

## KAIPARA SUB-REGIONAL SPATIAL PLAN

# DRAFT SPATIAL PLAN - FUTURE DIRECTION

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Prepared for



Kaipara District Council

42 Hokianga Rd,  
Dargaville 0310

+0800 727 059

By



AR & Associates

Level 2, 129 Hurstmere Road  
Takapuna  
Auckland 0622

[www.arassociates.co.nz](http://www.arassociates.co.nz)

North Island:  
Contact\_ Joao Machado  
+64 272 950 386  
[Joao.Machado@arassociates.co.nz](mailto:Joao.Machado@arassociates.co.nz)

South Island:  
Contact\_ Gavin Flynn  
+64 21 704 332  
[gavin.flynn@arassociates.co.nz](mailto:gavin.flynn@arassociates.co.nz)



Resilio Limited

10 West Terrace  
Newton  
Auckland 1010

[www.resilio.nz](http://www.resilio.nz)

Contact\_ Gary Marshall  
+64 21 591 279  
[gary@resilio.nz](mailto:gary@resilio.nz)

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## Part 1 | Overview

## 1.0 | Introduction

The Draft Kaipara Sub-Regional Spatial Plan contains the collation of the constraints, challenges, insights and opportunities brought together from phases two and three of the Kaipara Sub-Regional Spatial planning process for Kaipara's rural communities. It is a descriptive collection of the constraints and opportunities analyses and a summary of the engagement from community workshops and online interviews. This document sets out future direction for the options being considered through this Phase Four of the district-wide spatial planning process.

The purpose of this document is to utilise it as a tool for agreeing on the work to date, seek feedback on the direction for each of the rural settlements and wider district environments, and to further involve partners, stakeholders and community representatives of the process to encourage further collaboration with the spatial planning process.

Engagements were conducted with the following communities:

**Baylys Beach, Glinks Gully, Hakarū, Kaihū (including Aranga and Omamari), Kellys Bay, Matakohē, Pāhi, Paparoa, Poutō Point, Ruāwai Tangiteroria, Tangowahine, Te Kōpuru, Tinopai, Whakapirau**

The rāhui imposed due to Covid-19 pandemic, and New Zealand going into Covid-19 Alert Level 4 lockdown in March, halted the 'live' engagement hui for the Sub Regional 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 of Kaipara. Further involvement from the communities, mana whenua, key stakeholders, and other partner organisations will be pursued during the public consultation period in June - July.

Parts 2 to 5 of the Draft Kaipara Sub-Regional Spatial Plan comprise the start of the early thinking on the options to address the most pressing issues that each community has to overcome to enable sustainable development. These options will then be refined through the next phase of the project and by progressing the council's response to the feedback received during the consultation phase in July. The last section of the Draft Kaipara Sub-Regional Spatial Plan sets out the future steps leading up to the adoption of the spatial plan signalling how this 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.

## 1.1 | Overview

### | What is the Kaipara Sub-Regional Plan Project?

The Kaipara District Council wishes to enable sustainable development for the numerous urban, peri-urban and rural communities which characterise Kaipara. This is being pursued through a spatial planning process which will flow into a future statutory District Plan review process.

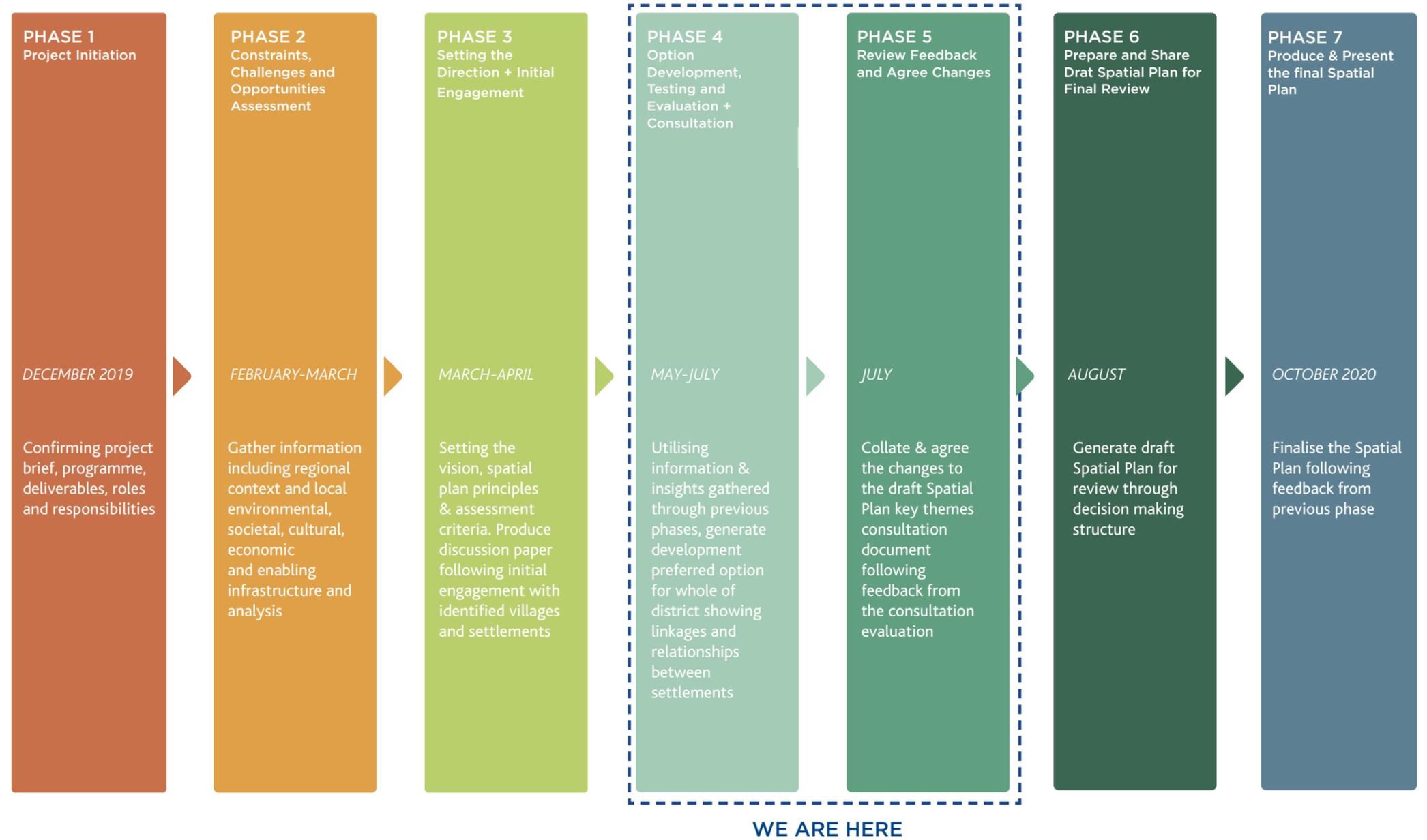
A spatial plan is a holistic approach to development and management of resources, community social infrastructure, and the identification of adequate infrastructure to improve the future social, economic, cultural and environmental well-being of a community. Well-being can be measured through many different indicators, such as Council surveys, health data, environmental monitoring and economic information.

