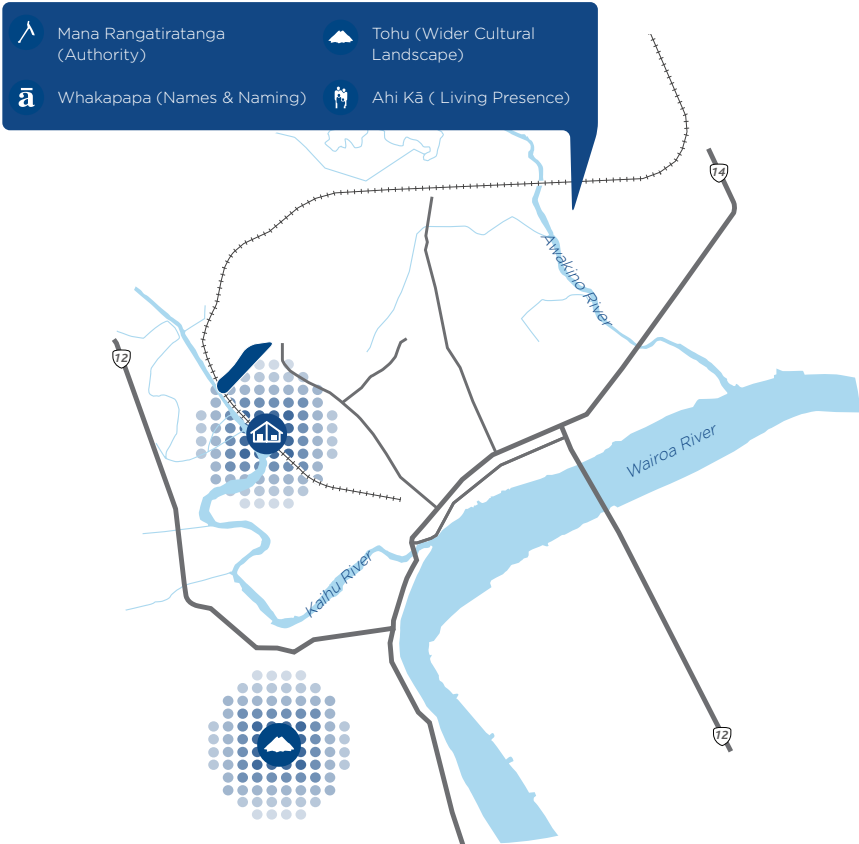
### Soils

- Protect productive soils from urban and industrial expansion
- Investigate central government initiatives currently in place to assist in preventing soil erosion and vegetation clearance: the Afforestation Grant Scheme (AGS) and Permanent Forest Sinks Initiative (PFSI)

Key Move 1. aligns with Mana Whenua values and the following Te Aranga Design Principles:

- Taiao (Natural Environment)
- Mauri Tu (Environmental Health)

## 2 | Mana Whenua Values



- Area of Cultural Significance
- Te Houhanga Marae
- Māori Land Parcel
- Tohu (Wider Cultural Landscape)

### Mana Rangatiratanga

- Establish formal governance and decision making processes
- Regular face to face hui to build a true partnership between Mana Whenua and Kaipara District Council

### Whakapapa - Where appropriate:

- Apply dual naming of Dargaville | Takawira on council signage
- Re-introduce original Māori names of sites and cultural landmarks, i.e. relocate and upgrade the representation of Rainbow Warrior mast to the river-front

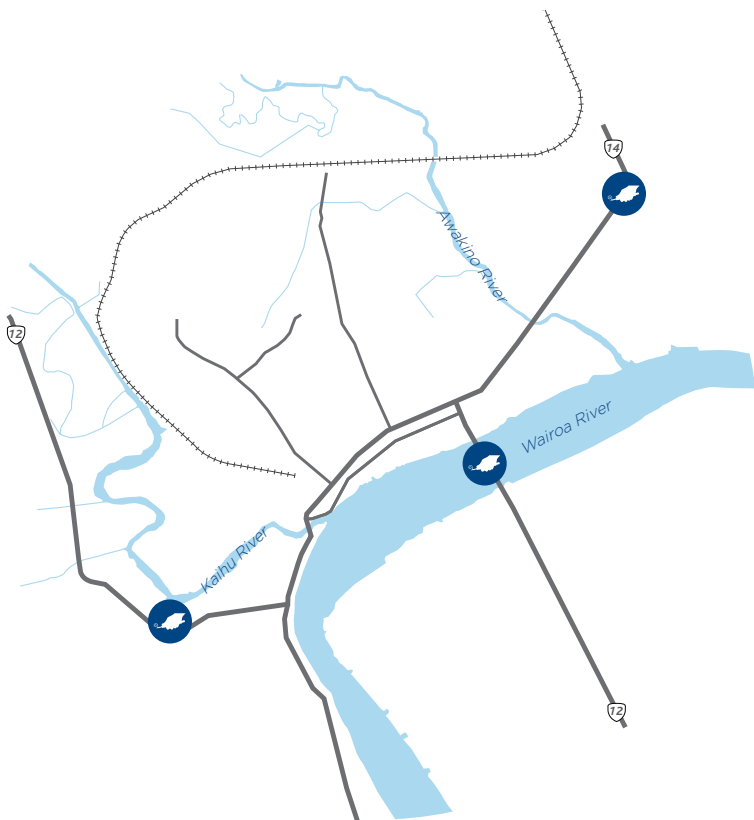
### Tohu

- Recognise, protect and where appropriate celebrate all sites of cultural significance to Mana Whenua through the district plan (including significant view shafts, neighbouring properties and adjacent land holdings)
- Evaluate land uses adjacent to sites of significance to Mana Whenua to ensure land is zoned appropriately and reverse sensitivity is avoided

### Ahi Kā

- Explore opportunities for papakāinga housing in areas of medium density such as the Onslow Ranfurly neighbourhood

## 3 | Celebrate the 3 Rivers and Gateways



- Gateway Locations  
- Mahi Toi (Creative Expression)

- Identify and highlight the main entrances to Dargaville
- Create artistic gateways that celebrate the three waterways of Dargaville's and reflect the towns sense of place
- Ensure Mana Whenua narratives are captured and expressed creatively and appropriately

# Dargaville | Key Moves

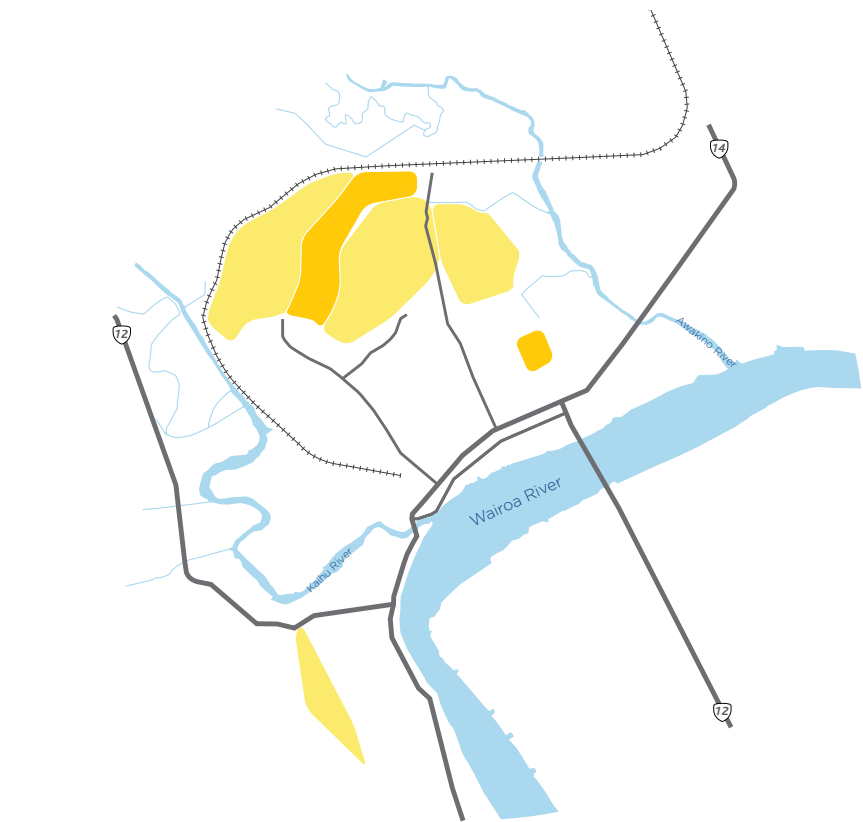
## 4 | Intensification of Existing Residential



 Intensification of Existing Residential

- Intensify existing housing in central, north and south Dargaville through a combination of infill development and planning allowances for minor dwellings ( A minor dwelling is a secondary unit to the principal dwelling built on an existing title of land to a maximum gross floor area of 65m2)
- Balance minimum house lot sizes with increased infrastructure requirements
- Allow for medium to high density along Hokianga Road and near the town centre, introducing more people, more variety and more vitality into the centre of Dargaville

## 5 | New Housing on the Periphery



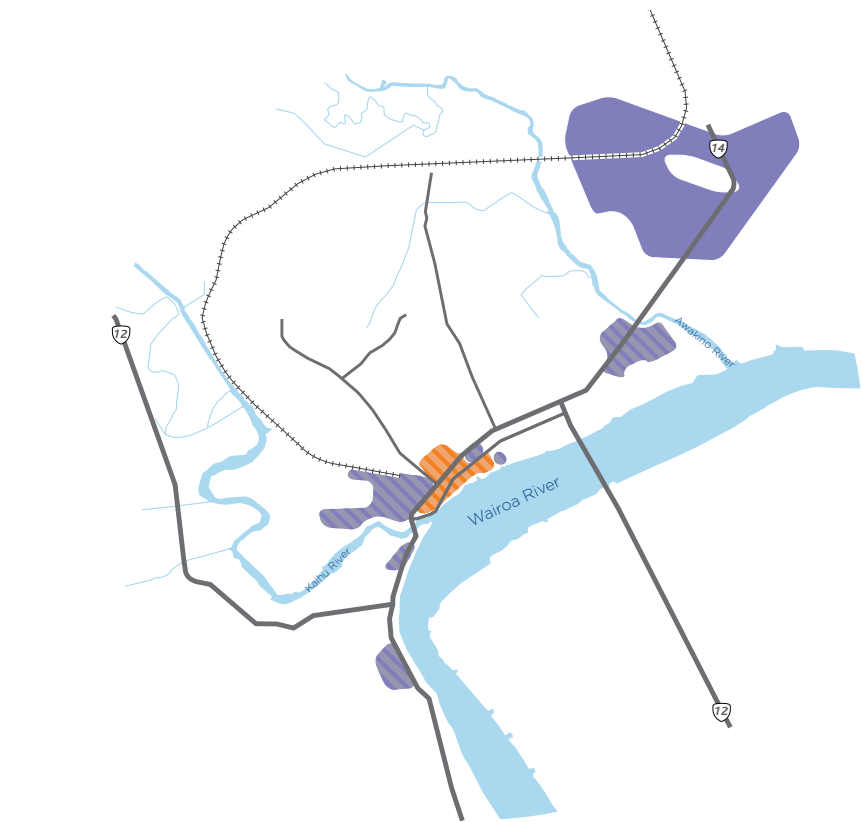
 Low Density Housing Development

 Medium Density Housing Development

 High Density Housing Development

- Housing is located in areas most suitable for residential development with regard to land stability, access to existing infrastructure, avoiding floodplains and productive soils and with regard to underlying ecological networks
- Outer Dargaville is appropriate for new low - medium density residential development. Houses are typically be detached and set on larger sites
- Awakino River and Dargaville Outer Plateau is appropriate land for new medium - high density residential development. Houses are typically smaller, more than one story, often attached and set on compact sites
- Investigate a variety of medium - high density building typologies that suit Dargaville's environment and housing needs including the development of papakāinga housing
- Onslow Ranfurly neighbourhood is appropriate for high density residential and consolidated growth. High density is typically multi floored attached forms of housing
- Investigate a range of housing and care choices for elderly people and those requiring care or assistance, on greenfield areas adjacent to the local hospital

