

Kaipara Spatial Planning | Consultation Document

Let's Talk About Options For Dargaville, Maungatūroto & Kaiwaka

November 2019



Kaipara District
Council

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1.1 | Foreword

Kia ora,

Welcome to 'Let's Talk About Options', our summary of progress on the Kaipara Spatial Planning for Dargaville, Maungatūroto and Kaiwaka including the options on how these places could grow.

“Growth is extraordinary in Kaipara District at present; we are the fastest growing district in Northland. Kaipara District has experienced unprecedented growth over the past 5 years, with 20% population increase. Planning now for the future of our towns is therefore a key consideration for how we can help keep the District progressing for current as well as future Kaipara residents.”

We need to provide suitable areas for people who wish to come and live in our towns. Businesses also need to decide where to invest. 'Let's Talk About Options' presents three different options for how each town could develop its town centre, commercial, housing and industrial business areas over the next 30 years. Feedback from you and further consideration of these options will help refine future thinking about these towns, how they may grow and what infrastructure will be required ahead.

We are faced with some important decisions. The 30-year Spatial Plan, which will be developed following this consultation, will help guide this process and preserve the things we value about where we live, learn, work and play.

All ideas are welcome here, so get involved in shaping your town's future and put your thoughts into the survey.

Thanks to all who have contributed during the early phases of this spatial planning. We're excited to now share the work done so far, and look forward to the next steps being taken together. This is how we grow.

Ngā mihi nui



Dr Jason Smith
Mayor of Kaipara District

1.2 | Introduction to spatial planning and this process

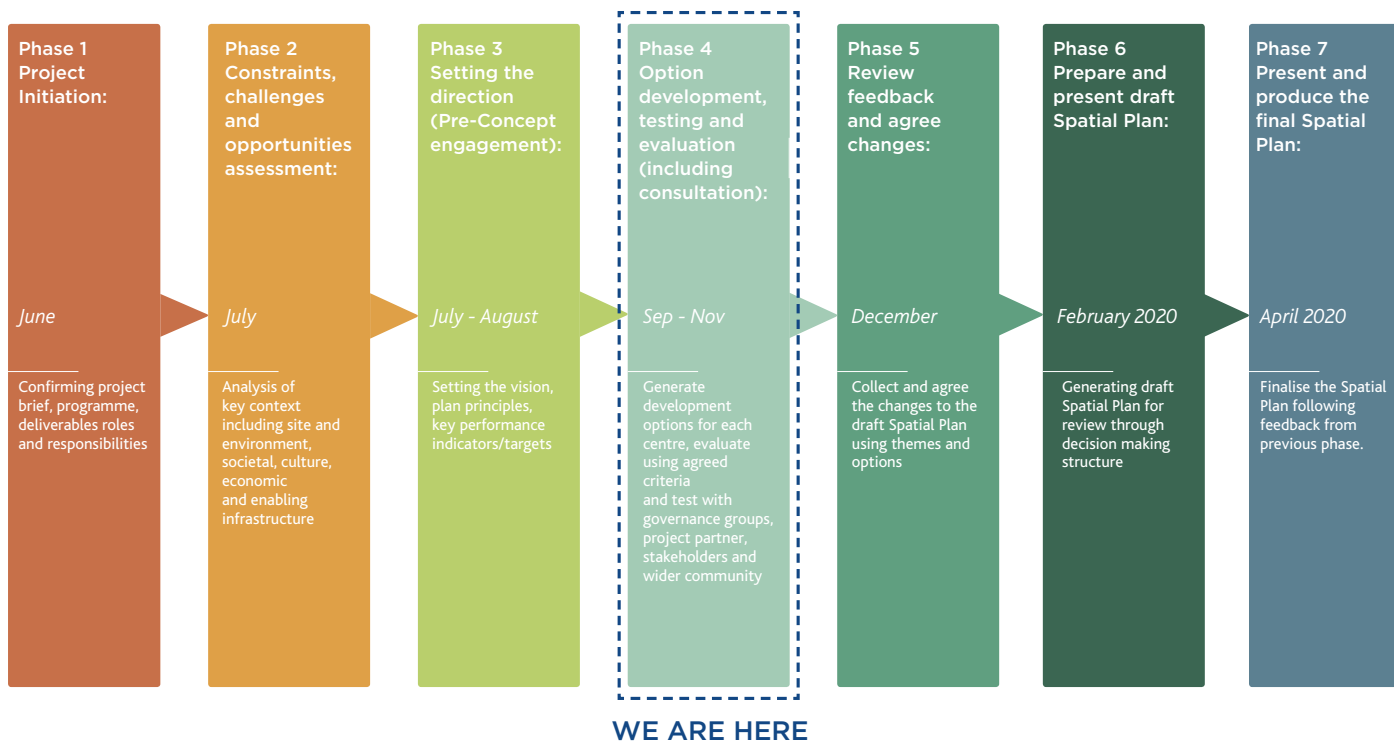
The Kaipara District Council wishes to enable sustainable development for the communities of Dargaville, Maungatūroto and Kaiwaka through a spatial planning process. This will flow into a future change to the District Plan. A spatial plan is a holistic approach to growing and improving a place to improve 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 purpose of the spatial plan is to create a framework for future development in these three Kaipara District towns and to help leverage growth and development opportunities associated with the overflow of the Auckland region's growth and the hidden tourism potential of the area. This planning will also enable and support other agencies in health, education and business to provide the right services at the right time.

WHERE ARE WE IN THE PROCESS?

The options development phase is a critical part of the spatial planning process. This is where we collate all the findings from the initial background research including the targeted and community engagement sessions held in July and August 2019 and convert these into options themes for consultation and testing.

INDICATIVE TIME-LINE



1.3 | What is the problem we are attempting to fix?

