



Urban Design Assessment

Dargaville Racecourse Plan Change

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THE URBAN ADVISORY
RETHINKING OUR CITIES

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1.0 Introduction

1.1 Project Background

In August 2020, a decision was made by the New Zealand Thoroughbred Racing Association to stop racing activities at the Dargaville Racecourse. Subsequently, in late 2020, the Dargaville Racing Club (DRC) applied and successfully received Provincial Growth Funding (PGF) to prepare a plan change to support future mixed land use development of the site. This application was a joint proposal between DRC, the Dargaville Community Development Board and Te Rūnanga o Ngāti Whātua (the Tripartite Group).

The purpose of the plan change is to provide for a viable and sustainable mix of residential, community, business, and open space that complements and supports Dargaville. The key features of the Plan Change are:

- A variety of residential sites and housing typologies including retirement style living and papakainga style living
- A Hauora intent for community wellness, to ensure there is a strong heart to this community, to provide accessible and vibrant community shared spaces, facilities and services
- A Neighbourhood Centre area catering for the local day to day needs within an easy walkable distance
- A Light Industrial area to provide for business activity growth, while compatibility is managed
- Public open spaces, both an elevated park and neighbourhood parks, providing for informal recreation and community wellness, like community food gardens and orchards
- Walking and cycling, both within the site and linking the site to Dargaville town
- Encouraging sustainability and resilience through supporting onsite harvesting of rainwater and onsite solar power generation
- Reticulated water and wastewater services
- Blue-green network to address the dual purpose of stormwater management and walking/cycling linkages

1.2 Scope of Assessment

This assessment outlines the urban design rationale for the Concept Design and how urban design considerations and related tradeoffs have informed the proposed plan change provisions. It considers:

- Analysis of Site and Context
- Urban Design Response and Plan change proposal
- Recommended Planning Provisions
- Urban Design Assessment of key elements of the proposal:
 - Strategic Location
 - Land Use Strategy
 - Density, Built Form and Amenity
 - Community Amenities and Facilities

This report has been prepared by The Urban Advisory (TUA) and Matakohe Architecture and Urbanism (Matakohe). TUA and Matakohe also prepared the concept design for the plan change, and it is a summary of the design rationale for the proposed plan provisions, not an 'independent assessment' of the plan change proposal but

2.0 Analysis of Site and Context

2.1 Dargaville, Kaipara District

Dargaville is a town in the west of the Kaipara District, in Northland, situated 60km west from Whangārei on State Highway 14 and 175km from Auckland via State Highway 12 and 1. Dargaville is a community of around 5,000 residents, with the town centre located on the banks of the Wairoa River to the south and at the intersection of State Highway 14 and 12 (Figure 1). In 2018, 25% of residents in Dargaville were over 65 years (compared to 15% in New Zealand). The population median age is 44 years, however for the Māori population (35% of total population) the median age is 26.7 years. By 2051, the population is expected to grow by over 1,090 new residents with an increasingly older population. This estimation correlates to a steady household growth of 530 households by 2051, with a trend toward smaller household sizes (from 2.37 people per household in 2019 to 2.14 in 2051). This shift is driven by a combination of factors, including a changing age composition of the district's population, increasing life expectancy, and societal trends

Dargaville is among the most deprived communities in New Zealand, with a high deprivation status (2018 NZDep score 9-10). Manufacturing, agriculture, forestry and fishing are the largest employing industries in Dargaville. However, Dargaville has a high unemployment rate (4.4%), when compared to the wider Kaipara District (3.5%) and wider New Zealand at 3.4%. The median income in Dargaville is \$22,000 per annum. The Kaipara Spatial Plan established a vision for Kaipara to be the 'foodbowl' of New Zealand, to boost employment, incomes and local economic development. This is supported by the Northland Inc initiative 'Kaipara Kai'. A trend of land use change in rural areas, has seen less dairy farming activities (especially around the Racecourse site) as farms transition to beef, chickens and seasonal cropping.

Historically Dargaville has been a comparatively more affordable housing market within Kaipara, providing alternative choices to other more expensive locations. However, Dargaville is no longer considered an affordable housing market, as house and rent prices have increased significantly over the past 10 years for both rental and home ownership. The home ownership rate in Dargaville, 53%, is lower than the national average of 64%. As well as an existing housing shortage, there is a demand for more worker housing and future population growth.



Figure 1. Dargaville township - local context. (Source: The Urban Advisory)

2.2 Racecourse Site

The Dargaville Racecourse is located approximately 4km west from the Dargaville town centre in the Awakino Point area. The Racecourse site (Figure 2) is approximately rectangular and 47ha in area. It has grassed land cover and largely flat topography with a sloped area rising up to the north-east boundary and to a hillside knoll the northern corner. The elevated area in the northern corner of the site provides views across the Northern Wairoa landscape, which is a notable feature given the flat topography of the Dargaville township. The site is bordered by State Highway 14 to the south-west and Awakino Point North Road to the south-east. Current access to the site is via State Highway 14 and Awakino Point North Road.

The surrounding site context is rural in character, with a dairy farm to the north-east and rural production and rural lifestyle activities in Awakino Point. The site is no longer used as a Racecourse, a decision made by the New Zealand Thoroughbred Racing Association in 2020. Now, it is largely inactive aside from two areas that are leased to the Dargaville Pony Club, and the neighbouring dairy farm.

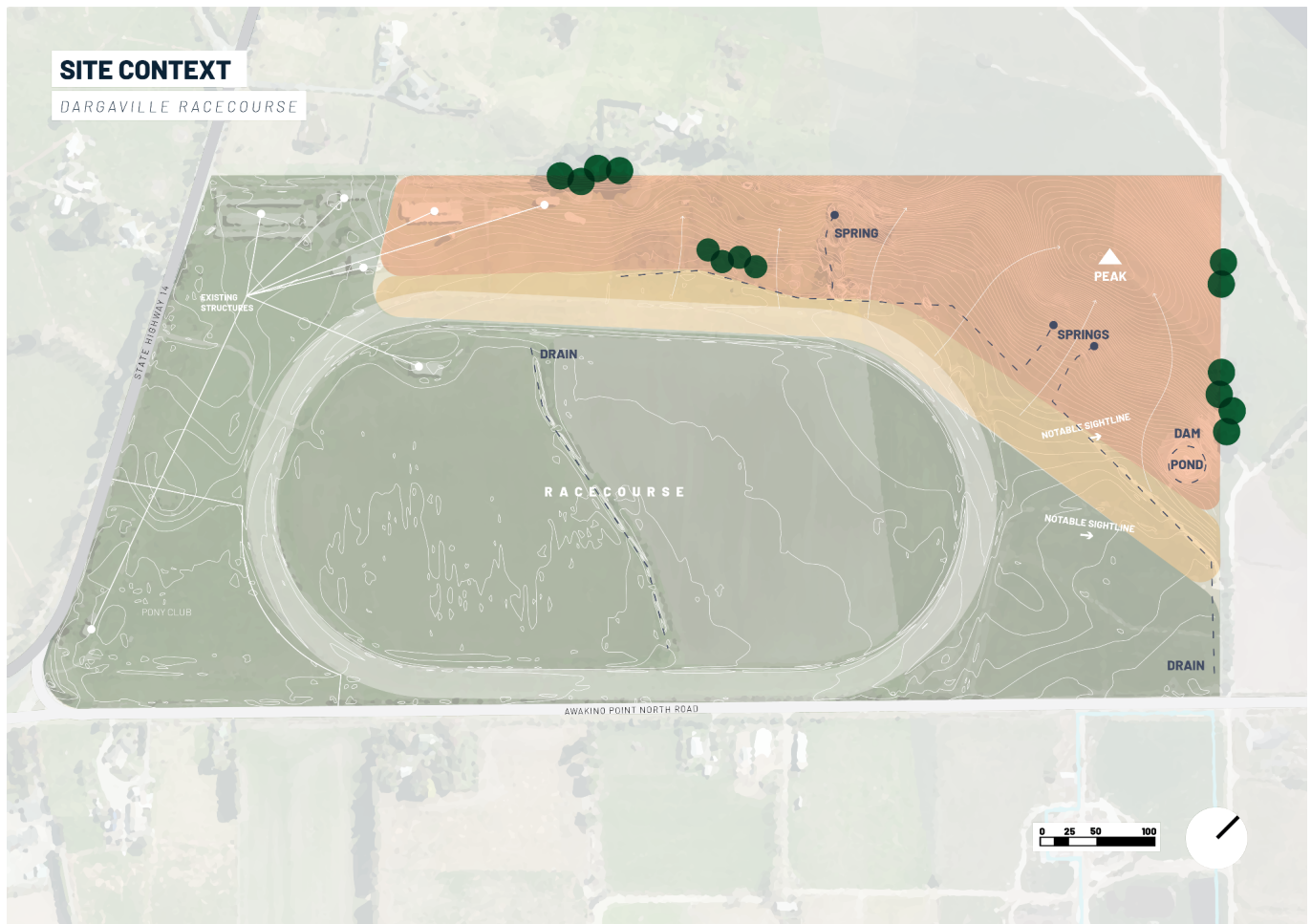


Figure 2. Dargaville Racecourse - site context. (Source: The Urban Advisory)

The site and surrounding area are currently zoned Rural in the Kaipara District Plan, and the Spatial Plan for Kaipara indicates future Industrial land use zoning for this site and the surrounding Awakino Point area.

Further analysis of local and site context is provided in the Context Analysis Summary (Appendix 1), Concept Design Report (Appendix 2) and Market Demand Report (The Urban Advisory, 2021).

2.3 Operative Kaipara District Plan & Kaipara Spatial Plan

In the Operative Kaipara District Plan the Dargaville Racecourse site, and surrounding areas are zoned Rural (Figure 3). The Operative District Plan will be updated in 2022. This will give effect to the recommendations of the Kaipara Spatial Plan, completed in 2020, including new development areas and a range of residential and industrial zones (more than the current District Plan). The Kaipara Spatial Plan anticipates industrial activity for the Awakino Point area (purple area, Figure 4).

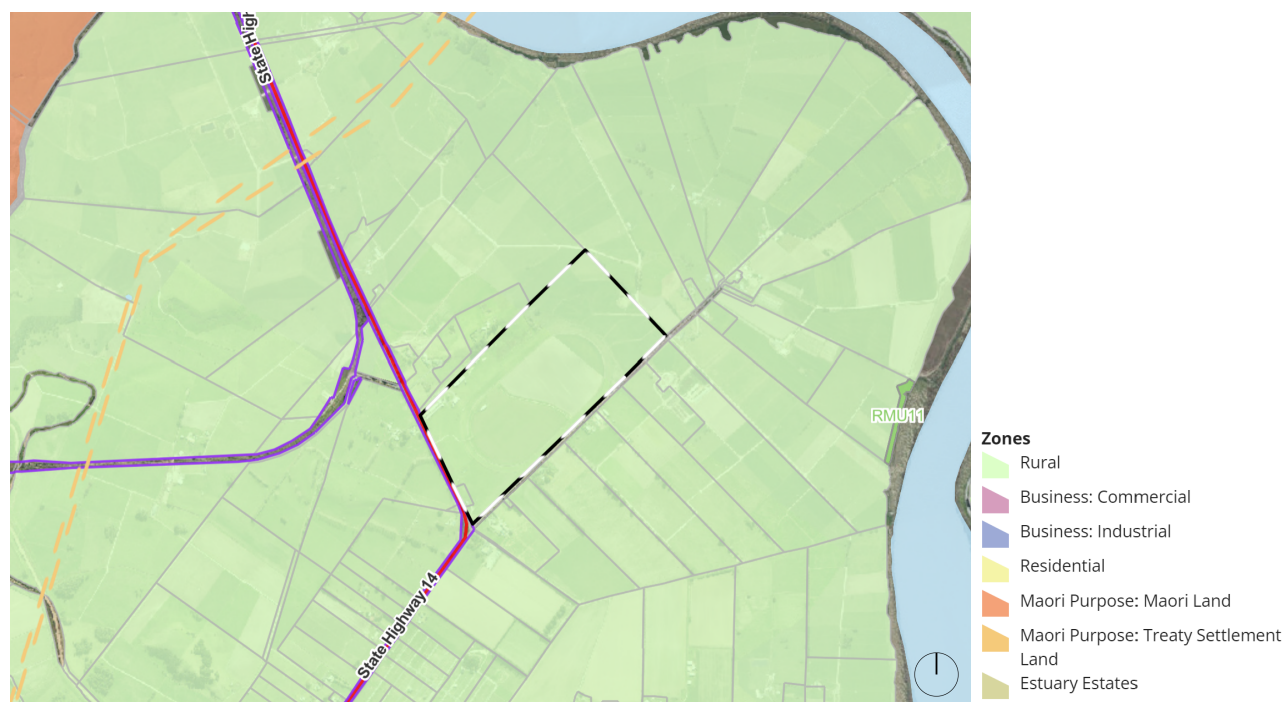


Figure 3. Kaipara District Plan zoning for Dargaville Racecourse (site outlined) [Source: Kaipara District Council]



Figure 4. Indicative future land use zoning for Dargaville from Kaipara Spatial Plan 2050 [Source: Kaipara District Council]

Other elements of the Kaipara Spatial Plan were also taken into consideration in the development of the plan change proposal:

- The opportunity to link up or extend walking and cycling routes in the town.
- Support ahi kā, with opportunities for papakāinga housing
- Recognise and protect sites of significance to mana whenua (viewshafts, land holdings, avoiding reverse sensitivity or incompatibility of activities)
- Providing for new housing on the town periphery, including the need to investigate housing and care choices for elderly people and those requiring care or assistance, on greenfield areas close to the local hospital.
- Future industrial areas around Awakino Point should integrate water sensitive design, and to avoid encroaching on the open space network, productive soils and land.
- Greening the highway proposal, with a vision for a tree-lined boulevard.

3.0 Urban Design Response and Plan Change Proposal

3.1 Aspirations of the Tripartite Group:

The initial brief for the development of the Dargaville Racecourse was informed by the aspirations of the Tripartite Group:

1. Dargaville Racing Club

- To support great outcomes for Dargaville, through future development of housing and local jobs.
- To give proceeds of land sale to contribute to a contestable community fund for the benefit of the Northern Wairoa Community

2. Dargaville Community Development Board

- To enable the development of a lifestyle retirement village in Dargaville

3. Te Rūnanga o Ngāti Whātua

- To provide for community hauora (wellbeing), including new housing and jobs for local people and whānau in Kaipara.

3.2 A Strategic Opportunity for Dargaville

In the context of Dargaville, the redevelopment of the Dargaville Racecourse is considered a strategic and rare opportunity for two main reasons:

- First, a large vacant site with a willing landowner in Dargaville is unheard of, and presents a significant opportunity to respond to the demand for housing and commercial property in Dargaville and Northland. This land opportunity was catalysed by the New Zealand Thoroughbred Racing Association's decision to close the Racecourse in August 2020 and the subsequent Provincial Growth funding to support the redevelopment of the Dargaville Racecourse. Previous projects in Dargaville, for example, seeking to secure appropriate land to develop a retirement village in Dargaville township were unsuccessful. For the Racecourse, the site location out of town presents challenges from an urban design perspective, but with a willing landowner the possibility of development realisation is higher.
- Second, the Tripartite group has formed and established this project around a collective, community-minded aspiration for development - a strategic response to key local needs and economic opportunities. The Racecourse site provides the space to realise their aspirations for Dargaville, and the Provincial Growth Funding has been a welcome catalyst to advance these strategic, long-term aspirations for Dargaville.

From an urban design perspective, responding to this site context and development brief has been an unusual and challenging proposition. The urban design response and design rationale, to create a mixed land use development on a site of this size (47ha), situated 4km from the main township, overall, has sought to make the most of this

opportunity for Dargaville, to create an appropriate development for the site and context, and wider community. The proposal has aimed to complement rather than compete with Dargaville township, by providing more light industrial capacity for businesses, and a small-scale neighbourhood centre within a Hauora Hub, a neighbourhood that supports the wellbeing of residents and enhances the natural environment.

3.3 Design and Concept Development process

TUA and Matakohe have worked with Lands and Survey Ltd planners since April 2021, to develop the plan change proposal concept for the site. TUA and Matakohe facilitated engagement with community, stakeholders, mana whenua, with the Tripartite Group and closely working with other consultants, to support the development of a feasible and practical concept design (Figure 5).

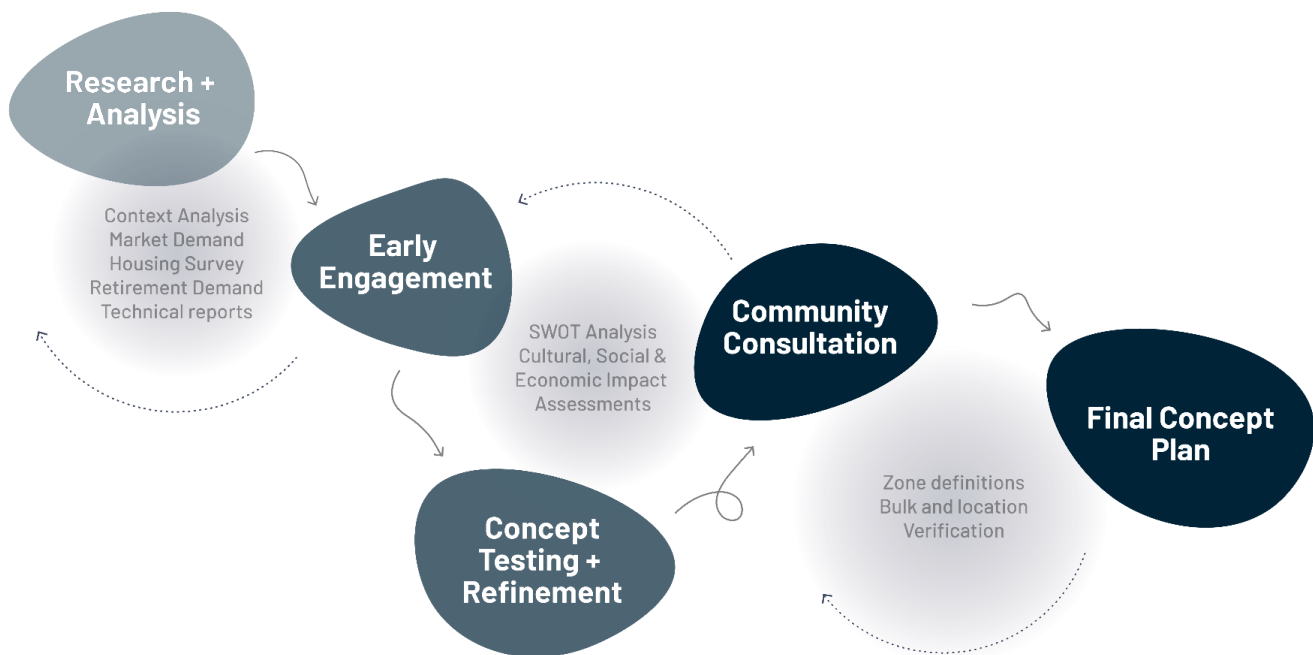


Figure 5. Process for developing the Plan Change Proposal

The following technical reports have informed the concept design and the urban design elements of the plan change proposal:

- Private Plan Change - Geotechnical Assessment Dargaville Racing Club, LDE, 7 May 2021
- Engineering Assessment (Three Waters) Proposed Dargaville Racecourse Plan Change - Rev 2, Lands & Survey, July 2021
- Dargaville Racecourse Plan Change Preliminary Traffic Assessment, Stantec, 21 July 2021
- Dargaville Racecourse Proposed Re-Zoning Acoustic Assessment, Marshall Day Acoustics, 14 July 2021
- Assessment of Landscape Effects, Dargaville Racecourse Redevelopment Private Plan Change, Simon Cocker Landscape Architecture, 6 December 2021
- Horizon Archaeology Memo to Dargaville Racing Club, 20 April 2021
- Context Analysis Summary, The Urban Advisory, December 2021 (Appendix 1)
- Cultural Impact Assessment, Landform Consultants, November 2021
- Community Consultation Summary, The Urban Advisory, 3 December 2021
- Market Demand Analysis, The Urban Advisory, 8 December 2021
- Economic Impact Assessment, The Urban Advisory, December 2021
- Social Impact Assessment, The Urban Advisory, December 2021

3.4 Proposed Plan Change

The Concept Design Report, Appendix 2, details the design process that has led to the development of the plan change proposal, including context analysis, SWOT analysis, concept iteration, key moves, vision and design principles.

Figure 6 is the indicative masterplan which illustrates the potential look and feel of the plan change proposal when implemented, as well as demonstrating development feasibility, with yield summarised in Table 1.



Figure 6. Dargaville Racecourse Development - Indicative Masterplan

The indicative area density and yield for each land use activity type summarised in Table 1. Figure 7 outlines the proposed Plan Change Development Areas spatially, with indicative road alignment. These development areas are informed by the National Planning Standards. For the purposes of concept development for this project, the zone definitions from the National Planning Standards have been adopted (Section 3). Density controls have been informed by a variety of relevant planning documents including the Whangarei District Plan and the Auckland Unitary Plan, while being mindful of the Operative Kaipara District Plan densities and the direction set for Dargaville in the Spatial Plan. The proposed planning provisions seek to offer a relevant set of planning controls for each area that will be similar to the future District Plan.

Kaipara District doesn't have urban design guidelines. However the Regional Policy Statement for Northland (May 2016) presents development guidelines for the Northland region. A summary of these provisions is provided in Appendix 3. Urban design outcomes are outlined in section 3.5, to guide future development and the application of the Urban Design Guidelines for the Trifecta Development Area (Section 5). The Urban Design Guidelines for the

plan change have been informed by the Northland RPS, Whangārei Urban Design Guidelines for Residential Development and the Auckland Design Manual.