## 6 | Intensify Commercial + Industry to the East



 Intensification of Existing Industrial

 Intensification of Existing Commercial

 New Industrial Development

- Intensify commercial development within central Dargaville by utilising existing vacant commercial land
- Reinforce the area west of Hokianga Road by upgrading and expanding commercial, retail, civic and residential development
- Locate industrial area to the north east along side of the rail line and SH14, while avoiding open space network and productive soils and land
- Encourage more industrial style businesses to locate in existing industrial areas, such as east Dargaville, and maximise the use of existing vacant space
- Integrate water sensitive design devices such as rain gardens to improve water quality into street environments and industrial activities

# Dargaville | Key Moves

## 7 | Greening the Highway



### Greening Of State Highways 12 & 14

- Green the segments of State Highway 12 and State Highway 14 that pass through the centre of Dargaville, by transforming them into a tree lined boulevard, slowing traffic, improving amenity and local identity
- Reorganise parking and improve environmental performance of the SH12 and SH14
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into streetscape environments

## 8 | Connecting Collector Roads



### Primary Road Connections

### Secondary Proposed Future Road Connections (Further Investigation Required)

- A** Construct a new road along the Outer Dargaville ridgeline connecting the top of Hokianga Road to Awakino Road reducing the need for local drivers to use the State Highway for local trips
- B** Investigate extending the new road from Awakino Road along the northern rail line intersecting with SH14, Including a cycle and pedestrian path along side
- C** Construct a link between Meadowpark Drive and Paritai Place, completing an additional east-west connection in North Dargaville

## 9 | Walk + Cycle Connections



### Primary Cycle / Walking Connections

### Proposed Future Connections (Further Investigation Required)

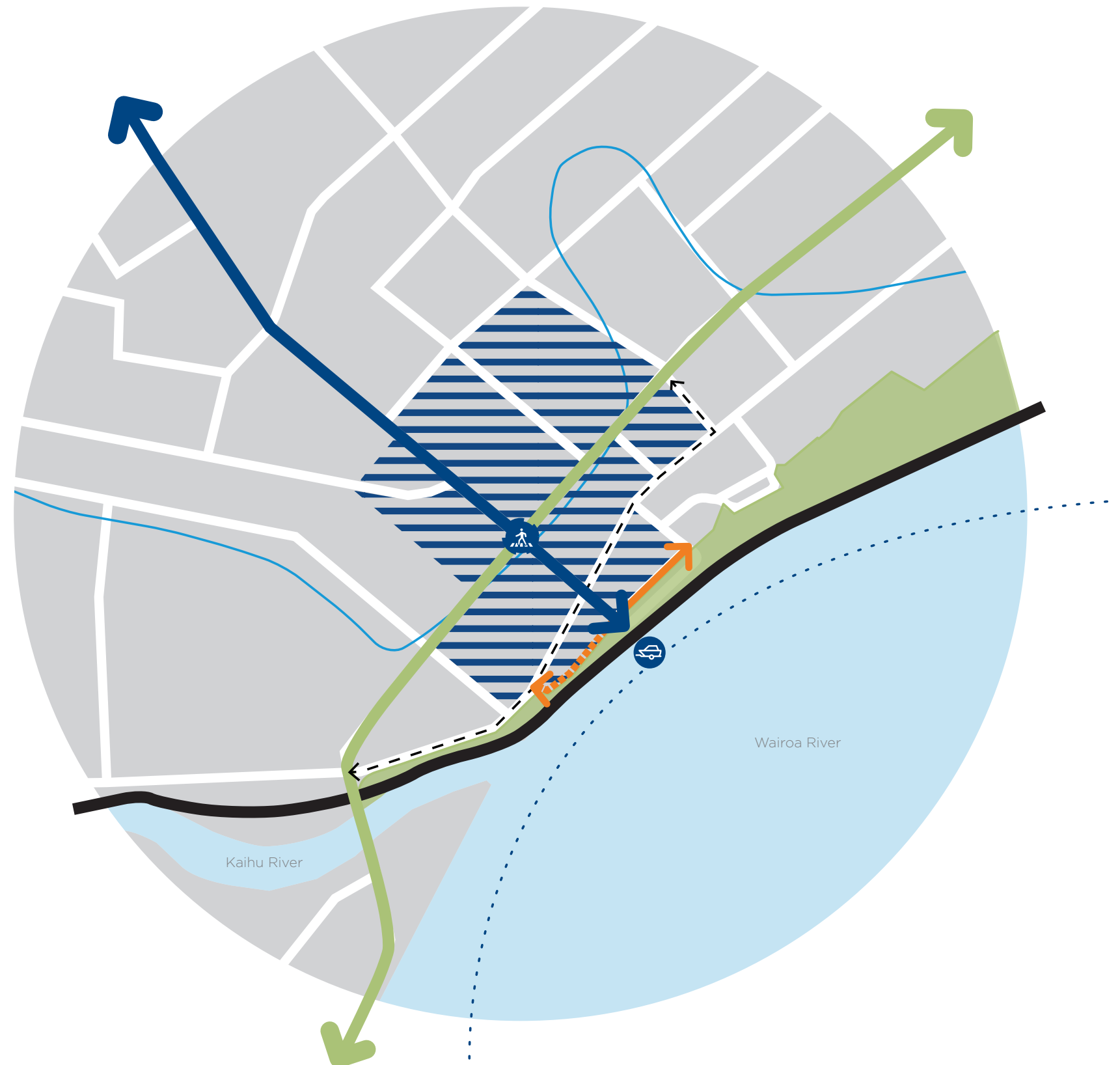
- A** Develop a new pedestrian cycle path, alongside the rail corridor, connecting Awakino Road residential area to SH14, looping back into the town centre via Victoria Street
- B** Retrofit existing streets to accommodate a shared pedestrian and cycle path
- C** Create shared path alongside the river and stream networks
- D** Extend a shared pedestrian and cycle path along the Wairoa River, connecting to the Dargaville Museum - Te Whare Taonga o Tunatahi
- E** Investigate the potential of creating a pedestrian and cycle connection South over the SH12 bridge

# Dargaville | Key Moves | Town Centre

## The key moves proposed for Dargaville town centre involve:

- Development of a revitalised and accessible public open space alongside the river to bring a new positive focus on the Wairoa River, providing the people of Dargaville further opportunity to engage and enjoy the river environment and embrace it as a unique element of their town centre.
- The creation of new pedestrian focused streets that are safe and easy to navigate and enjoyable public spaces to be in
- Upgrading and expanding development around Hokianga Road creating a more intensified commercial / civic area in Dargaville that also utilises and highlights Dargaville's unique built heritage

## Key Moves | Overview | Dargaville Town Centre





# Dargaville | Key Moves | Town Centre

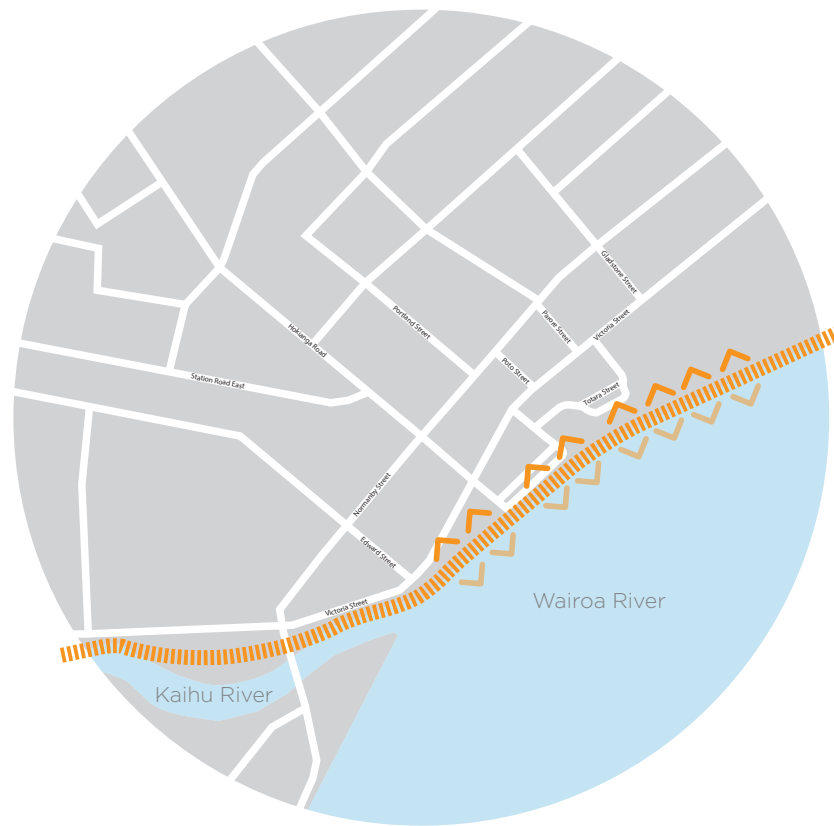
## 1 | Embrace the River



- Open Space Boundary
- Two way New Connection
- Existing Road Converted to Two-way

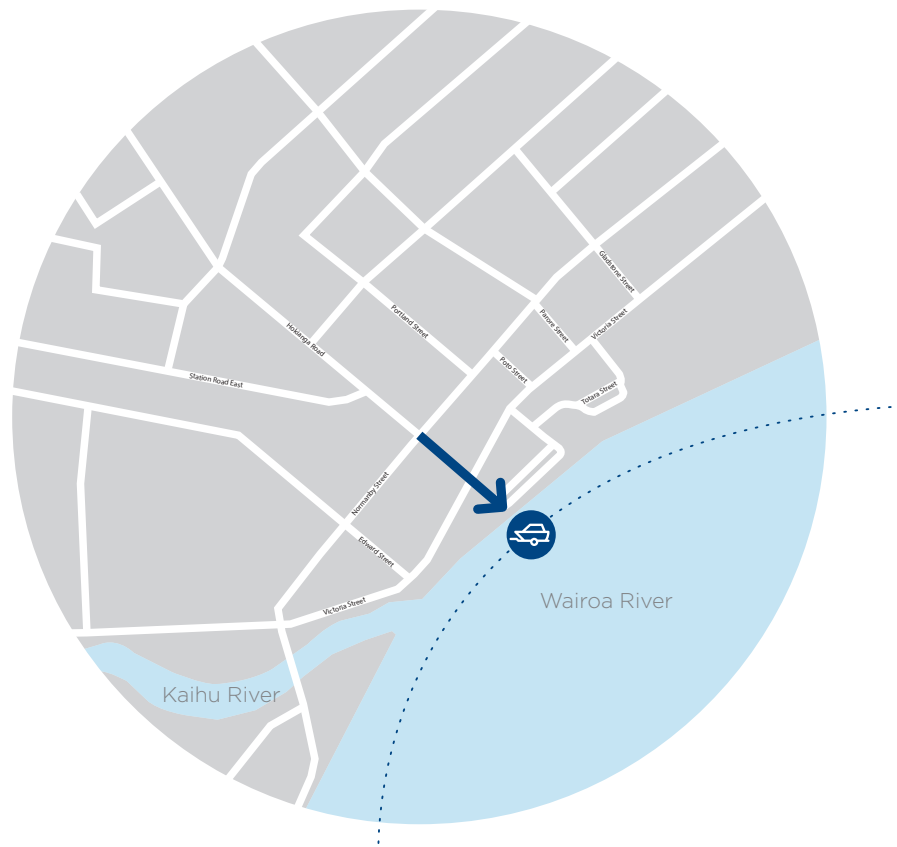
- Upgrade Parenga Street and create a new riverside street for the town to front onto
- Convert the car park into a high quality public greenspace
- Landscape the new public space to create comfortable outdoor spaces that balance views and provides access to the river with shade and shelter from the wind.
- Investigate relocation of Rainbow Warrior mast from Harding Park to new waterfront park (and allow for more appropriate representation on Māori land)

## 2 | Reinforce the Edge



- Bund Edge
- Increase the height of the existing bund to provide the town with a robust defence against rising water and storm events
- Improve visibility of, and access to, the wharf