The three main problems identified in partner and stakeholder engagement were;

Subdivisions that are occurring are often on the edge of the urban area and present difficulties with integrating into a future urban pattern

In the past 9 years, the development pattern in the Kaipara District has been centred on the growth of Mangawhai (village and countryside) and in subdivisions in the rural zoned area. The towns of Dargaville, Maungatūroto and Kaiwaka have had small subdivisions but these have generally been on the outer edge, with large 1200sqm sections. As a result of this trend, the additional capacity in the infrastructure needed to support growth in the towns has not been created. This cyclic effect has caused potential subdivision activity within the towns, in recent times, to be turned down.

There is an appetite to develop in these areas but investment is constrained by infrastructure at capacity for the four waters, state highway policies and existing land use zoning

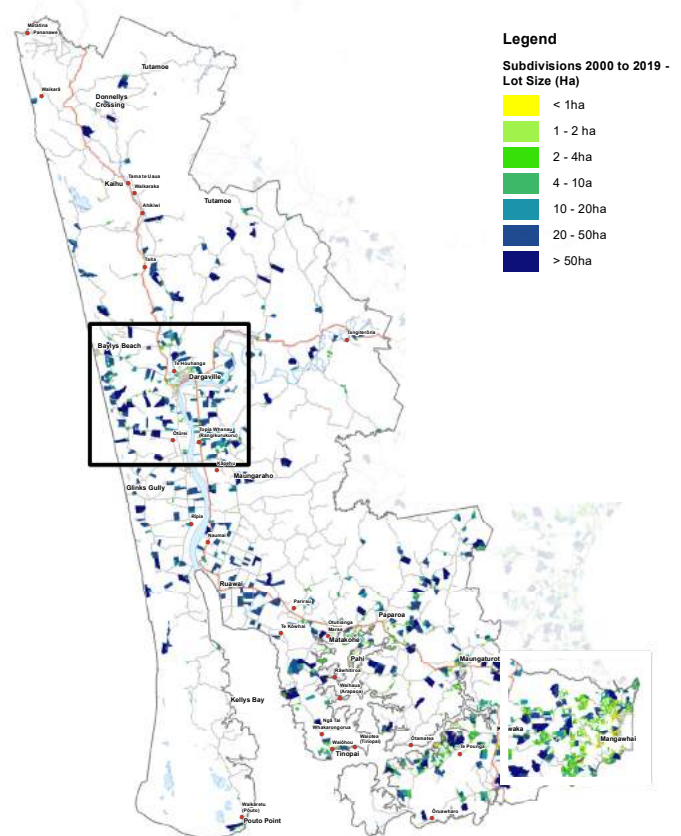
The four waters infrastructure - water supply, wastewater, storm-water and stop bank management are all needing significant upgrades in future years. Dargaville needs to source a quality water source that does not compete with other agriculture uses. Maungatūroto needs a staged upgrade of its wastewater treatment plant and potentially more space for treatment. Kaiwaka does not have a public water supply, which is critical to developing a safe and resilient future community.

New Zealand Transport Agency (NZTA) is the road controlling authority for all State Highways in New Zealand. All other roads are either managed by territorial councils or are private. All three towns have a State Highway traversing through their centre and will need to balance both the place and movement functions in future development proposals.

Realising the areas' economic potential including local production, industry and tourism

Dargaville, Maungatūroto and Kaiwaka are some of the main employment drivers in the Kaipara District. Mangawhai has been growing faster in the past 8 years, but the three towns account for over half of the jobs in the District. Collectively they have grown by 720 jobs between 2000 and 2018, with Kaiwaka the highest growth rate with an annual rate of 4.3% per year. There is limited industrial zoned land within all three towns with many industrial businesses in the Kaiwaka area choosing to locate their business in the rural zoned land.

KAIPARA SUBDIVISION MAP 2000-2019



1.4 | Community Design Principles

The design principles have been used as both a guide for making great communities and as part of the assessment criteria for selected where possible future development might occur. The design principles are organised under two headings, Te Aranga Design Principles and Community Design Principles.

TE ARANGA DESIGN PRINCIPLES

Mana Rangatiratanga - Authority

The status of Iwi and hapū as Mana Whenua is recognised and respected.

Whakapapa - Names and Naming

Māori names are celebrated.

Taiao - The Natural Environment

The natural environment is protected, restored and / or enhanced.

Mauri Tū - Environmental Health

Environmental health is protected, maintained and / or enhanced.

Mahi Toi - Creative Expression

Iwi/hapū narratives are captured and expressed creatively and appropriately.

Tohu - The wider Cultural Landscape

Mana Whenua significant sites and cultural landmarks are acknowledged.

Ahi Kā - The Living Presence

Iwi / Hapū have a living and enduring presence and are secure and valued within their rohe.

COMMUNITY DESIGN PRINCIPLES

Kaitiakitangi / 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 throughout the development of the Kaipara Spatial Planning project process to ensure the public understands the complexity, constraints and challenges associated with their community and so their concerns and aspirations are consistently understood and considered.

Resilience + adaptation

Kaipara 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.

Integration of uses

Ensure that land uses and activities are colocated (rather than separated) to enable viable and vibrant mixed use communities.

Connectivity

Connect the Kaipara centres to their landscapes, embracing their distinctive features. A connected network of walkways, cycleways and streets will allow for easy movement into and through the towns and the surrounding landscape.

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. Kaipara centres become accessible to as wide a user group as possible, including children, elderly and people with health conditions or impairments.

Diversity

Work towards developing a healthy, diverse and 'complete' community that allows all members to live, work, play and learn within the community as they choose.

Celebration

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

Treasured

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

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 of Kaipara centres heritage, conservation and landscapes, improving function and quality of life for local residents, while reinforcing the towns distinctive sense of place and community.

Feasibility + viability

The spatial plan provides value for money outlining a wide range of realistic development opportunities and regeneration projects with multiple pathways for implementation.