Table 1. Summary of Dargaville Racecourse development indicative yield, density and employment

Development Area	Total Area	Indicative Lot Yield	Net Density	Total Est. Employment
Light Industrial Area	9.53ha	24	2.5 Lots per ha	Approx. 112
General Residential Area	20.2ha	428	18.5 dwellings per ha (Range: 6.4 d/ha - 30/ha)	<10
Large Lot Residential Area	2.73ha	6	2.2 dwellings per ha	-
Neighbourhood Centre Area	0.286ha	-	-	<5
Open Space Area	5.75ha	-	-	-

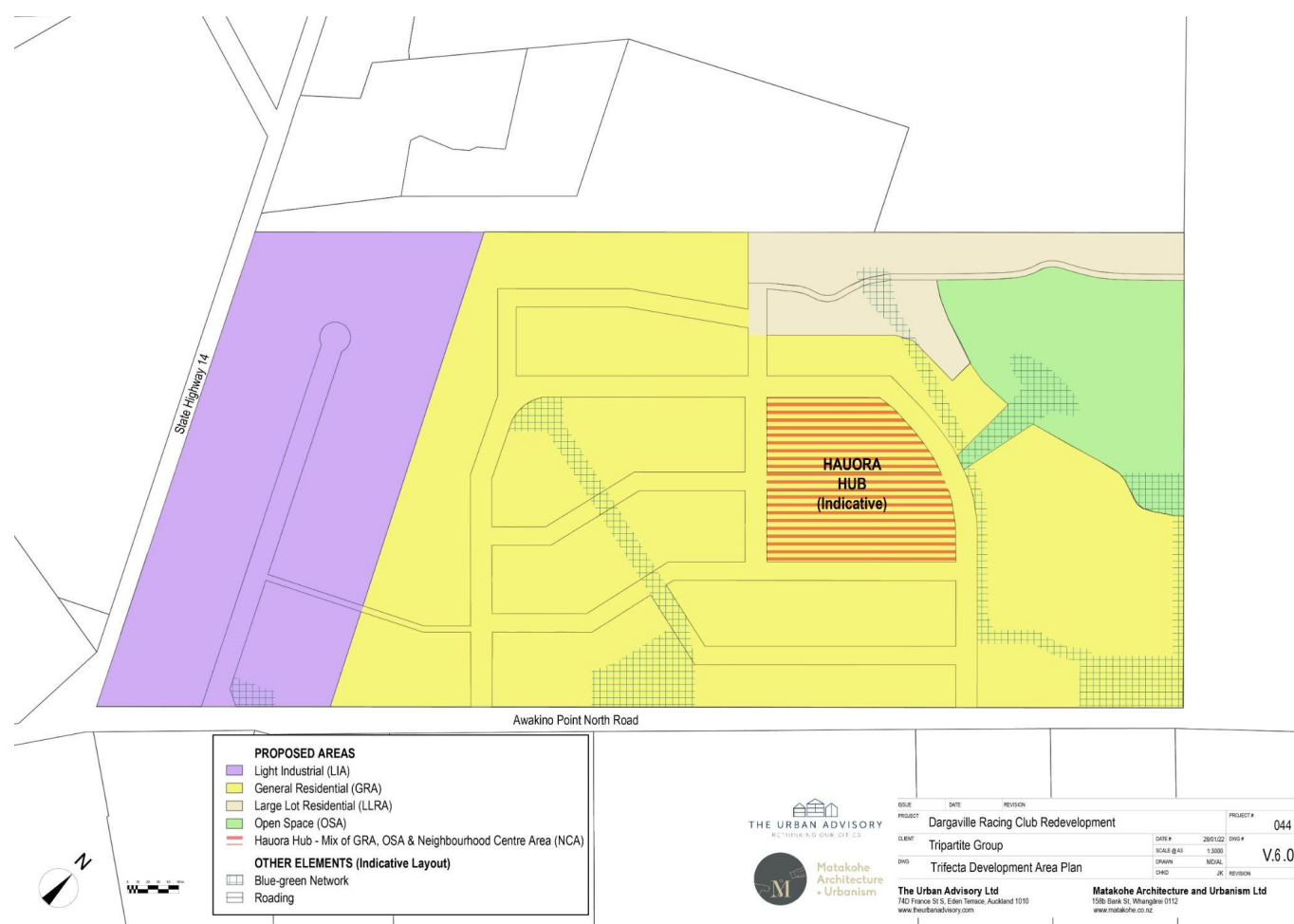


Figure 7. Dargaville Racecourse Proposed Plan Change - Trifecta Development Areas

3.5 Proposed Urban Design Outcomes

Design Philosophy

Hauora, which is a holistic Māori concept of holistic health and wellbeing, has been identified as an overarching desired outcome for this development. In its broadest sense, hauora is a state that occurs when the various dimensions that contribute to the wellbeing of individuals, whānau, communities, hapū and Papatūānuku are in balance. From an urban design perspective, outcomes for each development area have been developed to align with and give effect to the concept of hauora.

Kaupapa Māori models of wellbeing, such as Te Whare Tapa Whā, developed by Tā Mason Durie; Te Wheke, developed by Rose Pere; and Te Pae Mahutonga, developed by Tā Mason Durie, provide a potential basis for identifying and demonstrating hauora outcomes (Figure 8). All models emphasise the interconnectedness of the various aspects that contribute to individual and collective wellbeing. The four dimensions of wellbeing articulated in Te Whare Tapa Whā are taha tinana (physical health), taha wairua (spiritual health), taha whānau (family health) and taha hinengaro (mental health). Should one of the four dimensions be missing or diminished, the structure becomes unbalanced and the person or community will become unwell.



Figure 8. Kaupapa Māori models of wellbeing: Te Whare Tapa Whā, developed by Tā Mason Durie; Te Wheke, developed by Rose Pere; and Te Pae Mahutonga, developed by Tā Mason Durie (Diagram by TUA)

Te Whare Tapa Whā, a widely used kaupapa Māori model for holistic wellness and wellbeing developed by Tā Mason Durie has been adapted by Mark and Lyons (Te Whetū, 2010¹) and others, with the added dimension of connection to whenua. Centrality of land is a significant aspect of Māori identity and conceptions of wellness and wellbeing, and is considered relevant to place-based interventions and this development project. In this adapted model, whenua is the taumata or the platform for holistic wellbeing, with the other four dimensions forming the walls of the whare.

Hauora Hub Outcomes

Hauora Hub is a central concept for the development of the Dargaville Racecourse site which seeks to support the overarching desired outcome of hauora (community health and wellbeing). The Hauora Hub (HH) is an area which

¹ Mark, G.T. & Lyons, A.C. (2010). Maori healers' views on wellbeing: The importance of mind, body, spirit, family and land. *Social Science & Medicine*, 70(11), 1756-1764.

integrates and co-locates activities in the Neighbourhood Centre, Open Space and General Residential Areas. The HH provides flexibility as to the future location of each, to support and promote Hauora (health and wellbeing).

General Residential within the Hauora Hub will provide residents with closer spatial proximity and walkable access (approximately 200m) to amenities in the Open Space Area and Neighbourhood Centre Area. Residential development in the Hauora Hub will contribute positively to the wider neighbourhood, by creating both a safe, open and welcoming street environment, as well as a sense of privacy and wellbeing for residents.

Community amenity and land use activities – such as community, cultural and healthcare facilities, playgrounds, community gardens, oro and māra kai – have been identified and supported through planning provisions on the basis of their contribution to holistic wellbeing.

Outcomes for Neighbourhood Centre Area in Hauora Hub

- The Neighbourhood Centre Area is centrally integrated within the Hauora Hub and the wider development area, providing convenient access to everyday services that support hauora, holistic community health and wellbeing.
- Integration and co-location of Neighbourhood Centre, General Residential and Open Space Areas supports the vibrancy of the Hub, through the orientation, physical and visual links between activities.
- The Hauora Hub has an attractive, high quality and vibrant public realm that supports community wellbeing with a focus on social connections, comfort and safety.
- A quality, attractive pedestrian environment supports activity and walkable access to services and public spaces.
- Commercial activities and community facilities complement rather than compete with the Dargaville township, and exist primarily to provide the local residential community with access to basic, everyday services.
- Commercial activities and community facilities within the Neighbourhood Centre Area provide local employment through small scale commercial and retail activities (including economic opportunities for tāngata whenua²), community facilities, health and social service provision, and facilities for cultural activities.
- Appropriate cultural narratives (identified and applied in collaboration with tāngata whenua) are expressed through the design of the public realm, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.
- Māhinga kai (food gardens and food gathering areas, including māra kai and oro / orchards³) are restored and the mauri and ecology of the whenua is enhanced.⁴
- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life)⁵ are upheld through the minimisation of runoff from impervious surfaces and priority for natural hydrological processes through design of the Hauora Hub.

² "Economic opportunities for local Tāngata Whenua should be provided as the development project moves into the planning stage." Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 8.5.1 Mitigation Measures, 38.

³ "Communal vegetable gardens (mara kai) and orchards (oro) shall be incorporated across the site." Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 8.5.1 Mitigation Measures, 38.

⁴ "Traditionally the site, surrounding lands and waterways were used for customary activities such as mahinga kai, and access to resources to support kāinga within proximity of the whenua. As such, the proposed plan change should require any future land use or development to recognise customary activities by providing opportunities for mahinga kai to be restored, while enhancing the natural environment." Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 6.3.1 Section 6 Matters of National Importance, 24.

⁵ "Any increase in built development, and resultant increase in impervious surface, as proposed with this application reduces Papatūānuku's mana and ability to sustain he tāngata." Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 8.3.1 Potential effects, 35.

"Plan change provisions shall implement maximum impervious surfaces thresholds to avoid adverse mana whenua effects." 8.3.2 Mitigation Measures, 35.

Outcomes for 'Neighbourhood Open Space' in Hauora Hub

- In the Hauora Hub, public Open Space areas have a strong, integrated relationship with adjacent General Residential and Neighbourhood Centre Areas, offering opportunities for cultural harvest, active play, passive recreation and ecological restoration which provide for hauora, holistic health and community wellbeing.
- The Hauora Hub 'Neighbourhood Open Space' Area contributes to the range of open spaces activities, functions and features provided for across the development.
- The Open Space offers safe, attractive and accessible pedestrian access to nature and recreation opportunities, integrated with the wider pedestrian network.
- Public open spaces are maintained over time to support a sense of belonging, pride and safety for residents and visitors.
- Appropriate cultural narratives (identified and applied in collaboration with tāngata whenua) are expressed through the design of the public realm, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.
- Trees and vegetation (soft landscaping) are incorporated within the 'Neighbourhood Open Space' area in the Hauora Hub to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua.⁶

General Residential Area Outcomes

Outcomes for General Residential Area

- Development in the General Residential Area contributes positively to the surrounding residential neighbourhood, supporting safe, open and welcoming streets as well as a sense of privacy and wellbeing for residents.
- A range of residential living opportunities and housing typologies are enabled, from detached single dwellings and attached dwellings to Multi-Unit Developments such as Papakāinga-style living and Retirement Village living.
- All residents have spatial proximity and walkability (approximately 200m) to an Open Space area and Neighbourhood Centre activities from home.
- For dwellings fronting to the Primary Access Road, rear laneways are provided for vehicle access and the rear site frontage has a pleasing mix of garage doors, gateways, low fencing and trees with service facilities (e.g. bin storage) are screened from view.
- Trees and vegetation (soft landscaping) are incorporated across the site (public and private spaces) to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua.⁷
- Street names⁸ and street tree planting (undertaken in collaboration with tāngata whenua) reflect tāngata whenua history and identity, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.
- Tāngata whenua obligations to mana ao tūroa / the environment are upheld through the collection, storage and use of rainwater onsite, promoting household resilience.⁹ Rainwater collection tanks have low visual impact, situated in-ground or sited within backyards and not visible from the street.

⁶ Landform Consulting, *Cultural Impact Assessment*, 8.3.2 Mitigation Measures, 35-36.

⁷ Landform Consulting, *Cultural Impact Assessment*, 8.3.2 Mitigation Measures, 35-6.

⁸ "Tāngata Whenua are given the opportunity to name the whenua including streets and other areas within the project area." Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 8.5.1 Mitigation Measures, 37.

⁹ Landform Consulting, *Cultural Impact Assessment*, 8.4.1 Mitigation Measures, 36.

- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life)¹⁰ are upheld through the minimisation of runoff from impervious surfaces and priority for natural hydrological processes through design.

Outcomes for General Residential Area in Hauora Hub

- General Residential activities are integrated and co-located with commercial activities, community facilities and Open Space areas to support hauora, holistic community health and wellbeing, including opportunities for multi-generational living and convenient access to amenities.
- Residential development in the Hauora Hub contributes positively to the wider neighbourhood, by creating both a safe, open and welcoming street environment, as well as a sense of privacy and wellbeing for residents.
- In the Hauora Hub, residential living opportunities and housing typologies are predominantly medium density, including Multi-Unit Residential Developments such as Papakāinga-style living and Retirement Village living.

Outcomes for Comprehensive Developments in General Residential Area

- Comprehensive Developments provide housing integrated with private shared amenities and open space areas to provide for hauora, holistic community health and wellbeing.
- Private open spaces within a Comprehensive Development provide natural amenity and recreational amenity for residents, including opportunities for connection with nature, social connection and cultivation of gardens or crops. Private open spaces are provided in addition to public open spaces across the development, and are maintained to support ongoing safety, wellbeing, sense of belonging and pride among residents.
- Internal pathways and connections for pedestrians are safe, accessible, walkable and integrate with the wider pedestrian network.
- Shared amenity is provided for in Comprehensive Developments and includes facilities for the enjoyment of social and cultural activities, promoting whānau and community cohesion and the day-to-day practice, activation and retention of culture. Any shared amenities are established in conjunction with and are directly associated with the residential activities of dwellings, to provide everyday convenience and amenity for residents.

Large Lot Residential Area Outcomes

- Large sites provide for rural-residential lifestyles and creates a transitional development form between General Residential Areas and the neighbouring rural zone.
- Residential living opportunities and housing typologies in the Large Lot Residential Area are low density including single detached dwellings (Principal unit) and Minor Residential units.
- Development in the Large Lot Residential Area is informed by the natural landscape context and character of the site, with reduced mass and visual impact and landscape enhancement.
- Tāngata whenua obligations to mana ao tūroa / the environment are upheld through the collection, storage and use of rainwater onsite, to promote household resilience.¹¹ Rainwater collection tanks have low visual impact, situated in-ground or sited within backyards and not visible from the street.
- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life)¹² are upheld through the minimisation of runoff from impervious surfaces and priority for natural hydrological processes through design.

¹⁰ Landform Consulting, *Cultural Impact Assessment*, 8.3.1 Potential effects - 8.3.2 Mitigation Measures, 35.

¹¹ Landform Consulting, *Cultural Impact Assessment*, 8.4.1 Mitigation Measures, pg 36.

¹² Landform Consulting, *Cultural Impact Assessment*, 8.3.1 Potential effects - 8.3.2 Mitigation Measures, 35.

- On-site disposal of wastewater is designed in accordance with tikanga māori and avoids existing waterways and accounts for the shallow ground water conditions.¹³

Open Space Area Outcomes

Outcomes for Open Space in General Residential Area

- The location and provision of Open Space Areas provides all residential dwellings with close, walkable proximity and to an Open Space Area (within 200m walk).
- Open Space Area(s) provided within proximity of the General Residential Area contribute to the range of open spaces activities, functions and features provided for across the development.
- Public open spaces are maintained over time to support a sense of belonging, pride and safety for tāngata whenua, residents and visitors.
- Trees and vegetation (soft landscaping) are incorporated in Open Space Areas (public and private) to enhance the mauri and ecology of the whenua, with density and native plant species as agreed in collaboration with tāngata whenua,¹⁴ including opportunities for cultural harvest (such as pā harakeke and māra rongoā) and māhinga kai (such as māra kai and oro / orchards¹⁵) as appropriate.

Outcomes for 'Hillside Reserve' Open Space

- The 'Hillside Reserve' is a prime vantage point offering views across the Northern Wairoa landscape. It is an asset to Dargaville's reserve network, enhancing residents' sense of place and pride in the community.
- The 'Hillside Reserve' is integrated with the Blue-Green Network, and provides additional opportunities for passive recreation and ecological enhancement.
- The 'Hillside Reserve' is maintained over time to sustain a safe and attractive environment for active and passive recreation, avoiding anti-social behaviour.
- Trees and vegetation (soft landscaping) are incorporated within the 'Hillside Reserve' Open Space area to enhance the mauri and ecology of the whenua, with appropriate density and native plant species as agreed in collaboration with tāngata whenua.

Outcomes for 'Neighbourhood Open Space' in Hauora Hub

(see above)

Outcomes for the Blue-Green Network in the Open Space Area

- The Blue-Green Network provides for stormwater management (hydrological), passive recreation and ecological functions with appropriate infrastructure, planting, and access, including walking and cycling and for maintenance of stormwater systems.
- The Blue-Green Network is maintained over time to sustain the hydrological and ecological functions and a safe environment for recreation, avoiding anti-social behaviour.
- The Blue-Green Network cleanses stormwater via Papatūānuku (land-based stormwater treatment and disposal), protecting existing waterways and enabling the mauri of the water to be restored.
- Trees and vegetation (soft landscaping) are incorporated within the Blue-Green Network to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua, including cultural harvest species (such as harakeke) and māhinga kai (such as oro / orchards) as appropriate.¹⁶

¹³ Landform Consulting, *Cultural Impact Assessment*, 8.2.2 Mitigation Measures,

¹⁴ Landform Consulting, *Cultural Impact Assessment*, 8.3.2 Mitigation Measures, 35-6.

¹⁵ Landform Consulting, *Cultural Impact Assessment*, 8.5.1 Mitigation Measures, 38.

¹⁶ Landform Consulting, *Cultural Impact Assessment*, 8.3.2 Mitigation Measures, 35-6.

Light Industrial Area Outcomes

- Light Industrial activities support the economic growth of Dargaville, as per the future land use strategy for Awakino Point outlined in the Kaipara Spatial Plan 2050.
- The amenity values along State Highway 14 and Awakino Point North road corridors are to be enhanced through screen planting or bunding, including parking and storage areas.
- The State Highway frontage of the LIA provides a generous landscaped strip, including tree planting with the entire frontage treated in a unified and consistent manner, supporting the proposed 'gateway' to Dargaville on the State Highway approaches, and the proposed 'greening of the State Highway corridor' as per the Kaipara Spatial Plan 2050¹⁷.
- Streets in the Light Industrial Area are both attractively landscaped with street trees and safe for pedestrians and cyclists.
- The scale and nature of commercial activities on the site is limited in order to complement rather than compete with Dargaville township.
- Buildings, structures, storage, fencing and vehicle parking areas are visually softened to reduce dominance, and mitigate sensitivities with adjoining areas¹⁸.
- The external boundaries of the LIA have limited visual dominance, with simple, appropriate signage that does not distract drivers on State Highway or detract from the amenity and character of the neighbouring residential area.
- The Light Industrial Area provides for local economic development and employment, including economic opportunities for tāngata whenua.¹⁹
- A low volume road or pedestrian linkage is provided between the Light Industrial Area and General Residential Area.
- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life)²⁰ are upheld through stormwater design strategies that mimic natural hydrological processes.
- The proposed interface between the LIA and GRA is densely planted with native species.²¹

3.6 Proposed plan change provisions

To support urban design outcomes on the Racecourse development site, the following policies and standards are recommended for each development area.

Subdivision

There are limited urban design implications at the time of subdivision, however we note that the recommended movement network and street sections should comply with the relevant engineering standards but also support and provide for the outcomes related to vehicle and pedestrian access and streetscape amenity. The indicative street sections (Figure 13), for example, comply with the Whangārei Engineering Standards but exceed minimum requirements for planting, berm area and pedestrian amenity. It is also likely that the Blue-Green Network will be established and protected at the time of subdivision or in stages through subdivision to provide for overland flow, stormwater management functions and natural amenity for the development.

Recommendations from the Landscape Impact Assessment, including screen planting at external boundaries and gateway treatments, should be considered at the time of subdivision and may be installed by the developer in stages.

¹⁷ Simon Cocker Landscape Architecture, *Landscape Impact Assessment*, page 6

¹⁸ Simon Cocker Landscape Architecture, *Landscape Impact Assessment*, page 5

¹⁹ Landform Consulting, *Cultural Impact Assessment*, 8.5.1 Mitigation Measures, pg 38.

²⁰ Landform Consulting, *Cultural Impact Assessment*, 8.3.1 Potential effects - 8.3.2 Mitigation Measures, pg 35.

²¹ Simon Cocker Landscape Architecture, *Landscape Impact Assessment*, page 6

GRA - General Residential Area

Description & Purpose

To provide for a range of residential living opportunities and housing typologies, from detached single dwelling on a section, to semi-detached dwellings and multi unit development. Multi-unit developments are provided for, including Papakāinga-style living and Retirement Village living. With more than three attached residential units, or if density thresholds are exceeded, they will require urban design input to ensure the built form will provide a good liveable space for the future residents and the buildings relate well to the surrounding residential neighbourhood.

Outcomes for General Residential Area, including Comprehensive Developments and General Residential in Hauora Hub (refer Section 3.5)

Summary of Policies

- A residential dwelling is a Permitted activity where there is an average lot area of 500m² and a minimum lot area of 400m² per dwelling.
- A residential dwelling is a Restricted Discretionary activity, and requires an Urban Design Assessment to demonstrate the Outcomes for this area (information requirement, as per Urban Design Guidelines) where there is:
 - An average area of 500m² and a minimum area of 300m² per dwelling.
 - Less than an average of 500m².
 - A multi-unit residential development of three or more attached or detached dwellings (e.g. triplex or terraced houses)
 - A Comprehensive Development including retirement village and papakāinga-style development, with shared facilities
- Detached garaging is a permitted activity
- Subdivision where there is an average Lot area of 500m² and a minimum Lot area of 400m² is a Controlled Activity.

Summary of Standards

- Internal Setbacks
 - 3m front boundary
 - 1m side and rear boundaries
 - 0m common wall between semi-detached or attached buildings
 - 0m non-habitable rooms
 - 1m minimum to rear laneway
 - 3m Blue Green network
- External Boundary Setbacks
 - 10m when boundary with Awakino Point North Road
 - 20m when boundary with Rural Zoned land
 - 3m when boundary with Light Industrial Area
 - 3m when boundary with Open Space Area or Blue-Green Network
 - 3m when boundary with Large Lot Residential Area
 - 3m when boundary with Neighbourhood Centre Area
- Height
 - Maximum 8m
- Building coverage
 - 50% net area maximum
- Impervious area
 - 70% maximum impervious surfaces
- Landscaped area
 - No minimum landscape controls
 - External Boundaries to the site (including Rural Residential, Light Industrial Area) will be landscaped at the time of subdivision as per Landscape Assessment, Simon Cocker, 2021
- Fencing
 - For any fencing forward of the front facade, a maximum height of 1.2m or for fencing over 1.2m,

50% permeable.

- Access
 - Two options for providing for vehicle access to residential sites along the Primary Access Road:
 - A continuous rear access way for vehicle access must be provided for residential sites along the Primary Access Road with frontages less than 18m in width, with the exception for residential sites along the Primary Access Road that have a rear boundary adjacent to the Light Industrial Area or Awakino Point North Road.
 - Vehicle crossings providing vehicle access to residential sites directly from the Primary Access Road are limited to one standard vehicle crossing per unit. Double-width vehicle crossings should be provided for adjacent units such as duplexes (maintain 12m width of frontage clear of crossings to provide for street trees and on-street parking bays).

For the purposes of this plan change, Comprehensive Developments have been defined below:

Comprehensive Development

A multi-unit residential development provides residential living on sites that includes supporting communal facilities such as recreation and leisure facilities, supported residential care, welfare and medical facilities (inclusive of hospital care), cultural activities (includes wharehui/wharehau, cultural resource planting including pā harakeke, māra kai, rongoā, excludes marae and urupā) and other non-residential activities accessory to the primary residential use (e.g. shared laundry, shared parking, storage, communal gardens). For the avoidance of doubt this would include a retirement village and papakāinga-style living. Commercial and industrial activities are not supported in a Multi-Unit Residential Development.

LLRA - Large Lot Residential Area

Description & Purpose

The Large Lot Residential Area (LLRA) has larger sections for a more rural-residential lifestyle approach to living. Servicing for the three waters is on-site, given the elevated location and larger section sizes. There is no intention for this area to transition to a more urban density, nor for services to be extended, e.g. reticulated water and wastewater. While Minor Residential Units are provided for, subdivision between the Principal and Minor residential units will not be provided for.

Provides a transition between neighbouring Rural Area and General Residential Area.

Non-residential activities are not provided for.

Outcomes of Large Lot Residential Area (see Section 3.5)

Summary of Policies

- A single Principal Residential unit and single Minor Residential unit are a Permitted activity, where there is a minimum net site area of 4,000m².
- A residential unit is a Non-Complying activity when:
 - More than one Principal Residential unit and one Minor Residential unit per site
 - Multi-unit housing
 - Multi-Unit Residential Development

Summary of Standards

- Internal Setbacks
 - 10m front boundary
 - 6m side and rear boundary
- External Boundary Setbacks
 - 5m boundary when adjoining General Residential or Rural zone.
 - 3m Blue-Green network
- Height
 - 6.0m
- Impervious area
 - Maximum of 40% impervious surface.

- Massing, external colour & reflectivity
 - Development controls outlined in Table 1.

Table 1 below sets out potential development controls recommended by the Landscape Assessment for Large Lot Residential Area.

