

Part 2 | The Spatial Plan_Dargaville

2.0 | Site Location & Context

Dargaville is located north of the Kaipara Harbour, on a bend in the Northern Wairoa River, the largest river in Northland. The Kaipara Harbour is one of the world's significant harbours by the size of its coastline. The iwi of the Dargaville rohe is Te Roroa. Te Houhanga Marae and Rahiri whare (built in 1914) is the marae of hapū Te Kuihi and Whānau a Parore and is located on the north-western edge of Dargaville.

The Kaipara District has a population of approximately 23,000 residents (2018 Census). The District has both a western and eastern coastal boundary with a strong relationship to the Kaipara Harbour. Dargaville is the largest settlement in the District, with a population of approximately 5,000 people. There was a 4.6 percent decrease in population between the 2013 and 2006 Census. However, as of the 2018 Census, this has increased by 12 percent. The median age (half are younger, and half older, than this age) is 44.1 years for people in Dargaville (2018 Census). The median age in Kaipara District is 46 years (2018 Census). 25.7 percent of people in Dargaville are aged 65 years and over, compared with 22.2 percent of the total Kaipara District population (2018 Census). 19.5 percent of people are aged under 15 years in Dargaville, compared with 19.3 percent for all of Kaipara District.

Dargaville is home to the Kaipara District Council (65 employees) and the Silver Ferns Farms processing factory (200 employees).



2.1 | Local & Historical Context

In pre-european times, Dargaville was known as Kaihū by tangata whenua. The 80ha Tunatahi block of land was purchased by one Joseph Dargaville, a timber merchant and politician in 1872 (Te Ara, 2015). The town was subsequently renamed after him in 1878 (Ryburn, p58). The settlement which was once known as Opunake (roughly 30km northwest of Dargaville) was concurrently renamed to Kaihū. Dargaville sought to create a planned community which was distinct from the other towns which had developed with the arrival of the English Albertlanders (Dargaville NZ, 2019).

Along with the rest of the Northern Wairoa, the town of Dargaville rose to prominence in the late 19th century and early 20th century in the midst of the kauri timber and kauri gum industries (Dargaville NZ, 2019). By the 1880s, its population had reached 600 (Ryburn, p62). By 1892, Dargaville had become a key town in the Northern Wairoa. It prospered in its role as a terminus for the Kaihū railway as well as steamer services travelling across the harbour, making it an important population and transportation hub. During this time, transport in Kaipara was predominantly water-based, focused around the Kaipara Harbour. Naturally, the Wairoa River was an important means of access to and from Dargaville, both from settlements further inland along the river and those from across the harbour (Dargaville NZ, 2019). The long, winding Wairoa River allowed access to the abundant native forests which once covered Northland (Te

Ara, 2015). Steamer services ran from 1885 until 1942. Boats such as the Minnie Casey and the Kina offered trips to various settlements throughout the harbour, such as a Helensville-Dargaville service (Ryburn). Timber which was railed from Kaihū would be loaded onto ships for export (Ryburn, p117, p165).

As well as the British, the Northern Wairoa saw a large influx of Croatian immigrants – the Dalmatians. Dalmatians steadily arrived in New Zealand from the 1890s (Fordyce, 152), prompted by a series of turbulent political factors from the historical region of Dalmatia in Croatia (Ulrich, 2015). The Dalmatians were drawn particularly to the kauri gum trade, and their populations were centred primarily around Dargaville (Ryburn, p165). Nowadays, their descendants comprise the large Croatian population of Dargaville.

By the 1920s, the timber and gum resources of Kaipara had dwindled significantly, prompting residents to turn to farming as the primary economic activity, supported by the village's rich soils and favourable climate. This was the deciding factor in the growth of towns and villages around Kaipara. Centres which were timber and gum towns, or ports on the harbour, faded away. Dargaville did not undergo this decline, as it was not an explicitly exclusive timber and gum town (Ryburn; Te Ara, 2015). As such, the population had reached 2370 by 1926 (Ryburn, p162). Dargaville then continued to grow until the 1960s, cementing itself as one of Kaipara's major towns.

Nowadays, farming and horticulture continue to comprise a major part of Dargaville's economy, as evidenced by its valuable kūmara industry. It is aptly known as the Kūmara Capital of NZ, as the area around it is used for cultivating one of New Zealand's largest kūmara sources.



Source: OFFICIAL DARGAVILLE KAURI COAST VISITOR INFORMATION WEB SITE. (2020, July, 21). *The Coming of the Gumdiggers*. Retrieved from http://www.kauricoast.co.nz/history_gum_diggers.cfm

2.2 | The Future of Dargaville

Aspirations shared by Dargaville residents

- Food bowl of New Zealand - Kai for Kaipara
- Create a destination rather than a gateway
- Connect the town centre and wider community with the Northern Wairoa River
- Tertiary institution - more choices
- Build on our successful industries

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

Summary of Feedback



2.2 | The Future of Dargaville

Vision:

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

The spatial plan for Dargaville envisions:

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



2.3 | Engagement - Early Insights

We learned from early and ongoing engagement with Dargaville stakeholders, residents and youth that there is a lot of concern surrounding the low water table and the flood-prone nature of Dargaville impacting on the growth potential of the town. Feedback centred around finding suitable flood-free land for residential and industrial activities located near transport routes and necessary infrastructure.

People were also concerned about how the council is going to manage stopbanks and drainage to mitigate the impacts of climate change and the cost of dealing with these infrastructure challenges. People were worried that these challenges would force some businesses out of town. The lack of tertiary education choices provided by Northtec and lack of youth activities were also seen as a constraint to encouraging young people to stay in Dargaville.

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

Key Stakeholder Development Proposals and Land Suitability

KEY

Community Development Proposal + Land Suitability

INDUSTRIAL

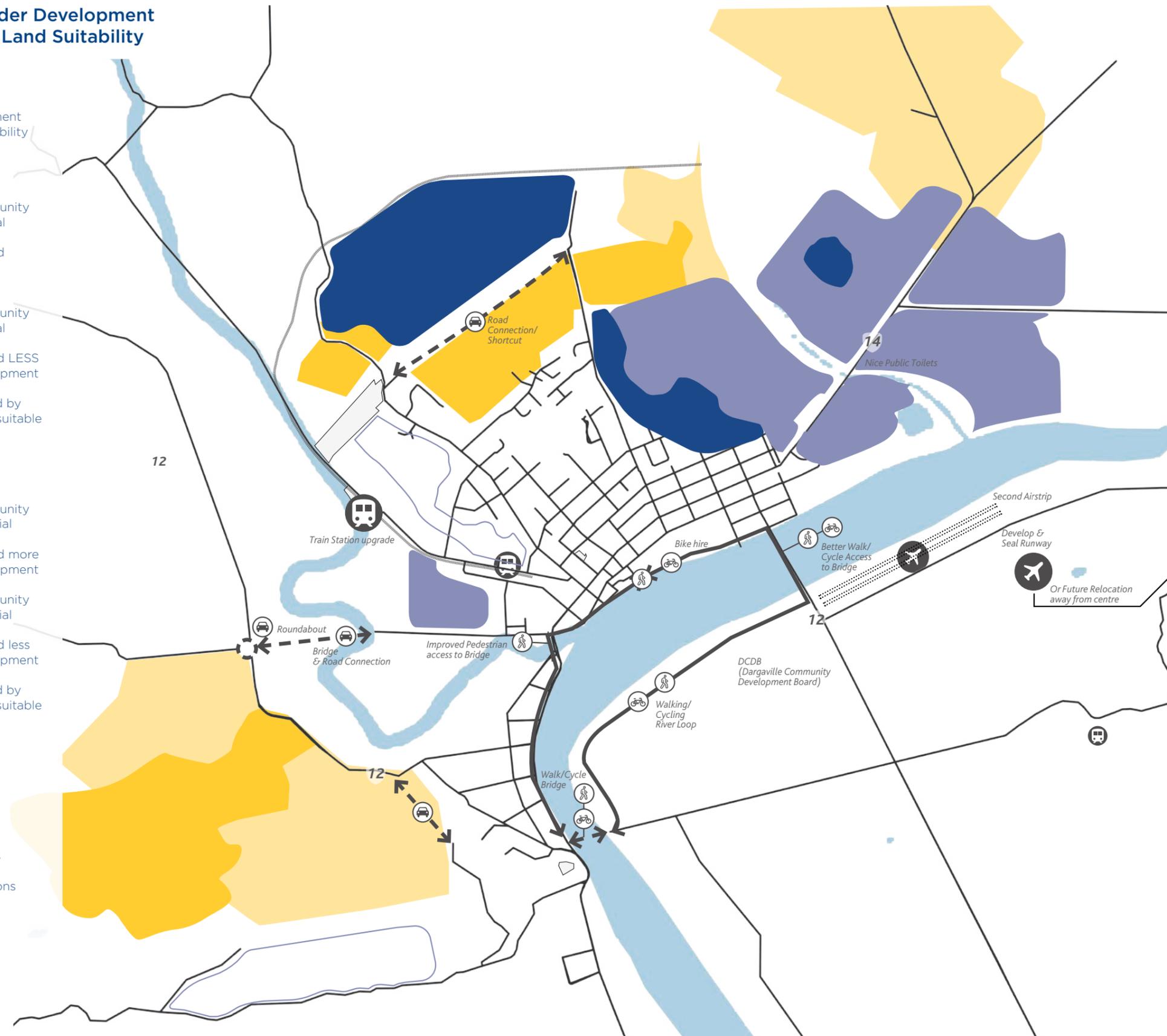
- Area where community proposed industrial development that coincides with land MORE suitable for development
- Area where community proposed industrial development that coincides with land LESS suitable for development
- Area not proposed by community more suitable for development

