

Part 4 | The Spatial Plan_Kaiwaka

4.0 | Site Location & Context

Kaiwaka is located roughly halfway between Auckland and Whangārei. Its location allows it to support the surrounding rural sector, while offering industrial support for the nearby town of Mangawhai. As of 2018, Kaiwaka had a population of 714, an increase of 19.86 percent since 2013.

Te Uri o Hau is a hapū of Ngāti Whātua, who were the original settlers of Kaiwaka and its surrounding areas. Te Punga is the local marae, located on the Oneriri Peninsula (Kaiwaka Township Improvement Plan 2016, p4).

Kaiwaka is often used as a rest stop, as it is situated along SH1. Rather than having one distinct centre, shops are located continuously along SH1. Kaiwaka-Mangawhai Road has historically been the main site of retail and commercial development. Key community facilities include the school, sports complex and memorial hall.

Kaiwaka has become known as “the little town of lights”, due to its night time light displays, as well as the artistic community. The Kaiwaka River and Mountain Creek run through the town. Notable views include the Pukekaroro Scenic Reserve and Baldrock Mountain. The Kaiwaka section of SH1 carries roughly 10,000 vehicles per day, accounting for 12 percent of vehicle movement. This is a critical connection between Auckland and Whangārei for freight, and the Northland economy in general (Sourced from Kaiwaka Township Improvement Plan 2016, p5).



4.1 | Local & Historical Context

Kaiwaka, as a personal name, translates to ‘a star, possibly Kaus Astralis, which appears in late winter and heralds the beginning of the lunar month of Kohitātea (January) or Hakihea (December).’ As a noun, Kaiwaka means ‘threatening clouds (on the horizon)’.

Prior to the arrival of European immigrants, there had been ongoing conflict between Ngāti Whātua and Ngāpuhi, culminating in the battle at Te Ika a Ranginui (Kaiwaka) in 1825. Ngāpuhi was triumphant, though the battle led to the dispersal of much of the local Māori in Kaipara (Ryburn, p8).

Kaiwaka underwent significant changes in 1859 with the arrival of European immigrants. Over the next few decades, Kaiwaka became a trading and commercial point

(Kaiwaka Township Improvement Plan 2016, p4). Steamer services were provided from the 1880s to the rest of Kaipara, such as the Minnie Casey (Ryburn, p75), and the Ethel (Ryburn, p79).

By 1896, most of the kauri timber and gum resources had been depleted in Kaiwaka. This led to an uptake in dairy farming. The Hakaru Dairy Company was established in 1902 to serve Kaiwaka farmers (Ryburn, p65). Maize, oats and potatoes were cultivated (Ryburn, p52).

By 1911, Kaiwaka’s population had reached 211 (Ryburn, p162). Rail was then established shortly after in 1913 (Ryburn, p184). Kaiwaka did not have roading until the 1930s, when gravel roads were formed, and rail fell out of favour for motor vehicles (Kaiwaka Township Improvement Plan 2016, p4).

In the 1940s, the Lands and Survey Department acquired and developed on large blocks of unproductive land, which were then given to returning soldiers in the 1950s (Ryburn, p168).

Nowadays, Kaiwaka is a rural township, known as “the little town of lights” (Kaiwaka Township Improvement Plan 2016, p5).



Source: <https://www.nz museums.co.nz/collections/3023/objects/947836/kaiwaka-school>

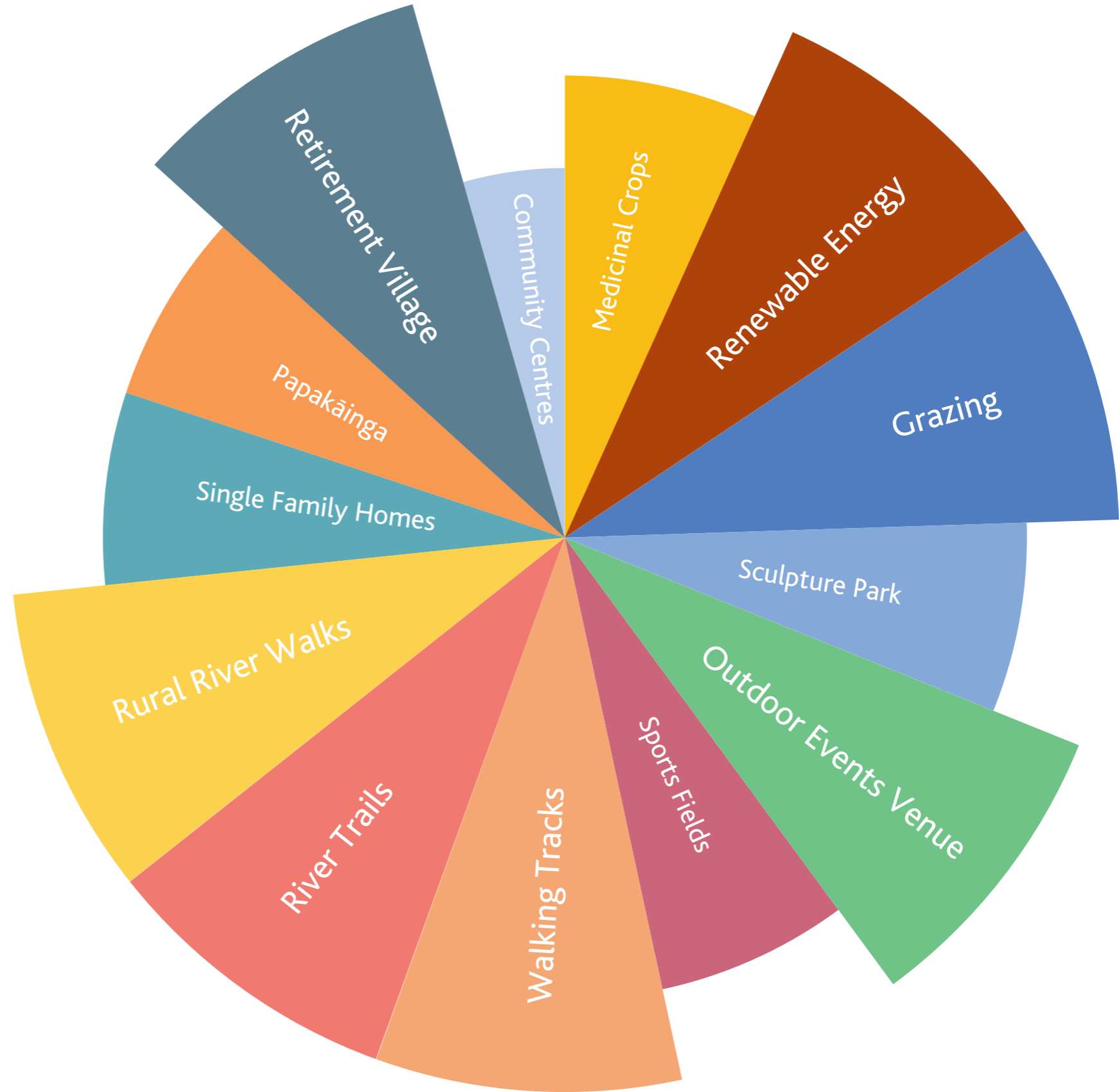
4.2 | The Future of Kaiwaka

Aspirations shared by Kaiwaka residents

- Making Kaiwaka a creative destination - “The little town of delights”
- Recognised as the key entry point and gateway to Kaipara and Northland
- Developing an active, connected, walkable community
- Develop a river park, playground and town square
- Increase opportunities for commercial, industry and manufacturing activities to establish

This diagram represents the feedback of aspiration themes received from the various community engagements and surveys which were carried out at the beginning of the Spatial Plan development process.

Summary of Feedback



4.2 | The Future of Kaiwaka

Vision:

"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"

The spatial plan for Kaiwaka envisions the:

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



4.3 | Engagement - Early Insights

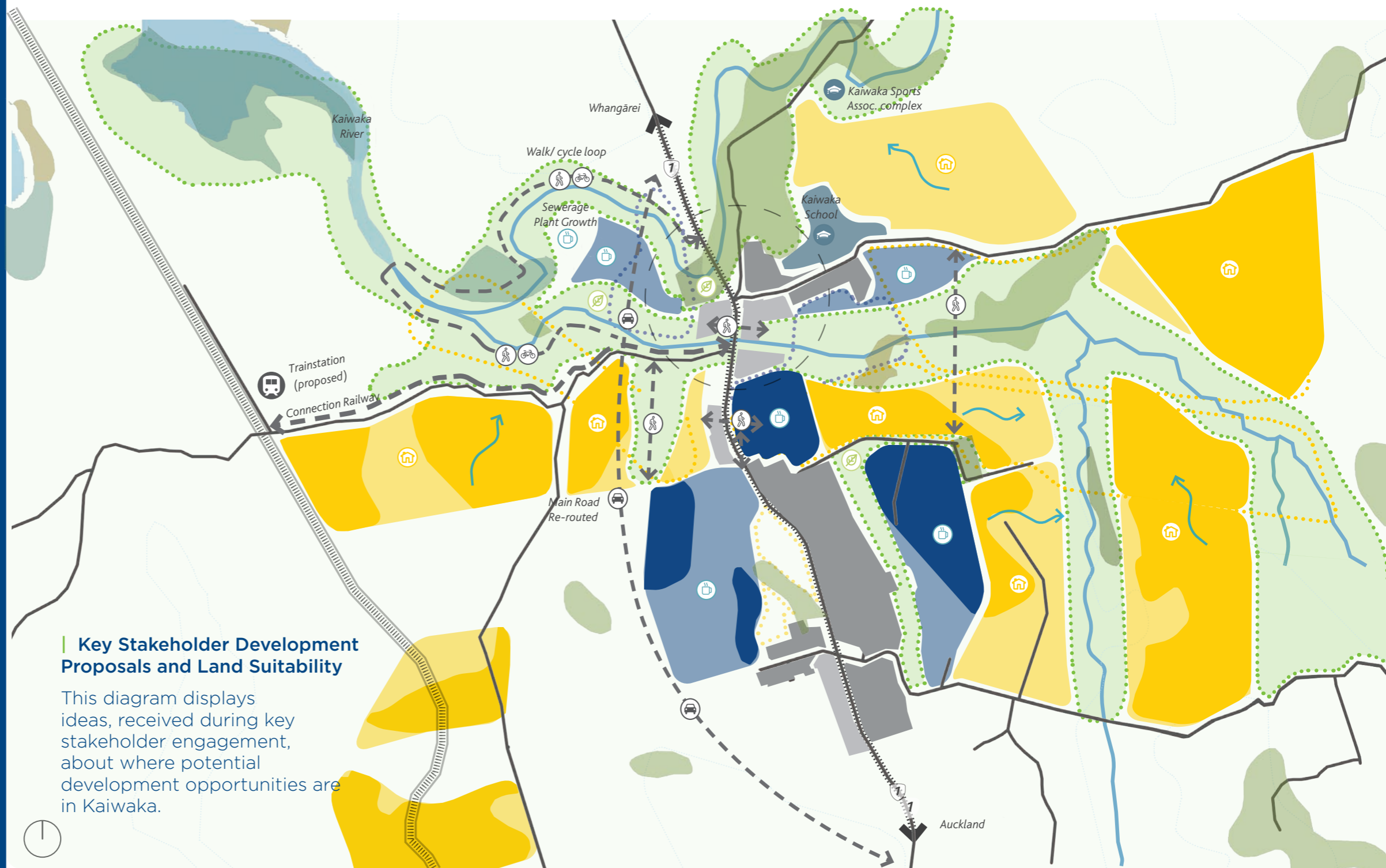
The state highway currently dissects the town - prioritises movement over place function. The place function of the state highway as a street could be recognised with a large speed reduction and environmental interventions.

The existing residential area is centred around the eastern side of the State Highway in a cul-de-sac subdivision. There is low-lying land that restricts a natural extension to this area. There are opportunities to provide connections to the existing roading network and bridge through to Kaiwaka-Mangawhai Road. Other options for residential development are in the western side of Kaiwaka between Oneriri Road and Haste Lane, in the northern outskirts, and in the satellite high amenity settlement off Mountain Road.

Kaiwaka's industrial business activity is scattered in two areas due to limited zoned land within the existing town. The existing walking and cycling network is constrained by a busy state highway and limited footpath network.

There is a great opportunity to create a riverside walking and cycling route adjacent to the Kaiwaka River. Future reserves that are created for stormwater purposes can also form part of a greenways network and a buffer between land use activities and provide pedestrian and cycling connections.

A scheme to deliver water supply to the new growth areas and eventually service the existing town needs to be aligned with the spatial plan's outcomes.



Key Stakeholder Development Proposals and Land Suitability

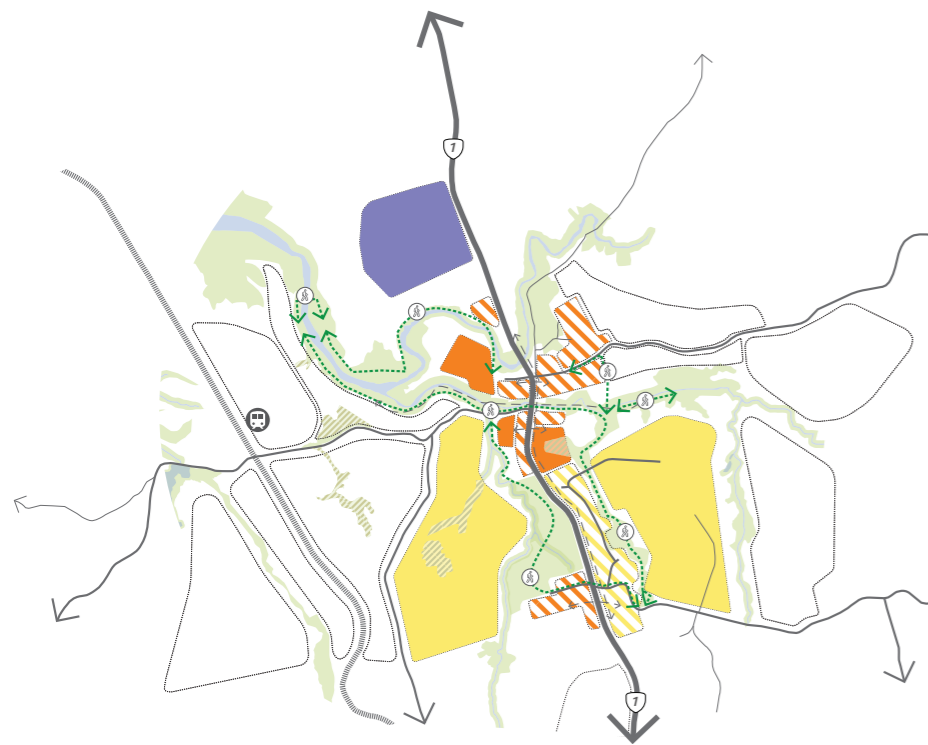
This diagram displays ideas, received during key stakeholder engagement, about where potential development opportunities are in Kaiwaka.

- Area where community proposed residential development that coincides with land MORE suitable for development
- Area where community proposed industrial development that coincides with land LESS suitable for development
- Recreation area (Playground, open space, picnic area) where community proposed
- View
- Cycle connection proposed by community
- Area where community proposed residential development that coincides with land LESS suitable for development
- Green + hydrological Network (ecological function)
- Existing residential area
- Walk connection proposed by community (safe crossing)
- Landcover
- Existing commercial area /industry area
- Central parking proposed by community
- Highway (Mainroad Connection to the wider area)
- Train connection proposed by community
- Overland flow paths
- Car connection proposed by community
- Wastewater

4.3 | Engagement - Options Assessment

The options development phase was a critical part of the spatial planning process. This is where all the findings from the initial background research work including the targeted and community engagement sessions held in August 2019, were collated and converted into a shortlist of options for testing and evaluation. Three options were presented to the community to ascertain their thoughts and opinions.

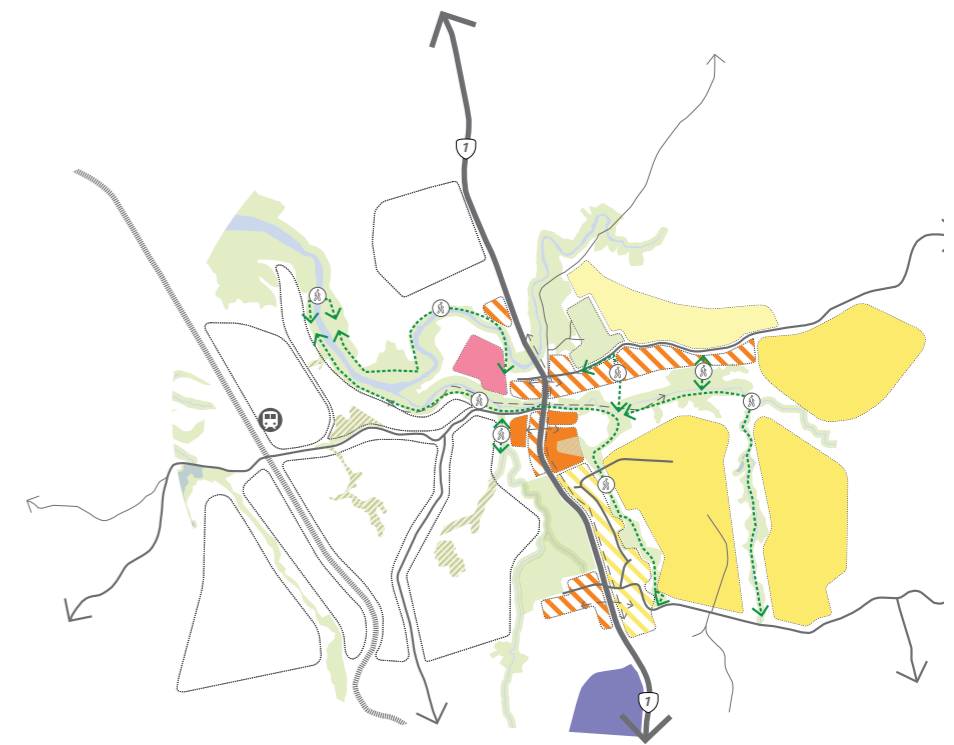
Option 1 | Compact Development Close to Highway



Option 2 | Extend East - West (Coast to Harbour)



Option 3 | Infill the Valley



Legend

➤ Road Network	🚂 Train Connection	🚲 Cycle Connection	🏭 Proposed Industrial	🏢 Proposed Commercial	🏠 Proposed Low Density Residential	🏠 Proposed High Density Residential	🌊 Waterways	➡ Future Road Connections
🚊 Rail Network	🛣️ Road Connection	🏠 Māori Site	🏠 Intensified Commercial	🏠 Intensified Residential	🏠 Proposed Medium Density Residential	🏠 Mixed Use Development	🌿 Ecological Improvements + Passive Recreation	➡ Future Walking and Cycle Connections
✈️ Airport	🚶 Walking Connection	🏠 Intensified Industrial						

- The main theme is to grow the business and residential areas adjacent to the existing similar zones in close walking distance to the main street
- A new industrial hub would be created on the northern side of the town with an environmental buffer area created next to the Kaiwaka River enabling opportunities for walking and cycling track connections.
- This option enables a secondary spine road to traverse through the western residential block, mixed use town centre extension and come out at the industrial land to the north of Kaiwaka.