### | Objectives

The Kaipara Sub-Regional Spatial Plan aims to achieve the following objectives:

1. Understanding the dynamics, drivers and infrastructure needed to support connected development and coordinated functions between Kaipara's settlements, villages and towns
2. 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
3. Developing a sustainable approach to how all rural and coastal land will be managed for cultural, commercial, conservation and community-based activities
4. Work with Kaipara 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

INDICATIVE TIME-LINE



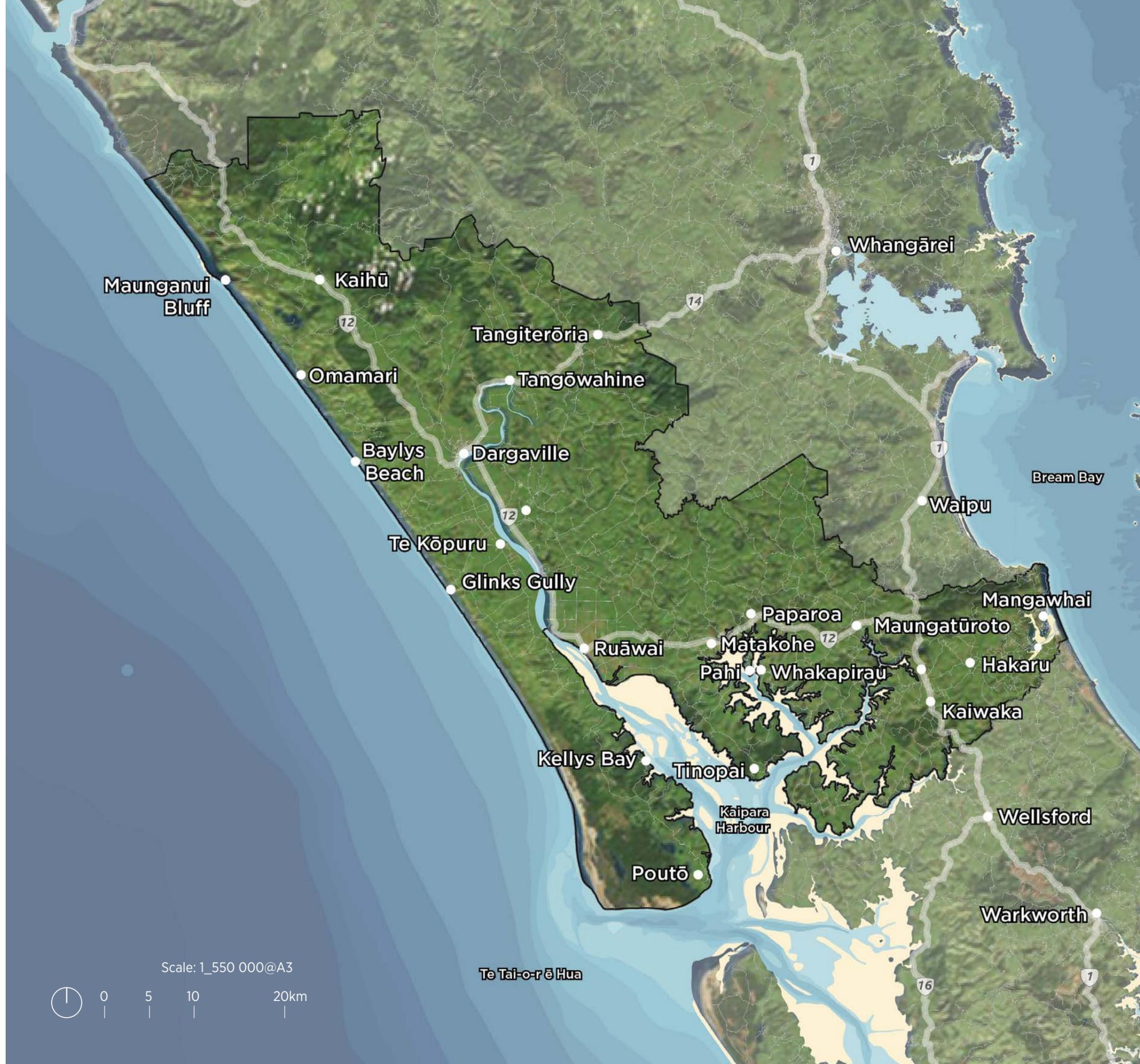
## 1.1 | Overview

### - Kaipara

This map shows the locations of Kaipara's key urban towns, rural towns, villages and rural and coastal settlements that this sub-regional 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 link 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 network including the Wairoa, Kaihū, or Kaiwaka rivers.