Table 1. Design Controls for Future Development in the Large Lot Residential Area (Source: Landscape Assessment, Simon Cocker, 2021)

Element	Proposed Control
Style	<p>The placement and manner in which the building relates to the landform shall be natural such that the building is grounded within the landscape. The design of buildings should be informed by the context, the character of the site, views, sun and prevailing winds, visibility from near and distant viewpoints.</p>
Massing of built form	<p>Building form should reflect and respond to the landform on which it is located such that it 'sits within' the landform rather than 'sits on' the landform. Horizontal forms, or buildings which 'step' down the slope are preferred over vertical forms, and buildings elevated on piles, or other forms that do not appear to be 'grounded' are not permitted. Designs that reduce mass and visual impact are preferred.</p> <ul style="list-style-type: none"> • Buildings shall be a maximum of 6.0m in height, measured above natural ground level, using the rolling height method. • Minor residential units shall replicate (or equivalent) the main dwelling. • Accessory dwellings (including minor residential units) shall be constructed a maximum of 15.0 metres from the primary dwelling. • Ancillary buildings with outdoor storage areas and hardstands shall be screened by appropriate plantings when viewed from locations beyond the boundaries of the lot.
Materials	<p>The finishes for external surfaces of the proposed buildings and structures shall be as follows:</p> <ul style="list-style-type: none"> • Refer to BS5252. The colour selection for all buildings and structures must be made from the following indicators: Walls: Hue (Colour) All the colours from 00 – 24 are acceptable, conditional on the limitations below. Reflectance Value (RV) and Greyness Groups. The predominant wall colours, shall have a RV rating of no more than 30% for greyness groups A, B and C. Colours within greyness groups D and E are not permitted. Roofs: Hue (Colour) All the colours from 00 – 24 are acceptable, conditional on the limitations below. Reflectance Value (RV) and Greyness Groups: Roofs shall have an RV rating of no more than 25% within greyness groups A, B and C. Colours within greyness groups D and E are not permitted.
Supplementary structures and elements	<p>Water tanks, if not placed underground shall be unobtrusive and designed to integrate with the overall design of the main structures. The colour of water tanks shall comply with the requirements above.</p> <ul style="list-style-type: none"> • Service courts must have an enclosure or be screened with planting to conceal rubbish bins, plant and equipment.

	<ul style="list-style-type: none"> • Exterior lighting. Shall be fully shielded, or pointing downwards thus controlling the light spill such that it is confined to the immediate curtilage of the building. Security lights shall also be shielded / pointing downwards and fitted with a timer. • All vehicle driveways and manoeuvring areas shall be formed with recessive materials, e.g. blue metal, concrete with the aggregate exposed or concrete with a black oxide additive, or bitumen. • Fences, walls and screens may be used for shelter, privacy and screening associated with buildings and outdoor living areas. These should 'read' as extensions to the building and be formed of / rendered with similar materials. • Solid structures must not be used for internal or external boundary delineation. Should fencing of boundaries, or delineation of house curtilages be required, visually permeable materials should be used such as post and wire or post and rail timber fencing. These should be a maximum of 1.5m in height, unless an increased height is specifically required for the control of stock such as deer.
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LIA - Light Industrial Area

Description & Purpose

The Light Industrial Zone (LIA) provides for industrial activities that do not generate objectionable odour, dust or noise. LIA activities anticipated are unlikely to give rise to significant adverse effects beyond the site and include activities such as warehousing, storage, light manufacturing, production, logistics, transport, distribution and servicing activities. Light industrial activities can range in scale and nature.

LIA also provides for trade retail activities that are compatible with industrial activities such as service stations, garden centre, trade supplies, motor vehicle sales and hire premises. Supporting retail activities such as cafes and takeaway bars are also provided for.

Other non-industrial activities are discouraged so that LIA land is preserved for light industrial and trade type activities. Sensitive activities are restricted within LIA. On LIA sites that border the Residential Area, the scale, design and location of activities and buildings are managed.

Outcomes of Light Industrial Area (refer Section 3.5)

Summary of Policies

- Commercial Activity that is ancillary to Industrial activity²²
 - GFA 100m² maximum per site
- Food and Beverage Activity
 - GFA 100m² maximum per site, no drive through
 - A maximum of two Food and Beverage outlets in the LIA
- Light Industrial Activity
 - No site area or GFA controls
- Residential activities and residential unit/s are a Non-Complying activity.

Summary of Standards

- Internal Setback
 - 0m front boundary
 - 0m side and rear boundary
- External Boundary Setback
 - When adjoining Rural Area, Awakino Point North Road or State Highway 14:
 - A 10m setback with screen planting and spatial controls for noise generating activities.
 - When adjoining General Residential Area, Open Space Area or Blue-Green Network:
 - A 5m setback with screen planting and spatial controls for noise generating activities.
- Height
 - Maximum building height, 20m

²² For example, payroll office or front of house retail for manufacturing business.

- Internal ceiling height 3.5m minimum
- Impervious area
 - No maximum (100% impervious coverage permitted)
- Signage
 - Up to 5 signs, 8m high, 6m² max per sign, and 6-12m² total signage per site is a permitted activity.
 - Sign parks / hoardings are restricted discretionary.

OSA - Open Space Area

Description & Purpose

The Open Space Area (OSA) applies to small sized local parks which are used by the surrounding neighbourhood for a variety of outdoor informal recreational activities and community uses, such as walking, running, cycling, relaxing, socialising and picnics. The OSA can also be part of the blue-green network, having a dual purpose for stormwater management.

Use of the public open space as community gardens and orchards is encouraged. An OSA will be located close to the Neighbourhood Centre Area, with this proximity encouraging connectivity and vibrancy between the two community areas.

Generally, the OSA will be characterised by limited buildings and structures that support the enjoyment of the public open space, such as barbeques and picnic facilities, playgrounds and toilets. Limiting built development and activities that are not based on recreational or community use will help maintain the open space character and amenity value, and enable opportunities for a range of informal recreational activities to occur.

Outcomes for Open Space Area including 'Neighbourhood Open Space' in Hauora Hub, Blue-Green Network, Open Space in General Residential Area, 'Hillside Reserve' (refer Section 3.5).

Summary of Policies

- Community gardens, including māra kai (vegetable gardens), oro (orchards), pā harakeke and māra rongoā (medicine gardens) are Permitted Activities.

Summary of Standards

- Ancillary structures supporting use and functions of an Open Space Area are permitted. This includes playgrounds, seating, picnic tables, shade structures, public toilets, infrastructure required for stormwater management and garden sheds.
- Sports fields and organised sports facilities are not provided for.

NCA - Neighbourhood Centre Area

Description & Purpose

The Neighbourhood Centre Area (NCA) provides for accessible neighbourhood community activities that provides goods, services and facilities to meet the day to day needs of the surrounding community. The NCA provide for a range and scale of commercial activities relating to the day to day needs of residents and is compatible with the neighbouring residential activities and local amenity and character. Community facilities can include shared community spaces (e.g. hall), health care facilities, and early childhood facilities (e.g. kōhanga reo). Being situated within a residential area, the range and scale of activities must be compatible with the neighbouring residential activities and local amenity and character. To that end, floor area for local shops and community facilities will be limited to ensure they are compatible with the intent of the NCA. Building design and layout that enhances connectivity to the Open Space is encouraged.

Outcomes Neighbourhood Centre Area in Hauora Hub (refer Section 3.5)

Summary of Policies

- Commercial Activity in Hauora Hub
 - Permitted activity - GFA: 200m² maximum
- Community Facilities
 - Permitted Activity - GFA: 300m² maximum

Summary of Policies for Hauora Hub

- A Comprehensive Development Plan is required for the Hauora Hub to demonstrate:
 - Location of open space and neighbourhood centre activities.
 - Location of residential units - the balance of the Hauora Hub area not used as NCA or OSA to be treated as General Residential Area.
 - Integration of housing in Hub area to provide for Hauora outcomes (see below)

Summary of Standards

- External Boundary Setbacks
 - 5m to General Residential Area
- Height
 - 10m
- Height in Relation to Boundary
 - No requirements except when adjoining General Residential, Large Lot Residential or Open Space Areas, then 3m above ground level plus the shortest horizontal distance between that part of the building or major structure.
- Impervious Surface Coverage
 - No maximum (100% impervious coverage permitted)
- Verandah
 - Provide verandahs for weather protection in areas used, or likely to be used, by significant numbers of pedestrians (e.g. internal courtyard).
 - Continuous verandahs are to be provided along commercial road frontages in NCA.
- Glazing
 - 65% of frontage must be provided as clear glazing
- Active frontage
 - Pedestrian access to commercial premises must be provided at road frontage
- Signage
 - 1 sign per site, 2m high, 1m² is a permitted activity
- Commercial ceiling heights
 - Minimum 3.5m (to allow for commercial services)

Hauora Hub - Comprehensive Plan requirement

A Comprehensive Plan is required for the Hauora Hub to demonstrate outcomes, including NCA.

4.0 Urban Design Assessment

A full description of the proposal is set out in the Section 32 Report. In terms of a consideration of urban design matters and associated amenity effects, key aspects of the proposal include:

- **Strategic Location** - location and proximity to existing urban area, access to Dargaville township amenities and services, and response to wider cultural landscape;
- **Land Use Strategy** - spatial rationale, inclusion and location of each land use Area - Hauora Hub, Light Industrial, Open Space area, General Residential, Large Lot Residential and Neighbourhood Centre - other elements including the Blue-Green Network and Movement network, and market demand for these activities.
- **Density, Built Form and Amenity** – urban structure, including density of residential, opportunities for diverse housing including provision for retirement village style living and papakāinga style living, and amenity and character of each land use area, streetscape and public realm including the Hauora Hub.

4.1 Strategic Location

Location of development site in relation to Dargaville

It is noted that a mixed land use development on a site of this size, situated 4km from the township (Figure 2), is an unusual proposition. However, in the context of Dargaville, the redevelopment of the Dargaville Racecourse is a strategic and rare opportunity. First, there is the opportunity provided by the Thoroughbred Racing Association's decision to close the Racecourse and the subsequent Provincial Growth funding. A large 47ha site available for development in Dargaville is unheard of, and presents a significant opportunity to respond to the demand for housing and commercial property in Dargaville and Northland, to increase employment, housing supply and contribute to the local economy.

The site location out of town, and the scope of future development possible on the large Racecourse site (47ha), in accordance with the Tripartite group's aspirations have presented challenges from an urban design and planning perspective. However, the design process has sought to achieve an appropriate and balanced proposal that does not compete with Dargaville township, but complements it by providing more light industrial capacity for businesses an appropriate neighbourhood-scale amenities, including retail. The proposed planning provisions enable a functional and future-fit neighbourhood, that will support the hauora, health and wellbeing of residents and enhances the natural environment. In particular, the Hauora Hub will provide for hauora, community health and wellbeing through this development.

Access to Dargaville township

The location of the Racecourse site, 4km from the centre of Dargaville township risks future development being car-dependent. For a future Retirement Village, for example, accessibility to the town for amenities and services is important for those who don't drive. DCDB have indicated that a shuttle or similar service would be provided between the site and Dargaville township, to provide transport to residents.

A shared path is proposed along the State Highway 14 corridor, to provide an active transport link between the site and town. This was also indicated in the Kaipara Spatial Plan Key Moves for Dargaville (Figure 8). This path will be funded by the developer. Overall, a range of access and transport options, to link residents and workers with Dargaville town are provided to support community resilience and reduce car dependence in light of climate change.

Part 2 | Dargaville_Key Moves



Figure 8. Indicative future walking/cycling connection from Dargaville to Awakino Point area outlined in Kaipara Spatial Plan 2050 [Source: Kaipara District Council]

Cultural landscape

The site occupies ancestral land that is of cultural and historical significance to Tāngata Whenua (Te Kūhi Hapū, Te Uri O Hau, Te Roroa, and Te Parawhau Hapū as identified in the Cultural Impact Assessment). It is the land of their tūpuna, its history recounted to successive generations through pūrākāu, waiata, korero and place names.²³

Provisions within the plan change should provide Tāngata Whenua with the opportunity to incorporate their whakaaro into the Development Plan and future land use of the whenua.²⁴ This may include naming of the overall development and streets within the development, selection of planting (including density and species and input into the designation and design of stormwater gardens, māra kai, oro, pā harakeke and māra rongoā), and the expression of pūrākāu through built form (buildings and open structures). The urban design outcome statements (section 3.5) articulate how this could be achieved. Overall, a genuinely collaborative design process, where tāngata whenua are considered as valued project partners provides the best opportunity for good urban design outcomes.

4.2 Land Use Strategy

The proposed site layout and land uses (Figure 6 and Figure 7) have been determined in response to careful analysis of the site characteristics and its relationship to the surrounding context, as well as market demand in Dargaville, the aspirations of the Tripartite Group and the regulatory planning context. This mixed land use proposal is considered an appropriate response to the site and context, as well as the strategic opportunity of this

²³ Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 6.3.1 Section 6 Matters of National Importance, 23. Further information

²⁴ Landform Consulting (November 2021), *Cultural Impact Assessment - Private Plan Change Application - Dargaville Racecourse*, 8.5.1 Mitigation Measures, 37.

development for Dargaville and the Tripartite Group. The recommended planning provisions presented in Section 3.6 seek to support good urban design outcomes through development.

The indicative masterplan (Figure 6) demonstrates how these outcomes could be realised, with a site layout, location of industrial areas, residential areas, and the associated open spaces that have been carefully considered to create good on-site amenity for future residents. Through a comprehensive approach to development, including the Hauora Hub concept, a development that supports hauora, community health and wellbeing can be achieved at the density and mix of land uses proposed.

Hauora Hub

The Hauora Hub concept is described in Section 3.5 and forms a core part of the land use strategy for this indicative development. The Hauora Hub seeks to provide for hauora, community health and wellbeing, through the co-location and integration of NCA, GRA and OSA activities centrally within the site. Comprehensive Developments such as Retirement Village or papakāinga-style living are encouraged in the Hauora Hub, as well as medium density residential activities.

Location of Hauora Hub

The Hauora Hub is located centrally within the development, situated within walking distance to open spaces. The hatched Hauora Hub area in the Development Area plan indicates that GRA and OSA will be located within that area, but it is not prescriptive as the location and size may depend on the future location of NCA within the Hauora Hub. The Comprehensive Development Plan for the Hauora Hub will determine the location and size of NCA and adjacent Open Space at resource consent.

In the indicative masterplan (Figure 6), medium density dwellings are located closest to the Hauora Hub area, with units and lots increasing in size (all within GRA) to the outer edges of the GRA to provide greater access to public amenity for smaller dwellings that have less private amenity than LLZ for example. This density pattern is not mandated through the planning provisions however, as the scale of the development area means that all dwellings in the GRA will be within walking distance of the Hauora Hub.

NCA in the Hauora Hub

The NCA is a core element of the Hauora Hub, and should be located centrally within the development and concentrated rather than dispersed buildings. A strong connection and accessibility to adjacent Open Space Areas, any Comprehensive Developments is recommended, to enhance the social functions, activation and public life of the Hub area. The services and amenities permitted in the NCA area are small scale and intended to serve the immediate residential community and support hauora outcomes. Permitted activities include community facilities such as shared community spaces (e.g. hall), healthcare facilities, and early childhood facilities (e.g. kohanga reo) and small-scale neighbourhood retail. On-street parking is considered adequate and no dedicated parking facility is recommended.

The NCA can only be located in the Hauora Hub area, however the hatched Hauora Hub in the plan change provisions (Figure 7) indicates that NCA could be located anywhere within the Hub area, but it is not prescriptive as to the location and size. The Comprehensive Development Plan for the Hauora Hub will determine the location and size of NCA and adjacent Open Space at resource consent.

Provision of Open Space Areas

Hauora, community health and wellness, is a core intention for this development, supported by numerous open space reserves for residents and the public to enjoy. The provision of OSA is important in residential development of this scale, to achieve these hauora outcomes and provide residents with convenient access to nature and recreation opportunities, as well as to enhance the ecological, hydrological and cultural functions across the development landscape. A range of open space functions and specific areas are proposed in the indicative masterplan (Figure 6) and OSA provisions provide for a range of functions and locations for OSA around the

neighbourhood area, to provide residents with choice and diverse OSA and convenient access to natural and recreational amenity. All OSA include trees and vegetation (soft landscaping) to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua.

Outcome statements for each Open Space Area are provided in section 3.5. Specific OSA provided in the provisions are the 'Neighbourhood Open Space' within the Hauora Hub and the 'Hillside Reserve'.

'Hillside Reserve' Open Space

The 'Hillside Reserve' is a principal open space for this development (Figure 9). It is located on the elevated area to the north-east of the site, seeking to make best use of the elevation and points of interest, and maintains natural springs and overland flow paths through the Blue-Green Network. Dargaville is a relatively flat, alluvial landscape with few elevated areas so this feature of the site is considered notable and worth maintaining for public benefit. A large reserve in this location also offers a natural buffer between bordering rural land uses to the north and east, and limits the visual impact of development. This reserve area will also preserve and enhance existing features including overland flow paths, existing mature trees on the north-east boundary, several springs and a man-made dam/pond.

The 'Hillside Reserve' is proposed to be vested to Council as a public reserve. KDC Parks staff indicated that vesting and maintenance of additional public reserves is not a priority in the District, which was noted. However the 'Hillside Reserve' is visualised as a revegetated reserve with walking trails. This is a low maintenance landscape typology (no mowing required). The outcomes for the 'Hillside Reserve' support the intention to provide a low maintenance reserve, with native vegetation.

'Neighbourhood Open Space'

The 'Neighbourhood Open Space' forms part of the Hauora Hub, with a strong, integrated relationship with adjacent General Residential and Neighbourhood Centre Areas, offering opportunities for cultural harvest, active play, passive recreation and ecological restoration which provide for hauora, holistic health and community wellbeing. This OSA is an important opportunity to express appropriate cultural narratives (identified and applied in collaboration with tāngata whenua) through the design of the public realm, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.



Figure 9. Location of Open Space 'Hillside Reserve' (large) in indicative masterplan

Provision of Large Lot Residential Area

LLRA is proposed along the north-west boundary, with a minimum site area of 4,000m². This land use is intended to complement the existing rural-residential environment. The area proposed as LLRA has undulating topography and would be more complex to develop as GRA in terms of earthworks, for building platforms and access gradients, compared to the flatter areas, and would also require additional cost to extend reticulated three waters networks to service these sites. As such LLRA is considered the most appropriate and economic land use for this area, where on-site water supply, stormwater and wastewater systems are required. The low density character of this zone, and limitations on infrastructure mean that multi-unit residential development, papakāinga-style living, and retirement village are not permitted activities. Outcome statements for the LLRA are provided in section 3.5.



Figure 9. Location of proposed Large Lot Residential Area, in indicative masterplan

Location and inclusion of Light Industrial Area

While the site and surrounding area is currently zoned rural in the District Plan, the future planned intent has been considered in the development of the plan change proposal and land use strategy. The Kaipara Spatial Plan 2050 proposed future industrial zoning for Awakino Point area, so provision for industrial activity on this site within Awakino Point was a logical and important consideration. Outcome statements for the LIA are provided in section 3.5.

The plan change proposal sites the light industrial area along the State Highway 14 frontage, with dedicated access (cul-de sac) from Awakino Point North Road. Through-access between the LIA and GRA is limited internally, via a narrow laneway or pedestrian-only link (Figure 10), to maintain neighbourhood amenity (reduce noise, dust) and pedestrian safety while still enabling people to access the industrial area (for example, for work) from the adjacent neighbourhood area. Vehicles can also exit the GRA and access the LIA via Awakino Point North Road.



Figure 10. Location of Light Industrial Area in indicative masterplan

Location of General Residential Area

The remaining area of the site is proposed as a General Residential Area. A core aspiration of the Tripartite Group was to provide housing and in particular, a retirement village through this development. This is achieved through the GRA which provides for these activities. A range of residential housing typologies are provided for in GRA including Comprehensive Developments such as papakāinga-style living and retirement living developments. Overall, the scale and spatial layouts of LIA, OSA and LLRA and the inclusion of the central Hauora Hub (including NCA) are considered to create appropriate balance of activities and amenities to support residential living opportunities at this scale, while providing for other strategic objectives for the development of Awakino Point. Outcome statements for GRA, GRA within Hauora Hub and MURD are provided in Section 3.5.

Comprehensive Developments

Dargaville Community Development Board's vision is for a resort style village that offers independent living, with a selection of housing options including 1, 2 and 3 bedroom homes that can be duplex or freestanding, an aged care &/or dementia unit, and shared facilities within a complex that includes a lounge, kitchen, pool, boules and BBQ area. Their preference was for the future village to be located at the north-east of the site. On this basis, an indicative location and layout for retirement living is shown in the indicative masterplan (Figure 6). Te Rūnanga o Ngāti Whātua also have aspirations for papakāinga-style development to be an option for future development. The proposed plan change provisions do not direct or fix the location of retirement living or papakāinga-style living for any future development. It is up to the developer to determine both the location, and layout for any Comprehensive Development. These activities are provided for in the recommended GRA provisions as a Restricted Discretionary activity which requires an Urban Design Assessment. Urban Design Assessment should follow the Urban Design

Guidelines and demonstrate how the comprehensive development provides for the outcomes of this activity and quality urban design.

Movement Network

The Movement Network plan (Figure 11) shows the movement hierarchy through the site and how pedestrian accessibility, safety and street amenity are provided for. On the advice of Northern Transport Alliance, indicative road carriageway and legal widths have been adopted from the Whangārei District Council Engineering Standards 2018 (Issue 0.3 - May 2019), for each road type (depending on traffic demand). It is our understanding that updated engineering standards for Kaipara District are in development, and will be similar to these Whangārei District Standards. Applying these standard dimensions, the proposed street sections (Figure 13) have been designed to provide space for pedestrians with wider footpaths, including street trees to improve street visual amenity, shading and cooling, and contributing to the wider landscape environment and biodiversity in the neighbourhood.

The Movement Network limits through-access between the LIA and GRA with a narrower low-speed or pedestrian-only linkage. This aims to maintain neighbourhood amenity (reduce noise, dust and heavy through-traffic from industrial area) and support pedestrian safety with limited heavy traffic in the residential area, while still enabling people to access the industrial area (for example, for work) by walking or cycling only. Aside from this laneway linkage, vehicles can also exit the neighbourhood area and access the LIA via Awakino Point North Road.