1.5 | Overview of Land Uses and Building Types

Housing in the Kaipara tends to be traditional and stand-alone. We are used to large sections and houses with plenty of space. With social, demographic, financial and environmental changes, there is likely to be greater demand for more urban-style accommodation. This could include additional semi-detached houses, townhouses, duplexes and mixed use developments including retail, office and living in the same block and building, with easy access to high quality open spaces and facilities. The images below shows a range of housing choices, and different types of land uses and building types that we may consider for the future.

Work - Mixed Use



Work - Main Street



Work - Industry



Learn - Schools



Play - Recreational



Live - High Density



Apartment



Town Housing

Live - Medium Density



Duplex Housing



Single family house on a smaller section

Live - Low Density



Single family home on large sections



Retirement Village



Terrace Housing



Papakainga



Small lot Small House



Countryside Living

2.0_ Dargaville



2.1 | Dargaville - Vision & Aspirations

VISION FOR DARGAVILLE

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



The feedback received through the first phases engagement highlighted that people cherished the pace of life (i.e. no traffic or parking hassles), great friendships and community spirit, with all the services at your doorstep. Improving Dargaville's town centre was one of the most common themes to emerge with feedback ranging from cleaning up the main street shops/buildings, graffiti removal and promoting the character of the place. Several people wanted the main street moved to higher ground due to the risk of flooding. Recognising the beauty of the riverfront, tree planting, cleaning up reserves, painting shops & bridges and improving the walking and cycle connections were other common themes. Dargaville young people would like a vibrant refreshed town that has good shops with a variety of food, places to gather and be active both indoors and outdoors, like bowling alleys and a futsal cage.

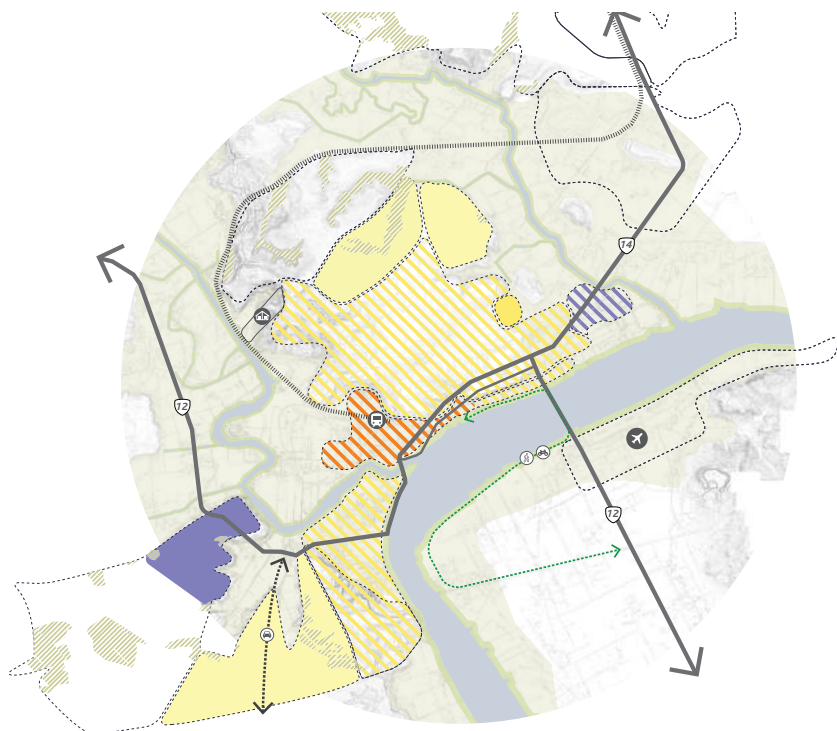
2.2 Dargaville Options

1 | Focus on the River

Focus on the River promotes a more active and vibrant compact urban form within historic Dargaville town boundary by enabling more intense housing, different business activities, re-purposing of historic buildings and mixed use development in the existing zones and close to the existing central business district. Targeted investment at the foreshore including improved flood protection would reclaim parking and road space to create a green connection, which would buffer, protect and incentivise turning the town towards the river. A new industrial area would be developed off SH12, to accommodate large format businesses on higher land above the Kaihu River. This option enables a small amount of rezoned land in the north and northeast and southwest including opportunities for retirement housing and care facilities adjacent to the hospital.

Key

- ➔ Road Network
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- 🚲 Cycle Connection
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- Proposed Industrial
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- Proposed Medium Density Residential
- Proposed High Density Residential
- Mixed Use Development
- Waterways
- Ecological Improvements + Passive Recreation
- ➔ Future Road Connections
- ➔ Future Walking and Cycle Connections



PROS

- A more diverse and vibrant town centre will increase business and commercial viability (especially retail businesses).
- Investment in town centre walking and cycling connections for increased population living close to the town centre, river and education facilities.
- New residential development on higher ground in close proximity to the town centre can be achieved relatively easily and does not place significant strain on the existing infrastructure.
- Subdivision of existing properties incentivises re-investment into existing housing and provide additional housing rental opportunities.
- Mixed use zoning allows buildings and land uses to adapt with changing needs and demand.
- Limited residential greenfield allows for traditional family living options without making the infill and mixed use conversions commercially unviable.
- Industrial zoning is close to the town centre with links to the railway line and State Highway.

CONS

- May not inject enough new land to stimulate the Dargaville residential market over the next 30 years.
- Requires trialing new housing types such as townhouses, terrace housing, duplex and studio conversions.
- High cost to defend town centre and lift industrial land - who would pay and who gets the benefits?
- Reinforcing the bund would require additional maintenance for Council over time and may not resolve flooding issues over the long term.
- Repurposing existing heritage and historic buildings into office and residential spaces requires investment and other incentives to make these market-attractive options.