- The main theme is to create a centre of activity east-west to enable a new residential and business growth area towards the rail line
- Enabling a large residential block to the west of the existing town centre with land given over to conservation, stream and a town park to provide a buffer space between the State Highway and improved high amenity residential areas
- Make industrial land available around the railway line, to line up well with the current government's proposals to promote more freight on the Auckland-Northland Trunk line. The enlarged town centre would straddle Oneriri Road and the east side of the State Highway.

- The main theme concentrates the future growth of Kaiwaka in the eastern side to support the main street commercial activities, with an industrial business zone away from this residential expansion on the southern entrance to the town
- The business and civic activity is centred around the area adjacent to Kaiwaka River on both sides of State Highway.
- A new large industrial hub is created close to the southern entrance (Auckland direction), which gives greater depth and footprint to light and heavy industrial businesses.

4.3 | Community Feedback

The public consultation on the shortlist of options was carried out between 8-29 November 2019. There was an open day held on 20 November 2019 at the Kaiwaka Sports Complex. There was clear consensus that Option 2 'Extend East - West' was the preferred option with 52% of online responses. Participants liked the idea of creating more retail and civic activity in a central location, taking advantage of the river amenity and linking in with nearby existing and new housing. The mixed-use type zones were also well received, albeit with some concerns about the market viability. People were more keen to see residential housing in the East but acknowledged that the West side was close to the existing town and had an attractive Northern aspect. There was a series of comments about designing safe and accessible intersections with consideration for walking and cycling. Other transport suggestions included;

- access into an expanded town centre off an extended Oneriri Road
- traffic lights at the SH1 and Kaiwaka - Mangawhai Road intersection to both allow safe passage and to slow State Highway traffic
- aligning Haste Lane and Settlement Road to create a four-way intersection that could be signalised in the future when there is sufficient development.

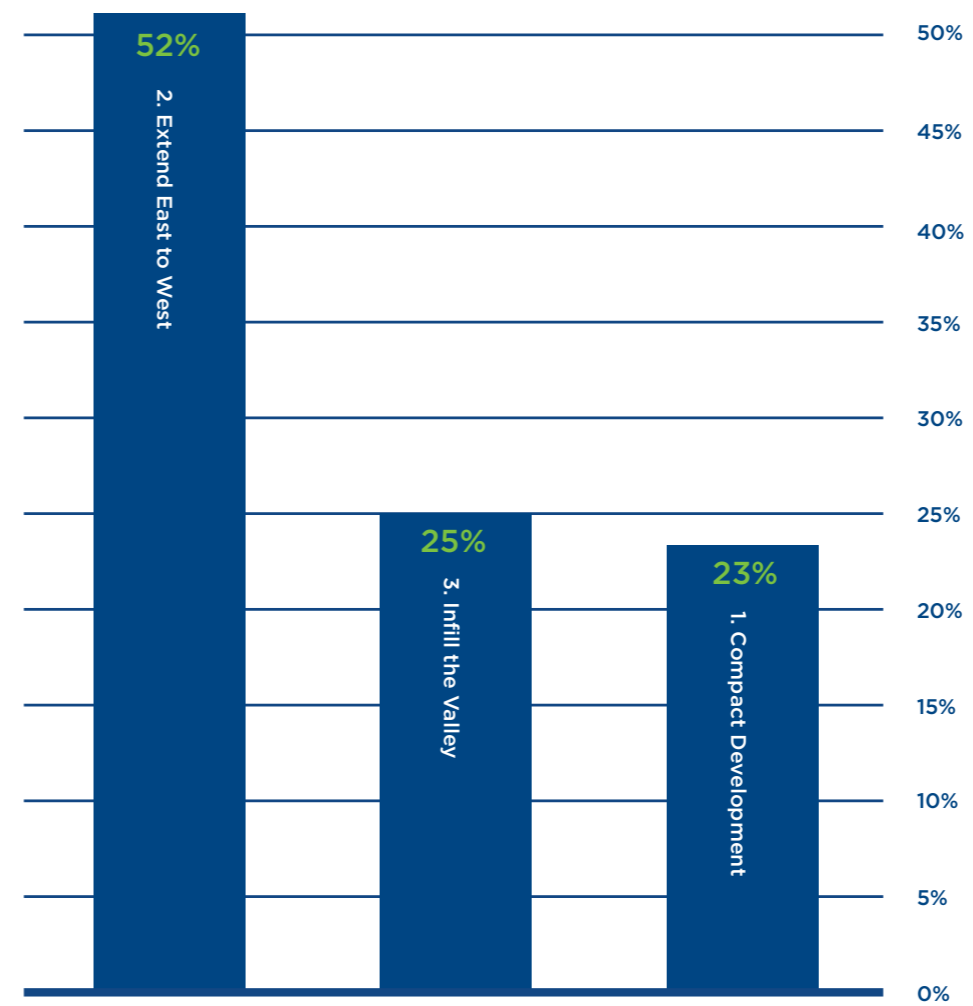
The industrial zone adjacent to the railway line access from Oneriri Road was not viewed favourably by many respondents due to the reserve sensitivity effects with any future housing and the existing access road to the State Highway - being narrow and windy, meaning improvements to the road network would be necessary. The land affected by the suggested business park is predominantly good quality fertile soils, being 'the best part of the farm'. With that in mind, the landowner for the majority of this land was also not that keen to lose the most productive part of their farm.

On the balance of industrial and business land options, the Northern area proposed in Option 1 was the most favourable. This area was viewed favourably as it keeps development close to the existing town (as opposed to the creeping along the State Highway trend that is occurring at present). It is also big enough to justify the transport and infrastructure requirements that may have to be designed to enable safe and future-proofed industrial activities. There were concerns from some respondents that more heavy vehicles would come through the town to access this industrial area. However, with a large State Highway landscape setback, coastal esplanade strip and good design of the roading and associated lots, this could become an attractive business park development.

The other option that could be considered in the future, if freight or passenger services access to the North Auckland rail line were forthcoming, is repurposing some of the land that is currently being used for forestry activities at Topuni, 2 kilometres south of Kaiwaka. This idea was suggested at the open day and has some merit, with the State Highway and rail intersecting close to each other and the land not being of a highly productive nature.

The site is on a bend in the road so would require considerable investment to create a safe intersection. It could also create a mini-hub outside of Kaiwaka that may encourage ribbon development along the State Highway to this area.

Kaiwaka Preferred Option



The spatial plan for Kaiwaka envisions the:

- Expansion of the existing shops and creation of a new town centre off SH1 and beside Kaiwaka River
- Reduce speed of vehicles through Kaiwaka and significantly improve the environment for pedestrians and cyclists
- Create a new open space and public access network to especially better connect the east and west sides of the town
- Identify, establish, and protect green and blue networks as part of new developments to protect waterways, create ecological connections and stabilise steep and erodible slopes
- Develop business and residential areas around new town centre, schools and sports ground
- Create new road behind existing commercial buildings west of SH1, creating a new intersection at Kaiwaka/Mangawhai and Oneriri Road
- Integrate two new signalised crossings on SH1
- Develop new industrial area north of Kaiwaka on SH1
- Create greenfield reserve as a buffer between new industrial area and new town centre
- Develop walking and cycling network around new town centre and through existing and new residential areas
- Upgrade Kaiwaka's pedestrian underpass walkways to improve access and safety when crossing the State Highway, while also better enabling walkway and cycleways along the Kaiwaka River and upstream tributary streams
- Introduction of effective working relationships with existing landowners to instigate riparian planting alongside rivers/streams in rural areas to help create shared access in and around Kaiwaka

Part 4 | Kaiwaka_Key Moves

Legend

Live | Work | Learn

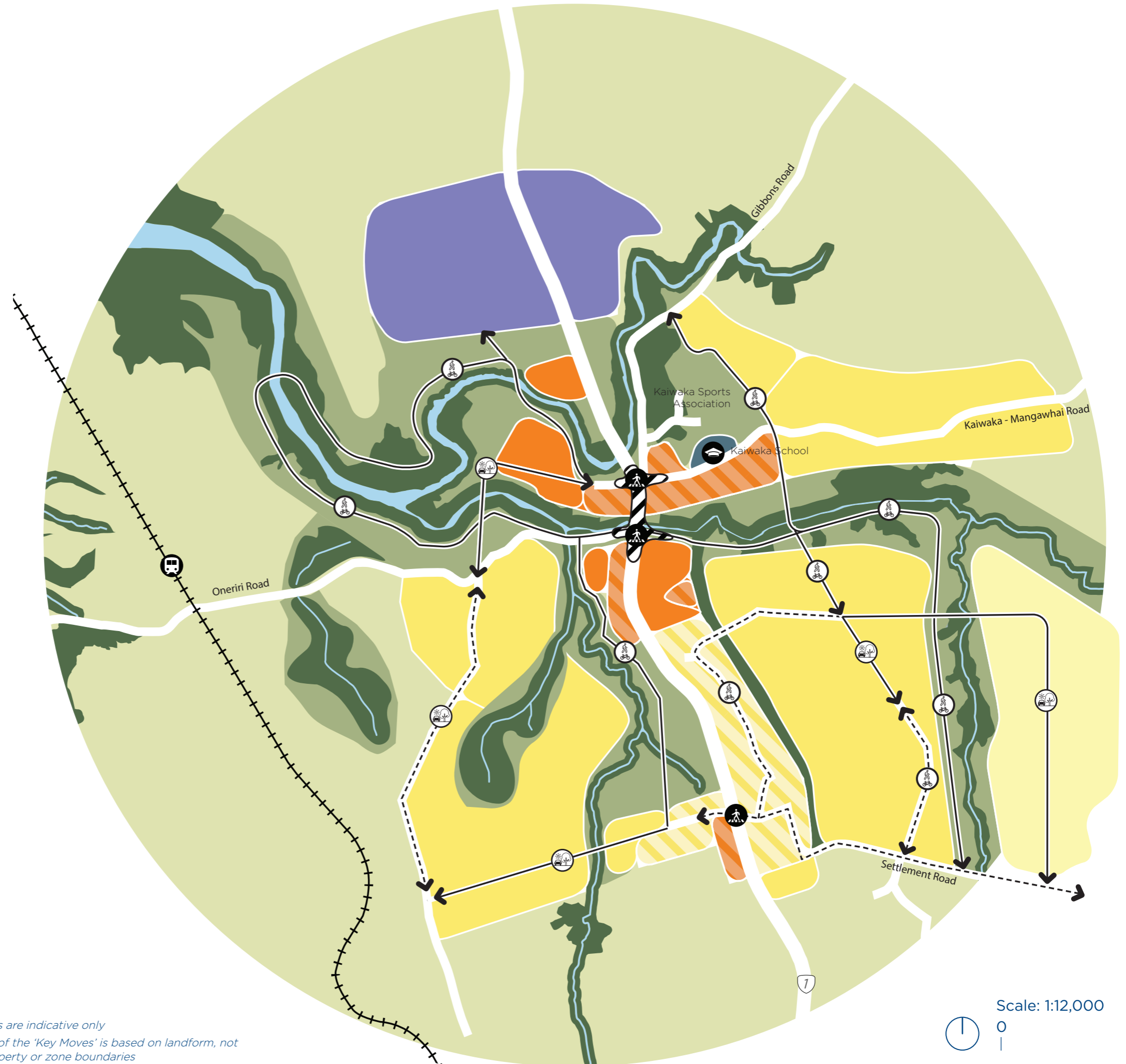
- School / Special Land Use
- Existing Residential Intensified
- New Low Density Housing
- New Medium Density Housing
- New High Density Housing
- Intensified Commercial | Mixed Use
- New Commercial | Mixed Use
- Intensified Industrial
- New Industrial

