

KAIPARA DISTRICT SPATIAL PLAN - NGĀ WAWATA 2050 - OUR ASPIRATIONS

Dec 2020 | Rev D



Prepared for



Document Quality Statement

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LIMITATIONS

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Foreword

The mighty Kaipara District has been growing at a pace we have never experienced before, challenging Council's infrastructure and services. Growth, when it is planned, offers a great opportunity for Kaipara to build on our primary sector farming and horticulture businesses and also encourage other industry sectors 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 locations that are sustainable. It combines the spatial plans across our larger townships and our smaller rural or seaside settlements into one cohesive 30-year long vision and aspirational plan for the district.

In developing these plans we've taken time to understand the goals 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 adding to this plan for our shared future.

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

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 spatial plan will help safeguard that land from being broken up into uneconomic lifestyle units in future.

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 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 Kaipara District Spatial Plan is a living document: it will change and adapt as new information becomes available in the future, such as new climate change data and the need to take sea level rise into account. This first December 2020 version is complete and change-ready.

It is our plan – one which reflects those who live, work and play in this community and what's needed to make our communities vibrant and thrive with the promise of abundant wellbeing of Kaipara te Oranganui.

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

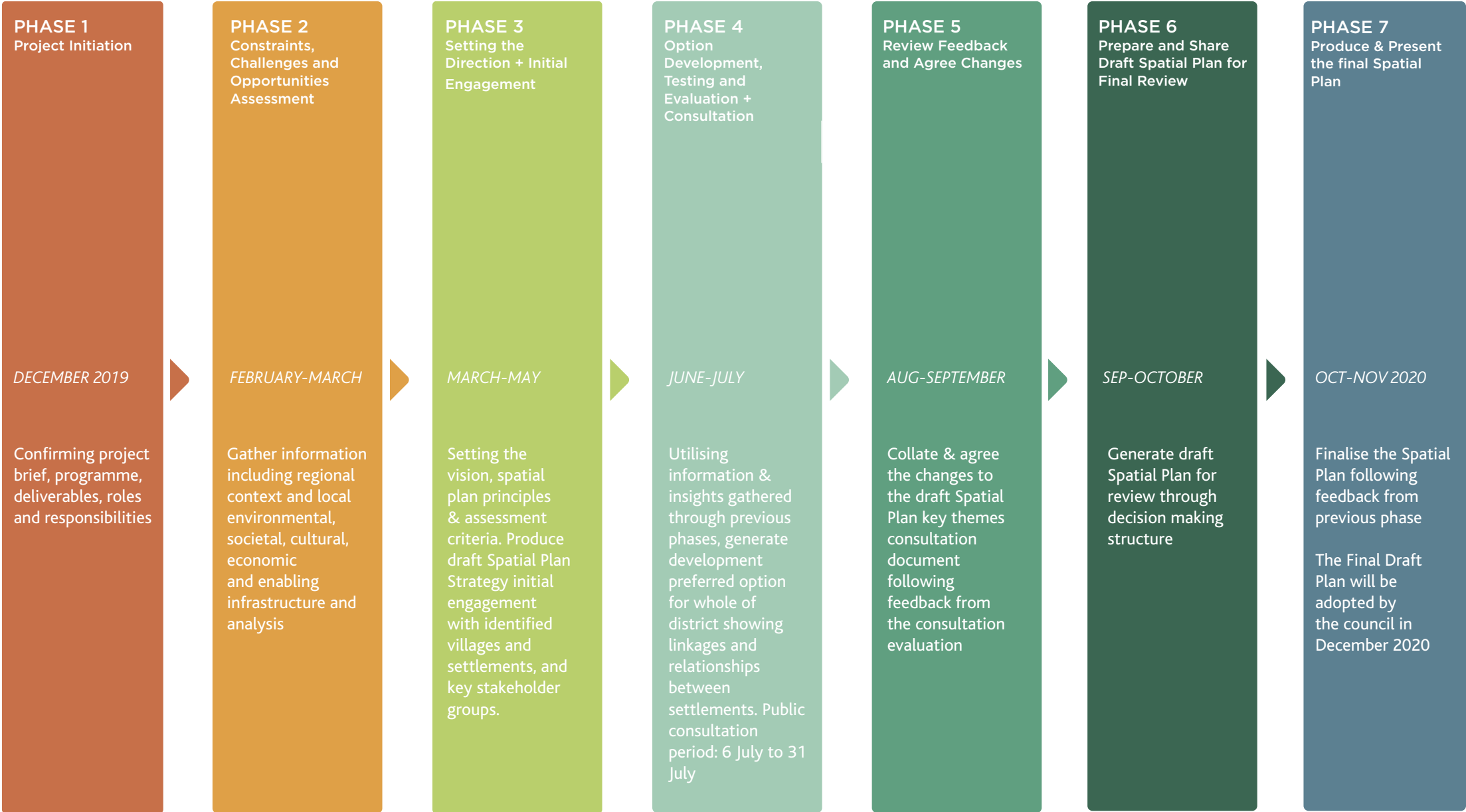
This district-wide spatial plan has been prepared based on information, studies, and data available at the time the work was undertaken. For example, there were limitations in the level of detail of the topographical Lidar data, sea-level rise, and effects of climate change for the district in general. 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

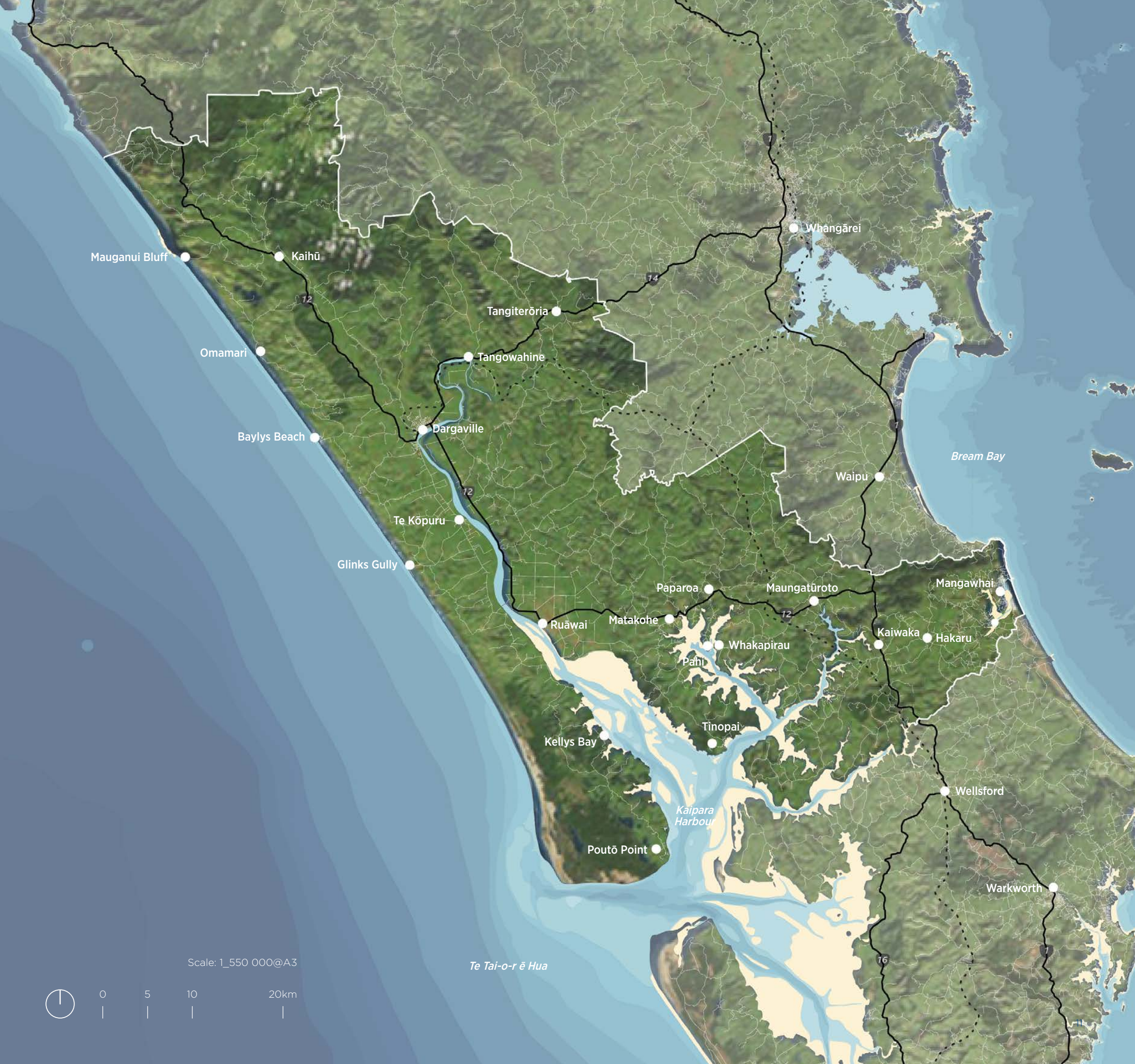


1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050 Cont.

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

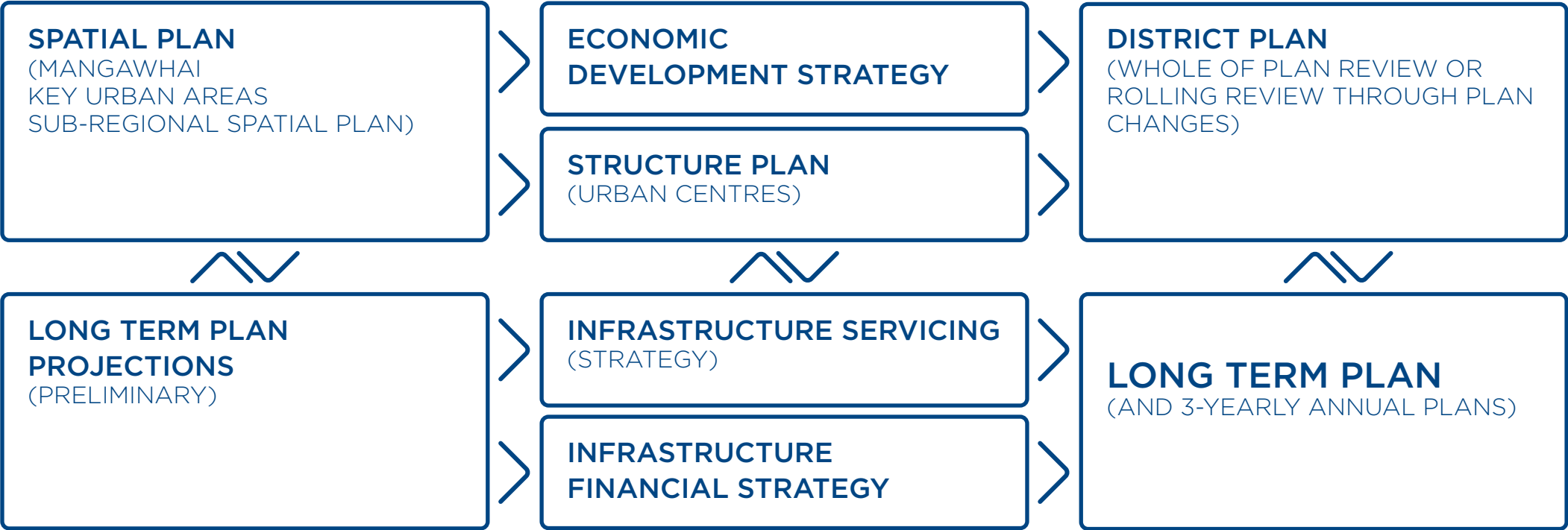


1.2 | Overview of the Kaipara District Spatial Plan - Ngā Wawata 2050 Cont.

| 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 practices 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 Ruāwai, 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 Ruāwai 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

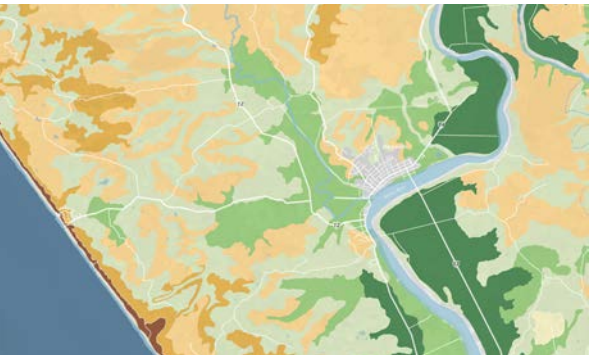
Where required, respond and where possible, design and plan for the effects of climate change, particularly with regards to coastal erosion and inundation.

Formation of Constraints Maps

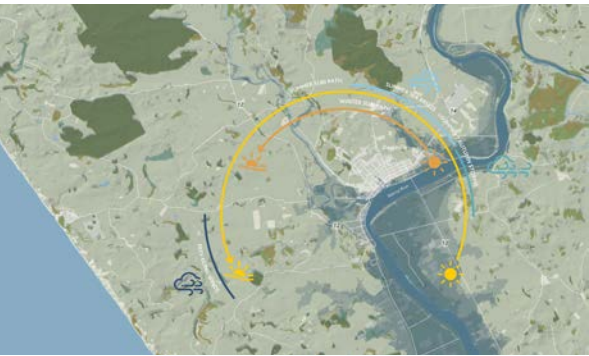
PHYSICAL ANALYSIS - CIRCULATION + ACCESS



PHYSICAL ANALYSIS - SOILS + LAND USE CAPABILITY



PHYSICAL ANALYSIS - WATER, FLOODING AND VEGETATION

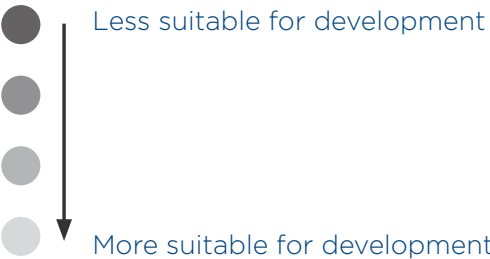


PHYSICAL ANALYSIS - LAND FORM, LAND STABILITY + SLOPE



KEY

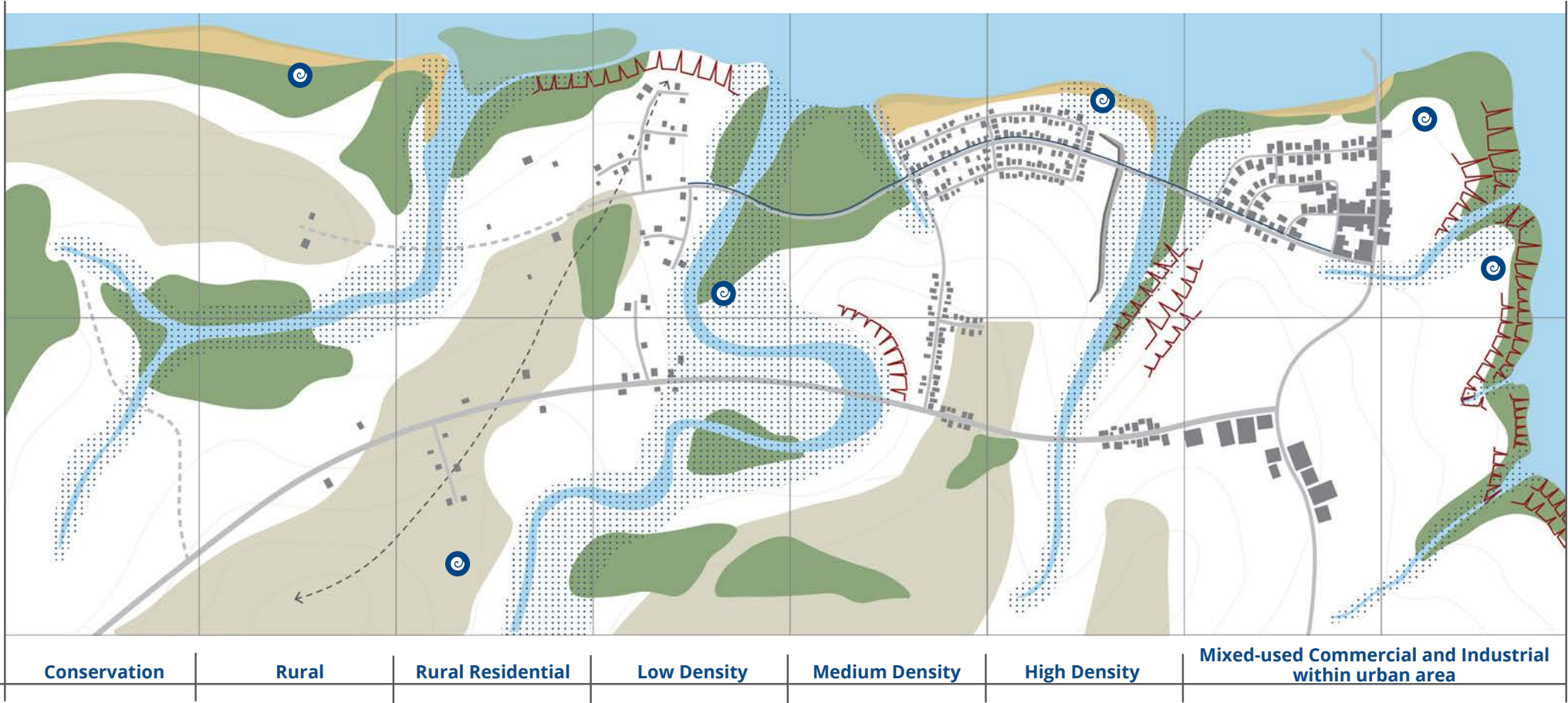
SUITABILITY FOR DEVELOPMENT










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 discernible 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

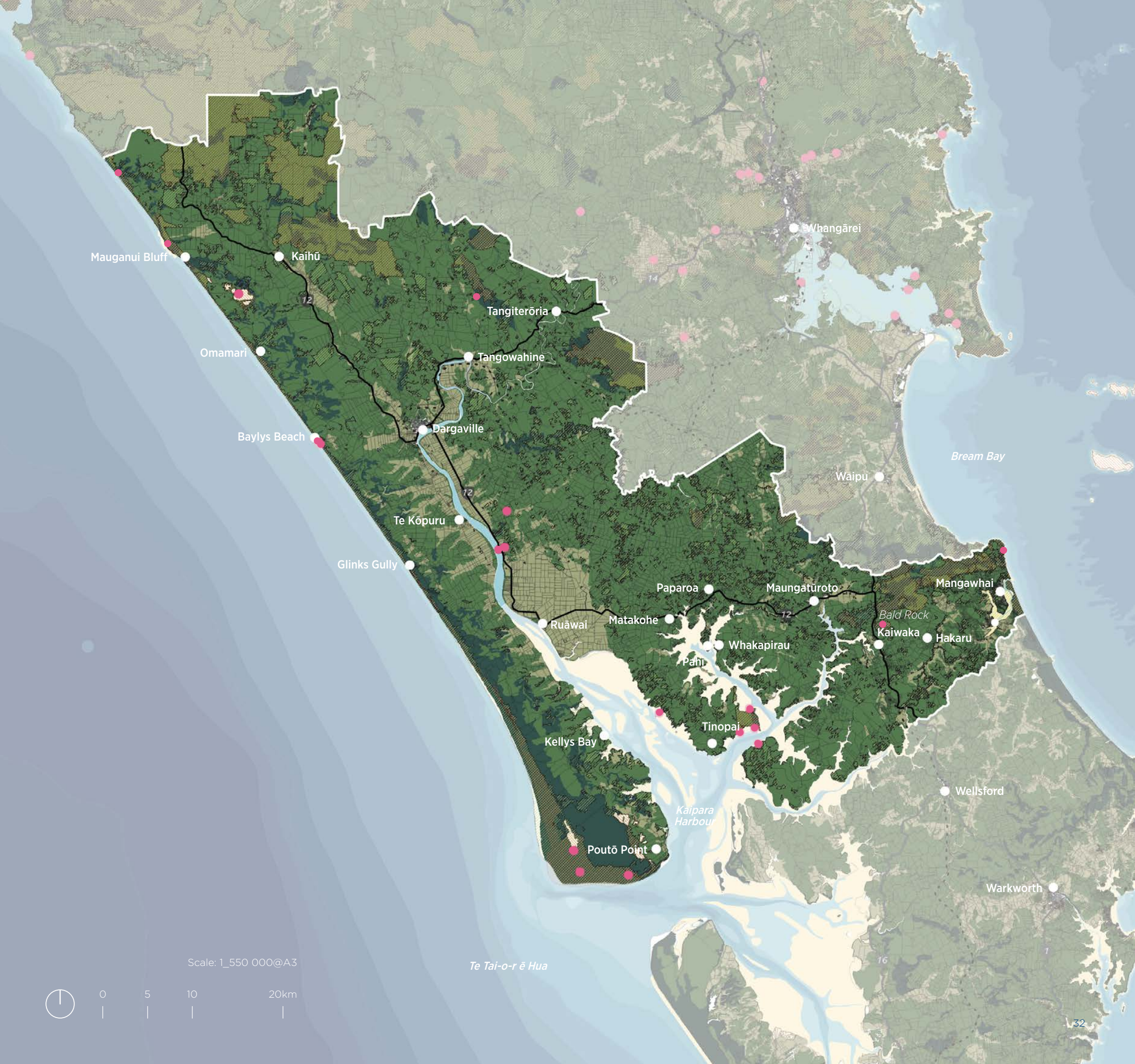
-  Kaipara District Border
-  Main Trunk Rail Line
-  Main Highway connections
- Rural Land Use

 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, but 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

Te Tai-o-r ē Hua

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

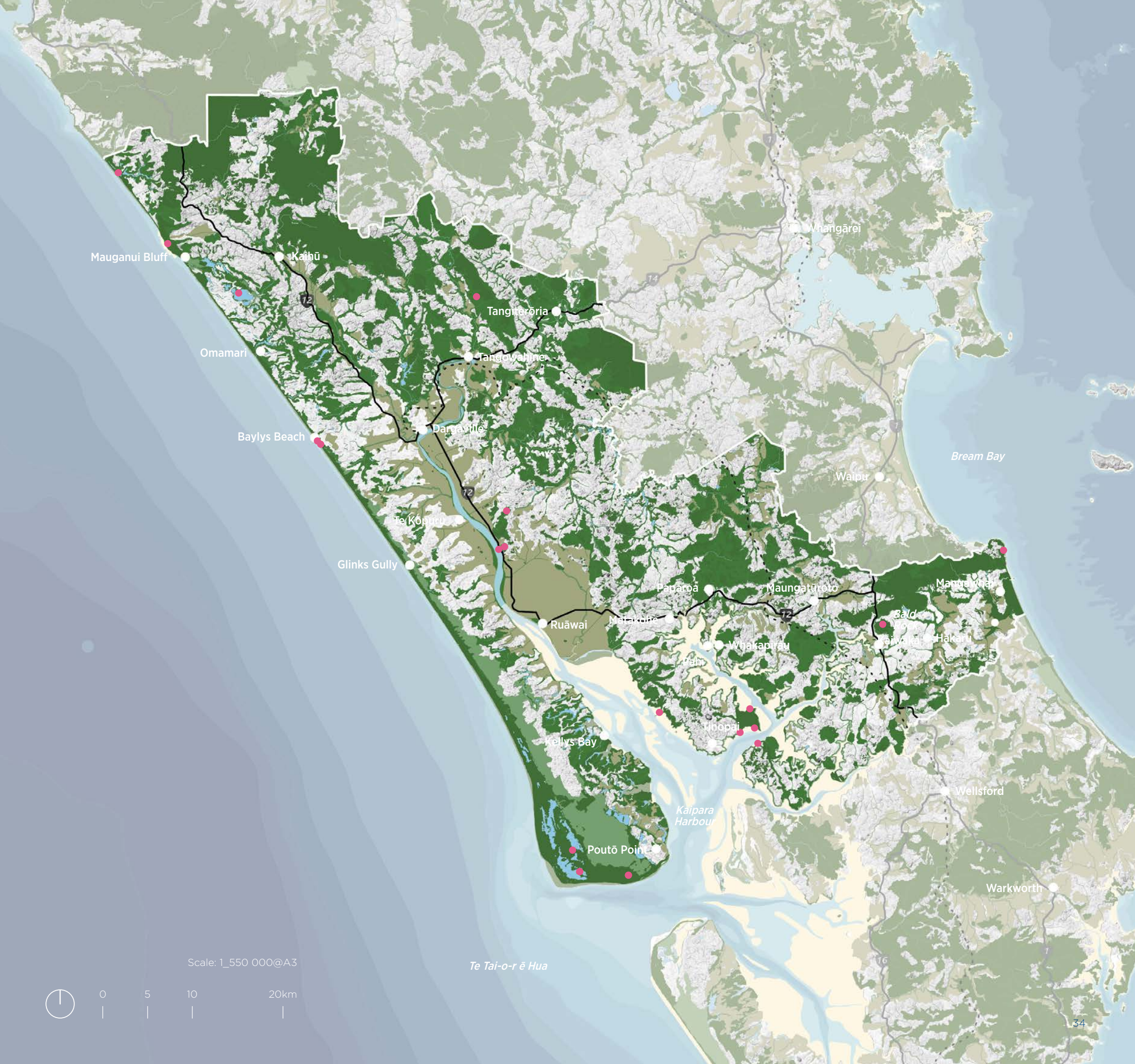
Source; LINZ, Māori Land Online, NRC Gis, Northland Regional Council, MFE, IRIS, MFE Landcare Research

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°
- RIPARIAN 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

- RIPARIAN 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.



Scale: 1_550 000@A3



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 indigenous 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 - Kaihū - Mangatu Stream area
- Waima river, Donnelly’s Crossing

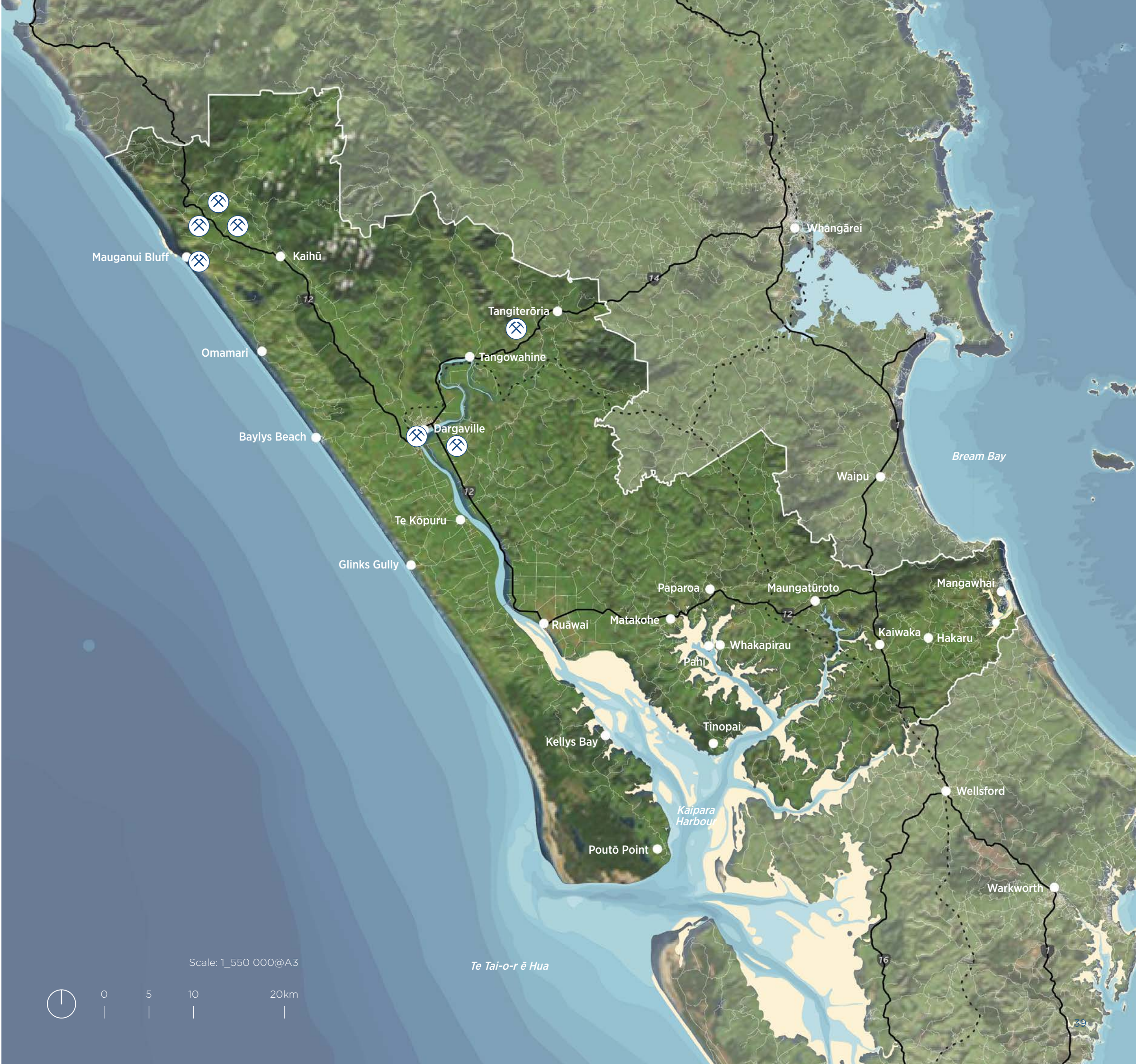
Resource allocation of aggregate is a key issue of which the Kaipara District Council needs to consider when it comes to reviewing plans and processing resource consents. A balance between accessing aggregate and the effects of quarrying on the environment and any restrictions imposed on private property 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	🟡	🟡	🟡		
Tangiterōria	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 (Whangārei, 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.**

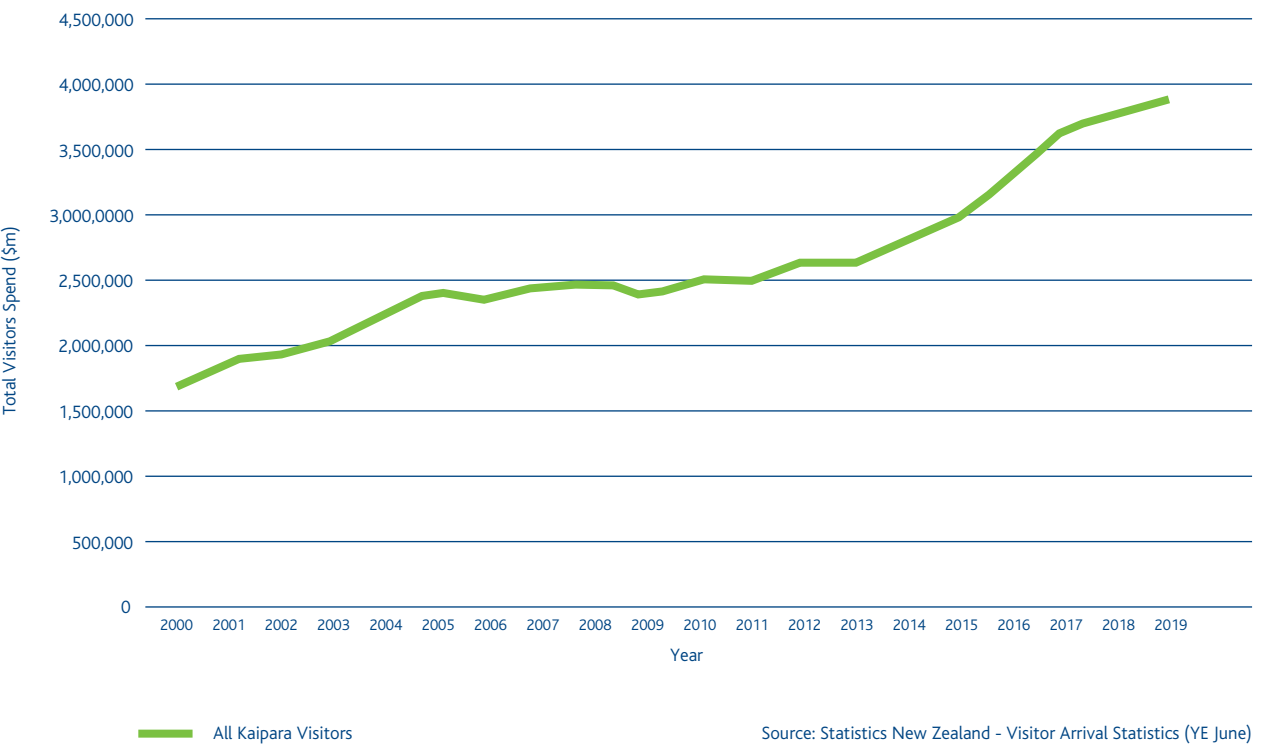
Tourism is an untapped opportunity for Kaipara. While there has been growth in the tourism industry, there is still plenty of room to grow. Many of Kaipara's coastal settlements have basic wharf, jetty and boat launching facilities which provide primary recreational access points to the harbour. However, 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).

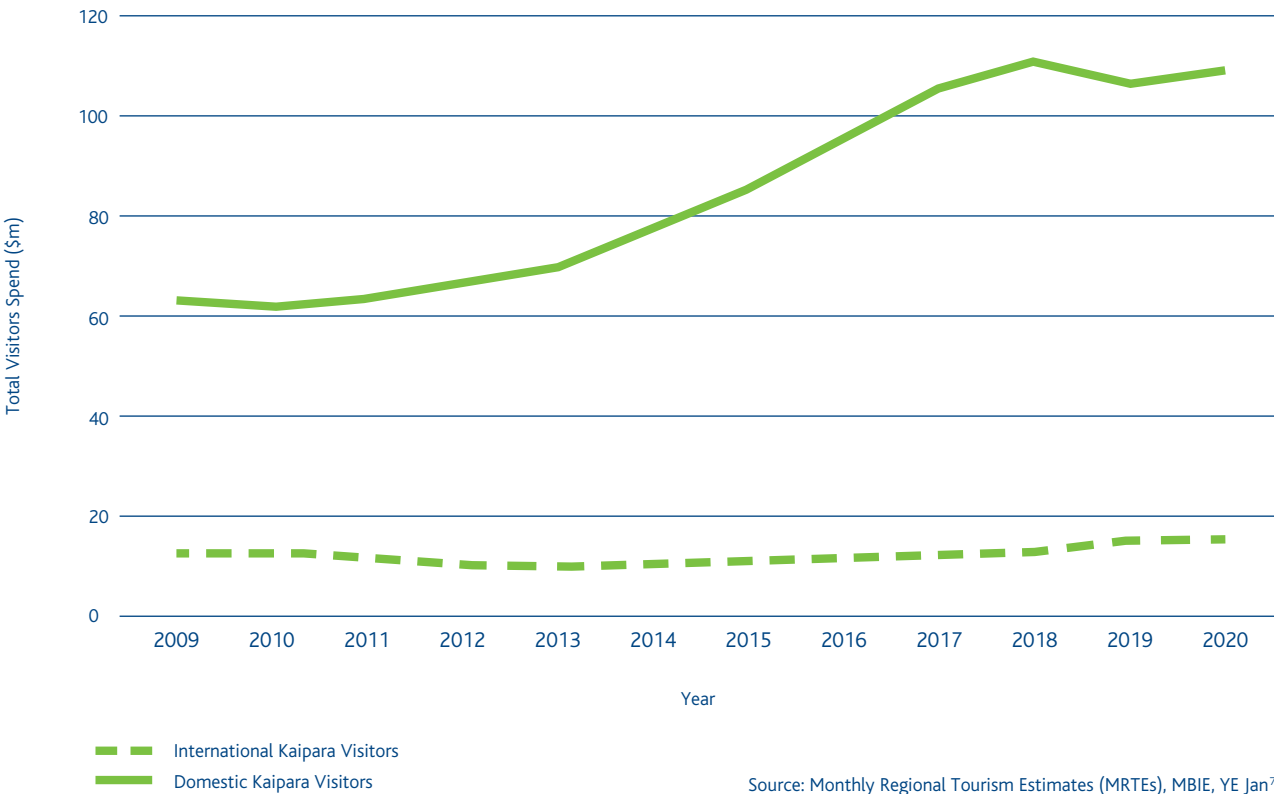
Notwithstanding, there are still opportunities which can be capitalised on if tourism becomes a better recognised industry in Kaipara, including:

- 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 labeled “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).

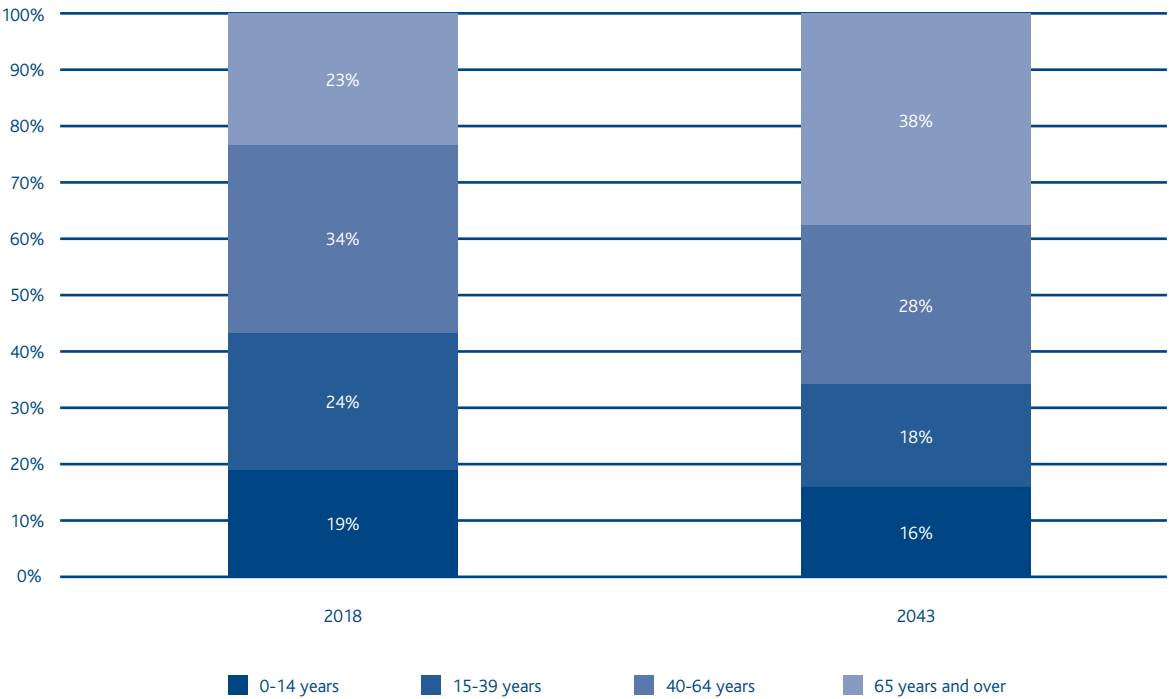
It is anticipated that the rural areas of Kaipara will see growth, with the population expected to increase by 1,400 over the next 25 years, accounting for 56% of growth in Kaipara. This is only slightly higher than growth anticipated in Mangawhai exclusively (1,100), indicating the concentration of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

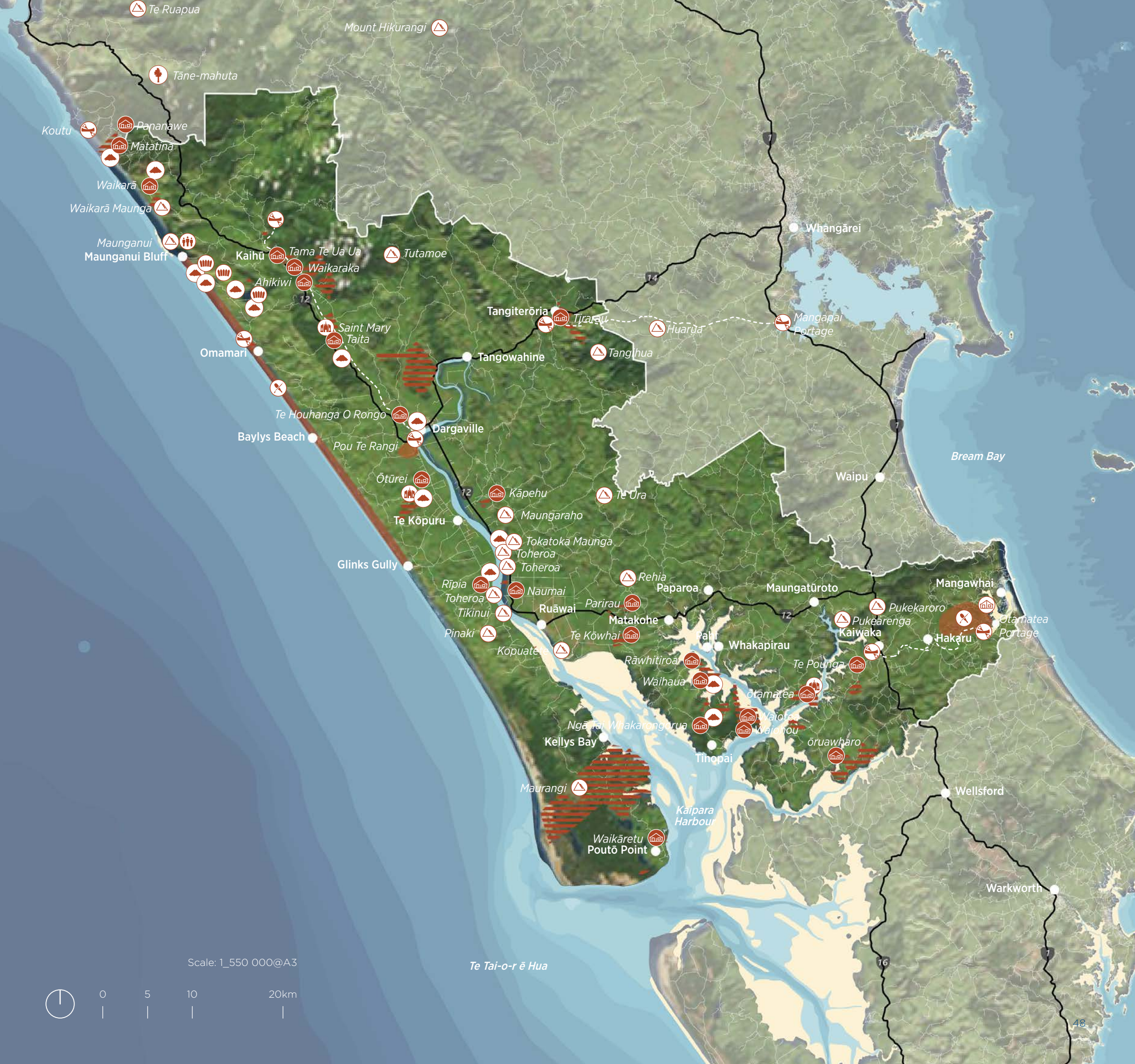
5.3 | Cultural Context

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

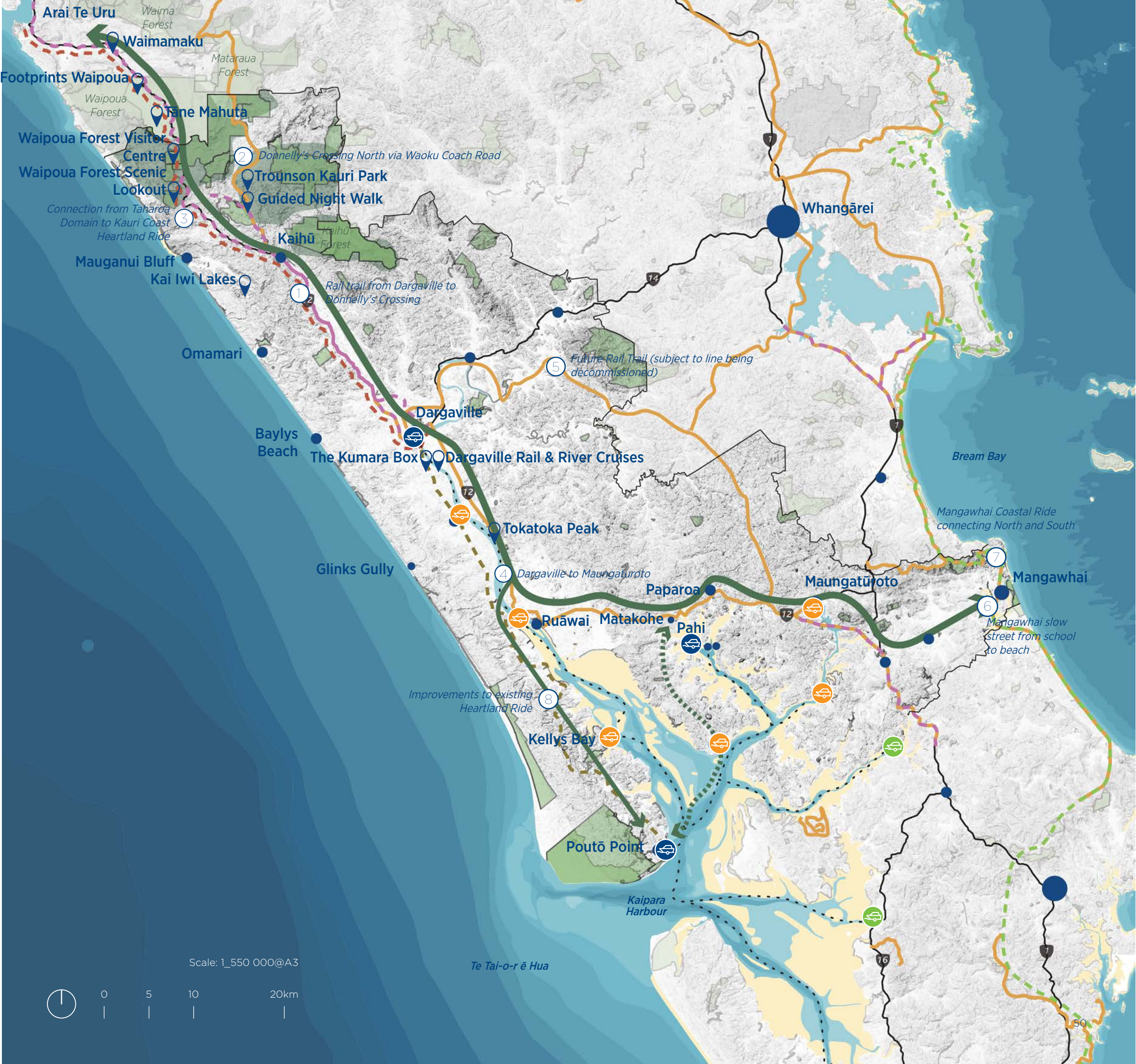
 Twin Coast Cycle Trail

 Kauri Coast Cycleway

 Kaipara Harbour Missing Link

 Te Araroa Trail

 Kaihū 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.