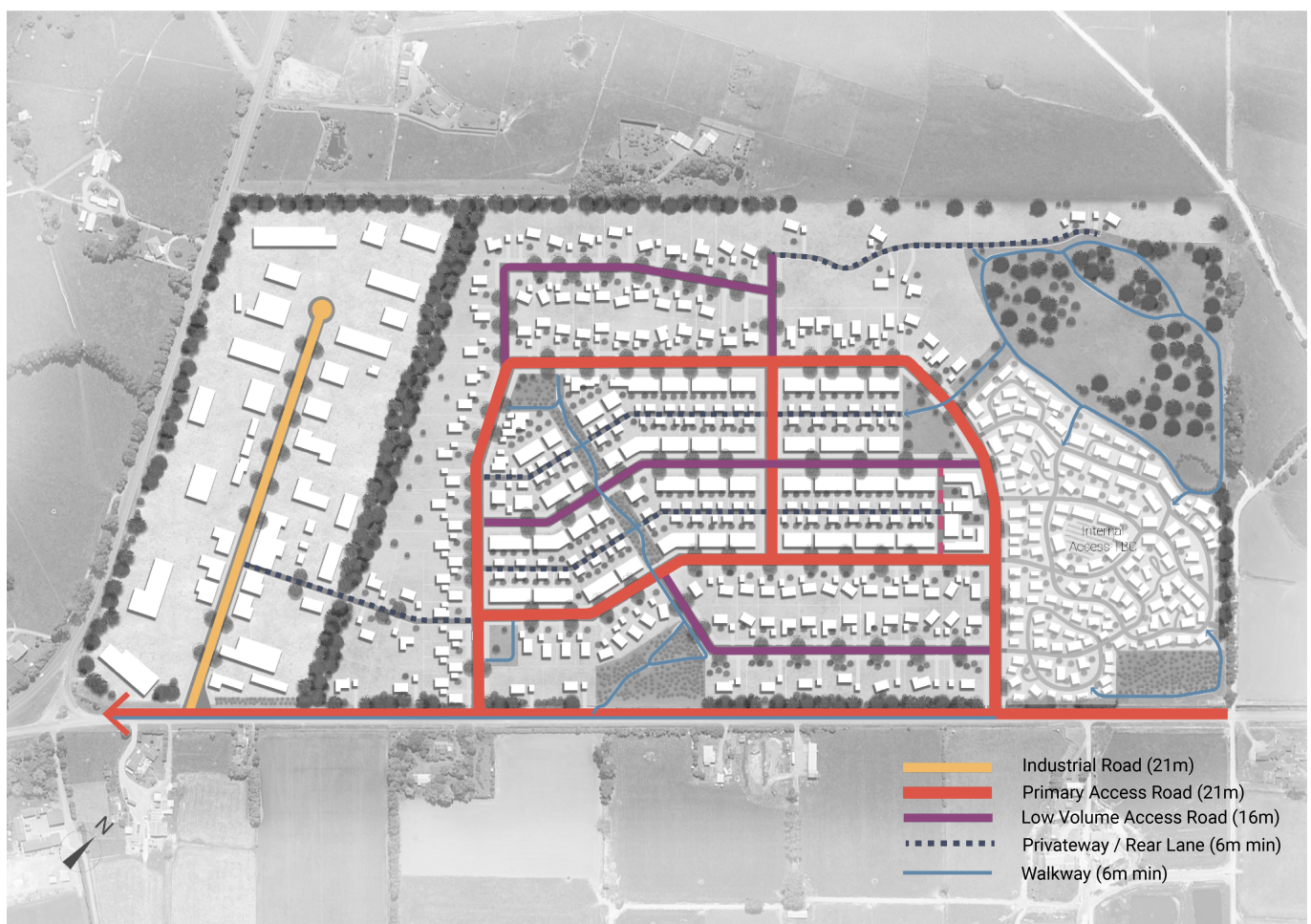


Figure 12. Indicative Movement Plan for Racecourse site [Source: Concept Design Report, TUA & Matakohe, 2021]

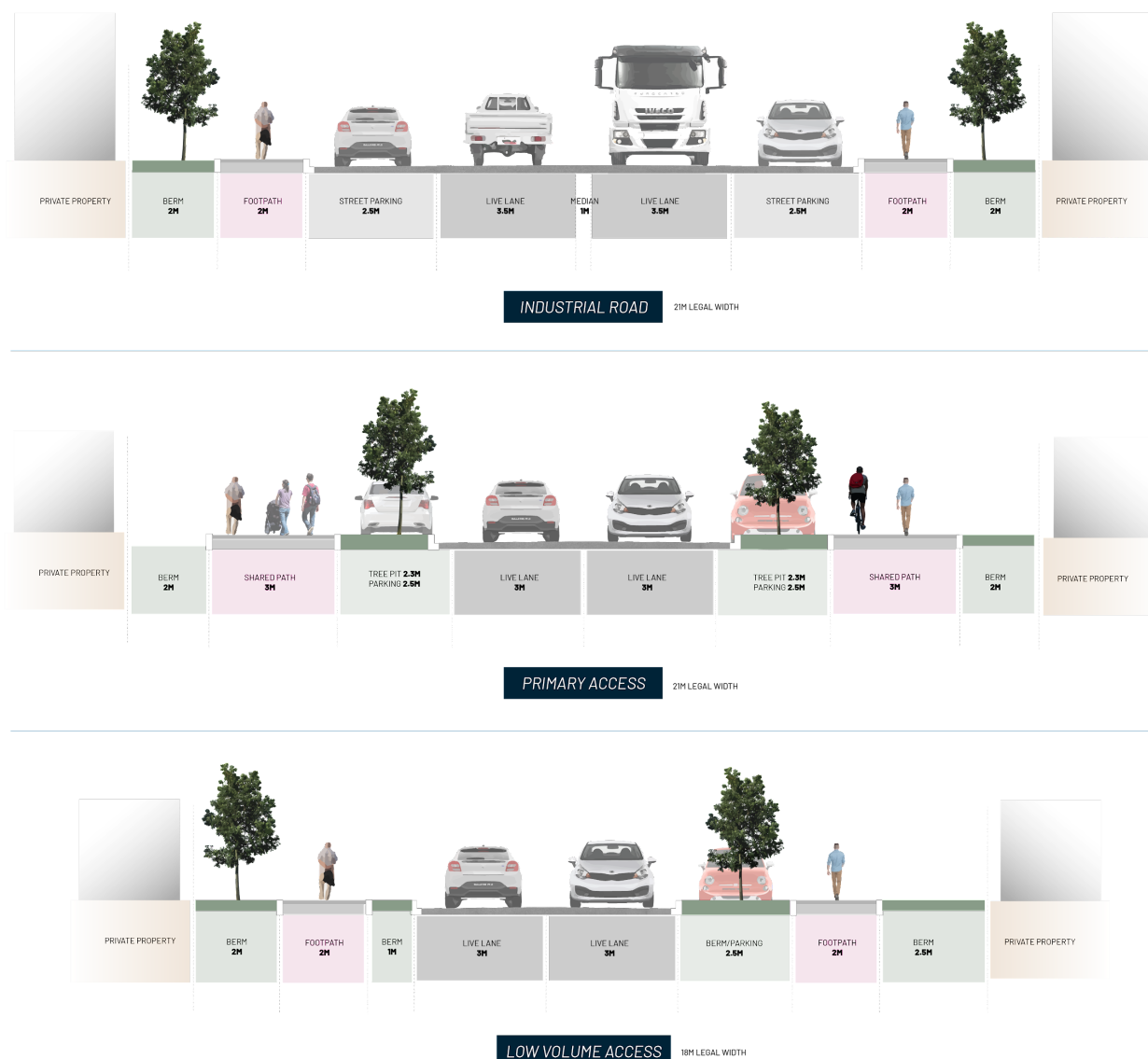
STREET SECTIONS - INDICATIVE

Figure 13. Proposed street sections [Source: Concept Design Report, TUA & Matakohe, 2021]

It is proposed that Awakino Point North Road is resealed to the Primary Access Road typology, including a shared path to link with the proposed walking and cycling path from the site into Dargaville. The intersection of SH14 and Awakino Point North Road will also be upgraded to improve safety, as requested by NZTA. Safety concerns with this intersection were also raised by neighbours and residents during early engagement²⁵. The costs of these infrastructure upgrades, to improve safety and level of service, have been considered in the Development Feasibility Study and will be borne by the developer.

Walkability

A permeable street network is a core spatial strategy of this development, particularly the residential neighbourhood area. This is particularly important to support the aspiration for a Retirement Village: a walkable and accessible neighbourhood for pedestrians supports the recreation and broader 'lifestyle' aspirations for the future Retirement Village. The street network and pathways encourage safe and convenient pedestrian access,

²⁵ Community Consultation Summary, The Urban Advisory, 2021

particularly to the Hauora Hub neighbourhood centre and open spaces. For example, the Primary Access Road (Figure 13) has a 3m wide shared path for pedestrians and cyclists on each side. Rear laneways are required for dwellings fronting onto the Primary Access Road to reduce vehicle crossings (level changes in pavement) and vehicle movements across the shared path on the Primary Access Road and improve safety and overall comfort and accessibility for pedestrians (Figure 13). Overall, the scale of this development provides a walkable neighbourhood, where all residential development are approximately within a 5-7 minute walk of the Hauora Hub (Figure 14). The permeable street and pedestrian network supports walkability at this scale.



Figure 14. Walking Distances from Neighbourhood Centre area (Source: Lands and Survey)

Rear Lanes

Rear laneways are proposed for dwellings fronting onto the Primary Access Road (15m frontages) to reduce the number of formed vehicle crossings and vehicle movements along the shared pedestrian path. This minimises potential conflict between turning vehicles and pedestrians on Primary Access Road. Overall, the rear lane strategy supports an accessible and safe pedestrian environment (with fewer level changes and disruptions) along Primary Access Roads that is attractive to residents of a future Retirement Village. Rear laneways are private accessways that provide vehicle access to the rear of residential sites. A minimum legal width of 6m is proposed for the lanes, and the width and configuration of the formed carriageway can vary, depending on the number of residential units accessing a single rear lane, passing lane and infrastructure servicing requirements.

Parking

Public transport and active transport are not viable every day transport options for many future residents, even with the proposed walking and cycling link to Dargaville township given the location and site context of this development, 4km from central Dargaville (including access to shops, schools, hospital etc) and the dispersed, rural and regional employment catchment (e.g. residents working in Whangārei). There is a limited private transport service between Dargaville and Whangārei at present. As such, no parking maximums are proposed in the General Residential Area.

Due to the scale of the Hauora Hub, and its primary purpose to serve the local residential neighbourhood, prescribed parking provisions were not recommended for NCA activities by traffic engineers, Stantec. On-street parking is considered adequate to meet demand. On-street parking creates 'friction' and slows or calms traffic which is appropriate for the Hauora Hub area which aims to provide high pedestrian amenity.

Blue-Green Network

The Blue Green Network is provided for in the proposed plan change. It aims to support low impact stormwater management as an integrated part of future development, including OSA, GRA and LIA. The network follows existing overland flow paths and provides areas for stormwater retention wetlands, to treat stormwater runoff from the proposed development and achieve hydraulic neutrality. The Blue-Green Network protects existing waterways and enables the mauri of the water to be restored, cleansing stormwater via Papatūānuku (land-based stormwater treatment and disposal) with low impact urban design principles (as advised in the Cultural Impact Assessment, Landform Consultants). Additional benefits of the Blue Green Network are the provision of natural amenity, enhanced biodiversity, cultural harvest (e.g. harakeke) and walking paths for residents that enhance the liveability and health of the neighbourhood environment.

Market Demand

The land use strategy for the Dargaville Racecourse site sought to ensure that the location and scale of commercial and retail activity provided for in LIA and NCA was appropriate and viable. It is considered important to provide some on-site amenities for residents, given the scale of the development and distance from Dargaville township. For less than 1,000 households, sustaining multiple local centre shops is a challenge commercially. Small scale local retail is provided for in the NCA, to provide neighbourhood amenities for all residents within the Hauora Hub. It is recommended that the provision of private shared amenities within Comprehensive Developments (e.g. future retirement living) complements neighbourhood amenities, rather than trying to duplicate them. Furthermore, neighbourhood amenities provided through the NCA can benefit all residents and visitors, and activate the Hauora Hub area and support hauora outcomes. Whereas private shared amenities will only benefit residents of comprehensive developments.

In the LIA, provisions limit small scale Food and Beverage activity (e.g. lunch bar) to a maximum of two outlets of 100m² GFA each, and ancillary commercial activities are limited to a scale that support industrial activities, without creating a retail destination that competes with Dargaville town centre. For example the provision of ancillary commercial activities in the LIA only (with the exception of Trade Retail) and limitations on Food and Beverage activities will prevent 'big box' commercial retail or multiple restaurant chains from establishing. Larger site areas are permitted for Light Industrial activities, including Trade Retail, as the social and economic impacts of competition from enabling this sort of activities are considered positive for Dargaville.

The development of a Retirement Village is a core aspiration of the Tripartite Group and has been a primary consideration in the development of this land use strategy. Retirement Villages are provided for in the GRA, including the Hauora Hub. Market Demand Analysis has confirmed the demand for retirement living products in this

location²⁶ however the commercial viability or development feasibility of a particular retirement village concept or proposal has not been completed.

4.3 Density, Built Form and Amenity

Density of General Residential Area

Where possible, we would generally recommend that urban development of the density and scale as proposed in the indicative masterplan, is most appropriate adjacent to existing urban areas where there is greater access to existing infrastructure, services and amenities. However, the availability of land and willing landowners to achieve development in these locations is limited in Dargaville. By contrast, the Racecourse site is a large site with a willing land owner, which is unprecedented in Dargaville. As such, this development and the indicative density & yield it enables is considered appropriate given the severe shortage of housing in Dargaville, demand for light industrial premises, affordable housing and a projected decrease in household size that is anticipated to increase the demand for smaller homes (1-2 bedroom) including retirement units.²⁷ The limitations of the site location have been mitigated by providing for a small scale NCA and open space for the new neighbourhood and the extension of reticulated services, roading upgrades and provision of an active walking cycling link between the Racecourse and Dargaville township.

Whilst the site (located in an existing rural area), is currently undeveloped, it is proposed as an industrial area in the indicative future land use zoning for Dargaville from the *Kaipara Spatial Plan 2050*. The proposed urban form (residential adjacent industrial) and location to the North-East of Dargaville township mirrors the existing residential area adjacent existing industrial to the south of Kaihū River (in Mangawhare to the South-West of Dargaville township), with similar accessibility to the township through existing and future pedestrian and cycling connections.

Table 2 outlines the net GRA density proposed, an average of 18.6 dwellings per hectare. Dargaville township has a low density suburban character, as well as housing in the rural environment on larger sites. Initial development of the concept proposed low residential density across on the site, similar to the current rural character. However, the high cost of enabling infrastructure (\$12.6m for intersection upgrade for State Highway 14, the cycle and pedestrian path, the upgrades to the pump station, wastewater network and wastewater treatment plant) meant that a higher density and yield from the development, with the proposed GRA, is proposed to support a financially feasible development. In particular, these infrastructure requirements are necessary to service a retirement village, which is a core aspiration of DCDB as part of the Tripartite Group. Past efforts to establish a Retirement Village in Dargaville have been unsuccessful, despite clear demand for retirement living options²⁸.

Table 2. Summary of indicative density for Dargaville Racecourse development

Development Area	Indicative Lot Yield	Net Density	Total Est. Employment
Light Industrial Area (9.53ha)	24	2.5 Lots per ha	Approx. 112
General Residential Area (20.2ha)	428	18.6 dwellings per ha (Range: 6 d/ha - 30/ha)	<10
Large Lot Residential Area (2.725ha)	6	2.2 dwellings per ha	-

²⁶ The Urban Advisory, December 2021. *Appendix 4: Retirement Living Insights Report* in Market Demand Analysis: Supporting a Private Plan Change for the Dargaville Racecourse Site

²⁷ Market Demand Analysis, TUA, 8 December 2021

²⁸ Market Demand Analysis, TUA, 8 December 2021

The proposed GRA provisions permit an average site area of 500m² and a minimum area of 400m² per residential unit. A maximum of 2 residential units per site is a Permitted activity, three units or more (attached or detached) are multi-unit developments which are a Restricted Discretionary activity.

Urban design guidelines (Section 5) and Outcomes for each activity area (Section 3.5) are proposed to support good urban design outcomes at the proposed density of GRA. This includes privacy, street interface, character of built form and materiality, landscaping, outlook, vehicle and pedestrian accessibility, relationship with the public realm. All multi-unit residential development applications for resource consent that exceed the Permitted activity threshold, including Comprehensive Development, shall include an Urban Design Assessment prepared by a suitably qualified and experienced professional. The development of the Hauora Hub requires a Comprehensive Plan to demonstrate Hauora Hub outcomes are appropriately provided for.

Neighbourhood Residential Amenity

A range of provisions are proposed (Section 3.5) to support and provide for residential amenity in the GRA. Multi-unit residential developments (three or more attached or detached dwellings and Comprehensive Developments) are a trigger for Restricted Discretionary activity status and require an Urban Design Assessment. The Urban Design Assessment should consider matters outlined in the Urban Design Guidelines (Section 5), to ensure that residential amenity is broadly provided for within more compact or larger scale developments.

In GRA, low fencing (1.2m maximum) is recommended forward of front facades to maintain sightlines for pedestrians and cars exiting driveways, creating a feeling of openness and welcome at the street interface and supporting passive surveillance on the street while also providing for a sense of privacy. Fencing over 1.2m can block views between pedestrians and cars exiting driveways, increasing the risk of children being hit by cars. For this reason, any fencing over 1.2m height should be a minimum of 50% visually permeable, such as pool style fencing. Combined fencing and retaining wall heights on side or rear boundaries should be no more than 2m in height to avoid dominating and shading adjacent spaces.

Streetscapes are important elements of the public realm that support residential amenity within the indicative development. The indicative street sections (Figure 13) have been developed to provide a quality streetscape that is attractive and safe for pedestrians, and maintains low volume vehicle movements anticipated in this neighbourhood environment. For example, the Primary Access Road includes generous berm areas, parking bays and street trees, and wide 3m shared paths for a range of active travel modes. The Primary Access Road pedestrian environment along the shared paths are enhanced by requiring rear-lane access for sites with frontages less than 18m, to reduce vehicle crossings over the shared path, and conflicts between turning vehicles and pedestrians.

Rural Residential Amenity

The existing built form character in the site context is low density and rural in character. The site has a limited number of residential neighbours. Two rural properties adjoin the site's north-west boundary, of which one has a dwelling. The nearest dwelling is located approximately 23m from the boundary. A rural property with current active dairy operations adjoins the north-east boundary. There are several neighbours along Awakino Point North Road.

The proposal provides for a greater concentration of residential units than is typical in the surrounding area, with a range of unit types and sizes. This would be a distinct change from the current undeveloped character of the site. However, the Kaipara Spatial Plan 2050 anticipates a change in landscape character, with the Awakino Point area being identified for future industrial development. With this in mind, we consider this proposal to be compatible with the overall strategic intentions for the site and a series of mitigations to manage reverse sensitivities, activity incompatibilities²⁹ and provide for appropriate land-use change.

²⁹ e.g. Light Industrial adjacent to General Residential Area

Early engagement with neighbouring property owners raised concerns about the reverse sensitivities of residential development on the Racecourse site, from noise and odour typical for rural land use activities. To mitigate for reverse sensitivities and support the retention of rural amenity, external setbacks, screen planting and controls on noise (See Table 3) are recommended on all external site boundaries.

A range of mitigations are proposed to maintain the existing rural amenity and limit reverse sensitivities, including landscape mitigations (e.g. buffer planting, setbacks - refer to Landscape Impact Assessment), density controls (e.g. LLRA) and controls for noise-generating activities. Internal to the indicative development, incompatibilities between LIA and GRA are taken into consideration also. The proposed setbacks and complimentary controls for the indicative development are summarised in Table 3. All proposed buildings must comply with the proposed development controls which seek to reduce reverse sensitivities and protect rural amenity.

Table 3. Proposed Setbacks for Reverse sensitivity in indicative development of Dargaville Racecourse (Source: Lands & Survey)

Setback	Development Area	Adjoining	Comment
External:			
20m	General Residential	Rural Zone	Combined with screen planting.
10m	General Residential	Awakino Point North Road	Combined with 20m legal road width and screen planting.
10m	Light Industrial	Rural Zone State Highway 14 Awakino Point North Road	Combined with screen planting, spatial controls on different noise generating activities, and 20m legal road width.
10m	Large Lot Residential	Rural Zone	Lower density in Large Lot Residential Area is relatively compatible with Rural zone.
Internal:			
5m	Light Industrial	General Residential	Combined with screen planting and spatial controls on different noise generating activities.
3m	General Residential	Light Industrial	Combined with screen planting and spatial controls on different noise generating activities.
5m	Neighbourhood Centre	General Residential	Combined with controlling noise generation at the source within NCA.

Density of Large Lot Residential Area

The scale and density of the LLRA supports a rural-residential lifestyle, which is similar and complementary to the existing rural-residential activity in the surrounding area. The LLRA has external boundaries to the site and, as per Table 3, 10m setbacks are proposed to the adjacent rural environment. From a landscape and visual perspective, Design Controls in Table 1 have been proposed by the Landscape Impact Assessment, to support appropriate development on this elevated area. As per the Landscape Impact Assessment (Simon Cocker Landscape Architecture), the Large Lot Residential Area setback and landscape provisions seek to provide a 'transitional'

boundary condition that complements the existing rural environment. Where proposed Open Space Areas adjoins the external boundary of the development site, buffering / screening of these areas is not needed.

The Landscape Assessment concludes that, generally, the change in the character of the landscape resulting from the proposal will be internalised by virtue of the mitigation planting, and by the ridge landform on the north western boundary, and in the north eastern corner of the site. In terms of visual amenity, the assessment also found that experiential changes, and consequential adverse effects (including visual amenity effects) are low for the majority of individuals, but initially elevated (more than minor) during the construction period, and or in the short term for the occupants of a limited number of proximate dwellings. These effects can be mitigated to a minor, or less than minor level within the medium to long term.

Light Industrial Amenity and Density

Light Industrial areas are usually low amenity environments, however several opportunities to enhance industrial amenity have been taken in the indicative development. A core consideration is to manage reverse sensitivities when LIA activities are adjoining the Rural zone, Awakino Point North Road or State Highway 14, and incompatibilities when LIA is adjacent to GRA. Setbacks, screen planting and control on noise-generating activities (refer Table 3) will maintain and enhance the amenity of surrounding areas and enable LIA activity to be established. The State Highway 14 frontage is highly visible, and considered of value for businesses that might occupy the LIA. To manage the visual effects of signage on this frontage, signage controls are proposed: up to 5 signs, 8m high, 6m² max per sign, and 6-12m² total signage per site is a permitted activity; sign parks / hoardings are restricted discretionary (refer Section 3.5). There is an opportunity to provide a frontage design that supports Spatial Plan outcomes such as the proposed 'gateway' to Dargaville on the State Highway approaches, and the proposed 'greening of the State Highway corridor'.

Screen plantings at external boundaries and GRA boundaries, and the proposed street sections with street trees and generous berms will provide some amenity benefits across the LIA, regardless of the 100% impervious area coverage permitted (hardstand surfaces, buildings) on individual sites. The Landscape Impact Assessment recommends setbacks for industrial buildings and structures, to visually soften the built form of industrial activities so that the dominance of buildings, structures, storage areas, security fencing and vehicle parking (when experienced from adjoining zones) is reduced. No minimum site area is proposed within the LIA (with the exception of ancillary commercial and Food and Beverage activities), which was considered appropriate and consistent with the variable density and built form typical of light industrial activities.

5.0 Urban Design Guidelines

5.1 General Residential Area – Restricted Discretionary Information Requirement

Context: When the 500m² average or 400m² minimum density per residential unit is not achieved, or a multi-unit residential development is proposed then a Restricted Discretionary resource consent will be required, and must provide the Information Requirement (below).

GRA- REQ1 Information Requirement – Urban Design and Density

1. All applications for resource consent pursuant to GRA-S10 Residential Density and GRA-S11 Residential Unit shall include an urban design assessment prepared by a suitably qualified and experienced professional which details:
 - a. An assessment, relative to the scale of the proposal, of how it contributes both to the surrounding General Residential Area, and internal development area, is consistent with the Hauora concept (community health and wellbeing) and best practice urban design, including:

- i. The context and character of the surrounding General Residential Area.
- ii. Any proposed measures to facilitate active transport infrastructure including pedestrian, cyclist and vehicular movements and the appropriate infrastructure and network connections for these modes.
- iii. The relationship of the proposed development to public places, including open spaces, and any proposed measures to avoid or mitigate adverse effects on adjacent public places and residential sites.
- iv. How low impact urban design principles have been applied to the design of the Blue-Green Network, including through the use of passive systems for stormwater management.
- v. Any proposed strategies to incorporate design elements that emphasise tāngata whenua connection to land and express appropriate tāngata whenua cultural narratives.
- vi. Walkability and accessibility to public or shared amenities within the site and external to site.
- vii. Relationship between neighbouring residential units on the same site, including:
 - 1. appropriate privacy and amenity for occupants, including sunlight access to interior living space, landscaping, outlook and passive surveillance to the street,
 - 2. sufficient sunlight access to private outdoor living spaces (or shared open space),
 - 3. overall contribution to character of built form including variation, materiality and scale
 - 4. incidental/ ancillary service areas (e.g. drying laundry),
 - 5. placement of rubbish and recycling bins,
 - 6. on-site low impact design considerations.
- b. Any consultation undertaken as part of any pre-application meetings with Council and any mitigation measures that were recommended by Council.
- c. Any consultation, engagement or co-design undertaken with mana whenua and a summary of the results of that process.