## 3 | Retrofit the Wharf

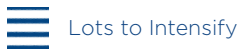
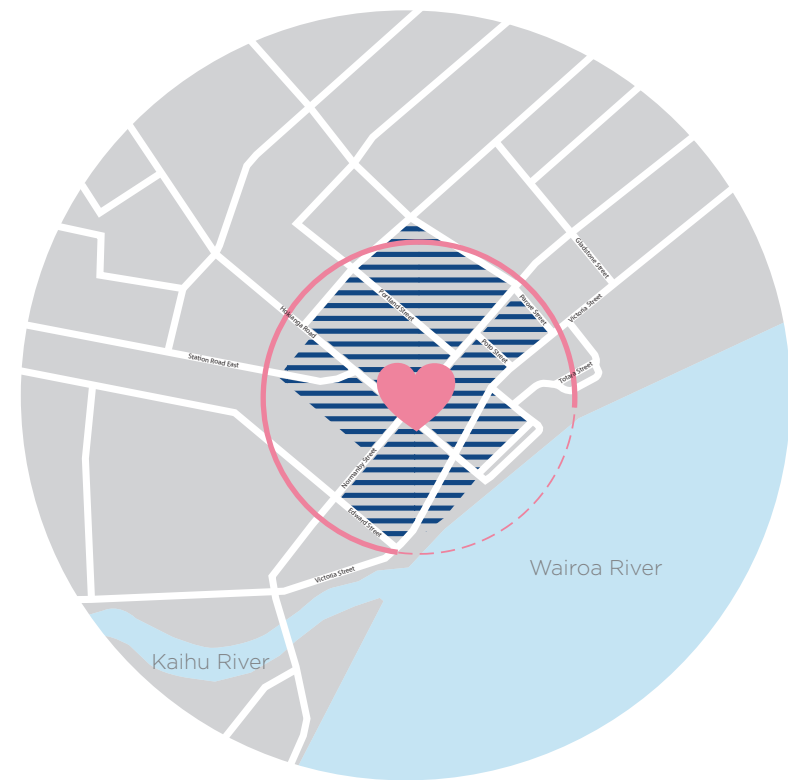


- Wharf Upgrade
- Access From Centre
- Ferry + Boat Paths
- Retrofit the existing wharf with a pontoon to provide all-tide access
- Create visual connections to the wharf and increase its visibility from the Hokianga Road intersection



# Dargaville | Key Moves | Town Centre

## 4 | Reinforce the Heart



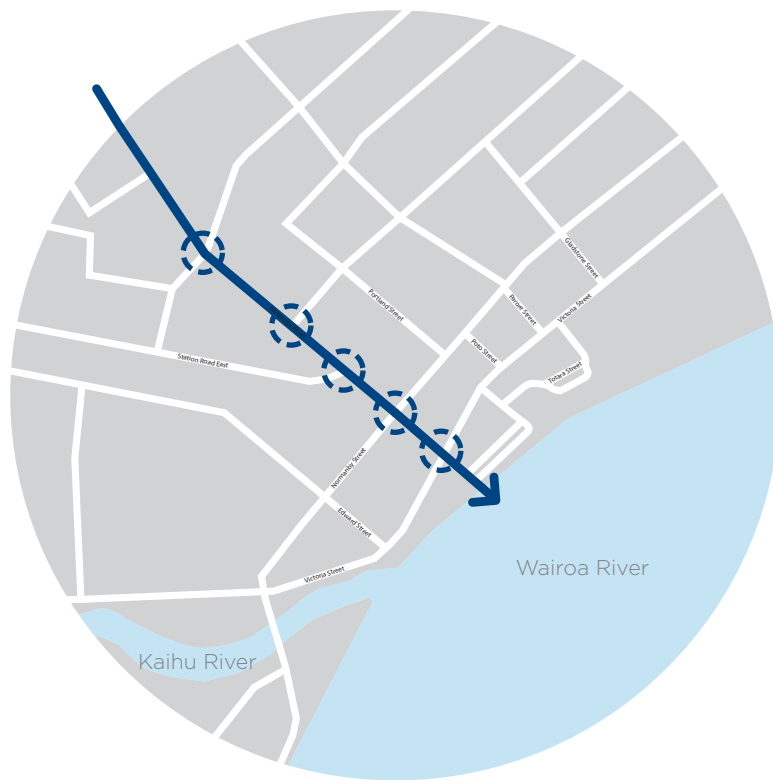
- Focus new development around a central core to create a pedestrian friendly heart
- Develop spaces between buildings to create linked pedestrian networks through the town centre and to the Wairoa River
- Experiment and test different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs
- Ensure new development responds sensitively to Dargavilles built heritage

## 5 | Celebrate Heritage



- Identify and preserve Dargavilles unique and varied built heritage
- Establish an archive/register of Dargavilles heritage buildings
- Where appropriate, retrofit heritage buildings to reclaim their value and occupancy

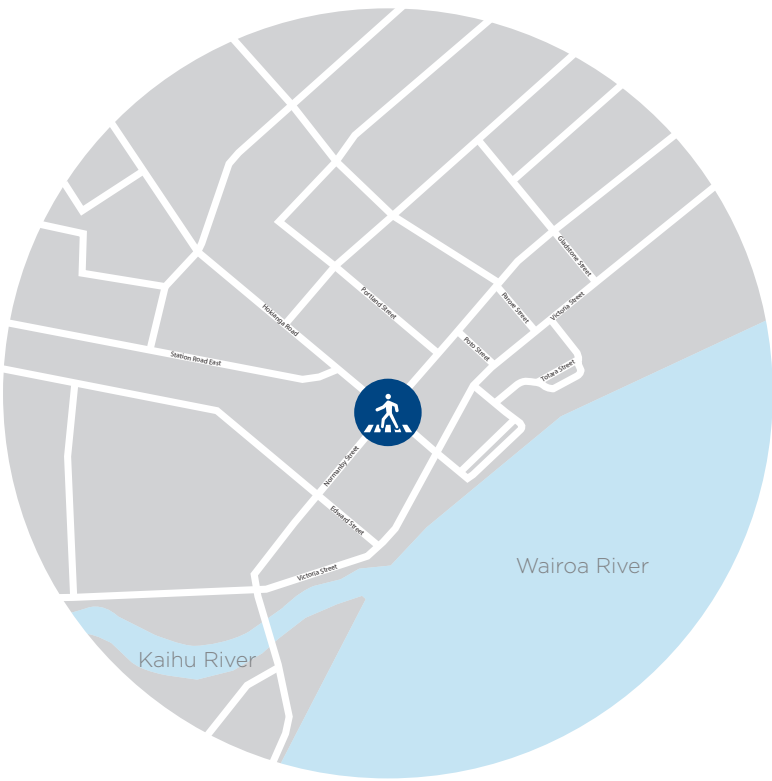
## 6 | Enhance Hokianga Axis




- Upgrade Hokianga Street to improve amenity, improve pedestrian safety, and reinforce connection to the Wairoa River
- Introduce cycle paths along both sides of Hokianga Road as part of the 'Dargaville Loop' cycle path
- Trial transforming Hokianga Street, between the intersection of Normanby Street and the riverfront, through experimenting and testing different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs

# Dargaville | Key Moves | Town Centre

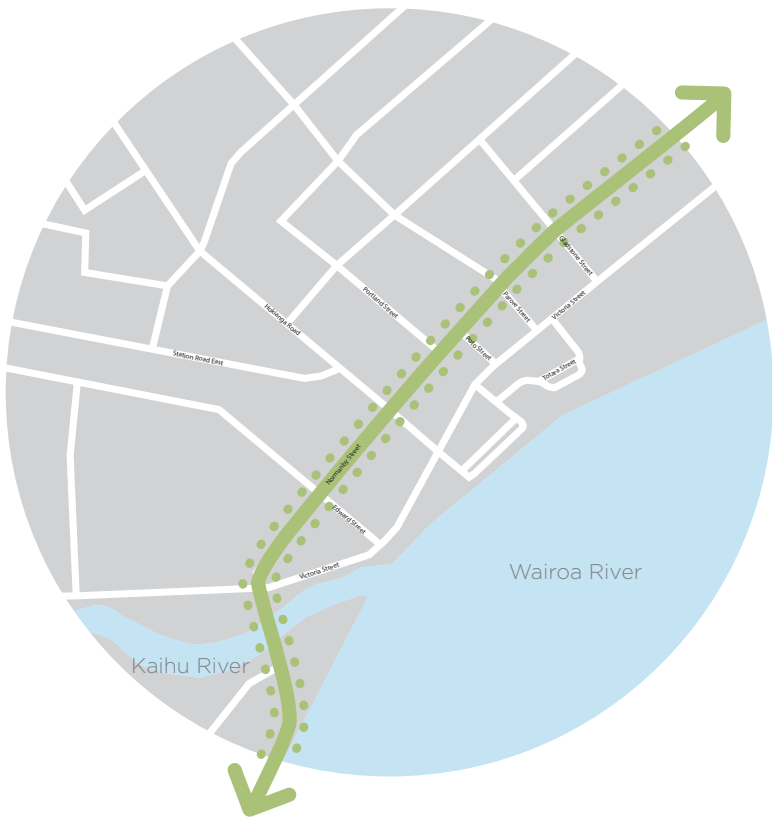
## 7 | Improve Pedestrian Connection





 Intersection Upgrade

- Upgrade the SH12, Hokianga Street intersection to slow traffic and increase vehicle and pedestrian safety
- Investigate introducing a signalised intersection to improve pedestrian safety and encourage walking to the town centre

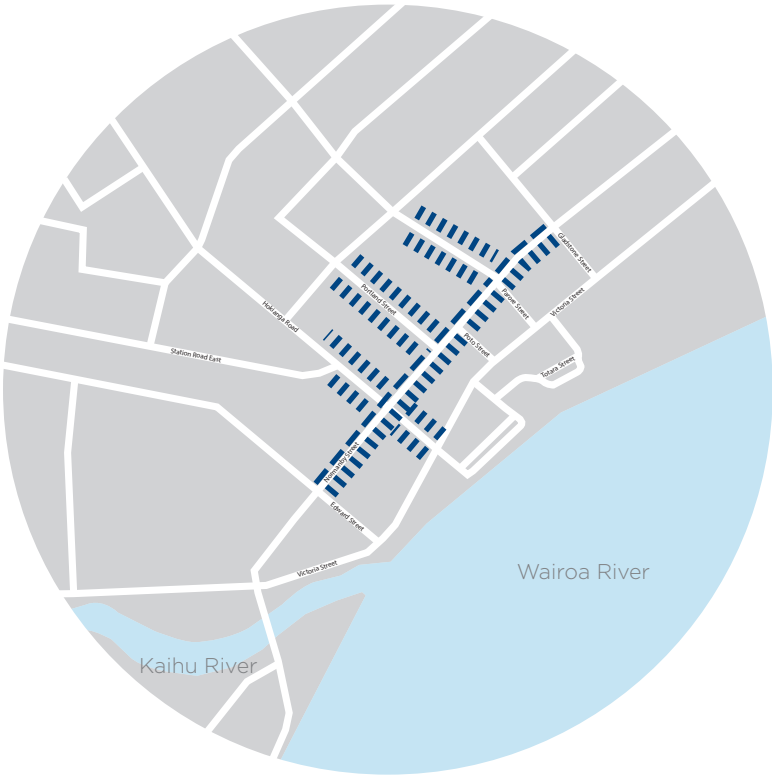
## 8 | Greening State Highway 12





 Planting Along Highway  
 Section of Highway to be Greened

- Also see Dargaville Wide Key Move 7
- Transform SH 12 into a tree lined boulevard to slow traffic, improve amenity and local identity, improve environmental performance of the street and to help reclaim Normanby Road as part of Dargaville's town centre
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into the streetscape environment

## 9 | Optimise On-Street Parking



 Parallel Parking Along Highway  
 Perpendicular Parking Down Streets

- Where possible reorganise parking within the town centre from parallel parking into perpendicular parking - remove flush
- Reduce medium strips to accommodate changes as required
- Investigate implementing perpendicular parking along the southern edge of SH12, between Edward and Gladstone Streets, to significantly increase the amount of on-street parking with direct access to the town centre