RESIDENTIAL

- Area where community proposed residential development that coincides with land more suitable for development
- Area where community proposed residential development that coincides with land less suitable for development
- Area not proposed by community more suitable for development

INFRASTRUCTURE

- 🚂 Rail Station
- 🚗 Road Connections
- 🚲 Cycle Connections
- 🚶 Walking Connections



2.3 | Engagement

- Options Assessment

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

Option 1 | Focus on the River



Option 2 | Building Resilience + Awakino Point Business Hub



Option 3 | Extend the Perimeter



Legend

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

- Make the town centre more active and vibrant by encouraging mixed use development close to existing central business district.
- Extend residential development to higher ground to the north, north east and to the south west.
- Develop new industrial area on SH12 on higher ground above the KaihūRiver

- Upgrade Hokianga Road in a staged manner, refocusing the main street away from the lower part of the central business district.
- Enable varying density residential development in existing areas and extend low density to the north, around the hospital and further along Awakino Road.
- Awakino Point (outside the floodplain) would host a new light and heavy industrial business hub which would cater for activities with easy access to the State Highway and rail line.

- This option envisions an enlarged town centre, with a second main street on Normanby Street (SH12) with beautification of the street with trees.
- An enlarged town centre would see a mixed use zoning extended to the Cranley, Awakino to Victoria Street block. The southwest residential area would utilise Harding Park as the major reserve.
- In addition, it enables residential development on the high ground in the north and southwest, some infill housing in the existing residential zone and one large industrial area off State Highway 14 towards Whangārei. 'Neighbourhood shops' would need to be enabled in both the north and south growth areas to support local activities

2.3 | Community Feedback

The spatial planning process for Dargaville was founded on public participatory consultation processes. The process started with the vision and enquiry into the high-level aspirations for the communities connected with Dargaville and followed through to discussions surrounding a shortlist of options that were consulted on between 8-29 November 2019. On 18 November 2019, the Kaipara District Council held an open day at the Dargaville Town Hall, where the community had the opportunity to learn from the project team and council officers about the options and why they had been proposed. Simultaneously, the community had the opportunity to share their views and aspirations for Dargaville with the project team through written and verbal commentary recorded on the event and subsequent submissions.

The feedback from the online survey for Dargaville was not conclusive towards one singular option, with a 43% / 35% / 22% split between Options 1 - 'Focus on the River', Option 3 - 'Extend the Perimeter', and Option 2 - 'Building Resilience and Awakino Business Hub' (in order of the indicative preference). Overall, people felt most strongly about protecting the existing town centre against potential flooding, especially the heritage buildings and places of cultural significance, and wished to see the town open up more towards the water. In addition, it was suggested that new residential housing opportunities could be provided within the existing urban area and on land free from flood risk, but still connected with the existing town centre.

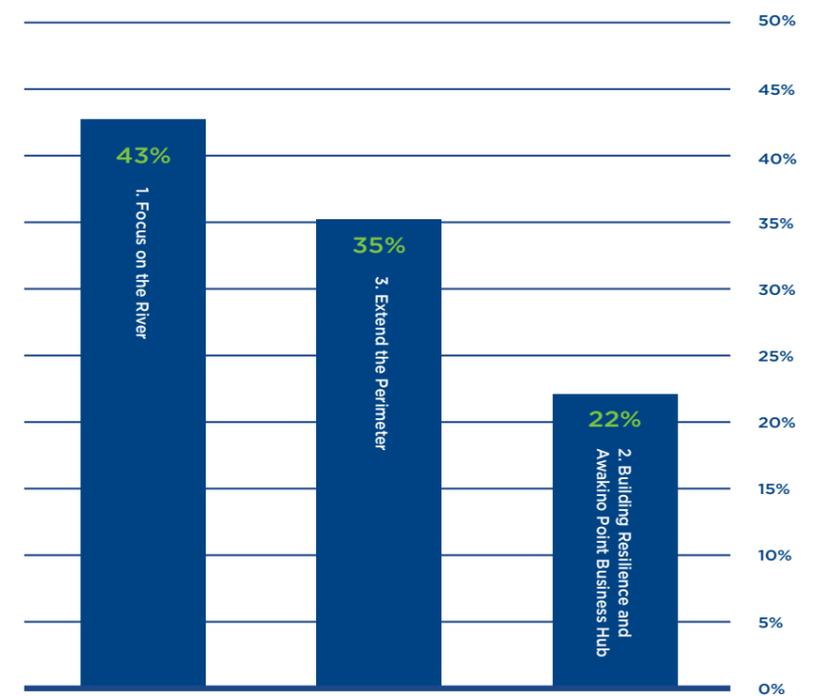
People also wished to see the industrial development extension proposed at Awakino Point progressed as it would enable more businesses to come to Dargaville, in flat, dry land that has good access to Whangārei via State Highway 14 and the Dargaville branch rail line. This was the preferred location for expansion of the industrial activity hub and business park area as it redirects heavy vehicle movements and avoids the need to traverse through the main centre.

People living in the existing residential areas also preferred the opportunity to intensify their existing properties and believed it would "create affordable housing and an opportunity for young New Zealanders to get into the property

market, and a good way of settling new residents". Tangata Whenua also expressed the strong desire to 'bring our people back home', which requires adequate infrastructure for the whole community - housing on land suitable for development and serviced by adequate infrastructure, education, business and job opportunities.

The consensus around where other future residential areas should be located was split between encouraging more compact/smaller properties close to the town centre and expanding to the north. People liked the idea of more houses on the north-end of Hokianga Road, on easy to develop, elevated land away from flood risk. They also liked the vision of developing mixed density residential housing around the hospital and the top end of town, where the land is elevated and stable and near the majority of the existing residential area. This direction is consistent with the vision to "strengthen the town's core", enabling a more vibrant, people-focused and busy town centre for Dargaville.