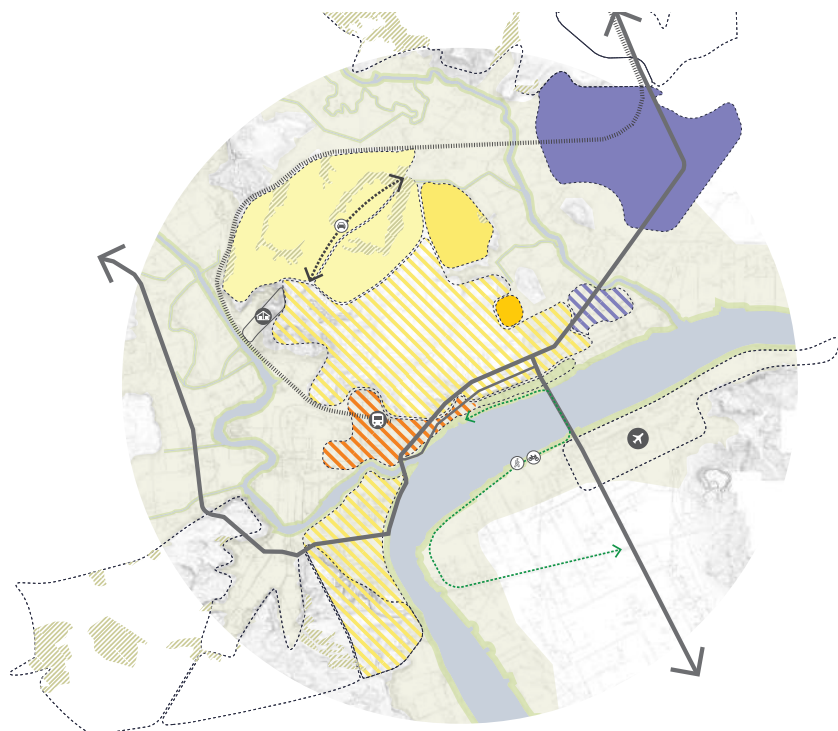
2 | Building Resilience and Awakino Point business hub

Building resilience and Awakino Point business hub aims to provide a more resilient Dargaville by growing and diversifying business and residential activities in higher ground locations in the town centre, northern extension and a proposed Awakino Point. A proposed new Northland Regional Council office building with Kaipara District Council as a tenant combining council services in one centre is a potential catalyst for a wider street upgrade of Hokianga Road and in a staged manner, refocusing the main street away from the lower part of the central business district.

Infill housing and new residential development to the north of Dargaville, around the hospital and further along Awakino Road would cater for residential subdivisions of varying density and outlooks, including views to the north out to the Awakino River. There would also be an allowance for some infill housing in some parts of the town.

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PROS

- Long term resilience of the town centre is maintained and enhanced by shifting to higher ground.
- Council's proposed joint venture office project frees up office space for other businesses and allows for increased employment in the town centre.
- The new industrial area is on higher ground and away from the floodplain, reducing risk of inundation and run-off from any future development.
- The industrial area is big enough to allow for growth of industrial business activities, with good access to existing infrastructure via the State Highway and Dargaville Branch Line.
- Preserving the green fingers allows for a pedestrian and cyclist shared path that could provide a loop route from Hokianga Road, to the Awakino River and linking into the existing town centre along the Northern Wairoa River.

CONS

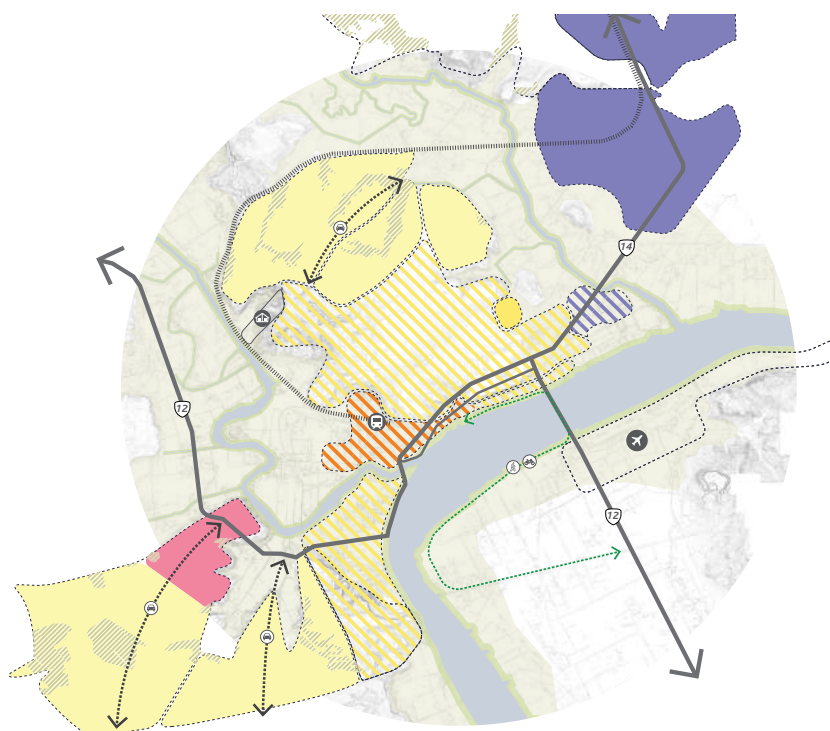
- Takes the focus and investment away from the riverside of the town centre and concentrates this on Hokianga Road. The heritage buildings that provide character to the town may not be invested in as they may not be protected or insurable, which without financial interventions could over time result in 'demolition by neglect' issues for these buildings.
- The new business area is outside the existing urban boundary and therefore not as well connected to the existing business areas.