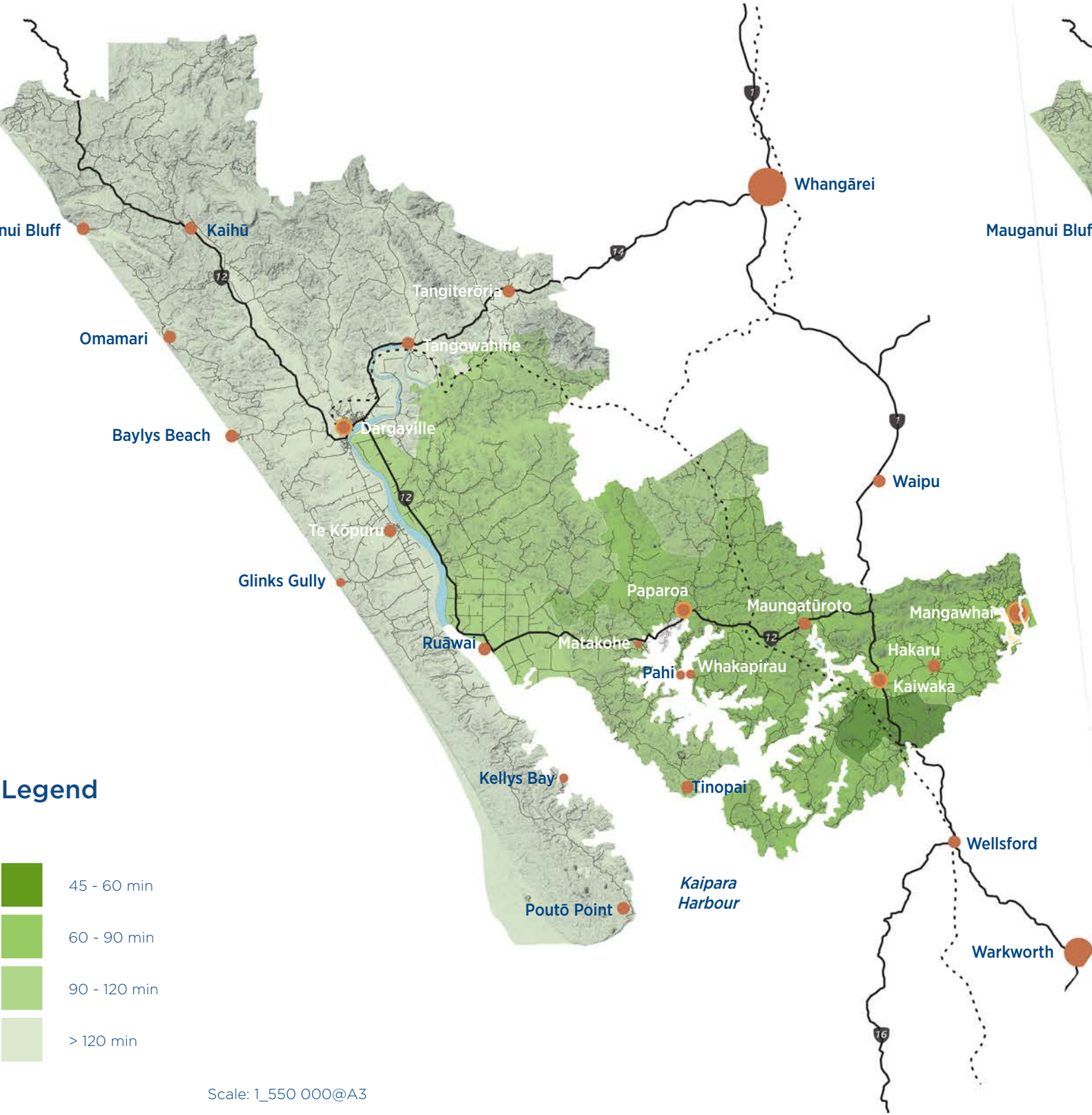
The geography of Kaipara means that travel by road can often be quite long between some of the district’s more remote settlements. However, the majority of the district still has relatively low drive times to at least one major centre (Dargaville, Maungatūroto , Kaiwaka or Mangawhai).

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.

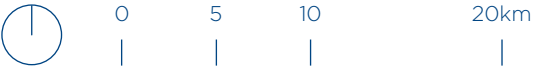
Drive Time to Albany along main routes



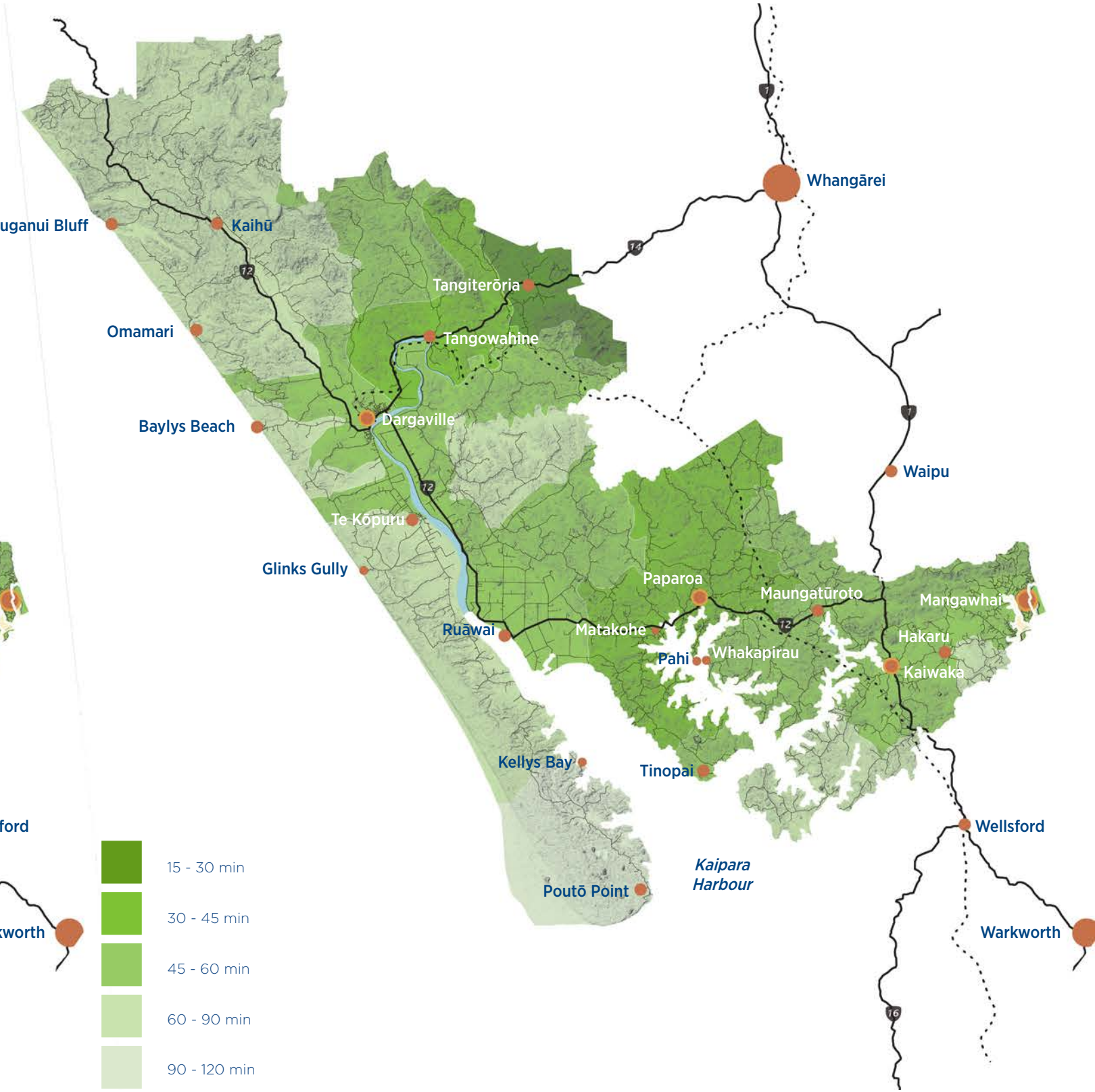
Legend

- 45 - 60 min
- 60 - 90 min
- 90 - 120 min
- > 120 min

Scale: 1_550 000@A3



Drive Time to Whangārei along main routes



- 15 - 30 min
- 30 - 45 min
- 45 - 60 min
- 60 - 90 min
- 90 - 120 min

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

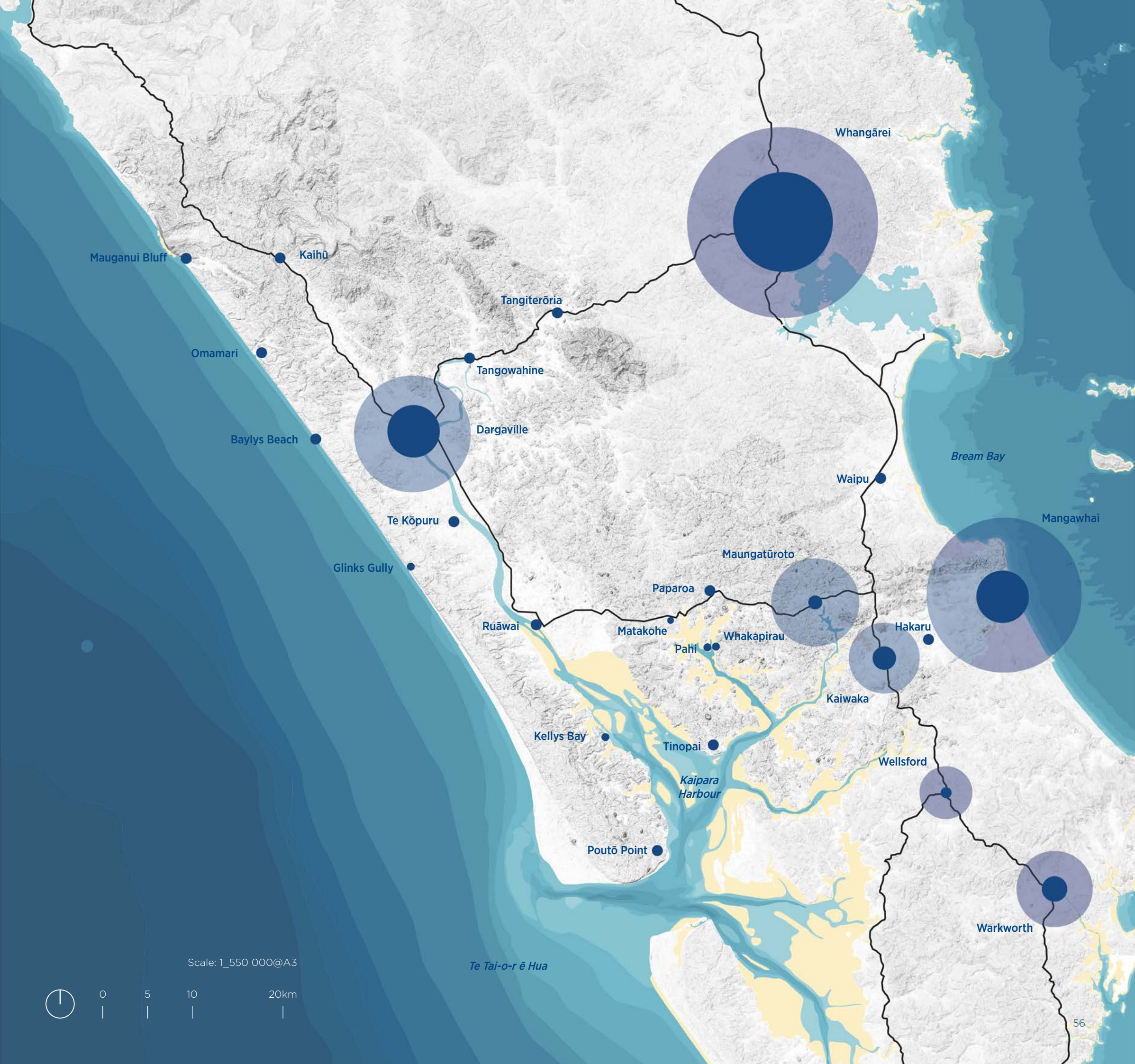
Key Urban Areas

● 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.

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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.

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 NRC Northland 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 Kōpuru 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 Wellsford
-  Auckland to Northland Corridor
-  Secondary connection to Mangawhai
-  Local Connection to Whangārei
-  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

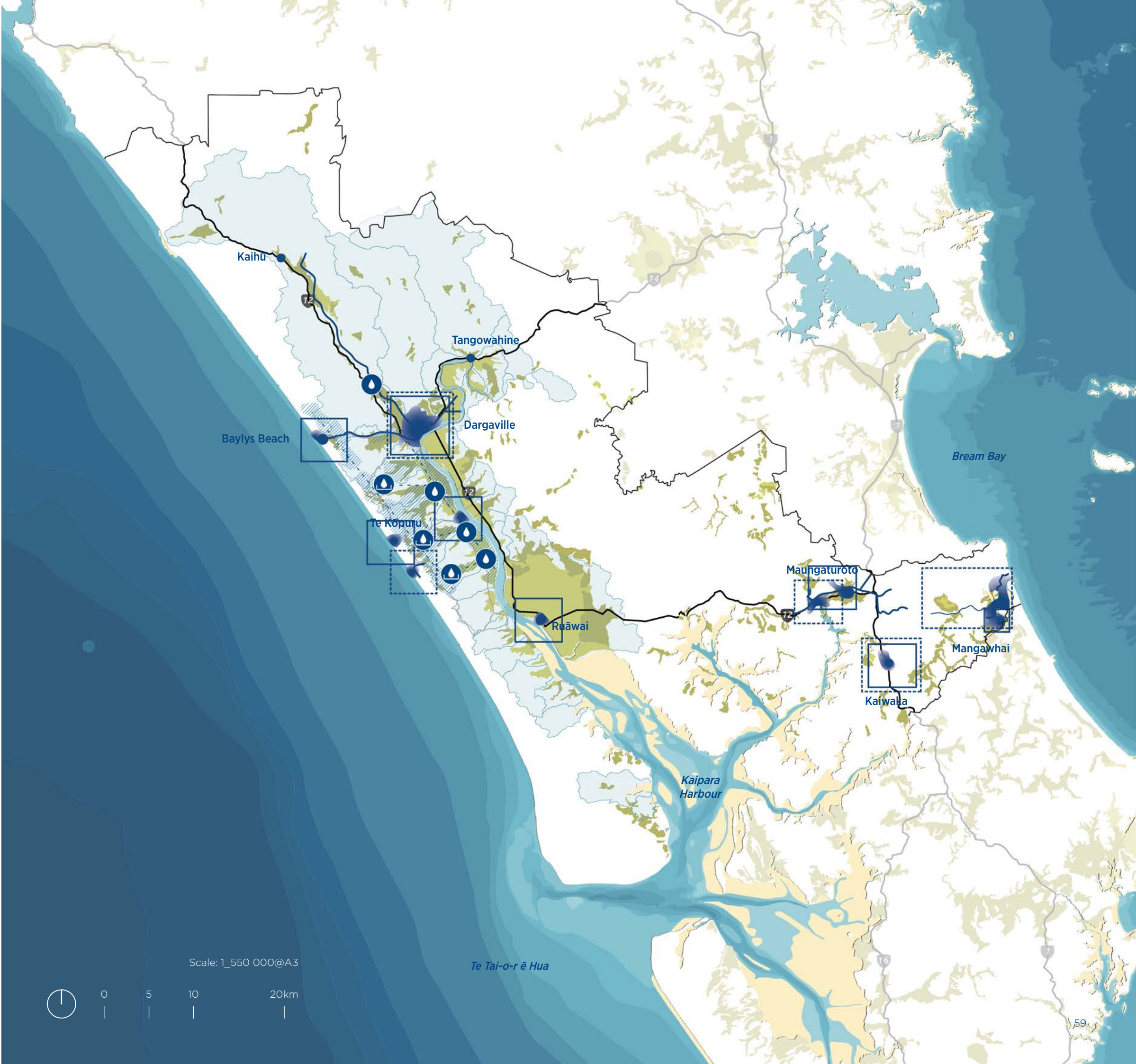
This map depicts the extent of the agricultural delta, where the proposed water storage projects and potential irrigation areas could develop and towns it encaptures.

Legend



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.