#### Legend

-  Centre
-  Rail line
-  State Highway
-  Kaipara District Border



Scale: 1\_550 000@A3



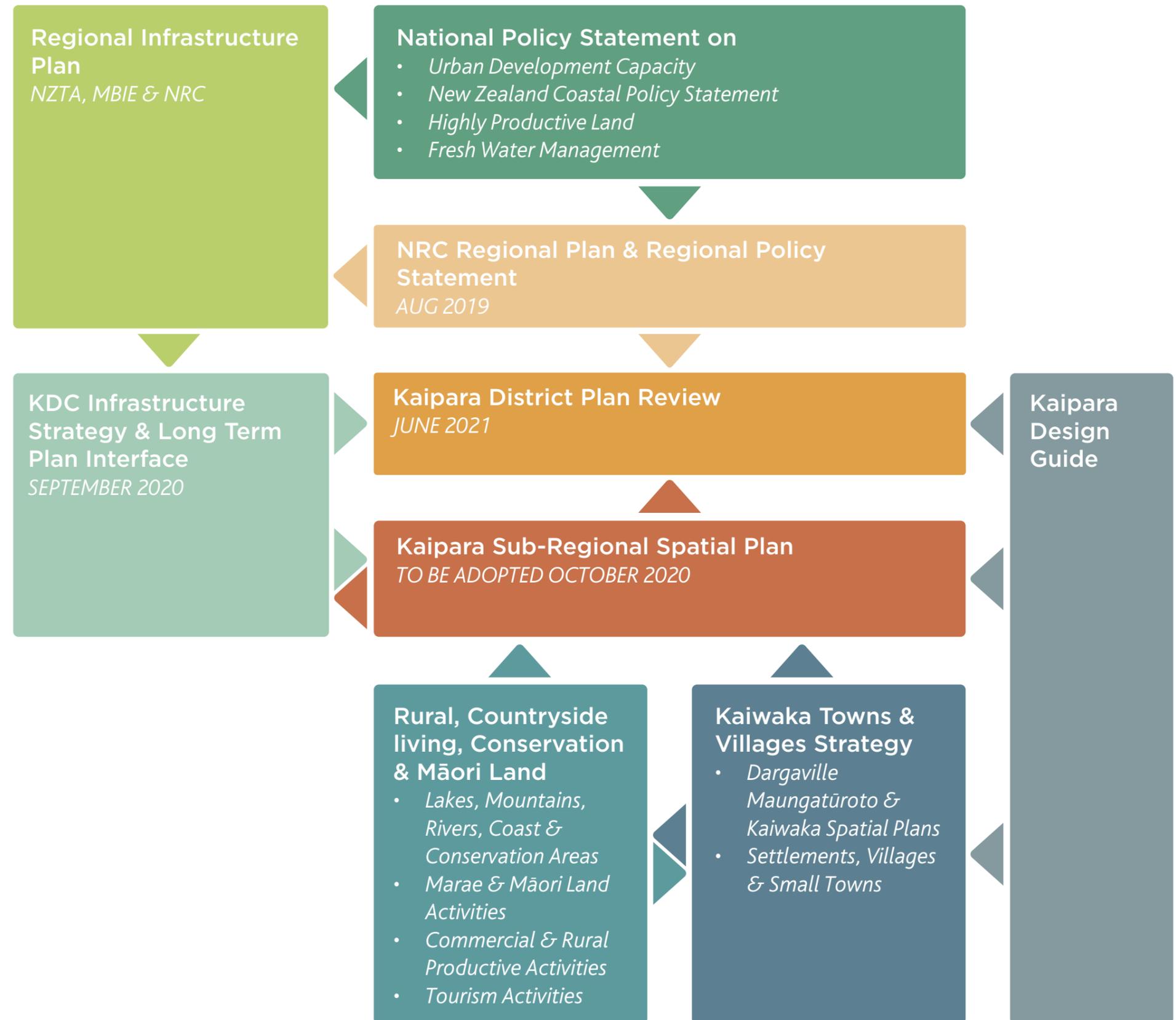
## 1.1 | Overview - Workstreams

### | A Living Document

- Planning horizon
- Alignment with other plans and documents

### | Kaipara District Spatial Planning Workstreams

The Kaipara District spatial planning workstreams diagram below shows the inputs and outputs from the sub-regional 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.



## 1.2 | Overview of Engagement

### Engagement Overview

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

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 workshops took place for the following communities:

16/03/2020 -  
Paparoa (Paparoa Primary School)

17/03/2020 -  
Tinopai (Tinopai School)  
Pahi (Pahi Hall)

19/03/2020 -  
Kellys Bay (Kellys Bay Hall)

The rāhui imposed due to Covid 19 halted the 'live' engagement hui for the Sub-Regional 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 wider project team has benefitted from wider public engagement through the Key Urban Areas Spatial Plan 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.

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 will be considered in three distinct groups with corresponding levels of engagement - project partners, key stakeholders and the wider community.

Project partners will be made up of tangata whenua iwi authorities, hapū and marae, Northland Regional

Council and Kaipara Harbour Integrated Management Group will be involved in key decisions regarding the process - their concerns and aspirations will need to be understood and considered in the decision-making process. The primary means of engagement with project partners will be through 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 influences in the community. The wider community includes local residents and the wider Kaipara community. Both of these groups have been engaged through survey monkey and community open days, with further survey and open days coming up in the June - July engagement period (the open day method is still to be determined). The difference being that key stakeholders will be contacted directly to ensure that they are fully aware of the process and specifically invited to the surveys and community events. The wider public will be reached via existing communications channels the Kaipara District Council has with

its residents. Key stakeholders will be consulted to ensure that their concerns and aspirations have been understood and considered. Stakeholder feedback will be captured and incorporated into 'early insights' and will be provided with mapped information to assist them in understanding the opportunities and constraints associated with the area.

### Engagement Workshops - Speed Planning Methodology

In the 'speed planning' exercise (also often referred to as "World Cafe"), 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 needs
- Social needs



## 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.

**| The text on the following pages summarises feedback from Kaipara Iwi and Hapū**

### 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 life force / living essence of any and everything natural within the world. This can also extend to include the life force 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)

#### **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 and 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.

### Cultural principles

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 Rangatiranga of Mana Whenua in respect of our natural, physical and spiritual resources.

Section 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 have 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 compliments 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 Rangatiranga - 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 Local Government Act, Resource Management Act and the guidelines set out in common law like those in the Environment Court. The iwi would like KDC to recognise their mana rangatiranga 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.

***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.

## TE URI O HAU SETTLEMENT TRUST

### Core Māori Values

Feedback received surrounding whether the Core Māori Values presented in the Sub-Regional Spatial Plan resonate with Mana Whenua was positive. Option 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 was shared 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 doesn't 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 as 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 - extensive research may need to be required to achieve this.

To name streets etc 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 and 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 Values Assessments - clarity around the difference between an archaeological assessment and a cultural assessment needs to be further discussed with Council. 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 i.e. pest control etc 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 the 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 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, tāniko.

***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. To maintain this the marae must be maintained, and currently there are many things that the 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.

## RĪPIA MARAE

### *Summary of feedback received from a 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 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

## 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 Ruawai'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 Ruawai/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 Ruawai around the river, but they need to talk to people who live there, 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 marae - 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. Ruawai 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.

### 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 | 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 and Community Design Principles.

### 1 | Core Māori Values

- **Rāngatiratanga** - Self determination
- **Kaitiakitanga** - Guardianship
- **Manaakitanga** - Hospitality
- **Wairuatanga** - Spirituality
- **Kōtahitanga** - Unity
- **Whānaungatanga** - Kinship
- **Mātauranga** - Māori world view

### 2 | Te Aranga Design Principles

-  Mana Rāngatiratanga
-  Whakapapa
-  Tohu
-  Taiao
-  Mauri Tū
-  Mahi Toi
-  Ahi Kā

### 3 | Community Design Principles

-  Kaitiakitanga / Guardianship / Stewardship
-  Engagement
-  Diversity
-  Integration of uses
-  Connectivity
-  Legibility
-  Accessibility
-  Resilience + adaptation
-  Celebration
-  Treasured
-  Safety
-  Revitalisation
-  Feasibility + viability

## 1.4 | 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 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 spatial design process. Whether to use this framework or not, 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.

## 1.5 | 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 practises 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.

## 1.5 | Te Aranga Design Principles

### 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 and 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 presences can include customary, cultural and commercial dimensions.
- Living iwi / hapū presence and associated kaitiaki roles are resumed within urban areas

## 1.5 | 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 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 that their concerns and aspirations are consistently understood and considered.

### **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.

### **Integration of uses**

Ensure that uses are integrated together (rather than separated) to ensure that complemented uses are co-located and the town centre 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 of Kaipara centres heritage, conservation and landscapes, improving function and quality of life for local residents, whilst reinforcing the town's 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.

### **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.

### **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.

### **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.

## 1.6 | Regional Context

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



## 1.7 | Planning Context

Kaipara District's situation between Auckland and Whangārei, along with its spanning across both west and east coasts, places it in an economically 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 sub-regional spatial plan can be considered when deciding on a resource consent application as providing strategic direction as an 'other document' under s104 of the Resource Management Act 1991 (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 Policy Statements - 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. In producing this spatial plan, extensive consideration was given to the outcomes and objectives of the relevant NPS's, including in particular:

- The New Zealand Coastal Policy Statement 2010
- National Policy Statement for Freshwater Management 2014 (amended 2017)
- National Policy Statement 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 on Urban Development (NPS-Urban Development)
- Proposed National Policy Statement for Highly Productive Land

The new NPS-Urban Development is intended to replace the existing National Policy Statement on Urban Development Capacity 2016 and to broaden its reach. As with the

existing NPS, local authorities for urban areas experiencing high growth will be required to produce Future Development Strategies and Housing and Business Development Capacity Assessments. The new Future Development Strategy provisions are designed to achieve better spatial planning, including by identifying locations for future intensification, locations where urban development should be avoided, and infrastructure requirements to adequately service that growth. Of particular relevance to Kaipara District is how the NPS-Urban Development also includes measures to support growth in existing urban areas by recognising that amenity values can change over time and enabling a range of dwelling types and locations. Furthermore, the NPS-Urban Development will sit alongside the proposed NPS on Highly Productive Land and the proposed NPS on Indigenous Biodiversity. In the context of the wider district, the NPS on Highly Productive Land and NPS on Indigenous Biodiversity are particularly relevant, along with more stringent controls on water quality standards expected to come through in the near future.