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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



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

Scale: 1:12,000

500m

106

4.4 | Key Moves_Town Wide

1 | Green, Blue, Brown Networks



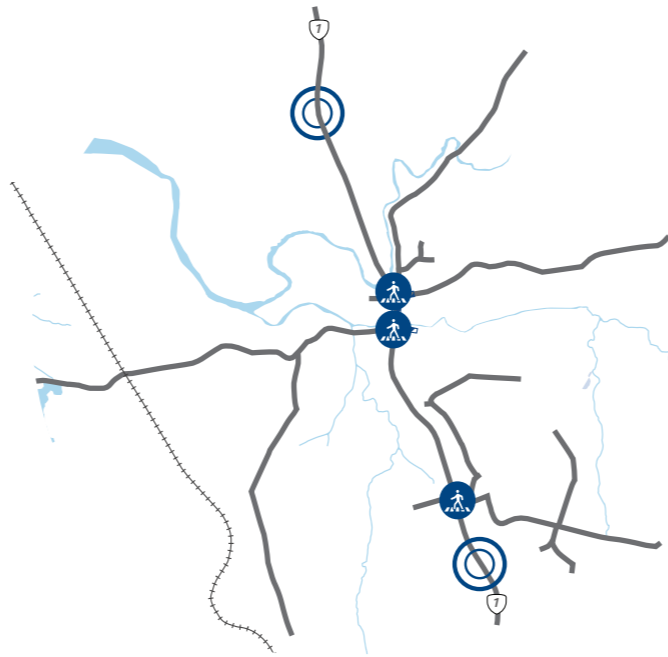
- Rural Land | Productive Land
- Open Space | Public Access
- Proposed Ecological Network | Riparian Buffer
- Waterways

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

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

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

2 | Develop the Intersections + Gateways



- Intersection Upgrade
- Gateway

- Introduce controlled intersections along SH1 to slow traffic through Kaiwaka village
- Create new gateways either side of Kaiwaka on SH1 to frame entrances, reflect Kaiwaka's sense of place and provide advanced warning of intersections and a slower speed environment

3 | Develop Town Centre Along the Kaiwaka River

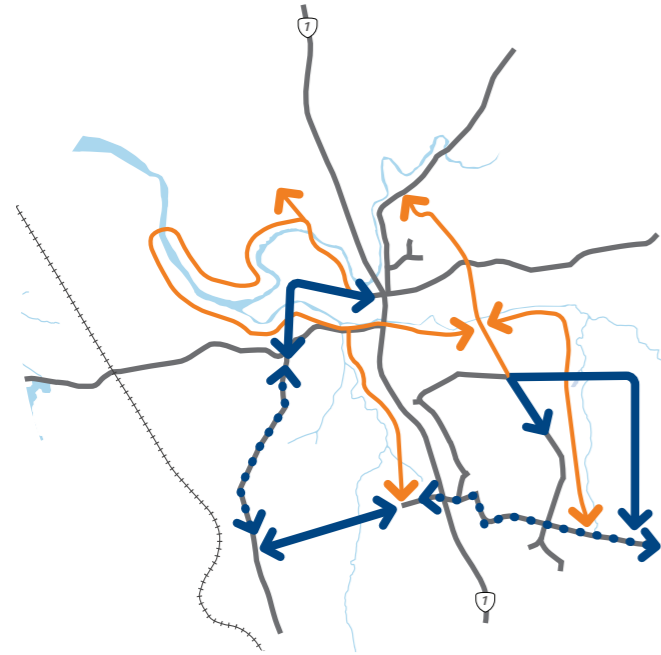


- Areas to be Developed
- 500m Diameter - Walkable Catchment

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

4.4 | Key Moves_Town Wide

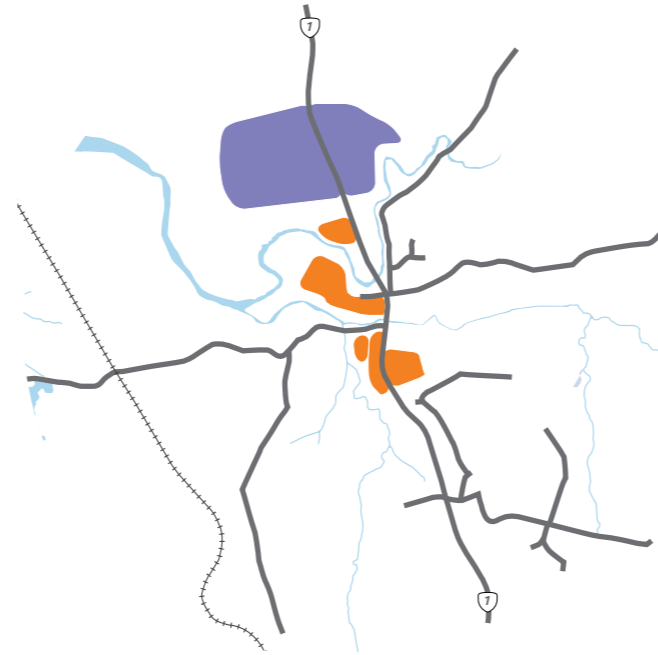
4 | Key Connections



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

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

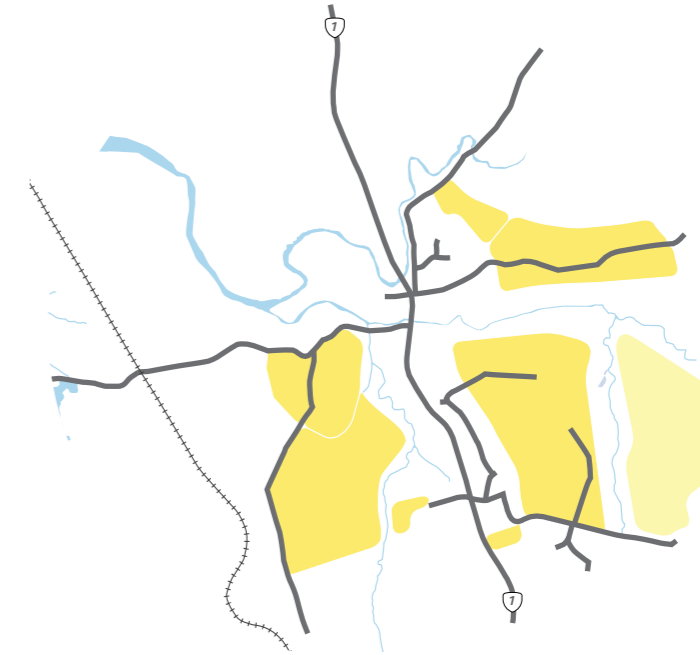
5 | Industrial Development



- Industrial Development
- New Commercial

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

6 | Residential Development



- Low Density Residential
- Medium Density Residential

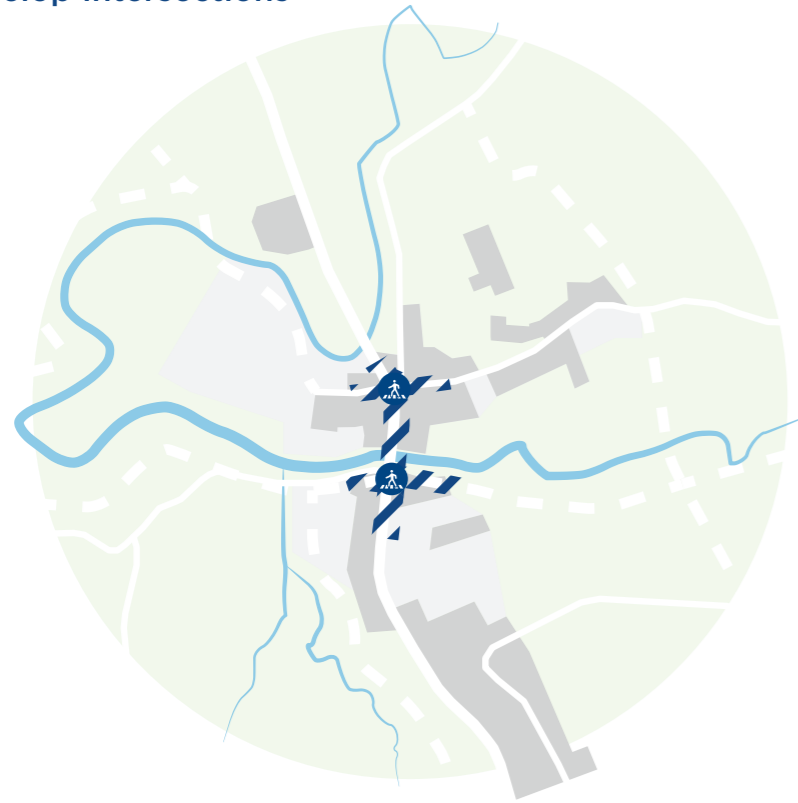
- Cluster new medium density residential areas around Kaiwaka's new centre
- Expand low density residential development on the east and west sides of SH1 between greenway corridors and walking and cycling paths
- Develop an interconnected green street network through new residential development to create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