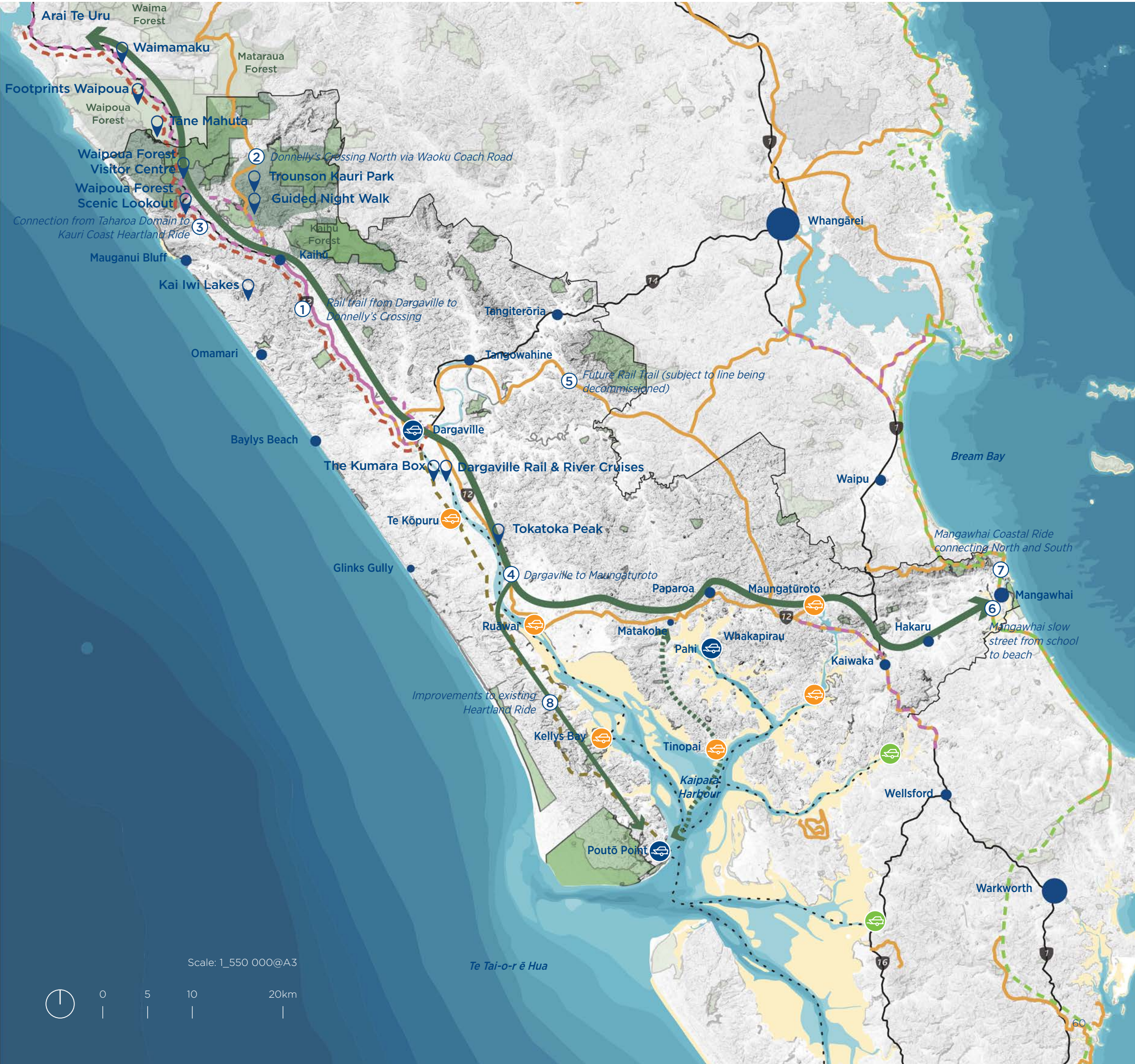


7.5 | Key Programme 3: Ancient Kauri Coast Programme

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

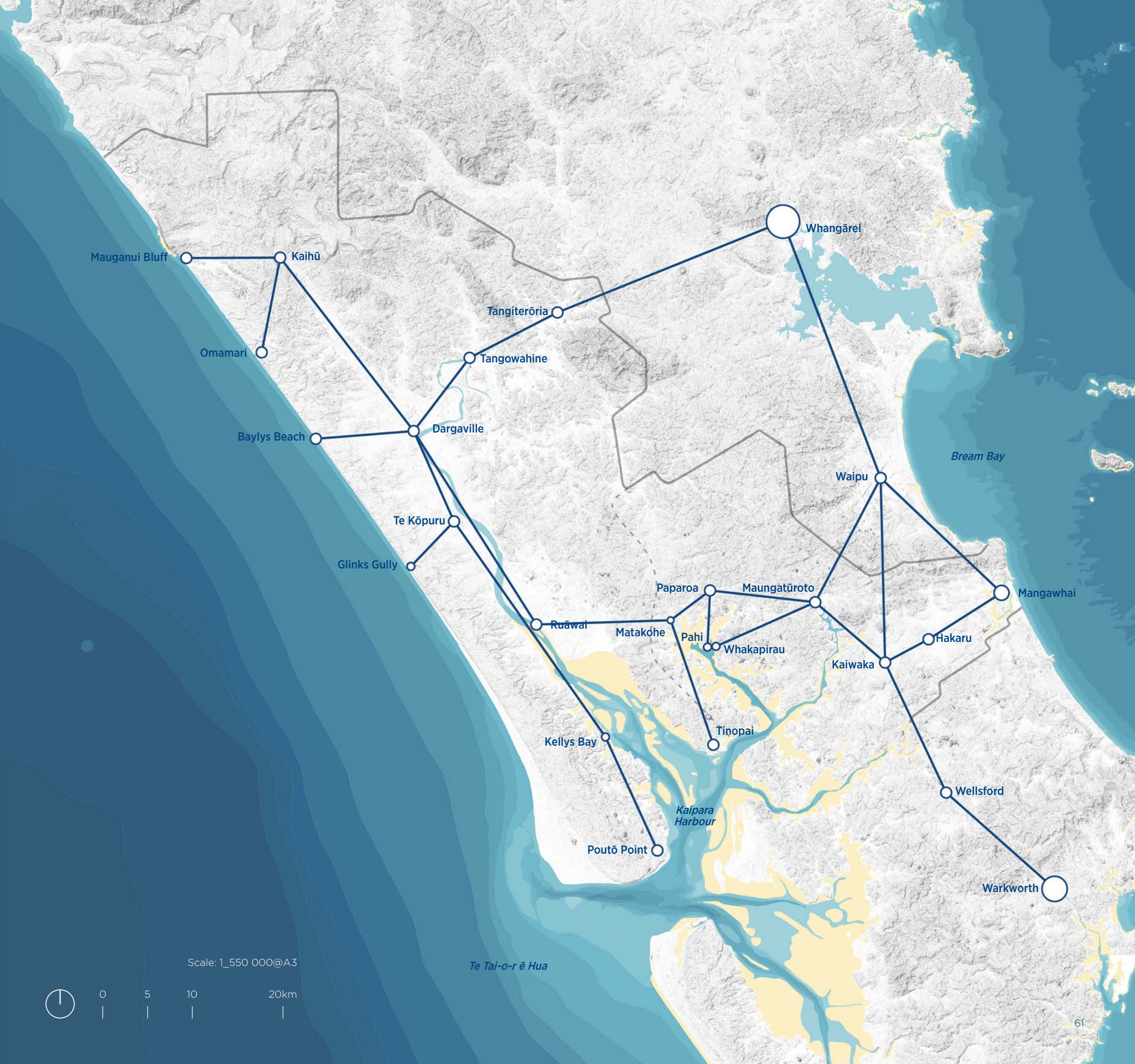


7.6 | Key Programme 4: Building Resilience into our Asset Network

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

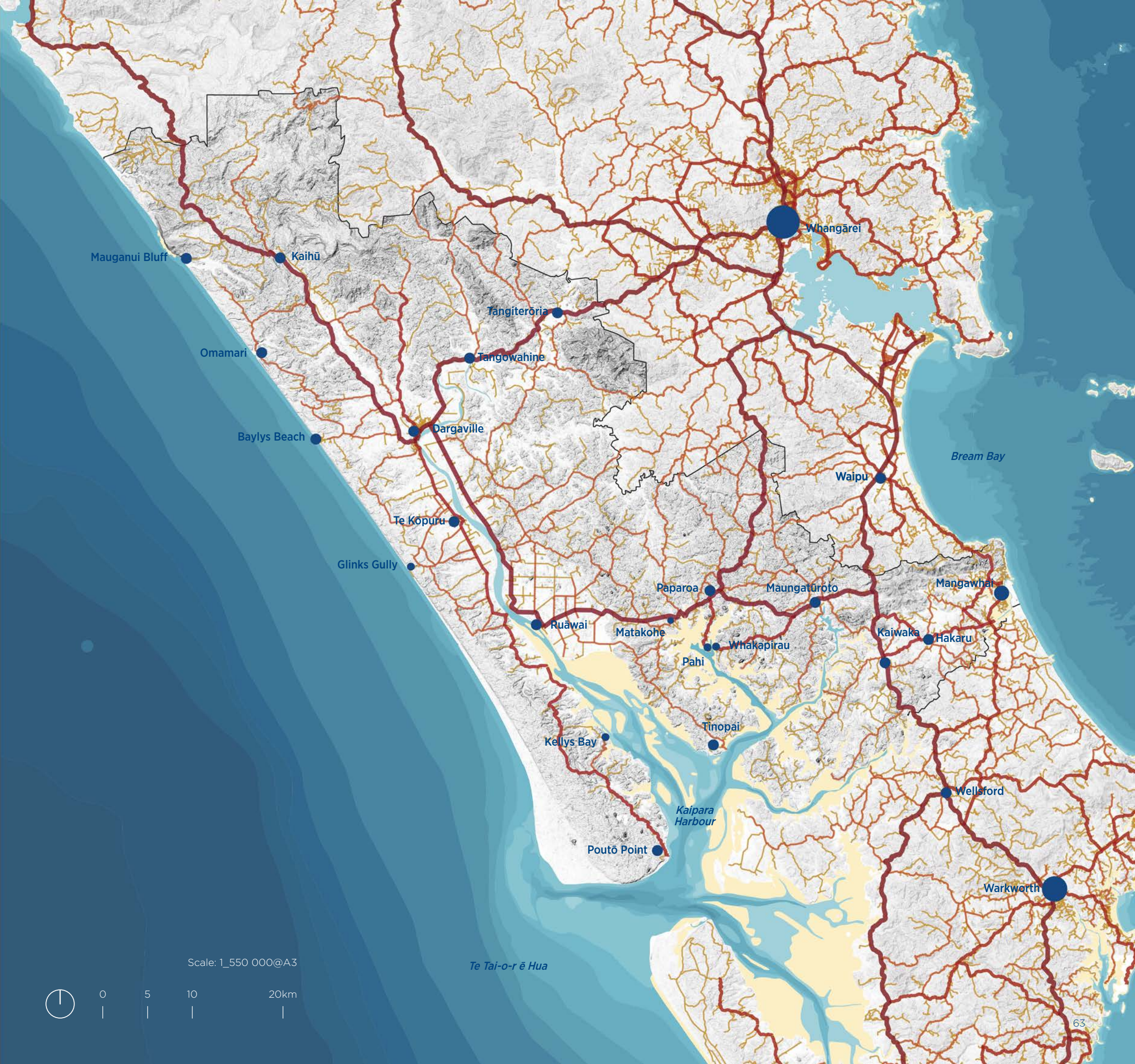


7.8 | Activity Management Strategy - Transport

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



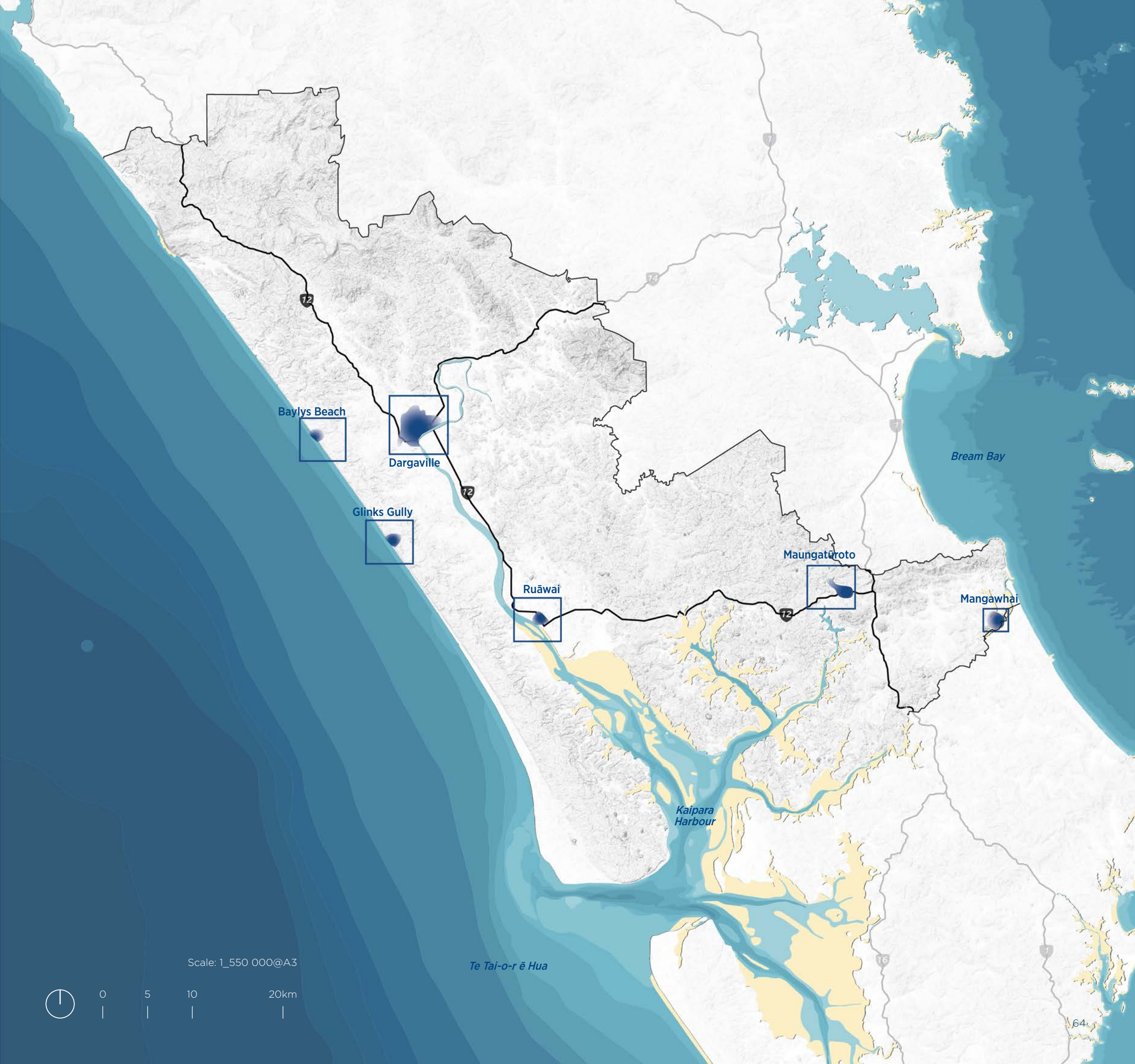
0

5

10

20km

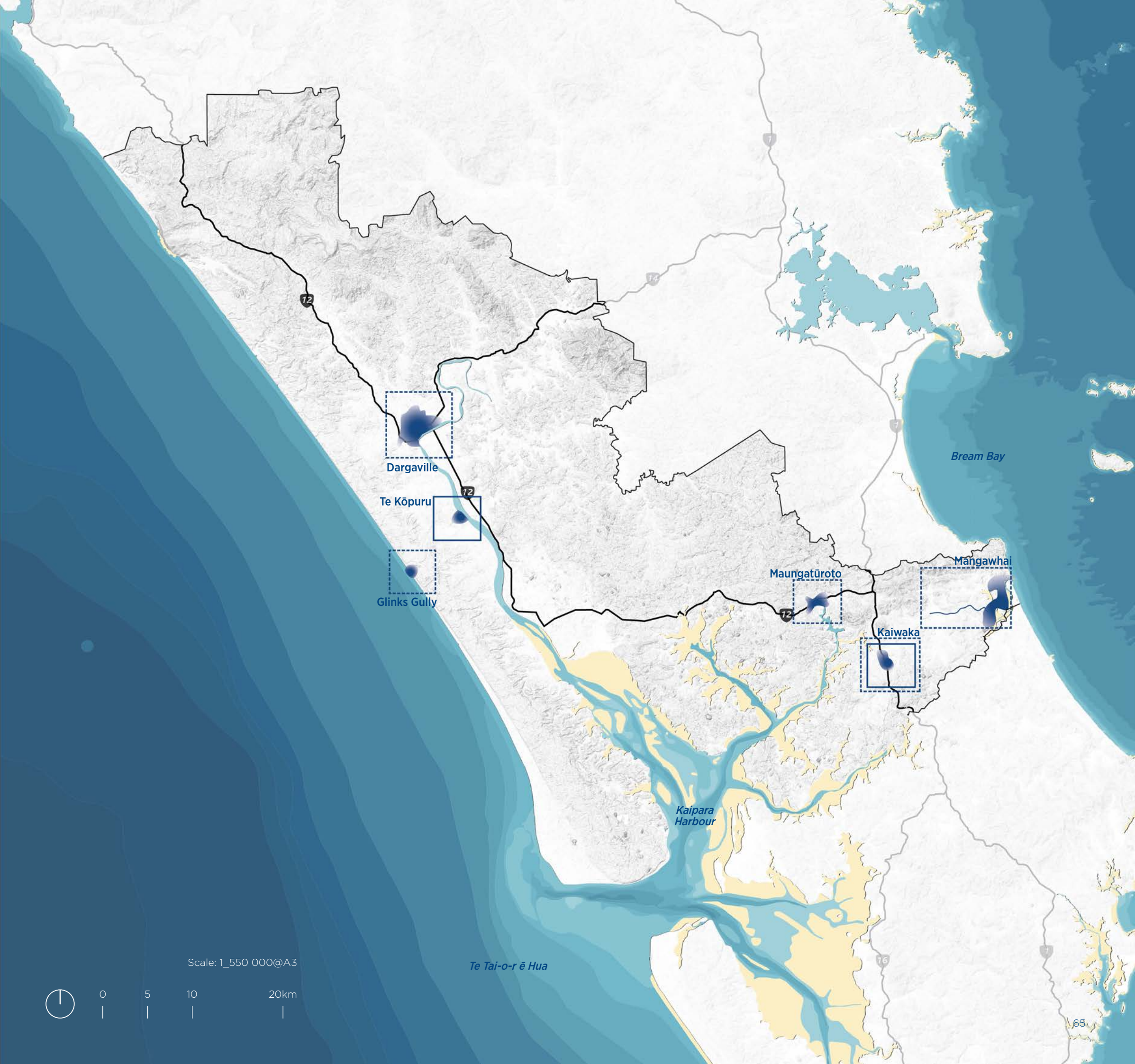
Scale: 1_550 000@A3



7.10 | Activity Management
Strategy - Wastewater

Legend

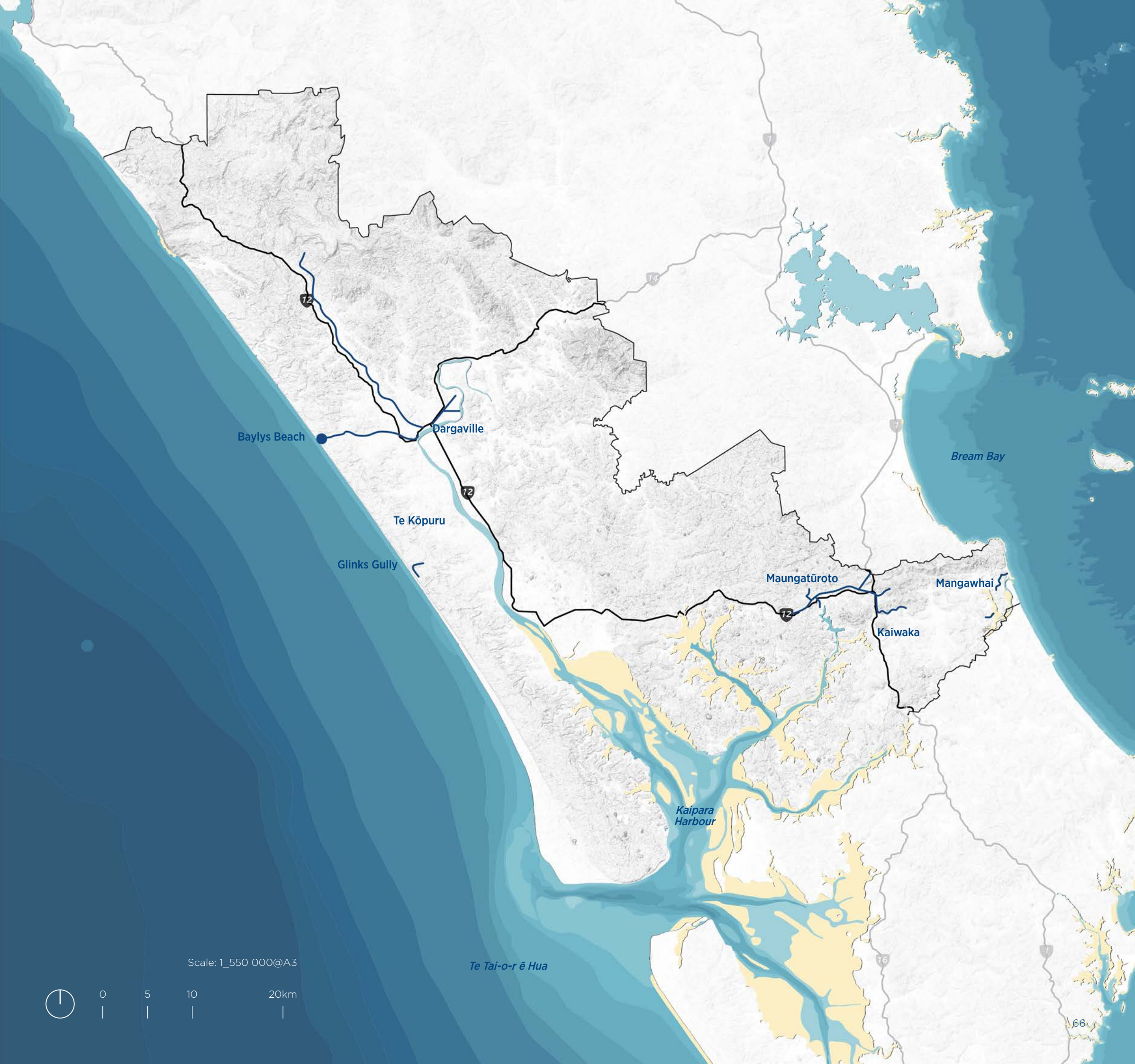
 Location of Wastewater
Schemes



7.11 | Activity Management
Strategy - Stormwater

Legend

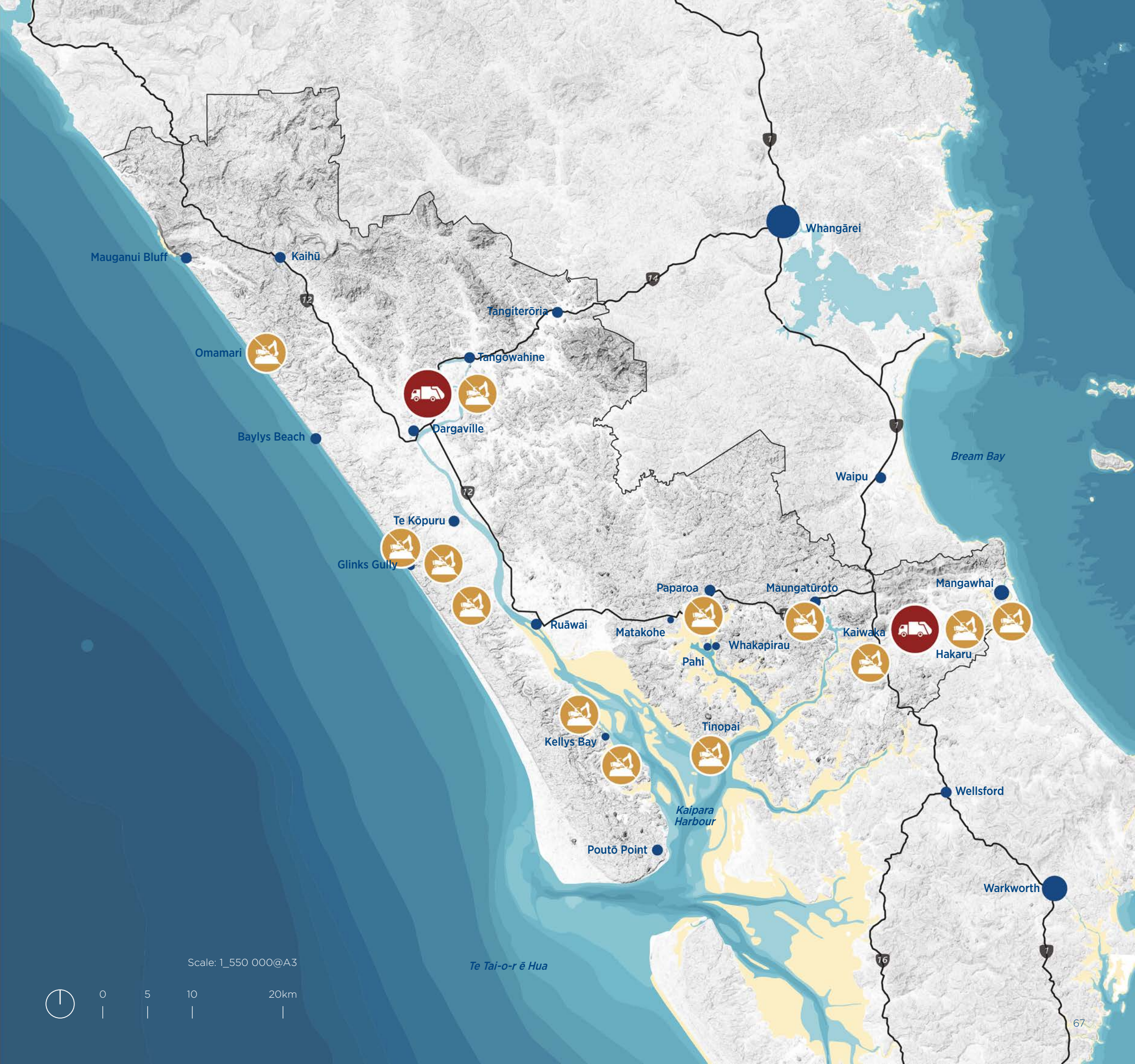
 Location of Stormwater
Schemes



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

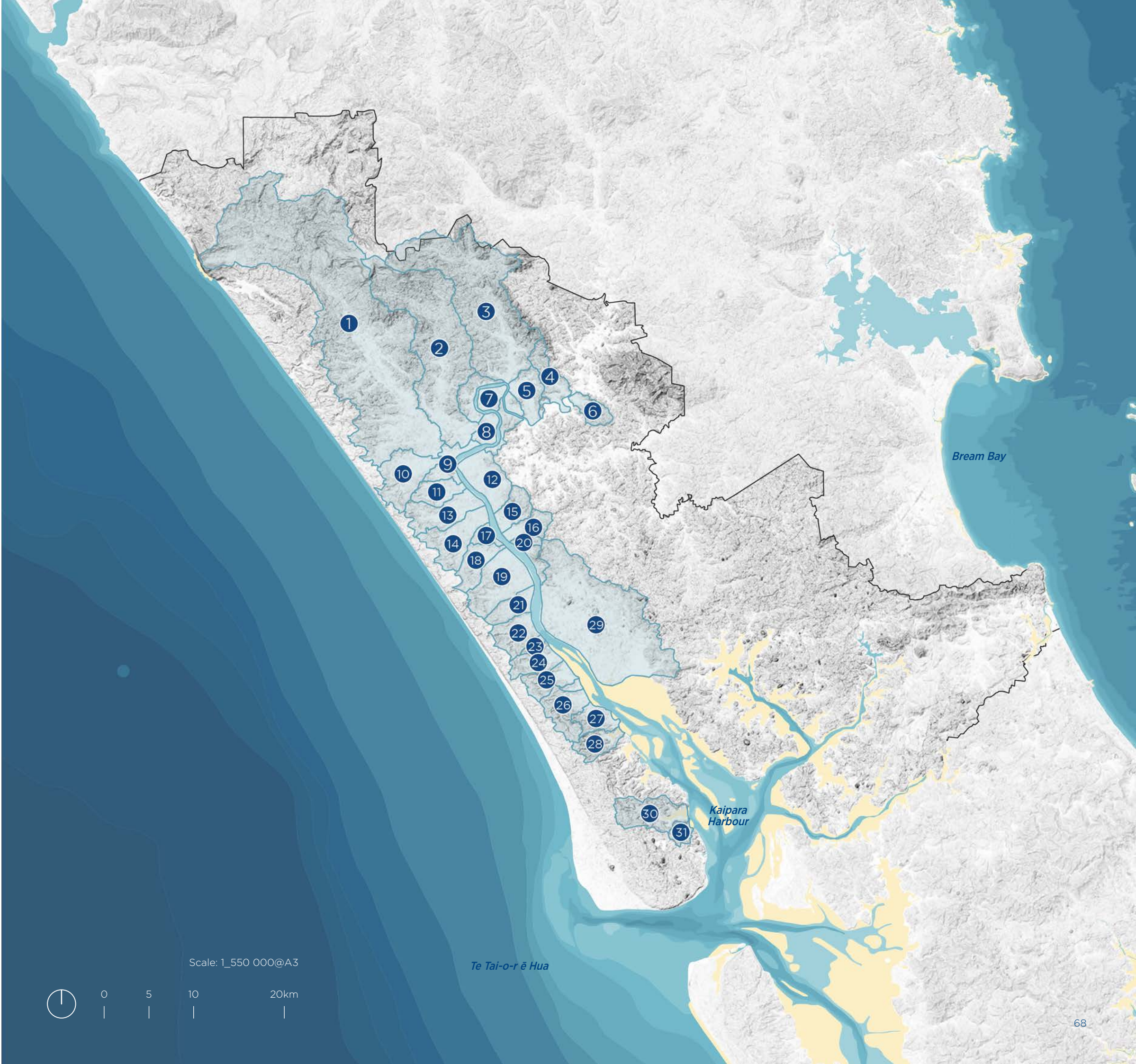
Okorako
- 28

Waimamaku
- 29

Raupo
- 30

Okaro
- 31

Waikere







Part B | Kaipara District Communities

Chapter 1 | Overview

1 | Kaipara Communities

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

Legend

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



Chapter 2 | Key Urban Areas

Dargaville

Maungatūroto

Kaiwaka

Mangawhai



2.1 | Introduction

The Kaipara District Council has commissioned spatial plans to address sustainable growth of the District’s ‘Key Urban Areas’_

- Mangawhai
- Dargaville
- Maungatūroto
- Kaiwaka

The Mangawhai Spatial Plan was adopted in December 2020 having been considered in parallel with the Key Urban Areas Spatial Plan – Dargaville, Maungatūroto, and Kaiwaka (adopted in May 2020) and this spatial plan – The Kaipara District Spatial Plan - Nga Wawata 2050 – Our Aspirations. The Key Urban Areas are the district’s main employment and residential urban centres in the district. In these centres, local and Kaipara District-wide communities can access health, education, civic and recreational services as well as being the main employment centres within the district (apart from rural-based industries).

For more details on each of the key urban areas 30-year plans, please refer to the spatial plans for these areas. The next sections in Chapter 2 of this district-wide spatial plan are summaries only for reference to the spatial plans prepared for each of these centres.

2.2 | Mangawhai

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

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

State Highway 1 connects Mangawhai to the wider area of the Auckland Region and the wider towns and settlements of the Kaipara District. It is located approximately 13km southwest of Kaiwaka, 25km northwest of Maungatūroto, and 87km northwest of Dargaville, all of which are identified as key urban areas. Due to their proximity to these key urban areas, the surrounding rural settlements have also experienced population growth trends. For example, Mangawhai acts as a service town for a number of its surrounding towns/settlements such as Hakarū, providing day-to-day services. Hakarū is located midway between Mangawhai and Kaiwaka, each of which are located 7km east and west - Figure 2 below.

Note: this is a replicate representation of the Mangawhai Spatial Plan (adopted in December 2020). Please refer to the Mangawhai Spatial Plan document for more details on the future directions for Mangawhai.

2.2 | Mangawhai

Legend

Live | Work | Learn

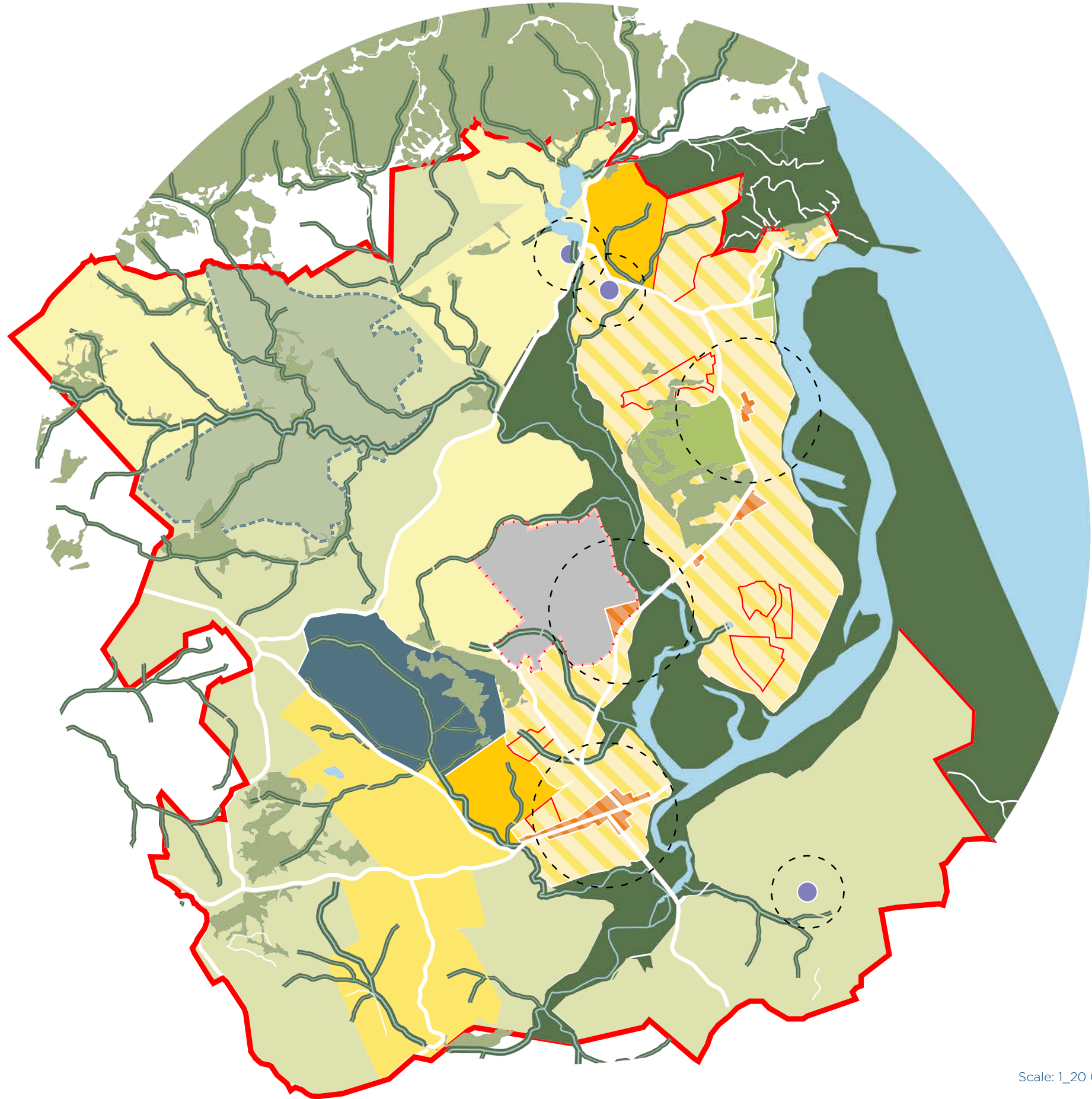
- Rural Residential Zone Boundary
- Frecklington Farm
- Existing Residential Area
- Rural Residential Zone 3
- Rural Residential Zone 2
- Rural Residential Zone 1
- Urban Residential Growth Area
- Mixed Use Development
- Intensification around Centres and Industry
- Mangawhai Central
- Larger Residential Site
- Cluster Development Required
- Existing Industry

Environment | Public Space | Productive Landscapes

- Open Space
- Significant Natural Area (SNA)
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Main Roads



Scale: 1_20 000@A3



0

500

1000m

2.3 | Dargaville

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

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

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

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

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

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

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

Dargaville - Town Wide:

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

Dargaville – Town Centre:

- Embrace the Wairoa river
- Reinforce the edge
- Retrofit the wharf
- Reinforce the heart of the town centre
- Celebrate heritage
- Enhance Hokianga axis
- Improve pedestrian connections
- Greening State Highway 12, and
- Optimise on-street parking.

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

Note: this is a summary of the Dargaville Spatial Plan contained in the Kaipara District Spatial Plan: Key Urban Areas (Dargaville, Maungatūroto, and Kaiwaka). Please refer to the key urban areas spatial plan document (adopted in May 2020) for more details on the future directions for Dargaville.

2.3 | Dargaville

Legend

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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



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

2.4 | Maungatūroto

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

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

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

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

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

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

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

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

Maungatūroto – Town Wide:

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

Maungatūroto – Town Centre:

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

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

Note: this is a summary of the Maungatūroto Spatial Plan contained in the Kaipara District Spatial Plan: Key Urban Areas (Dargaville, Maungatūroto, and Kaiwaka). Please refer to the key urban areas spatial plan document (adopted in May 2020) for more details on the future directions for Maungatūroto.

2.4 | Maungatūroto

Legend

Live | Work | Learn

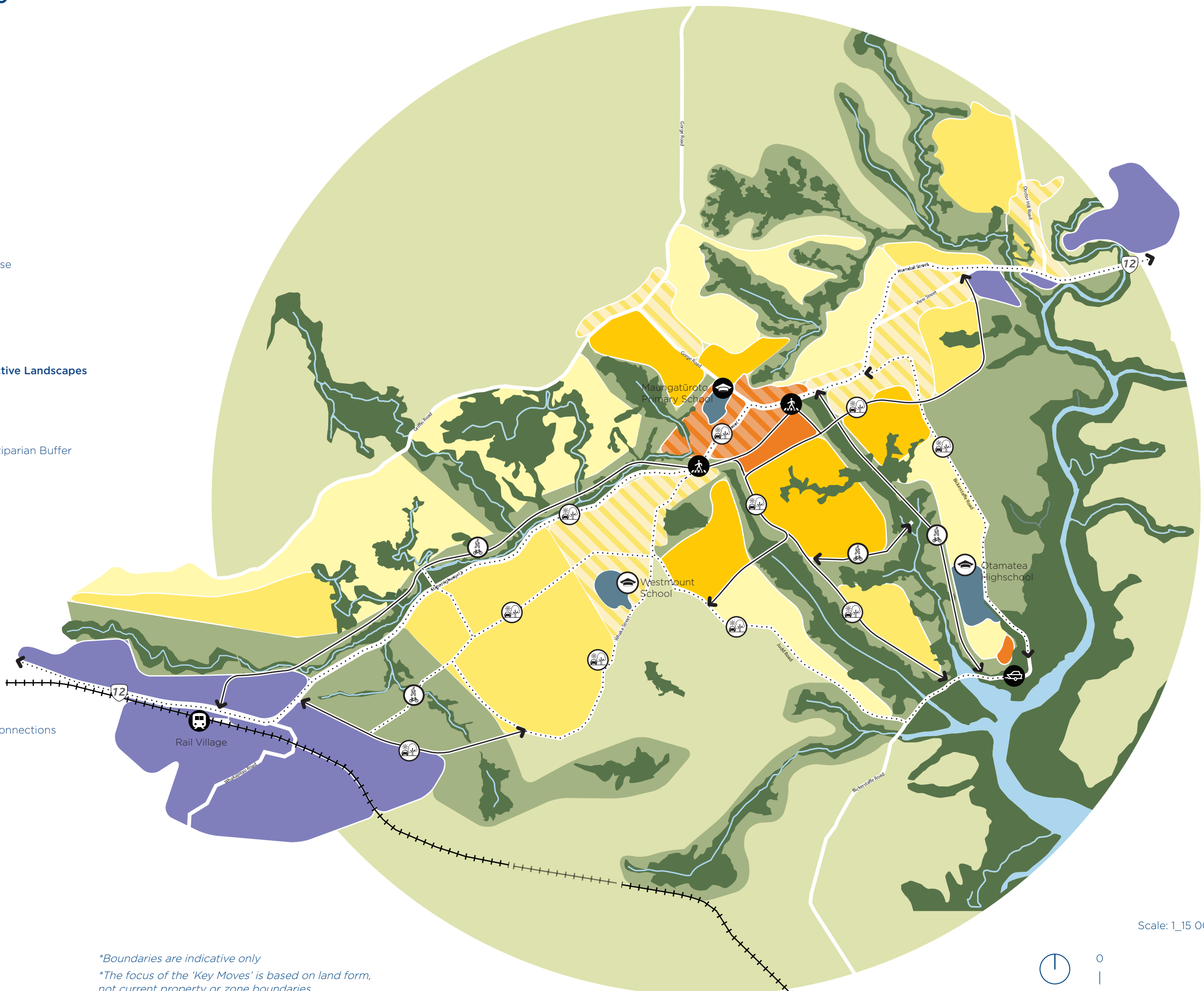
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- New Commercial | Mixed Use
- Intensified Industrial
- New Industrial

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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



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

Scale: 1_15 000@A3



2.5 | Kaiwaka

Kaiwaka is situated along State Highway 1, conveniently located approximately halfway between the Auckland and Whangārei employment hubs. Its location enables the rural township to support the surrounding rural sector as well as provide industrial support for the Mangawhai residential area. Historically, retail and commercial shops were centred along Kaiwaka-Mangawhai Road, which has now transitioned to being clustered along SH1, used by daily travellers. According to the Kaiwaka Township Improvement Plan 2016, the Kaiwaka section of SH1 carries roughly 10,000 vehicles per day, accounting for 12% of vehicle movement and is seen as a critical connection between Auckland and Whangārei for freight, and the Northland economy in general.

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

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

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

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

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

Kaiwaka – Town Wide:

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

Kaiwaka – Town Centre:

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

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

Note: this is a summary of the Kaiwaka Spatial Plan contained in the Kaipara District Spatial Plan: Key Urban Areas (Dargaville, Maungatūroto, and Kaiwaka). Please refer to the key urban areas spatial plan document (adopted in May 2020) for more details on the future directions for Kaiwaka.

2.5 | Kaiwaka

Legend

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Road

 Proposed Road Connections
- Streets

 Upgrade Existing Streets
- School

 Kaiwaka School
- Wharf

 Wharf
- Cycle

 Cycle | Walk Connections
- Future Cycle

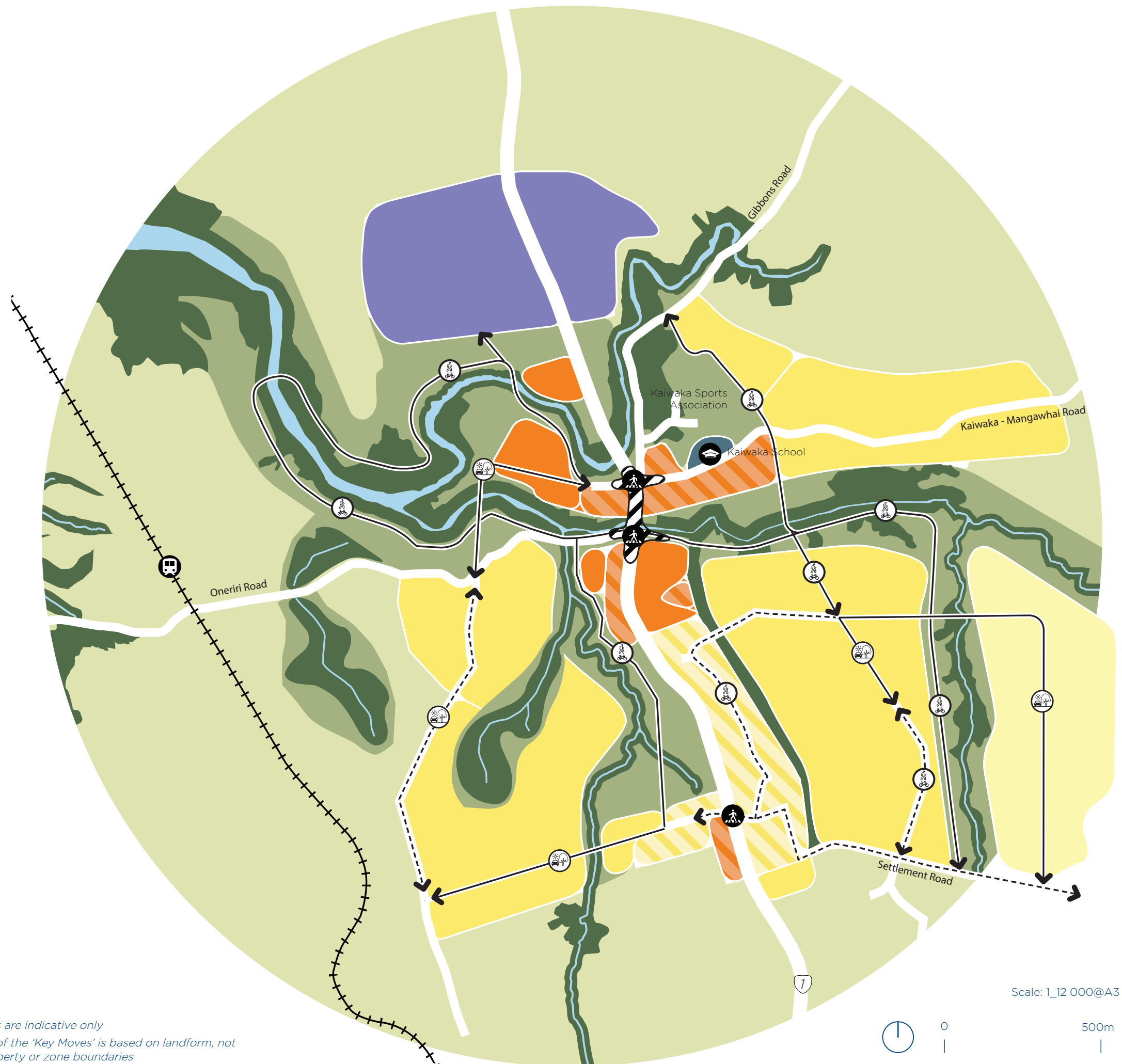
 Possible Future Cycle | Walk Connections
(Further Investigation Required)
- Train

 Train Station
- Rail Line
- Upgrade

 Upgrade Intersection

**Boundaries are indicative only*

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



Scale: 1_12 000@A3



Chapter 3 | North Kaipara



3.1 | North Kaipara

- Overview

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

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

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

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

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

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

There are a number of walking tracks that pass through these lakes and ranges and others that meander back out to the coast. Maunganui Bluff is located at the north end

of Ripiro beach and is a volcanic remnant that rises 460m over the sea below. A track extends from Aranga beach where it also links into the Kai Iwi lakes walking track.

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

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

3.1 | North Kaipara

- Overview Continued

Mana Whenua

There are eight marae within the North Kaipara community area (refer to the Cultural Landscapes map on page 47 for location)

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

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

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

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

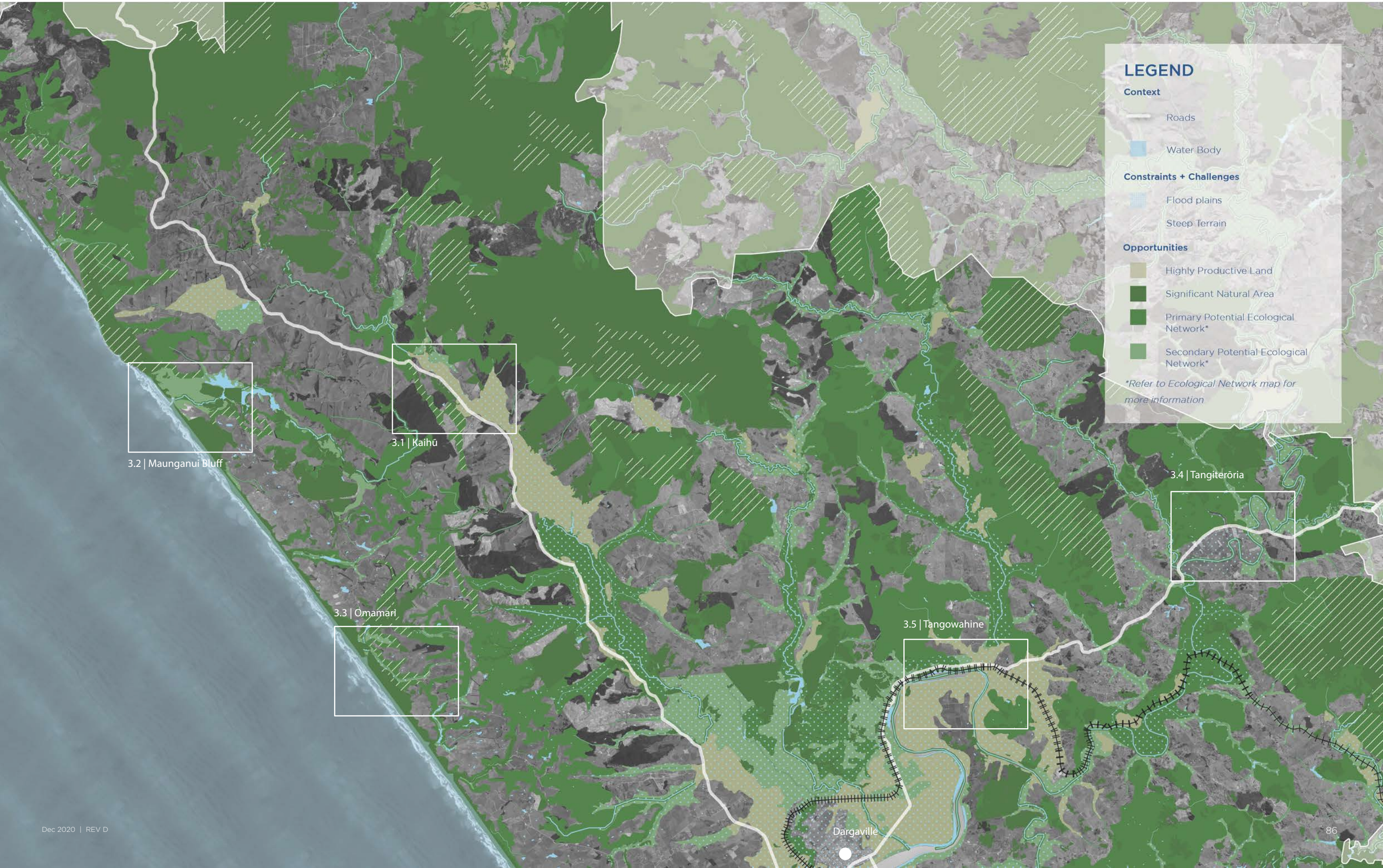
To the east, where the Wairoa River runs nearby to Tangiterōria, is the ancient portage route of Mangapai. This portage connected the Kaipara with the lower reaches of the Whangārei Harbour and was an important link between coasts. From Tangiterōria, the track reached Maungakaramea and then to the canoe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

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

3.2 | North Kaipara Recreational + Landscape Features



3.2 | North Kaipara - Environmental Constraints and Opportunities



LEGEND

Context

Roads

Water Body

Constraints + Challenges

Flood plains

Steep Terrain

Opportunities

Highly Productive Land

Significant Natural Area

Primary Potential Ecological Network*

Secondary Potential Ecological Network*

*Refer to Ecological Network map for more information

Image: Kaihū Church

1 | Kaihū

1.1 | Kaihū - Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing

Hard Infrastructure	# Occupied Dwellings	87
	Population	210
	Water Reticulation	<div></div>
	Waste Water	<div></div>
	Stormwater Reticulation	<div></div>
	Broadband	<div></div>
	Mobile Coverage	<div></div>
	Roads Sealed	<div></div>
	Footpath	<div></div>
	StreetLights	<div></div>
Soft Infrastructure	RailLine	<div></div>
	Schools (P)primary (S)secondary	<div></div>
	Access to Tertiary Education	<div></div>
	Reserves	<div></div>
	Playground	<div></div>
	Sports Facilities	<div></div>
	Church	<div></div>
	Businesses	1-5
	Community Centre	<div></div>
	Public Transport	<div></div>
	Wharves	<div></div>

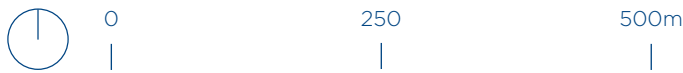
Kaihū is a rural community located roughly 30km north-west of Dargaville along SH12. Prior to European settlement, Kaihū was a Māori settlement originally named Opunake. The town which is now known as Dargaville had the original name of Kaihū. When Dargaville gained its namesake in 1896, Opunake was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

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

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



1.2 | Kaihū_Existing Situation-2020



1.3 | Kaihū_Physical Analysis - Constraints & Opportunities



1.4 | Kaihū_Engagement + Consultation

ENGAGEMENT FINDINGS

Community Values

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

Aspirations

Services: Provide the settlement with reticulated infrastructure (wastewater, water supply and stormwater), however water quality needs to be improved to separate seawater and freshwater near the Marae (including drinking water quality).

Coastal and Ecological Restoration:

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

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

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

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

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

Phase 4 Engagement Outcomes:

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

Riparian Planting and Water Quality:

Investigate opportunities for stream and river edge restorations, including potential for replacement of existing non-native species with native species, particularly along the Kaihū River edge.

Flood Management and Water Allocation:

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

Establish a Village Centre with Local

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

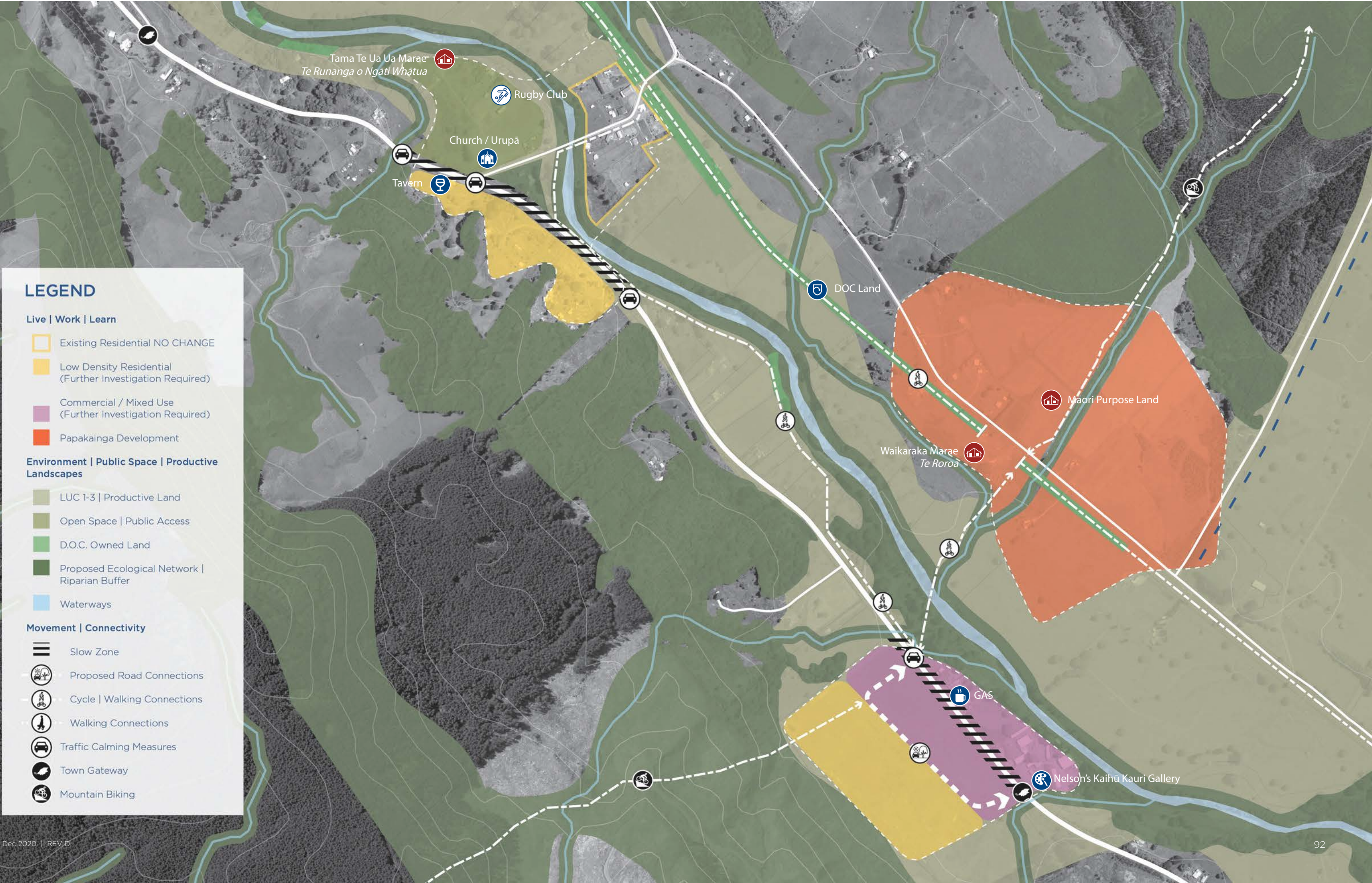
CONSULTATION FEEDBACK

Phase 5 Consultation Feedback:

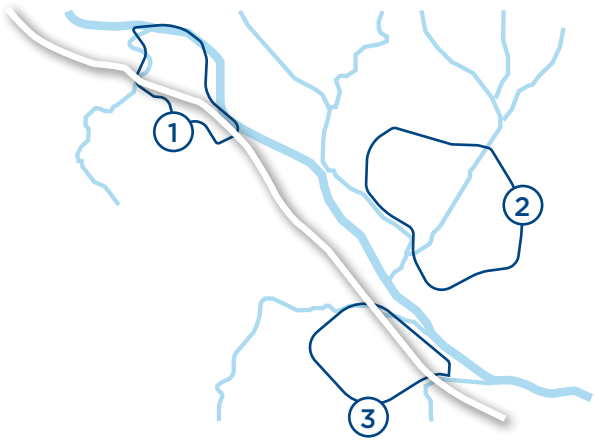
During the consultation phase in July 2020, the following additional feedback was provided:

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

1.5 | Kaihū_30 Year Plan



1.6 | Kaihū_Neighbourhoods + Infrastructure Descriptions



1 | Kaihū Town Centre

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

Outcomes

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

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

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

Outcomes

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

3 | Kaihū South (State Highway 12 - southern entrance)

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

Outcomes

Identify land suitable for 'commercial/mixed-use' use for commercial expansion at the gateway to Kaihū, contributing to Kaihū's tourism and economic growth as well as accommodating for resident's day-to-day needs.

Future Infrastructure Requirements for Kaihū

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

2 | Maunganui Bluff

2.1 | Maunganui Bluff (Aranga Beach) - Overview

KEY		?	# Occupied Dwellings
<input checked="" type="radio"/>	Yes		
<input type="radio"/>	No		
<input type="radio"/>	Limited		
<input checked="" type="radio"/>	Proposed New		
<input checked="" type="radio"/>	Proposed Upgrade Existing		
Hard Infrastructure		?	Population
	<input type="radio"/>		Water Reticulation
	<input type="radio"/>		Waste Water
	<input type="radio"/>		Stormwater Reticulation
	<input type="radio"/>		Broadband
	<input checked="" type="radio"/>		Mobile Coverage
	<input type="radio"/>		Roads Sealed
	<input type="radio"/>		Footpath
Soft Infrastructure	<input checked="" type="radio"/>		StreetLights
	<input type="radio"/>		RailLine
			Schools (P)primary (S)secondary
	<input checked="" type="radio"/>		Access to Tertiary Education
	<input checked="" type="radio"/>		Reserves
	<input type="radio"/>		Playground
	<input type="radio"/>		Sports Facilities
	<input type="radio"/>		Church
	1-5		Businesses
	TBC		Community Centre
	<input type="radio"/>		Public Transport
	<input type="radio"/>		Wharves

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

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

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

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

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

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

2.2 | Maunganui Bluff_Existing Situation-2020



2.3 | Maunganui Bluff_Physical Analysis - Constraints & Opportunities



2.4 | Maunganui Bluff_Engagement + Consultation

ENGAGEMENT FINDINGS

Community values and aspirations

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

Phase 4 Engagement Outcomes

Services: Investigate improved rubbish collection management e.g.introducing wheelie bins. Identify opportunities for access maintenance to the beach up to the high-water mark for safety reasons along the foreshore. Investigate partnership opportunities with residents for weed and pest control.

Environment: Investigate options for protection of the following species: blue penguins, fairy terns, Toheroa, mussels/fresh mussels and the seal colony.

CONSULTATION FEEDBACK

Phase 5: Consultation Feedback

No feedback was received from the consultation held in July 2020.

2.5 | Maunganui Bluff_30 Year Plan



LEGEND

Live | Work | Learn

- Visitor Management Strategy
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Walking Connections

2.6 | Maunganui Bluff_Neighbourhood + Infrastructure

Maunganui Bluff Neighbourhood + Infrastructure Description

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

Outcomes

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

Future Infrastructure for Maunganui Bluff

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

3 | Omamari

3.1 | Omamari

- Overview

KEY		?	# Occupied Dwellings
<input checked="" type="radio"/> Yes			
<input type="radio"/> No			
<input checked="" type="radio"/> Limited			
<input checked="" type="radio"/> Proposed New			
<input checked="" type="radio"/> Proposed Upgrade Existing			
Hard Infrastructure	<input type="radio"/>		Water Reticulation
	<input type="radio"/>		Waste Water
	<input type="radio"/>		Stormwater Reticulation
	<input checked="" type="radio"/>		Broadband
	<input checked="" type="radio"/>		Mobile Coverage
	<input checked="" type="radio"/>		Roads Sealed
	<input type="radio"/>		Footpath
	<input checked="" type="radio"/>		StreetLights
Soft Infrastructure	<input type="radio"/>		RailLine
			Schools (P)primary (S)secondary
	<input checked="" type="radio"/>		Access to Tertiary Education
	<input checked="" type="radio"/>		Reserves
	<input type="radio"/>		Playground
	<input type="radio"/>		Sports Facilities
	<input type="radio"/>		Church
	1-5		Businesses
	<input type="radio"/>		Community Centre
	<input type="radio"/>		Public Transport
	<input type="radio"/>		Wharves

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

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

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

3.2 | Omamari_Existing Situation-2020



3.3 | Omamari_Physical Analysis - Constraints & Opportunities



3.4 | Omamari_Engagement + Consultation

ENGAGEMENT FINDINGS

Phase 4: Engagement Overview

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

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

Outcomes

Coastal Restoration & Protection: Retain the existing coastal settlement qualities and continue to protect the landscape by which the settlement is defined and manage existing coastal issues such as coastal erosion. Explore options to support ongoing works to stabilise - such as through native revegetation - the West Coast sand dunes stretched along the Omamari beach.

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

CONSULTATION FEEDBACK

Phase 5: Consultation Feedback

No feedback was received from the consultation held in July 2020.

3.5 | Omamari_30 Year Plan



LEGEND

Live | Work | Learn

 Visitor Management Strategy

 Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

 Beaches

 Department of Conservation Land

 Proposed Ecological Network | Riparian Buffer

 Waterways

Movement | Connectivity

 Walking Connections

3.6 | Omamari_Neighbourhood + Infrastructure

Omamari Neighbourhood + Infrastructure descriptions

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

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

Outcomes

Retain key neighbourhood characteristics and propose no changes to the settlement. Moreover, recognise key ecological features which surround the neighbourhood's immediate area, noting DOC-administered conservation land (Crown Land) also occupies much of the surrounding area.