# Dargaville | Land Use Yields

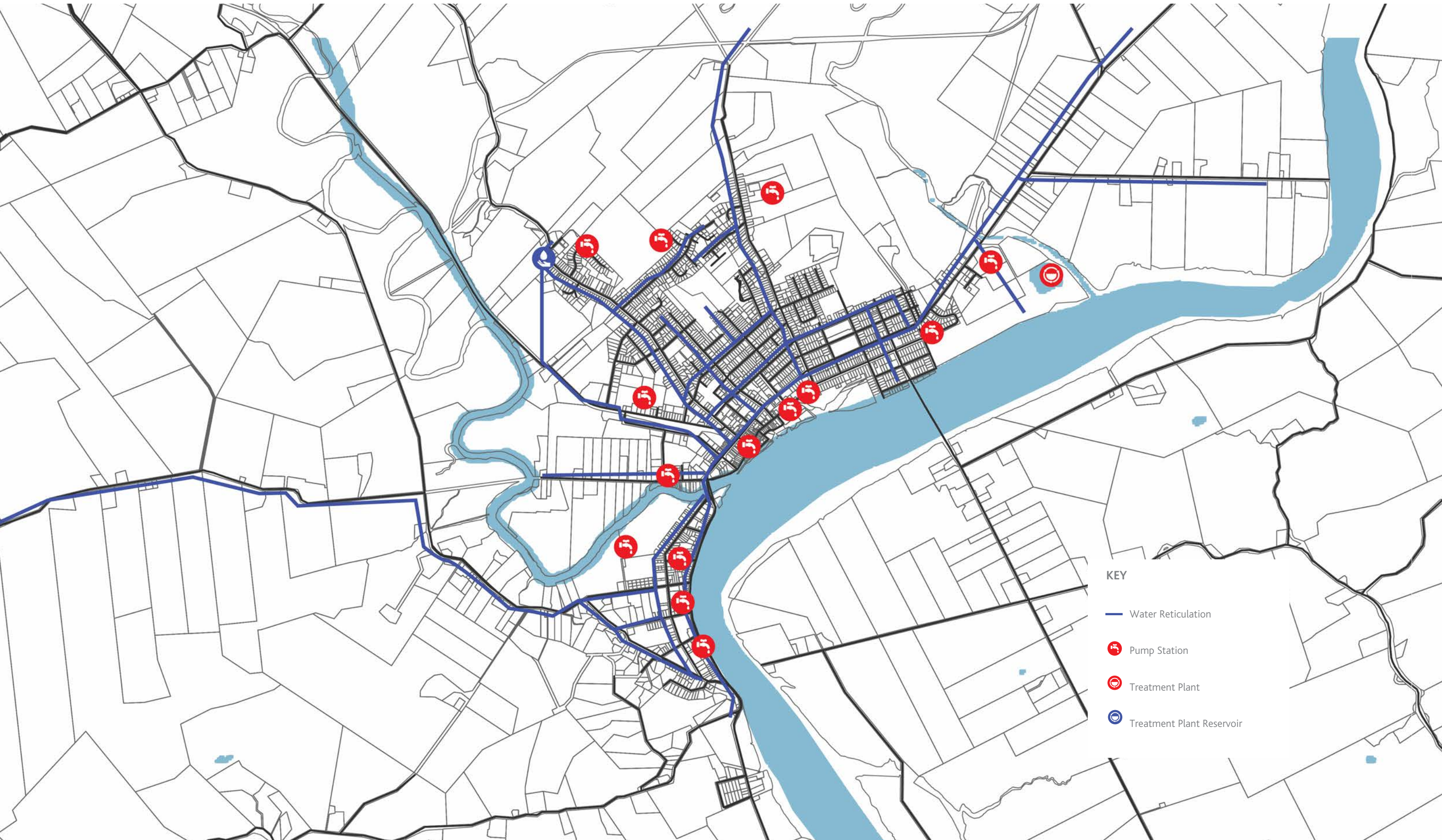
The preferred option evolved from evaluation of the public consultation therefore combining supported elements from the Option 1 - ‘Focus on the River’ and Option 2 - ‘Building Resilience and Awakino Business Hub’. The land-use changes proposed include -

\*\* note the yields are based on gross areas and do not take into account new roading, open space, infrastructure and other limitations. The assumption is that the unzoned areas for each block have been allocated to these uses (open space, roading etc).

Yield Estimate	
Land Use	Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-2000sqm) on existing rural zoned land:
	<ul style="list-style-type: none"><li>Awakino Point = 184ha (creating approximately 920-1840 lots)</li><li>Dargaville East = 24ha (creating approximately 120-240 lots)</li><li>South Dargaville = 10ha (creating approximately 50-100 lots)</li></ul>
	Enabling new medium density (gross lot areas created based on minimum lot sizes of 500sqm) housing on existing rural zoned land:
	<ul style="list-style-type: none"><li>Awakino Point = 184ha (creating approximately 920-1840 lots)</li><li>Dargaville East = 24ha (creating approximately 120-240 lots)</li><li>South Dargaville = 10ha (creating approximately 50-100 lots)</li></ul>
	Intensifying existing industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-2000sqm). Assumes that 50 per cent of existing industrial land is suitable for subdivision:
	<ul style="list-style-type: none"><li>Dargaville Town Centre = 30.4ha (approximately 76-152 lots total)</li></ul>
	Enabling new medium density (gross lot areas created based on minimum lot sizes of 500sqm) housing on existing rural zoned land:
	<ul style="list-style-type: none"><li>Outer Dargaville Block A = 173ha (creating approximately 2844 lots)</li><li>Awakino River Block = 50ha (creating approximately 800 lots)</li><li>South Dargaville Rural Block= 26ha (creating approximately 416 lots)</li></ul>
	Enabling new high density (gross lot areas created based on minimum lot sizes of 300sqm) housing on existing rural zoned land:
	<ul style="list-style-type: none"><li>Outer Dargaville Block A = 49ha (creating approximately 1306 lots)</li><li>Retirement Block = 9ha (creating approximately 240 lots)</li></ul>
	Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment:
	<ul style="list-style-type: none"><li>North Dargaville = 195ha</li><li>Dargaville Town Centre = 22ha</li><li>South Dargaville = 131ha</li><li>Dargaville East = 62ha</li></ul>



# Dargaville | Infrastructure



## KEY

Water Reticulation

Pump Station

Treatment Plant

Treatment Plant Reservoir

Dargaville | Maungatūroto | Kaiwaka

# Maungatūroto

February 2020 | DRAFT | Rev 11



# Maungatūroto | Summary of Engagement

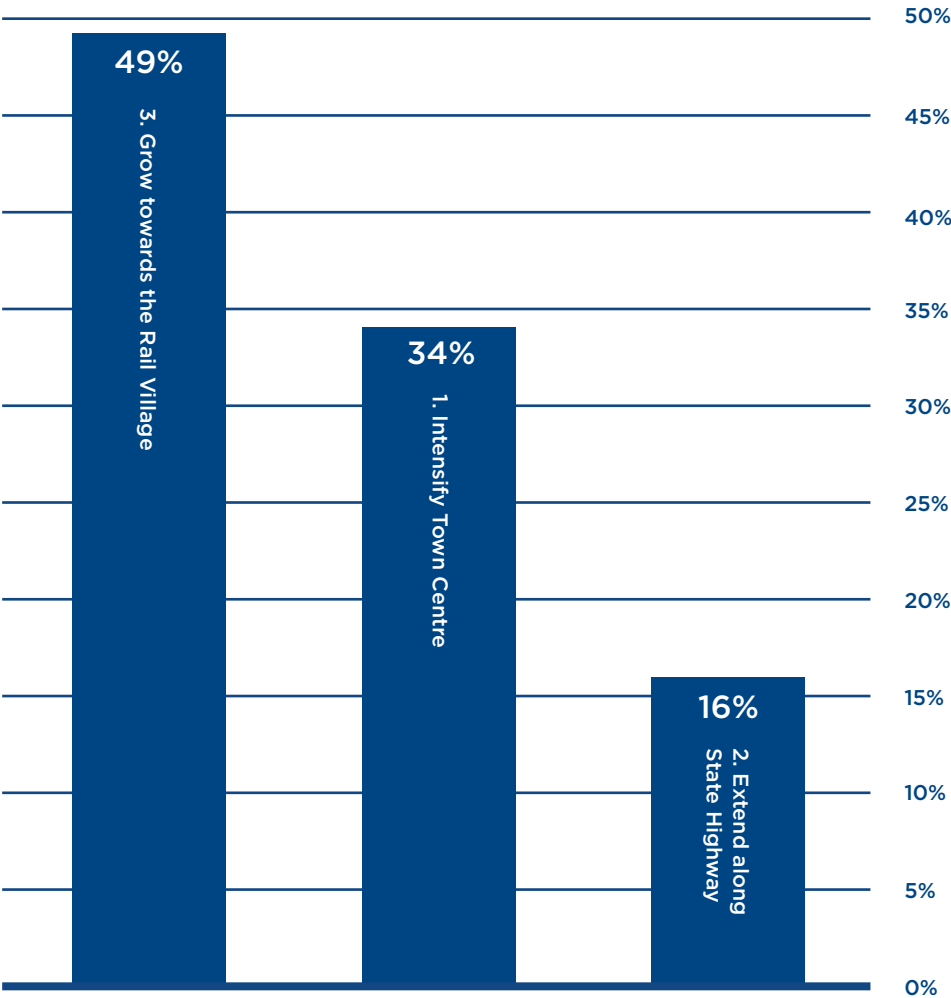
### VISION FOR MAUNGATŪROTO

In 2050, Maungatūroto will continue to be a sporting and culturally active community with a strong business hub, excellent walking and cycling connections to residential areas , and a busy town centre that has diverse attractions for locals and visitors alike.

### Aspirations



### Maungatūroto Preferred Option





# Maungatūroto | Neighbourhoods





# Maungatūroto | Key Moves | Overview



The spatial plan for Maungatūroto envisions the:

- Development and enhancement of the three nodes along State Highway 12 located on the rail line, the main street and commercial centre to the east, with new residential areas within walking and cycling distance
- Development of a new town square, civic and park spaces, retail and business areas in and around the blocks created by the new main street as a place for community to safely commune, shop and play
- Creation of walking and cycling routes that take advantage of Maungatūroto's natural beauty and connect the town centre to the residential areas, the estuary and to the rail line along State Highway 12
- Expansion of additional industrial land around the existing rail to provide space for further investment and enable ease of access to rail and road for freight-oriented businesses
- Creation of a new east-west street connection, south of the new main street, to enable new mixed use development to occur close to the town centre and provide local access to schools, businesses and residential areas without the need to travel on the State Highway
- Identification, establishment and protection of a green and blue networks as part of new developments, to protect waterways, create ecological connections and stabilise steep and erodible slopes
- Effective working relationships with existing land owners to instigate riparian planting alongside rivers/streams in rural areas to help create shared access in and around Maungatūroto