The interaction between the three national policy statements will be of interest, in particular the balance to be struck between growth potential, economic development opportunities for rural production economic based districts such as the Kaipara, and protection of natural values.

### Regional directions

As a regional authority, Northland Regional Council must amend its regional policy statement 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 Kaipara need 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.

## 1.7 | Planning Context

### Kaipara - local directions

As a local authority, the Kaipara District Council 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.

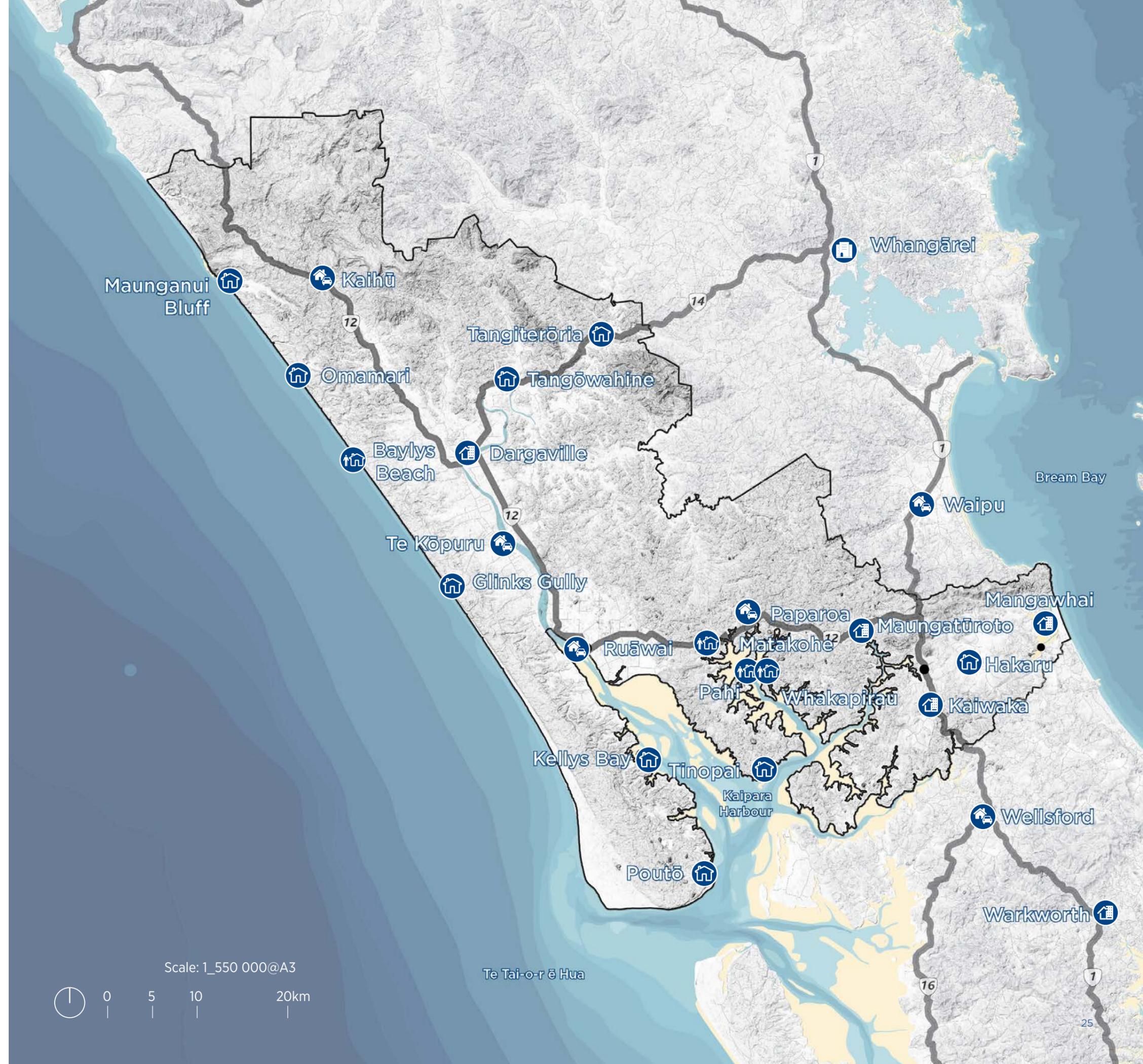


## 1.8 | Function & Services of Kaipara Settlements

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
-  Rail line
-  State Highway



Scale: 1\_550 000@A3



## 1.8 | Function & Services of Settlements

This Sub Regional 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.

### | 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.

# 1.8 | Function & Services of Settlements

KEY

● Yes ○ No ◐ Limited ● TBC

Settlement	Population		Hard Infrastructure									Soft Infrastructure									
			Water Reticulation	Waste Water	Stormwater Reticulation	Broadband	Mobile Coverage	Roads Sealed	Footpath	StreetLights	RailLine	Schools (P)primary (S)secondary	Access to Tertiary Education	Marae	Reserves	Playground	Sports Facilities	Church	Businesses	Community Centre	Public Transport
<b>Key Urban Centres</b>																					
Dargaville	4,794	1,818	●	●	●	●	●	●	●	●	●	PS	●	●	●	●	●	●	20+	●	●
Maungatūroto	1,269	282	●	●	●	●	●	●	●	●	●	PS	◐	●	●	●	●	●	10+	●	●
Kaiwaka	2,139	213	●	●	●	●	●	●	●	●	●	P	◐	●	●	●	●	●	10+	●	●
Mangawhai	936	570	○	●	●	●	●	●	●	●	○	P	◐	○	●	●	●	●	20+	●	○
<b>Service Towns</b>																					
Paparoa	396	156	○	○	◐	●	◐	●	●	●	○	P	◐	●	●	●	●	●	3+	●	●
Ruāwai	432	186	●	○	◐	◐	●	●	●	●	○	PS	◐	●	●	○	●	●	20+	●	●
Te Kōpuru	465	192	○	●	●	◐	●	●	●	●	○	P	◐	●	●	○	●	●	2	●	○
Kaihū	183	81	○	○	○	●	◐	●	○	◐	◐	P	◐	●	○	○	●	●	2	○	○
<b>Local Villages</b>																					
Matakohe	66	27	○	○	◐	●	●	◐	◐	◐	○	P	◐	●	●	○	●	●	2	●	○
Baylys Beach	279	129	●	○	●	●	●	●	◐	◐	○		◐	○	●	○	●	○	2	●	○
Pahi	180	90	○	○	●	●	●	●	○	○	○		◐	●	●	○	○	○	1-5	○	○
Tinopai	174	78	○	○	◐	●	●	◐	◐	●	○	P	◐	●	●	○	●	○	1	●	●
Whakapirau	57	24	○	○	◐	◐	●	●	○	◐	○		◐	●	●	○	○	●	0	●	○
<b>Rural Hinterland &amp; Coastal Settlements</b>																					
Kellys Bay	66	24	○	●	◐	●	●	◐	○	○	○		◐	●	●	○	○	○	0	●	○
Poutō Point	78	30	○	○	○	●	●	○	○	◐	○		◐	●	●	○	○	○	0	○	○
Glinks Gully	72	Unknown	●	●	◐	●	◐	●	◐	◐	○		◐	○	●	◐	○	○	0	○	○
Tangiteroria	141	69	○	○	○	●	◐	●	◐	◐	○	P	◐	●	●	○	○	○	2	◐	●
Tangowahine	129	54	○	○	○	●	◐	◐	○	◐	●	P	◐	○	●	○	○	○	0	○	●
Hakaru	Unknown	Unknown	○	○	○	◐	●	◐	○	◐	○		◐	●	○	○	○	○	0	●	○
Maunganui Bluff	Unknown	Unknown	○	○	○	○	●	●	○	◐	○		◐	●	●	○	○	○	0	●	○
Omamari	Unknown	Unknown	○	○	○	○	●	●	○	◐	○		◐	●	●	○	○	○	0	●	○