Future Infrastructure for Omamari

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

4 | Tangiterōria

4.1 | Tangiterōria
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing

Hard Infrastructure	81	# Occupied Dwellings
	204	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	1-5	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport
	<div></div>	Wharves

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

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

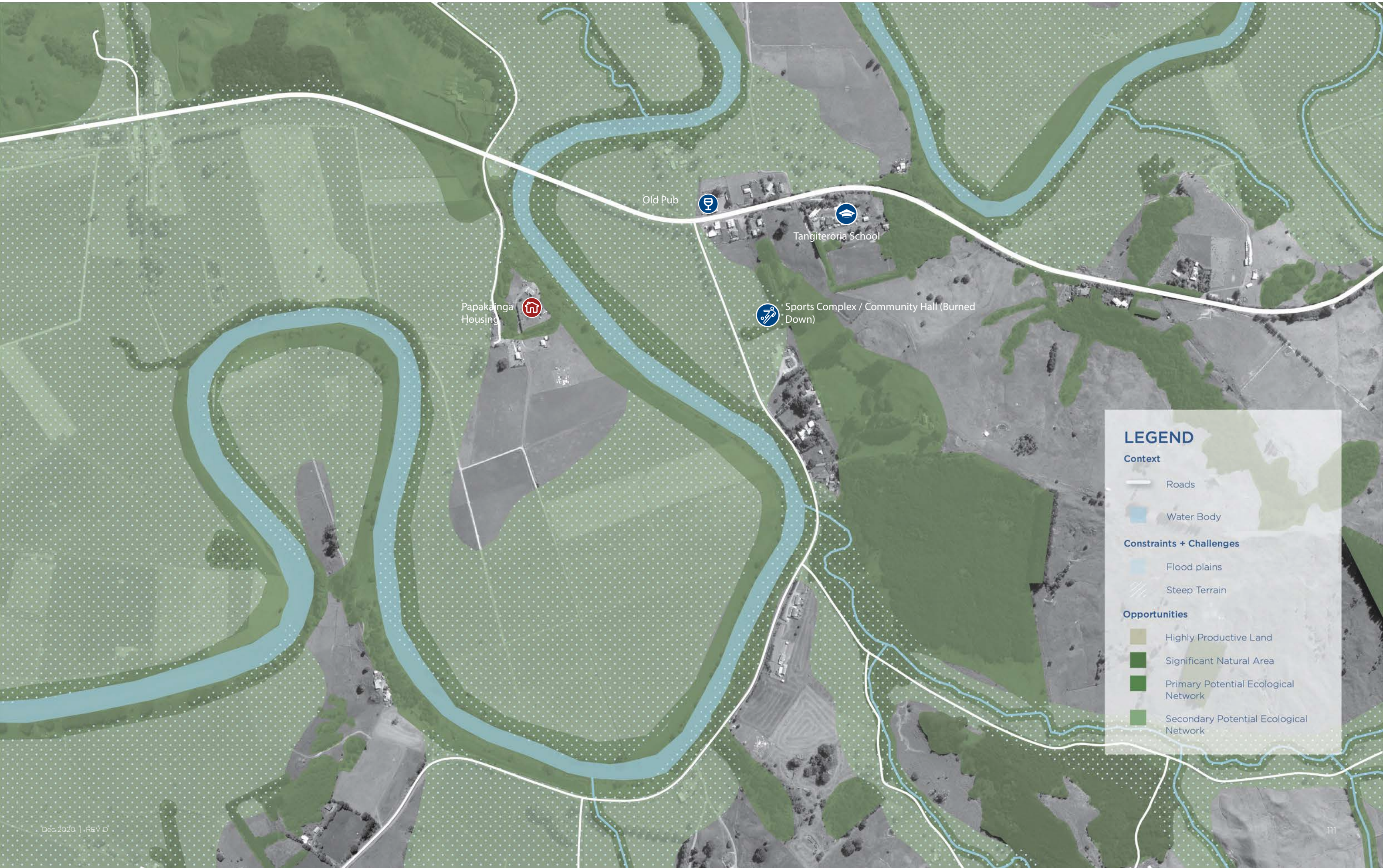
Tangiterōria is now a quiet rural community. Over the past decade, several businesses have closed, including a post office, pub, garage and hall. This has left Tangiterōria School, Tangiterōria marae and the former Tangiterōria Sports Complex as important community assets. However, the Tangiterōria Sports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

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

4.2 | Tangiterōria_Existing Situation 2020



4.3 | Tangiterōria_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

4.4 | Tangiterōria_Engagement

ENGAGEMENT FINDINGS

Community Values

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

Aspirations

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

Economic Development: The community supports more business and commercial activity, but there is little opportunity in the settlement due to the lack of business-zoned land available. Currently, residents travel 20-25 minutes to Dargaville for shopping (or to Whangārei), however this is a challenge for those who do not own cars. The community would therefore like to have a local grocer/dairy. Generally, Tangiterōria has the potential to provide a service centre for surrounding rural areas which includes large-scale farmers.

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

providing the ability to subdivide land and offer reasons to call Tangiterōria ‘home’. There are key challenges in enabling growth in Tangiterōria - including the lack of employment opportunities that would attract permanent residents, flood-prone areas, and the existing restrictive planning provisions.

Papakāinga Housing: The local marae wish to develop the land zoned for Māori purpose into production land and a papakāinga hub (mix of commercial and residential development). The potential for papakāinga housing in Tangiterōria, in particular on the southern side of the Wairoa River connecting up with the southern side of the village, could help boost the ‘usual-resident population’ in the village itself. The provision of papakāinga housing would also better-enable tangata whenua to come back home to Tangiterōria. Improved walking and cycling routes between the hub and village centre is supported. The papakāinga hub north of the Wairoa River may be subject to flooding issues and further investigations in that regard are required.

Services: There is no reticulated infrastructure in Tangiterōria, with concerns that many septic tanks are failing. This has caused concern with regard to contamination of the river. Improved digital infrastructure is also supported to allow working from home scenarios or home business ventures. Residents expressed interest in having provision of recycling bins and better cellphone services. Finally, public toilets were also mentioned, with a potential location being by the existing playground.

Rebuild the Sports Complex: The loss of the Sports Complex which has been destroyed by fire has been frequently cited as a significant blow for the community, who have voiced an eagerness to rebuild it as soon as possible. This will require further investment, most likely from a community-driven source.

Phase 4 Engagement Outcomes

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

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

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

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

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

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

4.5 | Tangiterōria_30 Year Plan



LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

4.6 | Tangiterōria_Neighbourhood + Infrastructure

1 | Tangiterōria Village Centre

State Highway 14 traverses through the centre of Tangiterōria having a segment of the state highway function as the village’s mainstreet. This is where businesses have been located in previous years, including the tavern and garage, which have all since fallen out of use. Additionally, the school is a major social anchor which is considered to be the heart of the community since the destruction of the Sports Complex by fire. Commuters travelling either way to/ from Dargaville and Whangārei will pass through the village centre along SH14.This neighbourhood is suitable for reinvigoration as the village centre, providing services for locals and passerbys. The area is generally flat and free from flooding constraints, creating potential for commercial and residential opportunities.

Tangiterōria Village Centre Outcomes

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

2 | Wairoa Plains

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

Wairoa Plains Outcomes

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

3 | Pukehuia Block

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

Pukehuia Block Outcomes

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

Tangiterōria Infrastructure

The density proposed for Tangiterōria is low or semi-rural large-lot type development. Therefore, a reticulated water and wastewater scheme is difficult to make financially viable - or in fact not necessary to enable this type of development. It is therefore more likely that self-serviced modern systems will be the main water and wastewater servicing solution. A warrant of fitness scheme to encourage the on-site wastewater systems to be maintained or upgraded could be introduced to reduce the likelihood of new sources of river contamination.

5 | Tangowahine

5.1 | Tangowahine

- Overview

KEY			
<input checked="" type="radio"/>	Yes	54	# Occupied Dwellings
<input type="radio"/>	No	129	Population
<input type="radio"/>	Limited		
<input checked="" type="radio"/>	Proposed New		
<input checked="" type="radio"/>	Proposed Upgrade Existing		
Hard Infrastructure	<input type="radio"/>		Water Reticulation
	<input type="radio"/>		Waste Water
	<input type="radio"/>		Stormwater Reticulation
	<input checked="" type="radio"/>		Broadband
	<input checked="" type="radio"/>		Mobile Coverage
	<input type="radio"/>		Roads Sealed
	<input type="radio"/>		Footpath
	<input type="radio"/>		StreetLights
Soft Infrastructure	<input checked="" type="radio"/>		RailLine
	<input type="radio"/>	P	Schools (P)primary (S)econdary
	<input type="radio"/>		Access to Tertiary Education
	<input type="radio"/>		Reserves
	<input type="radio"/>		Playground
	<input type="radio"/>		Sports Facilities
	<input type="radio"/>		Church
	<input type="radio"/>	1-5	Businesses
	<input type="radio"/>		Community Centre
	<input type="radio"/>		Public Transport
	<input type="radio"/>		Wharves

Tangowahine translates as the “weeping woman”. Tangowahine is a rural community located on the Northern Wairoa River, roughly 13km north-west of Dargaville via SH14. According to 2013 Census data, Tangowahine and its wider surrounding area has a population of 129.

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

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

The Avoca Hall is located near the intersection of Avoca Road and Avoca North Road, roughly 8km north of Tangowahine. The hall was opened in 1914 and has since served as an important hub for the settlement, hosting many community activities such as dances, school functions, church services, concerts and weddings.

‘Flex and Fibre’ is the single shop in Tangowahine. Other than that, residents rely on Dargaville for necessities.

5.2 | Tangowahine_Existing Situation 2020



5.3 | Tangowahine_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

5.4 | Tangowahine_Engagement

ENGAGEMENT FINDINGS

Community

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

Aspirations

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

Roading and Accessibility: There is potential to establish a new cycling track which connects into the wider northland cycling routes along the main road north. The community would like to see speed reduction zones, particularly around the SH14/Tangowahine Stream Bridge intersection. Roothing improvement is required as their condition has deteriorated recently due to logging trucks. For this reason the community encourages reutilising the railway transporting logs to Whangārei. There are safety issues within the proximity of the school, which requires signage to ensure children’s safety. A cycling track is encouraged as it is beneficial for kids while providing linkage to Dargaville – this could prompt cycling tourism, with possibilities of cycling into Dargaville.

Economic Development: The community would like to see a small local shop which provides basic goods, as it currently relies on Dargaville for other main services. Additionally, the existing railway line/ station is to be at the heart of the town centre to celebrate the railway history of the settlement and the existing heavy rail infrastructure connecting Tangowahine with Whangārei to the north. The rail infrastructure extends south to Dargaville (light rail only), including potential connections through the future ‘Awakino Point’ business park area identified in the spatial plan for Dargaville. These rail lines are currently not operational, but the infrastructure foundations are set for future revitalisation if this is feasible at some point.

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

Growth: The community does not want to see further subdivision and development and wants to retain the rural character, noting the importance of the quietness of Tangowahine.

Water Quality: The community raised concerns regarding waterway protection, given the streams are direct outlets for wastewater discharge upstream and downstream

Water Transport: Potential for a wharf in the future if tourism increases, to utilise the water to transport people and goods.

Services: Residents are generally happy with the services they have, with only potentially better cell phone coverage mentioned.

Phase 4 Engagement Outcomes

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

Riparian Planting and Water Quality: Protect, enhance and maintain waterways from direct discharge of waste and identify investment opportunities for riparian planting along the river and streams to improve flooding risks along the Wairoa River.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

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

- Reduce traffic speed at the intersection and up Tangowahine Valley Road (beyond the school) - maintaining slower speeds through the settlement.
- Concerns regarding proposed commercial zoning due to declining activity in Dargaville and associated infrastructure costs to locals.
- Some respondents were not supportive of a proposed sports field or the village centre due to the associated traffic that would be generated as people currently live there and do not desire that environment. These options can be further investigated with further community input.

5.5 | Tangowahine_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

Low Density Residential

School

Commercial / Mixed Use

 Potential Industrial Development
(Further Investigation Required)

Environment | Public Space | Productive Landscapes

LUC 1-3 | Productive Land

D.O.C. Owned Land

 Proposed Ecological Network |
Riparian Buffer

Waterways

Movement | Connectivity

Slow Zone

Traffic Calming

Cycle | Walking Connections

Wharf

Train Station

Light rail

Heavy Rail

Town Gateway

Viewshaft

5.6 | Tangowahine_Neighbourhoods + Infrastructure

1 | Tangowahine Village

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

Outcomes

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

2 | Railway Industry Block

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

Outcomes

Identify suitable ‘Industrial’ land to establish a productive industrial block, which takes advantage of strong road connections to transport goods in and out of Tangowahine.

Tangowahine Infrastructure

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

Chapter 4 | Central Kaipara and West Coast

4.1 | Central Kaipara + West Coast - Overview

Overview

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

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

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

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

Ruāwai is located on State Highway 12, south-east of Dargaville and is the principal service centre for the surrounding plains. Although amenities and facilities have reduced over the recent years, Ruāwai is still relatively well-serviced with education facilities from preschool to high school and a number of reasonably sized local businesses that supply local employment. Ruāwai has an old but functional wharf which has been earmarked for upgrade. This is supported by on-shore parking and toilet facilities, a wide boat ramp, and pile mooring in sheltered inlets along the river’s edge.

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

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

The coastal settlements of Baylys Beach and Glinks Gully experience significant population increases during summer months. Glinks Gully mostly consists of ‘beach bach’ style dwellings and a campground. Baylys Beach is much larger than Glinks Gully and has a growing residential population. Currently, it has one shop and is in the process of building a new community centre / surf life saving clubrooms.

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

4.1 | Central Kaipara + West Coast - Overview Continued

Mana Whenua

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

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

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

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

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

4.2 | Central Kaipara + West Coast



4.3 | Central Kaipara + West Coast - Environmental Constraints and Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

**Refer to Ecological Network map for more information*

1 | Baylys Beach

1.1 | Baylys Beach - Overview

KEY	
<input checked="" type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Limited
<input checked="" type="radio"/>	Proposed New
<input checked="" type="radio"/>	Proposed Upgrade Existing

Hard Infrastructure	167	# Occupied Dwellings
	309	Population
	<input checked="" type="radio"/>	Water Reticulation
	<input checked="" type="radio"/>	Waste Water
	<input checked="" type="radio"/>	Stormwater Reticulation
	<input checked="" type="radio"/>	Broadband
	<input checked="" type="radio"/>	Mobile Coverage
	<input checked="" type="radio"/>	Roads Sealed
	<input checked="" type="radio"/>	Footpath
	<input checked="" type="radio"/>	StreetLights
Soft Infrastructure	<input type="radio"/>	RailLine
		Schools (P)primary (S)secondary
	<input type="radio"/>	Access to Tertiary Education
	<input checked="" type="radio"/>	Reserves
	<input type="radio"/>	Playground
	<input checked="" type="radio"/>	Sports Facilities
	<input type="radio"/>	Church
	1-5	Businesses
	<input checked="" type="radio"/>	Community Centre
	<input type="radio"/>	Public Transport
	<input type="radio"/>	Wharves

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

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

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

Baylys Beach is known as the “beach suburb” of Dargaville. Nowadays, Baylys Beach sports a distinct ‘coastal bach’ character, and has seen an increase in the ‘usual resident’ population with new residential growth in recent years - most notably, the Sunset West subdivision. In the past couple of years, the community has quickly diversified, with people of different backgrounds and occupations settling down in Baylys Beach, who bring a fresh perspective to the community. There are young families, teachers, artists, chemists, hunters, fishermen and doctors. Community members are proactive and involved within the community. Baylys Beach residents travel to Dargaville for essential services.

There is currently a single shop at Baylys Beach: Sharkys Takeaways – a restaurant and takeaway store which also sells basic groceries. The former Funky Fish restaurant

has closed in recent years. The area surrounding Sharkys Takeaways lends itself as the village’s commercial heart where further businesses could establish, giving rise to a village centre.

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

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

1.2 | Baylys Beach



1.3 | Baylys Beach_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

1.4 | Baylys Beach_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

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

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

Community Facilities: The community would like community facilities such as a Surf Life Saving Club, (the establishment of a club is already underway as of November 2019), a facility for meetings as well as Library collection/drop off at community centre.

Establish a safe play area for children away from the beach - a park/grass area, with or without a playground structure. The community would also like to see a playground on the reserve land on Ocean View Terrace. A direct link from the reserve to the public toilets was also mentioned. There is a need for continued maintenance of the public toilets, while also making them accessible for those with limited mobility access (prams, wheel chairs, frail). A bus shelter is needed for school kids in a suitable location as well as appropriate lighting at the beach parking - mindful of glare and impact on dark night skies.

Rubbish Collection/Recycling: Maintain council curbside collection, however the community would like to see a recycle/transfer storage unit somewhere at Baylys Beach rather than curbside collection. Roadside rubbish was also mentioned as a concern, particularly on the road from Baylys Beach to Dargaville.

Transport: The Baylys Beach community promoted a more pedestrian-friendly environment in the main settlement, slower speed limits for safety purposes and well-maintained roads. This could involve provision of a traffic calming measures at the entrance to the Northern Wairoa Golf Club - e.g. sign-posting reduced speed through the village, which is currently 50km/h.

Promote sharing the road space with cycling, linking with the Kaihū Valley Trail, with recreational cycling promoted between the town and the beach. There have been several near-miss accidents due to narrowness of roads and size/speed of vehicles. The community would like to see an appropriate budget to maintain the

current walking track.

Coastal Restoration and Erosion Management: The effects of climate change have been noticeable in recent years and residents have voiced concerns as to how this will be addressed in the future. Currently, sandbags have been installed at the beach entrance as a temporary solution. However, its long-term viability is questioned and more appropriate measures should be investigated. Additionally, dunes which people were once able to walk on have disappeared in recent years. Suggestions have been made for the Council to recognise the beach access and enable a coastal erosion plan. Residents are concerned with the damage and nuisance caused by motor vehicles / bikes on the beach and dunes, and wish to protect these areas from ongoing degradation effects. This can be done through clear allocation of areas permitted for riding bikes/quads, etc. and child-friendly areas on the beach.

Additionally, the cliffs to the north of the Sunset West subdivision have been identified by the community as being at a critical stage for erosion. Currently, planting efforts have taken place on these slopes, but the community sees the emergence of a sand blowhole as inevitable.

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

Stormwater Mitigation: The nature of the hilly topography at Baylys Beach often results in stormwater - e.g. from the Sunset West subdivision - flowing to the beach. Some residents have proposed stormwater diversion or attenuation as a possible

solution to mitigate these effects on the receiving environment. Others suggest a plan to build a dam on the farm where stormwater feeds down to the beach entrance to control stormwater entering the beach access road from elevated points.

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

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

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

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

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

1.4 | Baylys Beach_Engagement Continued

Phase 4 Engagement Outcomes

- **Three Waters Infrastructure:** Investigate options for increasing water supply for irrigation to farms and identify a suitable location for a communal wastewater system to service growth in the area.
- **Identify Growth Opportunities and Community Facilities:** Identify land suitable for residential development on the upper slopes behind the Sunset West subdivision and a motel with a golf course attraction for locals and tourists. Identify commercial land to provide opportunity for new business ventures to allow beach activities such as bike and surf rentals. Identify land suitable for community facilities such as a surf life saving club, with a court and a playground nearby, new public toilets, and a helipad for emergencies.
- **Improved Accessibility:** Investigate appropriate measures to establish a more pedestrian-friendly environment within the village centre and residential streets leading down to the beach access points. This could involve a single-lane one-way road loop connecting the village with the beach, retaining low-speed environments throughout the main settlement, and establishing new walking and cycling routes along the coast as well as connecting Baylys Beach to Dargaville.
- **Coastal Protection and Water Quality:** Protect and enhance Baylys Beach's natural assets, including dunes, cliffs, vegetation and rural farmland. Options could include removal of pest species and invasive weeds, and possibility for investment in revegetation initiatives involving native specimens to restore natural native habitats. Provide appropriate beach access with signage to manage motor vehicles/bikers from accessing certain parts of Ripiro Beach and damaging the dunes. Identify ways to manage stormwater run-off from entering the drain outlets near the coast to protect the receiving water bodies from pollution.

1.4 | Baylys Beach_Engagement Continued

CONSULTATION FEEDBACK

| Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

Transport + Infrastructure:

- The one-way loop previously proposed by the community is not feasible, particularly for campervans - however, Bayly Street may be more suitable for one-way traffic.
- For traffic-calming measures, speed bumps, chicanes, and similar measures may be more suitable and preferred, as traffic speed continues to be an issue.
- More footpaths are desired, particularly at Coates Avenue and Cynthia Place.
- Cycling is dangerous given the condition of the roads and the traffic speed experienced by residents.
- Potential for public car parking at the bottom of Bayly Street and additional parking is required in Ocean View Terrace where overflow parking is earmarked for the Community Centre.
- Preference for a septic tank sewage system for the community.
- A cycleway would help to encourage tourism in Kaipara, and growth in this activity should be provided for. There is no road verge for cyclists between Dargaville and Baylys Beach which is dangerous and it is one of the main tracks for the Aotearoa cycleway. Residents suggested looking to other regions which have used walking and cycling to build the community spirit of places and provide safe means for people to live a healthier lifestyle.
- Maintenance of the roads between Dargaville and Baylys Beach – they are frequently used and traffic on them is increasing.

Coastal Protection + Restoration:

- There are stream restoration projects to the north managed by Council and environmental restoration projects happening at the entrance of the dunes.
- The cliffs need to be protected as erosion is at a critical stage – the farmland can quickly develop into a sand blowhole, which has been experienced by coastal farmers. Managing erosion on farmland overall benefits farmers and the community.
- Partnering with other agencies to help with funding to manage and protect coastlines.
- Adequately manage vehicles on the beach, in particular motorbikes riding on dunes.

Community Facilities + Tourism:

- More story boards and wayfinding around Kaipara to add value for tourists and locals. Map physically or on an app to show the history of Māori and early settlers. All important landmarks should be maintained.

Commercial/Residential Development

- There is no need for a new commercial area for extensive village shops given proximity to Dargaville. The local community is happy with what is already there, being a small and simple village, and are not keen on substantial growth in the community. However, there is some support for small businesses such as cafes and art galleries. It was mentioned that the community centre should be zoned as commercial, with time restrictions.
- *Restore Funky Fish* - the place is currently not well-maintained.

Infrastructure

- Favourable agreement with the Three Waters Infrastructure Plan.
- Investigate other forms of grey and black water systems that use little or no water as the amount of water wasted from each individual each year is significant. All properties should have at least a small water tank, without being charged rates for it – this would help during drought, which appears to be a normal expectation now.
- Stormwater should be effectively planned before any new subdivisions so that costs fall upon developers rather than Council. Improvements are required for stormwater pipes along Sea View Road up to Kelly Street.
- Weather patterns have been changing and water flows need to be managed such that it does not exacerbate erosion. Previous rainfalls have highlighted these problems.
- Additional residential development should only be considered if it is not situated near an erosion site and stormwater is managed in such a way that causes no further erosion or pollution – a stormwater management plan has recently been drawn up which appears promising.

1.5 | Baylys Beach_30 Year Plan



LEGEND

Live | Work | Learn

- Visitor Management Strategy
- Low Density Residential
- Existing Residential NO CHANGE
- Village Mixed Use
- Commercial / Mixed Use

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Proposed Road Connections
- Cycle | Walking Connections
- Walking Connections
- Traffic Calming Measures
- Town Gateway
- Proposed Playground
- Beach Access Management



1.6 | Baylys Beach_Neighbourhoods + Infrastructure

1 | Baylys Beach Village Centre

The Baylys Beach Village Centre is the first neighbourhood that visitors will see as they enter Baylys Beach. Sharkys is currently the single shop in the neighbourhood and in Baylys Beach, located at the intersection of Ripiro Drive and Sea View Road. The neighbourhood is unassuming, with only Sharkys and some beach-style properties to indicate the gateway to Baylys Beach. The intersection is heavily screened by vegetation.

Outcomes

Investigate opportunities to establish a resilient, vibrant and lively village centre around the Ripiro Drive and Sea View Road intersection, where visitors to Baylys Beach are greeted by small, nostalgic local shops along Ripiro Drive on the way in. Identify suitable 'Commercial' land to provide opportunities to establish more local business activities - in particular, fine-grain retail, markets and eateries at the gateway to Baylys Beach.

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

2 | Baylys Beach North

Baylys Beach North is predominantly located on currently rural land. This land is very flat and suitable for greenfield growth.

Outcomes

Identify suitable land for 'Low Density Residential' housing to provide for population growth at Baylys Beach. Establish a well-connected neighbourhood, with options to extend the existing cul-de-sacs at Sunset West to improve local accessibility. Encourage a pedestrian-friendly neighbourhood, including identifying a walking track to connect to the perimeter of the rest of the community, including the proposed boardwalk near the beach entrance.

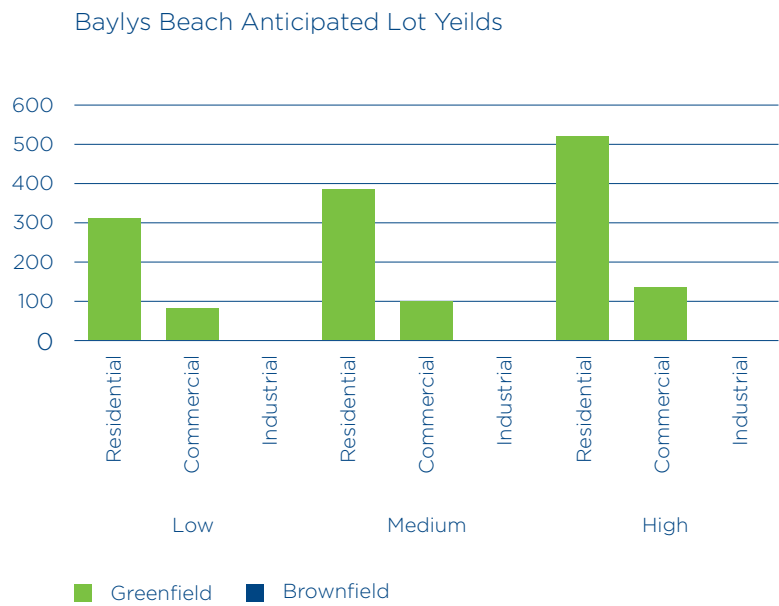
Future Infrastructure required for Baylys Beach

The design of future land subdivisions in Baylys needs to be cognisant of appropriately managing the stormwater flows down the hillsides and gullies before it enters the coastal receiving environment. There is an opportunity for the community to provide a longer-term better environmental outcome by decommissioning failing septic systems and join up with a Baylys Beach North residential system which could cater for the whole village. This could possibly be funded by a targeted rate framework and recovered over a set period of time. Subject to further investigations, the Council could manage the new package plant or pipeline extension back to Dargaville. Investigations into the use of raintanks for non-potable household uses should be examined to reduce the reliance and resilience of the Dargaville Water Treatment Plant for any water supply extensions.

1.7 | Baylys Beach_Potential Spatial Plan Enabled Yeilds

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

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



2 | Te Kōpuru

2.1 | Te Kōpuru

- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing

Hard Infrastructure	171	# Occupied Dwellings
	501	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure	<div></div>	RailLine
	P	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	1-5	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport
	<div></div>	Wharves

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

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

Nowadays, there is a single shop at Te Kōpuru – a superette which also has laundry facilities. Many local businesses have closed over time, however, there is still a sense of the old community spirit. Great pride is held in Te Kōpuru’s history – many descendants of Māori and Dalmatian families are still based in Te Kōpuru, some of which were involved in Te Kōpuru’s boat building industry.

Te Kōpuru School is a key community focal point, which often hosts many events and brings the immediate and wider community together. Local clubs are affiliated with the school, such as the swimming, rugby and sports clubs. The school’s facilities are also used by Northland Regional Council for meetings. Other important community gathering spaces include the domain, church and marae to the north and south. There is significant history at Te Kōpuru and for the older generations there is an old sense of belonging. There are also important connections to people and communities, including Aratapu, Poutō and Glinks Gully. Access to the beach via Glinks Gully is important to wider communities - Rīpia and Ōtūrei maraes (both active within the Te Kōpuru community) share kaitiaki over

the coastline, as well as environmental responsibilities.

The local maraes show tangible support for the Te Kōpuru community and this has been shown in many ways. An example of this is the land which Te Kōpuru Community Garden is located on is the property of a member of Rīpia marae, yet was provided at no cost to the residents to grow vegetables for the community and have a community pataka/pantry.

The residents of Te Kōpuru have pointed out the increase in transient families, who come to stay in Te Kōpuru for a few months at a time to work in agriculture or horticulture before moving on. These families often come from troubled pasts and are seeking an escape – they often have no support, and it can be a challenge for the community to help.

As it stands in 2020, there are limited services and facilities for residents in Te Kōpuru. There is a doctor who comes to the community hall once a week and provides free medical services. There are limited services for rubbish collection - inorganic rubbish collection occurs every six months. The dairy is a focal point for community notices.

Te Kōpuru has had a history of lack of water storage and it has been previously recognised that such improvements would provide numerous benefits for the town. Te Kōpuru has a reticulated wastewater network, including a local wastewater treatment plant, located at the end of Bickers Road. As of 2015, the plant processed discharge for a population of 487, but has capacity to service a population of 570. Therefore, Te Kōpuru has capacity to accommodate for growth in terms of wastewater needs. However, the pipe network is over 30 years old, and with the relatively small population this poses a challenge for funding of extensive network upgrades or replacement.

2.2 | Te Kōpuru_Existing Situation 2020



2.3 | Te Kōpuru_Physical Analysis - Constraints & Opportunities



0

250

500m



2.4 | Te Kōpuru_Engagement

ENGAGEMENT FEEDBACK

Summary of Mana Whenua Feedback

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

Community Values

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

Aspirations

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

Phase 4 Engagement Outcomes

- **Infrastructure:** Investigate the potential for expanding a reticulated wastewater system to service potential growth as opposed to solely relying on self-servicing septic systems due to shallow bores. Assess poorly maintained footpaths around the main settlement and provide rubbish bins.
- **Ecological Protection:** Protect New Zealand’s second-largest Norfolk pine located near the intersection of Poutō Road and Norton Street.
- **Protect & Utilise Investment into Environment and Heritage Features:** Protect and identify opportunities to utilise the old wharf for water transport ventures. The old wharf presents an opportunity to emphasise Te Kōpuru’s rich history while providing tangible economic benefits through water transport ventures.
- **Residential Growth:** Identify land suitable for housing on the western outskirts of the existing developments away from flood-prone areas.
- **Establish a service town centre with local services:** Identify land for commercial development along the Norton Street / West Coast road intersection to service the wider rural Poutō Peninsula community, Glinks Gully on the west coast, as well as visitors to the peninsula. Investigate ways to utilise the existing domain and Coronation Hall community facilities as social hubs for the community. Explore options to convert the old hospital into a healthcare service hub, and bring back life to the old wharf for water transport ventures to improve ecotourism opportunities in the area.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- **Infrastructure Capacity:** Residents questioned if the current sewage capacity would be able to cope with the proposed residential areas. Intensification of residential development will need to look at stormwater and wastewater infrastructure.
- **Traffic speed:** Forestry logging trucks pose a serious traffic risk for the village, particularly through the village shops and school area. Other road users also often do not slow down before they start going through the residential areas.
- **Wharf area:** The community would like to have a wharf and improved facilities on the foreshore at the existing wharf area. This has been neglected and would provide a great asset for the town, connecting it to other villages along the Wairoa - in particular Ruawai.
- **Social Infrastructure and Safe Environments for Kids:**
 - Create more safe areas, improve traffic safety.
 - Promote the school as a focal central point for the community.
 - Support the new medical clinic / hospital proposal.

2.5 | Te Kōpuru_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

2.6 | Te Kōpuru_Neighbourhoods + Infrastructure

1 | Te Kōpuru Town Centre

Te Kōpuru’s centre is focused around Te Kōpuru’s single shop at the intersection of Norton Street and West Coast Road. Te Kōpuru School is opposite the road. Norton Road serves as the gateway into Te Kōpuru from the north and naturally leads visitors through the town centre. It then leads to Poutō Road, which is the gateway to the rest of the Poutō Peninsula. Te Kōpuru Domain can also be accessed through Norton Street. Potential for denser housing typologies around the town centre perimeter through provision of ‘Existing Intensified Residential’ land.

Outcomes

Establish a town centre which recaptures the nostalgia and community spirit of Te Kōpuru. Identify suitable ‘Commercial’ land along Norton Street and West Coast Road to re-establish local shops and services, while activating a more attractive pedestrian-friendly environment by slowing local traffic. Establish a strong local connection with the domain as part of making the town centre the ‘heart’ of Te Kōpuru.

2 | Old Hospital Neighbourhood

Te Kōpuru’s neighbourhoods are made up of humble and unassuming low density housing. The Old Hospital Neighbourhood is the gateway to Te Kōpuru, which provides access to the rest of Te Kōpuru’s neighbourhoods. The old hospital is a significant heritage building which exemplifies the rich history of Te Kōpuru.

Outcomes

Identify suitable ‘Low Density Residential’ land at the currently unoccupied block on Wordsworth Avenue which is compatible with the old hospital and invigorates the historical appeal of the neighbourhood. Explore options for infill or brownfield redevelopment (demolish and new build) through ‘Existing Intensified Residential’ zoning across existing housing in the neighbourhood. Improved permeability by identifying walking connections between Hospital Road, Agnes Street and Norton Street. Promote pedestrian activity and encourage active participation of local people with Te Kōpuru’s physical heritage.

3 | Historic Wharf Block

Te Kōpuru’s old wharf at the end of Wilson Street is an important historical site which directly relates to Te Kōpuru’s past in industry, particularly in milling and boat-building township. The wharf provides a clear view over the Wairoa River, where there is a direct line of sight to Tokatoka Peak. The presence of vegetation, coupled with the aged wharf infrastructure, creates an air of solitude, mysticism and timelessness.

Outcomes

Recapture the industrial activity which launched Te Kōpuru as one of Kaipara’s most prominent communities in its early history through the provision of ‘Industrial’ land. Identify opportunities to reactivate the wharf to facilitate connectivity across and along the Wairoa River. Establish an ecological network/riparian buffer to screen industrial activity from nearby housing, while

maintaining the surreal nature of the area.

4 | Te Kōpuru West

Te Kōpuru West represents the outskirts of Te Kōpuru’s built-up area. It is the most inland part of the community and is more sporadically developed.

Te Kōpuru West Outcomes

Identify options for sustainable greenfield growth further inland through ‘Low Density Residential’ land. Enable opportunities for infill or brownfield redevelopment (demolish and new build) through ‘Existing Intensified Residential’ zoning across existing housing in the neighbourhood. Facilitate greater connectivity with a potential road connection throughout Te Kōpuru West.

5 | Te Kōpuru South

Te Kōpuru South represents the southern outskirts of Te Kōpuru’s built-up area. The neighbourhood directly abuts the Te Kōpuru Town Centre and acts as the gateway between Te Kōpuru and the rest of the Poutō Peninsula. The neighbourhood slopes down gently southwards, where significant flooding constraints lie further southward.

Te Kōpuru South Outcomes

Enable greenfield growth opportunities behind existing development through provision of ‘Low Density Residential’ land, while avoiding development in flood-prone areas.

6 | Wairoa River Block

The Wairoa River Block is situated along the Wairoa riverfront, where there is a direct line of sight to Tokatoka Peak. The neighbourhood contains Te Kōpuru’ key education facilities: Te Kōpuru School and Te Kōpuru Playcentre.

Wairoa River Block Outcomes

Establish a stronger connection with the Wairoa Riverfront by providing intensification opportunities through ‘Existing Intensified Residential’ zoning of existing residential areas. Provide for new housing development opportunities at the southern edge of the neighbourhood through ‘Low Density Residential’ zoning. Recognise the school as a key education and social centre, and emphasise it as a key neighbourhood landmark.

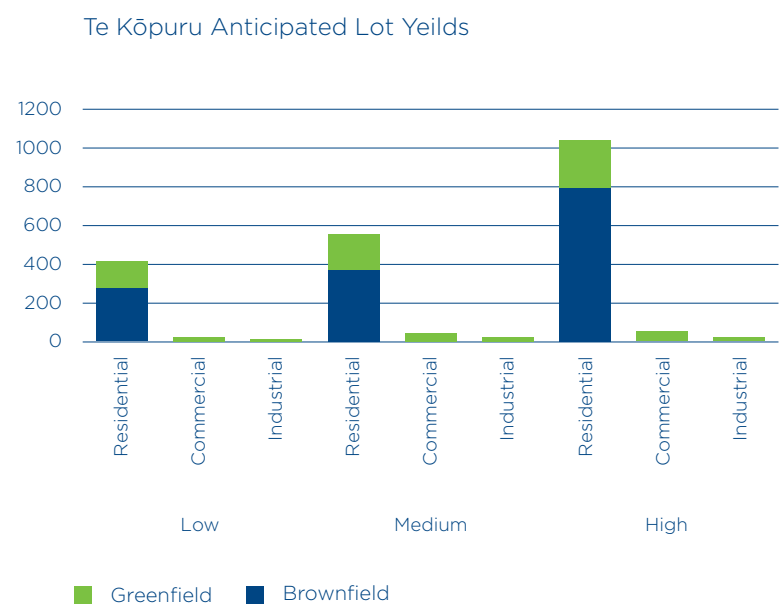
Future Infrastructure Requirements for Te Kōpuru

The Council is currently investigating the potential for a large water storage project, utilising water from winter flow in local streams to feed both the towns of Dargaville and Te Kōpuru and horticultural diversification. If this project gains the green light and secures funding from external sources then treated reticulated water supply could be supplied to the existing neighborhoods and any future subdivisions or businesses activities. Investigations into adding further capacity to the Te Kōpuru Wastewater Treatment Plant would need to be carried out to quantify the consenting and funding requirements for any wastewater extensions.

2.7 | Te Kōpuru_Potential Spatial Plan Enabled Yeilds

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

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



3 | Glinks Gully



3.1 | Glinks Gully

- Overview

KEY			# Occupied Dwellings
<input checked="" type="radio"/>	Yes		
<input type="radio"/>	No		
<input type="radio"/>	Limited		
<input checked="" type="radio"/>	Proposed New		
<input checked="" type="radio"/>	Proposed Upgrade Existing		
Hard Infrastructure		?	
		72	Population
	<input checked="" type="radio"/>		Water Reticulation
	<input checked="" type="radio"/>		Waste Water
	<input type="radio"/>		Stormwater Reticulation
	<input checked="" type="radio"/>		Broadband
	<input checked="" type="radio"/>		Mobile Coverage
	<input type="radio"/>		Roads Sealed
	<input type="radio"/>		Footpath
	<input type="radio"/>		StreetLights
Soft Infrastructure	<input type="radio"/>		RailLine
			Schools (P)primary (S)secondary
	<input type="radio"/>		Access to Tertiary Education
	<input checked="" type="radio"/>		Reserves
	<input type="radio"/>		Playground
	<input type="radio"/>		Sports Facilities
	<input type="radio"/>		Church
	1-5		Businesses
	<input type="radio"/>		Community Centre
	<input type="radio"/>		Public Transport
	<input type="radio"/>		Wharves

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

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

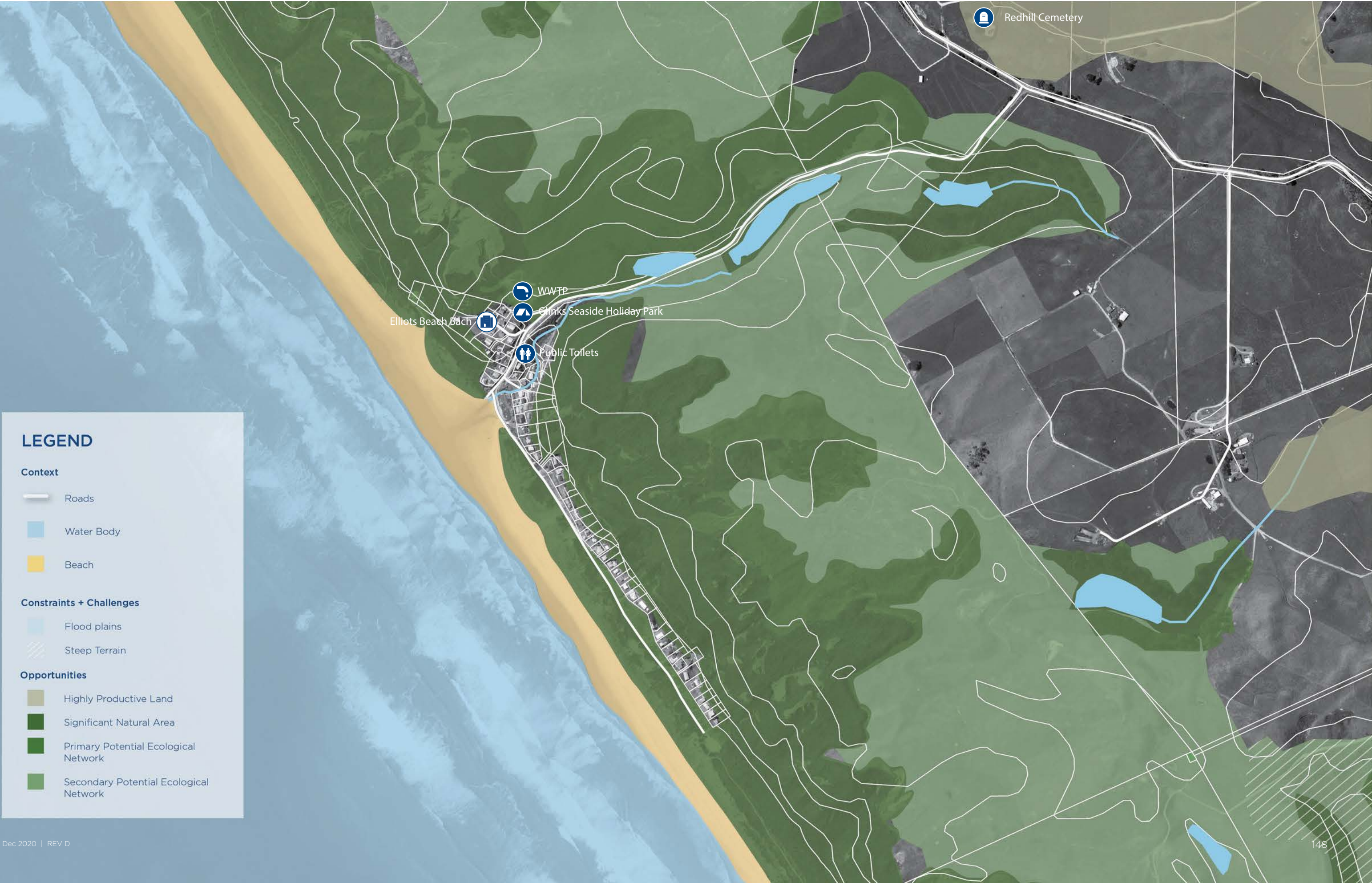
As of the 2013 Census, Glinks Gully had a population of 12, with 15 occupied dwellings. However, according to the Kaipara District Asset Management Plan 2015 for stormwater, Glinks Gully had a population of 72 as of 2013. Based on the engagement sessions with the locals, there are approximately 6 permanent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

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

3.2 | Glinks Gully_Existing Situation-2020



3.3 | Glinks Gully_Physical Analysis - Constraints & Opportunities



LEGEND

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

3.4 | Glinks Gully_Engagement

ENGAGEMENT FEEDBACK

Summary of Mana Whenua Feedback

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

Community Values

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

Aspirations

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

- **Developments:** Limited changes, with an emphasis of preserving both the natural and manmade environment. There is support for a playground to be located at the end of Marine Drive.
- **Tourism:** Offer tourism experiences based around features such as the dunes, Poutō Lighthouse and fishing trips. Investigate cycle trail opportunities around Glinks Gully. Establish a Café for tourists.
- **Māori Values:** Promote the Māori human occupancy in Glinks Gully as there is currently a perceived monocultural Pākehā view of the coast.
- **Services:** Provision of services such as wastewater, telecommunications and power. In particular, improved broadband and cell phone services to enable people to work from home (amidst pandemics such as COVID-19) with the possibility of opening home-based businesses.
- **Roading:** Improve the road network into Glinks Gully (such as through sealing) without increasing ratepayer costs. Install speed signage on the beach, on the way into Glinks Gully and along Marine Drive.
- **Passive Recreation:** The community has kaitiaki aspirations to enhance passive recreation opportunities in Glinks Gully through walking and cycling tracks. Te Marie track is used by tourists and residents, however there are no formal tracks in Glinks Gully itself.