4.5 | Key Moves_Town Centre

The key moves proposed for Kaiwaka's town centre envision to:

- Develop pedestrian infrastructure across State Highway 1 to slow traffic and encourage walkability within Kaiwaka
- Connect east and west Kaiwaka for pedestrians and cyclists, as a catalyst for community growth and public space development
- Concentrate business development perpendicular to the State Highway alongside the river, supporting more walkability and reduce reliance on the State Highway for local movement
- Support and enhance ecological networks to offset and support new development along the estuary
- Connect new town centre blocks to periphery housing and open spaces using proposed ecological corridors as guides

1 | Develop Intersections



- Existing Built Environment
- Pedestrian Crossings
- Pedestrian Friendly Intersections

Intersections at Kaiwaka - Mangawhai Road and State Highway 1 + Oneriri Road and State Highway 1 to be upgraded in a way coordinated to:

- Slow traffic moving through the town centre
- Create safer pedestrian access points across SH1
- Connect newly developed pedestrian networks on the east and west of the township.

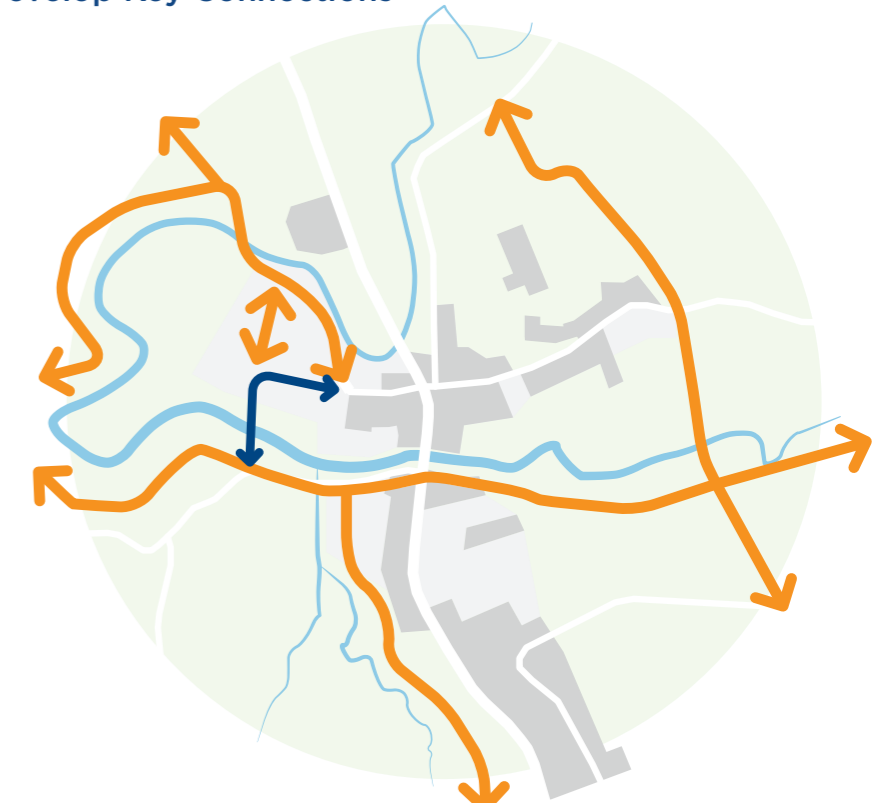
2 | Develop Town Centre along River



- Existing Built Environment
- Town Centre Intensification
- Space to be Repurposed for Business
- Riparian Buffer
- Sewerage Treatment Pond

- Rezoning of land blocks to the east and west of State Highway 1, allowing businesses to develop out from the main trunk line rather than along it.
- Rezoning for commercial/mixed use in a concentrated area to guide future development in a less diffused manner than current zoning allows.
- Ecological buffer planting and open spaces to give a new vibrancy to Kaiwaka town centre
- Buffer sewerage treatment plant from western development with riparian planting

3 | Develop Key Connections



- New Vehicle Connection
- New Pedestrian / Cycle Connection

- New pedestrian/cycle connections between industrial/commercial/mixed-use and housing running along ecological corridors to reduce reliance on vehicle travel within Kaiwaka.
- Increase safety and improve opportunities for pedestrian/cyclist movement around the town.
- Create a new road between Oneriri Road and west of the town centre to give local traffic another route option, provide access to the new town centre and reduce reliance on State Highway 1 for movement.

4.6 | Future Assessed Yields

The preferred option developed from evaluation of the public consultation takes option 2 and adds in the industrial zone for option 1 and further residential activity from option 3. The proposed land-use changes are outlined on the table "Land Use & Yield Estimate"

The preferred option has 6 key moves in the wider township and 3 key moves for the town centre to integrate new development and harness this to improve the offerings for existing and new residents.

** note that yields are provided under the following assumptions: brownfield sites (intensified areas) use gross calculations (100 percent developable), while greenfield sites use a net calculation based on a 20 percent road reserve requirement (80 percent developable). Commercial yields have not yet been calculated at this point.

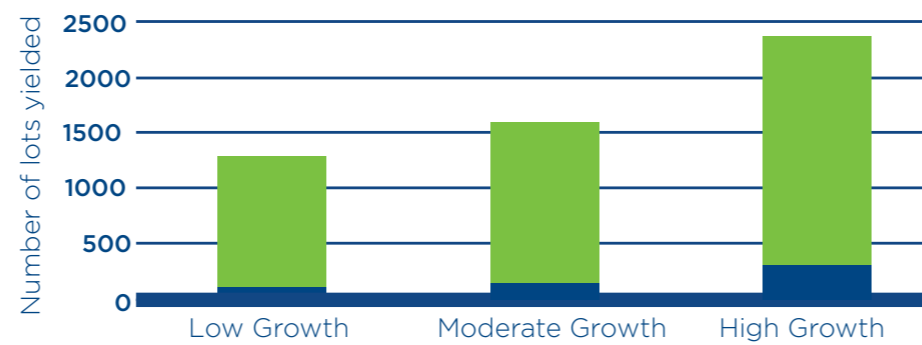
Calculations take into consideration existing lots, and assume 100 percent subdivision uptake i.e. subdivision potential is maximised

Land Use	Yield Estimate
Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-3500m²) on existing rural zoned land:	<ul style="list-style-type: none"> Kaiwaka North = 38ha (creating approximately 86-304 lots)
Enabling new commercial land on existing rural zoned land:	<ul style="list-style-type: none"> Kaiwaka Town Centre = 10.5ha
Enabling new low density (gross lot areas created based on minimum lot sizes of 750-1250m²) housing on existing rural zoned land:	<ul style="list-style-type: none"> Kaiwaka Southern Valley A = 41ha (creating approximately 262-437 lots) Kaiwaka Southern Valley B = 33ha (creating approximately 211-352 lots) Kaiwaka West Valley = 37ha (creating approximately 236-394 lots)
Enabling new medium density (gross lot areas created based on minimum lot sizes of 500-1000m²) housing on existing rural zoned land:	<ul style="list-style-type: none"> Sports Field Surrounds Block = 27ha (creating approximately 216-432 lots) Kaiwaka West Valley = 18ha (creating approximately 144-288 lots)
Reviewing zoning provisions for existing commercial zoned land to allow for intensified mixed density opportunities (residential, retail and office use)	<ul style="list-style-type: none"> Kaiwaka South Block = 8.5ha Kaiwaka Town Centre = 11ha Kaiwaka North = 2ha
Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 400-1000m²) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment	<ul style="list-style-type: none"> Kaiwaka Town Centre = 17ha (creating approximately 107-267 lots)

4.6 | Future Assessed Yields

TABLE OF VARIABLES	LOW GROWTH	MODERATE GROWTH	HIGH GROWTH
Low Density Residential minimum lot area	1250m ²	1000m ²	750m ²
Medium Density Residential minimum lot area	1000m ²	750m ²	500m ²
High Density Residential minimum lot area	600m ²	450m ²	300m ²
Industrial minimum lot area	3500m ²	2000m ²	1000m ²
Residential Intensified minimum lot area	1000m ²	700m ²	400m ²
Industrial Intensified minimum lot area	4000m ²	2500m ²	1500m ²
Greenfield developable land	80%	80%	80%
Brownfield developable land	100%	100%	100%
Subdivision uptake rate (brownfield sites only)	30%	50%	70%