Dargaville Preferred Option



2.4 | Key Moves_Town Wide_Overview

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

Part 2 | Dargaville_Key Moves

Legend

Live | Work | Learn

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

Environment | Public Space | Productive Landscapes

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

Movement | Connectivity

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



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



2.4 | Key Moves_Town Wide

1 | Green, Blue and Brown Network



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

Green + Blue Network

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

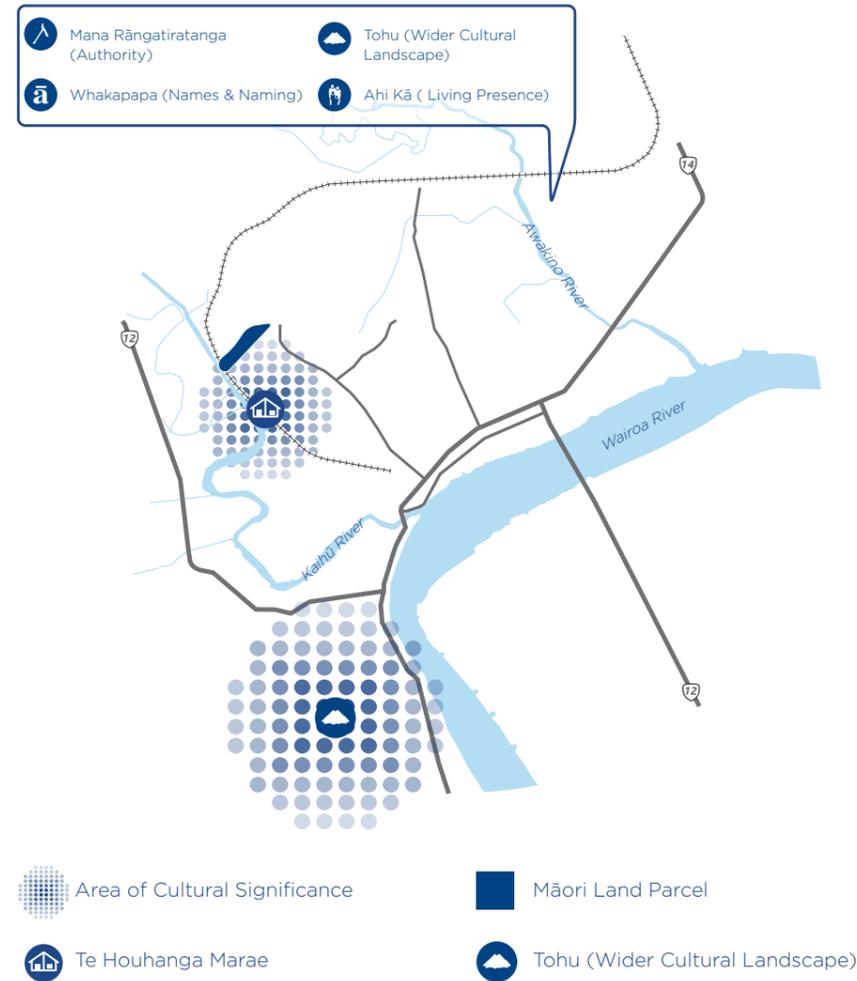
Soils

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

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

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

2 | Mana Whenua Values



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

Mana Rāngatiranga

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

Whakapapa - Where appropriate:

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

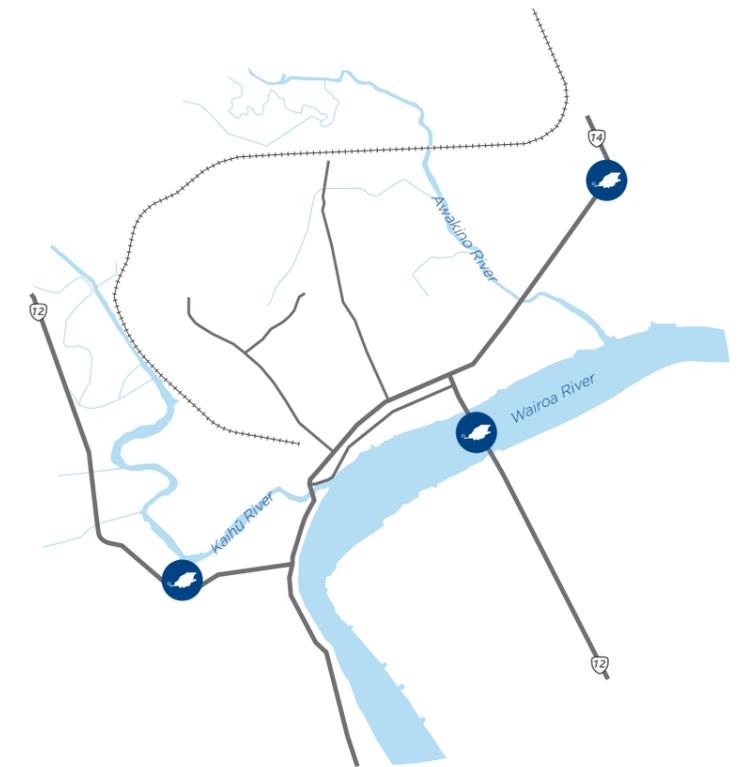
Tohu

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

Ahi Kā

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

3 | Celebrate the 3 Rivers and Gateways



- Gateway Locations - Mahi Toi (Creative Expression)

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

2.4 | Key Moves_Town Wide

4 | Intensification of Existing Residential



 Intensification of Existing Residential

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

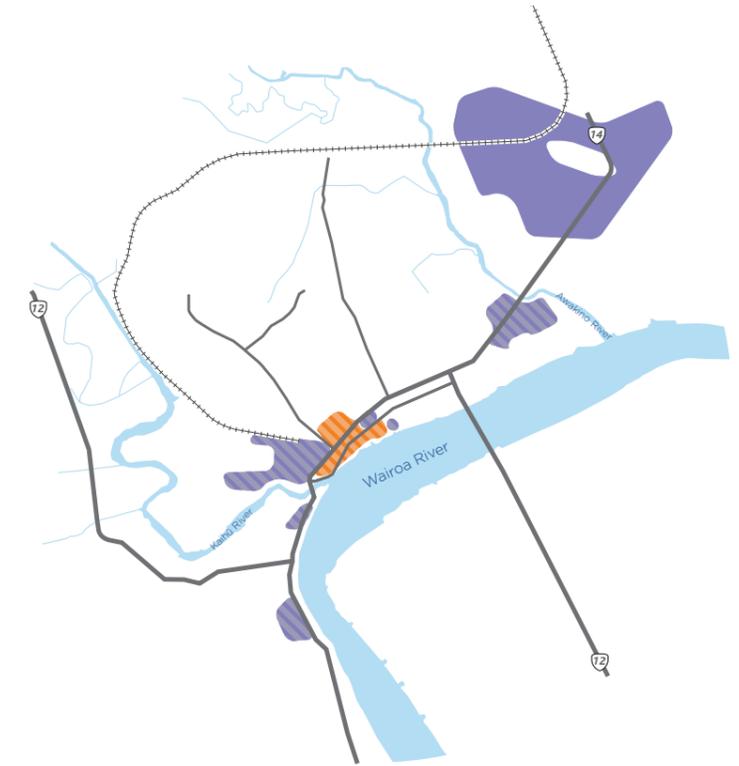
5 | New Housing on the Periphery



 Low Density Housing Development  High Density Housing Development
 Medium Density Housing Development

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

6 | Intensify Commercial + Industry to the East



 Intensification of Existing Industrial  Intensification of Existing Commercial
 New Industrial Development

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

2.4 | Key Moves_Town Wide

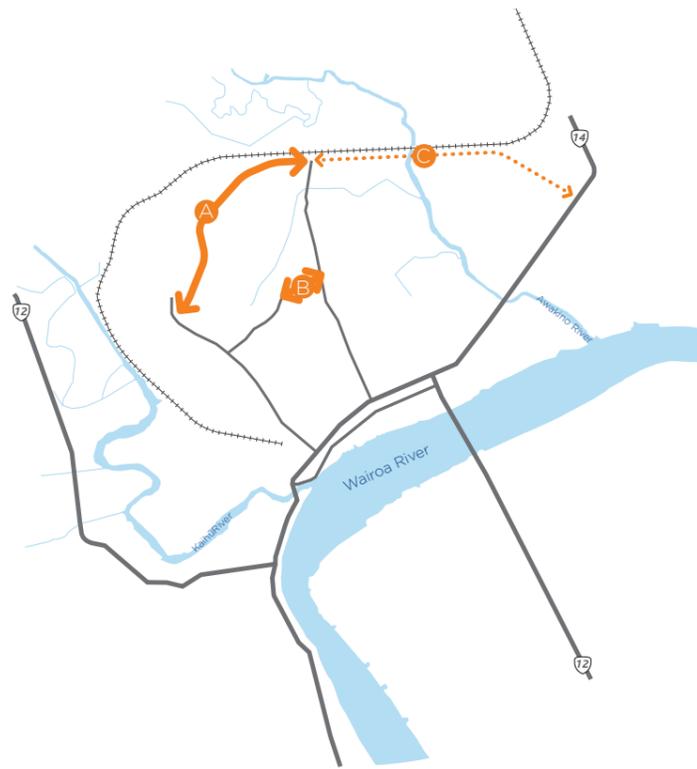
7 | Greening the Highway



Greening Of State Highways 12 & 14

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

8 | Connecting Collector Roads



Primary Road Connections

Secondary Proposed Future Road Connections (Further Investigation Required)