3.4 | Glinks Gully_Engagement Continued

CONSULTATION FEEDBACK

Phase 4 Consultation Outcomes

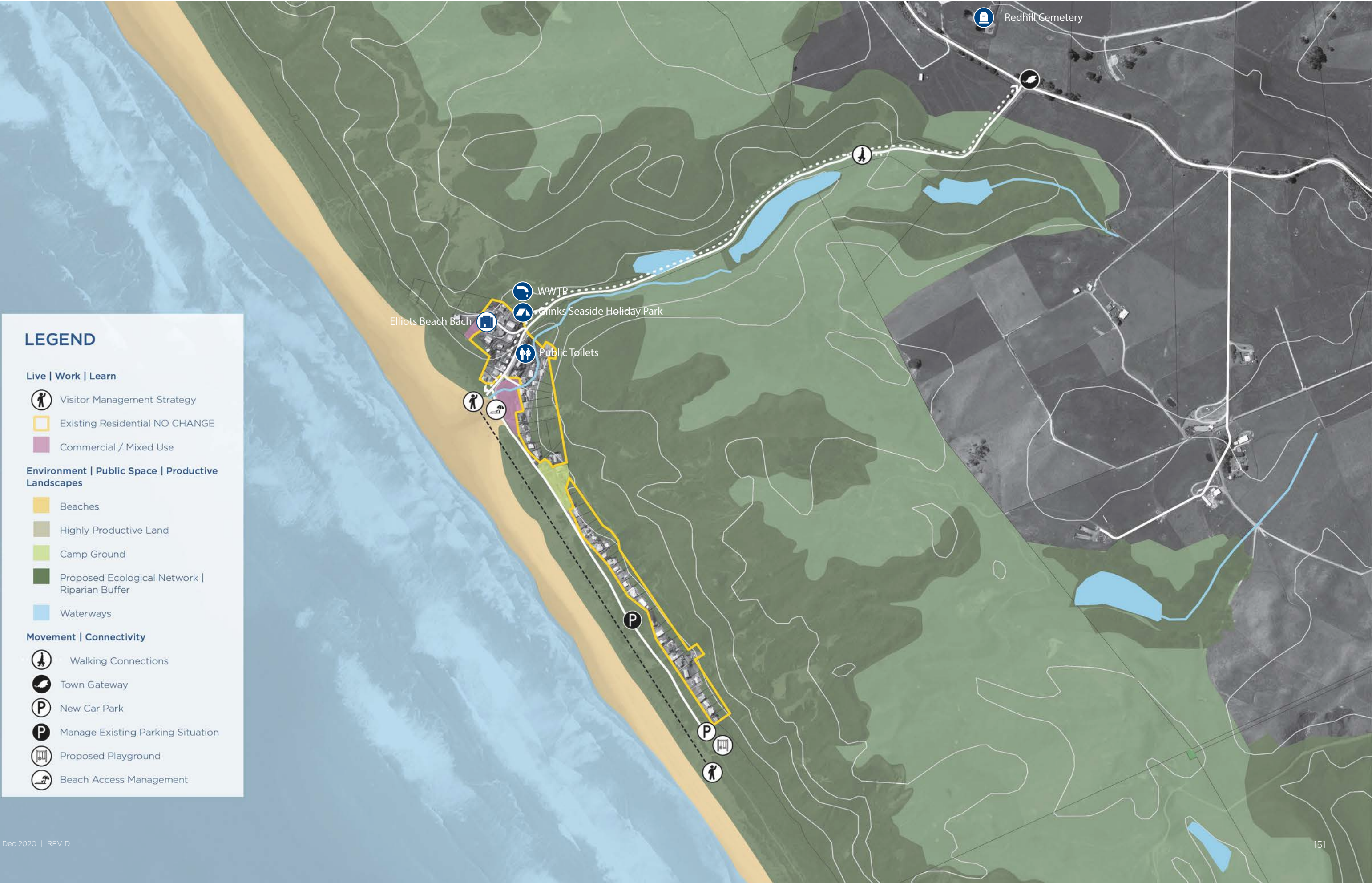
- **Improved Accessibility:** Improve vehicle access to slow speed limits near the beach with educational signage. Identify a new or upgrade the existing walking and cycling track behind the dunes at the end of Marine Drive to Black Rock Stream.
- **Coastal Restoration & Ecological Protection:** Explore options to enhance, maintain and protect the coastal environment, for example, by restoring sand built up over the years, restoring vegetation in areas turning into swamps/ wetlands by removing exotic species/ weeds, and extending ecological corridors on the upper slopes near Redhill Road. Protect the Pōhutukawa trees along Marine Drive to Black Rock Stream planted by residents.
- Residential Development: Investigate potential land suitable to be subdivided into lifestyle blocks.
- **Cultural Tourism:** Identify opportunities to improve the visitor Māori cultural experience at the campground, such as erecting signage at key points around Glinks Gully which promotes the Māori and Pākehā history and view of the settlement to educate tourists and local holiday-makers.
- **Infrastructure and Transport:** Explore investment opportunities for better broadband connections that are underground to avoid effects associated with erosion in the area and to maintain the visual natural landscape qualities of Glinks Gully. Monitor natural springs on private properties used for water supply sources. Identify unsafe corners of Glinks Road to be widened.
- **Vehicles on Beaches:** Explore shared management approaches between agencies to set guidelines and rules for people operating vehicles on Ripiro Beach, which can prevent serious harm, protect flora and fauna and keep the local Glinks Gully residents safe.

Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- **Dune Protection:** Further protection of the dunes from users, particularly vehicles. Initiate planting with natives, which would also attract wildlife and tourism. Implement pay and display parking, along with toilets, for visitors with trailers and bikes to discourage parking in the dunes and using them as toilets.
- **Beach Protection:** Restrict or ban cars from the beach and create a safer pedestrian-friendly environment. Ban cars from Glinks Gully to Baylys Beach.
- **Ecological Protection:** Stabilise the cliffs behind the settlement with planting or other such measures
- **Development Planning Provisions:** New builds should be regulated as there are already water restrictions in place, indicating that Glinks Gully does not have the capacity for more people. Regulations could be imposed on the number of bedrooms or building footprints of new developments – this ensures that residents and holiday homeowners do not need to worry about water. Manage water consumption, particularly during holiday times – promote water conservation.

3.5 | Glinks Gully_30 Year Plan



LEGEND

Live | Work | Learn

- Visitor Management Strategy
- Existing Residential NO CHANGE
- Commercial / Mixed Use

Environment | Public Space | Productive Landscapes

- Beaches
- Highly Productive Land
- Camp Ground
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Walking Connections
- Town Gateway
- New Car Park
- Manage Existing Parking Situation
- Proposed Playground
- Beach Access Management

3.6 | Glinks Gully_Neighbourhoods + Infrastructure

Glinks Gully Neighbourhood + Infrastructure Description

As a small bach community with few permanent residents, Glinks Gully is not anticipated to be a growth site. It is widely considered as a holiday destination rather than a place to settle. Furthermore, all unoccupied land immediately surrounding Glinks Gully is administered by DoC, which presents challenges for outward expansion. However, there is potential for infill development to take place within the existing built-up area. This could take place in the form of light commercial and retail activities to support the continuity of Glinks Gully as a holiday destination.

Outcomes

Investigate opportunities to establish a greater commercial presence at Glinks Gully and to cement its function as a coastal holiday and recreation destination through the provision of ‘Commercial/Mixed Use’ land. Establish a central focus around the Glinks Road/Marine Drive corner. Improved visitor facilities along the beach. Manage vehicle parking and access to the beach to reduce the impact on the amenity enjoyed by residents and manage adverse effects on the environment such as coastal erosion and dune destabilisation (or blow-outs).

Future Infrastructure Requirements for Glinks Gully

Growth in Glinks Gully is not anticipated to be significant. The settlement is provided with adequate infrastructure to service the existing population, having a community water supply drawn from three groundwater springs located inland (approx. 1.2km) from the community.

However, the Council will consider investigating permanent water supply solutions during the summer peak periods and in the case of population growth, in addition to monitoring local natural springs on private properties used for water supply sources.

In terms of wastewater, the settlement is serviced with a wastewater scheme for a population of 72. The condition of Glinks Gully’s reticulation is generally unknown due to a lack of data.

4 | Ruāwai

4.1 | Ruāwai

- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing

Hard Infrastructure	192	# Occupied Dwellings
	468	Population
	<div></div>	Water Reticulation
	<div></div>	Waste Water
	<div></div>	Stormwater Reticulation
	<div></div>	Broadband
	<div></div>	Mobile Coverage
	<div></div>	Roads Sealed
	<div></div>	Footpath
	<div></div>	StreetLights
Soft Infrastructure		RailLine
	PS	Schools (P)primary (S)secondary
	<div></div>	Access to Tertiary Education
	<div></div>	Reserves
	<div></div>	Playground
	<div></div>	Sports Facilities
	<div></div>	Church
	20+	Businesses
	<div></div>	Community Centre
	<div></div>	Public Transport
	<div></div>	Wharves

Ruāwai is a riverside community located on the Wairoa River bank, roughly 29km south of Dargaville. It is located near the mouth of the Kaipara Harbour. The State Highway is a crucial corridor which links Dargaville, Ruāwai, Matakōhe, Paparoa and Maungatūroto. According to 2018 Census data, the population of Ruāwai is 468. There is a large retired population, many from Auckland.

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

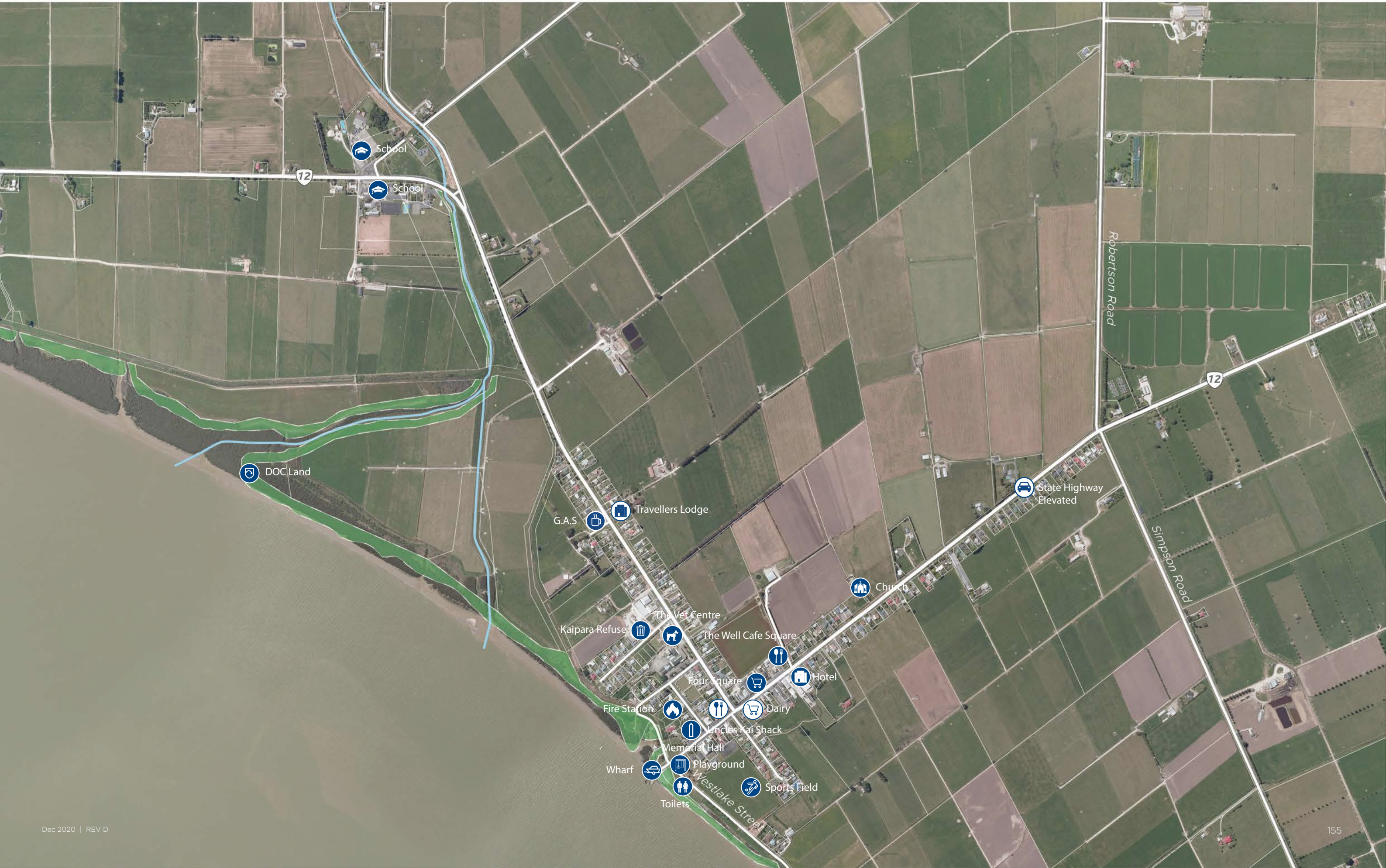
Ruāwai, Naumai and Raupō are all situated upon land which was drained from what was the Tokatoka swamp. These works first began in the early 20th century, including the construction of stopbanks. The opening of the Ruāwai Co-operative Dairy Factory in 1915 quickly promoted growth in Ruāwai, which saw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

Over the past few decades, several businesses have closed in Ruāwai, including a cinema, clothing manufacturing, and four service stations. The population has also declined during this time. A handful of businesses provide a large share of local employment, namely, Portstar, Kaipara Kumara, Sleep Systems, and the schools. The kindergarten, primary school and college are clustered together, 2km north of the main settlement. The schools are important focal points for the community, enabling strong expressions of tikanga Māori and kaitiakitanga, with proactive Māori and European populations.

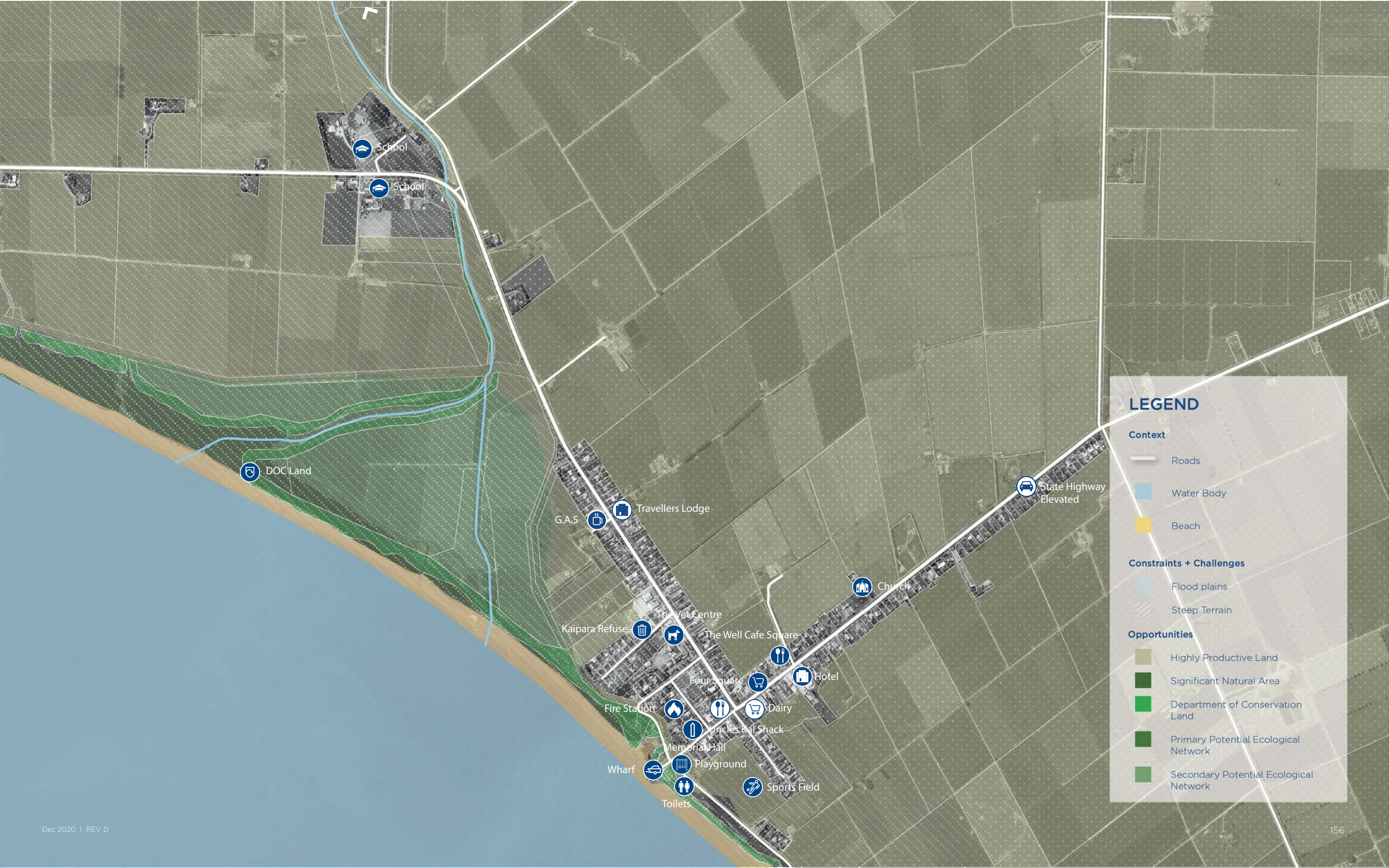
The Raupō Drainage Board oversees the stormwater network, including the stopbanks and piped network infrastructure. The Ruāwai Promotions and Development Group are involved in promoting Ruāwai and attracting investment. Naumai marae is also involved in the Ruāwai community. There are also several clubs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

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

4.2 | Ruāwai_Existing Situation-2020



4.3 | Ruāwai_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

4.4 | Ruāwai_Engagement

ENGAGEMENT FEEDBACK

Summary of Mana Whenua Feedback

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

Community Values

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

Aspirations

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

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

Phase 4 Engagement Outcomes

- **Residential and Commercial Growth:** Identify suitable flat land free of flooding risk for industrial development and residential land on higher slopes (including papakāinga development at the marae). Investigate potential for larger farming productive landholdings to be subdivided into smaller lots to allow for home based business ventures.
- **Ecotourism & Cultural Experiences:** Identify ecotourism ventures around the Wairoa River and the Kaipara Harbour such as walking/cycling trails connecting to the Ruāwai Stopbank Trail. This trail could incorporate experiences from local marae within the sub-district of Ruāwai, Naumai, Raupō and Tokatoka as a Māori tourism venture. Consider opportunities to upgrade the wharf to accommodate access at all tides for slow cruise boats to increase tourism to Ruāwai.
- **Flood Management and Maintenance:** Maintain the current stopbank network and look at potentially elevating this by a further 0.5m to manage effects of flooding. Identify where stormwater and wastewater reticulated networks can be installed, particularly along Jellicoe Road. Clean and maintain existing drains between Tokatoka corner and Donovan’s Bluff.
- **Transport:** Assess the potential to seal roads towards Tokatoka, Tramline Road, Raupō Wharf Road, and McKinley Road.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

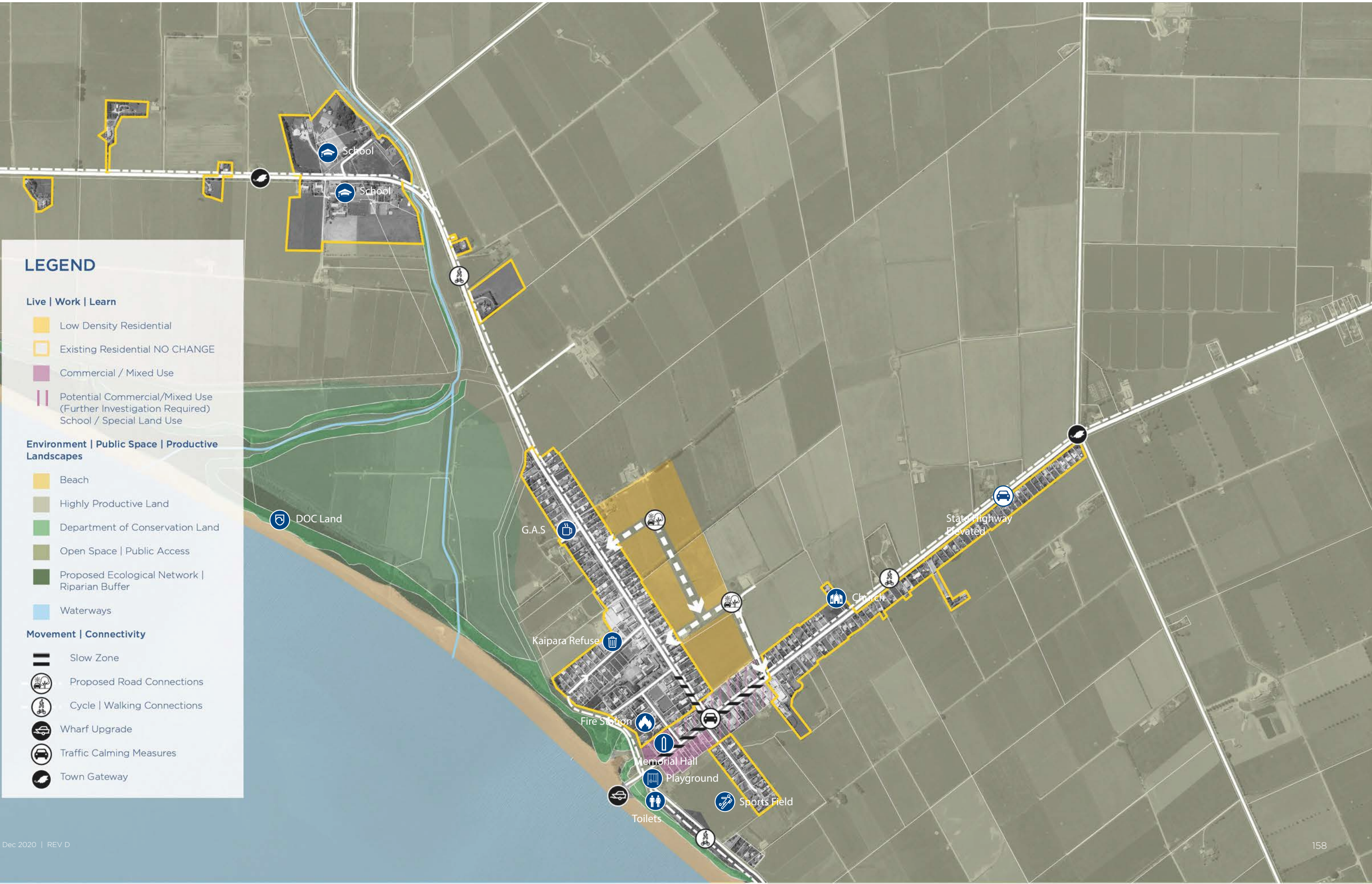
During the further consultation phase held in July 2020, the only feedback received was around ***Future Growth*** - namely that there is provision for further commercial development, but nothing for residential. It was also noted that Ruāwai currently has no public transport.

Young people engagement (held during Key Urban Areas spatial planning process)

KDC held an engagement workshop at Ruāwai College as part of the Key Urban Areas Spatial Plan extended engagement initiative with mana whenua and young people. The students demonstrated a good awareness of the local environment and environmental enhancement through riparian planting. The Wairoa River provides a source of recreation, in particular with the wharf providing a ‘playspace’ for the kids where they can fish, swim and dive off the wharf.

There is little to do otherwise in the village, and the students expressed desire for more places and facilities for young people. Some were positive about living and working in the village or surrounding rural area, and some had plans to head out and find work in the city.

4.5 | Ruāwai_30 Year Plan



LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

- Beach
- Highly Productive Land
- Department of Conservation Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

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

4.6 | Ruāwai_Neighbourhoods + Infrastructure

1 | Ruāwai Village Centre

In the decades past, Ruāwai was once a hub of modest commercial activity, clustered predominantly around Ruāwai Wharf Road. Many of these businesses have closed, but there are still several services offered in the area. Several noteworthy historic buildings still remain at Ruāwai, giving it an impression of timelessness. Motorists travelling along SH12 to or from Dargaville will pass through the Ruāwai Village Centre and may be enticed to stop and look around it's quaint main street. There is potential to invigorate the town centre and recapture local activity.

Outcomes

Enable business development opportunities along SH14 and Ruāwai, Wharf Road through the identification of suitable 'Commercial/Mixed Use' land free from flooding risk. Establish a discernible town centre, complete with local services which utilise the historic architecture of Ruāwai. Generate local activity around the town centre to connect with local amenities, particularly the wharf and Wairoa River.

2 | Ruāwai Neighbourhood Extension

The Ruāwai Neighbourhood Extension is currently two large lots which are used for food production. The neighbourhood is flat and is the logical location to facilitate an extended residential area in Ruāwai .

Outcomes

Enable limited population growth through the provision of 'Low Density Residential' land free from flooding risk. Investigate potential road connections to either side of SH12 to allow accessibility.

Future Infrastructure for Ruāwai

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

Chapter 5 | Poutō Peninsula

5.1 | Poutō Peninsula

- Overview

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

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

In the late 19th century, Kaipara Harbour was one of Aotearoa’s busiest harbours, however the entrance and sandbar was treacherous to navigate and many ships were wrecked. In response to this, the Poutō lighthouse was erected in 1884 but ceased operating when the harbour was closed to ships in 1947. It is now a popular tourist destination protected by the Historic Places Trust.

Vehicles can also access Poutō by Ripiro Beach on low-tide making it a popular destination for off-road 4WD and trail bikers. A cycle route named the ‘Kaipara missing link’ extends from Dargaville to Poutō Point along the rural road or down the beach.

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

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

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

Mana Whenua

Within the Poutō Peninsula community district (identified in the Planning Context map in Part A, there are three key marae which share a cultural relationship across the harbour waters. A number of other marae are located on the Hukatere peninsula and overlap within this community district and the adjacent Kaipara Harbour + East Coast area. These are listed in Part 5. The marae are as follows:

Hukatere Peninsula

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

Poutō Point

- Waikāretu Marae
Te Uri-o-Hau

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

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

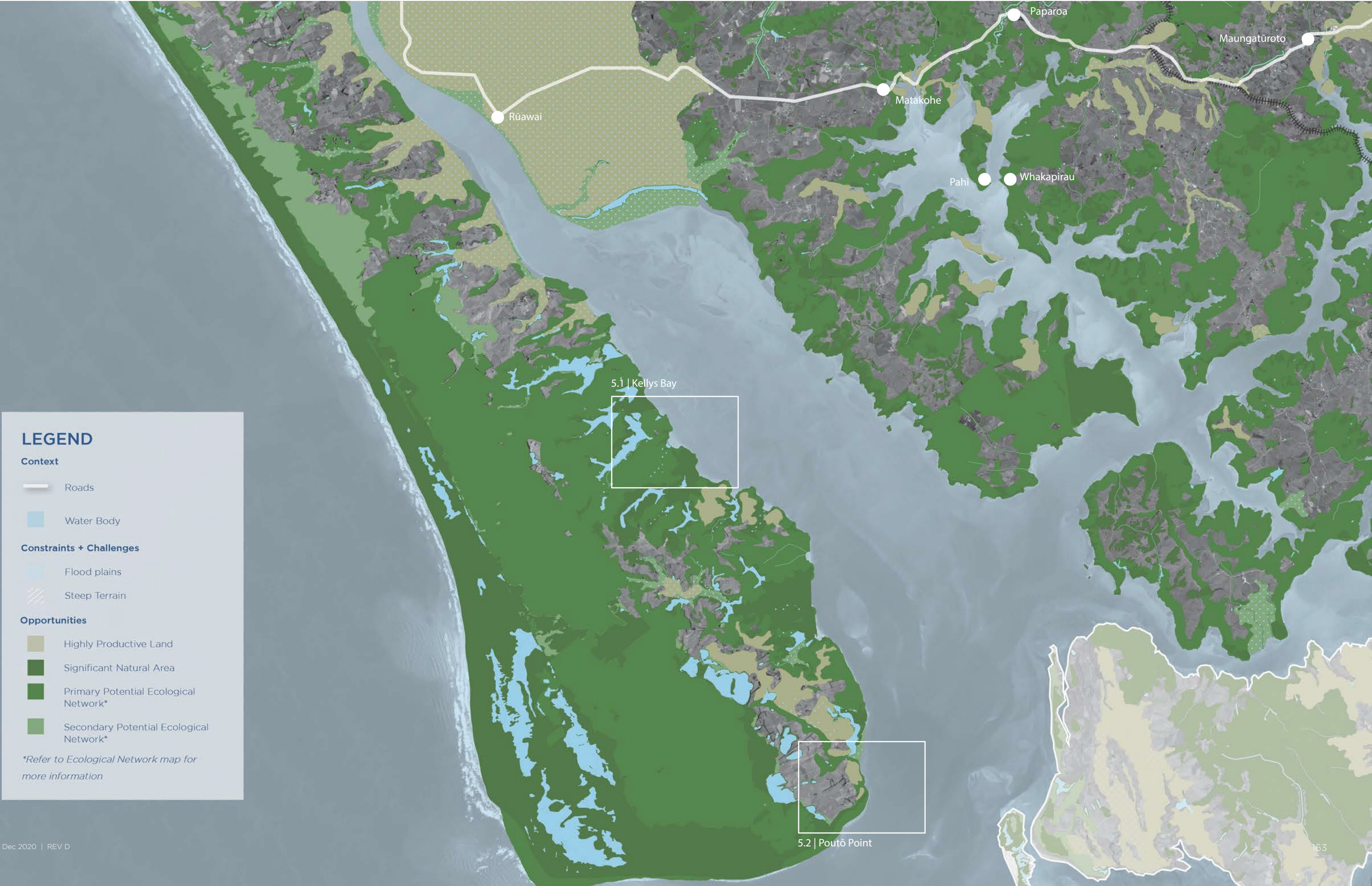
5.2 | Poutō Peninsula_Existing Situation-2020



LEGEND

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

5.3 | Poutō Peninsula_Physical Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

**Refer to Ecological Network map for more information*

1 | Kellys Bay

1.1 | Kellys Bay
- Overview

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

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

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

There are two jetties at Kellys Bay located near the centre of the bay’s coastline. These facilities include an all tidal boat ramp at the southern part of the settlement - it is the only boat ramp on the eastern side of the peninsula from Tikinui to Poutō Point and as such it is a highly sought-after facility. As well as the prominent coastal environment, Kellys Bay is enclosed by swathes of forestry and native bush on all sides.

The Kellys Bay Improvement Society (KBIS) is a key community group and sees themselves as the “voice of the community”, through which many local decisions are made. It administers the community hall and handles several community management projects, such as concreting of the gabion baskets, debris clean-up and so forth. The gabions are not KBIS’s responsibility, as they are owned by KDC. KBIS took on the job

of providing volunteer manpower to put a concrete overlay over them to protect them from disintegration and erosion. KDC has provided the grant money to pay for the rocks and concrete (with a top up from KBIS occasionally).

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

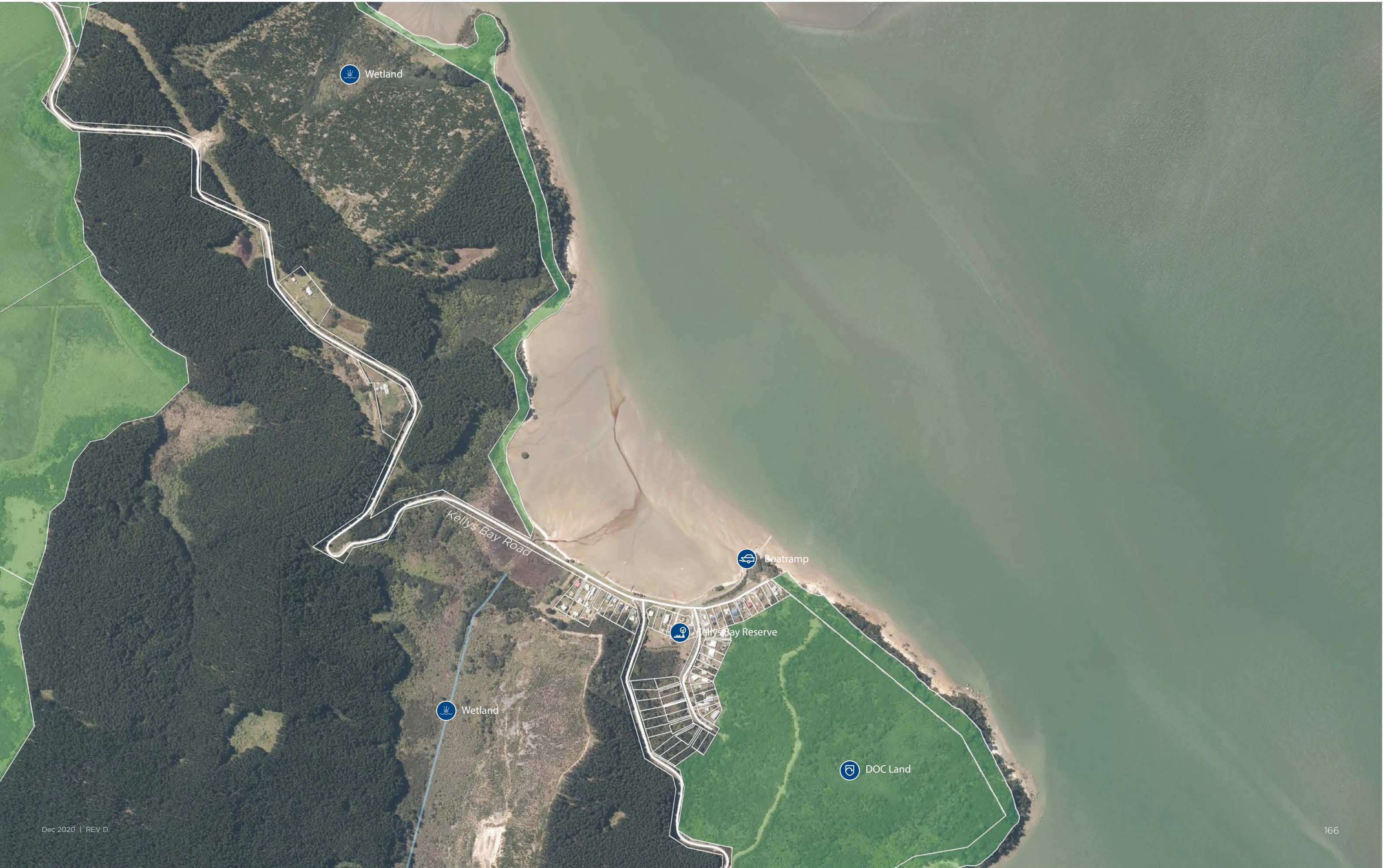
1.2 | Kellys Bay_Current Situation-2020



0

250

500m



1.3 | Kellys Bay_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

1.4 | Kellys Bay_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

The community would like to see an environmental focus and bottom line for the settlement, protecting the sensitive bay and surrounding environment from growth, tourism and infrastructure.

- **Residential Development:** Residential growth to be limited, with only small growth in permanent residents supported due to infrastructure constraints. The community prefers to maintain what is available without compromising the environment - a quiet holiday spot for residents and visitors.
- **Commercial Development:** The community is concerned about declining employment rates, however the non-commercial environment is appreciated and any commercial growth should be limited to a local general store, noting the reliance on Poutō Point (should commercial development proceed there) and Dargaville.
- **Infrastructure:** Kellys Bay is mostly self-sufficient, however faster internet services and an alternative power source (underground) is supported. Camp facility upgrades were also suggested for hot showers and treated sewage

disposal for the public toilet to mitigate effects associated with leachate into the bay.

- **Roading:** The safety of Kellys Bay Road (both north and south) is a pressing concern for residents due to cliff-face erosion, corrugations and heavy vehicle traffic along a narrow and degraded road. The community discussed many possibilities, including signage, sealing, widening and installing barriers to reduce the speed limits in the area and improve safety.
- **Water Quality:** Manage the wastewater discharge outlets (e.g. from chicken farms and run-off from drains) to water bodies, focusing on improving conditions for marine life and to improve the water quality of the bay in general.
- **Water Transport:** Kellys Bay has the only boat ramp on the eastern side of the peninsula which attracts many recreational boat owners. This raises issues such as lack of parking and road traffic (including safety and amenity issues) leading to the wharf which were highlighted by residents during the engagement sessions.
- **Healthcare Services:** In terms of medical emergencies and due its isolated location, provision of a helicopter landing pad is desirable - the long commute to Dargaville or Whangārei for healthcare services can be a strain on elderly residents and young families in particular.
- **Tourism:** Residents support ‘light footprint tourism’ which could include fishing, mountain bike trails through forests, charters and ecotourism.
- **Fire Hazard:** Residents have pointed out the need to investigate existing firefighting capabilities, given the high risk of wildfires in the surrounding forests. The community would also like to see appropriate signage for no parking, picnicking, open fires and camping at the ramp.

Phase 4 Engagement Outcomes

- **Residential Development:** Provide residential zoned land near the wetland and new wharf location.
- **Establish a Coastal Settlement with Local Services:** Identify land suitable for commercial development near the campground reserve and community hall to consider a general store or rental shop for bikes, stand-up paddle boards, kayaks and the like as potential business ventures. Investigate potential locations for emergency helipad for medical purposes.
- **Infrastructure & Water Quality:** Improve telecommunication and internet connections. Investigate options for campground facility upgrades such as provision of wastewater treatment infrastructure and a public water supply for the settlement. Manage monitor discharge points from farms, drainage, and wetlands.
- **Transport:** Investigate options to improve the road network. Explore potential upgrades to the existing boat ramp to a wharf, and appropriate management of parking along the foreshore.
- **Tourism:** Identify land suitable for ecotourism opportunities such as a mountain bike trail in the forest.
- **Ecological Protection & Restoration:** Investigate ecological protection measures, including enhancing wetlands protection, protecting dotterel and kiwi populations, protecting the Pōhutukawa trees along the beach esplanade, removing pest plants around the bay and restoring the declining shellfish population. Investigate installing signage for no parking, picnicking, camping and open fires near the boat ramp and other key points at the bay that are subject to wildfire risk beyond the identified firebreak.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- **Transport:** The community emphasised the need to improve roading in and out of Kellys Bay.
- **Infrastructure:** Provisions for grey water diversion from septic tanks straight to drains have been raised by the community. Further requests were made to dye test all drainage from taps when existing wastewater tanks are checked.
- **Commercial Development:** The local shop proposed at the Bay View Road and Dale Road intersection to the boat ramp is not supported as the roads become bottlenecked on busy days.
- **Helipad:** The proposed permanent helipad area is usually full of vehicles and trailers over the good fishing periods. Helicopters tend to land wherever is safest on the day, such as the beach at low tides.
- **Growth:** The community believes the area will not sustain increased traffic, as it would adversely affect the people and environment, including the Kaipara Harbour.
- **Ecological Protection & Restoration:** Oystercatchers are seen as a nuisance at mid-high tide – numbers can reach up to 5,000 during the late summer season and cause nuisance on the road, water and impacts the dotterels.

1.5 | Kellys Bay_30 Year Plan



LEGEND

Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

1.6 | Kellys Bay_Neighbourhoods + Infrastructure

1 | Kellys Bay Village

Kellys Bay Township encompasses the existing settlement of Kellys Bay. Its situation along the bay coast makes it a quiet and tranquil coastal community. Recreation in Kellys Bay is intertwined with nature, either with marine activities associated with the beach and harbour waters, or with the expanse of forest which the neighbourhood is located within. The neighbourhood is accessed by both the north and south via Kellys Bay Road.

Outcomes

Enable some population growth through the provision of ‘Low Density Residential’ land behind existing development, directly east of the wetlands. Potential to establish a road loop to contain development.

2 | Tangitiki Bay

Tangitiki Bay is currently forest and wetlands, roughly 1 km north of Kellys Bay Village. This area has potential to open up additional development opportunities without compromising the quiet, low-key neighbourhood at Kellys Bay settlement.

Outcomes

Enable population growth opportunities through the provision of ‘Low Density Residential’ land. Explore connection options to Kellys Bay Road by creating a road for access. Investigate the potential to establish a wharf at the northern point to facilitate local boating activity without generating additional traffic to the facilities at Kellys Bay Village.

| Kellys Bay Infrastructure

Subject to further investigations, there is potential to establish up to two wharves - a potential upgrade to the existing boat ramp, and/or a new wharf to the north at Tangitiki Bay. Investigations will need to be made to determine how road conditions along Kellys Bay Road can be improved. Pending further investigation, a communal water supply could be established by utilising local groundwater supplies. Provision for increased residential activity can help to fund a communal wastewater treatment facility.

2 | Poutō Point



2.1 | Poutō Point

- Overview

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

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

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

During the initial period of settlement in Kaipara in the mid-to-late 19th century, transport to and from settlements took place predominantly on the waters of the Kaipara Harbour. However, the harbour entrance had become notorious for its unforgiving nature, resulting in a large number of wrecks, particularly around the Poutō Peninsula. In response, the lighthouse was erected. Its light first flashed on December 1st 1884, visible for 22.5 nautical miles. Poutō Lighthouse is one of few timber lighthouses remaining in New Zealand - it is three storeys tall, constructed of local materials, most notably kauri. Poutō Lighthouse is roughly 6km south-west of Poutō Point. However, it is not advisable to drive along the coast ,rather, access to the lighthouse is more appropriate along the west coast, or by foot.

A small settlement was established at Poutō where the lighthouse keepers and their families lived. The Customs and Harbour master houses were also based here until they were relocated to Te Kōpuru in 1903. The lighthouse was accompanied by two beacons to help guide incoming vessels. There was also telephone communications between the Harbour master, the pilot and other staff at Poutō Point. In addition to the

lighthouse, towing operations from Poutō were commenced in the mid 1880s, to help vessels navigate the turbulent waters. Once the shoals and sandbanks had been navigated, the towing vessel would be released and would then return to Poutō. In 1952, the lighthouse was abandoned. With the timber industry waning in the past decades, port activity had become increasingly obsolete, sealing the fate of the lighthouse.

Poutō is no longer a popular boat destination, with the introduction of the road. It is now a quiet settlement characterised by its natural features such as pastoral lands, birds and freshwater lakes. The Poutō Peninsula is ecologically rich. Firstly, it is enclosed by the harbour waters on three sides. It also features large sand dunes, valleys and lakes (such as Lake Kanono, Lake Mokeno and Lake Humuhumu). Northland Regional Council has identified its lakes as having high cultural, ecological, environmental, recreational and intrinsic values. There is also a large amount of heritage - an estimated 150 shipwrecks can be found around the peninsula, with the latest only having been found recently.