Note: Best practice urban design guidance is contained within Whangārei District Council's Urban Design Guidelines and within Auckland Council's Urban Design Manual.

6.0 Conclusion

The large Dargaville Racecourse site, currently undeveloped and available, is a significant development opportunity for the future of Dargaville. An indicative masterplan for the Dargaville Racecourse site has been developed in response to site context, the Kaipara Spatial Plan 2050, aspirations of the Tripartite group and insights from community engagement and many technical reports prepared regarding this site. The overall site layout, location and size of areas for light industrial, general residential, and large lot residential, and the associated areas for neighbourhood centre, open spaces, including blue-green network connections, have been carefully considered to balance the constraints and opportunities and provide for the intended development outcomes. The integrative urban design concept for this development is hauora or community health and wellness, which is centralised in the Hauora Hub area which forms the 'heart' of the development and includes the NCA. Outcomes for each development area have been defined, describing the expected considerations, features and functions that, from an urban design design perspective, should be provided for. Recommended plan provisions related to urban design matters are proposed to control land-use location, scale, density, form and amenity. Where an Urban Design Assessment requirement is triggered, the Urban Design Guidelines provide the matters for assessment.

The indicative masterplan for the proposed plan change will result in a distinct change from the current character of the Racecourse site. However, for the reasons above, we consider the indicative masterplan, outcomes,

supporting provisions and controls are supportive of development on the Racecourse site that is compatible with the overall strategic intention for the site as set out in the Kaipara Spatial Plan and beneficial to Dargaville.

Appendix 1. Context Analysis Summary

Dargaville Racecourse

Context Analysis for Private Plan Change

This document summarises the strategic and spatial context analysis for the Dargaville Racing Club

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INTRODUCTION

Purpose

Context analysis is crucial to delivering quality urban design and planning outcomes in development. It develops understanding about the wider context surrounding a development and the site context itself, from environmental and economic aspects to infrastructure, community and cultural contexts. This analysis highlights the strengths, weaknesses, opportunities and constraints for a development proposal on that site.

This context analysis for the Dargaville Racecourse site will be used to inform the design of the concept development plan for the site, for the purposes of a plan change. The Cultural Narrative Analysis is the subject of a separate report.

Scope of analysis

The context analysis has considered key strategic planning documents for Kaipara and Dargaville, and other maps, studies and relevant resources about the Dargaville Racing Club site and wider Dargaville.

Key Strategic Documents

- The Kaipara District Spatial Plan (2020)
- Kaipara Infrastructure Strategy 2021-2051
- Spatial Plan for Key Urban Areas - Dargaville
- Northern Townships - Dargaville (NZTA)
- Kaipara Walking and Cycling Strategy 2017
- Kaipara Long Term Plan 2021-2031
- Northland Regional Policy Statement
- Te Rūnganga o Ngāti Whātua 2020-2021 Annual Plan

Other Resources

- Northland Regional Council Local Maps
 - Managing Northland Soil Factsheets Viewer
 - Wairoa Northland Water Priority Areas
 - Selected Landuse Register
 - Biodiversity wetlands
- Geotechnical Assessment, Dargaville, Kaipara District 2019
- Kaipara Environmental Scan 2020

Structure

This analysis is summarised in a number of contextual themes:

- Mana whenua & cultural context
- Community & social context
- Economy & Employment
- Built Environment
- Natural Environment
- Transport & Access
- Four waters Infrastructure
- Community Amenities
- Regulatory Planning Context

STRATEGIC PLANNING CONTEXT

Wider Context - Kaipara District

The Kaipara District Spatial Plan (2020) maps the possible future growth of the district, including the cost of providing infrastructure, and where housing density can increase and be supported by existing infrastructure in Dargaville (and other urban areas in the District)¹.

- Three main priorities for the Spatial Plan are Wharves, Roads (improve safety and resilience) and Kai (e.g. Kaipara Kai programme, to support horticulture and aquaculture businesses)
 - DarKaipara 1.2% of NZ land mass, 1.1% of kai production (underperforming), but potential to inject \$20-230m into regional GDP
- Dargaville is a key urban centre in Kaipara District which serves district needs, including banks, council facilities, medical services, employment beyond rural activities)

The Spatial Plan process distilled the key community aspirations for the Kaipara district which are:

- **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**



Local Context - Dargaville

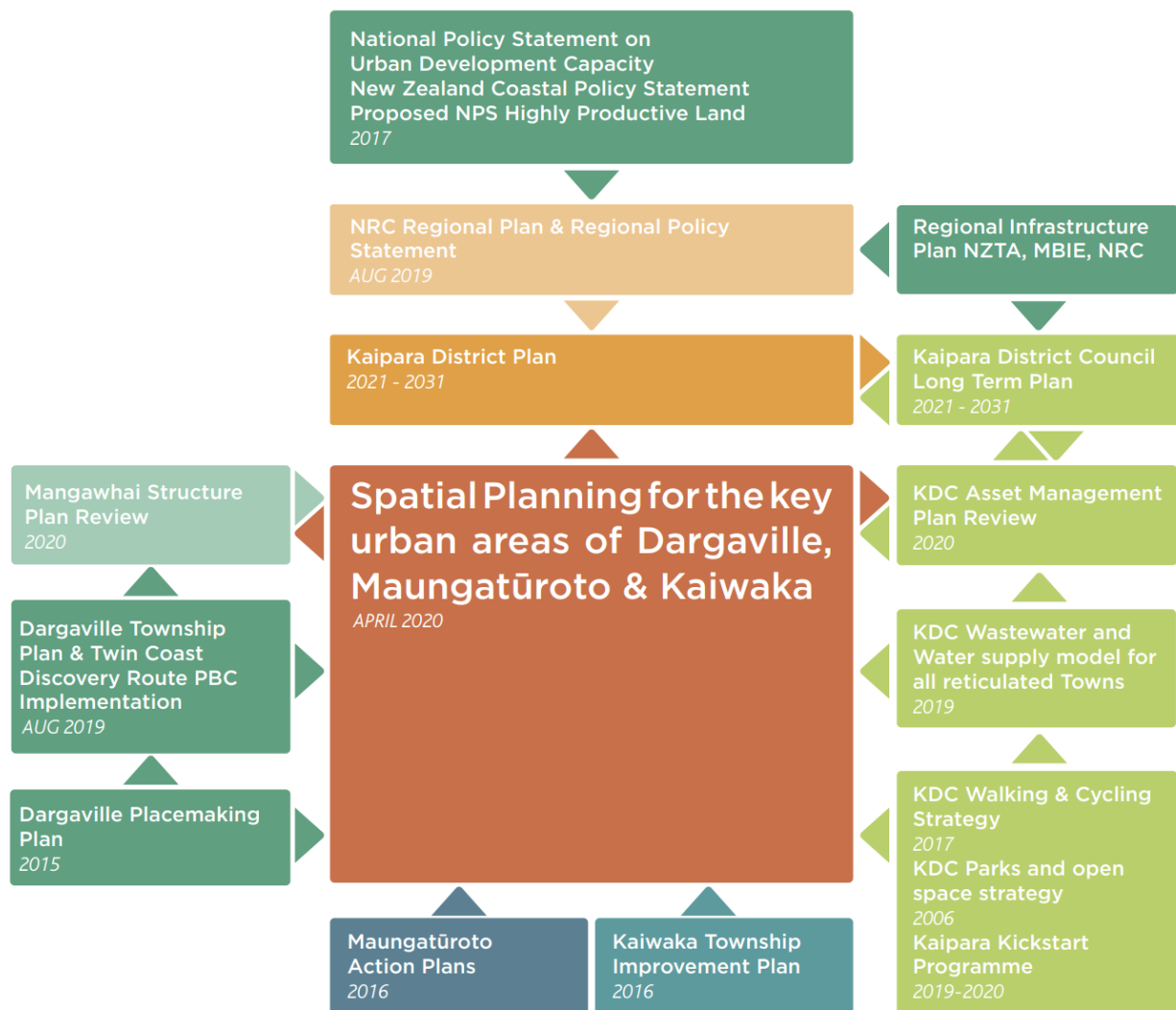
The Spatial Plan Key Urban Centres (Part 2) also established a vision for the next 30 years for the Dargaville.

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. This involves:

¹ It also takes consideration of NPS Freshwater Management, NPS UDC, NZ Coastal Policy Statement, Northland Regional Policy Statement, regard to new NPS UD, NPS Highly Productive Land, NPS Indigenous bioiversity. There is a 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.

- Engaging mana whenua
- Strengthening core of town, people-focused
- Shared pedestrian and cycle link from the riverfront to other areas in Dargaville, connecting industrial, residential and recreational spaces.
- Intensification of residential areas close to town, including infill.
- Medium density papakāinga and retirement village close to hospital and good transport routes to town centre.
- Urban and industrial development to the north east on rural land and SH14 will avoid sensitive ecology and productive soils.

The Spatial Plan informs a range of other plans and strategies for the Kaipara District and Dargaville which informed the context analysis (see below diagram). The following sections consider how the local context and wider context provide opportunities or constraints for the development of the Dargaville Racing Club site.



Key moves & Opportunities from Spatial Plan for Dargaville (Kaipara Spatial Plan)

THE SPATIAL PLAN, Dargaville Part 2 | Dargaville_Key Moves



Figure 8. Dargaville Key Moves map from Kaipara Spatial Plan, 2020 [Source: Kaipara District Council]

- Awakino site zones as future industrial.
- High points around Awakino intersection, as open space reserves
- Opportunity to link up or extend walking and cycling routes proposed for Rail corridor into Racecourse site and with path proposed for Awakino River (forms a loop).
- Ahi kā, opportunities for papakāinga housing
- Recognise and protect sites of significance to mana whenua (viewshafts, land holdings, avoiding reverse sensitivity)
- Intersection of SH14 and Awakino North Road is a 'Gateway' entrance to Dargaville. Opportunity for an artistic gateway e.g. celebrate Awakino River
- New housing on the Periphery - identifies need to investigate housing and care choices for elderly people and those requiring care or assistance, on greenfield areas close to local hospital.
- Industrial area on NE should integrate water sensitive design, and to avoid open space network, productive soils and land.
- Greening the highway proposal - Racecourse development can support boundary 'green' treatment. Vision: tree-lined boulevard.

REGULATORY PLANNING CONTEXT

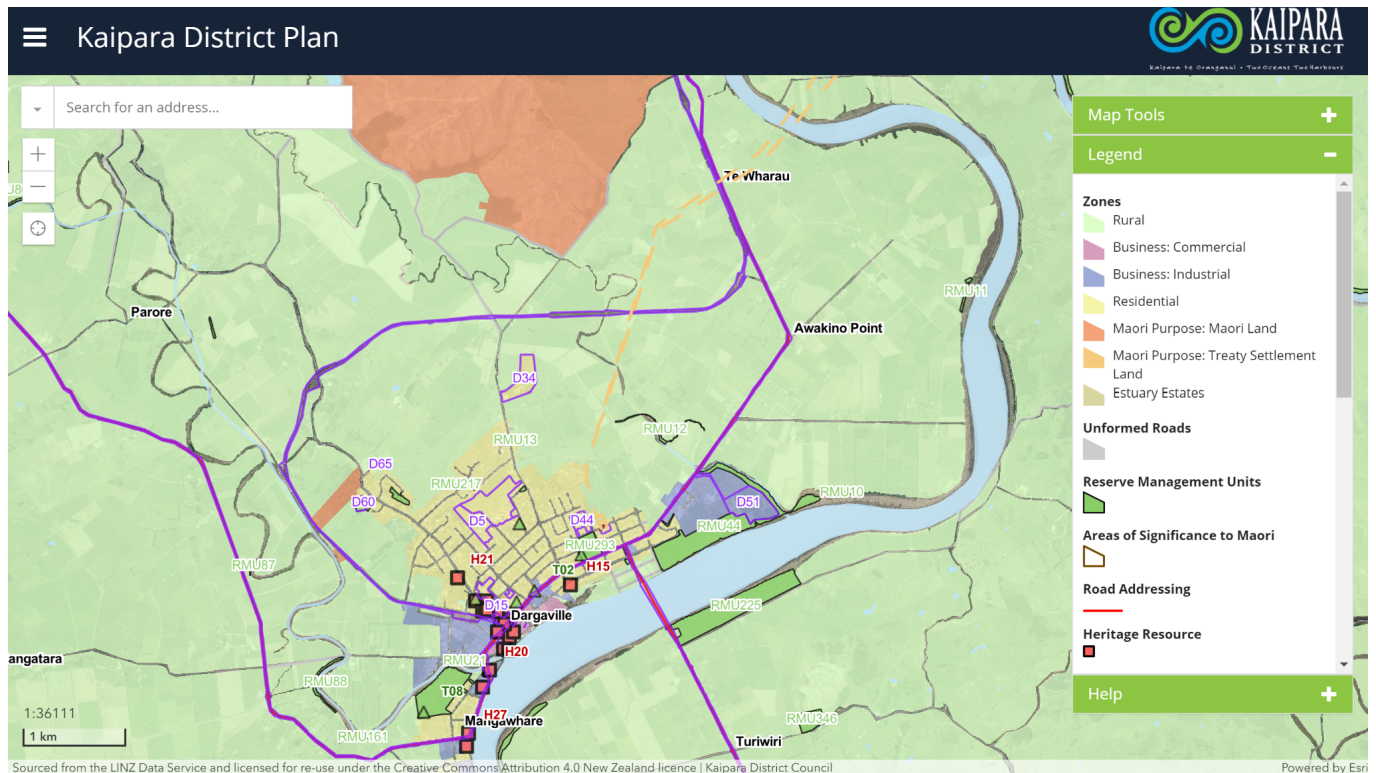


Figure 9. District Plan zoning for Dargaville [Source: Kaipara District Council]

- In the current Kaipara District Plan the Racing Club site is zoned Rural (Figure 8)
- As per Figure 8, the spatial plan proposes a range of additional zoning controls and new development areas, including light industrial for the Awakino Point area.
- The District Plan will be updated in 2022, to give effect to the Spatial Plan through legal regulatory controls as per the National Planning Standards. This includes a range of residential and industrial zones (more than the current District Plan).
- For the purposes of concept development for this project, the zone definitions from the National Planning standards and the density controls from the Whangārei District Plan have been adopted (Table 1). This offers a relevant set of planning controls that will be similar to the future District Plan. .

Table 1. Summary of Future zone density

Whangarei District Plan - Residential Zone	Density per residential unit
Large Lot	5,000m ² average & 2,500m ² minimum
Low Density	2,000m ²
General	400m ²
Medium	300m ²
Mixed Use	100m ²

CONTEXT ANALYSIS THEMES

Mana whenua & cultural context

Refer also to the Cultural Impact Assessment report for the Dargaville Racing Club site (Landform Consultants, 2021).

- Kaipara settlement goes back more than seven centuries, when the ancestors of the many iwi and hapū lived by fishing, hunting and growing crops in an area blessed with rich harvests from the harbour, ocean, river, forests and soil.
- Kaipara was also a major travel route
- The major iwi/hapū of the Kaipara are Te Roroa, Te Kuihi and Te Uri o Hau. Te Roroa occupy the hinterland and rich valleys between the Kaipara and Hokianga harbours, particularly the Kaihu Valley, Waipoua, Tunatahi (Dargaville) and Maunganui Bluff areas.
- Dargaville was formerly known as Kaihū by Māori
- Te Houhanga marae, urupā and waka landing around Dargaville
 - Te Houhanga marae and Rahiri whare (built 1914)
- Te Rūnanga o Ngāti Whātua
 - Values: uphold **mana** of Ngāti Whātua, **manaakitanga** / care for people, **kaitiakitanga** / protect papatuanuku
 - Principles: Reo (Māori language), Mua (cultural heritage), Toi (arts and creativity), Ihi (intrinsic wellness), Ako (education), Ora (health and social development), Hau (air quality, airwaves), Tai (marine-based activities), Hua (land-based)
 - 14,784 uri in NZ, 85% living in Te Tai Tokerau and 50% in Tāmaki makaurau
 - Jobs, housing, health and wellbeing, and the generation of data that identifies Ngāti Whātua uri across key statistics are priorities.
- Māori land parcels to the North of racecourse site
- Archaeology
 - There are no recorded archaeological sites on the DRC property and very few in the surrounding area.
 - The low-lying nature of the ground on which the race course is located may account for the absence of Māori archaeological sites.
 - No archaeological features were visible on the surface of the property, including the northeastern high-ground. Shovel test-pitting on Racing Club site found natural soil profiles with no evidence of archaeological deposits.
- Engagement with mana whenua was part of the Spatial Plan process:
 - Te Aranga Principles noted:
 - Mana Rāngatiranga (mana whenua status)
 - Whakapapa (names, tūpuna, narratives honoured)
 - Tohu (sites and cultural landmarks)
 - Taiao (protect natural environment)
 - Mauri Tū (ecology, water and soil wellbeing)
 - Mahi Toi (narratives expressed creatively)
 - Ahi kā (living presence of iwi hapū)
 - Opportunity to integrate cultural narrative into development for tourism
 - Needs of marae: recognise need for papakāinga development, infrastructure maintenance in addition to improving capacity of marae to **deliver work experience, apprenticeships/internships**, workshops in finance, governance, submission writing and funding applications.
 - Mana whenua engagement themes for Dargaville
 - Developing and fostering relationships
 - Bringing our people home

- Papakāinga, **warm and dry homes, kaumatua housing, increase housing choice, supporting ahi kā**
 - **Pathways to papakāinga are considered arduous (complicated planning rules, funding and infrastructure challenges) - consider in District Plan review**
 - **Warm healthy affordable housing**
- Marae restoration, appropriate zoning and infrastructure
- Education
- Industry and workforce opportunities
- Aspiration for self-sufficiency on the land
- Protect the Northern Wairoa River edge and adjacent fertile land from the effects of climate change i.e. increased potential of extreme flooding.
- Culturally and environmentally sensitive land use and development required
- Mana whenua don't want to be regarded as a testing ground for experimental development or failed infrastructure projects.
- Be the food basket of the north: e.g. Market garden industries, fishing and kai moana, Waipoua forest and cultivation.
- Tinopai: local resource management plan, to advise development in the area

Community & social context

Refer also to the Market Demand Analysis (The Urban Advisory, 2021) report for the Dargaville Racecourse site which provides detailed demographic analysis of Dargaville and the Kaipara District.

- Dargaville (5,000pp) largest settlement in Kaipara, a District of 23,000 residents (2018 census)
- 4.6% population decrease 2006 to 2013, but increase 12% by 2018
- 26.7% of residents are over 65yrs (2018 census) in Dargaville, 22.2% for Kaipara.
- Median age 44.1yrs in Dargaville
- ~19% under 15yrs
- English migrants, as well as croatians, dalmatians.
- Fast growing over-65 cohort (23% of population), expected to increase to 38% by 2043 (and decrease labour force.
- Some rural-urban migration occurring (e.g. moving to Dargaville)
- Expected population growth of 1400 in Kaipara over next 25 years (concentrated around Mangawhai)

Economy & Employment

- Kaipara contributes just 10% of northland GDP (compared to Whangārei's 61%)
- Some employment growth in urbanised areas
- Rural growth associated with shift from agricultural activity to land-based farming
- Tourism
 - Opportunity for tourism linked to the harbour, the landscape, culture, history and people, but physical constraints in coastal areas. Limited range of tourism opportunities.
 - Kaipara Missing Link Cycle Trail
 - Wharf infrastructure is key for tourism, and local fishing market (estimated market of 200,000 in Auckland)
 - 'Integrated community tourism' or 'slow tourism' integrating tours or self-guided experiences with bike shops, cafes, guides and accomodation.
- Limited by transport routes/links, low socioeconomic conditions and business development
- Dominant surrounding land use of rural primary production
- Industry & Economic development statistics
 - Industry employment, 2018 = 2450
 - Major industry, Silver Fern Farms processing industry

- Former industry, kauri timber and gum, then moved to predominantly farming and later horticulture also
- 'Kūmara capital of NZ'
- Limited industrial land in all three main Kaipara towns (some businesses moving to areas in Wellsford and Whangārei, considered more viable)
- Kaipara District at present does not have its own Economic Development Strategy or Tourism Strategy and is relying on the government and Northland Inc. Te Tai Tokerau - Northland Economic Development Strategy
- Primary industry economy (dairy and manufacturing), resilient through COVID-19 as a food production centre little affected by Lockdowns

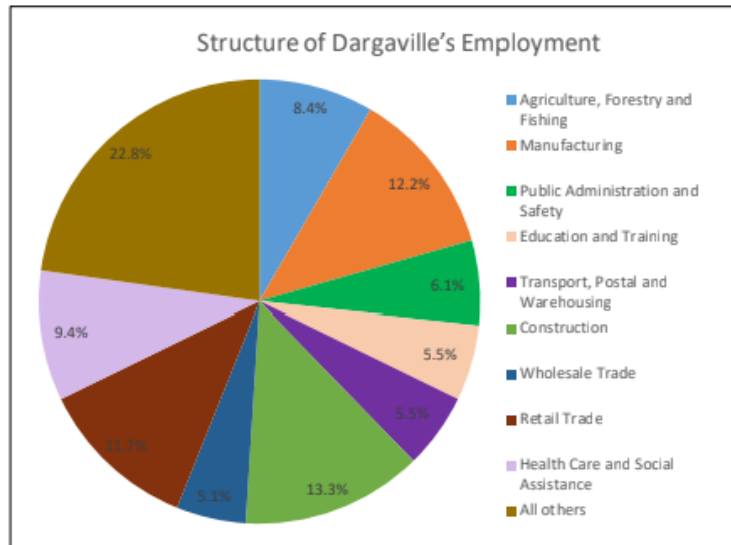


Figure 1. The contribution of different sectors to the number of filled jobs in Dargaville in 2019 [Source: Infometrics 2020a via Kaipara environmental scan]

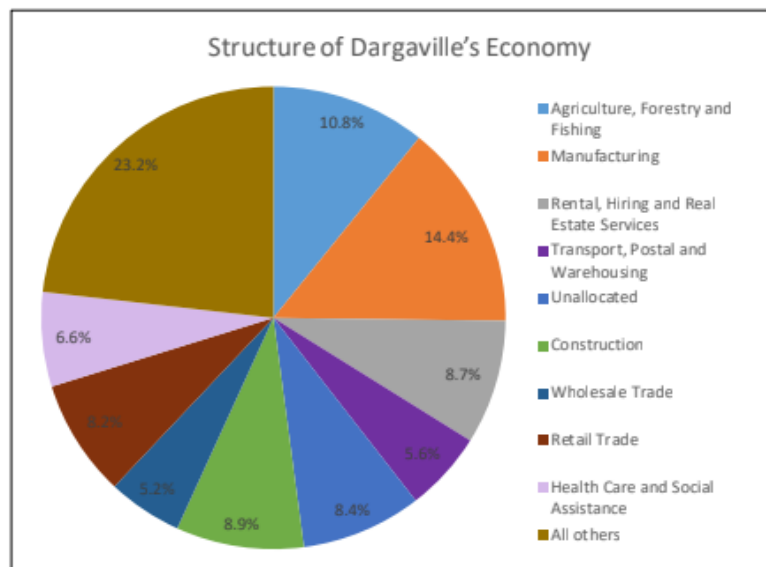


Figure 2. The contribution of different sectors to Dargaville's GDP in 2019 [Source: Infometrics, 2020a via Kaipara environmental scan]

Built Environment

Refer also Market Demand Analysis report for information on demand for housing, industrial and commercial properties (TUA, 2021).