## Environment | Public Space | Productive Landscapes

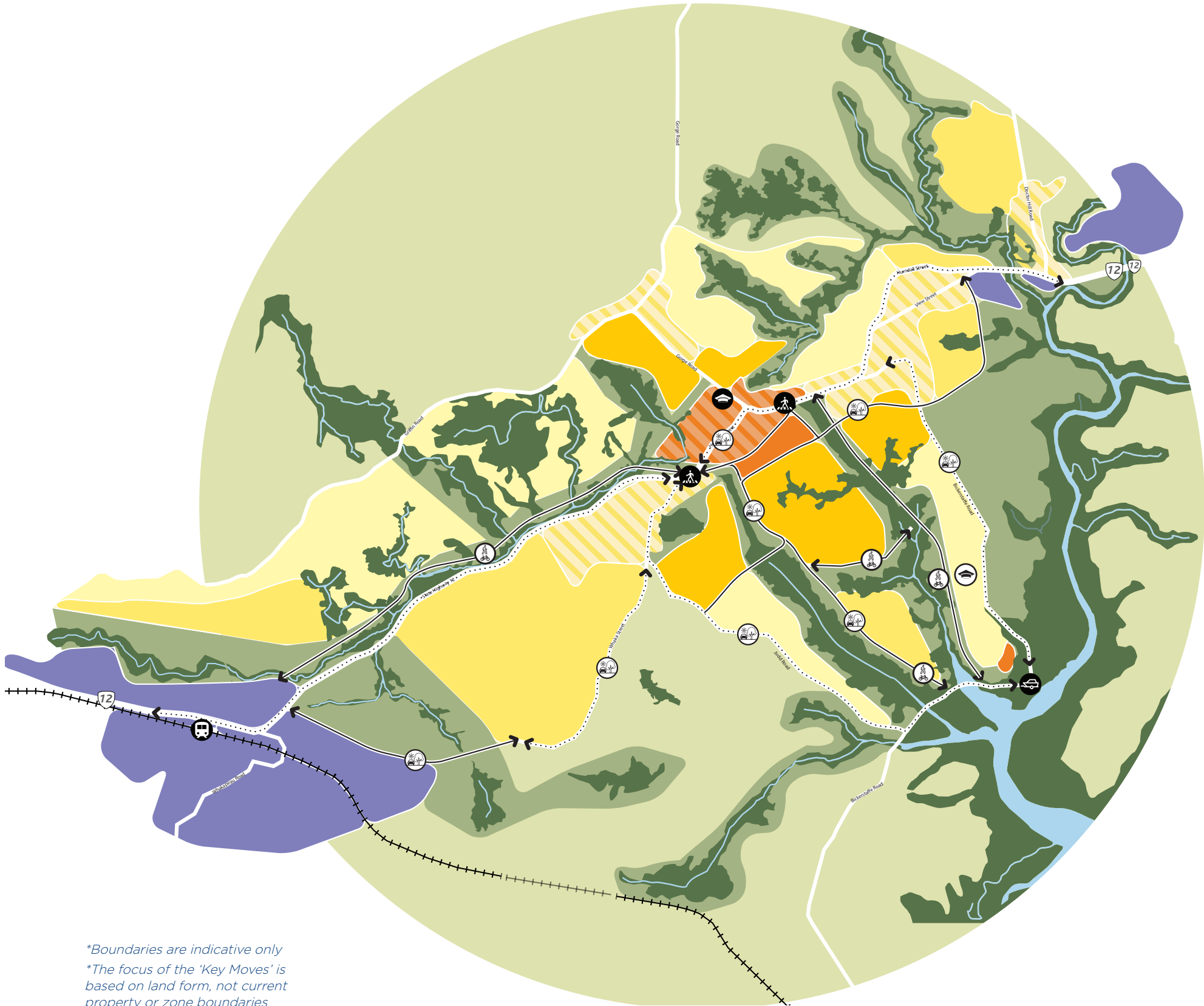
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|------------------------------|---|
| Rural Land   Productive Land | Proposed Ecological Network   Riparian Buffer |
| Open Space   Public Access   | Waterways                                     |

## Live | Work | Learn

- |                                  |                                    |
|----------------------------------|------------------------------------|
| Existing Residential Intensified | Existing Industrial Intensified    |
| New Low Density Housing          | New Industrial                     |
| New Medium Density Housing       | Intensified Commercial   Mixed Use |
| New High Density Housing         | New Commercial   Mixed Use         |

## Movement | Connectivity

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



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



# Maungatūroto | Key Moves

## 1 | Green, Blue and Brown Network



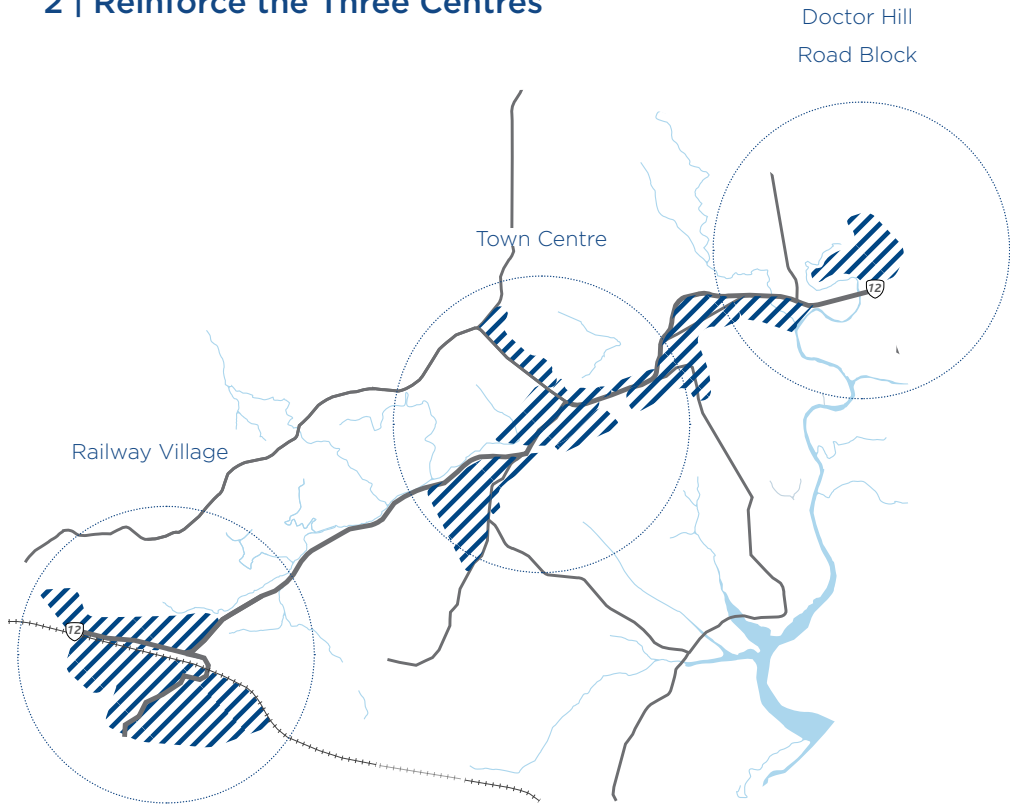
- Rural Land | Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

- 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
- Using the green and blue network as a base, create a multi-use public open space network to improve and preserve the character and amenity of Maungatūroto
- Work with existing land owners to instigate riparian planting alongside rivers/streams in rural and new and intensified residential areas
- Maintain and enhance existing native vegetation areas to provide habitat corridors that link ecological areas and create biodiversity corridors

Key Move 1. aligns with Mana Whenua values and the following Te Aranga Design Principles:

- Taiao (Natural Environment)
- Mauri Tu (Environmental Health)

## 2 | Reinforce the Three Centres



- Areas for development within Centres

- Focus development and intensification around the three core development centres of Maungatūroto
- Reinforce each location by utilising existing infrastructure, maximising transport options and by identifying and enhancing the core role of each centre
- Develop the core role of the rail village as an industrial business hub with a focus on rail transportation
- Develop the Doctor Hill Road Block centre as a hub of light industrial/commercial businesses with good access to State Highway 1
- Reinforce the core of the existing town centre by expanding commercial, retail and civic development beyond the edge of State Highway 12

## 3 | New + Improved Local Streets

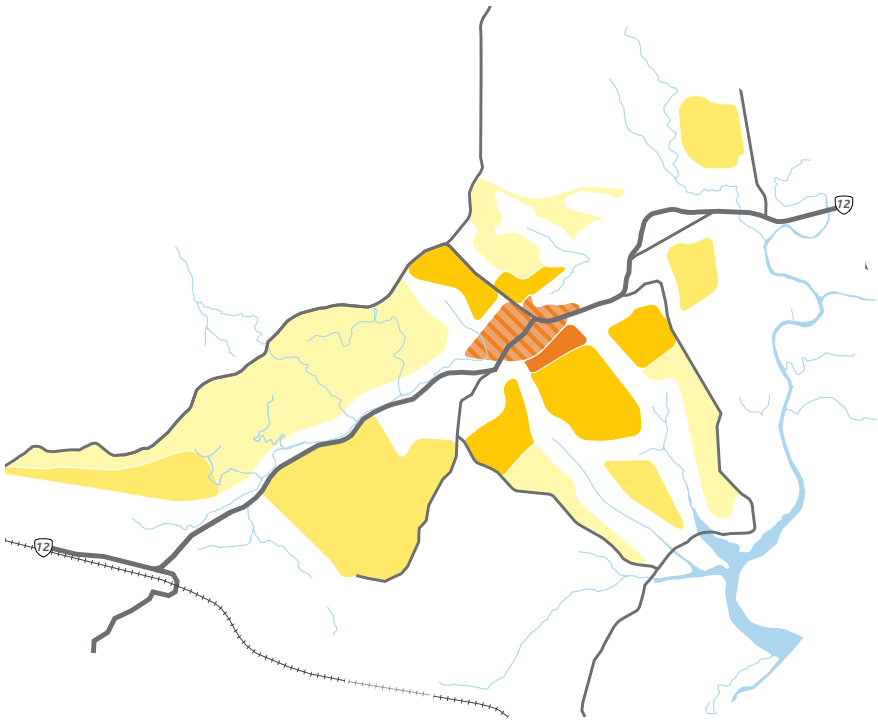


- New Local Street Connections
- Improved Existing Streets

- Green SH12 by transforming it into a tree lined boulevard to slow traffic, improve amenity and local identity, organise parking and improve environmental performance of the road
- Develop a new east-west street network to the south of SH12, connecting the town centre with new residential and open space areas
- Design a street network to link into existing roads and contours to maximise connectivity and minimise earthworks
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into streetscape environments
- Ensure new and upgraded existing streets are slow speed environments with footpaths and street trees. Cyclists should be accommodated on separate lanes or the street environment should be safe enough that cyclists can share the street with motorised vehicles

# Maungatūroto | Key Moves | Town Wide

## 4 | Residential Development



- Low Density Residential
- 
- Medium Density Residential

High Density ResidentialNew Commercial | Mixed UseIntensified Existing Commercial | Mixed Use

- Locate housing in areas most suitable for residential development with regard to land stability, access to existing infrastructure, avoiding floodplains and productive soils and with regard to underlying ecological networks
- Intensify existing housing in Maungatūroto through a combination of infill development and planning allowances for minor dwellings ( A minor dwelling is a secondary unit to the principal dwelling built on an existing title of land to a maximum gross floor area of 65m2)
- Locate new high and medium density housing close to existing town centre to create a walkable heart
- Locate Mixed Use development in the town centre to encourage people to live and work centrally
- Encourage a variety of housing styles to accommodate a variety of living needs and changing lifestyles and living arrangements
- Expand low density housing zones around Maungatūroto's periphery, providing new housing and lifestyle opportunities close to the countryside

## 5 | Connection to Rail



- Pedestrian / Cycle Connection
- Improved Existing Streets
- Connection Between Existing Network

- Create a shared pedestrian and cycle path linking the existing town centre to the railway village along the northern side of SH12
- Improve and extend Whaka Road to SH12 providing an alternative access route to the railway village

## 6 | Connections to Estuary



- Connection through Open Space
- Improved Existing Streets
- Connection Between Existing Network
- Wharf
- New Commercial | Mixed Use