3 | Extend the Perimeter

Extending the perimeter enables significant areas of new land to be zoned for business and residential activities to provide a market stimulus to encourage new development opportunities. This option could be successful if significant manufacturing, food processing and distribution businesses established in Dargaville over the next 30 years. This option allows for residential development in the high ground in the north and southwest, some infill housing in the existing residential zoning and a staged industrial area off State Highway 14 towards Whangarei. This option envisions an enlarged town centre, with a second main street on Normanby Street (State Highway 12) with a beautification of the street to emphasise its dual use as place and movement functions.

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PROS

- Enables a significant amount of rezoned land thereby reinjecting Dargaville with the development impetus to attract new families, workers, retirees, young people and students to live, work and learn in the town.
- Allows for the majority of the residential and industrial development to be on higher ground above the floodplain.
- A new main street would look to slow down travellers to encourage an extended stop and explore visitor experience. The State Highway severance would also be tackled with streetscape upgrade and waymarking of parking areas.
- Much wider walking and cycling connections around the wider Dargaville area, could be investigated to expand the off-road recreational network.

CONS

- Concentrates most of the new development to the outer fringes of Dargaville, thereby removing the activities away from the existing town centre to the periphery which reduces the likelihood of residents walking to the town centre.
- Does not build the resilience of the town centre against the risk of flooding.
- The additional cost of providing adequate infrastructure service to the greenfield development will be much higher than options 1 and 2, and may require significant upgrades to the water and wastewater systems.

3.0_Maungatūroto



3.1 | Maungatūroto - Vision & Aspirations

VISION FOR MAUNGATŪROTO

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



From the survey and feedback received in the initial engagement the underlying feeling is that people cherish the friendly attitude of people in town and the rural area. People valued the sense of belonging and cited the many community assets such as the library, country club, wharf, hall and op shop as examples of why it is special. People would you like to see improved connectivity for the various activities in and around the town. Other similar comments such as connected township, condensed subdivision and bypass main street. People were also concerned that as the town grows that it does not lose its rural values and 'heart of the Kaipara' feel. Young people loved the great sports facilities such as the squash courts, swimming pool and bike tracks that Maungaturoto offered. They though there was good potential to grow and that it would get better.

1 | Intensify the Town Centre

Intensify the Town Centre main theme is to consolidate future development within easy walking distance to the main street. This option seeks to grow the mixed use type activities either side of the paper road and grow the residential areas within a 15-20 minute walkable radius. This option retains the low lying land as green fingers, which sustain both native bush and provide walking and cycling links to picturesque views to the Maungatūroto estuary or Brynderwyn Hills. The town centre expansion is enabled along the alignment of an existing paper road around the southern perimeter of the existing town centre. An industrial extension is enabled via Whaka Street that may eventually gain a further access off the State Highway / Rail village junction.

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- 🌿 Ecological Improvements + Passive Recreation
- ➔ Future Road Connections
- ➔ Future Walking and Cycle Connections



PROS

- By focusing the majority of the residential activity close to the main street, the existing and new businesses will have an increase in business activity from the resident community.
- This option also encourages a broad housing typology range and price point, which could enable a diverse community to establish in these new areas.
- By allowing a greater depth in the mixed use retail area, more parking and different types of businesses can be encouraged through a site specific masterplan, which incorporate local and visitor type attractions.
- The existing paper road around the southern side of the existing town centre could provide an alternative route option as a secondary main street drive complementing Maungatūroto's existing main street.

CONS

- The new industrial zone does not easily link into the existing industrial areas and is on the same road as Westmount School.
- The development of the paper road connection could be difficult to fund (as there is existing uses already established on the northern side of the paper road) and could take activity away from the existing main street.

2 | Extend along the State Highway

Extend Along the State Highway main theme is to grow around the three commercial nodes that exist in Maungatūroto. This recognises the historic development pattern that has occurred in Maungatūroto, with multiple business and retail areas stretching along the State Highway. This option seeks to support these three nodes with residential development within easy walking distance. Additional industrial zoning is proposed in the eastern end of the town to enable ease of access for freight-oriented businesses, and provide space for businesses that support the existing dairy factory.

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PROS

- The main advantages with this option are that it utilises the majority of the high amenity and geotechnical stable land that is close to the State Highway for residential purposes to support established businesses in the town.
- The new residential blocks, if supported, would benefit from having an individual masterplan to show the connections and conservation areas.
- The walking and cycling connections between the north and south growth areas are promoted for this option, especially for walking school bus routes to the primary school.

CONS

- The NZTA may not approve additional access points or residential subdivisions onto the State Highway.
- The town centre retail opportunities would carry-on in a linear type of development strip, which may stretch the centre's cosy heart that exists currently.
- The new industrial area may stretch over Class 3 arable soils, which are or could be used for pastoral grazing and some crop types (opportunity cost). An alternative fall-back industrial business location accessing off Mountain Road has also been proposed, which will be assessed for viability and market attractiveness during the consultation period.

3 | Grow Towards the Rail Village

Grow Towards the Rail Village main theme is to create a distinctive business hub around the rail village to support new businesses in the town, and to allocate the higher amenity spaces close to the town centre for new residential living areas.

Option 3 is similar to Option 2 but accentuates and expands the Rail Village as the industrial hub for Maungatūroto. The town centre mixed use is encouraged towards the west with much of the residential houses along this stretch enabled to be repurposed or redeveloped for retail business purposes.

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PROS

- The main advantages with this option are that it attempts to utilise the high amenity land to support the businesses in the existing main street and provide for more business land in and around the rail village.
- Like option 2, the large residential blocks, if supported, would benefit from having a site specific masterplan to show the connections and conservation areas.
- Rejuvenates a historic rail area into a new business area and allows space for some of the large format businesses to be relocated.
- The walking and cycling connections would be promoted between the new residential areas and the rail village, thereby creating a larger recreational loop.
- Keeps the potential heavy industrial activities away from the residential areas.