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

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

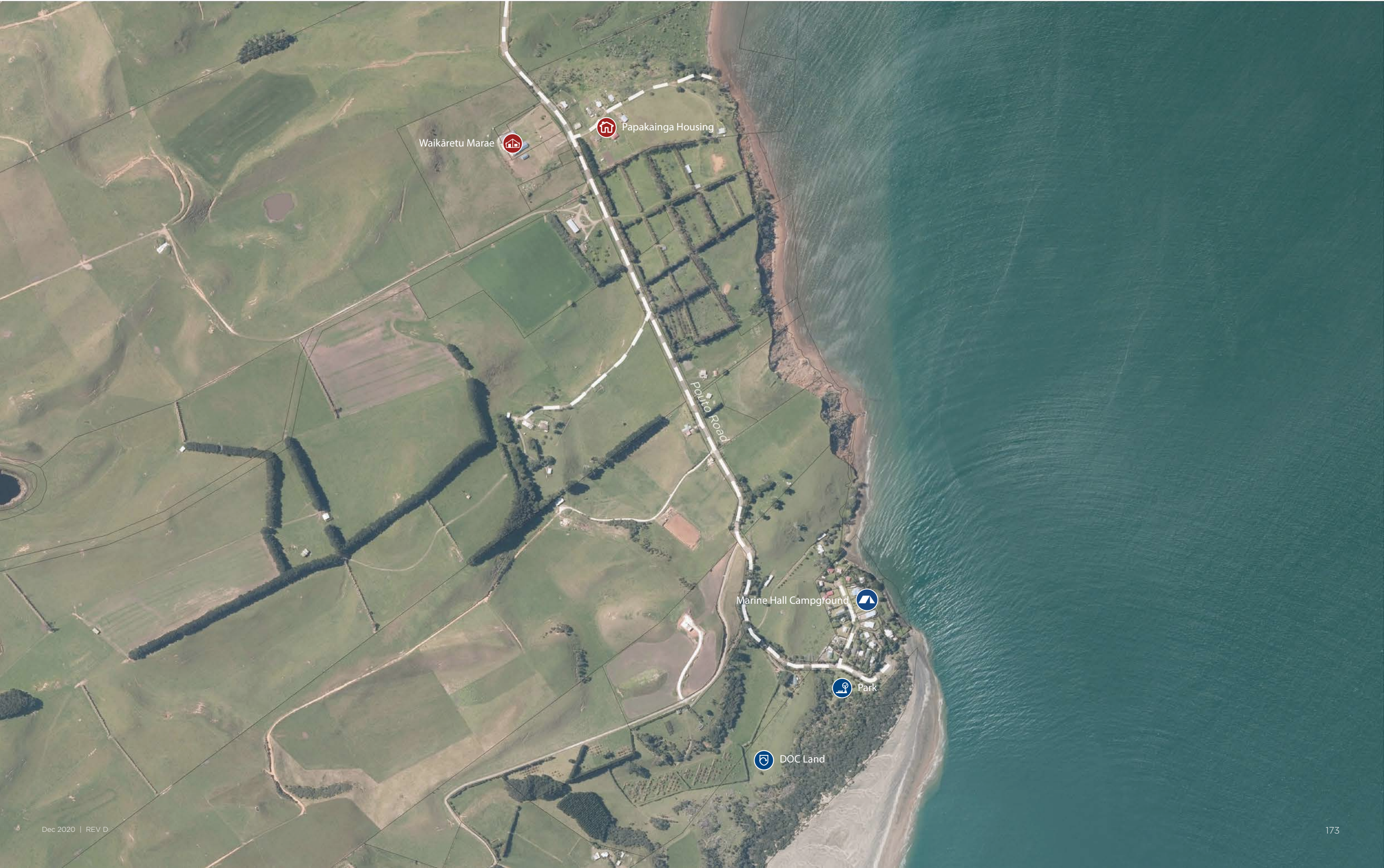
2.2 | Poutō Point_Current Situation 2020



0

250

500m



2.3 | Poutō Point_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

2.4 | Poutō Point_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

- **Education:** There has been less investment in education and guidance for kids due to the decreased school roll and the general aging population of Poutō. With growth in Poutō, the school will become more sustainable and will provide more access to education resources which is the key for the future of the community, containing motivated and aspirational children.
- **Māori-led Business Ventures:** Potential to be a cultural and historical tourist destination particularly associated with Waikāretu Marae and local ancestral pā sites such as Tuahara. There is potential for the marae to provide temporary visitor accommodation for major events such as the Aotearoa Cycle Tour (without limitations of tikanga), and a cultural kiwiana experience/guided tours of the peninsula hosted by the marae. There is potential to establish a new campground at the old primary school on Māori owned land.
- **Tourism:** The natural and ecological assets of Poutō have potential to provide tourist attractions such as pig and wild boar hunting, possum shooting, diving for mussels / oysters, walking and trail networks around the beaches, dunes and lakes where possible. More cycle trails/more funding – it is not safe to ride, particularly due to logging trucks. Support will be required from the Crown, DOC, private landowners and local Iwi. Residents have suggested for a visitor strategy to be prepared.
- **Water Transport:** A new wharf to bring in tourism-based services, alternative movement of goods and tourism to Poutō Point that is complemented with toilet facilities and managed from a biosecurity perspective to avoid any new foreign organisms, species and weeds from entering the peninsula.
- **Commercial Development:** There is a general consensus to keep development of Poutō to the benefit of residents, the whānau, such as new business ventures (e.g. coffee carts, petrol station, local diary, medical centre), near the wharf

and at the main settlement. Employment opportunities in farming, timber and horticulture can be emphasised in Poutō Peninsula through appropriate zoning and monitoring, however this requires new residents to understand reverse sensitivity issues with these activities.

- **Transport:** Sealed and safe roads are an ongoing concern for residents. This is being reviewed by the Council in respect of sealing major sections of Poutō Road.
- **Infrastructure:** Improved electricity/ internet connections to support home business ventures and working from home scenarios.
- **Residential Development:** Residents wish to keep residential development limited to the main settlement, with minor growth potential at the land between the marae and existing campgrounds. Any development at Poutō Point needs to be suitable for the environment and outside of the hightide mark setback for future-proofing.
- **Environmental Protection:** The community expressed frustrations about the loss of connectedness with mother nature and their land, be it the surrounding bush or lakes, which they wish to improve. Whilst Te Uri O Hau own some land, DoC is the main kaitiaki of those natural areas, requiring mana whenua to go through their process as opposed to their own kaitiaki.
- **Ecological Protection:** Residents want to see change occur in Poutō, but not at the expense of the environment or to the detriment of the lifestyle which is centered on nature and peace that is afforded in Poutō. An increase in growth means an increase in population, younger working families, sustainable businesses and employment, and a more positive and connected community which residents support, given that the environment is the bottom line. There are fairy terns and brown teal in the lakes and freshwater mussels that need to be protected in Poutō should growth occur. It is noted that the only publicly accessible lake is Rototuna, despite all lakes being public assets, however these lakes are vulnerable and must be protected.

- **Coastal Restoration:** Landcare and coastal restoration projects are important to the community. Ongoing projects include remediation of coastal erosion of the harbour which is affecting the stability of the cliff where the lighthouse is located.

2.4 | Poutō Point_Engagement Cont.

Phase 4 Engagement Outcomes

- **Māori-led Business Ventures:** Allow for temporary visitor accommodation at the marae, establishment of papakāinga housing, and guided tours around the peninsula from Waikaretu Marae as the first historic stop. Continue investigation into establishing a campground facility at the old primary school.
- **Establish a Coastal Settlement with Local Services:** Identify appropriate commercial opportunities such as a local grocer, dairy, petrol station or café in the main settlement that connects to a new wharf with associated parking and public toilet facilities. Provide a walking track to the wharf from the main settlement and existing lighthouse trail and identify locations for possible hunting and diving opportunities with a kiosk/information guide at the main settlement for tourists to check into. Protect the lighthouse as a heritage item, managing also the potential impact of tourism as better access to the area may result in substantial visitor number increases over time.
- **Residential Development:** Identify land between the main settlement and old primary school to be zoned residential low-density, and land between the primary school and marae to be countryside/rural lifestyle blocks.
- **Coastal Protection and Restoration:** Investigate coastal restoration where erosion has affected the cliff face and stability of Poutō Lighthouse. Protect, maintain and enhance the environments for the ferry terns, brown teal and freshwater mussels. Protect the lakes and wetlands from degradation.
- **Infrastructure and Transport:** Provide a safe and well-maintained Poutō Road - including the sealing of the road. Identify potential to provide treatment systems on septic tanks for lower density living opportunities.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

The following feedback was provided in the consultation held in July 2020:

- **Facilities:** Install a playground near the end of Poutō Road which is safe for children and/or public space. Establish a campground at the old school grounds along Poutō Road north of the main settlement.
- **Ecological Protection:** Manage vehicles to protect dunes and beach access, particularly, from motorbikes. Allow access to larger lakes only, with supporting facilities, no camping permitted and rubbish control.
- **Proposed Development:** The proposed residential zones are favoured, including the proposed countryside living zone, which should enable for smaller lots of roughly 800-1000m². Consider low density residential instead, or be flexible within the zone as residents do not want large farming blocks. Additionally, a wharf is supported at the end of Poutō Road.



2.5 | Poutō Point_30 Year Plan



LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Highly Productive Land
- Open Space | Public Access
- Camp Ground
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Walking Connections
- Wharf Upgrade
- Town Gateway
- Proposed Campground

2.6 | Poutō Point_Neighbourhoods + Infrastructure

1 | Poutō South Village

The majority of current development is located at Poutō South Village, where there is direct access to the beach which leads to the southern coastline. The potential to establish a local wharf alludes to exciting opportunities for transport, tourism and business at Poutō Point. Large tracts of pasture land to the west are good candidates for greenfields development. An increase in population could prompt sufficient demand to establish local business in Poutō South Village.

Outcomes

Explore significant population growth opportunities through provision of ‘Low Density Residential’ land over the fields directly behind existing development, as well as over land to the west. Provide for a few local shops by providing ‘Commercial/Mixed Use’ land at the corner of Poutō Road and Signal Station Road.

2 | Waikāretu Kāinga

Local Māori live in the papakāinga opposite from Waikāretu marae, north of Poutō South Village. The marae itself is self-serviced with water supply and wastewater infrastructure which has the potential to service up to the 20 or so papakāinga housing dwellings.

Outcomes

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

Future Infrastructure for Poutō Point

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

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

Chapter 6 | Kaipara Harbour + East Coast

6.1 | Kaipara Harbour + East Coast - Overview

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

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

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

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

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

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

The landscape of this area is a combination of wetlands, steep ridges and slopes, and rolling hills that stretch down to the tidal

edge of both harbours and include large sectors of 'Significant Natural Areas'. The harbours consist of sandbanks and reefs and are both tidal in nature.

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

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

Mana Whenua

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

- Parirou Marae
Te Uri o Hau
- Te Kōwhai Marae
Te Uri o Hau
- Rāwhitiroa Marae
Te Uri o Hau
- Waiohau Marae
Te Uri o Hau
- Ngā Tai Whakarongorua Marae
Te Uri o Hau
- Waiohou Marae
Te Uri o Hau
- Ōtamatea Marae
Te Uri o Hau
- Te Punga Marae
Te Uri o Hau
- Ōruawharo Marae
Te Uri o Hau
- Waiotea Marae
Te Uri o Hau

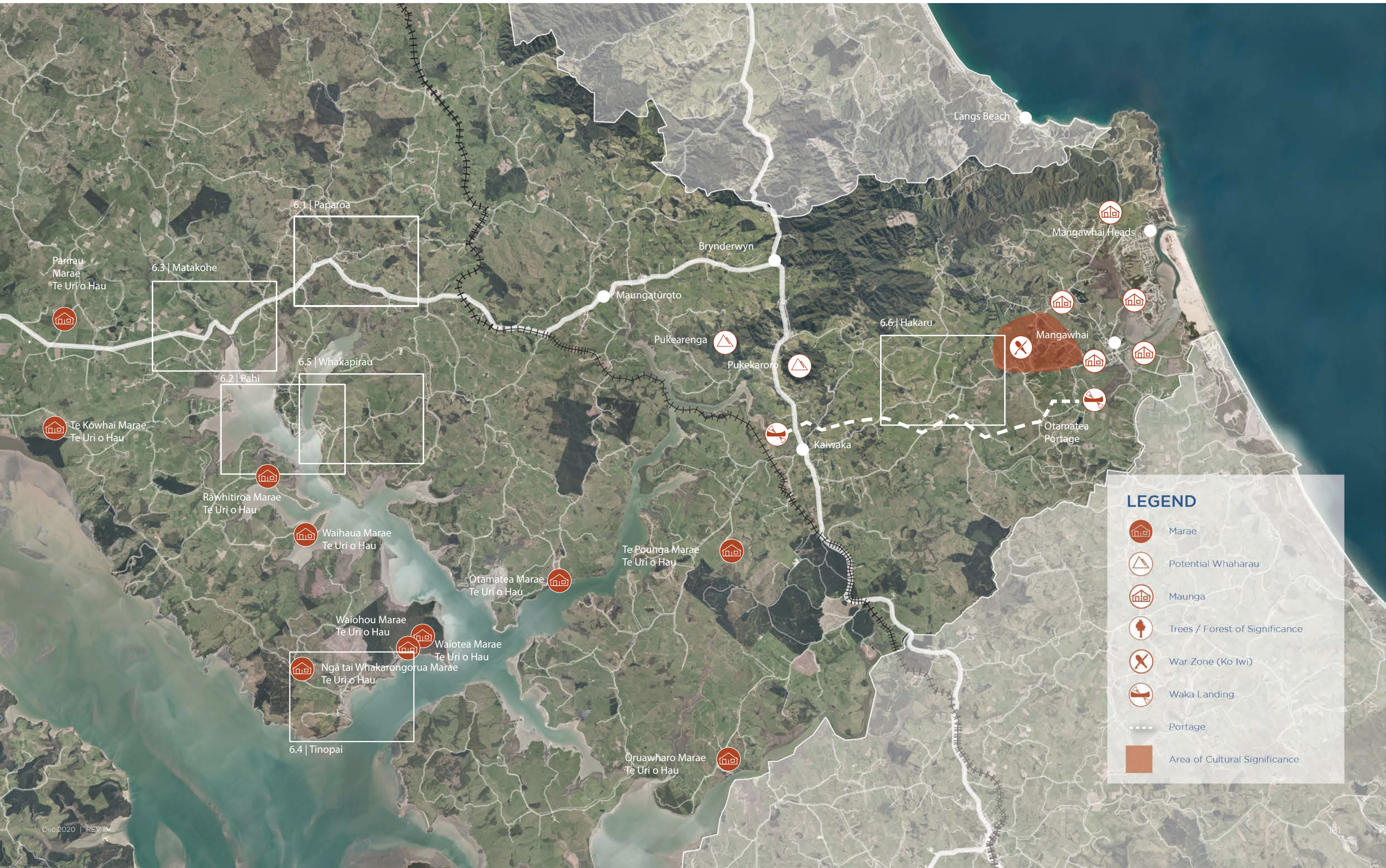
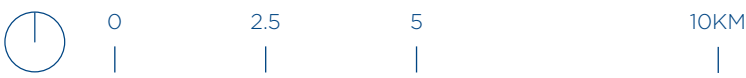
Many of the marae in this community district are clustered on the Tinopai / Pāhi peninsula, which is one of the main arms of land that penetrates into the Kaipara Harbour. The harbour has provided kai moana (seafood) as well as communication routes. This is obvious in the placement of nga marae tūturu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

Two significant peaks are located to the south-east of Maungatūroto - Pukearanga and Pukekaroro. Pukekaroro was a key strategic site for Te Uri o Hau, as its peak offers views of the Mangawhai Heads to the east and the Kaipara Harbour entrance to the west. During the battle known as Te Ika Ranganui in 1825, Karoro, a rangatira who had a pa site at the very top of the mountain retrieved many Te Uri o Hau dead and wounded from the surrounding area and carried them up to the pa so they would not

be found by the enemy. Pukekaroro is of special spiritual significance to Te Uri o Hau because of the many wāhi tapu sites on the mountain. The mountain has been tapu since that battle and remains so today. A large proportion of Te Uri o Hau died during this battle. As a result of this battle, Te Uri o Hau consider that the area from and including the Mangawhai Harbour to Kaiwaka and beyond is tapu.

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

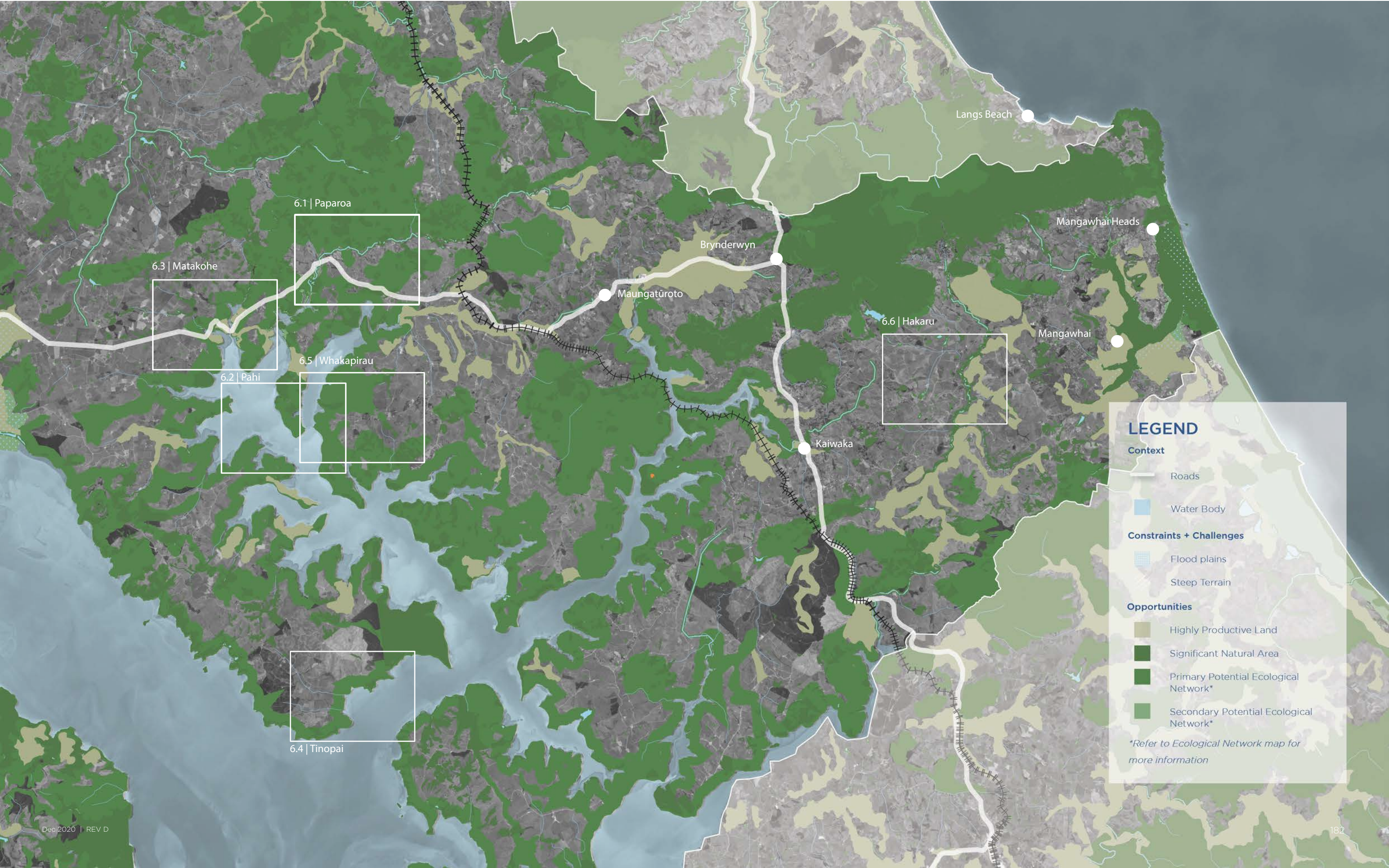
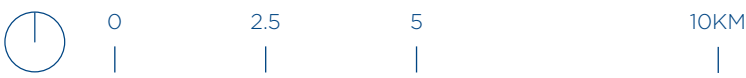
6.2 | Kaipara Harbour + East Coast_Current Situation-2020



LEGEND

- Marae
- Potential Whāhara
- Maunga
- Trees / Forest of Significance
- War Zone (Ko Iwi)
- Waka Landing
- Portage
- Area of Cultural Significance

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



1 | Paparoa



1.1 | Paparoa
- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing

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

Paparoa is situated upon a headwater within a valley, and aptly nicknamed the ‘village in the valley’. Paparoa is a moderately sized rural settlement running along SH12 which connects the settlements of Matakohē, Paparoa and Maungatūroto. Matakohē is 3km south-west of Paparoa, while Maungatūroto is the nearest major town, roughly 12km east. 8km south of Paparoa is Pāhi at the end of the Pāhi Peninsula. Paparoa is a service town for surrounding settlements, while Maungatūroto is a larger service town which complements the services and businesses available in Paparoa. According to 2018 Census data, Paparoa had a population of 357.

Modest single detached homes, often with garages, are common throughout Paparoa. According to 2018 Census data, there are 141 occupied dwellings in Paparoa

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

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

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

complete with planting, river cleaning works and a mosaic sculpture.

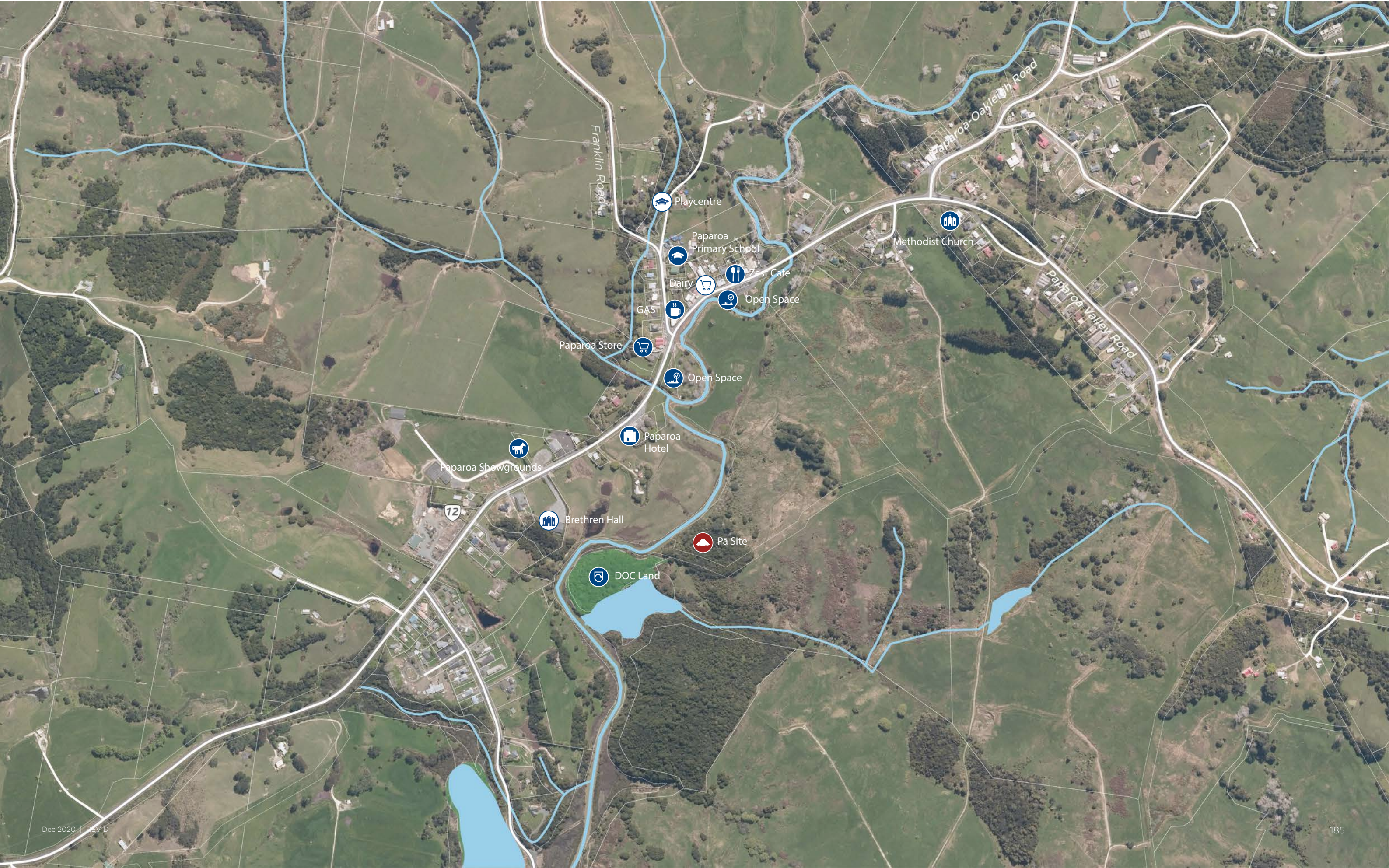
Nowadays, Paparoa Hotel is a popular community hub, where residents often gather at. The annual Paparoa A&P show has been held for the past 144 years at the showgrounds land. At the show, artwork from local primary schools are exhibited, the regional finals of the Young Farmer of the Year are held, as well as other attractions and animals - showcasing local culture and providing a much-loved local event.

Paparoa offers a number of meeting places for the community. The Brethren churches are used as meeting places in Paparoa, Maungatūroto and Dargaville. Other facilities include the sports pavilion, community hall, medical centre, library, village green, Lions walkway, the landing and Pāhi wharf/ harbour.

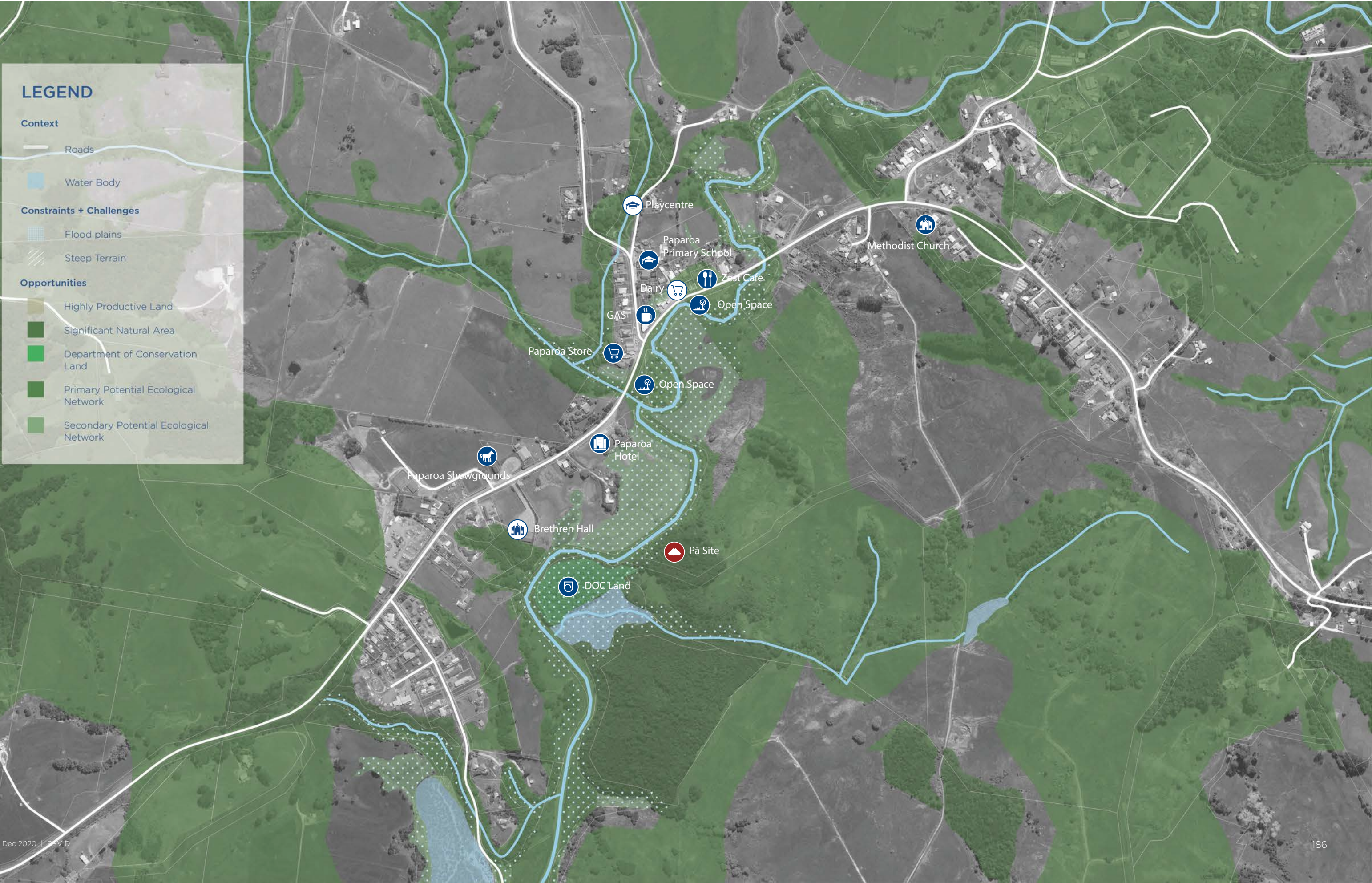
Ōtamatea Marae is the local marae, along with the Aotearoa meeting house. This is the tribal meeting place for Ngāti Whātua and Te Uri o Hau.

Current environmental restoration projects in Paparoa include works to the harbour, waterways and a private eradication project.

1.2 | Paparoa_



1.3 | Paparoa_Physical Analysis – Opportunities & Constraint



1.4 | Paparoa_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

- **Protected Features:** Cliffs landing, Paparoa Forest, Serling Bach, Lions Walkway, the Showgrounds, Parirau Marae and Kaipara Harbour are key features that the community values and would like to see protected. They would also like to see a greater physical connection between people and Paparoa’s natural and cultural assets.
- **Coastal Restoration:** Residents want a strong environmental focus for Paparoa e.g. through connections to waterways, open space and the enhancement of these areas. Restoration projects such as Hāmātea Harbourcare are supported by the community as these projects could increase whitebait and eel fishing opportunities once water quality is improved.
- **Accessibility:** Make Paparoa a destination as opposed to a run-through village. The community would like to see provision for walking and cycling opportunities, improved safety along Paparoa Valley Road (SH12), and alternative modes of transport options. Safe footpaths linking Village Green, the Landing and Franklin Road. Bike track around the edge.
- **Water Transport:** The transport of goods and people via water is seen as an opportunity for Paparoa to increase tourism and recreational activities. For example, this could include the Tour Aotearoa Biking Event.
- **Flooding:** To address flooding issues in Paparoa, the community suggested greening of spaces, flood protection works or redirecting the creek that traverses the settlement.
- **Infrastructure and Water Quality:** Paparoa has access to services including power, broadband, internet, town water supply and roading, however improved digital infrastructure will allow working from home scenarios or new home business ventures. The community would like to see improvement of Paparoa’s sewage system, water supply and flooding mitigation assets. The community would like to improve

the mauri of receiving tidal areas of water bodies through monitoring of discharge outlets, installing wastewater treatment plants and providing a resilient reticulated water supply.

- **Transport - roads:** Improved road maintenance on unsealed roads in the area, slowing of local traffic and consider moving SH12 so that it does not run through the village. Traffic will potentially increase if Kaipara Kai takes off and kai is transported to Auckland along SH12. Footpath along SH12 from Pāhi Road to the store needs major improvements. Investigate conditions of the road by the store slipping into the river and install local streetlights.
- **Residential Development:** The community has a growth mindset for the area and encourages making the area more attractive for long-term residents. Residential growth is encouraged, but is seen to be strained by SH12. There is potential for a low-density lifestyle (such as 2-3 well planned and executed small to large subdivisions) visitor accommodation and affordable first home housing opportunities. The community encourages enabling rural residential activities in rural areas, and unlocking land along Pāhi Road for residential activities. The community also recommends unlocking land along Franklin Road for residential development.
- **Commercial Development:** Commercial growth is encouraged to complement existing, new and future residential developments in Paparoa, particularly along Pāhi Road and Franklin Road. Services could include a medical centre and early childhood centre to support future populations. There are also opportunities for a recycling depot, hardware shop, a florist and a chemist.
- **Light Industrial Development:** There is potential to convert buildings such as the Ōtamatea County depot into light commercial/industrial zoning to better utilise old buildings and land. There is potential for the Brethren Brothers to invest in the area and establish a business park. Industrial businesses are

better placed in the neighbouring areas at Maungatūroto Railway and Ruāwai.

- **Public Spaces:** Provide open space in the village centre, complete with gardens featuring sculptures and paved play areas and space for markets.
- **Facilities and services:** The community would like picnic areas with barbecue facilities for families to enjoy. An interest is shown in extending internet and cell phone coverage to rural areas around Paparoa for businesses, online education and communication with family and friends. The community would like to establish a high school, playground, skatepark and a community gymnasium.

1.4 | Paparoa_Engagement Cont.

Phase 4 Engagement Outcomes

- **Protect Heritage and Cultural Features:** Protect heritage buildings in the existing village centre, and the Pā site from damage associated with the existing public trail traversing through the site.
- **Ecological Restoration and Water Quality:** Investigate potential for riparian planting around water bodies and provide more green spaces (particularly in areas where there is flooding) to improve river viability and water quality.
- **Accessibility and Safety:** Investigate pedestrian and cyclist accessibility between the landing, village green and existing main settlement, as well as new recreational trails focused around waterways and nature. Improve safety along SH12 through the main settlement, with potential measures including widening shoulders on the road to reduce speed and attract residential living near the village centre.
- **Transport:** Identify potential for alternative modes of transport through Paparoa to connect to Dargaville, Ruāwai, Maungatūroto and Wellsford. Investigate options for a new or upgraded wharf, boat ramp and associated parking to unlock the water transport network for Paparoa and allow access for different vessel types to bypass issues associated with roading quality, traffic and heavy vehicle movement restrictions on land.
- **Infrastructure:** Investigate options for a wastewater treatment facility, as well as water supply, for increased growth in residential or commercial development. Upgrade digital infrastructure connections.
- **Establish a Service Centre with Local Services:** Investigate shifting the main street village towards the primary school block, outside of the flooding risk area, to establish a safer pedestrian-friendly environment away from SH12. Identify land and buildings, such as Ōtamatea County Depot, along Franklin Road to accommodate commercial growth and residential development in proximity to the service centre.

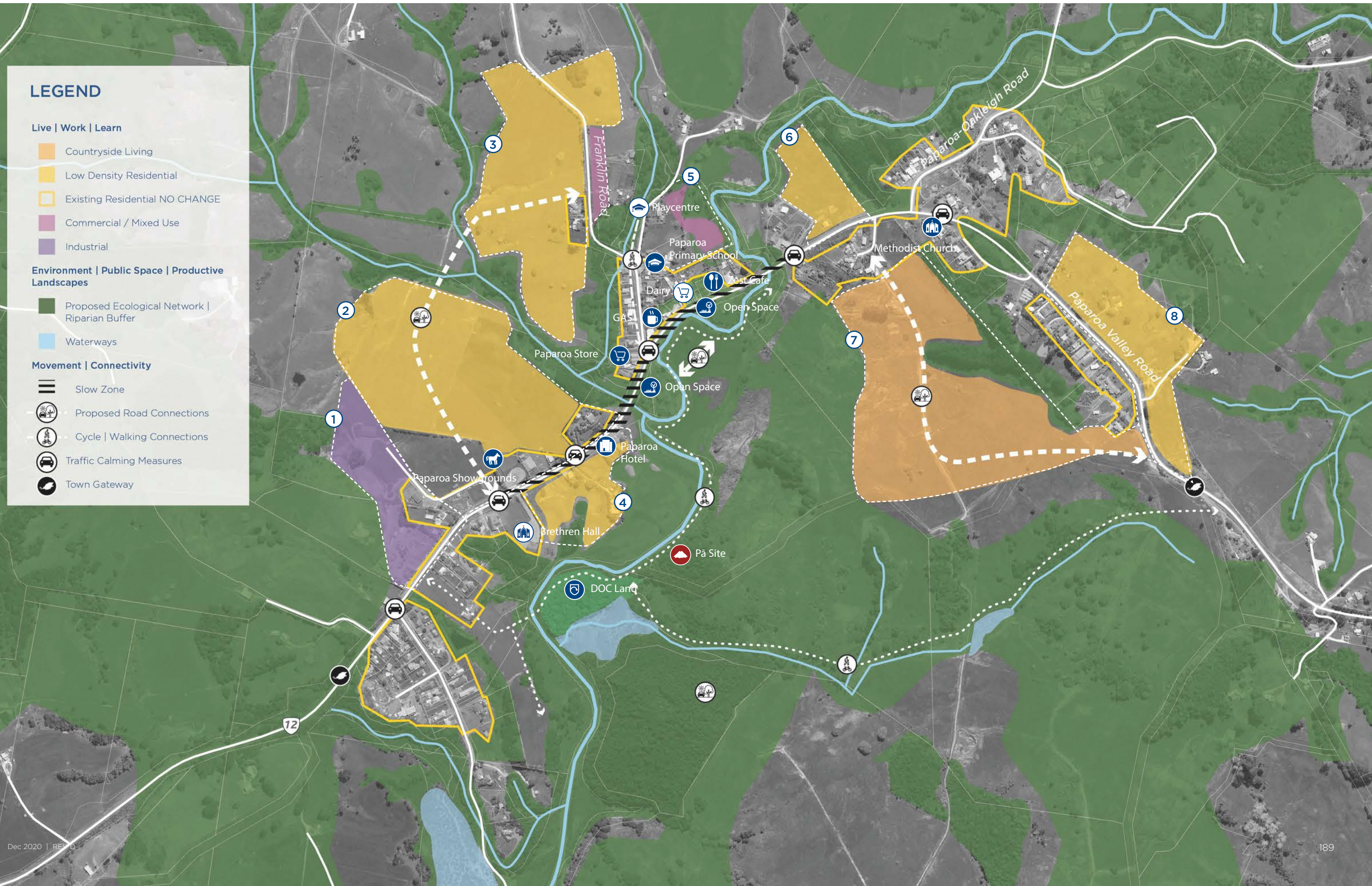
CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

- **Residential Development:** The community of Paparoa encourages residential development along Pāhi Road - land behind the first row of residential development could be also developed, with further potential for rural residential living opportunities. Residential sprawl is recommended in the form of a residential zone ring, followed by a ‘future residential’ zone.
- **Industrial development:** More land can be identified for industrial purposes, namely the western/southern end of the settlement. This area already accommodates existing industrial activities, providing security for established activities.
- **Infrastructure:** Issues regarding wastewater in Paparoa were raised. These issues include sewage reaching Paparoa Creek, lack of space to dispose sewage to and unaffordability of system upgrades by property owners.
- **Social Facilities:** Community events occurring at Paparoa Showgrounds are recommended to be provided with secure parking. Current parking arrangements have allowed users to park at the paddock which is currently privately owned. Once this property is sold or subdivided, there will no longer be sufficient space for events. The community encourages that land should eventually become community or Council owned.
- **Growth:** There is opposition to the idea of development at the showgrounds.

1.5 | Paparoa_30 Year Plan



LEGEND

Live | Work | Learn

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

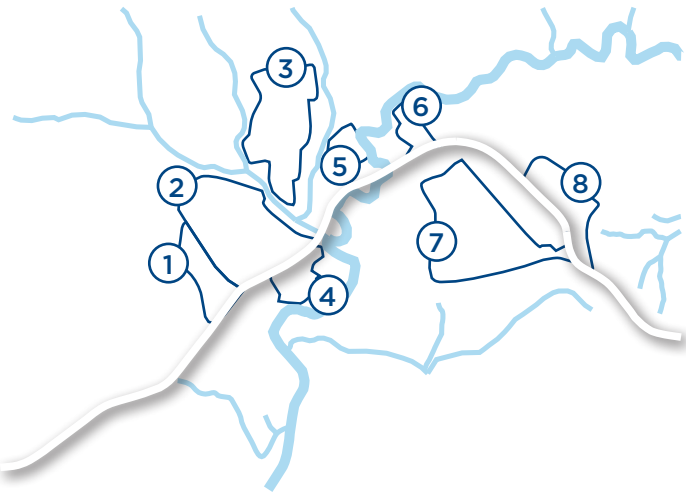
Environment | Public Space | Productive Landscapes

- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

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

1.6 | Paparoa_Neighbourhoods + Infrastructure



1 | West Valley Industrial Block

The West Valley Industrial Block is located at the western outskirts of Paparoa. It is adjacent to the Paparoa Showgrounds and slopes gently upwards towards the west. Hubands Contractors currently undertake contracting, material supply and drainlaying within the block. Its situation upon Paparoa Valley Road (SH12) provides an immediate connection to other settlements in Kaipara. The generally flat land allows for larger footprint industrial uses.

Outcomes

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

2 | West Valley Residential Block

The Paparoa Showgrounds and its surrounding area are situated on a large swathe of flat grassy land. At the western outskirts of the neighbourhood are rolling green hills which characterise Paparoa’s nickname as the ‘Village in the Valley’. The block is enclosed by a stream to the north which separates West Valley and the Franklin Road Block.

Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Investigate improved connectivity options, including the creation of a new road from Paparoa Valley Road to Franklin Road, connecting the West Valley Residential and Franklin Road Blocks.

3 | Franklin Road Block

Franklin Road is a key street which leads directly into the Paparoa Town Centre. It rolls upwards as it travels north and up the valley slope. At the most northern parts of the Franklin Road Block, vistas of Kaipara’s rolling hills can be seen. The neighbourhood is enclosed by a stream which forms its southern and western boundary, separating the Franklin Road Block from West Valley.

Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land. Improve connectivity, with options including the creation of a new road from Paparoa Valley Road to Franklin Road, connecting the West Valley Residential and Franklin Road Blocks. Create a commercial strip along Franklin Road through provision of ‘Commercial/Mixed Use’ land to be supported by local patronage within the neighbourhood.

4 | South River Block

The South River Block is located opposite the West Valley Residential Block and is located near a bend in the Paparoa River. The block is nestled amongst two key social and cultural hubs: the Paparoa Hotel to the northeast and the Brethren Hall to the southwest. The South River Block is distinct from the West Valley Residential Block - taking a more marshy character, with a higher presence of vegetation.

Outcomes

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

5 | Paparoa Town Centre Extension

The Paparoa Town Centre Extension is nestled in behind Paparoa’s main road activity and is adjacent to the community’s key educational facilities: Paparoa Primary School and Paparoa Playcentre. The land is relatively flat and centrally located, however it is not directly accessible via Paparoa Valley Road or Franklin Road. The block is enclosed on all sides by vegetation, while the Paparoa River winds around the block’s eastern side.

Outcomes

Improve commercial opportunities and emphasise the Paparoa Town Centre through the provision of ‘Commercial/Mixed Use’ land. Generate a strong commercial centre with local activity.

6 | North River Block

The North River Block is a large tract of grassed land which directly precedes the Paparoa Town Centre. The Paparoa River wanders around the block’s northern side, while a prominent swathe of bush bears over the block’s eastern side.

Outcomes

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

7 | East Valley Country Block

The East Valley Country Block is characterised by its large stretches of gently rolling grassy hills. Long stretches of bush screen the majority of the neighbourhood from Paparoa Valley Road. The large stretch of land allows for larger lot sizes.

Outcomes

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

8 | East Valley Residential Block

The East Valley Residential Block is the first neighbourhood visitors will encounter when entering Paparoa from its eastern gateway. The vast area of grassland slopes gently upwards towards the southeast. As visitors travel northwest towards Paparoa, they are greeted with views of rolling hills and patches of forest.