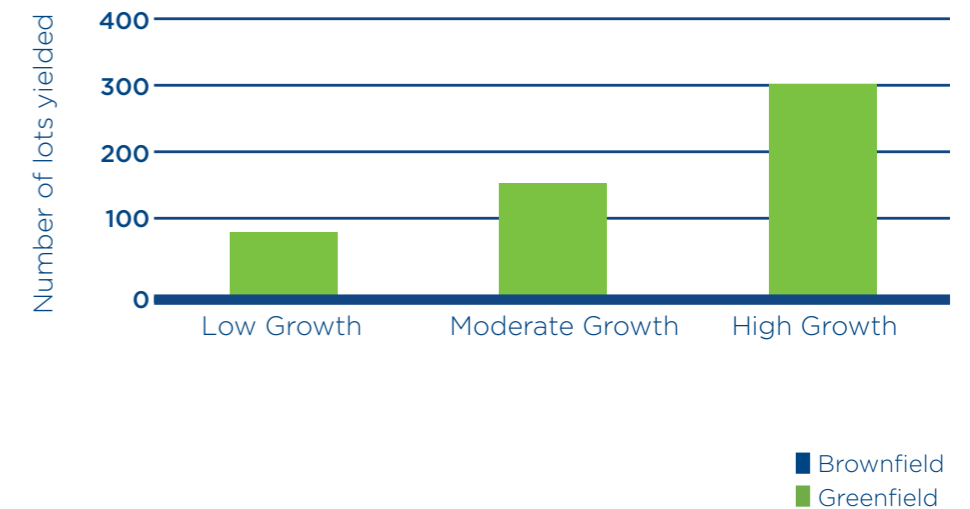
Kaiwaka - Residential Yield



Based on an assumed density limit provision varying in take-up between 'low', 'moderate', and 'high growth' markets, the overall potential (plan-enabled) new residential lot yield relies on greenfield development of newly zoned land. At a 'moderate growth' scenario, the new areas of residential zoned land could result in some 1,500 new lots - or dwelling units.

For new commercial opportunities, at a 'moderate to high growth' scenario, some 300 new commercial sites could be enabled within the town's urban boundaries. This is principally driven by new commercial land at the 'Kaiwaka North' industrial business park neighbourhood.

Kaiwaka - Business Land Yield



Further work is required through neighbourhood-specific structure plans or town-wide strategic development framework plan to better inform infrastructure requirement and land development density provisions.

4.7 | Neighbourhoods

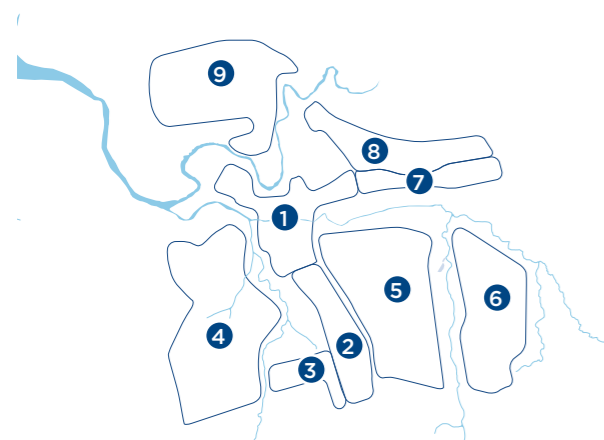
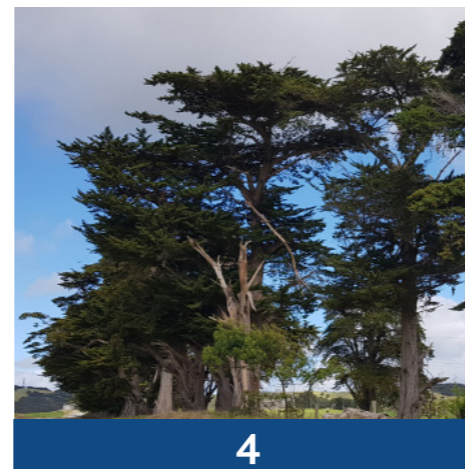
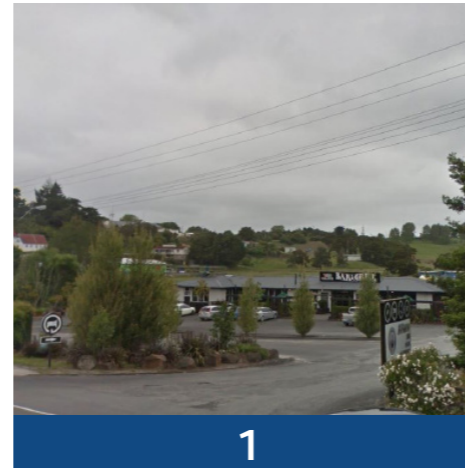
A study of Kaiwaka's existing neighbourhoods and adjacent rural areas was undertaken to fully understand which areas would be most suitable and feasible for expansion and growth. This involved a number of site visits, assessments and discussions surrounding landform (including productive soils consideration) and potential land use, connection to existing and future transport routes, proximity and access to the town centre and community facilities and infrastructure requirements to accommodate growth. A set of new and existing neighbourhoods were identified where new growth could be successfully facilitated through a series of key moves, including the provision of adequate infrastructure to enable both residential and commercial growth in Kaiwaka.

1. Kaiwaka Town Centre
2. Kaiwaka Southern Gateway
3. Kaiwaka West Ridge
4. Kaiwaka West Valley
5. Kaiwaka East Valley A
6. Kaiwaka East Valley B
7. Estuary Living Block
8. Gibbons Road Block
9. Kaiwaka North



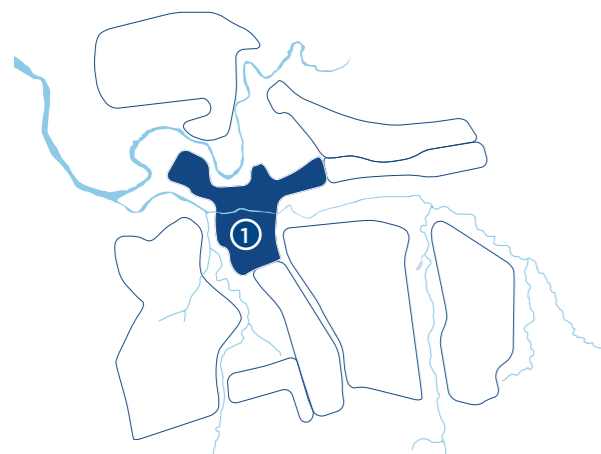
4.7 | Neighbourhoods - Character Study

1. Kaiwaka Town Centre
2. Kaiwaka Southern Gateway
3. Kaiwaka West Ridge
4. Kaiwaka West Valley
5. Kaiwaka East Valley A
6. Kaiwaka East Valley B
7. Estuary Living Block
8. Gibbons Road Block
9. Kaiwaka North



4.7 | Neighbourhoods

- Growth & Infrastructure



1 | Kaiwaka Town Centre

Intersection upgrades and safety improvements enhancing primarily the pedestrian experience are key safety and placemaking challenges for Kaiwaka. The existing SH1 corridor, shaping the town's north-south axis, is by far the highest priority for the community when we talk about the Kaiwaka Town Centre and its future transformation. The preferred option captures the aspirational framework of 'Coast to Harbour' at a local level, which builds on the district's distinct 'Coast to Coast' axis (east - west). Here is where 'local services' are provided for the surrounding rural and coastal communities, co-existing with Mangawhai and the attractive recreational playground on the east coast.

The Kaiwaka town centre is a popular rest break stop-over spot for travellers between the Bay of Islands / Far North and Auckland. The town centre is also where urban spaces are created for people to meet, conduct business, or congregate at the central square during the lunch break or on the weekends. The western expansion of the town centre captures the riverfront.

The primary focus for the Kaiwaka town centre revolves around -

- Extending along the east-west axis, expanding on the Kaiwaka-Mangawhai Road alignment and enabling commercial expansion west of the SH1 corridor
- Investigate public realm improvements along the SH1 corridor enabling a mainstreet development and utilizing the "Innovative Streets Framework" program for potential funding. This would include reducing traffic speed and improving the overall amenity of the town centre.
- Safety improvements between the northern gateway into Kaiwaka and Oneriri Road intersection with SH1 - improving both walking and cycling conditions.

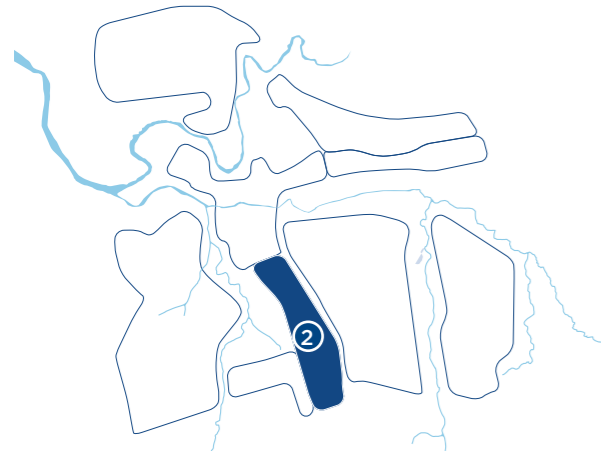
| Outcomes

Mixed-use residential and commercial activities within the 'Intensified Commercial / Mixed Use' land as well as new housing opportunities through the 'Existing Residential Intensified' areas. Future growth in the town centre can be enabled through mixed-use development enabling planning regulations. This would be on the basis of redeveloping individual sites OR by way of comprehensive redevelopment through the amalgamation of multiple sites.

| Infrastructure

Reticulated sewage and drinking water supply, as well as adequate stormwater attenuation methods, are necessary to establish good urban form and density in the town centre, providing resilient infrastructure to provide stability for businesses wanting to establish in Kaiwaka. Water supply (in particular in terms of establishing a resilient water source) and renewal of existing wastewater infrastructure are key constraints in Kaiwaka. These need to be provided for through the Long-Term Plan and Infrastructure Strategy council workstreams.