## 1.8 | Transport

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
-  Boat ramp
-  Wharf
-  Beach Access

### Existing Biking & Cycling Trail

-  Twin Coast Cycle Trail
-  Kauri Coast Cycleway
-  Kaipara Harbour Missing Link
-  Te Araroa Trail

### Aspirational Regional Cycle Trail Framework

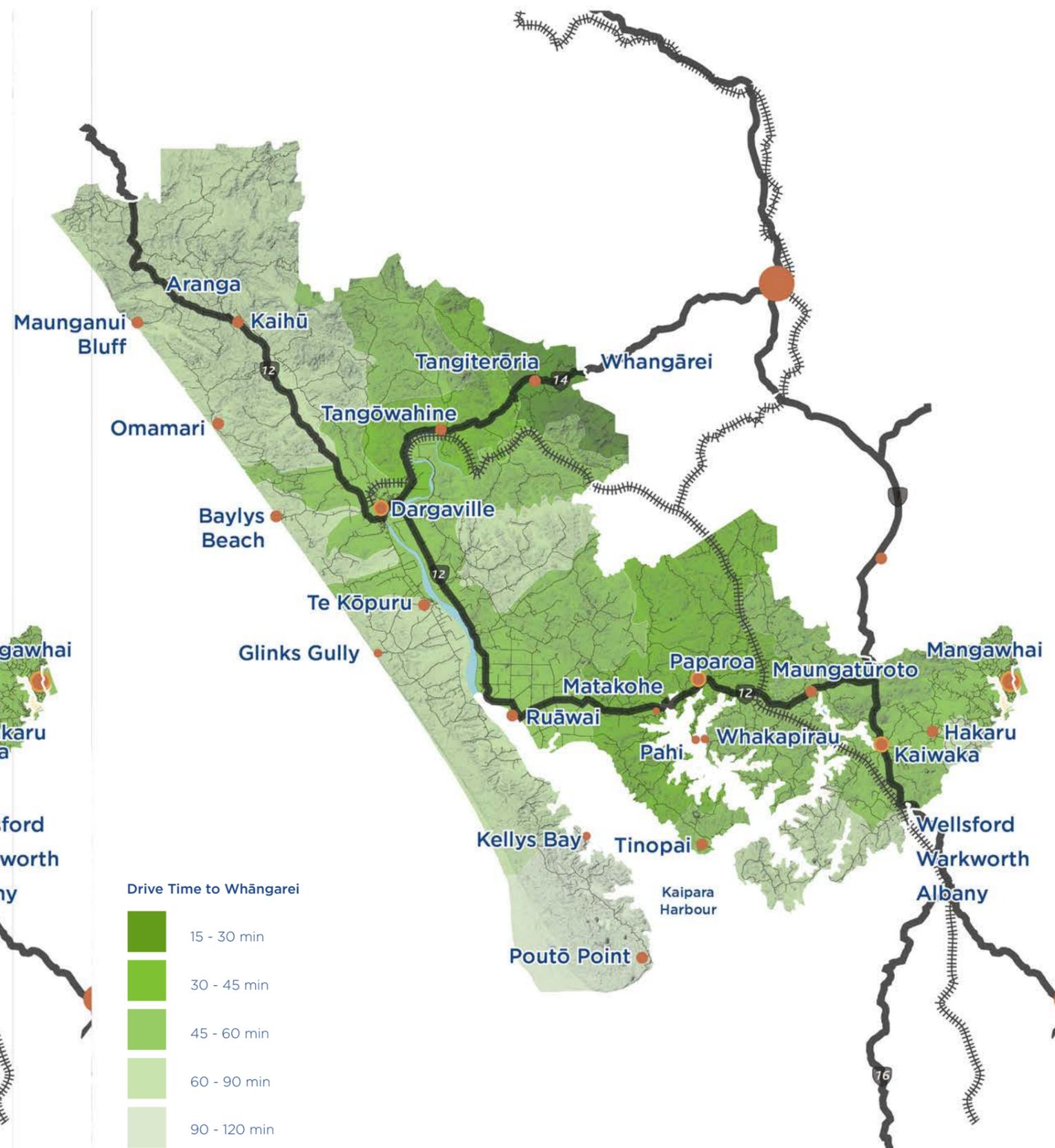
-  Aspirational Regional Cycle Trail Framework
-  Key District Projects

### Drive Time to Kaipara Centre

-  < 15 min
-  15 - 30 min
-  30 - 45 min
-  60 - 90 min



# 1.8 | Transport



## 1.8 | Transport

There are three main state highways that feed into and through the district which provide good vehicle connections between Kaipara and the main regional centres of Whangārei and Auckland.

State Highway 1 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.

Vehicle / motorbike / bicycle 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. Throughout the spatial planning engagement process, we have heard from various communities who wish to restrict or prohibit vehicle access

on the beach. This is a matter to be considered further as Kaipara residents balance recreational, commuting, and business needs with environmental enhancement aspirations for the district.

Historically, Kaipara was well connected through rail infrastructure; although mainly used for freight purposes, these rail lines linked Auckland to Northland via the Kaipara. It was recently announced that government investment into the North Auckland Line is planned, which will provide some interesting opportunities for the Kaipara District. Other branch lines such as the Dargaville (closed in 2014) and Donnellys 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, Matakohe, Pahi, Paparua 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 Pahi 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 Matakohe or Ruawai, are well-serviced 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, Maungaturoto, 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.