CONS

- The main concern with this option is the amount of roading and rail safety upgrades around the State Highway 12 and the Whakapirau Road area. This would need further investigations in collaboration with NZTA and Kiwirail to determine feasibility and potential cost-share options.
- This option may not suit distribution type businesses that rely on road transport operations.

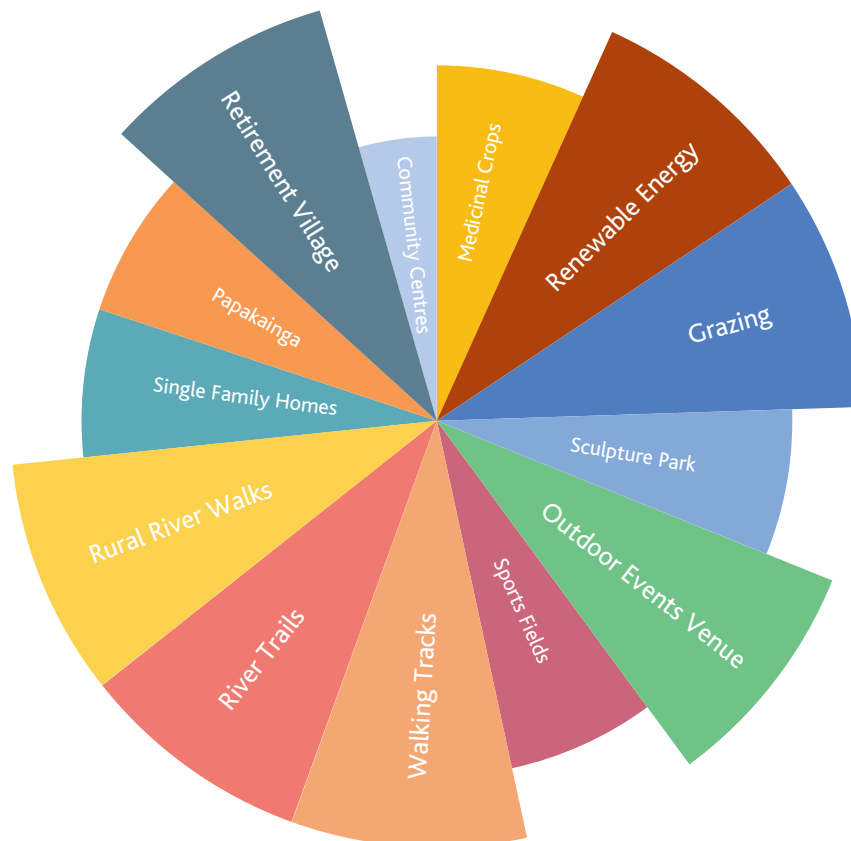
4.0_ Kaiwaka



4.1 | Kaiwaka - Vision & Aspirations

VISION FOR KAIWAKA

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



From partner and stakeholder feedback received in the initial engagement the main feeling on what people valued was the close knit creative, earthy community and access to wonderful outdoor opportunities nearby such as the Brynderwyn Hills, Kaipara Harbour and the east coast beaches. People were particularly concerned around the safety issues with crossing State Highway 1 in the town centre and lack of pedestrian crossing points. Young people in Kaiwaka would like more recreational things to do and different places to eat. They would like to have more communal public areas and events that are open at appropriate times for teenagers to participate. They are interested in keeping the landscape in a native and natural way.

1 | Compact Development close to the Highway

Compact Development close to the Highway main theme is to grow the business and residential areas adjacent to the existing similar zones in close walking distance to the main street. Retail business activity for travellers and local residents would continue to be permitted alongside State Highway 1 and in available land adjacent to and opposite Kaiwaka-Mangawhai Road. 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. The State Highway connection for this hub would ideally be created off an existing access or a section of the highway with adequate sight lines improving safety along the State Highway corridor. 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.

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PROS

- The main advantages with this option are that it attempts to support the existing business activities along the State Highway with an additional residential living neighbourhood within easy walking distance.
- This would benefit from and encourage the road controlling authorities to implement some of the gateway treatment ideas from the Kaiwaka Improvement Plan to promote better pedestrian crossings and safer speeds through the town.
- The large industrial area is another feature of this option as it is big enough to cater for the industrial activity expected in the next 30 years and is close to the State Highway.
- An alternative arterial road running through the spine of the western development areas may reduce the current state highway severance issues and allow better urban form for commercial and residential development.

CONS

- The main disadvantage with this option is that it emphasises the linear development approach with a main street that is too long and in some ways steep to walk and therefore people would likely continue to use private vehicles to move between the businesses.
- Further collaborative work with NZTA is required to assess the extent to which travel journey times along the State Highway is a factor in terms of the level of service possibly being affected by reducing traffic speed and increasing travel times (as in reduced speeds resulting in longer journey times - e.g. Warkworth to Whangārei).