4.7 | Neighbourhoods - Growth & Infrastructure



2 | Kaiwaka Southern Gateway

One of Kaiwaka's established existing residential neighbourhoods, this part of Kaiwaka changes in amenity substantially as one moves away from the SH1 corridor. The neighbourhood is otherwise well connected to the town centre on foot, or via the SH1 motorway corridor. Existing dwellings are mostly stand-alone single dwellings with a garage or carport and relatively large private gardens.

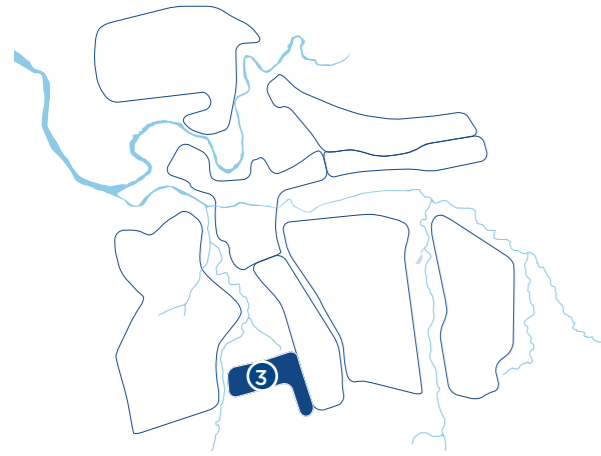
| Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields (demolish and new build) residential development. Future growth in this neighbourhood is expected to have a low uptake initially, but this can significantly change once improvements to the SH1 corridor are implemented (or alternatively the new SH1 bypass alignment is constructed; long-term).

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Wastewater reticulation exists currently throughout the existing residential area. Water supply (in particular in terms of establishing a resilient water source) and renewal of existing wastewater infrastructure are key constraints in Kaiwaka. These need to be provided for through the Long-Term Plan and Infrastructure Strategy council workstreams. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka.

4.7 | Neighbourhoods - Growth & Infrastructure



3 | Kaiwaka West Ridge

The Kaiwaka West Ridge consists of the relatively contained existing residential area and local shops, providing access between the main north-south axis (SH12 corridor) and new development to the west in the Kaiwaka West Valley neighbourhood. The shops' current owners have expressed the desire to extinguish the commercial activities and revert the use to residential. This change of use may be implemented through the future district plan promulgation.

| Outcomes

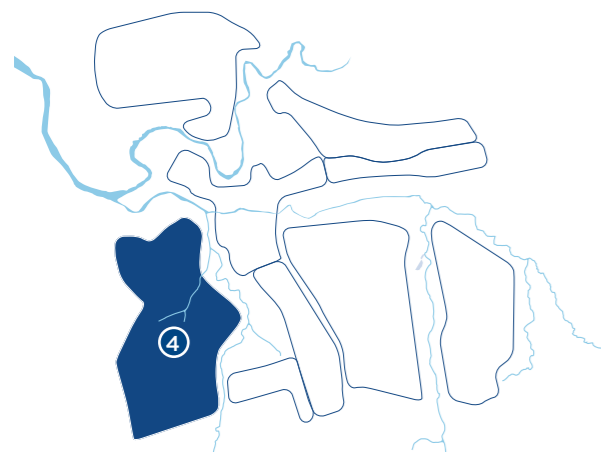
Existing 'Residential Intensified' zoning to remain, allowing for further growth through infill development. A mix of housing typologies are expected, with the density ranging between 450-750m².

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Water supply (in particular in terms of establishing a resilient water source) and renewal of existing wastewater infrastructure are key constraints in Kaiwaka. These need to be provided for through the Long-Term Plan and Infrastructure Strategy council workstreams. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka

4.7 | Neighbourhoods

- Growth & Infrastructure



4 | Kaiwaka West Valley

The land consists mostly of rolling rural productive land (pastoral farming) held primarily in one common ownership. It contains pockets of existing mature vegetation which can form a high amenity greenspace network for passive recreation and new infrastructure for walking and cycling. Of note is the presence of high-quality productive soils further west of this neighbourhood, which sets a clear boundary for western growth in Kaiwaka. Releasing land for development in this neighbourhood is also constrained by access to the Kaiwaka town centre and main north-south axis due to safety issues at the Oneriri Road and SH12 intersection.

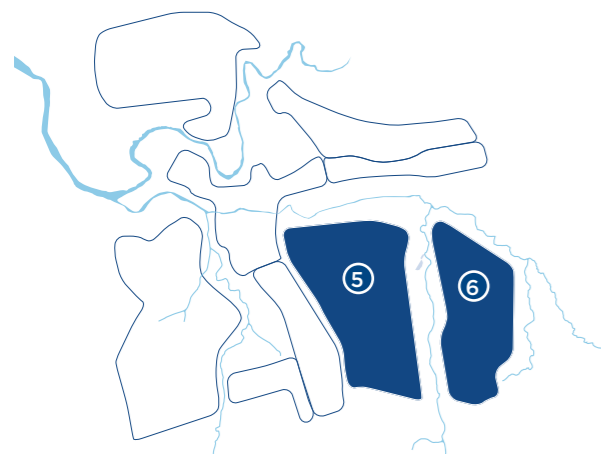
| Outcomes

'Medium Density Housing' opportunities suitable for infill or brownfields (demolish and new build) residential development are promoted for the Kaiwaka West Valley - Southern Valley neighbourhood. Future growth in this neighborhood can be enabled through individual site infill development, or comprehensive redevelopment making best use of the existing land ownership pattern which consists of relatively large sites. A mix of housing typologies are expected, with the density being towards the higher end of the 450-750m² range.

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka, preceded by a neighbourhood-specific structure plan addressing both the Kaiwaka West Valley and Kaiwaka West Ridge neighbourhoods in an integrated manner. Transport is also a critical factor for the success of this neighbourhood, in particular in relation to the intersection of Oneriri Road and SH1 safety issues. Further investigations should also be pursued to enable the bridge connection over the Kaiwaka River to the new western block as described in the town centre expansion aspirations (4.6 Key Moves_Town Centre - key move 3: Develop Key Connections).

4.7 | Neighbourhoods - Growth & Infrastructure



5 + 6 | Kaiwaka East Valley A + Kaiwaka East Valley B

These two neighbourhoods are located east of the SH1 corridor and overall occupy the valley between Settlement Road and the estuary running along the southern side of the Kaiwaka-Mangawhai Road to the north. These neighbourhoods are currently largely in peri-urban residential or rural lifestyle blocks within the Kaiwaka East Valley A neighbourhood, and mainly rural productive use further away from Kaiwaka's mainstreet urban area to the east within the Kaiwaka East Valley B neighbourhood.

| Outcomes

'Medium-Density Housing' opportunities suitable for infill or brownfields (demolish and new build) residential development are promoted for the Kaiwaka East Valley A neighbourhood. Future growth in this neighborhood can be enabled through individual site infill development, or comprehensive redevelopment making best use of the existing land ownership pattern which consists of relatively large sites. A mix of housing typologies are expected, with the density being towards the higher end of the 450-750m² range.

The Kaiwaka East Valley B neighbourhood consists overall of new 'Low-Density Housing' land, whereby the expected density mix will be between 750-1,000m² lot size with most lots containing a primary and secondary dwelling.

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka, preceded by a neighbourhood-specific structure plan addressing both neighbourhoods in an integrated manner.

From a transport perspective, it is important to note the desire for pedestrian friendly (walking and cycling) connection with the Kaiwaka-Mangawhai Road area to the north as well as between both Valley A and Valley B neighbourhoods.

4.7 | Neighbourhoods - Growth & Infrastructure



7 | Estuary Living Block

This neighbourhood is located along Kaiwaka-Mangawhai Road and adjacent to the existing town centre and main street shops. As an established, existing residential neighbourhood, additional development can occur relatively easily given the existing wastewater infrastructure reticulation. The neighbourhood is otherwise well connected to the town centre on foot or by vehicle. Existing dwellings are mostly stand-alone single dwellings and enjoy relatively large private gardens.

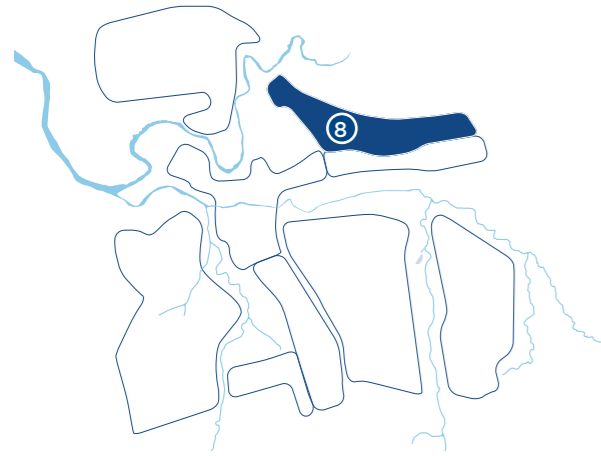
| Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields (demolish and new build) residential development. Future growth in this neighborhood is expected to have a low uptake initially, but this can significantly change once improvements to the SH1 corridor are implemented. Additionally, anticipated growth at Mangawhai makes the eastern side of Kaiwaka perceivably more attractive area for living at the present time.

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Wastewater reticulation exists currently throughout the existing residential area. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka.

4.7 | Neighbourhoods - Growth & Infrastructure



8 | Gibbons Road Block

Located north of the Estuary Living Block, the Gibbons Road Block runs along the Kaiwaka-Mangawhai Road and abuts the Kaiwaka School, Sports Complex, and the existing town centre mainstreet shops. As an established residential neighbourhood, additional development can occur relatively easily given the existing wastewater infrastructure reticulation. The neighbourhood is otherwise well connected to the town centre on foot or by vehicle. Existing dwellings are mostly stand-alone single dwellings and enjoy relatively large private gardens.