- Occupied dwellings 1,818
- Building consents, 2015-2019 =71
- Recognition that reverse sensitivities need to be avoided between industrial and residential issues.
- Urban intensification encouraged in appropriate and suitable locations
 - Responding to change over time, changing needs of people, communities and future generations
 - Responding to social, economic and cultural wellbeing needs while stimulating growth, that is not at an unreasonable expense or burden on infrastructure.
- Subdivision trends
 - Trend of smaller subdivisions on the fringe of settlements, large 1200m2 sections. Resulted in infrastructure to support growth not being provided, and limiting future development approvals.
 - Want to integrated subdivision into urban form and pattern - attract development in centres, to support business growth and provide quality housing
 - **Opportunities with Public Private Partnerships (e.g. this project), large land holdings in common ownership that can be developed in a comprehensive manner**
- Dargaville Racing club heritage
 - The DRC (then the Northern Wairoa Racing Club) conducted race meets in several locations near Dargaville before settling on the current course, possibly in 1914. Buildings on the site have been significantly remodeled over the years and have no clear heritage value.

Natural Environment

- The site is approximately 4km to the northeast of Dargaville township and adjacent to SH14
- The site lies within a broad meander of the Wairoa River named Awakino Point, that is mostly used for agricultural purposes.
- Seeking no loss of soil-based primary production on land with highly versatile soils - Kaipara has a large area of highly versatile soils.
- In Dargaville / Awakino: Previously extensive Kahikatea forests, wet ground, also pukatea common, swamp maire and kiekie, supplejack and gahnia xanthocarpa
- Racing Club site and surrounding area is underlain by recent alluvial/colluvial deposits of Tauranga Group (The GNS Science Geological Map).
- Local Quarry issues: Mauharu quarry and Turiwiri Quarry Dargaville
- Harbour was historically an important transport link for Māori and settlers
- Dargaville has a reasonably high flood risk; to protect against this it has stopbanks, floodgates and a floodwall along the Kaihu and Northern Wairoa Rivers.
- Natural Hazard map (Figure 3): Coastal Flood Hazard Zone does not affect the subject site. Though flood susceptible land area does extend up to southern corner of site, but we have been advised by Lands & Survey that the soil-type based flood susceptibility is superseded by the Coastal Hazard overlay.

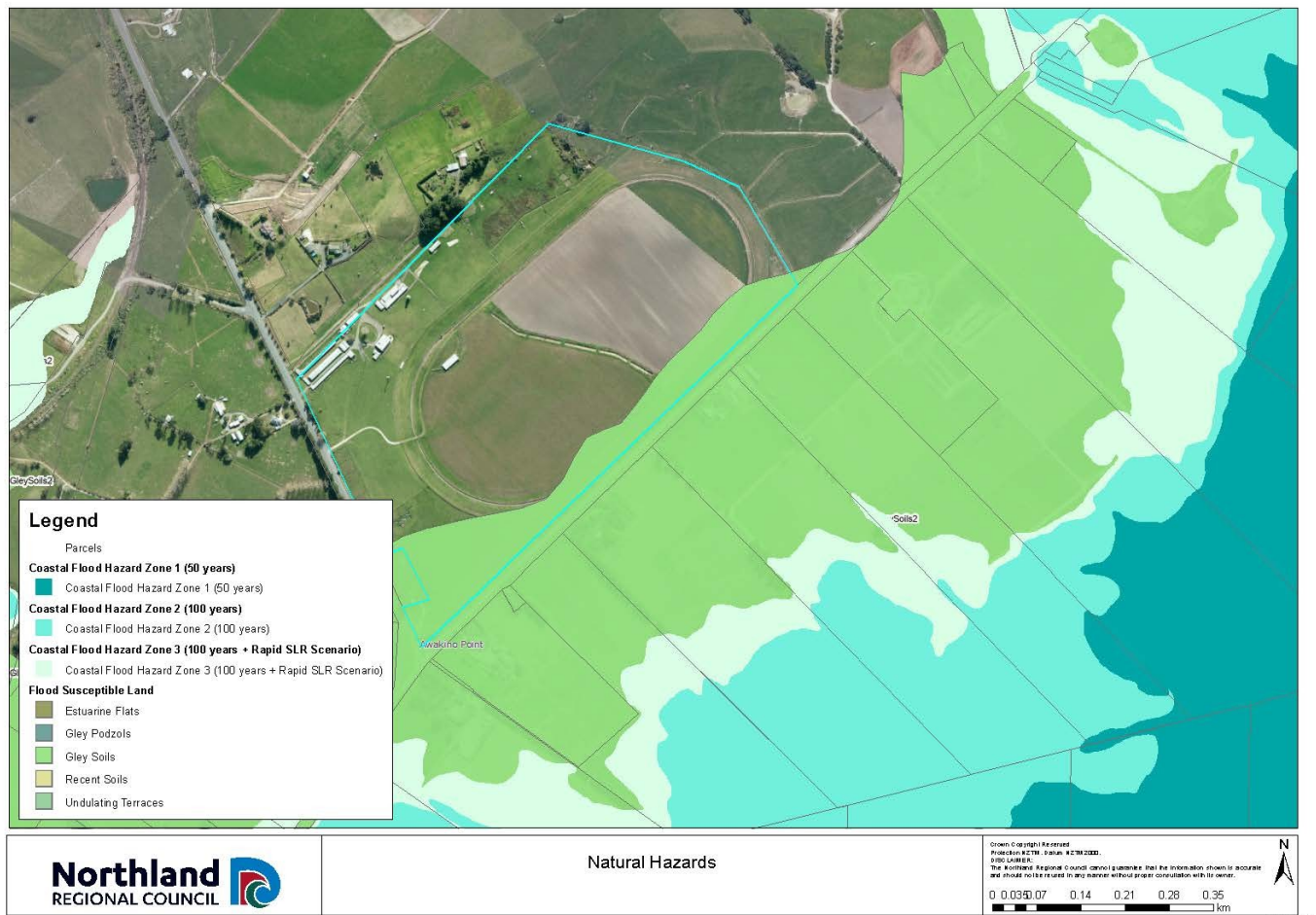


Figure 3. Natural Hazard map of Dargaville Racing Club [Source: NRC maps]

- Geotechnical (regional)
 - Northland is one of the lowest earthquake activity regions in New Zealand. GNS New Zealand Active Faults Database indicates there are no known active faults within the study area.
 - Dormant volcanic field
 - Flat site, no major slope angle, therefore low slope instability
- Most of the site comprises an alluvial plain which is essentially flat.
- There are 3 soil types on this property (Racecourse) (Figure 3)²:
 - Soil type: KP covers 5.1ha. -> (11.53%) Relevant factsheet: 1.1.1 & 1.1.2 (Along Awakino North Rd)
 - Recent alluvial soils: Fertile, can have flood impacts
 - Soil type: KRa covers 34.67ha. -> (78.39%) Relevant factsheet: 7.0
 - Old Podzol soils: Gumland soils or pipe clay, infertile acidic soil
 - Soil type: WE covers 4.46ha. -> (10.08%) Relevant factsheet: 4.3 (north-east)
 - Old rhyolite ash soils, winter wet & low natural fertility

² Managing Northland Soil Factsheets Viewer



Figure 3. Soil map of Dargaville Racing Club [Source: NRC maps]

- Geology of site, two geological units: Pleistocene aged alluvial deposits underlie the elevated northern portion of the site, with more recent Holocene aged alluvial deposits forming the flat remainder of the site.
 - Holocene aged Alluvial deposits (Q1a1): Unconsolidated to poorly consolidated mud, sand, gravel and peat deposits of alluvial, colluvial and lacustrine origins.
 - Early to Middle Pleistocene aged River & Hill Slope deposits (eQal): Partly consolidated mud, sand, gravel and peat or lignite of alluvial, colluvial, lacustrine, swamp and estuarine origins.
- Geotechnical (site)
 - Figure 4: *"The orange area is that suitable for deep piling to a firm bearing layer. This is relatively flat ground and suitable for large and multi storey buildings. The yellow area is suitable for shallow foundations or concrete slabs and won't require piling. But most of this area is steep so cut and fill earthworks with retaining walls will be required to create flat platforms. Small building footprints or split level/terraced buildings stepping down the slope would be recommended. Multi storey buildings would be acceptable. The remainder of the site is flat but very soft ground. Lightweight construction and single storey structures that are tolerant to some settlement are recommended. Shallow friction piles or preloading or lightweight fill is recommended."* (From LDE geotechnical, via email)
 - The low-lying regions which contain low strength clays and silts (unhatched, Figure 4) are deemed to be Class D or E (Deep or Very soft soil) while the mid-slopes to upper slopes containing Pleistocene deposits exhibit Class C (Shallow soil) characteristics.
 - Little to no expression of liquefaction occurring on site (low probability of occurring during a ULS event, the effects are expected to be nil to minor and within standard design tolerances for settlement)

- The GNS NZ Geology webmap and Active Faults Database do not show any faults passing beneath the site.
- A historic and now overgrown dam exists at the base of the hill (Figure 5). Earthworks have excavated into the hill to form a track and likely borrow a source for the dam embankment material. Instability was observed in the over steepened slope above the dam.
- The overall stability of the subject site and the immediate surrounding slopes has a geomorphology that is indicative of fundamental stability. Overall slope instability is not considered to be a significant geotechnical risk for this development.

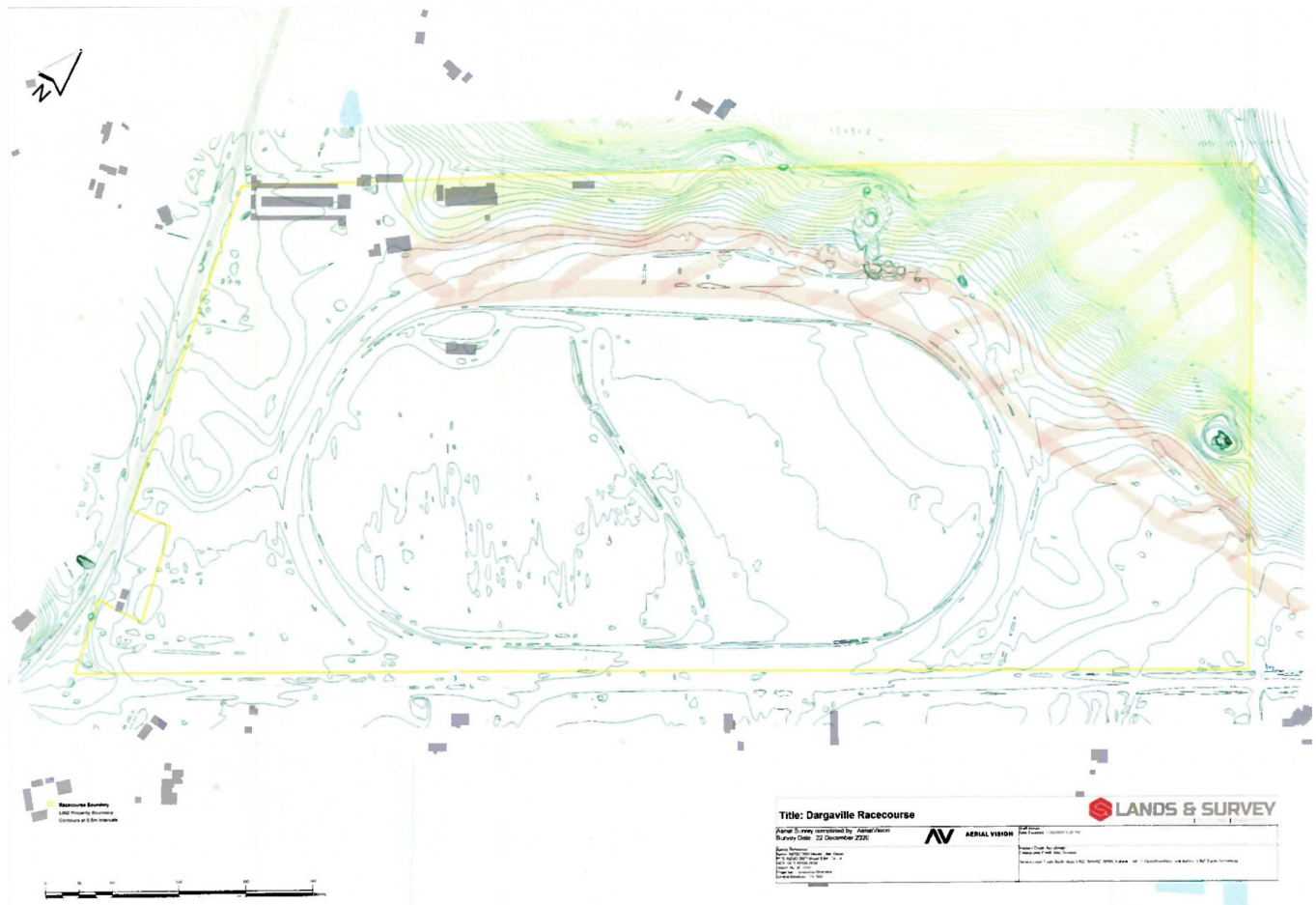


Figure 4. Map of Dargaville Racing Club Soil strength [Source: LDE engineering]

- Groundwater: Within low-lying land, 1.5m to 3.5m below ground level, beneath elevated areas it can be greater than 5m below ground level.
- Site falls outside of any major aquifers.
- Hydrology: site within catchment area that feeds into the Wairoa River which in turn flows out to the Kaipara Harbour. The site sits along the upper extent of the catchment and will be bounded by the ridgeline of the hillform along the northern boundary of the site, and SH14 to the west of the site.
 - Modified site with excavation of multiple irrigation drainage channels that drain in an easterly and northerly direction to the Wairoa River.

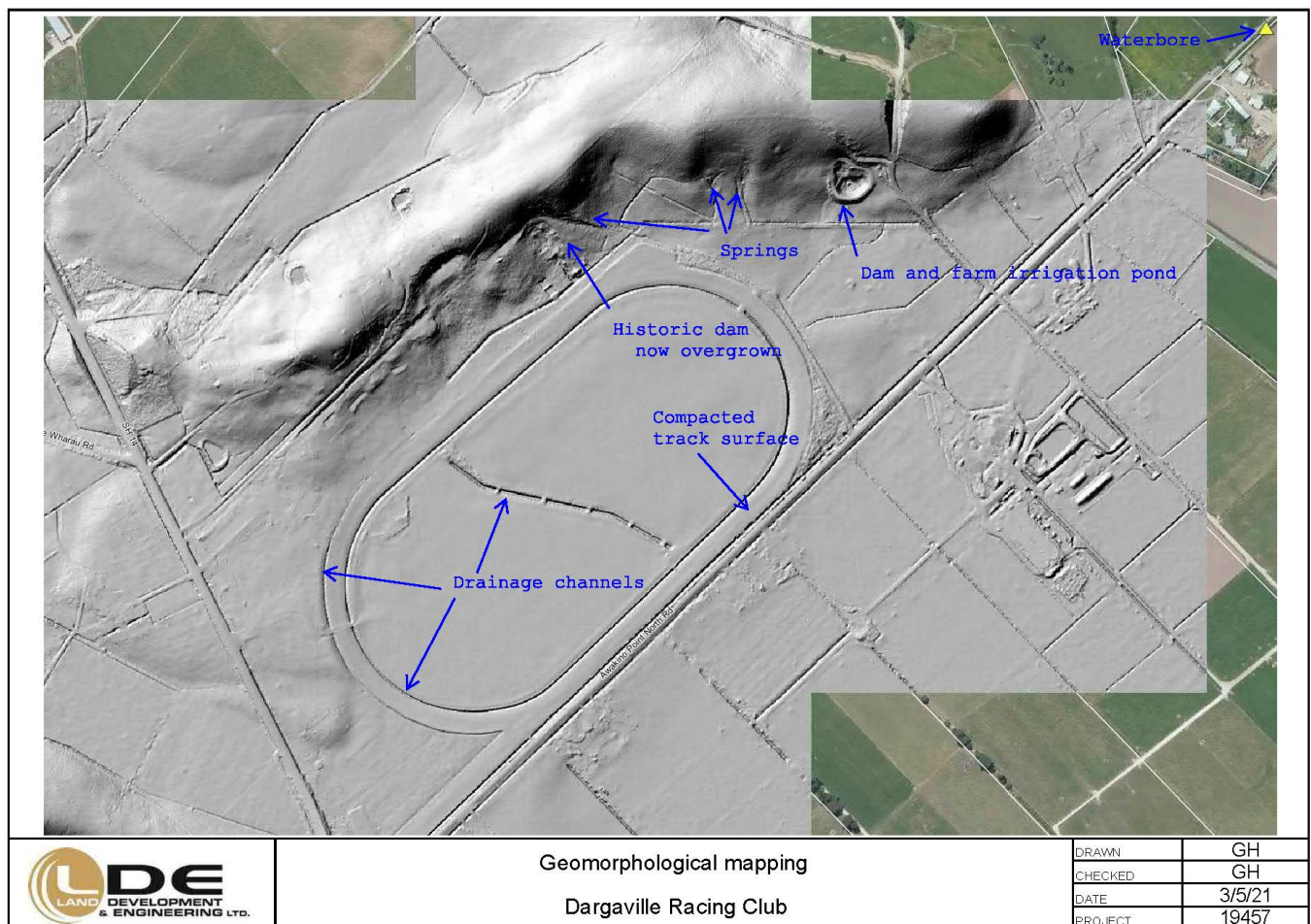


Figure 5. GEomorphological Mapping, Dargaville Racing Club [Source: LDE engineering]

- No contaminated site noted at Racecourse site
- No marsh, swamp or known wetland noted at Racecourse property (Biodiversity)
- Wairoa Northland Water Priority Areas
 - None affecting site
 - Note bore log at the end Of Awakino Point North Rd
- Significant maunga, Tokatoka and Maungarahō (south along Wairoa river)
- Kaipara's most productive land is located on the alluvial flood plains around the Northern Wairoa River and its tributaries. Protecting this land from inundation and flooding is achieved by a series of land drainage schemes consisting of drains, stopbanks and floodgates.
 - Governance of these schemes is via a number of drainage boards comprised of representatives from the landowners protected by each scheme

Transport & Access

- Local roads are sealed/unsealed, some narrow. 71% of local roads in Kaipara are unsealed
- Dargaville township plan (Figure 6) designed to manage the effects of the state highway traffic on the town.
- Engagement with Waka Kotahi on Spatial Plan
 - Recognises that development along State Highways create reverse sensitivities
 - State Highways are designated for long distance, high volume through traffic which can be compromised if many access points are proposed.

- Rail upgrades only proposed for freight, with potential noise, vibration and reverse sensitivity effects.
- Aspirational Regional Cycle Trail from Dargaville through past Racecourse site / beside SH14 and railway (also links to Kauri Coast cycleway to NW)
- SH14 is a commercial link between Dargaville, Whangārei and Marsden Point Port.
- Rail is mainly used for freight.
- Future development of Auckland-Northland line planned, including Rail Village around Maungatūroto.
- Rail system in a state of managed decline recently, but now receiving a major upgrade. Services on the Dargaville branch still suspended (but with planned future use)
 - Opportunity to connect rail to NorthPort
- Proposed Kaihū Valley Rail Trail will be a significant catalyst for public infrastructure (NZTA)
- Crash data for Racecourse site area: one fatality, one minor incident at junction of Awakino North Rd and SH14
- New east-west collector road connection proposed between Meadowpark Drive and Paritai Place can provide secondary access to Racecourse site, in addition to town centre link (for employment and housing)

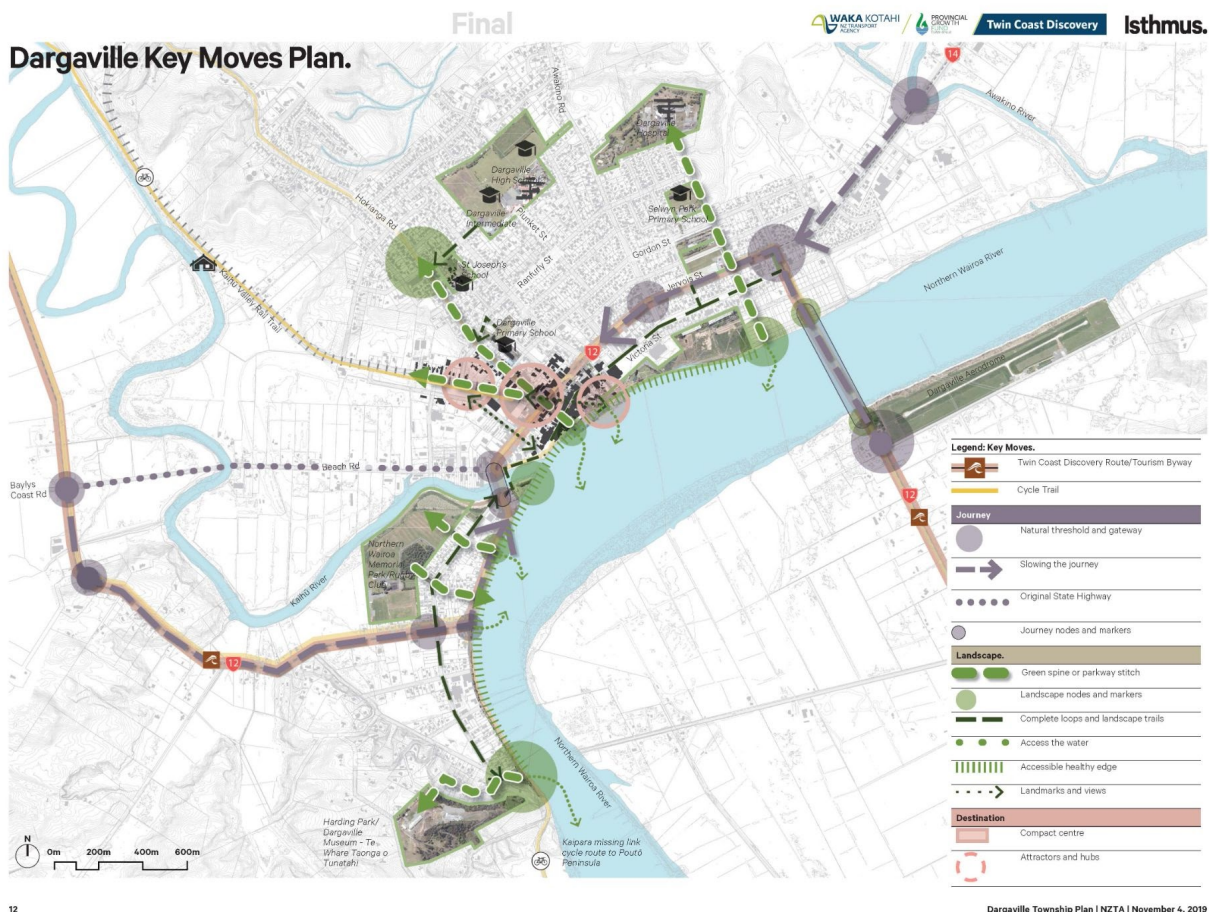


Figure 6. Dargaville township Plan 2019 [Source: NZTA]

Four waters Infrastructure

- Kaipara District Council operates community water supply, wastewater, stormwater and flooding schemes in Dargaville (targeted rates)
 - Trade waste going into WW plant creates more work for system of retention ponds
 - Dargaville stormwater system under capacity for population levels.
 - After large storm events, stormwater infiltrates wastewater system, and some overflow to Wairoa River