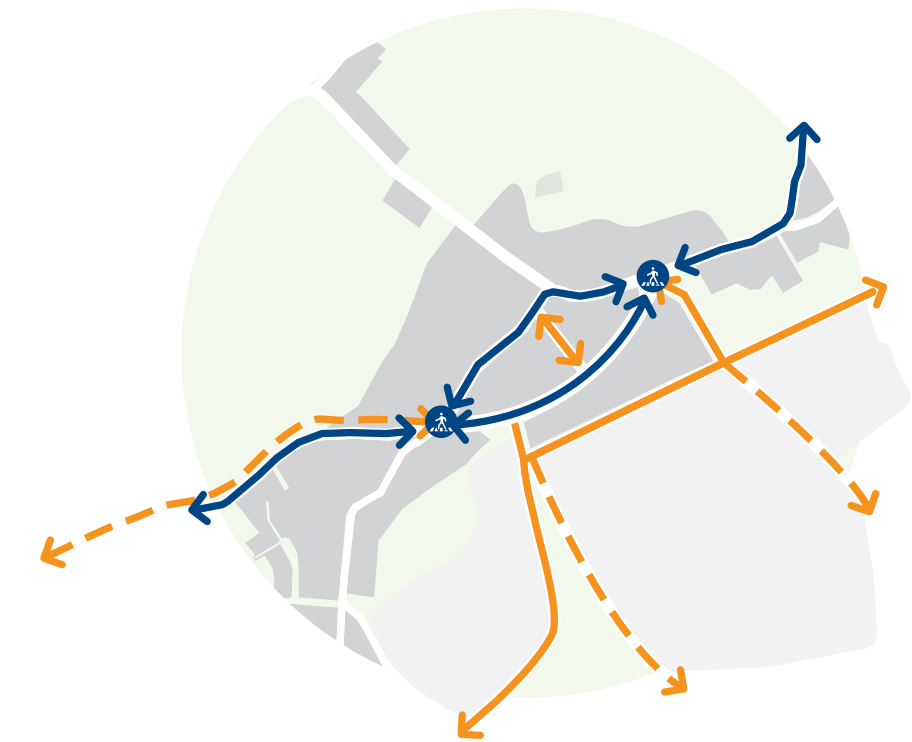
- Create north-south shared pedestrian cycle paths to connect the town centre to the estuary, the country club and recreation areas
- Create a public open space next to the wharf and along the estuary to provide opportunities for people to gather, sit, relax and play.
- Allocate a small area near the estuary and wharf for potential Mixed Use / Commercial development in the future e.g. Cafe / Restaurant

# Maungatūroto | Key Moves | Town Centre

The key moves proposed for Maungatūroto’s town centre envisions the:

- Transformation of the existing paper road on the southern side of SH12 into a new street with a new retail/commercial/civic centre that is linked to the existing main street (SH12) by lanes and pedestrian connections
- Expansion of the town centre to provide space to develop a new town square and new public amenities
- Creating new streets, walking and cycle paths that support residential and recreational growth, promote a reduction in vehicle use for local trips and create an community oriented environment that embraces and utilises the unique landscapes of Maungatūroto for people of all ages and abilities to enjoy

## 1 | New Main Street



- ↔ Main Street + State Highway
- ↔ Walk | Cycle Connections
- ↔ Vehicle Connections
- 🚶 Upgrade Intersection

- Develop the existing paper road, south of the SH12 main street, into a second central street, providing an opportunity to expand and develop a more pedestrian oriented heart in Maungatūroto
- Create new lane way connecting the new street with SH12
- Within the new street network provide high quality open spaces and street amenities for relaxing, socialising and community activities
- Develop a new east-west street network to the south of SH12, connecting the town centre with new residential and open space areas
- Develop a pedestrian and cycle network from town centre to residential areas, parks, transport hubs, schools and the estuary
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into streetscape environments

## 2 | New Town Centre Blocks



- New Town Centre Blocks & Development Opportunities
- Enhanced Existing Frontages
- Active Frontages

- Create a pattern of small blocks to help create a walkable and permeable street network
- Define the new town centre block with a public town square, designed and landscaped to create a comfortable outdoor space that balances community activities with shade and shelter from the wind
- Experiment and test different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs
- Investigate approaching the Brethren Community to acquire centrally located church land for town centre redevelopment and lane
- Ensure new development responds sensitively to Maungatūroto's built heritage

## 3 | Living in Town



- Housing
- ▨ Mixed Use

- Activate the town centre by clustering high and medium density development close to the centre
- Locate higher density living near to new open spaces and shared path network
- Locate Mixed Use development in the town centre to encourage people to live and work centrally

# Maungatūroto | Land Use Yields

The preferred option developed from evaluation of the public consultation feedback, includes proposed land use changes in the following areas;

\*\* note the yields are based on gross areas and do not take into account new roading, open space, infrastructure and other limitations. The assumption is that the unzoned areas for each block have been allocated to these uses (open space, roading etc).

Yield Estimate	
Land Use	Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-2000sqm) on existing rural zoned land:
	Enabling new low density housing (gross lot areas created based on minimum lot sizes of 750sqm) on existing rural zoned land:
	Enabling new medium density (gross lot areas created based on minimum lot sizes of 500sqm) housing on existing rural zoned land:
	Enabling new high density (gross lot areas created based on minimum lot sizes of 300sqm) housing on existing rural zoned land:
	Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 350sqm) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment

- Maungaturoto Railway Village = 76ha (creating approximately 304-608 lots)
- Fonterra Block = 10.8ha (creating approximately 43-86 lots)
- Maungaturoto South Valley = 26ha (creating approximately 277 lots)
- Maungaturoto North Valley = 45.7ha (creating approximately 487 lots)
- Griffin Road block = 77.5ha (creating approximately 826 lots)
- Griffin Road Block = 20.6ha (creating approximately 329 lots)
- Whaka Road Outer Block = 48.9ha (creating approximately 782 lots)
- Whaka Road Inner Block = 4ha (creating approximately 64 lots)
- Doctor Hill Road Block = 25.9ha (creating approximately 414 lots)
- Maungaturoto South Valley = 7.7ha (creating approximately 123 lots)
- Maungaturoto East = 7.9ha (creating approximately 126 lots)
- Gorge Street Block = 10.7ha (creating approximately 285 lots)
- Maungaturoto South = 39.1ha (creating approximately 1042 lots)
- Maungaturoto North Valley = 2ha (creating approximately 53 lots)
- Whaka Road Inner Block = 18ha (creating approximately 514 lots)
- Maungaturoto East = 16.9ha (creating approximately 482 lots)
- Gorge Street Block = 6.1ha (creating approximately 174 lots)
- Doctor Hill Road Block = 6.7ha (creating approximately 191 lots)

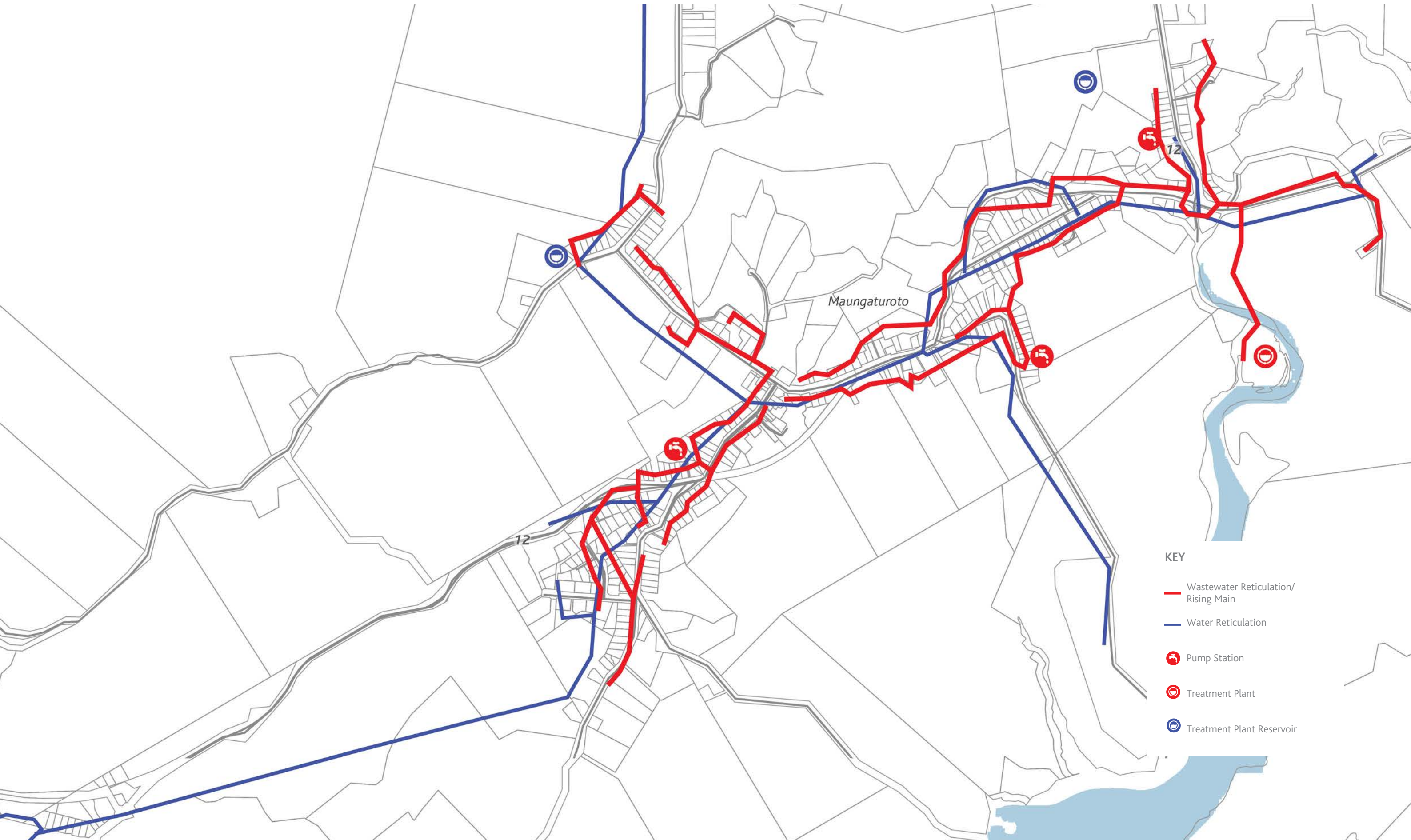


# Maungatūroto | Infrastructure



0

1 KM



## KEY

- Wastewater Reticulation/  
Rising Main
- Water Reticulation
- Pump Station
- Treatment Plant
- Treatment Plant Reservoir