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

9 | Walk + Cycle Connections



Primary Cycle / Walking Connections

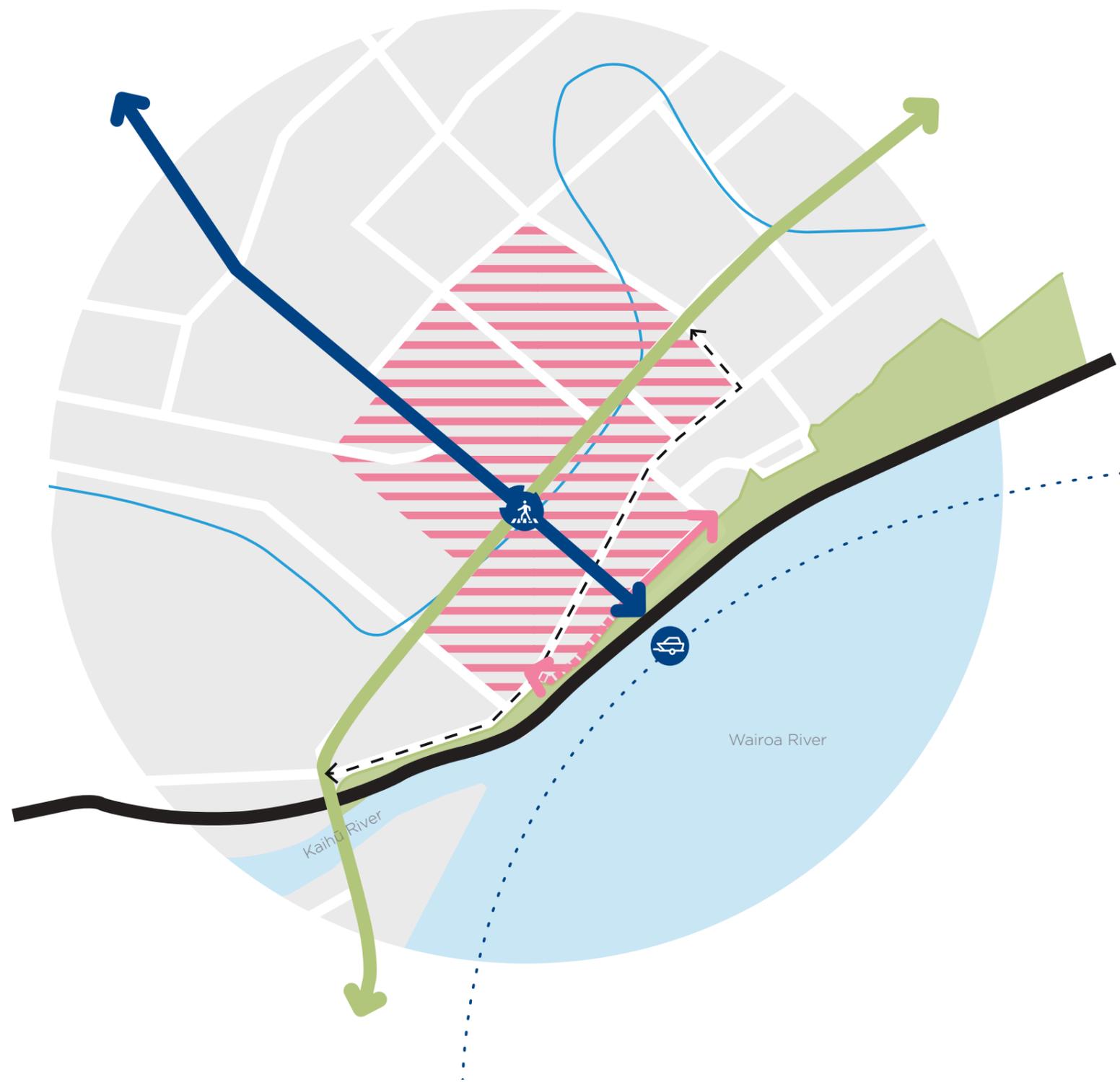
Proposed Future Connections (Further Investigation Required)

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

2.5 | Key Moves_Town Centre_Overview

The key moves proposed for Dargaville town centre involve:

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



**Boundaries are indicative only*

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

2.5 | Key Moves_Town Centre

1 | Embrace the River



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

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

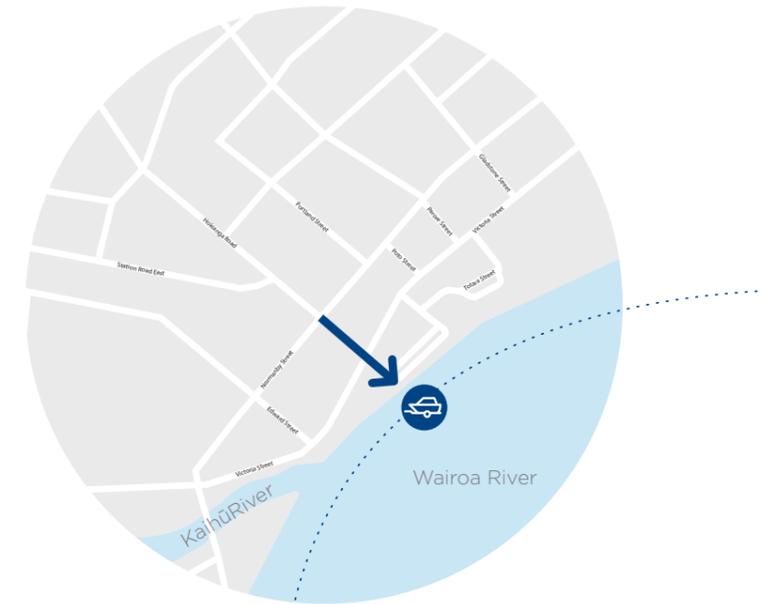
2 | Reinforce the Edge



- - - - Bund Edge

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

3 | Retrofit the Wharf

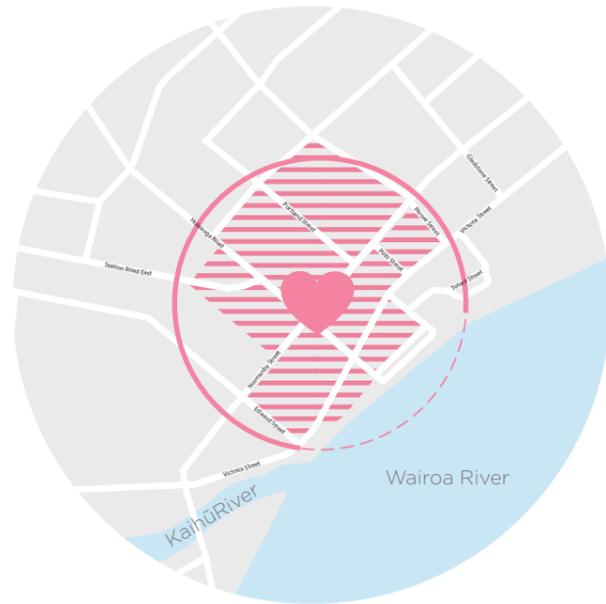


- ⊙ Wharf Upgrade
- Access From Centre
- ⋯ Ferry + Boat Paths

- Retrofit the existing wharf with a pontoon to provide all tide access
- Create visual connections to the wharf and increase its visibility from the Hokianga Road intersection

2.5 | Key Moves_Town Centre

4 | Reinforce the Heart



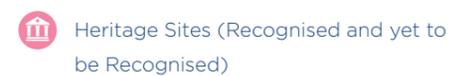
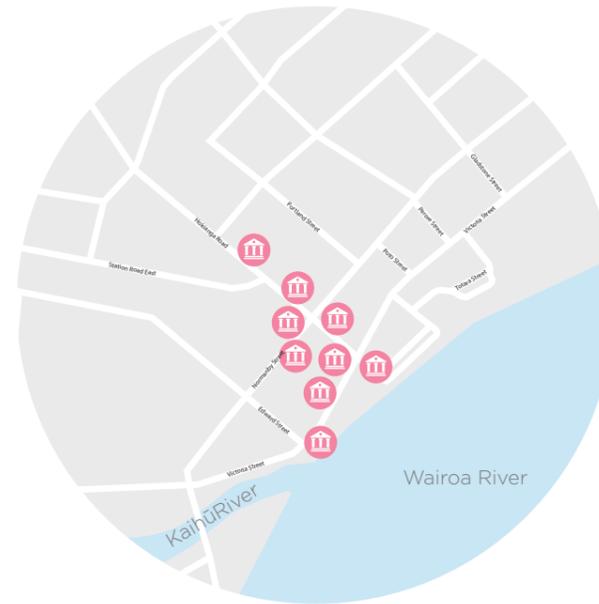
Heart of the Town