- Main water source at Waiparataniwha Stream supplies Dargaville and Baylys, but in drought security of supply at risk
- North Kaipara Agricultural Delta: protect highly productive land (versatile soils) through increased stopbank protection, enable high value horticulture conversions where there are reliable water sources.
 - Will create demand for new zoning in Dargaville to allow for businesses associated with processing and value add products.
- Provincial Growth funding for water storage projects to release potential of this area and stimulate growth of agricultural and horticultural jobs.
 - Baylys Beach and Te Kōpuru are key settlements for this programme
- Underinvestment in Four waters historically, significant Four waters renewal programme proposed, much work initially to understand condition and priorities for renewals
- Each wastewater, stormwater and water supply scheme has a targeted rate
- Flood protection and control targeted rates
- Dargaville Hard Infrastructure assets: Water, wastewater, stormwater reticulation, broadband, mobile coverage, roads sealed, footpaths, street lights, rail line (limited).
- Four waters infrastructure requires upgrade through renewals & treatment plant upgrades (addressed through LTP and Infrastructure Strategy)
- Dargaville needs to secure a quality water source that does not compete with agricultural uses
- Future Growth and Development: Awakino Point Neighbourhood
 - High demand for more commercial land (industrial / light industrial / business park)
 - Some areas prone to flooding, may need additional modelling.
 - Good transport infrastructure access to site
 - Needs reticulated sewer and drinking water supply.
 - Refer to Council Infrastructure Strategy for Dargaville
 - Stormwater can be managed on-site or centralised through greenfield development

THE SPATIAL PLAN_Dargaville

2.8 | Implementation Plan

- Existing Infrastructure

SCALE 1:25000
0 2500M

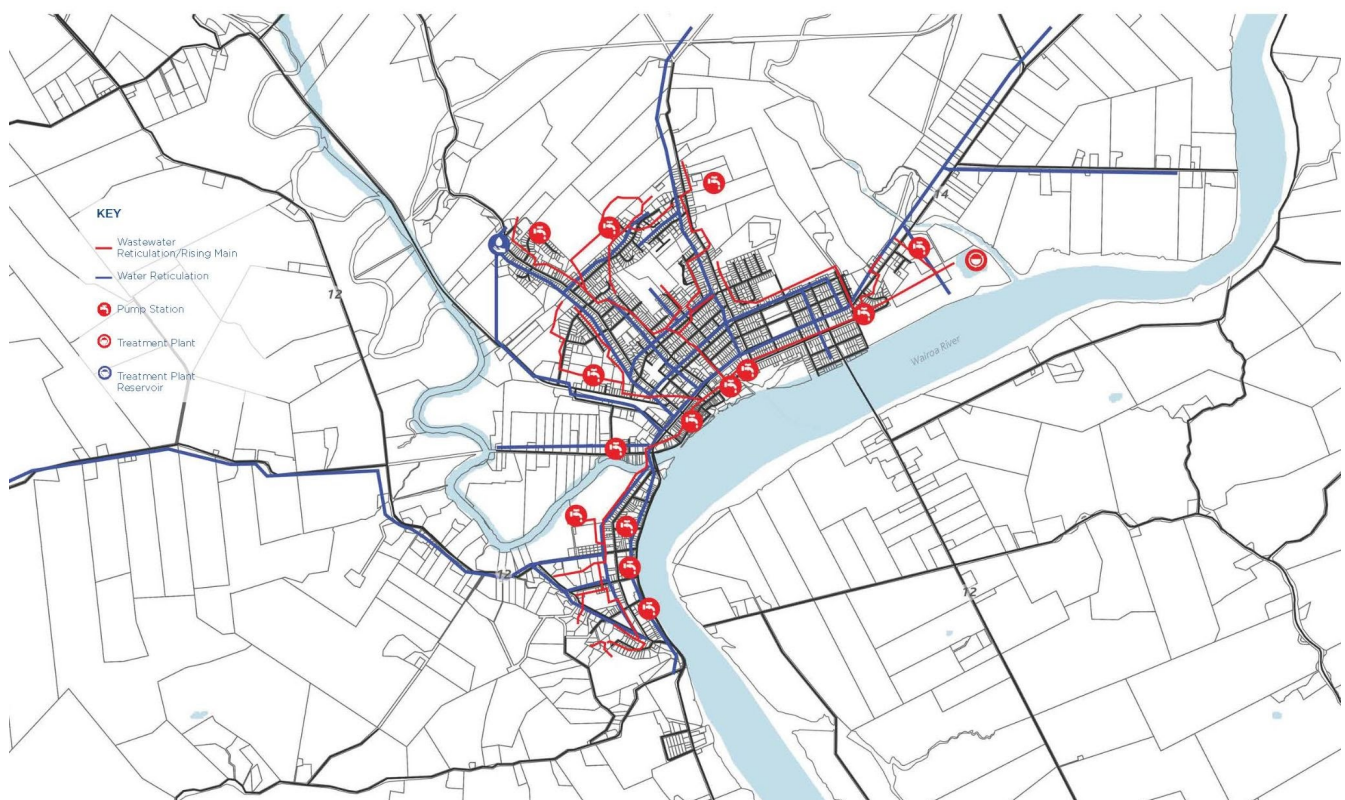


Figure 7. Dargaville existing infrastructure assets [Source: Kaipara District Council, 2020]

Community Amenities

- Dargaville social infrastructure assets: Primary and secondary schools, access to tertiary education, reserves, playground, sports facilities, churches, 20+ businesses, community centre, public transport (limited), wharves.
- Youth engagement feedback for Dargaville
 - Demand for places to go and eat, places to gather and be active including more recreation activities, entertaining activities and public events.
 - Walking and cycling
 - Disconnect between training provided at NorthTec and skills required by large manufacturing firms in Kaipara

References

Kaipara District Spatial Plan - Ngā Wawata 2050 - Our aspirations (Dec 2020)
Kaipara Spatial Plan - Key Urban Centres PART 1 2020
Kaipara Spatial Plan - Key Urban Centres PART 2 Dargaville 2020
Kaipara District Council - Infrastructure Strategy 2018-2048
Kaipara Walking and Cycling Strategy 2017
Kaipara Long Term Plan 2018-2028
Kaipara Long Term Plan 2021-2031
Northland Regional Policy Statement
Te Rūnganga o Ngāti Whātua 2020-2021 Annual Plan
Northland Regional Council Local Maps
Kaipara Environmental Scan 2020
Geotechnical Assessment, Dargaville, Kaipara District 2019
DCDB Notes on Kaipara Spatial Plan, November 2019
Dargaville Township Plan, Northland Townships, NZTA
National Planning Standards (MfE) 2018
Kaipara District Plan
Archaeology Assessment of Dargaville Racing Club property, Horizon Archaeology, 2021
Geotechnical Assessment of Dargaville Racing Club Property, Land Development and Engineering Ltd, 2021

Appendix 2. Concept Design Report

CONCEPT DEVELOPMENT PLAN

DARGAVILLE RACECOURSE

PREPARED FOR

Te Rūnanga O Ngāti Whātua

Dargaville Racing Club

Dargaville Community Development Board

FEBRUARY 2022

Version 6.0



Matakohe
Architecture
+ Urbanism



THE URBAN ADVISORY
RETHINKING OUR CITIES

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Introduction

Project Background

The Dargaville Racecourse is located 3km outside of Dargaville town on State Highway 14, in the Kaipara District. In August 2020, a decision was made by the New Zealand Thoroughbred Racing Association to stop racing activities at the Dargaville Racecourse. Subsequently, in late 2020, the Dargaville Racing Club (DRC) applied and successfully received Provincial Growth Funding (PGF) to prepare a plan change to support future mixed-use development of the site. This application was a joint proposal between DRC, the Dargaville Community Development Board and Te Rūnanga o Ngāti Whātua (the Tripartite Group). A mixed-use development, including a retirement village, affordable housing and light industrial activities is proposed. The site is currently zoned rural, However the Kaipara Spatial Plan (2020) anticipates future light industrial activities in the Awakino Point area which includes the Dargaville Racecourse.

Purpose

This concept development plan for the Dargaville Racecourse is presented in support of the plan change application. It presents the proposed urban design concept for the site, which has been informed by community and stakeholder engagement, engagement with mana whenua, technical reports and analysis, and collaboration with the tripartite group of the Dargaville Racing Club (DRC), Dargaville Community Development Board (DCDB) and Te Rūnanga o Ngāti Whātua.

Aspirations of the Tripartite Group:

Dargaville Racing Club

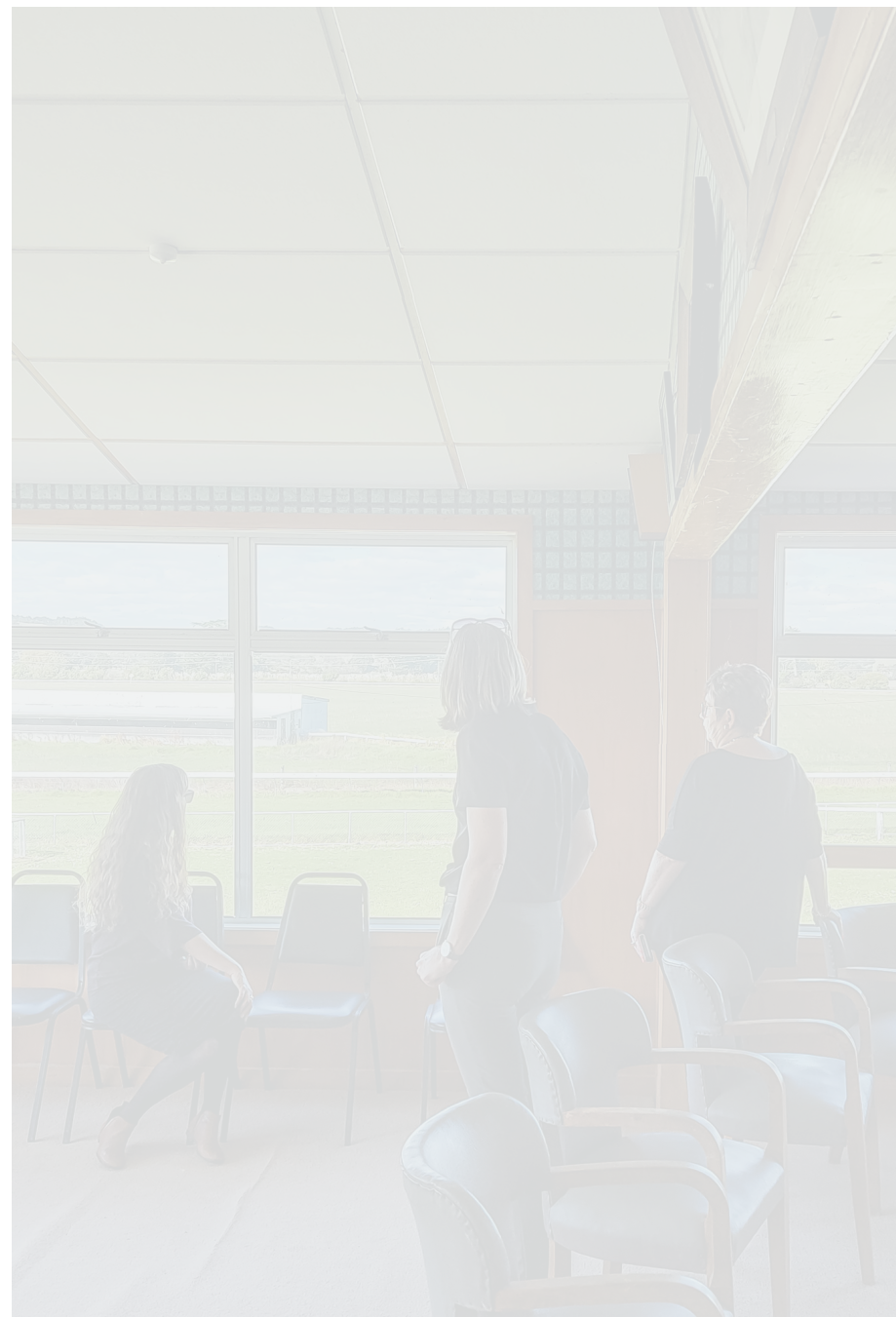
Support great outcomes for Dargaville, through future development of housing and local jobs. Proceeds of land sale to contribute to a contestable community fund for the benefit of the Northern Wairoa Community

Dargaville Community Development Board

Enable the development of a lifestyle retirement village

Te Rūnanga o Ngāti Whātua

Provide for hauora, wellveing, including new housing and jobs for local people and whānau



Context Analysis

Strategic context

The Kaipara District Spatial Plan (2020) maps the possible future growth of the district, including the cost of providing infrastructure, and where housing density can increase and be supported by existing infrastructure in Dargaville (and other urban areas in the District). Three main priorities for the Spatial Plan are Wharves, Roads (improve safety and resilience) and Kai (e.g. Kaipara Kai programme, to support horticulture and aquaculture businesses).

Dargaville is a key urban centre in Kaipara District which serves district needs, including banks, council facilities, medical services, employment beyond rural activities). The Spatial Plan process distilled the key community aspirations for the Kaipara district which are:

- 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

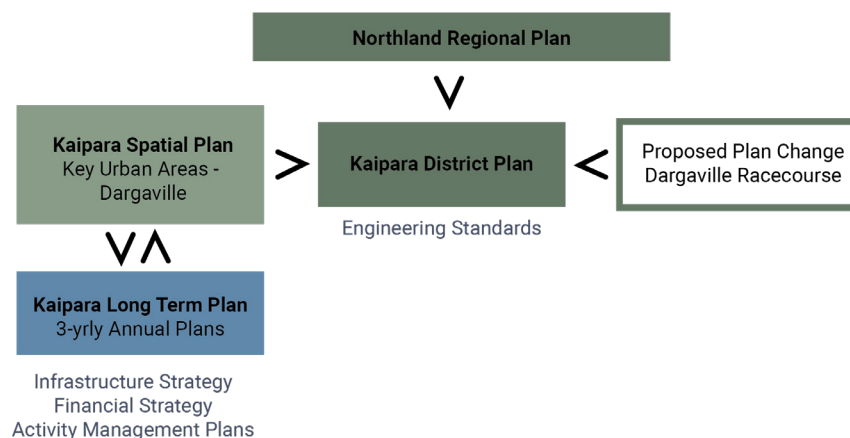
The Spatial Plan established a vision for the next 30 years, where by 2050, Dargaville is the epicentre of Kaipara food production & technology, a visitor hub for our natural and cultural tourism attractions and a place where our history and the community are celebrated.

The Spatial Plan informs a range of other plans and strategies for the Kaipara District and Dargaville which informed the context analysis. The strategic and spatial context provide opportunities or constraints for the development of the Dargaville Racecourse site.

Kaipara Spatial Plan - Summary of Aspiration Themes



Strategic Planning Context Diagram



Notably, the Spatial Plan informs the update to the District Plan, which is due for completion in 2022. The proposed plan change for the development of the Dargaville Racecourse site has considered the implications and future opportunities, outlined in the Spatial Plan, with relation to the Racecourse site. This includes:

In the current Kaipara District Plan the Racing Club site is zoned Rural. The Spatial Plan indicates the Awakino Point area zoned as future industrial.

- Opportunity to link up or extend walking and cycling routes
- Ahi kā, opportunities for papakāinga housing
- Recognise and protect sites of significance to mana whenua (viewshafts, land holdings, avoiding reverse sensitivity)
- Intersection of SH14 and Awakino North Road is a 'Gateway' entrance to Dargaville. Opportunity for an artistic gateway.
- New housing on the periphery - identifies need to investigate housing and care choices for elderly people and those requiring care or assistance, on greenfield areas close to local hospital.
- Industrial area in the north-east should integrate water sensitive design, and to avoid the planned open space network, productive soils and land.
- Greening the highway proposal - Racecourse development can support boundary 'green' treatment. Vision: tree-lined boulevard.

Spatial Context - Dargaville

Dargaville has 5,000 residents, and is the largest settlement in Kaipara, a District of 23,000 residents (2018 census). There was a 4.6% population decrease 2006 to 2013, but increase 12% by 2018.

26.7% of Dargaville residents are over 65 yrs (2018 census) compared to 22.2% for Kaipara. There is a fast growing over-65 cohort (23% of population), expected to increase to 38% by 2043 (and decrease the labour force).

Some rural-urban migration occurring (e.g. moving to Dargaville)

The median age in Dargaville is 44.1yrs and ~19% of population are under 15yrs.

Situated on the Wairoa River, with the main township at the intersection of Statehighway 14 and 12.

Site Context - Dargaville Racecourse

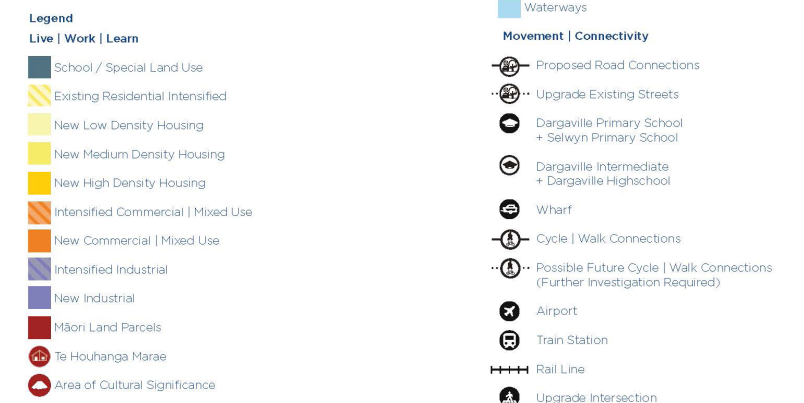
The 47ha site lies approximately 4km to the northeast of Dargaville township and adjacent to SH14. The site lies within a meander of the Wairoa River named Awakino Point, mostly used for agricultural purposes.

Most of the site comprises an alluvial plain which is essentially flat, but low strength soils, with stronger soils along the base of the hill and raised area. The elevated north-east of the site offers views across Northern Wairoa. There are some mature tree clusters on site. The site is not susceptible to flooding.

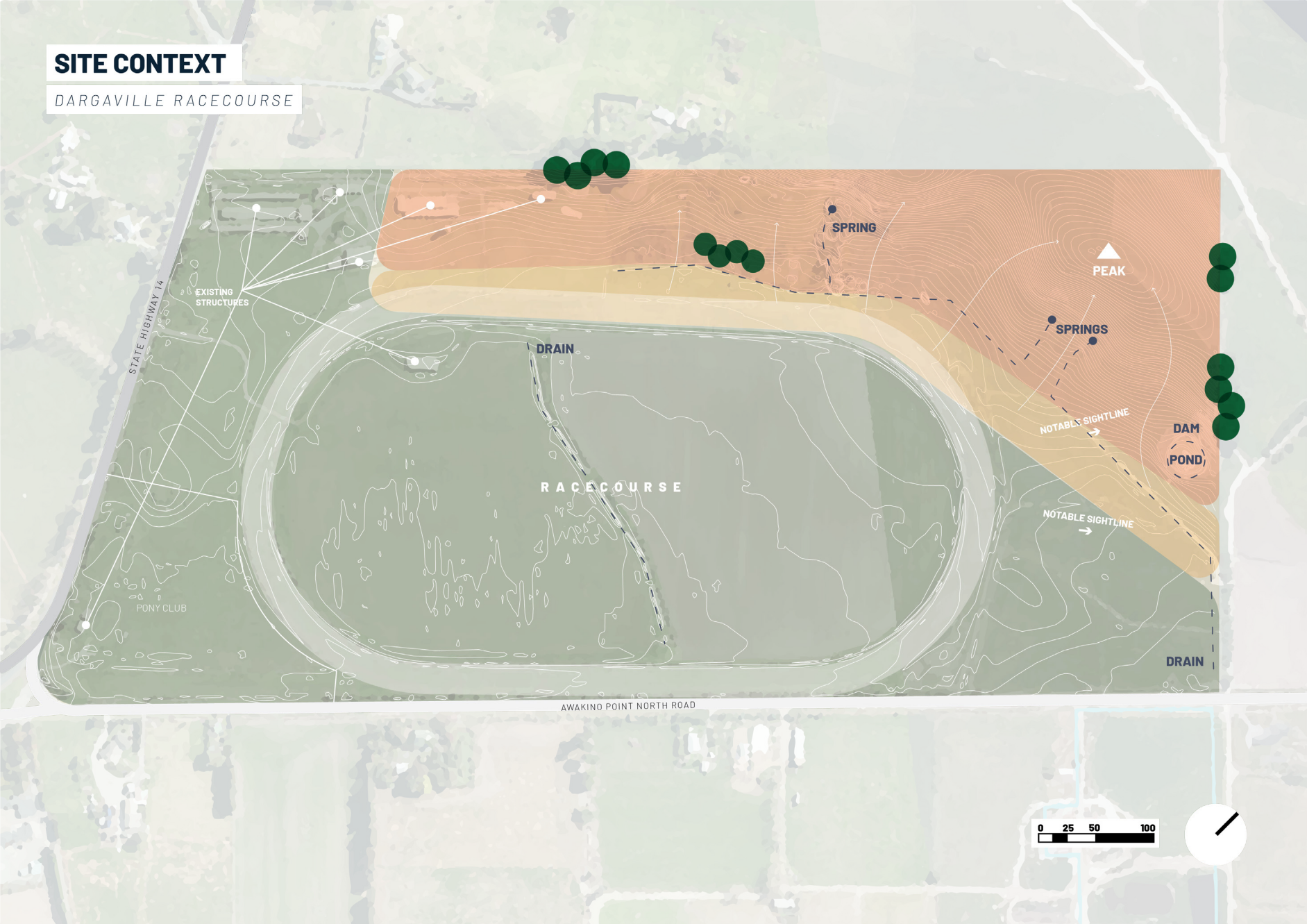


Spatial Plan - Dargaville

Key Moves







Site History

The waterways and land in Northern Wairoa were historically a plentiful environment, rich in resources. The Cultural Impact Assessment (Landform Consultants, 2021) note that Te Kuihi, Te Roroa and Te Uri o Hau, Te Parawhau are the tāngata whenua groups identified as retaining mana i te whenua, having the longest association and occupation of the lands and waterways in the area including the subject whenua.

It is understood that by some transfer of ownership or gifting of this land from Parore Te Awha or descendents, the land came to be owned or used by the Northern Wairoa Racing Club. The Club conducted race meets in several locations near Dargaville before settling on the current course, possibly in 1914. Later the Club became known as Dargaville Racing Club.

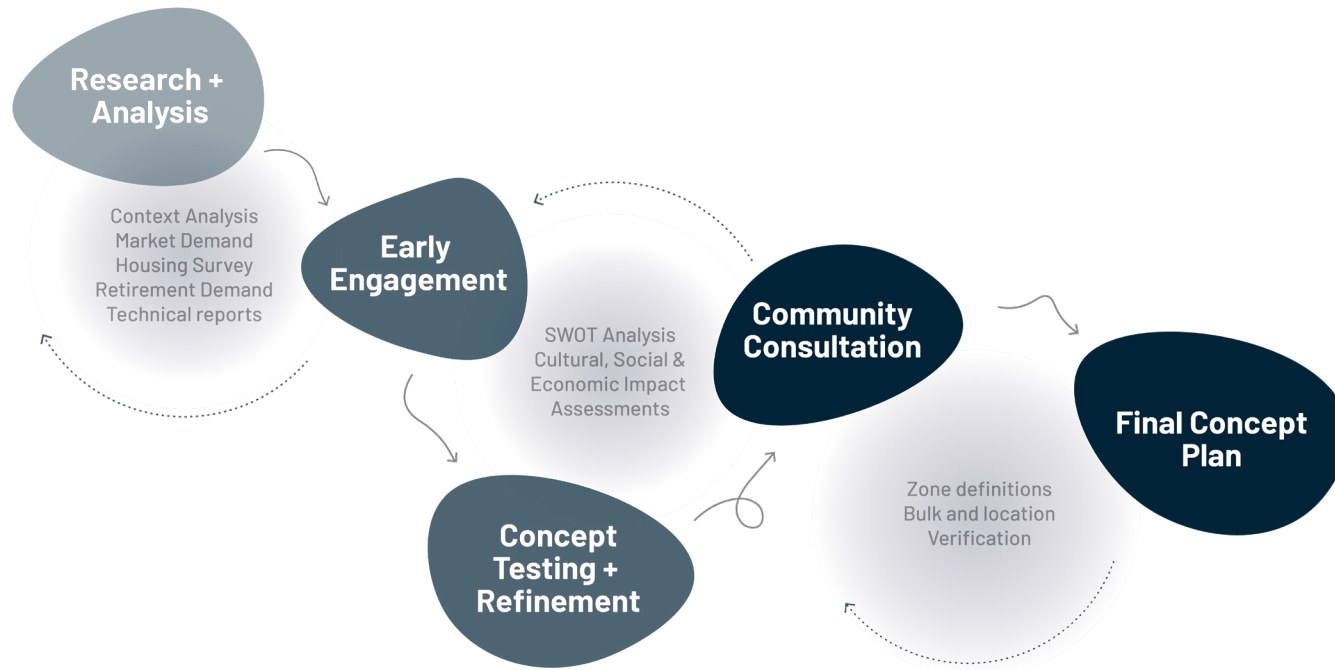
Historic survey plans suggest the area around the current site was wet and covered in manuka and fern scrub or Kahikatea Forest until at least 1912. The use of the site as a racecourse means it is highly modified land form, including waterways.