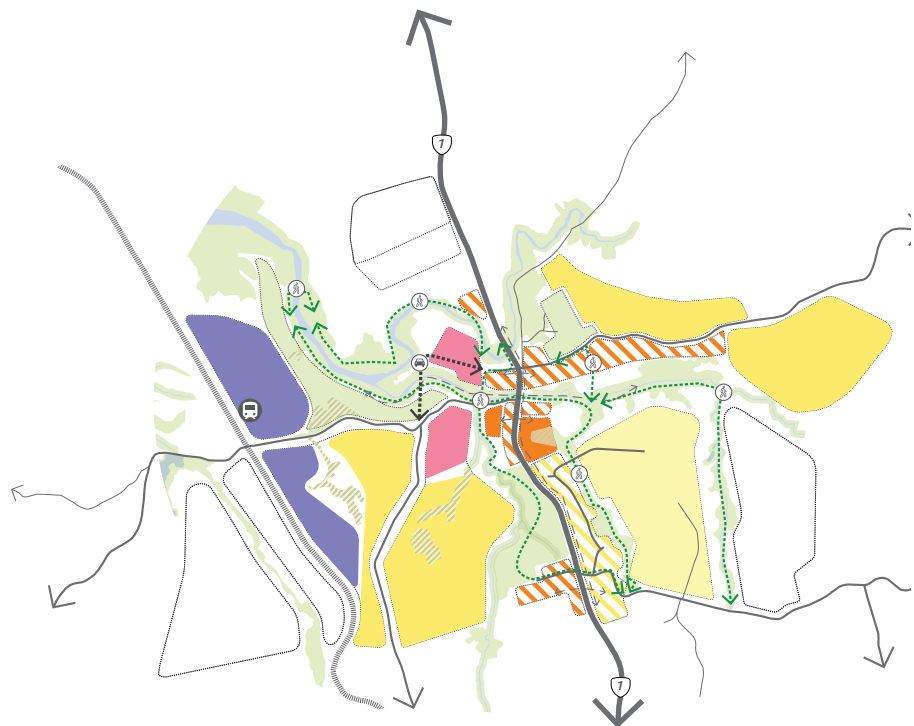
3.2 Kaiwaka Options

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

Extend East - West main theme is to create a centre of activity east-west to enable a new residential and business growth area towards the rail line. This option looks to create a strong link between an enlarged retail and civic heart, residential stitch, the rail line and the east-west axis between the east coast beaches and the Kaipara Harbour. It enables 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. The other feature of this option is to make industrial land available around the railway line, which will 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.

Key

- ➔ Road Network
- |||| Rail Network
- ✈ Airport
- 🚂 Train Connection
- 🚗 Road Connection
- 🚶 Walking Connection
- 🚲 Cycle Connection
- 🏠 Māori Site
- 🏭 Existing Intensified Industrial
- 🏭 Proposed Industrial
- 🏪 Existing Intensified Commercial
- 🏪 Proposed Commercial
- 🏠 Existing Intensified Residential
- 🏠 Proposed Low Density Residential
- 🏠 Proposed Medium Density Residential
- 🏠 Proposed High Density Residential
- 🏠 Mixed Use Development
- 🌊 Waterways
- 🌿 Ecological Improvements + Passive Recreation
- ➔ Future Road Connections
- ➔ Future Walking and Cycle Connections



PROS

- The main advantages with this option are to create depth in the commercial business centre that is away from the State Highway and links in well with a new large residential area.
- The business and civic centre could house many different types of businesses and civic activities (library, public toilet, visitor information) and could see the Kaiwaka River improved and connections to it enhanced.

CONS

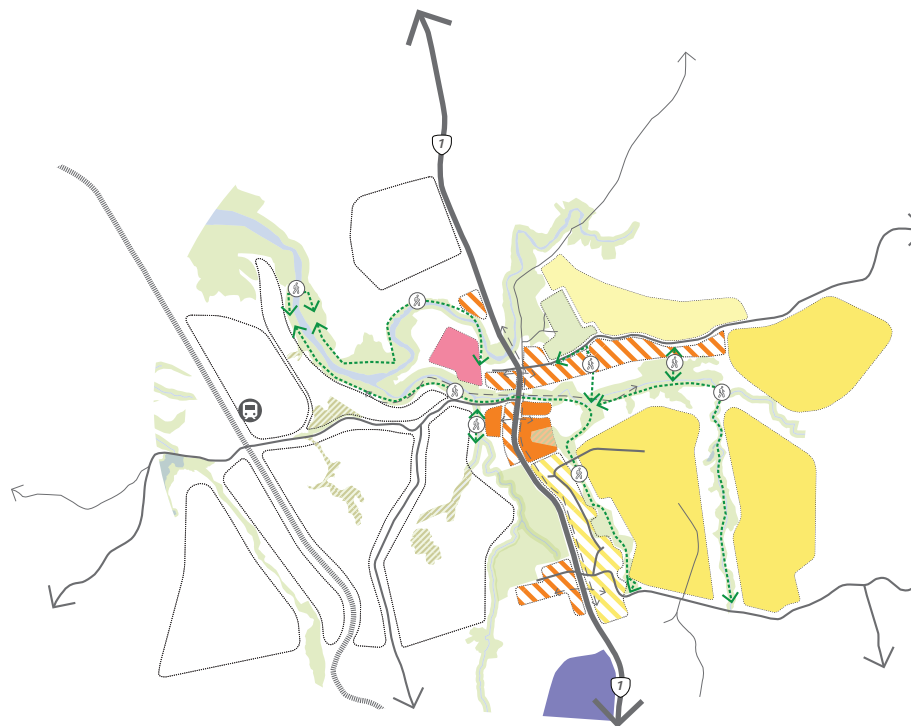
- This option relies on external agencies such as Kiwi Rail to play a significant part in allowing additional rail connections to engage with their rail operations.
- Some land around the railway line are Class 3 arable soils, and repurposing these to urbanised industrial uses (as opposed to rural productive purposes) may not be appropriate.

3 | Infill the Valley

The Infill the Valley 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. This option responds to the market demand for housing towards the east coast, with a variety of housing density choices in five residential blocks to the east of the State Highway. It takes advantage of the naturally rolling terrain with rural views in the outer blocks. 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 south entrance (Auckland direction), which gives greater depth and footprint to light and heavy industrial businesses. It could be a candidate as a distribution hub but equally could support other agricultural/ horticulture processing and support activities.