Lots to Intensify

- Focus new development around a central core to create a pedestrian friendly heart
- Develop spaces between buildings to create linked pedestrian networks through the town centre and to the Wairoa River
- Experiment and test different arrangements and uses, including markets, through a series of temporary demonstrations and interim designs
- Council leads by example with a joint venture with Northland Regional Council to build a new office space and co-locate other office based businesses. Council strengthens its existing office building and investigates repurposing as a town library and community meeting space.
- Ensure new development responds sensitively to Dargaville's built heritage

5 | Celebrate Heritage



Heritage Sites (Recognised and yet to be Recognised)

- Identify and preserve Dargaville's unique and varied built heritage
- Establish an archive/register of Dargaville's heritage buildings
- Where appropriate, retrofit heritage buildings to reclaim their value and occupancy by incentivising building owners in retrofitting and strengthening projects

6 | Enhance Hokianga Axis



New Axis along Hokianga Street

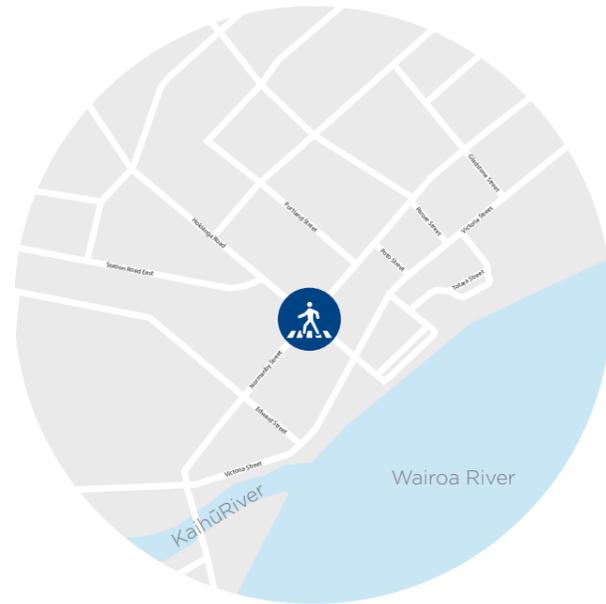


Points of Focus along Hokianga

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

2.5 | Key Moves_Town Centre

7 | Improve Pedestrian Connection



Intersection Upgrade

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

8 | Greening State Highway 12



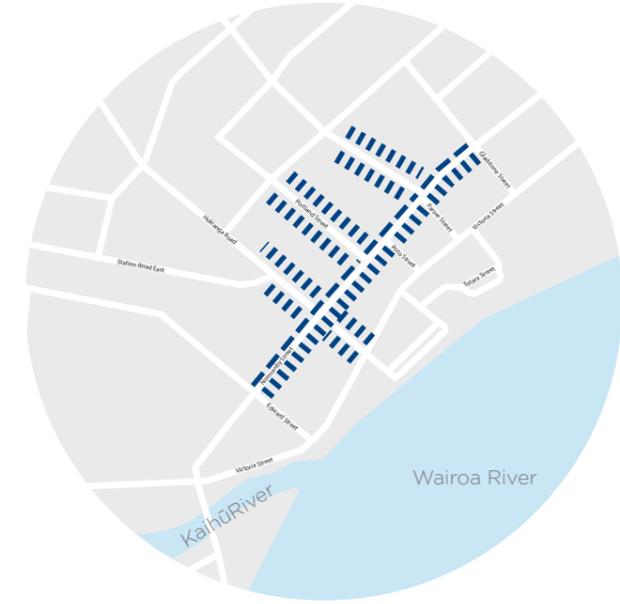
Planting Along Highway



Section of Highway to be Greened

- Also see Dargaville Wide Key Move 7
- Transform SH12 into a tree lined boulevard to slow traffic, improve amenity and local identity, improve environmental performance of the street and to help reclaim Normandy Road as part of Dargaville's town centre
- Investigate opportunities to integrate water sensitive design devices such as rain gardens into the streetscape environment

9 | Optimise On-Street Parking



Parallel Parking Along Highway



Perpendicular Parking Down Streets

- Undertake parking strategy to investigate where it would be possible to reorganise parking in the town centre
- Reduce median strips to accommodate changes as required
- Investigate implementing perpendicular parking along the southern edge of SH12, between Edward and Gladstone Streets, to significantly increase the amount of on-street parking with direct access to the town centre.

2.6 | Future Assessed Yields

The preferred option evolved from evaluation of the public consultation, therefore combining supported elements from the Option 1 - 'Focus on the River' and Option 2 - 'Building Resilience and Awakino Business Hub'. The land-use changes proposed are outlined on the table " Land Use & Yield Estimate".

The preferred option has 9 key moves in the wider township and 9 key moves for the town centre to integrate the new development and harness this to improve the offerings for existing and new residents.

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

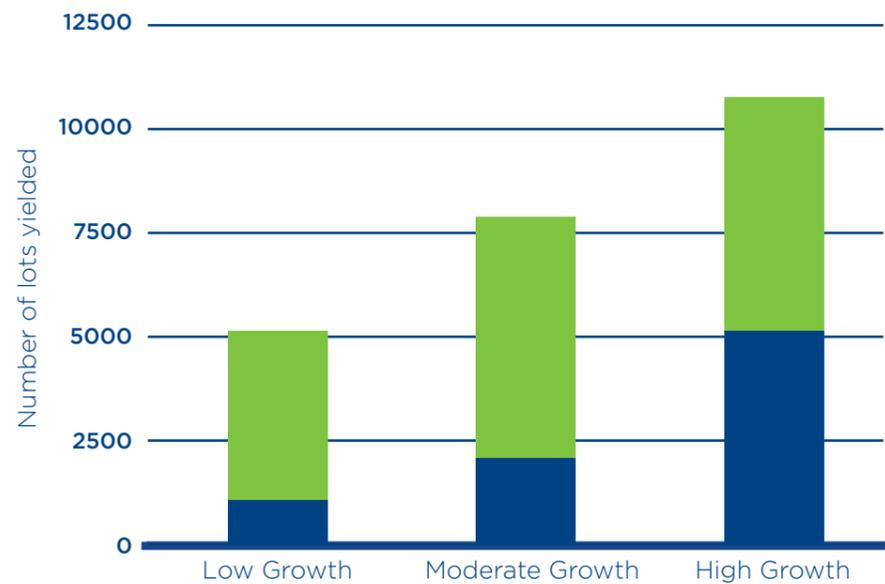
Calculations take into consideration existing lots, and assume 100 percent subdivision uptake i.e. subdivision potential is maximised

Land Use	Yield Estimate
Enabling new industrial land (gross lot areas created based on minimum lot sizes ranging between 1000-3500m²) on existing rural zoned land:	<ul style="list-style-type: none"> Awakino Point = 184ha (creating approximately 420-1472 lots) Dargaville East = 24ha (creating approximately 54-192 lots) South Dargaville = 10ha (creating approximately 22-80 lots)
Enabling new medium density (gross lot areas created based on minimum lot sizes of 500-1000m²) housing on existing rural zoned land:	<ul style="list-style-type: none"> Outer Dargaville = 173ha (creating approximately 1384-2768 lots) Awakino River Block = 50ha (creating approximately 400-800 lots) South Dargaville = 26ha (creating approximately 208-416 lots)
Enabling new high density (gross lot areas created based on minimum lot sizes of 300-600m²) housing on existing rural zoned land:	<ul style="list-style-type: none"> Outer Dargaville = 49ha (creating approximately 653-1306 lots) Onslow Ranfurly Neighbourhood = 9ha (creating approximately 120-240 lots)
Reviewing zoning provisions for existing residential zoned land to allow for medium to high density development (gross lot areas created based on minimum lot sizes of 400-1000m² assuming 100% uptake rate) provisions so that mixed-density housing options are enabled for infill and brownfield housing redevelopment	<ul style="list-style-type: none"> North Dargaville = 195ha (creating approximately 2149-4718 lots) Dargaville Town Centre = 22ha (creating approximately 115-229 lots) South Dargaville = 131ha (creating approximately 576-1352 lots) Dargaville East = 62ha (creating approximately 610-1041 lots)
Reviewing zoning provisions for existing commercial zoned land to allow for intensified mixed density opportunities (residential, retail and office use) to promote a stronger, more vibrant, people-focused town centre core.	<ul style="list-style-type: none"> Dargaville Town Centre = 78ha