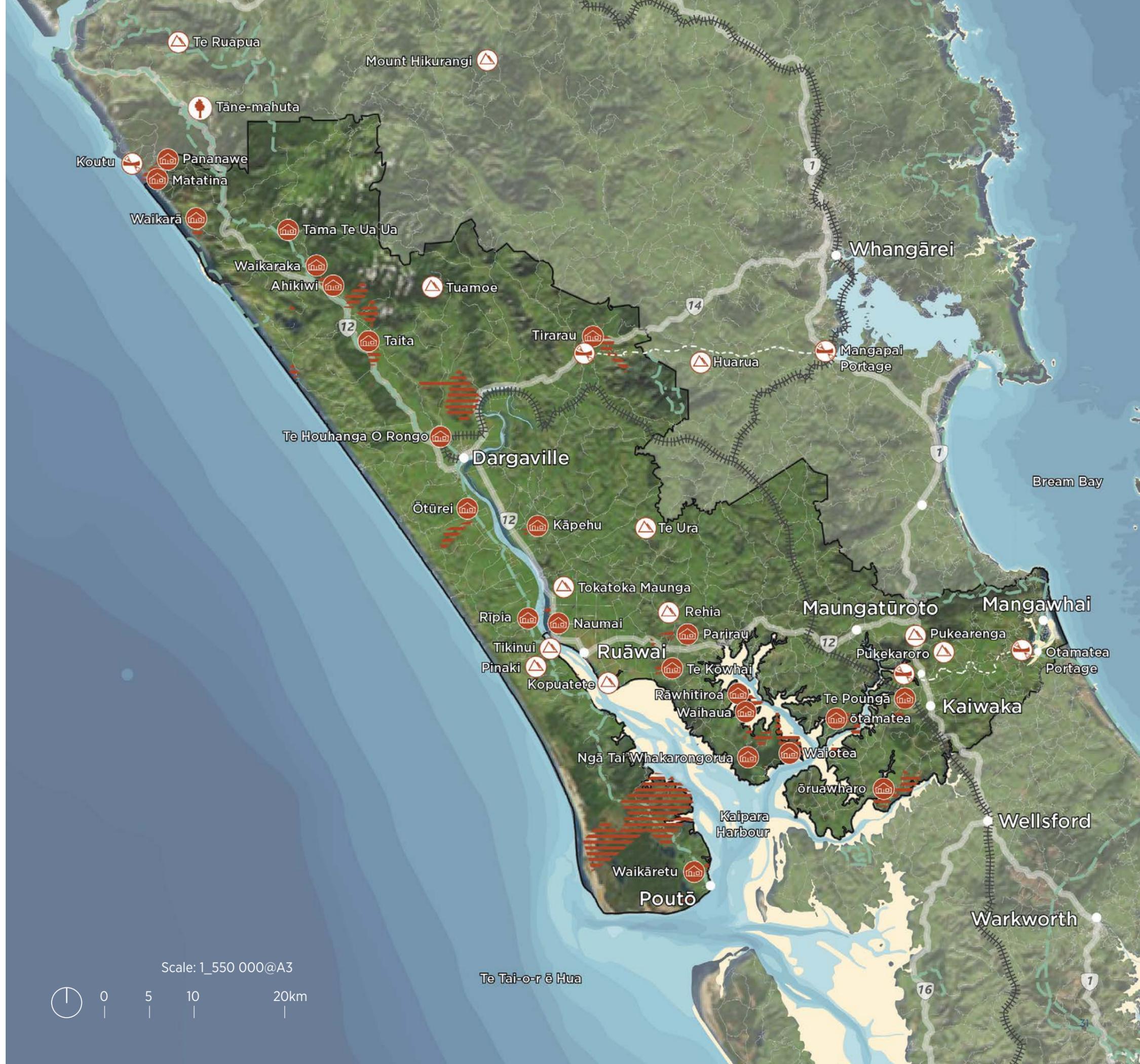
## 1.8 | Cultural Landscape of Kaipara

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 Tangiteroria 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
-  Maunga
-  Trees / Forest of Significance
-  Waka Landing
-  Portage
-  Maori Land Parcels



Scale: 1\_550 000@A3



## 1.8 | Cultural Landscape of Kaipara

THERE ARE 24 MARAE WITHIN THE KAIPARA DISTRICT.

### | Part 2 - North Kaipara

***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***

*Ngāuhi; Te Runanga o Ngāti Whātua*

### | Part 3 & 4 - 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*

### | Part 5 - Kaipara Harbour + East Coast

***Te Pounga Marae***

*Te Uri o Hau*

***Oruawharo Marae***

*Te Uri o Hau*

***Otamatea Marae***

*Te Uri o Hau*

***Waiotea Marae***

*Te Uri o Hau*

***Ngatai Whakarongorua Marae***

*Te Uri o Hau*

***Te Kowhai Marae***

*Te Uri o Hau*

***Rawhitiroa Marae***

*Te Uri o Hau*

The following marae is not shown on the map

***Waiohou Marae***

*Te Uri o Hau*

# 1.8 | Rural Land Use

## Legend

- 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
  - Kaipara District Border

### 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

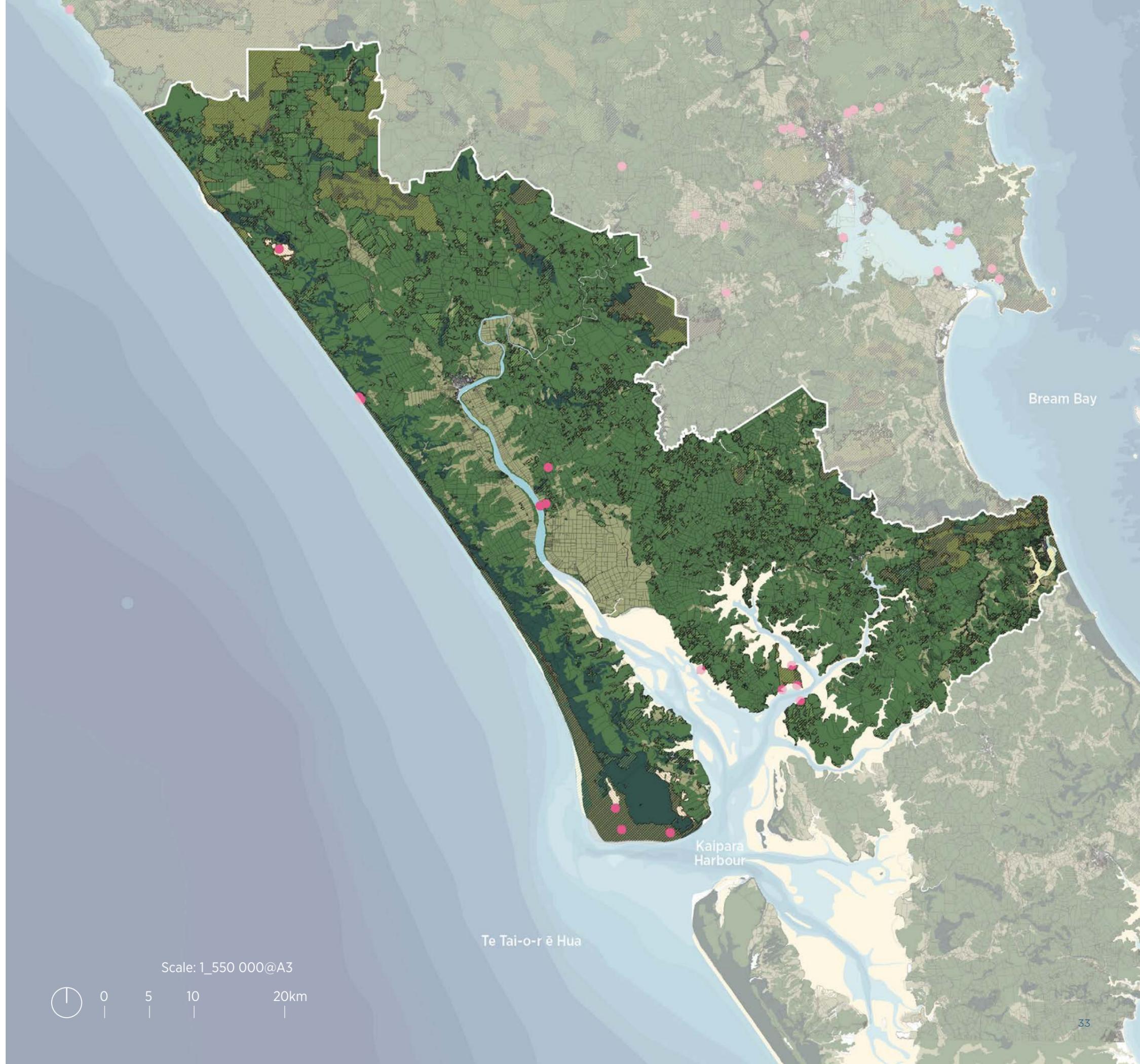
- 4\_Suitable for pasture, tree crops, production forestry or for occasional cropping with severe physical limitations to arable use.
- 5\_Unsuitable for arable cropping but only negligible to slight limitations to pasture, vineyards, tree crop or production forestry use.
- 6\_Suitable for pasture, tree crops or forestry and in some case vineyard, bu 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