Outcomes

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

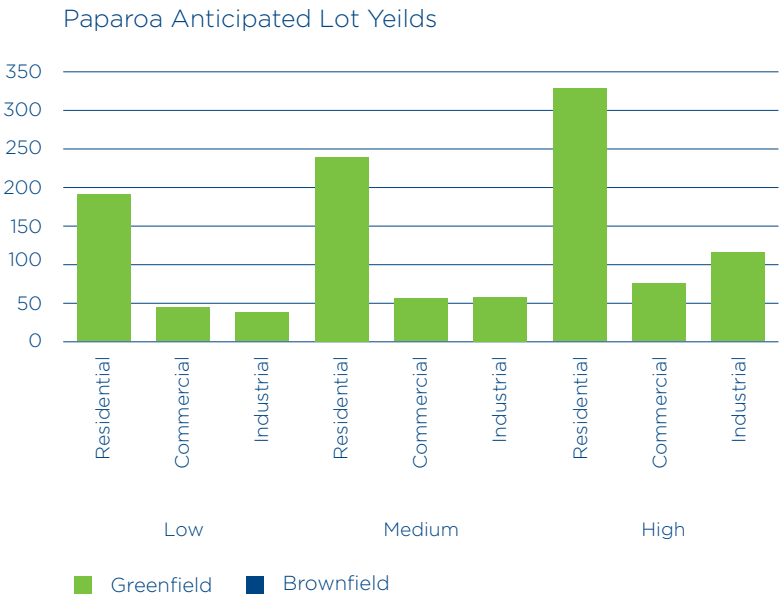
Future Infrastructure Requirements for Paparoa

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

1.7 | Paparoa_Potential Spatial Plan Enabled Yeilds

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

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



2 | Pāhi

2.1 | Pāhi
- Overview

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

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

As of the 2018 Census, the entire Pāhi Peninsula had a population of 255. Pāhi is a popular holiday destination - the annual Pāhi Regatta attracts hundreds of visitors. As such, there are many non-residential owners of holiday homes based in Pāhi. Campervans are also prominent here. Maritime activities are popular at Pāhi, facilitated by the wharf at the end of Pāhi Road.

Land use is mostly residential – there is no discernible commercial activity. Pāhi has some fairly steep topography, particularly around Cliff Street and Emay Crescent, where it slopes downwards towards the east.

Like many settlements in Kaipara, Paparoa was established by the Albertlanders, a nonconformist group from England. Between 1862 and 1865, 3,000 immigrants established Port Albert near Wellsford. The Albertlanders sought to establish a religious settlement in Port Albert but many challenges including harsh conditions and fears of the indigenous population, led to the eventual dispersal of the Albertlanders. Many settled elsewhere in Kaipara to start a new life. The swathes of giant Kauri trees which populated Kaipara were very popular amongst Europeans for building furniture, boat building and construction.

Pāhi was initially used as a port from which supplies would be ferried to Paparoa via Paparoa Stream. Eventually, a road was constructed from Paparoa to Pāhi in 1865. From 1882 to 1895, a boat service ran weekly from Pāhi to Helensville.

The Pāhi Regatta has been running annually since 1886. The main events of the regatta are the launch races, kayak contest,

runabout races and bathtub races. Pāhi takes on a fairground atmosphere during this time, complete with sideshows, food stalls and Miss and Master Pāhi contests.

According to QV, initial major development of Pāhi’s current housing stock began in the 1950s – characteristic of the post-war development boom. This is particularly evident on Fenwicks Point Road and Fisher Street. Since then, development has been fairly consistent from the 1970s onwards. For example, Dem Street is mainly populated by 1970s buildings. Much of the development on Bonham Street took place in the 1980s. Recently, there has been a fair amount of development in the 2000s and 2010s – particularly on Emay Crescent and Kotare Crescent.

2.2 | Pāhi_Current Situation-2020



2.3 | Pāhi_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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



2.4 | Pāhi_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

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

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

recreational activities near the wharf.

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

Phase 4 Engagement Outcomes

- **Establish a Village Centre around the Wharf:** Establish a commercial/retail hub near the wharf to facilitate growth in tourism.
- **Growth and Development:** Allow for infill housing e.g. tiny houses in existing residential areas and identify a new residential block at the gateway of Pāhi Peninsula. Identify land suitable for a low-scale (light-industrial - mixed-commercial) business park with a marine services and supplies shop, local services, boat building, and opportunities for light industrial activities.
- **Tourism:** Focus on improving water-based activities and walking/cycling routes around the peninsula. Investigate converting the Pāhi Hotel into visitor’s accommodation and upgrading campground facilities for a better user experience.
- **Ecological Protection and Restoration:** Improve water quality through mangrove management and riparian planting. Protect the large Fig tree and public reserve. Restore the erosion-prone cliff, and investigate opportunities to protect and enhance Pāhi Peninsula’s coastline including how to address sand and silt build-up.
- **Infrastructure & Transport:** Identify the potential for a communal wastewater treatment plant to service the existing and proposed residential and commercial environment. Improve the safety of Pāhi Road via potential measures as widened shoulders, barriers, footpaths and signage to reduce speed and allow a safe shared space for vehicles, pedestrians and cyclists.

2.5 | Pāhi_30 Year Plan



LEGEND

Live | Work | Learn

- Low Density Residential
- Existing Residential NO CHANGE
- Existing Intensified Residential
- Commercial / Mixed Use
- Accomodation

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

- Cycle | Walking Connections
- Wharf Upgrade
- Town Gateway



2.6 | Pāhi_Neighbourhoods + Infrastructure

Pāhi Point

Pāhi Point comprises the existing built-up areas at Pāhi at the tip of the peninsula. The neighbourhood is rather hilly, with a prominent slope which travels downwards from west to east. These slopes offer impressive views out to the harbour waters and distant land masses such as Whakapirau. Several lots remain unoccupied at Pāhi Point and present an opportunity to prompt infill development. The wharf and campground help to support Pāhi as a recreational and holidaying destination. Indeed, Pāhi has significant potential to benefit from the tourist market.

Outcomes

Enable intensification of the existing built-up area and infill development through the provision of 'Existing Intensified Residential' land on hillsides away from the coastal edge. Provide for the protection of the coastal edge, minimising new development or additional intensification along the foreshore in particular where the area may be affected by sea level rise and coastal processes. Facilitate more capacity for visitors through provision of Accommodation land around the main centre.

Pāhi North

Pāhi North is currently an undeveloped tract of grassed land directly north of Pāhi Point. The neighbourhood is relatively hilly and enclosed by forest on all sides. Overall, the area has potential to enable population growth with well-planned greenfields development. Local shops could provide an opportunity to link residential clusters from Pāhi Point and Pāhi North while generating commercial activity in the community.

Outcomes

Enable for population growth through the provision of 'Low Density Residential' land. Create opportunities for local business development through the provision of 'Commercial/Mixed Use' land around the Pāhi Road bend.

Future Infrastructure Requirements for Pāhi

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

3 | Matakōhe

3.1 | Matakohe

- Overview

KEY	
<input checked="" type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Limited
<input checked="" type="radio"/>	Proposed New
<input checked="" type="radio"/>	Proposed Upgrade Existing

Hard Infrastructure	27	# Occupied Dwellings
	66	Population
	<input type="radio"/>	Water Reticulation
	<input type="radio"/>	Waste Water
	<input type="radio"/>	Stormwater Reticulation
	<input checked="" type="radio"/>	Broadband
	<input checked="" type="radio"/>	Mobile Coverage
	<input checked="" type="radio"/>	Roads Sealed
	<input checked="" type="radio"/>	Footpath
	<input type="radio"/>	StreetLights
Soft Infrastructure	<input type="radio"/>	RailLine
	P	Schools (P)primary (S)secondary
	<input type="radio"/>	Access to Tertiary Education
	<input checked="" type="radio"/>	Reserves
	<input type="radio"/>	Playground
	<input checked="" type="radio"/>	Sports Facilities
	<input checked="" type="radio"/>	Church
	1-5	Businesses
	<input checked="" type="radio"/>	Community Centre
	<input type="radio"/>	Public Transport
	<input type="radio"/>	Wharves

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

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

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

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

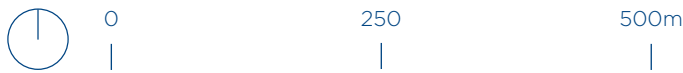
Matakohe Primary School is also an important focal point for the community. Locals see the school as a means to re-engage kids with their community and history.

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

3.2 | Matakoho_Current Situation-2020



3.3 | Matakoho_Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

3.4 | Matakoho_Engagement

ENGAGEMENT FEEDBACK

Community Values

- There is a great sense of pride in the Matakoho community, its spirit and its history. People are quick to celebrate the community’s proactiveness, friendliness and supportiveness.
- There is a strong volunteer culture in Matakoho with a predominant ‘do-it-yourself’ attitude.
- There is great pride in Matakoho’s history and heritage.

Aspirations

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

- **Environmental Protection:** Recently, there has been greater awareness of environmental care at Matakoho. For example, the harbour is seen as an important environmental feature, and there are ongoing cleaning works. There are also patches of kauri which the community wants to protect.
- **Recreational Facilities:** There is a desire for more recreational spaces, such as a playground or reserve. Residents also want to see provision of beach access.
- **Maintain and Promote Local Culture:** The need was expressed to connect back to history, including instilling a relation to history in children and foster pride in the community. People want to see Matakoho retain its tight-knit community and strengthen the volunteer base.
- **Passive Recreation:** Completion of the cycling connections to Paparoa and Ruāwai.

Phase 4 Engagement Outcomes

- **Residential Development:** Enable residential development opportunities opposite the Kauri Museum, along Matakoho East Road and Church Road, along with countryside living / lifestyle block development around the school.
- **Tourism and Recreation:** Promote the Kauri Museum as a key destination attracting tourists to the area. Investigate opportunities to improve walking and cycling infrastructure, including a walking/cycling track at the bottom of Church Road to link to the beach, as well as completing cycling connections to Paparoa and Ruāwai. Develop an open space / green network with improved public facilities.
- **Transport & Accessibility:** Investigate potential to rebuild the wharf and improve the road network through upgrades to Matakoho Wharf Road and sealing of Church Road to enable better beach access.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

- **Public facilities:** Public toilets at the end of the wharf have been identified incorrectly.
- **Accessibility:** Beach access from Church Road is impractical as the paper road no longer exists.
- **Wharf:** Reinstating the wharf would be costly to build and maintain and would be of no use except on full tide. Resources could be better used to enhance other parts of Matakoho.

3.5 | Matakohe_30 Year Plan



0

250

500m

LEGEND

Live | Work | Learn

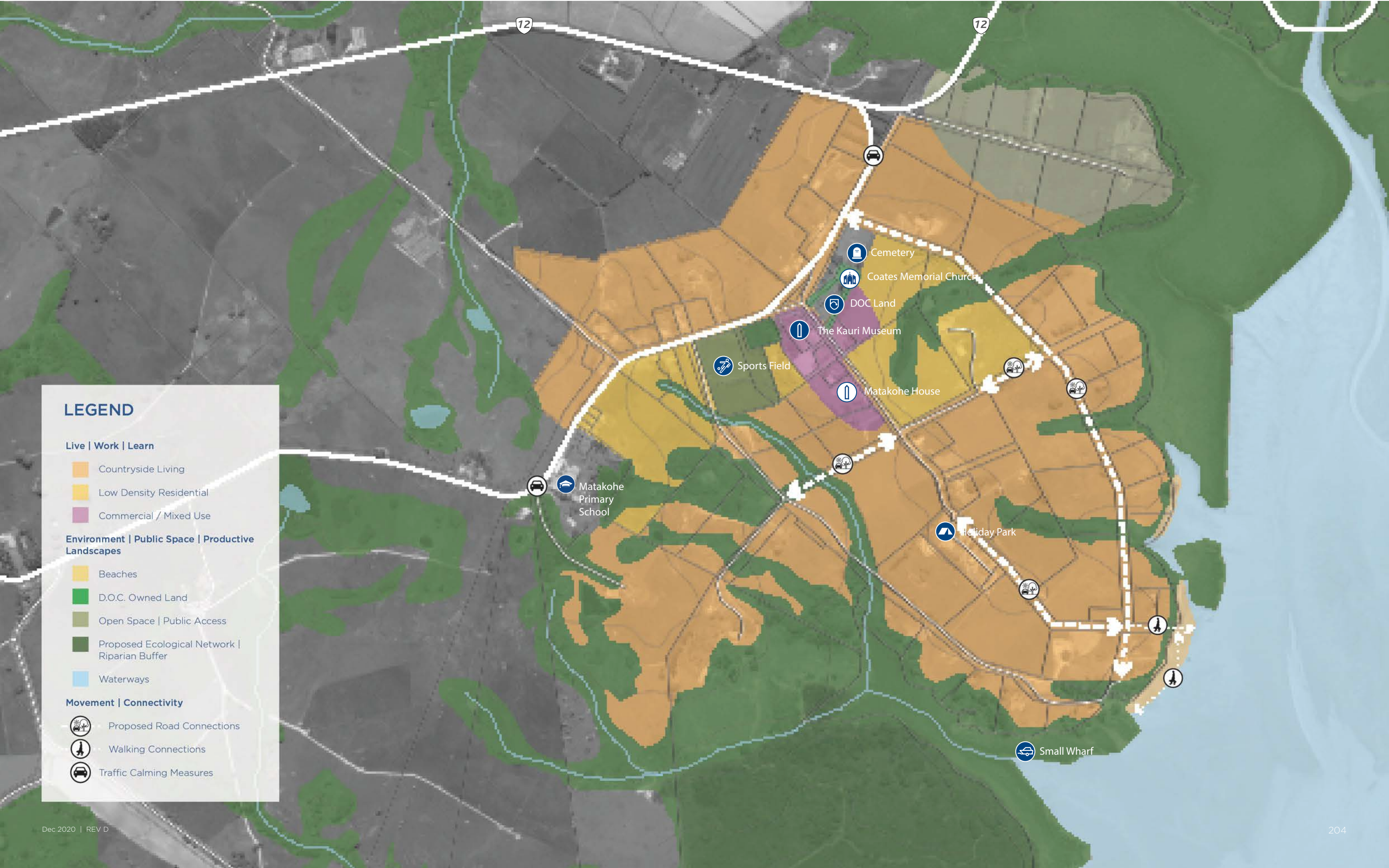
- Countryside Living
- Low Density Residential
- Commercial / Mixed Use

Environment | Public Space | Productive Landscapes

- Beaches
- D.O.C. Owned Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Proposed Road Connections
- Walking Connections
- Traffic Calming Measures



3.6 | Matakoho_Neighbourhoods + Infrastructure

1 | Matakoho Town Centre Block

The Kauri Museum is the pride of the Matakoho community. The visitation that the museum attracts has allowed for a handful of businesses to establish in the immediate area. This has made Church Road as the de facto main street, and the most natural anchor to develop Matakoho Town Centre. The land adjacent to the cemetery is relatively flat and predominantly grassed, suitable for greenfields development.

Outcomes

A lively, thriving town centre which is attractive for visitors to Matakoho, populated with local business which contributes to the local tourism industry. Enable for such commercial opportunities through provision of ‘Commercial/Mixed Use’ land. Enable population growth opportunities in the immediate area through the provision of ‘Low Density Residential’ land. Investigate road connection options to enclose the town centre block.

2 | Matakoho Countryside Periphery

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

Outcomes

Enable for countryside living opportunities through provision of ‘Countryside Living’ land around the settlement’s periphery. Investigate road connection options towards the coast to improve connectivity.

Future Infrastructure Requirements for Matakoho

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

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

4 | Tinopai

4.1 | Tinopai

- Overview

KEY	
<div></div>	Yes
<div></div>	No
<div></div>	Limited
<div></div>	Proposed New
<div></div>	Proposed Upgrade Existing
Hard Infrastructure	81# Occupied Dwellings
	210Population
	<div></div> Water Reticulation
	<div></div> Waste Water
	<div></div> Stormwater Reticulation
	<div></div> Broadband
	<div></div> Mobile Coverage
	<div></div> Roads Sealed
	<div></div> Footpath
	<div></div> StreetLights
Soft Infrastructure	<div></div> RailLine
	P Schools (P)primary (S)secondary
	<div></div> Access to Tertiary Education
	<div></div> Reserves
	<div></div> Playground
	<div></div> Sports Facilities
	<div></div> Church
	1-5Businesses
	<div></div> Community Centre
	<div></div> Public Transport
	<div></div> Wharves

Tinopai is a remote settlement located on the peninsula at the end of Tinopai Road. It is fairly removed from the district’s main towns - Maungatūroto is some 42km away and Dargaville is approximately 64km away. Tinopai is situated around the coast of Komiti Bay. As of 2018, Tinopai and the wider surrounding area had a population of 210, which expands over the summer period due to the influx of visitors and holiday home owners spending the summer in Tinopai.

According to the community-administered Tinopai website, the settlement has a population of 400, increasing over the summer holiday period to over 1000. This seasonal population fluctuation is a common trend in coastal communities - it often results in challenges around wastewater management and transport infrastructure.

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

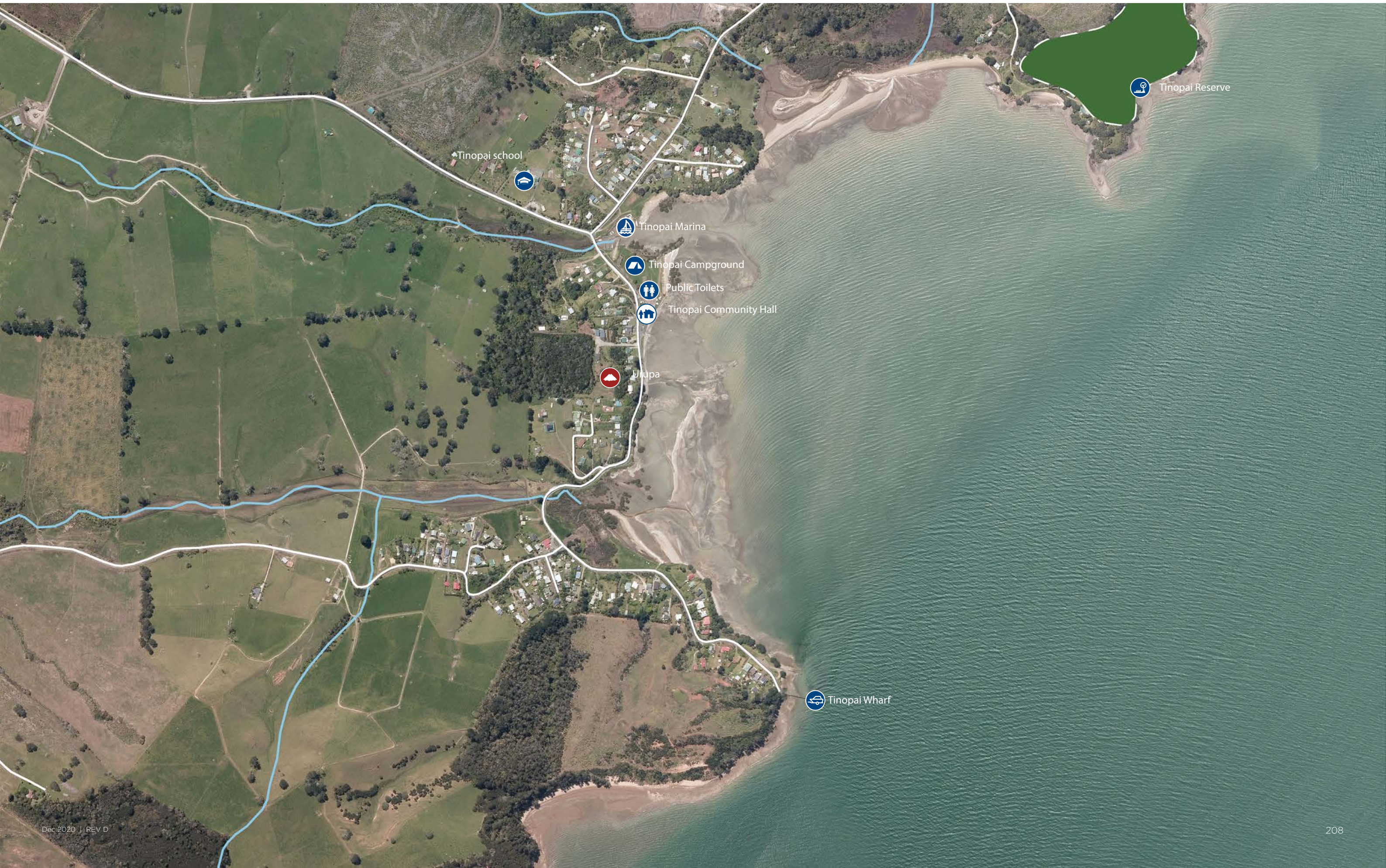
Sparse evidence suggests that a flax mill was once in operation at Tinopai between 1907 and 1915. In 1915, a plan was produced by the Komiti Fruitlands Development for the purposes of orcharding. Apples were the predominant export, being shipped via the wharf which was built in 1917. Tinopai’s famous Norfolk Pines are believed to have been planted by the Komiti Fruitlands Company sometime between 1919 and 1920. In 1921, Charles West foresaw the depletion of timber resources in the region and sought to establish pine plantations. In the 1930s, pine plantations were established at Tinopai on former apple orchard land. This was the work of Kaipara Forests, who planted the 3300 acre (1335ha) pine forest in Tinopai in 1936. Following financial troubles which began in 1920 and the depression of the 1930s, the industry had almost completely ended. Nowadays, little evidence remains of Tinopai’s past in the fruit-growing industry. Throughout the 20th century, three sawmills were operational at Tinopai, the last of which had closed by 1970. Tarsealing of Tinopai Road began in the early 1960s and was completed by 1977. This opened up Tinopai as a popular residential, fishing and camping area which it is known for today. By 1986, the wharf was declared unsafe, and was decommissioned by the Council. In 1981, the Kaipara Harbour Authority recommended the wharf be demolished, where serious community action was rallied to repair it. In 1987, plans were prepared for a new wharf. By 1991, a new wharf had been completed.

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

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

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

4.2 | Tinopai_Existing Situation-2020



4.3 | Tinopai _Physical Analysis - Constraints & Opportunities



LEGEND

Context

- Roads
- Water Body
- Beach

Constraints + Challenges

- Flood plains
- Steep Terrain

Opportunities

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

4.4 | Tinopai_Engagement

ENGAGEMENT FEEDBACK

Community Values

- Residents aspire for a small, safe and connected community that holds the feeling of comradery.
- There is a strong connection to the harbour and the water, including the rich kai moana available.
- Having a clean environment is a core principle in Tinopai. This is important for maintaining strong recreational value. The waterways, estuaries and wetlands are highly valued.
- Self-sufficiency is an important value for Tinopai – roughly a quarter of the population are entirely off-grid, achieving high levels of self-sufficiency.
- Residents of Tinopai travel to Paparoa for basic amenities and Maungatūroto for larger shopping and maintenance supplies, being the main service centre and prefer to keep it that way.
- The community’s caring and collaborative spirit, especially in times of need, has been praised as an essential quality of the settlement.
-

Aspirations

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

- **Protected Features:** The traditional apple orchards in the area are treasured and the Tinopai community wants to protect these. Other landmarks which the community values and want to protect include the marina, campground, community hall and the primary school. There are often a few stingrays around the large wharf which can be a tourist attraction. The wharf requires further investment to restore and maintain it for long-term protection and safe use.
- **Harbour:** The community would like more attention to be given to the health of both the harbour and foreshore. The marina has room for further upgrading by adding safety features to the wharf, including a covered area and a safety barrier around the edge. Concerns have also been raised with regards to the roadside footpaths of Komiti Road, leading to the larger wharf. A lookout and bird watching spot by the large wharf has also been recommended.
- **Residential Development:** The community wishes to see an increase in permanent residence from a diverse range of families to increase population and school rolls in Tinopai. Residential growth is anticipated but the community does not want this at the cost of degrading the environment. Residents would also like to see an increase in visitor accommodation and camping experiences by extending the existing campground or establishing a new campground.
- **Future Growth:** Unlocking land along the main road for mixed-use zones to attract tourists, retirees and holiday home buyers for future growth. Enable subdivision and opportunities to increase value of local properties as this will attract more investment to the settlement.
- **Commercial Development:** There is a concern that Tinopai is turning into

a holiday home destination, meaning that there is a decrease in permanent residents and local employment opportunities (seeing a shift to self-employment). Commercial activity to provide for day-to-day needs whilst still relying on Paparoa and Maungatūroto is supported by the community.

- **Passive Recreation:** Passive recreation tourist attractions are supported by the locals as it increases employment opportunities in Tinopai. Residents see potential for a golf course as a tourist attraction for Tinopai and the most suitable development at the headlands whilst protecting its environment. There also appears to be a lack of public access to beaches as a result of privately owned land or poorly maintained access points to these areas e.g. from Ngātoto Road to the beach. The idea of a mountain bike track received a positive response, though accessibility and affordability of bikes was questioned. Other activities which have been anticipated include water sports such as pontoons for young people and paddling pools for children, fishing, boating, and dirt bike tracks to attract holiday makers. Further recommendations included utilising the campground to capture a larger market – offering home based cabins or tent facilities when the campground is full.
- **Social Facilities:** Currently, residents use the hall and school pool club as social gathering points. There is support for new facilities to improve the social hub of Tinopai such as a future-proof hall and a playground. Improvements can also be made in hiring processes in utilising the hall and facilitating more community events such as finishing contests and pool nights. There has been great demand for recreational areas for teenagers/young adults, particularly for exercise and social purposes in all types of weather.
- **Educational Services:** There is support for educational services to be used to enhance both Pākehā and Māori cultural understanding along with expanding the school grounds to provide more options for the younger generation of Tinopai.

- **Public Facilities:** Residents pointed out the lack of public facilities such as lighting and public toilets around the wharf, upgrading of public toilets near campgrounds and park facilities such as rubbish bins, tables, toilets and trees for shade. Moreover, the community has voiced their need for better access to healthcare services (helicopter pad and mobile operators in terms of medical checks and wellbeing), communal gardens, availability of food banks, second-hand goods, food forest and an EV charging station.
- **Services:** The community would like to have buses, water ferries, shops, rubbish collection areas, childcare, medical and police services. Additionally, there is demand for training facilities for youth and youth guidance services such as drivers licensing and first aid courses. Fire and emergency services require more support acting as first responders when time is critical. Assistance is also required in removing toxic weeds and bamboo at residential areas.
- **Ecological Protection and ‘Green Spaces’:** The community wants to retain its clean and protected environment (including kai moana), beautification through native planting, and remove undesirable plants, in particular around the southern section of Komiti Road (Sandy Beach / Komiti intersection). In addition, protection measures such as rock walls to prevent sea level rise adverse effects are required. Both the beach and waterfront require protection from the invasion of mangroves. The community currently conducts planting of native vegetation along the waterways - local residents would like more efficient measures for the protection of native riparian vegetation. There is an interest in purchasing land for open space, located between the two reserves.
- **Infrastructure:** Digital, telecommunications, water and wastewater services are available to the community and water supply to the campground. Improved telecommunication infrastructure and water supply is a common theme of

4.4 | Tinopai_Engagement Cont.

- concern in Tinopai. The current water source (Torewa Stream) should be protected as it does not have capacity for the whole community, with the option raised of identifying additional sustainable water sources. Although wastewater infrastructure is ideal, this appears to be not important to residents, given its potential financial expense. Private on-site self-servicing infrastructure on some properties require upgrades and maintenance. The campground has reached its maximum capacity for servicing. Upgrading of some roads in some locations and bridges are required.
- **Passive Recreation:** Establish a golf course at the headlands to better utilise the land whilst protecting the natural environment; provide walking trails and access points to the beach from Ngātoto Road; identify a location in the forest for a mountain biking track.
 - **Roading and Accessibility:** Roading should be maintained and upgraded to a pedestrian-friendly standard for safer roads with lower speed limits. A common concern for the community is the lack of footpaths in the area, specifically leading to the wharf (more specifically between the bridge and wharf; Sandy Beach Road and Tinopai Wharf).
 - **Water Transport:** Establishing an alternative entry/exit point to Tinopai via water is supported by the community, along with ferry services between Tinopai and Port Albert in particular.
 - **Employment:** Reduce poverty by enabling growth. Facilitate grants and workshops to support employment for young people, single parents and the elderly. There is interest in establishing home shops/stalls which offer artisan goods and crops. There is also demand for plumbers, builders and electricians.
 - **Local Tinopai Monument Protection:** The community suggested that this can be a project for the youth with some guidance.

Phase 4 Engagement Outcomes:

- **Protect Heritage Features:** Explore options for the protection and maintenance of the orchard heritage site, campgrounds, marina, and community hall.
- **Residential Development:** Identify land suitable for residential living opportunities, extend the existing campground reserve and identify land for a new campground.
- **Establish a Local Village with Local Services:** Identify potential land for commercial and fine-grain retail activity such as a café, dairy, butcher or medical centre to improve employment opportunities and complement tourism in Tinopai. Protect the hall and school pool club, as well as identify a location for a new hall and playground to act as the main social hub. Expand the existing school grounds to increase the roll and attract younger families to the area. Investigate potential locations for new public toilets near the wharf, a helipad for healthcare services, communal gardens, and food banks.
- **Ecological Protection & Restoration:** Protect and maintain ecological corridors around Tinopai and Torewa Stream, plant native species and remove pest species around the southern section of Komiti Road.
- **Infrastructure & Green Spaces:** Investigate potential new sustainable water sources for the community. Investigate options to upgrade the existing campground wastewater facilities and identify an EV charging station. Identify land to be zoned and maintained as open spaces / reserves and identify potential park facilities e.g. communal gardens, rubbish bins, tables and trees for shade.
- **Transport and Accessibility:** Upgrade network standards in Tinopai to reduce speeds and improve safety for pedestrians/cyclists sharing the space with vehicles. Assess options for new footpaths and linkages between the bridge and wharf; between Sandy Beach Road and the wharf; and to

the beach from Ngātoto Road. Install lighting around the road network and key social gathering spots to improve safety and visibility. Investigate potential upgrades for the wharf and associated facilities e.g. parking and public toilets. Investigate potential locations for a helipad for healthcare services.

CONSULTATION FEEDBACK

Phase 5 Consultation Feedback

During the consultation phase in July 2020, respondents opposed the potential for future subdivision in Tinopai. Some of the respondents also noted that the upgrade of the playground by the hall was not emphasised and shown on the maps. Therefore, the plans did not show much improvement in terms of catering for the generation of teenagers and young adults by providing a recreational area. The community expressed a great interest for the prioritisation of such 'soft infrastructure'.

4.5 | Tinopai_30 Year Plan



LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

4.6 | Tinopai_Neighbourhoods + Infrastructure

1 | Tinopai Gateway Centre

Tinopai is situated at the end of Hukatere Peninsula, with access in and out provided solely through Tinopai Road, which is the gateway into Tinopai. As visitors come into Tinopai, they will descend closer to sea-level as they are greeted by views of the Otamatea River, and the mountain hills which roll over the peninsula across the river. The school is an important social hub along Tinopai Road. At the end of Tinopai Road, the marina and coastal edge define the settlement’s low-key and relaxed ‘sea-side’ character. The beach can be accessed from either side of the marina - the road itself providing a foreshore walkway environment provided traffic speeds are kept low and safe for young and old. At the southern end of the Tinopai Gateway Centre are key community facilities - namely the Tinopai campground and the community hall.

Outcomes

Establish an attractive gateway into Tinopai by enabling local commercial development opportunities through the provision of ‘Commercial/Mixed Use’ land next to the Tinopai School and in front of the campground on Komiti Road. Implement traffic-calming measures along the gateway to improve safety and promote the area as a low-speed walkable settlement. Enable population growth through the provision of ‘Low Density Housing’ on flood-risk free land along Tinopai Road and around the school, as well as to the north along Ngatoto Road.

2 | Komiti Neighbourhood Extension

Komiti Road offers the most direct view of the Otamatea River. The land directly west of the tract of bush behind the built-up area on Komiti Road is relatively flat and has potential for greenfields development. Two streams separate the neighbourhood from the northern and southern parts of Tinopai.

Outcomes

Enable population growth through the provision of ‘Low Density Residential’ land, while avoiding compromising key local ecological features. Establish road connections to Komiti Road, as well as north/south to Tinopai Road/Sandy Beach Road, respectively.

3 | Tinopai South

Tinopai South is the furthest part of Tinopai, where the wharf is found at the end of Komiti Road. Tinopai South has potential to enable light commercial activity along Komiti Road. Meanwhile, there are opportune greenfield sites at Sandy Beach Road to expand alongside existing development.

Outcomes

Enable opportunities for local business development through provision of ‘Commercial/Mixed Use’ land on areas free from flooding and sea level rise risk. Enable population growth through provision of ‘Low Density Residential’ land, with potential to create a new road to connect directly to Komiti Neighbourhood Extension and Tinopai Gateway Neighbourhood.

Future Infrastructure Requirements for Tinopai

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

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

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

5 | Whakapirau

5.1 | Whakapirau

- Overview

KEY	
<input checked="" type="radio"/>	Yes
<input type="radio"/>	No
<input type="radio"/>	Limited
<input checked="" type="radio"/>	Proposed New
<input checked="" type="radio"/>	Proposed Upgrade Existing

Hard Infrastructure	# Occupied Dwellings	24
	Population	57
	Water Reticulation	<input type="radio"/>
	Waste Water	<input type="radio"/>
	Stormwater Reticulation	<input type="radio"/>
	Broadband	<input type="radio"/>
	Mobile Coverage	<input checked="" type="radio"/>
	Roads Sealed	<input checked="" type="radio"/>
	Footpath	<input type="radio"/>
	StreetLights	<input type="radio"/>
Soft Infrastructure	RailLine	<input type="radio"/>
	Schools (P)primary (S)secondary	
	Access to Tertiary Education	<input type="radio"/>
	Reserves	<input checked="" type="radio"/>
	Playground	<input type="radio"/>
	Sports Facilities	<input type="radio"/>
	Church	<input checked="" type="radio"/>
	Businesses	1-5
	Community Centre	<input checked="" type="radio"/>
	Public Transport	<input type="radio"/>
	Wharves	<input checked="" type="radio"/>

Whakapirau is a coastal settlement 400m opposite the Pāhi River from Pāhi. Maungatūroto is 14km northeast of Whakapirau via Whakapirau Road and SH12, whereas Paparoa is 15km via road northwards. From here, Pāhi can be accessed via SH12 and Pāhi Road. According to 2013 Census data, Whakapirau and its wider surrounding area has a population of 57.

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

The school was opened in 1893, and the steamer wharf was built in 1895. The Cooperative Dairy Company was established in 1904. These businesses attracted the population and generated the wealth necessary for the church’s construction. St Alban’s Church which was built from kauri timber in 1896. Following the battle of Marohemo in 1825, the block of land which the church is now situated on was made tapu from the remaining kōiwi from a battle. The battle of Te Ika-a-Ranganui in 1825 was fought between Ngāti Whātua and Ngāpuhi, with Ngāpuhi prevailing, and the bodies left in piles at the battle-site. Later, European settlers exhumed the bones and used them to fertilise vineyards. The tapu was lifted from the land by the gathering of the kōiwi into an ossuary. There are also graves for both Māori and Pākehā in the churchyard.

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

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

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

5.2 | Whakapirau_Current Situation-2020



5.3 | Whakapirau_Physical Analysis - Constraints & Opportunities



5.4 | Whakapirau_Engagement

ENGAGEMENT FEEDBACK

Community Values

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

Aspirations

The community supports enabling future growth where it does not change the dynamics and lifestyle of Whakapirau or affect affordability resulting in issues such as increase in rates.

- **Residential Development:** The community sees potential for small houses on small blocks along the beachfront. Growth is preferably supported in these areas where it attracts permanent residents as opposed to holiday-makers.
- **Commercial Development:** Residents rely on shops and businesses in Maungatūroto for day-to-day needs, Mangawhai or Whangārei for groceries and other services such as healthcare.
- **Community Facilities:** Residents would like to see a play area for the younger generations such as a tennis court or a rope swing by the beach.
- **Infrastructure:** The community is interested in education opportunities in specific areas such as plumbing best practice, given there are major land issues during the summer. Other services such as wastewater, water supply and telecommunications are supported if growth occurs without detrimental costs incurred on ratepayers in the interim.
- **Transport:** Residents expect to see infrastructure services and upgraded roading networks that do not result in unreasonable rates in the interim should growth not occur. Residents would like to see footpaths to improve pedestrian safety around the settlement.
- **Passive Recreation:** Establish walking and cycling trails through nature and along the coast.
- **Ecological Restoration:** Removal of weed trees and species through appropriate means such as spraying and mowing areas, as opposed to scorching the earth which has detrimental effects on the environment.
- **Coastal Restoration:** There has been an increase of erosion on the beach as well as challenges at the harbour. Drainage clean-up has been an issue which the community has been seeking to resolve

since 2014 but with little success due to the costs involved.

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

5.4 | Whakapirau_Engagement

Phase 4 Engagement Outcomes

- **Residential Development:** Identify land on the upper slopes above the ridgeline for residential development and countryside living opportunities to the south of the ridgeline. Provide for infill development in existing residential zoned land.
- **Establish Village Centre around Wharf:** Identify suitable locations for commercial shops (such as a café or restaurant) and fine-grain retail activities around the wharf to promote a social hub overlooking the harbour - or alternatively, a village centre could be established around the basketball and tennis court facility which is closer to the ‘recreational beach’ area. Investigate wharf upgrade options, such as establishment of public toilets and a playground.
- **Walkability and Recreation:** Improve pedestrian amenity through options such as widened shoulders on Whakapirau Road and improved footpaths within the settlement. Identify a potential walking/ cycling trail loop around Whakapirau.
- **Coastal and Ecological Protection:** Protect mangroves and Pōhutukawa trees along the coast and remove pest species. Enhance and restore the coastal environment from ongoing erosion.

CONSULTATION FEEDBACK

Phase 5: Consultation Feedback

No feedback was received from the consultation held in July 2020.

5.5 | Whakapirau_30 Year Plan



LEGEND

Live | Work | Learn

- Existing Residential NO CHANGE
- Existing Intensified Residential

Environment | Public Space | Productive Landscapes

- Beaches
- Department of Conservation Land
- Highly Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

Movement | Connectivity

- Promenant Ridgeline to Maintain
- Wharf
- Traffic Calming Measures

5.6 | Whakapirau_Neighbourhoods + Infrastructure

Oxford Street Block

The Oxford Street Block is largely undeveloped, and is the most suitable place to enable growth in Whakapirau. The block slopes downwards towards the south, providing views across the Arapaoa River and the peninsula across the river.

Outcomes

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

Whakapirau Infrastructure

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

Council provides urban stormwater systems which are predominantly incorporated into the road network.

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

6 | Hakarū

6.1 | Hakarū
- Overview

KEY			
<input checked="" type="radio"/> Yes			
<input type="radio"/> No			
<input type="radio"/> Limited			
<input checked="" type="radio"/> Proposed New			
<input checked="" type="radio"/> Proposed Upgrade Existing			
Hard Infrastructure	165	# Occupied Dwellings	
	336	Population	
	<input type="radio"/>	Water Reticulation	
	<input type="radio"/>	Waste Water	
	<input type="radio"/>	Stormwater Reticulation	
	<input checked="" type="radio"/>	Broadband	
	<input checked="" type="radio"/>	Mobile Coverage	
	<input type="radio"/>	Roads Sealed	
	<input type="radio"/>	Footpath	
	<input type="radio"/>	StreetLights	
Soft Infrastructure	<input type="radio"/>	RailLine	
		Schools (P)primary (S)secondary	
	<input type="radio"/>	Access to Tertiary Education	
	<input checked="" type="radio"/>	Reserves	
	<input type="radio"/>	Playground	
	<input checked="" type="radio"/>	Sports Facilities	
	<input checked="" type="radio"/>	Church	
	1-5	Businesses	
	<input checked="" type="radio"/>	Community Centre	
	<input type="radio"/>	Public Transport	
	<input type="radio"/>	Wharves	

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

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

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

There are no shops at Hakarū, but there are small businesses involved in agriculture and light manufacturing, such as Engtech and Agridustrial.

Local Organisations include the RSA, Hakarū Hall and the Pony Club, which are seen as cornerstones of the community. In particular, Hakarū Hall has seen significantly more use in recent years, being used for events, classes and accommodation from both Kaiwaka and Mangawhai. There are strong relationships and cooperation between these organisations, with crossovers in leadership.

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

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

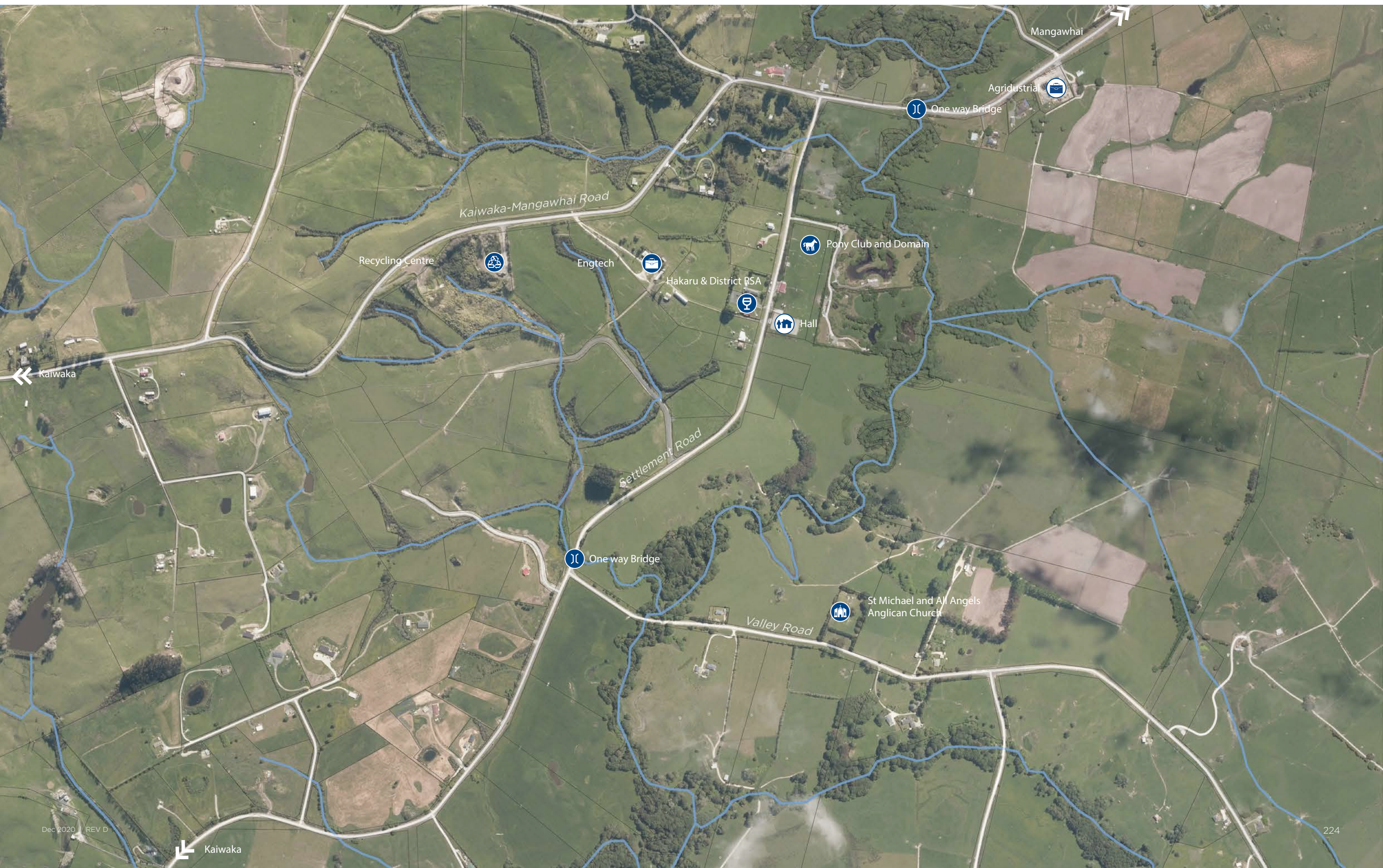
6.2 | Hakarū_Current Situation-2020



0

250

500m



6.3 | Hakarū Physical Analysis – Opportunities & Constraint



LEGEND

Context

Roads

Water Body

Constraints + Challenges

Flood plains

Steep Terrain

Opportunities

Highly Productive Land

Significant Natural Area

Primary Potential Ecological Network

Secondary Potential Ecological Network

6.4 | Hakarū_Engagement

Community Values

- The rural lifestyle in Hakarū is very important to residents, who emphasise that spatial planning must reflect and retain its rural character.
- The community is not particularly interested in high-value amenities such as libraries or footpaths, but rather simply having basic infrastructural needs met.