2.6 | Future Assessed Yields

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

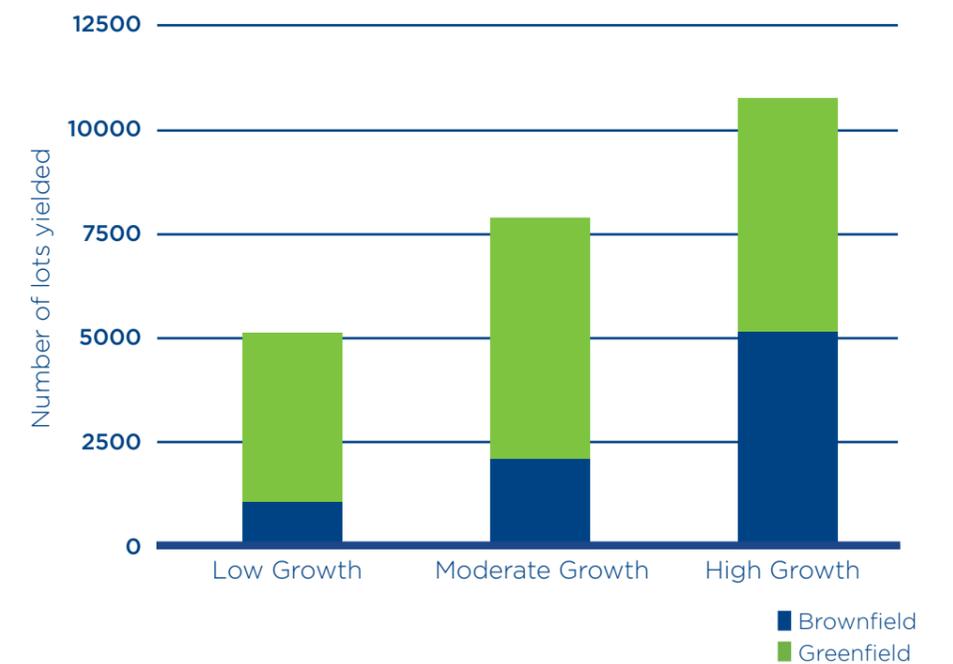
Dargaville - Residential Yield



Based on an assumed density limit provision varying in take-up between 'low', 'moderate', and 'high growth' markets, the overall potential (plan-enabled) new residential lot yield relies on greenfield development of newly zoned land. Having said that, there is a substantial amount of latent capacity for infill housing within the existing residential area where sites are free of flood constraints.

At a 'moderate growth' scenario, the new areas of residential zoned land could result in some 3,686 new lots - or dwelling units. For the brownfield development (infill housing) yield, existing lots have been taken into consideration, meaning that only those existing lots which are large enough for subdivision are counted in the calculations. There is strong potential for infill development in Dargaville - with a potential 2,118 new lots in a 'moderate' growth scenario.

Dargaville - Business Land Yield



For new commercial opportunities, at a 'moderate growth' scenario some 832 new commercial sites could be enabled within the town's extended urban boundaries. This is principally driven by new commercial land at the 'Awakino Point' industrial business park neighbourhood.

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

2.7 | Neighbourhoods

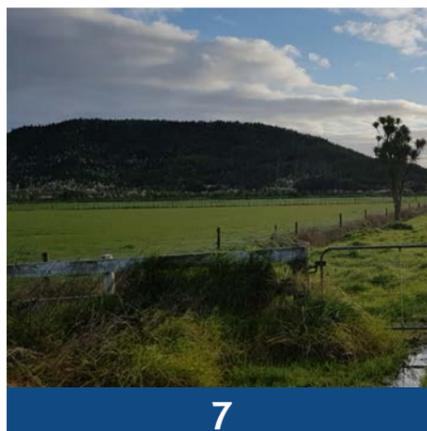
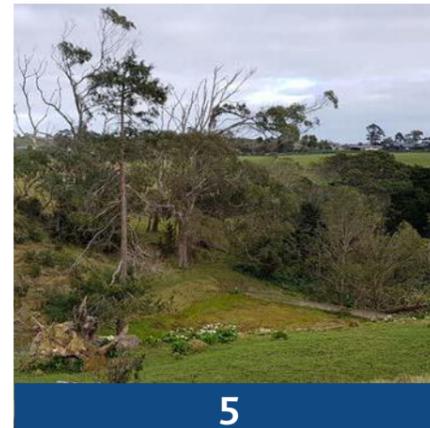
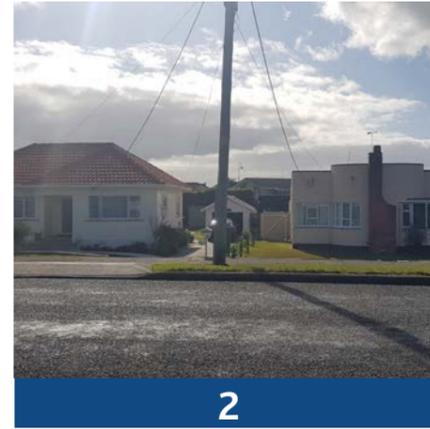
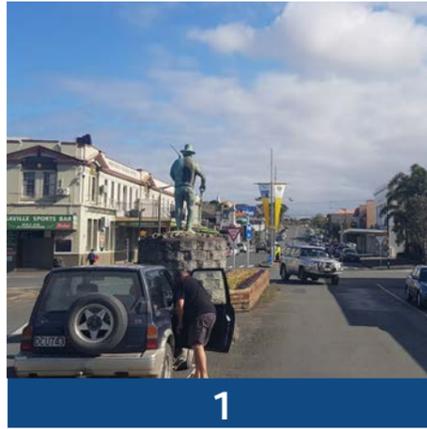
A study of Dargaville's existing neighbourhoods and adjacent rural areas was undertaken to fully understand which areas or neighbourhoods would be most suitable and feasible for expansion and growth. This involved a number of site visits, assessments and discussions surrounding landform and potential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

1. Dargaville Town Centre
2. Dargaville East
3. Onslow Ranfurly Neighbourhood
4. North Dargaville
5. Awakino River Neighbourhood
6. Outer Dargaville Plateau
7. Awakino Point
8. South Dargaville
9. Dargaville Airport



2.7 | Neighbourhoods - Character Study

1. Dargaville Town Centre
2. Dargaville East
3. Onslow Ranfurly Neighbourhood
4. North Dargaville
5. Awakino River Neighbourhood
6. Outer Dargaville Plateau
7. Awakino Point
8. South Dargaville
9. Dargaville Airport



2.7 | Neighbourhoods

- Growth & Infrastructure



1 | Dargaville Town Centre

The Dargaville Town Centre is the 'Civic Services' hub for the central and western parts of the Kaipara District. This is where the regional and district council offices, better resourced library, cinema, and other services such as medical centres, banks and education facilities are consolidated and can be further invested in to support Dargaville as a thriving urban centre with supported surrounding rural and coastal communities. The town centre is where urban spaces are created for people to meet, conduct businesses, or congregate at the central square or waterfront esplanade.

The Hokianga Street mainstreet public realm upgrades provides a north-south axis connecting the existing 'North Dargaville' neighbourhood with the new residential areas to the north and west of the existing urban area. The Hokianga Mainstreet upgrades integrate seamlessly with the SH12 corridor along Normanby Street, justifying the merits for further investment in the Normanby and Hokianga Streets intersection at

the heart of the town centre. Here is where crucial facilities such as the Dargaville Primary School, and new education institutions, can establish and thrive supporting further community growth. In time, mixed-use (residential and commercial) buildings will become the predominant built form in the Dargaville Town Centre neighbourhood. Existing transport infrastructure - rail, road and river transport infrastructure - merit further investment to activate a currently dormant multi-modal transport node.

Heritage buildings and the centre's connection with the Wairoa River waterfront provide a distinct local character and identity where existing commercial activities can thrive further and attract new investment; with the town centre comprising predominantly of fine-grain retail and offices, with industrial land in the vicinity of the railway and towards the Kaihū River riparian margins.

| Outcomes

Mixed-use residential and commercial activities within the 'Intensified Commercial / Mixed Use' land as well as new housing opportunities through the 'Existing Residential Intensified' areas. The existing residential area is suitable for infill housing opportunities or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighbourhood can be enabled through mixed-use development enabling planning regulations. This would be on the basis of redeveloping individual sites OR by way of comprehensive redevelopment through the amalgamation of multiple sites.