# 1.8 | Ecological Network

## Legend

- Land Use Capability 1, 2 & 3
- Significant Natural Area
- Primary Potential Ecological Network
- Secondary Potential Ecological Network
- Kaipara District Border

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°

#### RAPARIAN 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

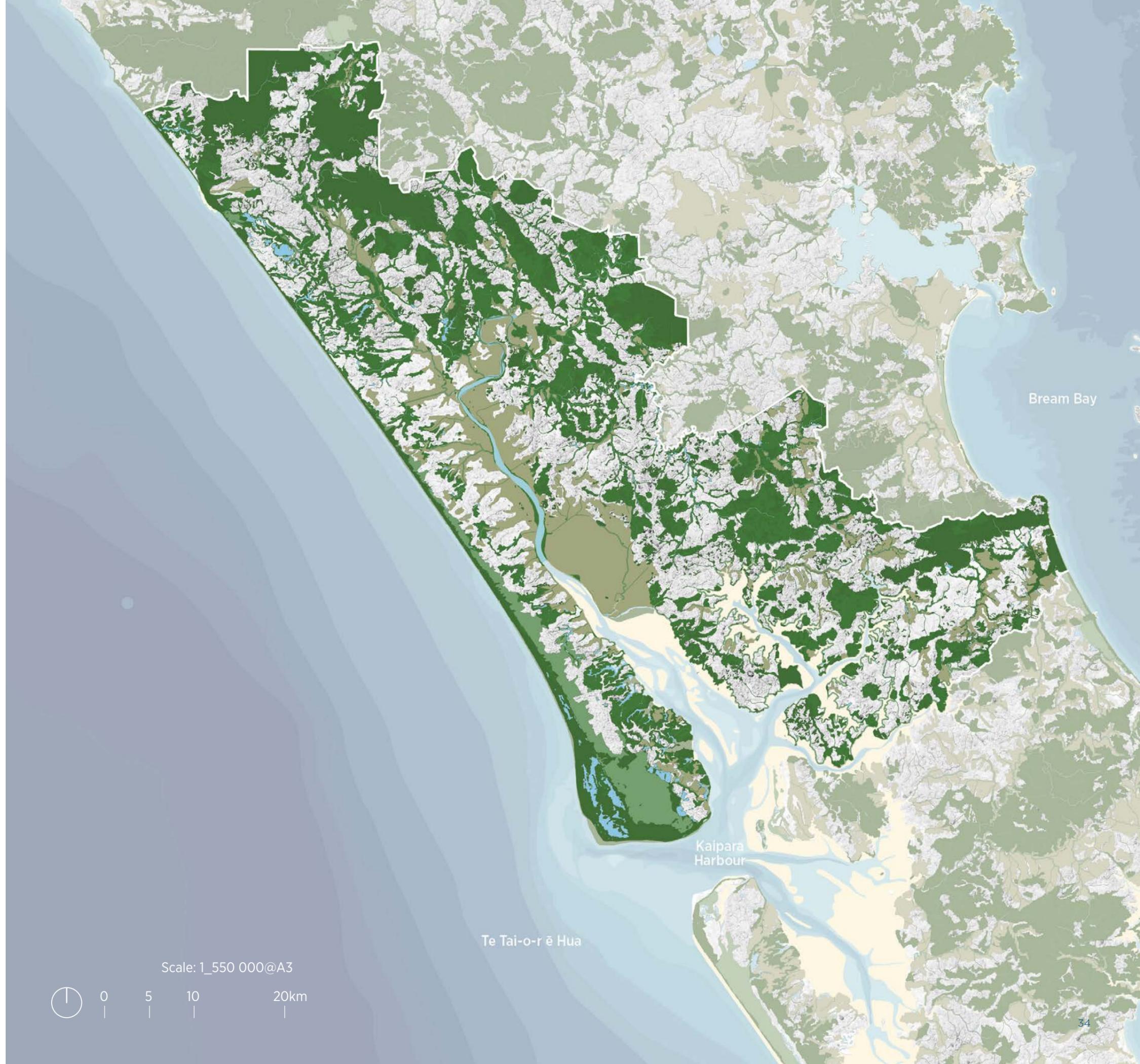
### The Secondary Ecological Network set is based on following Layers

#### RAPARIAN 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



## 1.8 | Ecological Network

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 or 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.

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.

# 1.8 | Land Environments of Kaipara

## Legend

-  D1 - once extensive Kahikatea forests
-  A5 - Once extensive Kahikatea forests
-  A6 - Species of Kauri
-  A7 - Young stages vegetation
-  G1 - Pine forest and improved pastures

Source: LINZ, Maori Land Online, NRC Gis



Scale: 1\_550 000@A3



## 1.8 | Land Environments of Kaipara

### | Kaipara District is composed of five Land Environments:

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 constraint human land uses such as agriculture, horticulture, and forestry.

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 LMZ's 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.

The classifications found in Kaipara consist of\_

- **Environment A** - consisting of extensive lowlands generally found in the northern North Island.
- **Environment D** - encompasses hill country of low to moderate elevation in the central and northern regions of the North Island.
- **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 A5** is widespread, consisting 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, 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, and 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 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. Other common species include rimu, mountain totara, tawa, taraire, towai, quintinia, tawari, toro, melicytus macrophyllus, alseuosmia macrophylla, dracophyllum latifolium, brachyglottis kirkii, nikau, lianes including the ferns lygodium articulatum and

## 1.8 | Land Environments of Kaipara

blechnum filiforme, and epiphytes including collospermum hastatum, pittosporum cornifolium and puka. Tanekaha and, locally, hard beech grow on ridges, and silver pine occur in wet depressions. On lower slopes and clay uplands Kauri is sparse, with higher fertility being indicated by trees such as kohekohe, puriri, pukatea and kahikatea.