Dargaville | Maungatūroto | Kaiwaka

# Kaiwaka

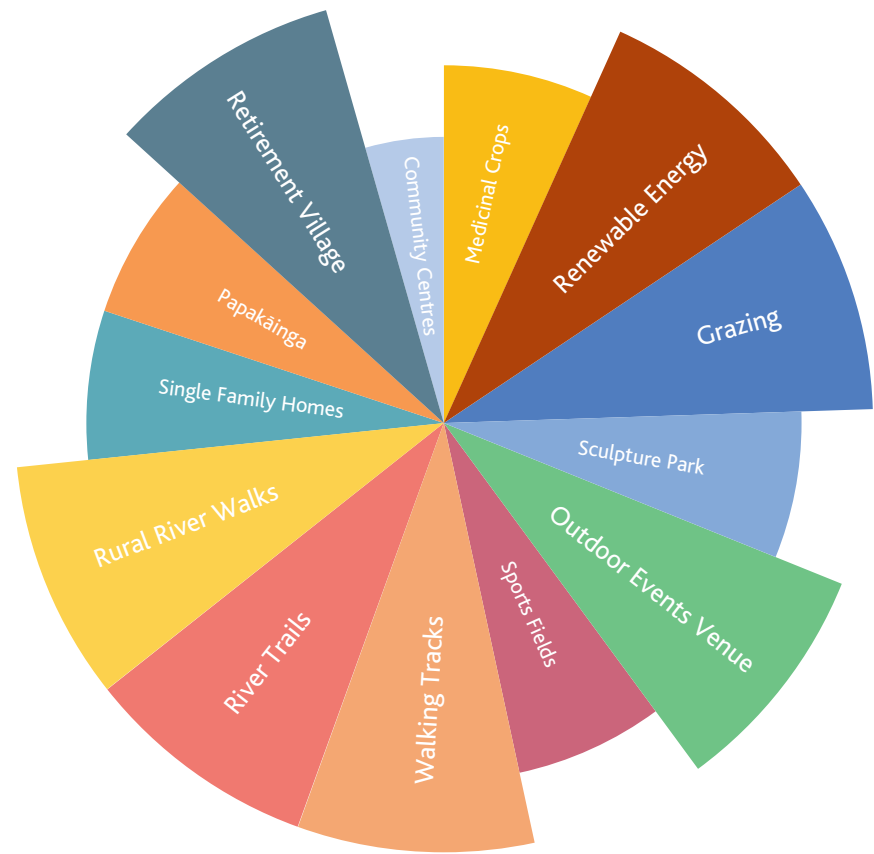
February 2020 | DRAFT | Rev 11

# Kaiwaka | Summary of Engagement

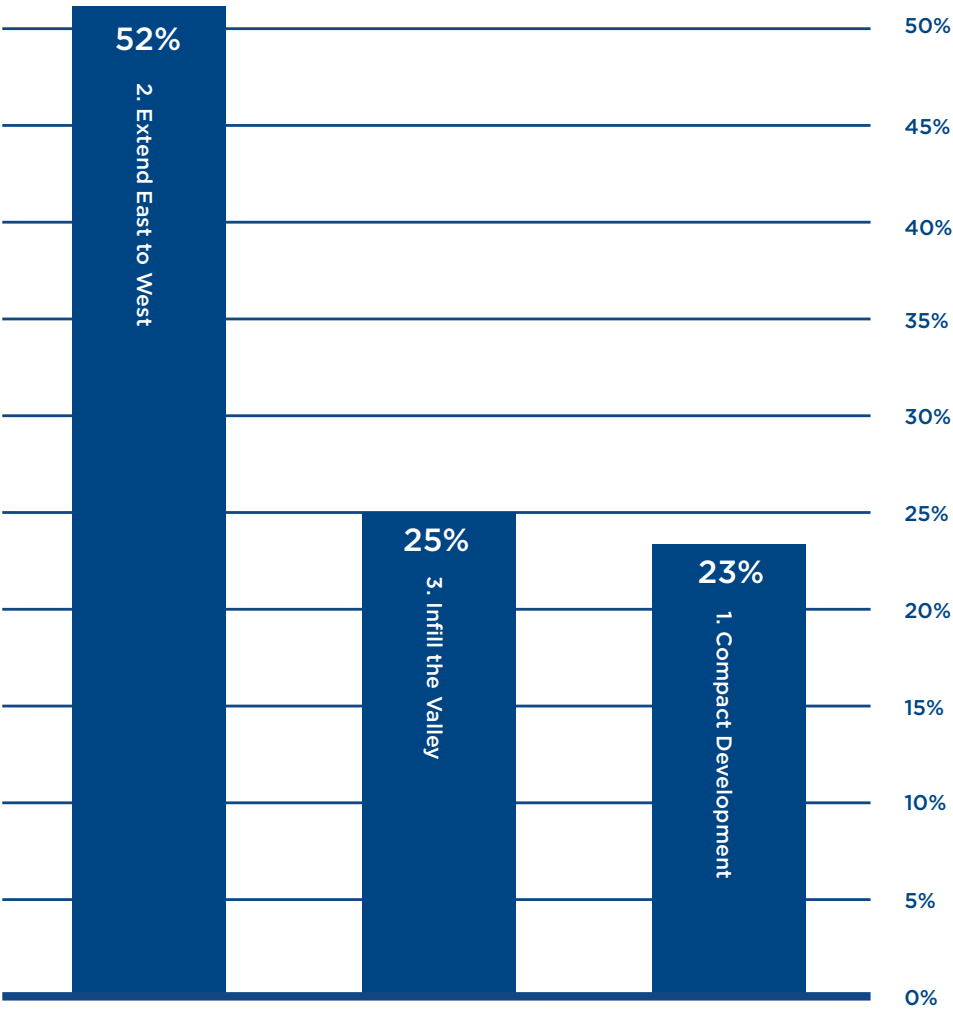
**VISION FOR KAIWAKA**

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

## Aspirations



## Kaiwaka Preferred Option





# Kaiwaka | Neighbourhoods



0

1 KM





# Kaiwaka | Key Moves | Overview



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 Road
- 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
- Upgrade underground walkways to improve access and safety
- Introduction of effective working relationships with existing land owners to instigate riparian planting alongside rivers/streams in rural areas to help create shared access in and around Kaiwaka

## Environment | Public Space | Productive Landscapes

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

## Live | Work | Learn

- |                                  |                                    |
|----------------------------------|------------------------------------|
| Existing Residential Intensified | Existing Industrial Intensified    |
| New Low Density Housing          | New Industrial                     |
| New Medium Density Housing       | Intensified Commercial   Mixed Use |
| New High Density Housing         | New Commercial   Mixed Use         |

## Movement | Connectivity

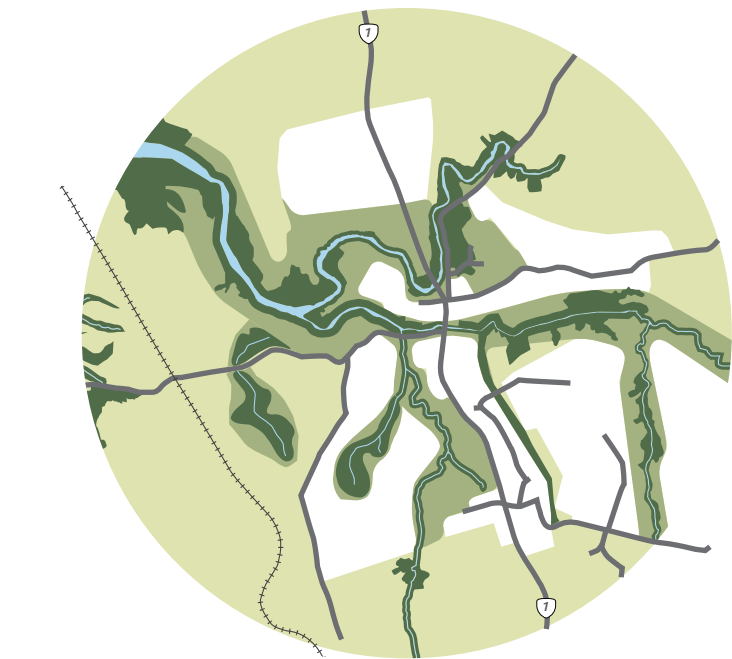
- |                           |  |
|---------------------------|--|
| Proposed Road Connections | Cycle / Walk Connections   |
| Upgrade Existing Streets  | Proposed Future Cycle / Walk Connections<br>(Further Investigation Required) |
| Kaiwaka School            | Train Station  |
| Upgrade Intersection      | Rail Line  |



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

# Kaiwaka | Key Moves

## 1 | Green, Blue, Brown Networks



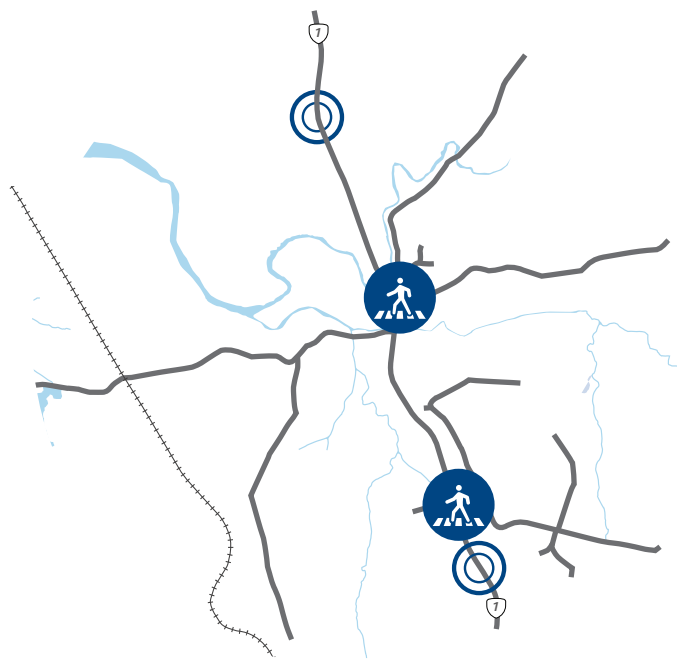
- Rural Land | Productive Land
- Proposed Ecological Network | Riparian Buffer
- Open Space | Public Access
- Waterways

- Maintain and enhance riparian corridors to improve the ecology of the estuary and provide a new public amenity for the town
- Surround the new town centre with public open space to buffer it from the proposed industrial hub to the north, wastewater ponds and rail to the west
- Identify, establish, and protect green and blue networks as part of any new development to protect waterways, create ecological connections and stabilise steep and erodible slopes
- Using the green and blue network as a base, create a multi-use public open space network to improve and preserve the character and amenity of Kaiwaka
- Work with existing land owners to instigate riparian planting alongside rivers/streams in rural and new and intensified residential areas

Key Move 1. aligns with Mana Whenua values and the following Te Aranga Principles:

- Taiao (Natural Environment)
- Whakapapa (Names & Naming)

## 2 | Develop the intersections + Gateways



- Intersection Upgrade
- Gateway

- Introduce two controlled intersections - one at the intersects of Kaiwaka-Mangawhai Road and SH1 and another at Hastie Lane and Settlement Road to slow traffic through Kaiwaka village
- Create new gateways either side of Kaiwaka on SH1 to frame entrances, reflect Kaiwaka's sense of place and provide advance warning of intersections and a slower speed environment

## 3 | Develop Town Centre along Estuary

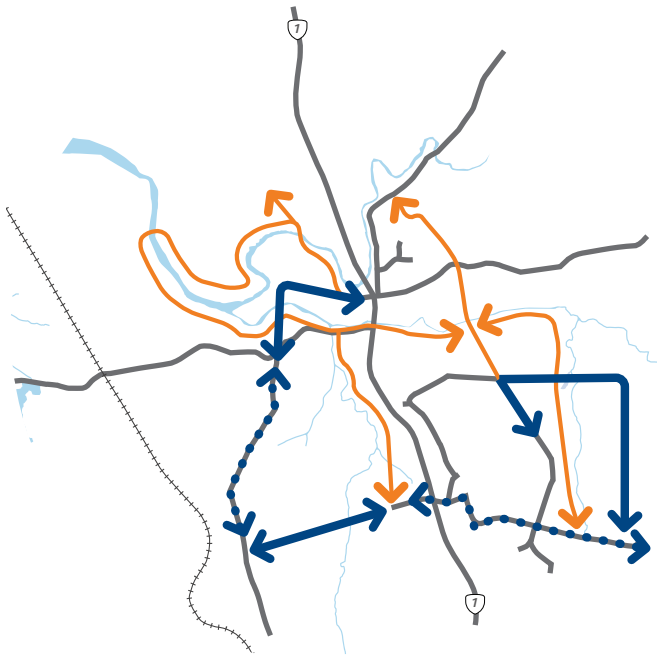


- Areas to be Developed
- 500m Diameter Access

- Build on new intersection at Kaiwaka-Mangawhai Road and SH1 to enhance existing centre and create a new commercial centre away from SH1
- Re-orient buildings towards the Kaiwaka River
- Create a street network within Kaiwaka that are safe and accessible for people of all ages and abilities
- Create a pattern of small blocks to help create a walkable and permeable street network
- Define the new town centre block with a public town square, designed and landscaped to create a comfortable outdoor space that balances community activities with shade and shelter from the wind

# Kaiwaka | Key Moves

## 4 | Key Connections



- Walking + Cycling Connection
- Improved Existing Streets
- New Connection Between Existing Network

- Develop shared walking and cycling paths throughout Kaiwaka using existing green and blue networks
- Construct new road linking Oneriri and Pukenui Road to intersect with SH1 and Kaiwaka-Mangawhai Road and create an alternative north - south connection off the State Highway
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into the streetscape environments
- Upgrade existing pedestrian underpasses to improve safety and accessibility