'Existing Commercial' land further intensified along Victoria, Normanby Street (SH12), and Hokianga Road. The Wairoa River waterfront and Victoria Street mainstreet pedestrian mall has the potential to be further invigorated over the coming years, specially with the planned (unfunded) waterfront esplanade upgrades and civic / commercial opportunities linking up with the wharf redevelopment.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The 3-waters networks in this area are performing as per the current level of service in terms of what is required to service existing household and businesses. However, in order to keep continuity of service here, substantial network renewals expenditure needs to be undertaken as pipes are reaching replacement time. This will be addressed in the Long Term Plan and Asset Management Plan budgets. Having security of water supply in response to climate change is a high priority when planning for growth. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

2.7 | Neighbourhoods - Growth & Infrastructure



2 | Dargaville East

The central suburb with riverfront amenity and associated woes - this diverse neighbourhood contains some of Dargaville's oldest residential and commercial buildings, other than those in the Town Centre and South Dargaville neighbourhoods. There is strong presence of 'heritage' and 'historic character' buildings in this neighbourhood, representative of Dargaville's European colonisation period, as well as various sites of cultural significance to Mana Whenua / Tangata Whenua in particular in relation to the Wairoa River and the meeting of the Kaihū, Wairoa and Awakino Rivers.

| Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighbourhood can be enabled through individual site infill development OR comprehensive redevelopment through the amalgamation of multiple sites, with the target density provisions enabling development at 400-800m² sections with multiple dwelling units per site.

'Existing Commercial' land further intensified along arterial routes and within the 'Countdown supermarket and Warehouse block' located between the Wairoa River waterfront and Victoria Street. Further opportunities for open space improvements exist along the Wairoa River waterfront extending from the Grey Street (State Highway 12) gateway bridge into Dargaville through to the town centre waterfront esplanade.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form. The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here, there will need to be substantial network renewals expenditure. This will be addressed in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

2.7 | Neighbourhoods - Growth & Infrastructure



3 | Onslow Ranfurly Neighbourhood

This neighbourhood has been identified as a suitable site for retirement house expansion within the context of a 'High Density Housing' environment.

| Outcomes

New 'High Density Housing' suitable for a comprehensive residential development. Through a comprehensive integrated development plan mechanism, this neighbourhood could benefit from a market-driven 'no-density limits' set of provisions for high density housing opportunities.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form. The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here, there will need to be substantial network renewals expenditure. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville.

2.7 | Neighbourhoods - Growth & Infrastructure



4 | North Dargaville

One of Dargaville's established existing residential neighbourhoods, this part of Dargaville is well connected to the town centre, motorways, supermarket and other town-based facilities. Its elevated location positions it well to be free of flooding risk while benefiting from a gentle slope suitable for intensified brownfields redevelopment.

| Outcomes

'Existing Residential Intensified' housing opportunities suitable for infill or brownfields redevelopment (demolish and new build) residential development. Future growth in this neighbourhood can be enabled through individual site infill development OR comprehensive redevelopment through the amalgamation of multiple sites.

| Infrastructure

Full reticulated services, 4-waters including stopbanks infrastructure, is necessary to establish good urban form and the desired density in this neighbourhood. The networks in this area are performing as per the current level of service, though to keep continuity of service here there are significant network renewals expenditure that need to be undertaken. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. The further investment and upgrades for 3-waters servicing can be investigated further through the council's infrastructure asset management strategy for Dargaville.

2.7 | Neighbourhoods - Growth & Infrastructure



5 | Awakino River Neighbourhood

Located at the north-eastern perimeter of Dargaville, this area of new residential land is well connected to the existing urban area of Dargaville via Awakino Road. Views out to the Awakino River and rolling hills predominantly in rural-productive use are enjoyed from this neighbourhood.

| Outcomes

New 'Medium Density Housing' providing for mixed-density 450-750m² site sizes, with one or more dwellings per site. Buildings can be stand-alone or terraced leading to efficient use of land for residential purposes.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The adjoining networks in the existing urban area are performing as per the current level of service, though significant network renewals expenditure is required in those areas in order to keep continuity of service and to allow for additional residential development to be serviced in greenfield areas. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density in this neighbourhood. Stormwater mitigation options to be explored further through a development framework plan integrated with the adjoining Outer Dargaville Plateau neighbourhood.

2.7 | Neighbourhoods - Growth & Infrastructure



6 | Outer Dargaville Plateau

Encompassing the northernmost extent of urban expansion for Dargaville, the Outer Dargaville Plateau neighbourhood consists of rural landscape with rolling topography and well defined ridgeline suitable for high and medium density housing opportunities. This new residential housing area is well connected to other neighbourhoods through proposed cycle and walking paths, also being in direct alignment with the town centre via Hokianga Road - a future mainstreet expansion area.

| Outcomes

New 'Medium Density Housing' providing for mixed-density of 450-750m² site sizes, with one or more dwellings per site. New 'High Density Housing' along the main road and on the ridges providing for a mixed-density of 300-450m² site sizes, with one or more dwellings per site.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood. The networks in the existing urban area, to which development in this new neighbourhood would connect, are performing as per the current level of service. Having said that, like for most of Dargaville in order to keep continuity of service in the existing urban areas and enable new development, substantial network renewals expenditure needs to be undertaken. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the recommended development density mix in this neighbourhood. Stormwater mitigation options are to be explored further, with Low Impact Design options being a possible design solution using the green space network within the neighbourhood. A new local road network and extension of Hokianga Road require further investigations through a neighbourhood-wide structure plan.

2.7 | Neighbourhoods

- Growth & Infrastructure



7 | Awakino Point

Throughout the spatial planning process for Dargaville, the community has consistently requested that more commercial (industrial / light industrial / business park) land is made available in Dargaville. Various options were considered and Awakino Point was identified as the preferred option for future release of commercial / industrial land in Dargaville. The land is in parts prone to flooding, but generally provides flat or gently undulating land suitable for large-footprint and variable sizing industrial, light-industrial and business park type of uses. The Awakino Point business park land is also well located from a transport perspective, having good access to the State Highway 14 and the existing railway line, where a future rail station could be located for both passenger and freight transport connecting Dargaville with Whangārei and the various settlements along the rail route.

| Outcomes

New industrial, light industrial and business park uses establishing on sites ranging from 1,000-3,000m² in size. Subject to a future neighbourhood specific structure plan, the Awakino Point can make a considerable contribution to Dargaville's commercial land supply estimated at 800-1400 lots in the context of moderate to high growth scenarios.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish businesses in the Awakino Point, with the availability of services and subsequent connections being the main focus for infrastructure. Stormwater can be managed through on-site or centralised facilities or in accordance with new greenfields design requirements. Reticulation is a potential option deserving further investigation. The provision of infrastructure for Awakino Point must be further investigated through a neighbourhood-specific structure plan process and/or as part of the council's infrastructure strategy for Dargaville. The latter applies especially in development of this neighbourhood is projected to start beyond the 10 years scope for the Long Term Plan and Asset Management Plan infrastructure deliverables.

Flood-prone land in this area may pose a challenge to further development of infrastructure, and further stormwater catchment planning and flood modellings investigations will be necessary.

2.7 | Neighbourhoods - Growth & Infrastructure



8 | South Dargaville

The mix of land-uses in South Dargaville, connection with the Kaihū and Wairoa rivers, its heritage and cultural values, defined by Harding Park and Mount Wesley further to the south.

| Outcomes

New housing opportunities within the 'Existing Residential' area are limited due to the extent of flood-prone land in this neighbourhood. Having said that, the neighbourhood presents new housing opportunities suitable for infill redevelopment on higher slopes without detracting from the visual prominence of Poutū te Rangi / Harding Park and Mount Wesley.

Future growth in this neighbourhood can be enabled through the 'New Medium Density Housing' area west of Harding Park and in a manner which does not detract from the maunga's cultural significance for tangata whenua and the wider community, noting in particular the existence of the Returned Services Association cemetery within the Harding Park area. Residential development in this neighbourhood should be provided for with the target density provisions enabling development at 400-800m² sections with multiple dwelling units per site.

'Existing Industrial' land and local shops are retained, but further intensification of these areas is not encouraged as much of the area is flood-prone. Further opportunities for open space improvements exist along the both the Kaihū and Wairoa rivers waterfront linking South Dargaville with the town centre along a high amenity waterfront esplanade.

| Infrastructure

Reticulated sewage and drinking water supply is necessary to establish good urban form and density in this neighbourhood in particular for the greenfield development areas (new residential areas). The servicing networks in this area are performing as per the current level of service, though to keep continuity of service here substantial network renewals expenditure is required. This will be addressed further in the Long Term Plan and Asset Management Plan budgets. Having security of water supply for growth and protection of low-lying areas of land are high priority to allow for the further investment in the residential and existing commercial areas. Stormwater reticulation options to be explored further through a site-specific structure plan process or as part of the council's infrastructure asset management strategy for Dargaville. Flood-prone land in this area poses a challenge to further development of infrastructure, and further investigation will be necessary. The flood protection infrastructure (stopbanks) require further ongoing investment and maintenance.