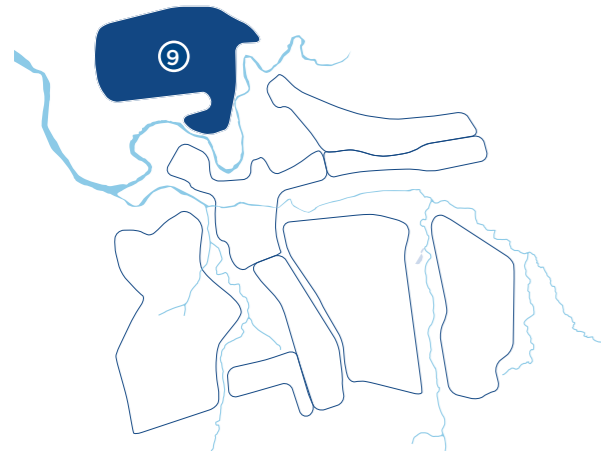
| Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields (demolish and new build) residential development. Future growth in this neighbourhood is expected to have a moderate to high uptake in light of the anticipated growth at Mangawhai, making the eastern side of Kaiwaka a perceivably more attractive area for living at the present time. Its easy safe access to the school is also considered a significant positive factor.

| Infrastructure

Full reticulated services, 3-waters, is necessary to establish good urban form and the desired density in this neighbourhood. Wastewater reticulation exists currently throughout the existing residential area. Further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Kaiwaka.

4.7 | Neighbourhoods - Growth & Infrastructure



9 | Kaiwaka North

Located at the northern perimeter of Kaiwaka, this area of new commercial industrial (business park) land is well connected to the existing urban area of Kaiwaka and the SH1 corridor. Views out to the west towards the Kaiwaka River can be enjoyed from this neighbourhood.

| Outcomes

New commercial land providing the vast majority of the estimated yields of approximately 150 - 250 new sites where businesses can establish. It can be expected that the industrial land is taken up by large-footprint businesses, which can benefit from lower land prices and easy access to the SH1 corridor.

| Infrastructure

Reticulated sewage and potable water supply is necessary to support commercial land development. Stormwater mitigation options to be explored further through a development framework plan integrated with the adjoining town centre block. Water supply (in particular in terms of establishing a resilient water source) and renewal of existing wastewater infrastructure are key constraints in Kaiwaka. These need to be provided for through the Long-Term Plan and Infrastructure Strategy council workstreams, in particular if land for commercial use is to be released in Kaiwaka. Businesses relocating or seeking to establish in Kaiwaka will require stability in terms of infrastructure to service their facilities.

4.8 | Implementation Plan

| Planning

The land use statutory planning required for implementing this spatial plan includes identifying the key areas for structure plan analysis (the next stage of planning before a plan change). This would form the necessary technical reports to accompany the section 32 (RMA) analysis for a future plan change. At this stage, it is proposed that areas where Kaiwaka has limited land supply would be prioritised for this structure plan. The remaining land-use changes are intended to be picked up in future reviews of the District Plan.

In addition to the **Kaiwaka Key Moves** identified in this document, the following infrastructure investigations will need to take place.

| Transportation

- Future SH1 route protection as part of the wider Whangārei to Auckland corridor planning
- Converting existing SH1 to a more 'liveable street' and tourist route function (akin to SH16)
- Upgrade Kaiwaka-Mangawhai Road intersection to allow for a new town centre precinct at the back of Kaiwaka Clothing Ltd buildings
- Staged intersection upgrades of Oneriri Road and Settlement Road to accommodate staged residential developments
- Designating Kaiwaka Train Station land to safeguard a future tourist station
- Create a Walking and Cycling Plan to break down the severance issues and safeguard routes for future neighbourhoods and access to ecological and recreational corridors. Funding for this and small scale trials could be sourced from the new NZTA Pilot Project fund
- Proposed Industrial zoned intersection land allocation

| Water Supply

- Investigate the possibility of a combined Maungatūroto and Kaiwaka water source, storage, treatment and reticulation is environmental and economical viable as an alternative to the current situation
- Network renewals - replace existing assets that are past their useful service life. If left untouched, this ageing infrastructure is a risk to the council's ability to maintain service continuity. Funding and timeframes for future work will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Kaiwaka network investment will have to be addressed in greater detail through the Kaipara District Infrastructure Strategy
- Investigate funding models and development agreements to cushion the initial cost impact of the development of the water supply project, especially on existing Kaiwaka residents who have invested in rainwater tanks systems

| Wastewater

- Investigate planning for staged upgrades of the Kaiwaka wastewater treatment plant and pump stations to ensure that there is adequate capacity to cater for development proposals over the short to long-term

4.8 | Implementation Plan

| Stormwater

- Investigate stormwater catchment analysis to understand the upstream effects of any future development proposals
- Together with a local neighbourhood environmental group, seek to restore the Kaiwaka River / Stream quality with a native planting scheme and sediment removal programme
- Network renewals - replace existing assets that are past their useful service life. If left untouched, this ageing infrastructure is a risk to the council's ability to maintain service continuity. Funding and timeframes for future work will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Kaiwaka network investment will have to be addressed in greater detail through the Kaipara District Infrastructure Strategy

| Community Facilities

- Investigate the possibility of establishing a fit for purpose library, medical centre and community and health hub for different agencies and community meeting point in the expanded town centre precinct
- Include a young people's adventure playground as a magnet for local residents and visitors in a new park adjacent to McLean Park with connections to it and the wider esplanade walking and cycle trail



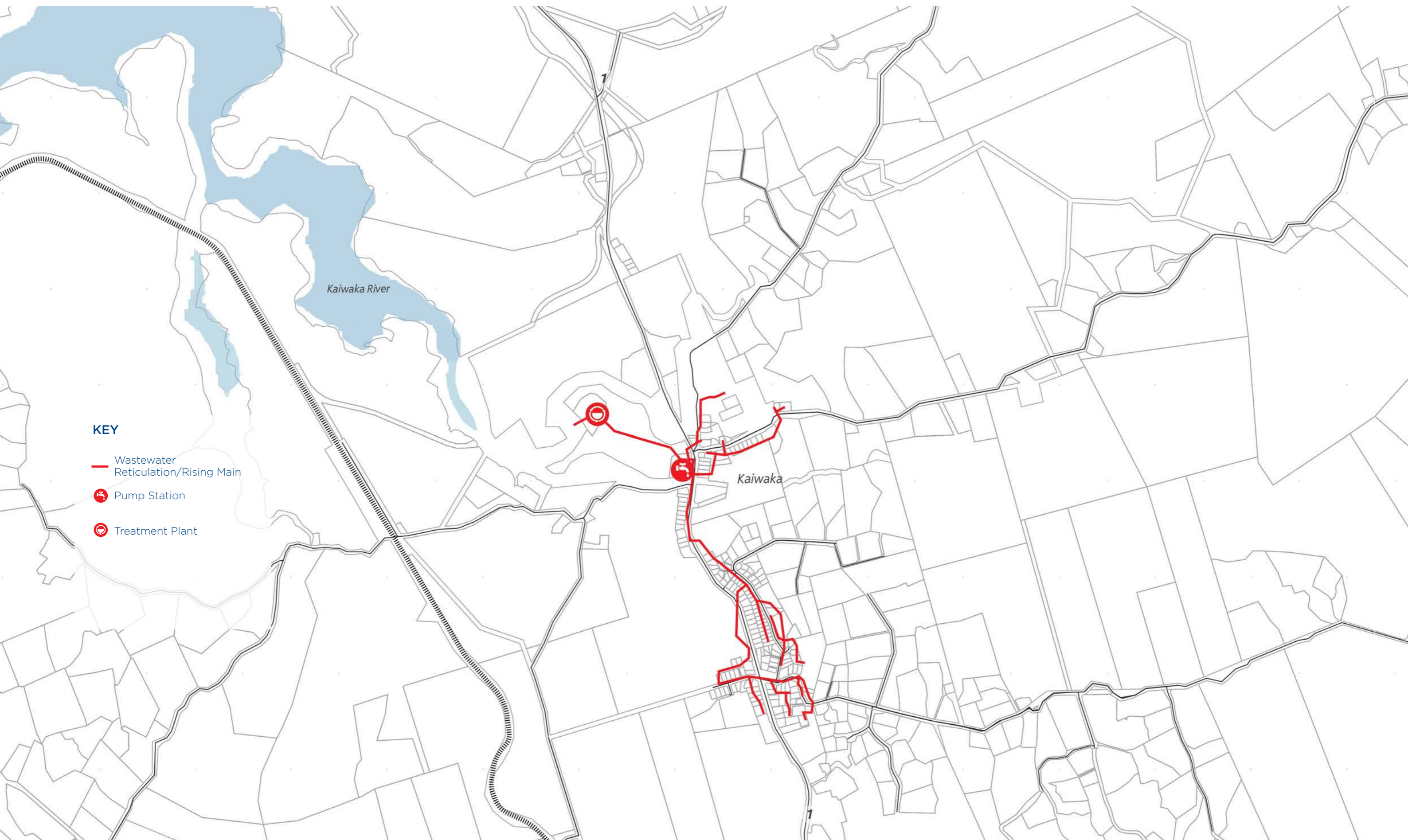
4.9 | Implementation Plan - Existing Infrastructure

SCALE 1:15000

0



1500M



KEY

— Wastewater Reticulation/Rising Main

⊕ Pump Station

⊕ Treatment Plant

Part 5 | Land-Use & Infrastructure Alignment