**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.

## 1.8 | Economic Context

In comparison with nearby districts (Whangarei, Northland), or indeed, with the country at large, Kaipara's economy is missing out, its potential constrained by geographic isolation and underinvestment. To demonstrate, Kaipara accounted for almost 10% of Northland's GDP in 2018 - Whangarei 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 were:

- Kaipara Coastal -170,
- Ruawai-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 onshore experiences (e.g. historic sites, marae and other attractions such as Matakoho's Kauri Museum).

The Kaipara Missing Link is a section of the New Zealand Cycle Trail, which travels south from Dargaville through the Pouto peninsula, where a boat ferries cyclists from Pouto 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 Matakoho

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.

Figure 1



Source: Statistics New Zealand – Visitor Arrival Statistics (YE Jun)

## 1.8 | Economic Context

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

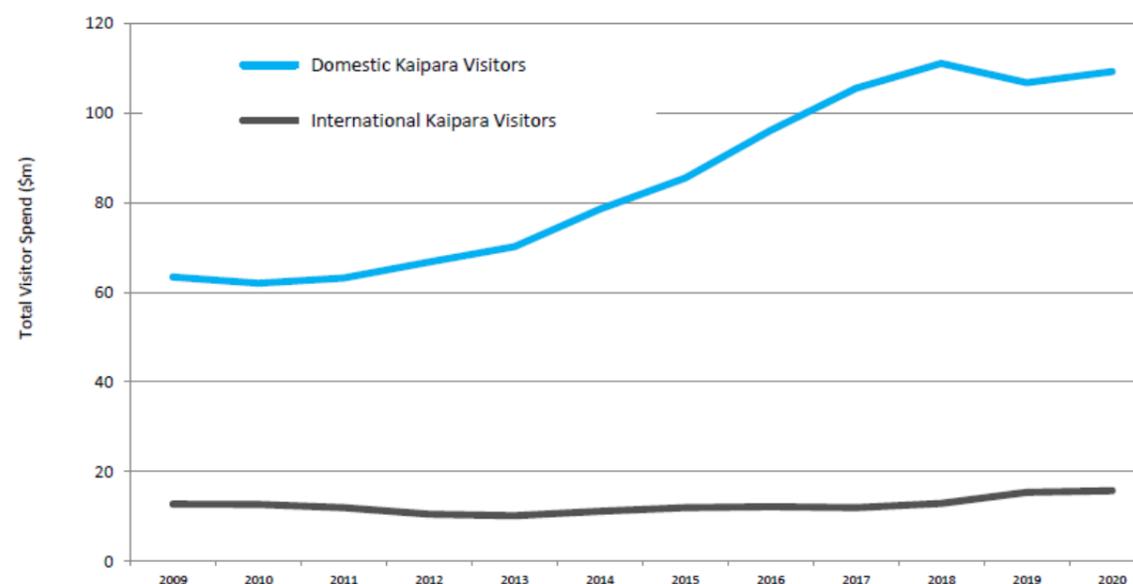
a better recognised industry in Kaipara, including:

- Significant domestic and international population catchments within 1 - 4 hours' drive
- There 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, Maori cultural experiences, 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, art
  - Settlement heritage and cultures
  - Historic and contemporary Maori 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 labelled “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, cafes, guides and accommodation providers. To this end, wharf infrastructure can unlock areas while attracting niche interests and activities.

Figure 2



Source: Monthly Regional Tourism Estimates (MRTes), MBIE, YE Jan<sup>7</sup>

## 1.8 | Social and Cultural 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.

There has been observed a spatial reorientation of activity in the past 15 years, 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

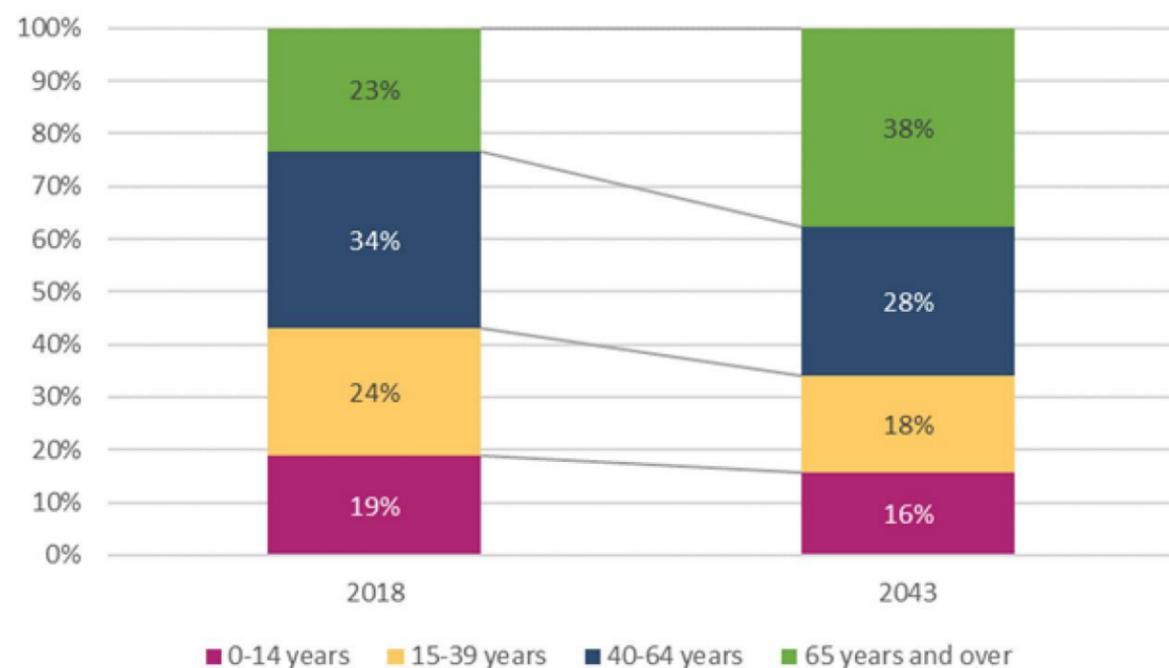
in Kaipara. This is only slightly higher than growth anticipated in Mangawhai exclusively (1,100), indicating the concentration of growth towards the east in Kaipara.

Many of Kaipara’s rural settlements are popular retirement destinations, such as Paparoa, Kellys Bay and Ruāwai.

Table 1 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.



	Census 2006	Census 2018	Change 2006-18	% Change	Cum. pop (2018)
<b>Kaipara District</b>	18,135	22,869	4,734	26	22,869
<b>Far North/Whangarei Districts</b>	130,308	156,210	25,902	20	179,079
<b>Auckland Region</b>	1,304,958	1,571,718	266,760	20	1,727,928
<b>Waikato/Bay of Plenty Regions</b>	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)
<b>Kaipara District</b>	23,600	25,200	1,600	7	25,200
<b>Far North/Whangarei Districts</b>	159,600	171,500	11,900	7	196,700
<b>Auckland Region</b>	1,859,300	2,326,200	466,900	25	2,497,700
<b>Waikato/Bay of Plenty Regions</b>	811,900	915,200	103,300	13	3,241,400

Source: Statistics New Zealand Projections – (Medium Series, 2013 base, 2018 Update)

## 1.9 | 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 discernable and the research undertaken simply navigated.

### Legend

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



Scale: 1\_550 000@A3



## Part 2 | North Kaipara