2.7 | Neighbourhoods

- Growth & Infrastructure



9 | Dargaville Airport Block

Dargaville is relatively 'isolated' from the State Highway 1 corridor between Whangārei to Auckland, and access to the town is an essential factor when considering growth and further community development. The Dargaville Airport Block is situated along the southern banks of the Wairoa River in relatively close proximity and easy access to Dargaville.

The land surrounding the airport is predominantly rural-productive land on low-lying alluvial soils. It comprises good fertile land suitable for arable and pastoral farming practices. The land rises up along Arapohue Road to the south and east. Access to the Wairoa River can be improved via Turiwiri West Road and new riverfront walkway and cycleway opportunities.

| Outcomes

The airport facility is retained and protected. Further investment may be forthcoming in the future as Dargaville grows and demand for better access between Dargaville and major urban centres around New Zealand increases. The rural character and predominant rural-productive land-use is retained south of the Wairoa River, with opportunities for countryside living (or rural-residential lifestyle) blocks limited due to the high ground-water table, productive qualities of the soils for farming, and the extent of flood-prone land.

| Infrastructure

Generally any residential or rural productive (commercial) use on rural blocks south of the Wairoa River relies primarily on self-servicing and there are no plans to expand the 3-waters infrastructure in this area. The stopbanks along the Wairoa River are an important infrastructure for this neighbourhood, including the airport land. The stopbanks must therefore be retained and protected, which requires on-going further investment. Without significant investment in the airfield, Dargaville and the airfield are not going to be able to afford the required costs for any infrastructure upgrades in the Dargaville surrounding area south of the Wairoa River.

2.8 | Implementation Plan

| Planning

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

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

| Transportation

- Develop a Network Operating Framework to help better manage and plan the use of the transport network and explicitly link transport to the adjacent land uses.
- Confirming the projects that will go ahead for the Dargaville Township Improvement Plan
- Walking and Cycling Plan to break down the severance issues and safeguard routes for future neighbourhoods and access to ecological and recreational corridors.
- Investigate justification on connecting Awakino Road to new industrial area and State Highway 14
- Confirm intersection upgrades required as result additional residential and industrial developments
- Transport investigations to implement Dargaville Town Centre key moves i.e. greening the state highway, gateway treatments, rationalising parking

| Water Supply

- Extensive replacement of existing assets that are past their useful service life are a risk to service continuity and will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Dargaville network investment will also have to be addressed in greater detail through the Kaipara District Infrastructure Strategy.
- Invest in the creation of an infrastructure model to help identify, plan and budget (cost) for the upgrade requirements to the existing network
- Investigate a long-term water supply (i.e. water storage project to the west), as an alternative to the Kaihū River catchment scheme to secure reliable and safe water supply for the existing and future population.
- Investigate different models of water supply ownership and maintenance to differ the cost of establishment and management to multiple generations in an equitable manner

| Waste Water

- Manage future demand requirements for future subdivisions to mitigate pressure on the existing wastewater treatment plant
- Similarly to the Water Supply network, extensive replacement of existing assets that are past their useful service life are a risk to infrastructure service continuity and will be planned in the next Long Term Plan, noting investment for renewals / replacement of the wider network will likely extend beyond the LTP 10-year timeframe. Therefore, the Dargaville network renewals investment will have to be addressed in greater detail through the Kaipara District Infrastructure Strategy.
- Similarly to the Water Supply network, invest in the creation of an infrastructure model to help identify, plan and budget (cost) for the upgrade requirements to the existing wastewater network
- Investigate the discharge consent conditions required to sensitively stage an upgrade of the existing wastewater treatment project over the following 15 years to align with projected growth.
- Investigate the trigger point for an alternative wastewater treatment solution alongside a large scale development opportunity.

2.8 | Implementation Plan

| Stormwater

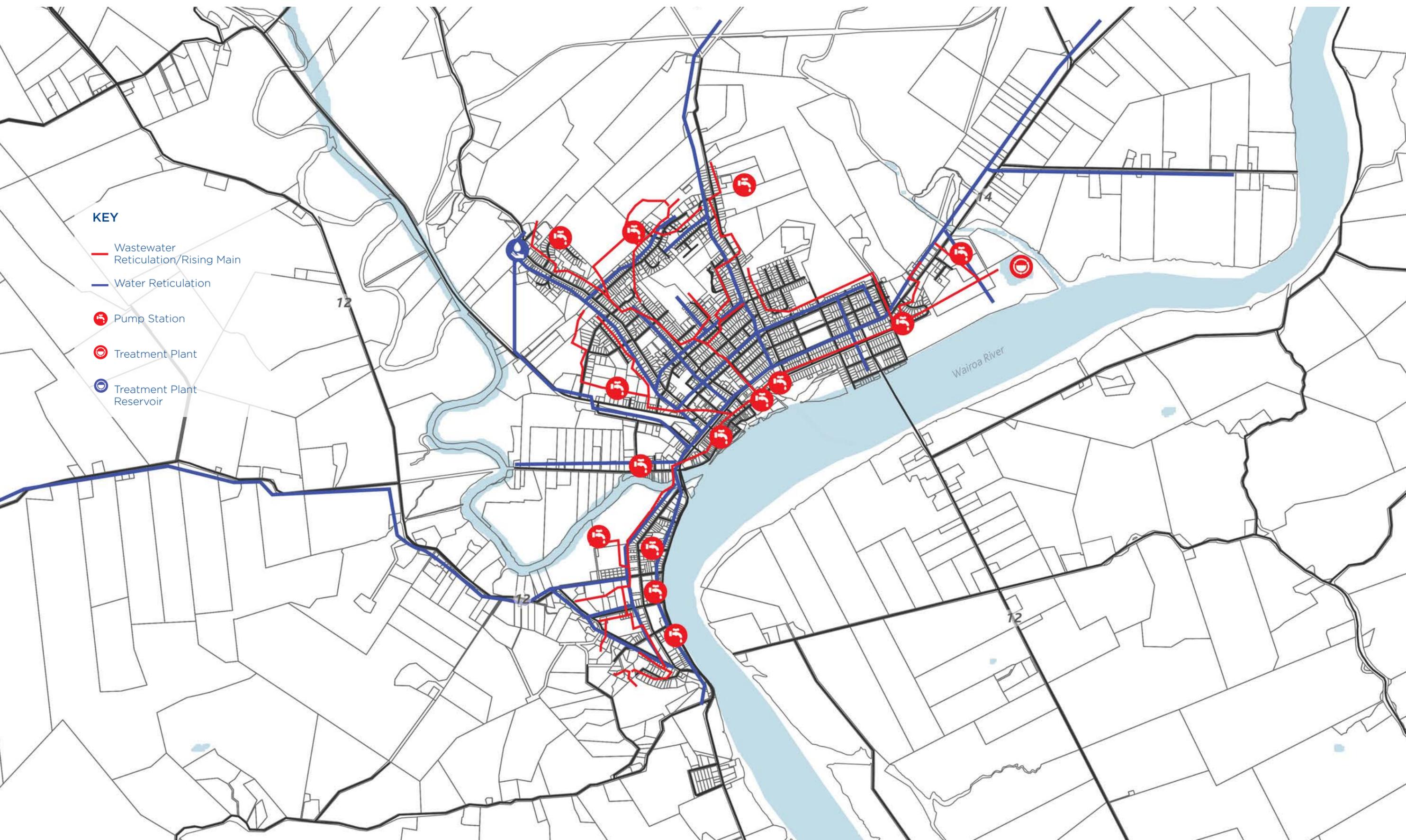
- Investigate a stormwater catchment analysis to understand the upstream effects of any development alongside river flood modeling.
- Investigate the methods and tools required to protect the stormwater network for regular climate change events and allow for the town centre and other flood-prone areas to be best protected or mitigation measures to be planned for.

| Community Facilities

- Investigate the possibility of a partnership with the Dargaville High School for public access to the heated swimming pool in the periods that the outdoor pool is not operational.

2.8 | Implementation Plan - Existing Infrastructure

SCALE 1:25000



KEY

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

Part 3 | The Spatial Plan_Maungatūroto