Key

- ➔ Road Network
- |||| Rail Network
- ✈ Airport
- 🚂 Train Connection
- 🚗 Road Connection
- 🚶 Walking Connection
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- 🏠 Mixed Use Development
- 🌊 Waterways
- 🌿 Ecological Improvements + Passive Recreation
- ➔ Future Road Connections
- ➔ Future Walking and Cycle Connections



PROS

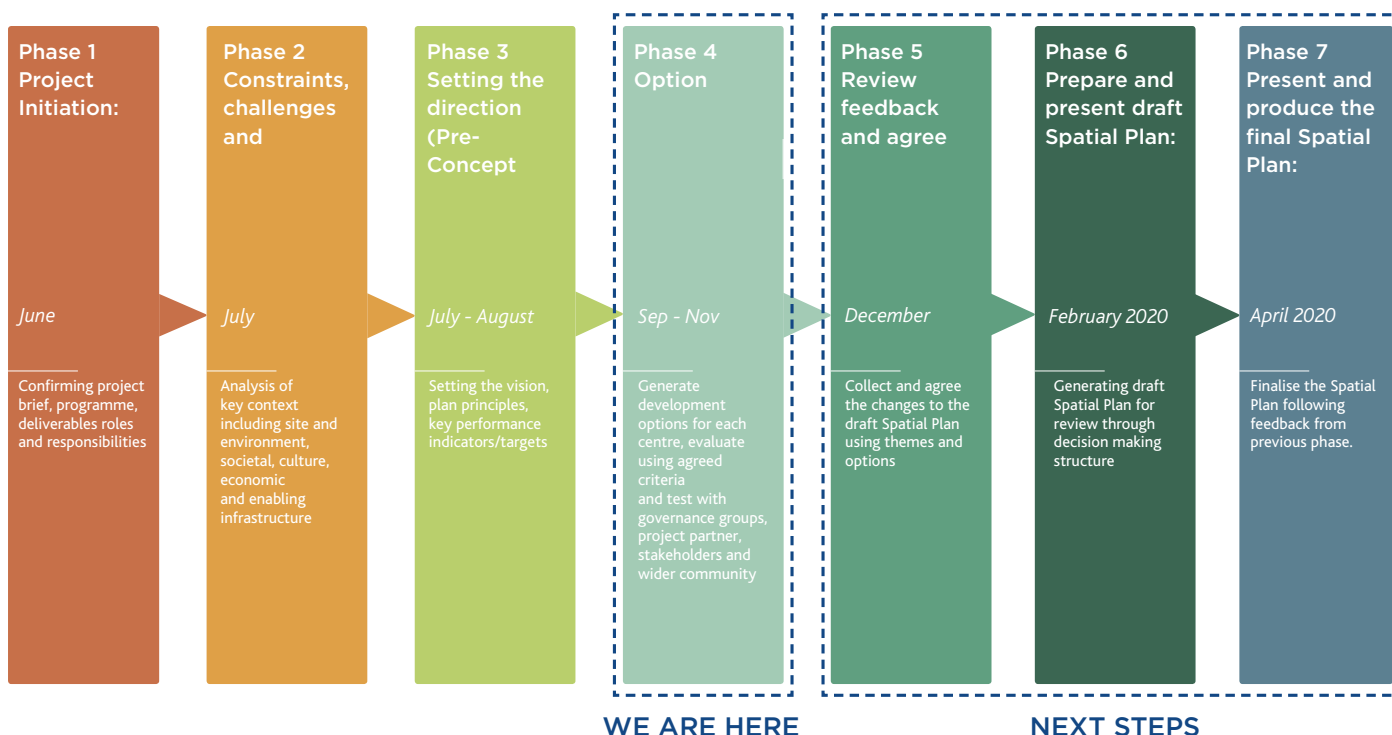
- Follows the existing residential development pattern but provides greater housing range than what is currently provided for in Kaiwaka.
- A large industrial tract of land is provided to keep the industrial business activities in the town, albeit on the outer edge of the existing urban boundary.
- This industrial location takes advantage of the proposed motorway extension to Te Hana
- A future State Highway bypass option of Kaiwaka town to the west could be enabled as the new development is predominantly based in the east.

CONS

- This option potentially creates an imbalanced town with possible congested State Highway and local road intersections on the two main connector roads (Settlement and Kaiwaka-Mangawhai Roads).
- The developable area in the eastern blocks are likely to be half the land able to be developed with the rest being required for stormwater reserves and road access. This option's feasibility, including potential additional residential yield, needs to be **tested further**.
- The land around the sportsfield falls away so may require extensive earthworks to develop the building platforms for residential subdivisions.

5.0 | Next Steps

INDICATIVE TIME-LINE



Once we have compiled and analysed your feedback, we'll evaluate the options and confirm a preferred option for each town. We anticipate future growth of the towns will occur over the next 2 to 3 decades, with the gradual release of land for urban development (residential and employment zones) aligned with infrastructure development.

This will be in a draft Spatial Plan that will be discussed with the full Council in February 2020. If there is agreement with the direction proposed, then a final document will be prepared for adoption in April 2020.

Once the plan has been adopted, the direction will be translated into the rules, design guidelines and policies within the Kaipara District Plan review. The planned date for the notification of a new District Plan is June 2021. The community will have the opportunity to contribute to any proposed changes through the formal submission process as part of a statutory procedure.

6.0 | Tell Us What You Think

WE REALLY WANT YOUR FEEDBACK ON THE PROPOSED OPTIONS

1. Come along to one of our information sessions at;
 - **Dargaville Focus** – Monday 18 November 2019, Dargaville Town Hall, 3.30pm – 7.30pm
 - **Maungatūroto Focus** – Tuesday 19 November 2019, Maungatūroto Centennial Hall, 3.30pm – 7.30pm
 - **Kaiwaka Focus** – Wednesday 20 November, Kaiwaka Sports Complex, 4pm – 7.30pm
2. Complete the survey online at kaipara.govt.nz/haveyoursay
3. Email us on kdcdistrictplanreview@kaipara.govt.nz