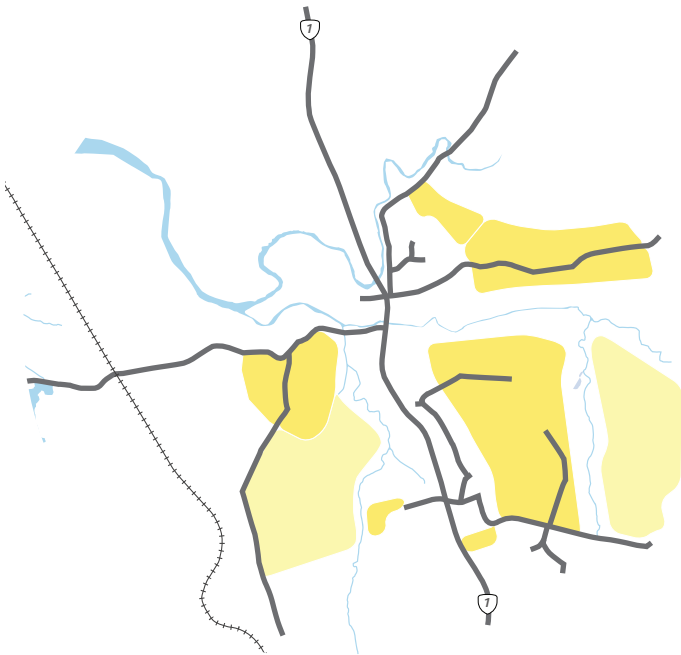
## 5 | Industrial Development



- Industrial Development
- New Commercial

- Develop industry on suitable land on SH1 immediately north of Kaiwaka to utilise existing transport routes
- Ensure access to new industrial hub can be made safely off SH1
- Provide cycle and pedestrian accessibility to new industrial and commercial hubs
- Integrate water sensitive design devices such as rain gardens to improve water quality into street environments and industrial activities
- Reinforce the core of the existing town centre by expanding commercial, retail and civic development

## 7 | Residential Development



- Low Density Residential
- Medium Density Residential

- Cluster new medium density residential areas around Kaiwaka's new centre
- Expand low density residential development on the east and west sides of SH1 between greenway corridors and walking and cycling paths
- Develop an interconnected green street network through new residential development to create neighbourhoods that are safe and accessible to people of all ages and abilities

# Kaiwaka | Land Use Yields

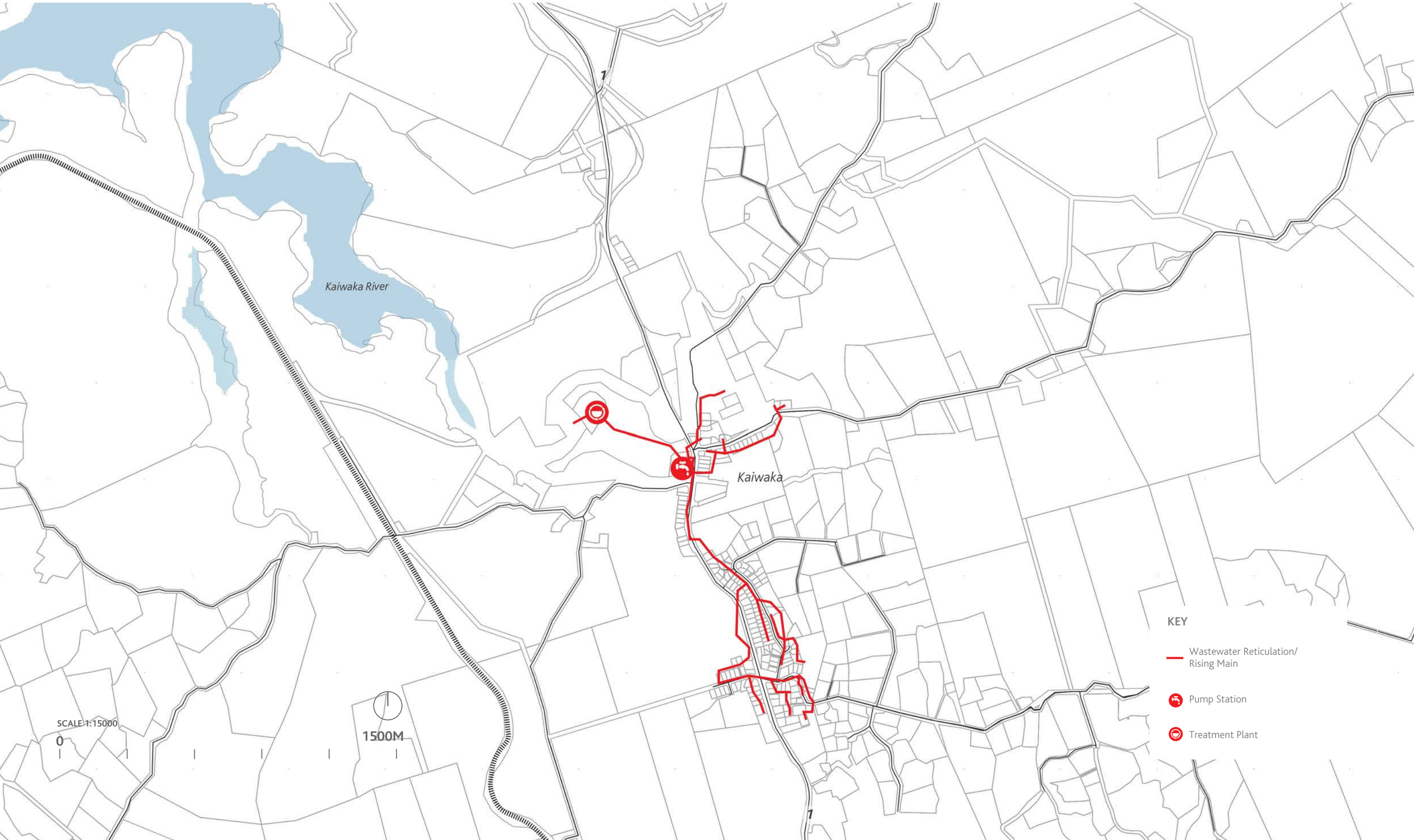
The preferred option developed from evaluation of the public consultation therefore takes option 2 and adds in the industrial zone for option 1 and further residential activity from option 3. The land use changes proposed include;

\*\* note the yields are based on gross areas and do not take into account new roading, open space, infrastructure and other limitations. The assumption is that the unzoned areas for each block have been allocated to these uses (open space, roading etc).

Yield Estimate		
Land Use	Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-2000sqm) on existing rural zoned land:	<ul style="list-style-type: none"><li>Kaiwaka North = 37.5ha (creating approximately 150-300 lots)</li></ul>
	Enabling new low density (gross lot areas created based on minimum lot sizes of 750sqm) housing on existing rural zoned land:	<ul style="list-style-type: none"><li>Kaiwaka Southern Valley B = 33.2ha (creating approximately 354 lots)</li><li>Kaiwaka West Valley = 37.3ha (creating approximately 397 lots)</li></ul>
	Enabling new medium density (gross lot areas created based on minimum lot sizes of 500sqm) housing on existing rural zoned land:	<ul style="list-style-type: none"><li>Sports Field Surrounds Block = 21.6ha (creating approximately 345 lots)</li><li>Kaiwaka West Valley = 18.4ha (creating approximately 294 lots)</li><li>Kaiwaka Southern Gateway = 1ha (creating approximately 16 lots)</li><li>Kaiwaka Southern Valley A = 43.8ha (creating approximately 700 lots)</li><li>Estuary Living Block = 11.2ha (creating approximately 179 lots)</li><li>Kaiwaka West Ridge = 2.1ha (creating approximately 33 lots)</li></ul>
	Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 350sqm) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment	<ul style="list-style-type: none"><li>Kaiwaka Town Centre = 17ha (creating approximately 485 lots)</li><li>Kaiwaka Southern Gateway = 17.2ha (creating approximately 491 lots)</li><li>Kaiwaka West Ridge = 3.3ha (creating approximately 94 lots)</li></ul>
	Reviewing zoning provisions for existing commercial zoned land to allow for intensified mixed density opportunities (residential, retail and office use)	<ul style="list-style-type: none"><li>Kaiwaka South Block = 8.5ha</li><li>Kaiwaka Town Centre = 11ha</li><li>Kaiwaka North = 2ha</li></ul>
	Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 350sqm) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment	<ul style="list-style-type: none"><li>Kaiwaka Town Centre = 17ha (creating approximately 485 lots)</li></ul>

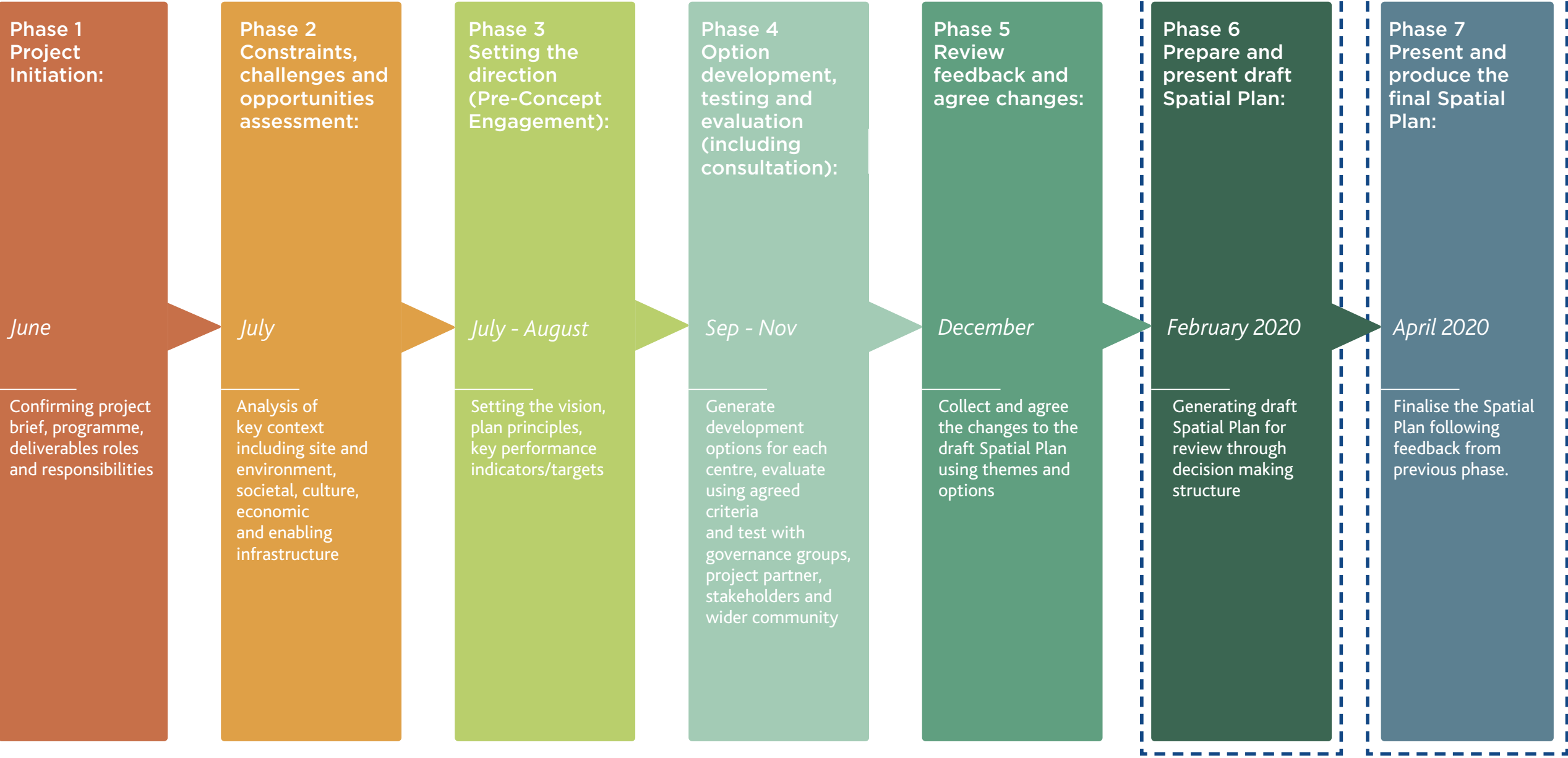


# Kaiwaka| Infrastructure



# Next Steps

INDICATIVE TIME-LINE



WE ARE HERE NEXT STEPS