Aspirations

- **Village Centre:** Grow into a gateway village whilst maintaining quietness, akin to Paparoa - a Rural Village
- **Residential Development:** Residents are happy to see further growth in Hakarū, provided that basic infrastructure is provided to service the population. They also want to see better direction for growth, noting the impact that this would have for the community's reputation. Residents are also dissatisfied with the condition of some relocated homes, and would like to see these homes tidied up. They would also like to see a diverse mix of typologies e.g. two storey, units, affordable homes for younger families. At the same time, there is encouragement to use attenuate materials to create buildings with character and individuality.
- **Commercial Development:** There is not much demand for local shops until there is significant growth in the local population. At most, residents would like to see 1-2 shops in the village area. Otherwise, residents are happy to do their shopping at Kaiwaka or Mangawhai.
- **Improved Roads:** Unanimously, the most pressing concern expressed by Hakarū residents is the condition of local roads, namely Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. The one-way bridges on Kaiwaka-Mangawhai Road and Settlement Road were also noted to be potentially dangerous.
- **Telecommunications:** Improved phone and internet services. Fibre has been partly installed but is only accessible to some households.

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

Phase 4 Engagement Outcomes

- **Establish a Rural Hinterland Centre:** Enable the establishment of a village centre with low-scale commercial development along the Settlement Road and around other main community facilities. Provide for residential development in proximity to the centre, predominantly in the form of lifestyle blocks supported by environmental restoration initiatives, with some provision for smaller, affordable blocks. Investigate options to improve accessibility into Hakarū town centre, such as through sealing of in/outgoing main roads and upgrading bridges for two-way traffic.
- **Settlement Road:** Establish Settlement Road as the village's main street with low-speed traffic and improved conditions for access, walking and cycling. Consequently, Kaiwaka-Mangawhai Road carries the greater load of traffic as the primary movement network route between Mangawhai, Kaiwaka, and beyond to the west coast and the Auckland to Northland corridor.
- **Protect Community Facilities:** Protect the RSA, Hakarū Hall and Pony Clubs as key social gathering locations. Enable greater utilisation of the domain, and investigate options to install a local playground.
- **Improved Water Quality:** Cleaning and enhancement works for Hakarū River.

Phase 5 Consultation Feedback

The following feedback was provided during the July 2020 consultation:

Transport

- Make clearer the need to seal roads
- Provide more parking for the Hall (the domain is currently used for overflow).
- Provide opportunities for bushwalks - cycle/walking tracks to Brynderwyn.
- Investigate possibility to enable riverside walking (considering private ownership and safety concerns).
- Plan for a more pedestrian-friendly village centre.

Industry and Agriculture

- Cluster industrial activities together and allow for rural activities to avoid nuisance to the community as places like the tip are audible from a long distance.

Commercial

- Shopping opportunities in Kaiwaka and Mangawhai are sufficient – no demand for local commercial activity.
- Other commercial activity requested include a gas station and light commercial/services including markets and carnivals.

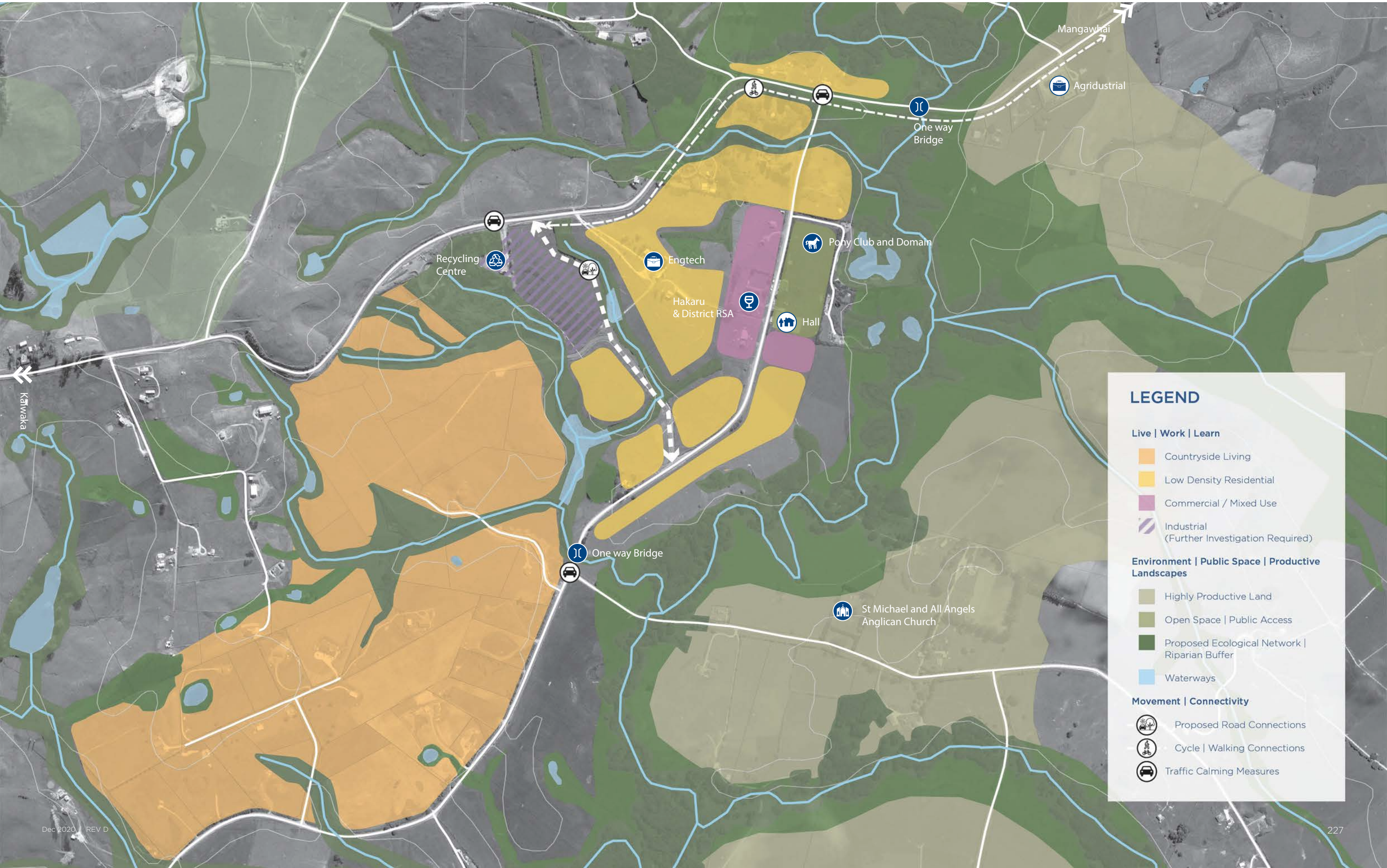
Environment and Recreation

- The Hakarū River is in good condition (despite some claims to the contrary) but there is some minor sedimentation.
- Establishing a green belt around the village and a shared recreational space within the village such as a football pitch is encouraged by the community.

Planning processes

- Planning should be done in the short-term, and then incrementally. Investigate possibility of establishing different consenting contexts for individual towns, such that resource consent applications are contextualised based on place. The community believes that it is infeasible to acquire the identified land (as identified for development in the spatial plan), and that subdividing the land further will also be a challenge. Hakarū is destined to become a congregation of lifestyle blocks, eventually merging into a contiguous pattern extending from Mangawhai to Kaiwaka.

6.5 | Hakarū_30 Year Plan



LEGEND

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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

6.6 | Hakarū_Neighbourhoods + Infrastructure

1 | Hakarū Village

All of Hakarū 's key social facilities are located in Hakarū Village at the northern end of Settlement Road - namely, Hakarū Hall, Hakarū RSA and the domain, where the Pony Club also operates. There is significant potential to invigorate this area as a village centre, with relatively higher density housing in the surrounding area. Hakarū is relatively flat and predominantly grassed, allowing for potential development to take place.

Outcomes

An active village centre, populated with key local social hubs, as well as local shops, enabled through the provision of 'Commercial/Mixed Use' land. Enable population growth through the provision of 'Low Density Residential' land. Investigate improved connectivity options such as a connecting road between Kaiwaka-Mangawhai Road and Settlement Road.

2 | Hakarū Industrial Block

Hakarū's location in between Mangawhai and Kaiwaka presents opportunities to offer a limited amount of light industrial services. Some minor industrial activity currently takes place nearby, including Engtech and the recycling centre. Additional industry can be located nearby, however, this should be light industrial activity and largely avoided on 'countryside rural land', such that rural amenity values are maintained for the residents of Hakarū.

Outcomes

Enable some minor extent of light industrial activity through the provision of 'Industrial' land through. Rather than locating here, industrial and commercial employment activities should be promoted to shift or locate in Kaiwaka where better infrastructure exists and can more easily be extended to cater for more industrial activities.

Future Infrastructure Requirements for Hakarū

Full reticulated services, namely 3-waters, are necessary to establish good urban built-form and the desired density in Hakarū village. Currently, there is no reticulation in Hakarū, with the nearest reticulated networks being at Mangawhai and Kaiwaka. Council should investigate the provision of reticulated infrastructure, particularly in the anticipated growth area in Hakarū village.

In terms of transport, it is important to note the desire for improved roads, where key constraints are particularly found on Kaiwaka-Mangawhai Road, Settlement Road and Lawrence Road. Another key constraint is the one-way bridge on Kaiwaka-Mangawhai Road and Settlement Road. Further improvements are required to the transfer station and recapturing of the northern buses.

In terms of telecommunications, fibre is desired to be extended to the wider settlement.

Part C | Overview of Engagement

1.1 | Overview of Engagement

In order to maximise the value of the engagement process, the project utilised the ‘International Association for Public Participation (IAP2) Spectrum of Participation’ as a reference. For the purposes of this project, people and organisations were considered in three distinct groups with corresponding levels of engagement - project partners, key stakeholders and the wider community.

Project partners are made up of tangata whenua iwi authorities, hapū and marae, Northland Regional Council and the Kaipara Harbour Integrated Management Group. These project partners are involved in key decisions regarding the process - their concerns and aspirations need to be understood and considered in the decision-making process. The primary means of engagement with project partners were through te kanohi ki te kanohi - face to face meetings (in person as allowed or via online platforms), presentations and participatory workshops.

Key stakeholders include community groups, special interest groups and key influencers in the community. The wider community includes local residents and the wider Kaipara community. Both of these groups were engaged through survey monkey and community open days, with further surveys and open days held in the June - July engagement period. The difference being that key stakeholders were contacted directly to ensure that they were fully aware of the process and specifically invited to the surveys and community events. The wider public was reached via existing communications channels that the Kaipara District Council has with its residents. Key stakeholders were consulted to ensure that their concerns and aspirations had been understood and considered. Stakeholder feedback was captured and incorporated into ‘early insights’ and was provided with mapped information to assist them in understanding the opportunities and constraints associated with the area.

The rāhui imposed due to 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 district-wide 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 communities in Kaipara. The time and effort to partake in the revised engagement format was thoroughly appreciated. Further involvement from the communities, mana whenua, key stakeholders, and other partner organisations were pursued during the public consultation period in July - August 2020.

The spatial planning project team has benefitted from wider public engagement in particular through the Key Urban Areas Spatial Plan (Dargaville, Maungatūroto and Kaiwaka) and the Kaipara Wharves Feasibility Study projects, which covered in many respects some of the same communities including mana whenua and youth engagement undertaken in October-November 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.

| Summary of Engagement



1.1 | Overview of Engagement

Engagement Workshops - Speed Planning Methodology

Community workshops were held utilising the ‘speed planning’ exercise (also often referred to as “World café”). Participants were divided evenly into four to six tables. At each table a topic is covered, in which community members discuss issues relating to the topic for ten to fifteen minutes. At the end of each round, participants rotate, until each group has been to every topic.

The topics included:

- Values and aspirations
- Economic opportunities
- Infrastructure and services
- Constraints and opportunities
- Environmental issues
- Social needs
- Heritage

The workshops took place for the following communities:

- 16/03/2020
 - Paparoa (venue: Paparoa Primary School)
- 17/03/2020
 - Tinopai (venue: Tinopai School)
 - Pāhi (Pāhi Hall)
- 19/03/2020
 - Kellys Bay (venue: Kellys Bay Hall)

1.2 | Mana Whenua Engagement

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

TE IWI O TE ROROA

Core Māori Values

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

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

Te Aranga Design Principles

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

Some additional meanings of the 'principles' were suggested:

Whakapapa

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

Mana

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

Taiao

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

Mauri Tū

To establish and maintain life force.

Tohu

Change to the word "Pou". Marks (on the whenua or paper or maps) where Mana Whenua significant sites and cultural landmarks are acknowledged.

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

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

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

Currently the needs for the marae surrounds the need for infrastructure maintenance, 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.

1.2 | Mana Whenua Engagement Continued

Cultural Principles under the Legal Framework

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

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

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

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

and the overarching principles of sustainability and protection.

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

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

Mana Rangatiratanga - Authority_

Te Iwi o Te Roroa would like KDC to recognise them as iwi and engage at a level as partners, as is guaranteed under Te Tiriti o Waitangi, the 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.

Mana whenua also wish that KDC protects sensitive information (like



Te Rongo O Hounga Marae - Dargaville

sensitive information about tapu sites) and not allow it to reach the public audience. Hearings should respect that when Māori provide oral evidence for these tapu sites, that this evidence is not recorded, and their word should be good enough.

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

Whakapapa - Names and Naming_

Mana whenua would like to see more collaboration with KDC to prioritise reclaiming historical areas within the Kaipara District through changing names and places back to their traditional/original names. Additionally, mana whenua would like

to be given a stronger position to work with developers to protect or enhance places of cultural heritage.

Tohu - The Wider Cultural Landscape_

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

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

1.2 | Mana Whenua Engagement Continued

Taiao - The Natural Environment_

Working in partnership to identify any projects where the natural environment may be used to benefit a development i.e assist with site selection.

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

Mauri Tū - Environmental Health_

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

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

Mahi toi - Creative Expression_

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

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

Ahi Kā - The Living Presence_

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

1.2 | Mana Whenua Engagement Continued

TE URI O HAU SETTLEMENT TRUST

Core Māori Values

Feedback received surrounding whether the Core Māori Values presented in the district-wide spatial plan resonated with Mana Whenua was positive. The preferred approach was that the values presented align with the Te Tiriti o Waitangi principles and should be used as the basis to remind and inform council's partnership relationship with Mana Whenua.

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

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

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

Te Aranga Design Principles

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

Mana Rāngatiratanga - Authority

Involve Māori at the very beginning, pre-designing the process of 'how to engage with Māori'

It was pointed out that each iwi, hapū, and marae is dynamic and unique, so a 'one shoe' delivery document does not fit all. Theoretically, Māori are a collective, however it is important to remember there may be variations between iwi to iwi, and hapū to hapū.

Was suggested that KDC could workshop with different marae representatives and teach them about spatial planning so the initial engagement could be delivered by Māori for Māori - tēina tuākāna model - which is true mana rāngatiratanga - Te Uri o Hau Environs is an example of how this could work.

Whakapapa - Names and Naming

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

however extensive research may need to be required to achieve this.

To name streets, Te Uri o Hau have a taumata that is charged with the mana to be able to name new roading, liken to the past, but in a contemporary context. It was also suggested that allowing blessing of these names would be appropriate.

Another suggestion was to hold workshops that highlight the history of the hapū, iwi and the early pioneers to see how names could be designated for areas of significance along with appropriate summaries of the associated events.

Tohu - Cultural Landscapes

Te Uri o Hau suggests the notion of Cultural Landscapes should be explored and adopted by Council as it allows Mana Whenua control over its own connections with the whenua, rather than being asked to pin point specifically a significant site. Cultural connection is not always triggered by archaeological sites or wāhi tapu. Often planners rely on these triggers to engage hapū / iwi to undertake Cultural Value Assessments – clarity around the difference between an archaeological assessment and a cultural assessment needs to be further discussed with Council.

It was suggested that 'Tohu' has the potential to lend itself to develop unique tourism experiences of an educational and spiritual nature, which could result in tourism destination opportunities that connect into a network of destinations both tangata whenua and others.

Taiao - the Natural Environment

Te Uri o Hau suggests that building the capacity for our Kaitaki and whānau, around scientific approaches, to enhance and maintain the mauri of te taiao is key. This will be complimented with our mātauranga Māori of how we do kaitiakitanga. Application on how to look after the whenua e.g. pest control can be developed specifically for each marae.

Kaitiaki Taiao Plans are suggested as a useful tool for iwi / hapū to deliver these outcomes, with the support of Council to achieve their common goals.

Mauri Tū - Environmental Health

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

Training Māori, or Council working alongside Māori, to test stream and do other kaitiaki roles for their own whenua, awa, ngahere and āngi Māori can impart traditional methods of monitoring and work in partnership with council - tēina tuākāna model.

Often the knowledge of how to measure the health of te taiao is, at times, second nature to most Māori, this is known by living it. Other factors are knowing the history of the land and what traditional uses were or events that took place. Only

1.2 | Mana Whenua Engagement Continued

the hau kainga can tell or inform the Council of this.

Mahi toi - Creative Expression_

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

Ahi Kā - The Living Presence_

According to Te Uri o Hau, the heart of Ahi Kā is the marae - the place which is always returned to. The marae must be maintained, and currently there are many things that Council could support to achieve this. It was clearly conveyed from a Mana Whenua perspective of living and being present in their own rohe, there needs to be socio-economic balance.

A challenge was proposed to the Council to investigate options that give rise to Mana Whenua being able to make decisions, when capacity is built, in the RMA processes and create a long-term vision that Council and Mana Whenua can work through together.

1.2 | Mana Whenua Engagement Continued

RĪPIA MARAE

Summary of feedback received from Rīpia Marae Representative_ via phone interview

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

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

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

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

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

Ecotourism is a viable growth opportunity for Te Kōpuru – but it must balance business with existing lifestyles.

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

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

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

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

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

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



Rīpia Marae Grounds - Te Kōpuru



Rīpia Marae - Te Kōpuru

1.2 | Mana Whenua Engagement Continued

NAUMAI MARAE

Summary of Feedback Received From A Representative - Ruāwai via phone Interview

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

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

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

Concerns

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

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

Tourism Potential and Economic Growth

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

pre-1840.

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

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

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

Naumai Marae

The marae is often used by the schools, and other schools in the district. It holds tikanga classes with Kauri Farms, as well as with the two schools. Government agencies have used it for wananga. Want to see papakāinga development at the marae – there are issues around whānau living in poverty in the district. Naumai marae step up to provide services, want to emphasise and capitalise on this (for example, there is currently a free doctor service every month). Could provide a stopover destination for tourists. Only need training and fostering

skills in future generations.

Flooding risks in Ruāwai

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

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

Environment

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

Naumai Marae - Ruāwai



1.2 | Mana Whenua Engagement Continued

Summary of Submission Received From Taita Marae - Mamaranui.

The submission focuses on limiting the unconscious disconnect between plan and people - in the case of Taita Marae the uri. The Taita Marae falls within the Area of interest of Te Roroa who are considered to be the spokesperson for the area.

Values based decision-making

Kaitiakitanga is the predominant value by which Taita Marae function, pervading not only the environmental realm but also the social. Managing resources of the natural environment is equivalent to managing people, particularly between uri group leaders and the wider uri group. Generally, the performative applications of kaitiakitanga are expressed in the rituals of encounter between haukainga [hosts] and manuhiri [guests]. Manaaki [hospitality] is a key to such rituals, offered to guests who in turn acknowledge the mana [authority] of their hosts to provide - this is applied in the same way to resources as they are looked after and managed.

Environment

Emphasis is placed on the significance of iconic places across the extent of the Ngāti Whātua tribal rohe, carrying the upper-most of obligation enabling integrity of those areas, including the headwaters of the river systems through the catchments right out to the 12-mile territorial sea. The integrity of this fresh water marine environment divide is borne-out when the wild-catch wild-harvest activities are compromised.

Planning Framework

From the lens of Taita Marae, any planning framework is to align with what is considered the public good and equally a national significance component of the socio-environmental realm with the objectives of any proposed management options of these places, including the contributing catchments.

The following are recommended key elements in developing management options:

- Protection and enhancement of life-supporting capacity of the socio-environmental realm including the contributing factors where appropriate
- Protection and enhancement of the natural, historic and physical resources as well as kai mātaimai along with taonga species endemic within these places
- Protection of the cultural and historic associations of people and their communities within this realm with its natural resources
- Maintenance by which the natural, historic and physical resources of these realms are enhanced to the socio-economic well-being of the people, their communities and Aotearoa at large; and
- Enhancement of the natural, historic and physical resources of these places, further contributing to the recreational enjoyment of this realm for the people, their communities and Aotearoa whānui

The entity emphasises that future measures should take a top-down - bottom-up approach in delivering co-design, co-management responses between KDC and communities i.e. Taita Marae.

Particularly in managing a wide range of behaviour and activities in public places.

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.

A significant milestone for including Māori/mana whenua in the planning processes is ensuring that the principles of the Treaty are recognised and provided for. The entity voiced their opinion that it is critically imperative to provide options for co-design, co-management and co-governance in the district-wide spatial plan, which in turn would help to tell the story of Taita Marae.

Certainty around Consultation

Concerns were raised through the lens of Taita Marae in terms of meaningful engagement, particularly on the land designated for Māori Purposes located within the environs of Taita Marae. There are known sites of significance within the Taita Marae locale, as there are active commercial forestry as well as extractive activities in the Rural Zone of the area surrounding the marae. Indigenous vegetation clearance across the outstanding natural landscapes are also occurring within the same locale which have not been recognised in the draft district-wide spatial plan.

Themes identified from engagement feedback:

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

1.3 | Overview of Consultation

Phase 3 & 4 Consultation

The Draft Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations was made available for consultation (for phases 3 and 4) on 06/07/2020, with the consultation period open until 09/08/2020. During this time, feedback was received from the public, while public community sessions were held to gain feedback on the draft spatial plan for key centres. The following sessions were held:

- 16/07/2020 6-8pm
 - Te Kōpuru (including Glinks Gully) - held at Te Kōpuru School Hall
- 20/07/2020 6-8pm
 - Kaihu (including Omamari and Maunganui Bluff) - held at Kaihu Rugby Club
- 21/07/2020 6-8pm
 - Baylys Beach - held at Northern Wairoa Golf Club
- 22/07/2020 6-8pm
 - Hakarū - held at Hakarū RSA

These events were ‘drop-in’ sessions, in which local residents were welcome to attend at any time to discuss the spatial plan with representatives from AR & Associates, Resilio and Kaipara District Council. Baylys Beach was an exception - rather than a drop-in session, a more conventional presentation and subsequent forum was held instead.

The Phase 4 engagement continued 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.

Phase 5 Consultation

The Phase 5 consultation held in July built on the previous engagement rounds of Phases 3 and 4. For the Phase 5 consultation, 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 Phase 5 consultation was a success seeing as we received valuable information on each of the settlements listed in Figure 1, which helped in refining the options provided under the Draft Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations.

The online survey response saw a total of 27 submissions, mostly in relation to Paparoa (18.5%), Baylys

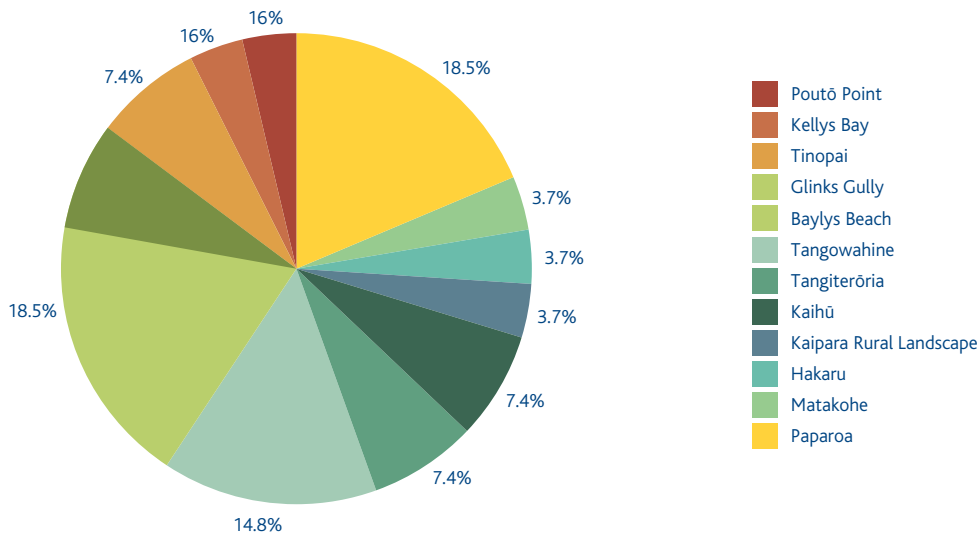
Beach (18.5%) and Tangowahine (14.8%).

Majority of the submissions were made by people aged between 45-54, whereas the lowest number of responses were submitted by the age groups of 35-44 as illustrated in Figure 2.

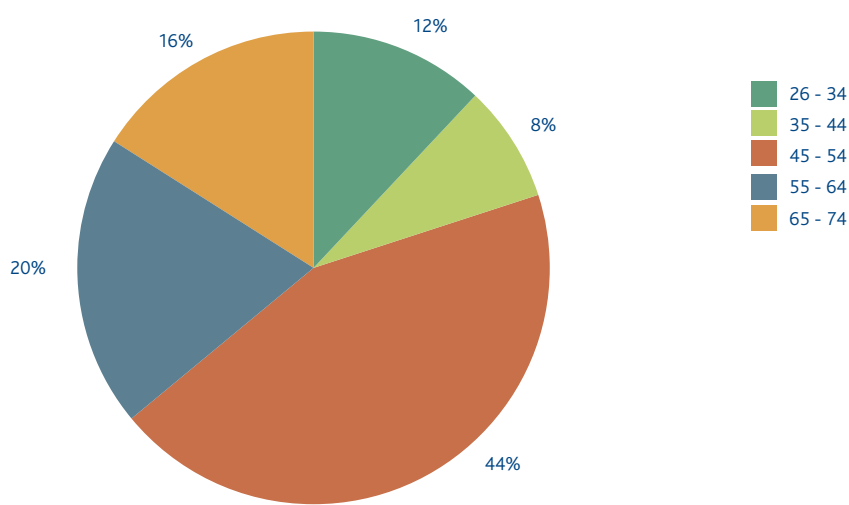
In addition to the online survey, targeted engagement and additional drop-in sessions were held for various villages and settlements in July. These included:

- North Kaipara –
 - Kaihū, Maunganui Bluff and Omamari - 20th July 2020, 5-7pm at Kaihū Rugby Club
- Central Kaipara + West Coast –
 - Baylys Beach - 21 July 2020, 6-8pm at Wairoa Golf Club
 - Glinks Gully and Te Kōpuru - 16 July 2020, 6-8pm at Te Kōpuru Community Hall.
- Kaipara Harbour –
 - Hakarū - 22 July 2020, 6-8pm at Hakarū Hall

Survey Responses Based on Town/Settlement



Age of Survey Respondents



1.3 | Overview of Consultation

TE URI O HAU

Submission Received from Horticulture New Zealand (HortNZ)

Upon establishment late 2005, HortNZ combined the New Zealand Vegetable and Potato Growers' and New Zealand fruitgrowers' and New Zealand Berryfruit Growers Federations and represents the interest of 5000 commercial fruit and vegetable growers in NZ. Their predominant mission was to create an enduring environment for growers to prosper by enabling, promoting and advocating for growers in New Zealand

Objectives_

HortNZ is in full support of the approach taken in the objectives of the spatial plan, particularly in understanding the dynamic, drivers and infrastructure required in supporting relationships and functions within varying communities and recognising the importance of managing natural resources such as soils. As such, HortNZ encourages the provisions of clear direction by ensuring:

- Appropriate infrastructure is in place prior to development
- A planning framework that manages the interface between new activities and defer from effects due to reverse sensitivity

Protection of Highly Productive Land_

Management of natural resources including soils under the spatial plan is recognised and supported. However, they note that although

they're in support of highly productive land being classified as LUC 1-3 (based on pastoral research), there are some instances where land classed LUC 4 may be appropriate for horticulture. Similarly, LUC 1-3 can be unsuitable for rural production/ horticultural activities. For this matter, planning frameworks are to prioritise rural production on highly productive land unless it can be proven otherwise through soil testing

Wairoa River Flooding Issues_

HortNZ highlighted that much of the land around the Wairoa River is subject to flooding and as a result of recent events flood water is currently flowing out to sea via the northern Wairoa River. Drainage systems owned by growers within proximity require cleaning at the river bank otherwise paddocks will flood and river banks will erode during heavy rain events - It is encouraged that structures or trees are avoided along the river banks. HortNZ believes flood control works along the river bank are taken into consideration in future planning.

Reverse Sensitivity

HortNZ encourages the implementation of reverse sensitivity standards in the District Plan and making reference to RPS as a number include direction on this issue – e.g. Northland, Otago, and BOP. For this matter, the following are recommended key principles in forming a strong regulatory framework:

- Appropriate zoning to avoid locating incompatible activities within proximity through buffers

- It is imperative for rural character/ amenity to be clearly defined within the plan to provide understanding of what common farming practices/occurrences form part of rural character/ amenity
- Objective, policies and rules should be in place for soil protection or the avoidance/ management of reverse sensitivity effects
- Reverse sensitivity provisions to avoid or manage effects in urban and rural zones. Where these provisions are in rural zones, the onus should be on the new urban activities to avoid or mitigate potential effects.
- Managing rural-urban interface is to include activities beyond rural and residential activities such as the impacts of industry, business and other rural activities.

Included in the submission are a number of district plans which have sought a suite of provisions to manage reverse sensitivity. An example of this are the requirements (such as setbacks) where rural residential is adjacent to a rural zone.

1.3 | Overview of Consultation

Submission Received from Fonterra

Fonterra Limited, established in 1902 and have since been a source for milk, casein, whey protein powder, whole milk powder, buttermilk and cream. The site employs approx 120 staff (excluding milk tanker drivers) and is a significant employer in the township and for the Kaipara District more broadly.

Fonterra Limited endorses the holistic approach undertaken by the Council in developing the spatial plan - a planning tool that aims to provide an overarching strategy to manage the future use of Kaipara’s natural and physical resources whilst delivering for its social, economic and cultural wellbeing. The submission complied comments that are believed to ensure an effective spatial plan regarding the following matters:

Connectivity within Northland and Beyond_

The submission letter emphasised a supportive and positive outlook regarding the importance of appropriately planned connectivity within the Northland Region and beyond. This benefits connectivity between its two - Fonterra Maungatūroto Site and Fonterra’s Kauri Site near Whangārei.

Existing Industry and Agriculture_

Fonterra considers that the spatial plan should include greater recognition of the Northland Regional Policy Statement provisions concerning the importance of protecting existing industry

and agriculture, both of which provide crucial economic growth in the Region. Given the Fonterra site at Maungatūroto is critical economically, provides employment opportunities and is recognised in the Kaipara District Plan, it should be protected from future planning decisions. As such, provisions that would constrain or hinder its ability to support economic growth and community wellbeing.

Reverse Sensitivity_

Fonterra has raised its concerns on the issue of reverse sensitivity. As an established, effects-generating activity, operations at the Maungatūroto Site are susceptible to potential objections and complaints from sensitive users where incompatible, sensitive activities (e.g. residential development) are enabled nearby. It has been encouraged that the spatial plan becomes reflective of the Kaipara District Plan in appropriately recognising, providing for and protecting the ongoing operations and expansion of the site. Otherwise, this can lead to constraints on existing operations and potential future development or expansion in Kaipara. Particularly, making reference to the Maungatūroto Plan by which further subdivision and intensification provisions of existing residential activities within proximity of the site will cause imposition of undue constraints on its operations.

“To reduce the potential for conflict between incompatible land uses and reverse sensitivity effects on Fonterra’s Site (as well as other

established, effects-generated activities) while enabling economic growth and community wellbeing, Fonterra considers that the spatial plan should focus future residential growth away from the Site and other established industrial activities, for example towards the western side of the town.”

1.3 | Overview of Consultation

Submission Received from Northpower Limited

Northpower owns, operates and maintains both the electricity and fibre networks in Whangārei and Kaipara, connecting approx. 60,000 customers. It is continually shaping its networks in order to provide safe, reliable electricity and communications infrastructure for both its existing and future customers. This is done by maintaining and upgrading existing infrastructure as well as installing new infrastructure. Northpower Fibre is a joint venture with the Crown, delivering world class ultra-fast broadband connectivity to customers in Whangārei and 12 other towns across the Kaipara and Whangārei districts.

Electricity and Communication Infrastructure_

Northpower is supportive of the content set out under Part 1 Overview of the Draft Kaipara District Spatial Plan Ngā Wawata 2050 - our aspirations with the exception of content under the Council owned infrastructure. However, Northpower suggests Section 1.8 Function and Services of Settlements should provide a high-level inclusive discussion of all forms of infrastructure, supporting Kaipara’s growth over the next 30 years. As such, along with the Council owned infrastructure other infrastructure such as requirements for electricity distribution networks and communications / fibre networks should be addressed.

Infrastructure in Rural Hinterland and Coastal Settlements_

Further, although not all of the small and remote communities will experience growth over the next 30 year, Northpower suggest that the spatial plan should clearly address that all forms of essential infrastructure are required to service all of the rural hinterland and coastal settlements.

Community Feedback_

Northpower recognises feedback regarding those requiring fibre for working at home. Upon submission, Northpower alluded that FY21 will see Northpower complete their accelerated UFB2 build programme, beyond that network expansion will be aimed at rural customers within reach of the existing assets using wireless service lines.

Consultation involvement_

Northpower seeks to be involved in consultation regarding future development proposals or upgrades for growth in the Kaipara District. 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.

Load Forecast_

With the current load forecast, 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.

1.3 | Overview of Consultation

Submission Received from Aggregate and Quarry Association (AQA)

Aggregate is a significant resource for the district, regional as well as national economies. Funded by its members, the AQA is the industry body which represents construction material companies, producing an estimated 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year. Their mandate is to improve understanding of the need for aggregate to New Zealanders; enhance our industry and consumer's technical knowledge of aggregates; and ultimately assist in developing a highly skilled workforce within a safe and sustainable work environment. Therefore, It is important that local aggregate resources are identified, understood and effectively managed as not only it provides for building, construction and roading projects associated with growth, but is also used to maintain and redevelop existing infrastructure.

AQA made the following submission in relation to the draft spatial plan seeing as quarrying is a high value and temporary land use, with site restoration a critical element to ensure that land is available for future generations:

Rural Land Use_

AQA suggests that the district-wide spatial plan to retain consistent definitions across planning documents to avoid confusion and potential conflict. Particularly, the definition of 'primary production'

should be consistent with the National Planning Standards introduced by the Government and gazetted in April 2019, recognising quarrying as a primary production activity. They further highlighted that the value of preserving land for primary production in the case of quarrying is not difficult to quantify by council, unlike agriculture or other forms of primary production.

Generally, aggregate is a site-specific resource and can be located within areas of important natural, ecological or landscape values (e.g. indigenous vegetation, ridgelines, mountains,

coastal areas, and waterways) within the spatial plan and may not be easily accessible outside of these areas. As such, AQA suggests that all relevant policy frameworks should recognise that aggregate extraction and processing activities may need to occur in such areas if there are no suitable and economically feasible alternative sites available.

Social and Cultural Context_

A supply of high-quality aggregate materials should be secured to meet the projected population growth in both Kaipara and the wider region, including Northland and Auckland. 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). Whereas, significant quantities of aggregate will also be required for infrastructure growth and maintenance in both Kaipara and adjoining growth areas

of Northland and Auckland.

Resilient Communities_

Northpower recognises feedback regarding those requiring fibre for working at home. Upon submission, Northpower alluded that FY21 will see Northpower complete their accelerated UFB2 build programme, beyond that network expansion will be aimed at rural customers within reach of the existing assets using wireless service lines.

Consultation involvement_

The Council should identify available sources of aggregate and sand including its quality, accessibility and proximity to relevant markets throughout the region, to build resilience into Kaipara's infrastructure, its economy and communities. AQA offered to assist in this work as they consider it imperative to protect key resource areas and enable their development.

Moreover, AQA seeks for planning provisions which enable efficient and cost-effective resource consenting processes. It can often take more than 3-5 years from commencement of the consenting process before quarries will supply aggregate demand by large infrastructure projects and building growth. In this case, aggregates are often sources from existing quarries, further away and at a higher cost.

Economic Context_

Attention needs to be paid to planning provisions which provide for adequate access to resources at workable locations, otherwise

there will be an increase in the costs of building and infrastructure development and maintenance. This is an important matter, given that for every 30 kilometres aggregate travels from a quarry, the cost of aggregate doubles. As such, ensure quarries are close to their markets, transport costs, congestion and carbon emissions are significantly reduced. Overall, the Council is encouraged to incorporate quarrying towards higher value industries and economic diversification.

1.3 | Overview of Consultation

Submission Received from New Zealand Defence Force

Since the 1960s, the New Zealand Defence Force (NZDF) has been running an air weapons range at South Head, Kaipara. The Kaipara Air Weapons Range (KAWR) consists of a bombing range and wider training area including a number of accommodation and support buildings. KAWR and its surrounds are designated for Defence Purposes under the Auckland Unitary Plan, undertaking activities such as aerial bombing, the firing of rocket projectiles and air to ground gunnery exercises.

The following salient points were submitted by the NZDF following review of Part 2 of the Kaipara District Spatial Plan Ngā Wawata 2050 - Our aspirations:

Wharf Development Progress_

Given that Poutō Point is situated within military operations area 106 and opposite military operating 103 which 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 the new wharf. Although the wharf will be small and is to enable “slow tourism” with limited sailings occurring per day, NZDF wishes to be consulted as the proposals progress to depict the level (if any) of impact or unduly restrictions. Particularly, the proposed passenger ferry route/s and the number of intended sailings.

1.3 | Overview of Consultation

Submission Received from Waka Kotahi (NZTA)

The New Zealand Transport Agency is responsible for the national transport system by ensuring the system is efficient and sustainable, unlocking opportunity and keeping New Zealand moving.

Upon submission, the following salient points were suggested:

- Incorporate a commonality of transport infrastructure integrated into the vision statements across all locations
- Any proposed developments along parts of the State Highway which affect the function of the State Highway (national or regional) should be considered carefully due to reverse sensitivity effects and the need to bypass in the future.
- The State Highway needs to be protected for long distance high volume through traffic, (particularly heavy vehicles), where amenity is often compromised and while it may include local traffic, it is not designed predominantly for local traffic and many of access points.
- Upgrades to rail will only be freight focussed with potential significant issues such as noise, vibration and reverse sensitivity. For this matter, avoid residential and other sensitive expansion towards rail lines.
- Predicted growth for each of the towns will help substantiate proposed options.

1.3 | Overview of Consultation

Submission Received from Department of Conservation

The Department highlights the value in this Plan and that future planning is critical to all communities in and around Kaipara. Comments have been provided from the government organisation’s lens which seeks to “ensure that New Zealanders gain a wide range of benefits from healthy functioning ecosystems, recreation opportunities, and through living our history”

The following feedback was based on the Draft Kaipara District Spatial Plan Ngā Wawata 2050 — Our aspirations Sub-Regional Spatial Plan in conjunction with the Departments Conservation Management Strategy:

Poutō Point_

Given that Poutō is bordered by both the Kaipara Harbour and Ripiro Beach, it brings with it a number of management challenges and complexities. For this reason, the Department supports the aspirations of the local community in change taking place “but not at the expense of or to the detriment of the lifestyle which is centred on nature and peace that is afforded in Poutō.”. The Department is also in support of the Plan outcome of ecological protection to “protect, maintain and enhance the environments for the fairy terns, brown teal and freshwater mussels. Protect the lakes and wetlands from degradation.”. The community’s value associated with the historic Poutō Lighthouse and its protection is aligned with that of the Department as the

immediate surrounding land is conservation land. The Department is also cautious of the impact of development in and around Poutō.

Kaipara Harbour_

The Department’s main concern is the potential land use activities that may adversely affect the natural environments and ecosystems in and around the Kaipara Harbour, along with its numerous peninsulas. For this matter, it is requested that the district-wide spatial plan Sub-Regional Spatial Plan considers the negative impacts of future development around this sensitive area and any potential impacts regarding the restoration of the Harbour. Such impacts include wastewater systems (septic tanks), intensified housing, land use change as well as stormwater runoff.

Maunganui Bluff_

The Department is in support of the community’s environmental engagement findings in protecting species and recognises Maunganui Bluff as a place of historic significance to iwi and of important connection to a unique coastal forest.

Maitahi_

A main concern regarding the unique scientific reserve/large wetland which is recognised as an extraordinary environment, is the potential change in land practices. This may include improved drainage systems, land conversion or land intensification.

North Kaipara –Trounson Park and Waipoua Forest_

The Department pointed out that the largest threat in this area is from kauri dieback and visitors as a vector for the spread of this disease. Potential increase in population and/or tourism in this area due to the implementation of the spatial plan should be weighed against the area’s importance as one of only few remaining kauri forest strongholds along with its associated challenges.

Overall, the Department stresses on 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. Finally reminding us that the “Council’s role is to provide local leadership and facilitate the delivery of services and activities that promote community well-being throughout the Kaipara District.”