The 2020 announcement by the New Zealand Thoroughbred Racing Association, to close the Dargaville Racecourse has motivated this plan change proposal, as racing is no longer viable.

“Prominent Rangatira in the time since European settlement include Te Awha Parore of Te Kuihi and Tirarau Kukupa of Te Parawhau including Paikea Te Hekeua of Te Uri O Hau and Te Rore Taoho of Te Roroa. Although records show the whenua changing ownership from two of Parore Te Awha’s children to Francis Dargaville and others, Te Kuihi whanau and descendants of Parore Te Awha however, are of the view that the whenua was gifted by Parore for the purpose of a racecourse and was not sold. Furthermore, no bill of sale has been identified for these transactions.”

- Cultural Impact Assessment of Whenua Awakino Point, 2021

Concept Design Process



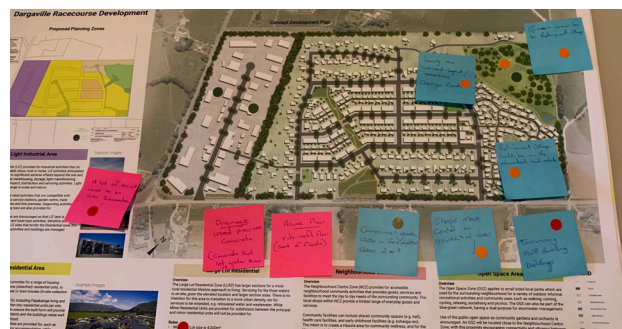
The Timeline for the Racing Club Site Development

- 1** Decision from NZ Thoroughbred Racing to stop activity at Dargaville Racecourse (August 2020)
- 2** PGF funding approved (late 2020)
- 3** Concept Development
 - 3A** Technical inputs - market demand, engineering, urban design, acoustic, landscape, traffic (April-December 2021)
 - 3B** Cultural impact assessment (May 2021-ongoing)
 - 3C** Early community engagement, local market engagement, and retirement engagement (May-August 2021)
 - 3D** Dargaville Housing survey (June-July 2021)
- 4** Sharing the Concept Development Plan with the Community (30th Nov 2021)
- 5** Plan Change Submission (Dec 2021)
- 6** RMA Plan change process 2022...

Early Engagement - Community meeting



Community Consultation - Feedback

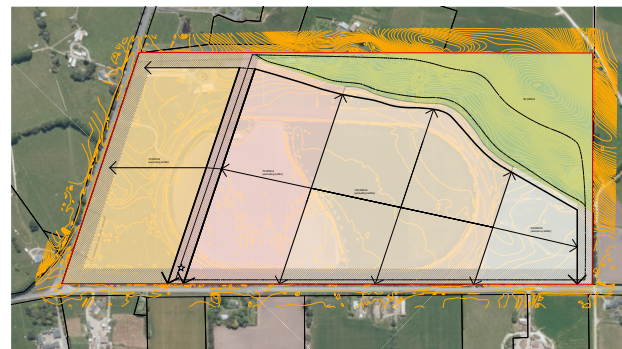


A. Early Ideas for Racecourse – Tripartite Group



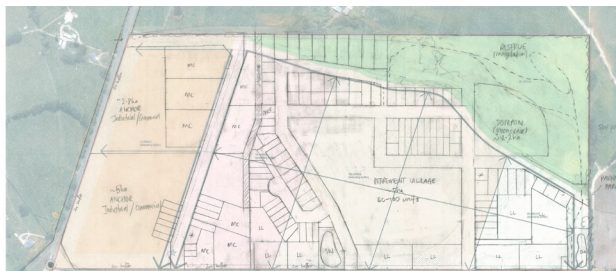
Mapping aspirations of the Tripartite group, collate local site knowledge and contextual analysis. No urban design considerations. Key aspiration for Retirement Village and housing, with natural amenities (e.g. walking tracks) for residents, provide for wellbeing / hauora.

B. High-level Structure Plan



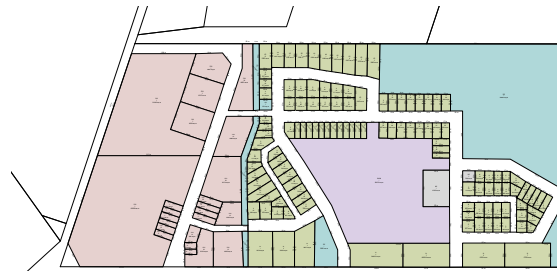
Result of site & context analysis, site visit, market demand analysis, soil and flood risk overlay, and early engagement with neighbours, club members and community. Large landscape buffer areas for reverse sensitivity, spatial segregation of industrial and residential. Ample open space.

C. Early concept development (v1)



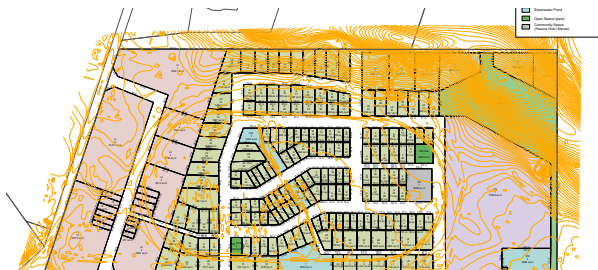
A spatial concept, with input from civil engineer, traffic, landscape and acoustic reports. Testing access options, provisions for overland flow, SW management, open space, light industrial and housing (larger lot sizes). Reduced boundary buffer areas, and retirement living central location.

D. Concept refinement (v2)



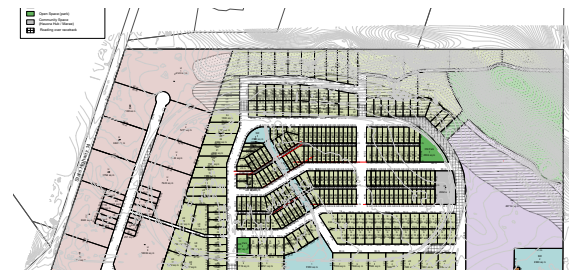
Refinement of light industrial and housing areas (more lots), with internal boundary buffer area between. Retirement living central location. Density and yield to low, development not financially feasible

E. Concept refinement (v3)



Increased residential density, move retirement village to NE boundary (Tripartite preference). Enhance blue-green network and neighbourhood centre. Geotechnical considerations make development feasibility challenging (foundation costs).

F. Final concept (v4)



Increased residential and industrial lot yield and e-aligned roading & housing to use areas with stronger soils where possible. Response to geotechnical considerations adequate, development feasibility acceptable. Supported by CIA kaumatua rūpu and community.

SWOT Analysis

SWOT analysis is a process which considers the strengths, weaknesses, opportunities and constraints or threats to a development project. This includes consideration of the site context, features and physical attributes and the development proposal in relation to this particular site. SWOT analysis has informed the spatial urban design response to the Tripartite group's various aspirations to develop the racecourse site in Dargaville, which is shown in the masterplan and, for the purposes of plan change – the proposed zoning plan.

Strengths

- A large parcel of land available for development, rare in Dargaville.
- Elevated area on the section, providing views, which are not common in township, and stronger ground conditions.
- Site is not subject to flooding or coastal inundation. Most of the town centre is subject to flooding, including majority of industrial zoned areas. Development on the Racecourse will be resilient to these natural hazards.
- Location provides good access to State Highway to Dargaville and Whangārei
- Site serviced by municipal water supply

Weaknesses

- Geotechnical conditions, soft soil in flat areas requires strengthening (additional cost).
- Site located 4km from amenities and services in Dargaville town, including shops, schools, main employment centre. Potential risk of a car-dependent development with implications for climate change.
- Site not currently serviced by wastewater network
- Intersection of SH14 and Awakino Point North Road is reported as unsafe at present, and speed conditions are unsafe too.

Opportunities

- To improve housing choice, quality and affordability in Dargaville, including new typologies and price points through different housing models.
- Respond to local demand for lifestyle retirement living. Large parcel of land makes a development like retirement village more feasible in Dargaville.
- Restore mauri of the environment through low impact stormwater management, native revegetation planting to boost biodiversity and water quality downstream.
- Provide quality spaces for the public and community, as a continuation of the legacy of Dargaville Racing Club, including reserves, parks and a community hub.
- Support local economy, providing jobs and new business premises that are fit-for-purpose

Threats/Constraints

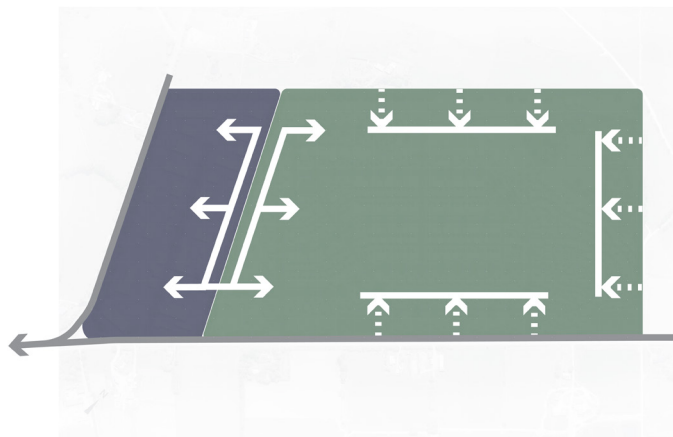
- Reverse sensitivities with neighbouring properties, rural production activities
- Spatial Plan anticipates future light industrial activity in this area though the District Plan has not yet implemented this future zoning.
- Balancing the diverse aspirations and roles of the Tripartite group, the neighbours and community members.
- Risk of developing the site in a way that competes with the town centre of Dargaville in a negative way
- Financial feasibility of development, due to high enabling infrastructure costs and geotechnical constraints in particular

Key Moves

1

Balance of Uses

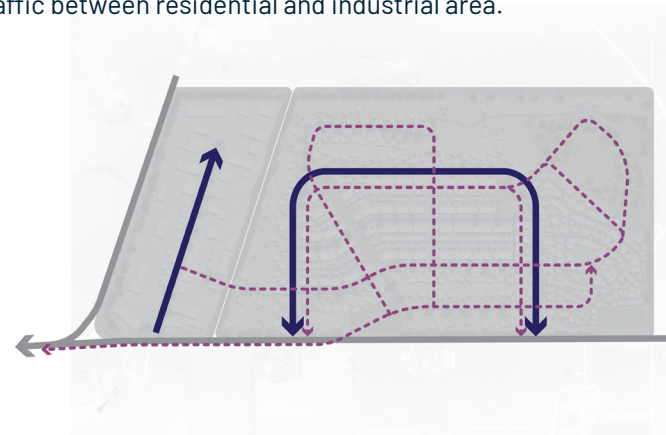
A balanced arrangement of different land uses, with interfaces mediated by landscape planting and controlled access to support a mixed use development and reduce reverse sensitivities.



2

Safe and Convenient Connections

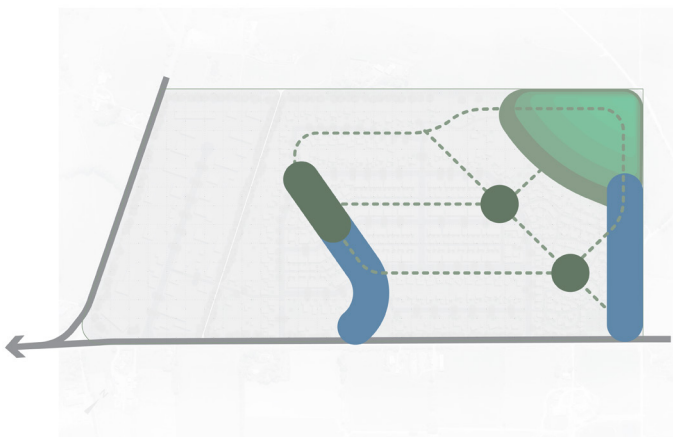
Multi model access to the site and through the site, with shared and separated pedestrian pathways for walking and cycling, and a permeable street network in the residential area. Limited through traffic between residential and industrial area.



3

Blue-Green Network

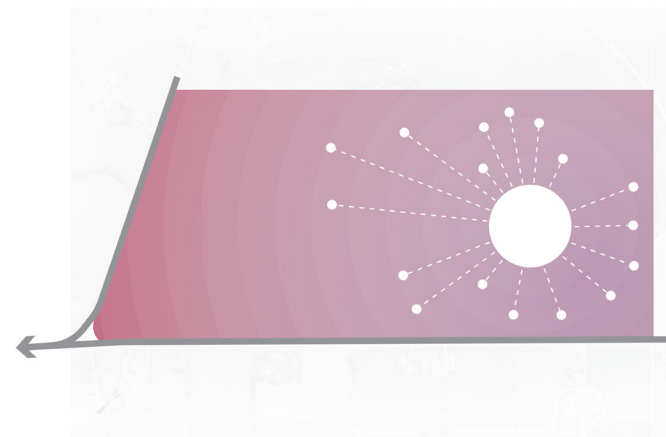
A network of blue-green spaces, providing opportunities for passive and active recreation, integrated stormwater management, access to nature and landscape views across the district.



4

Centralised Hauora Hub for Community Wellbeing

A convenient focal point for commercial, recreational and community activities, that supports the wellbeing (hauora) of the residential community.



Vision

A new community in Dargaville, providing homes, employment and recreation opportunities for people of all ages and stages of life.

Hauora Design Principles



**Environmental
Sustainability**



**Intergenerational
Resilience**



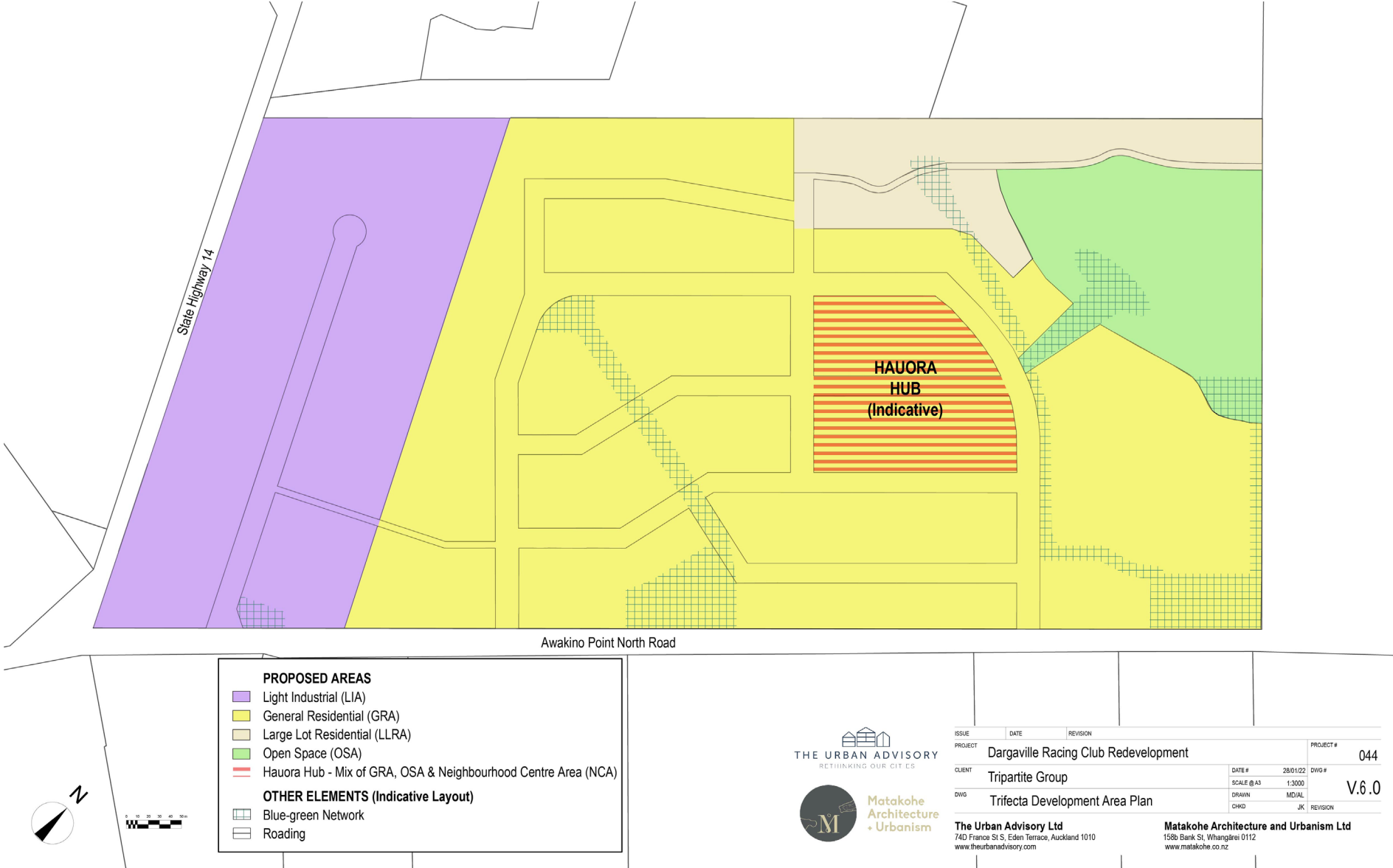
**People-centred:
Connected, Safe &
Inclusive**



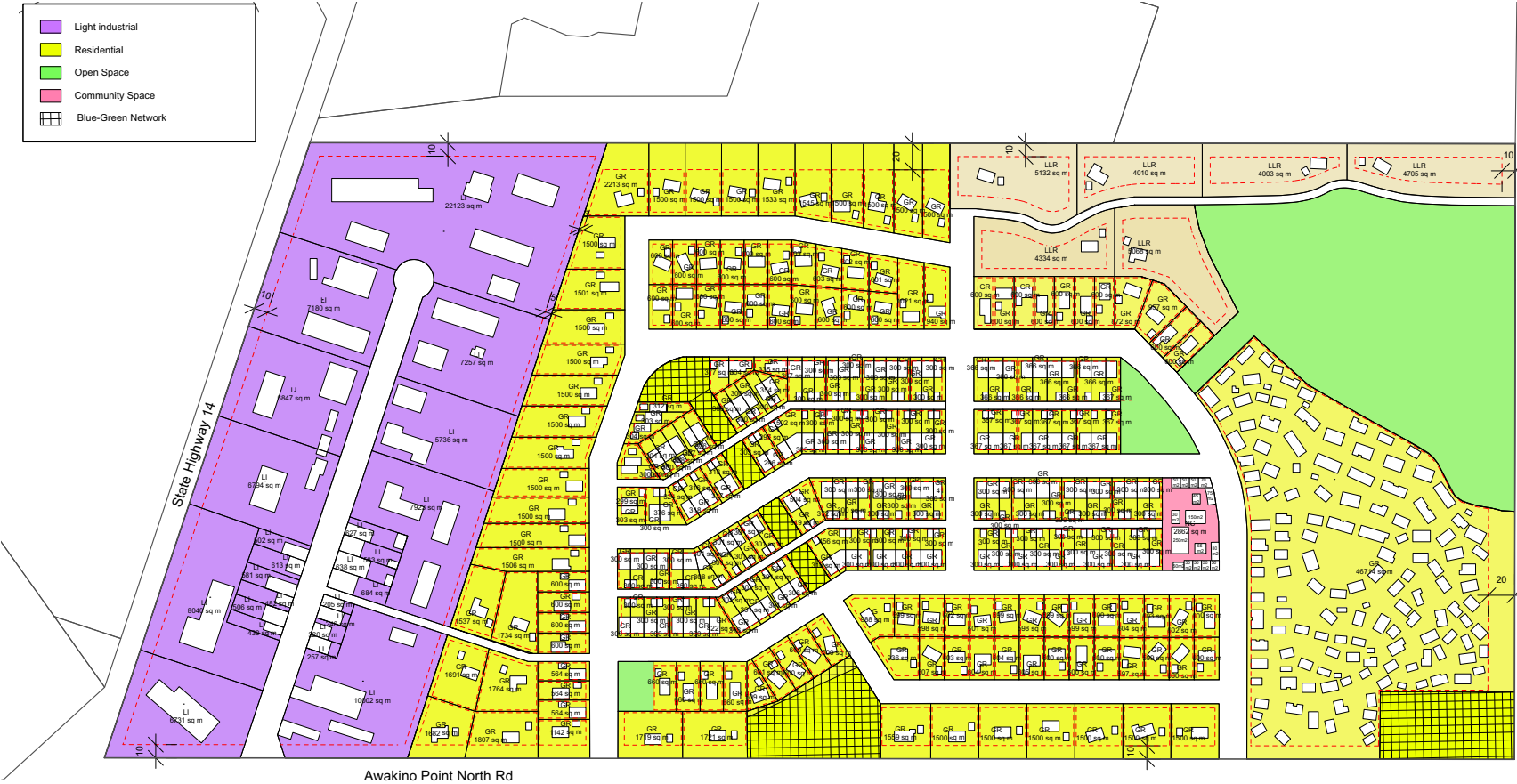
**Complement not
Compete (with
Dargaville town)**



Trifecta Development Area Plan



Bulk & Location



ISSUE	DATE	REVISION	PROJECT #
PROJECT			044
CLIENT	Dargaville Racing Club Redevelopment		
	Tripartite Group		
DWG	Bulk & Location		
	DATE #	24/01/22	DWG #
	SCALE @ A3	1:3000	
	DRAWN	JK	
	CHKD	JK	REVISION

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Development Area Outcomes

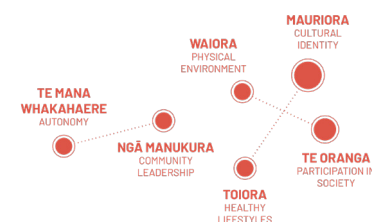
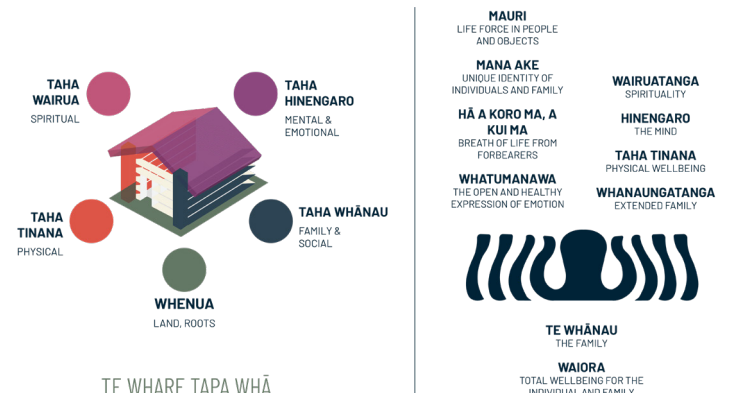
Hauora Hub

Hauora, which is a holistic Māori concept of holistic health and wellbeing, and has been identified as an overarching desired outcome for this development. In its broadest sense, hauora is a state that occurs when the various dimensions that contribute to the wellbeing of individuals, whānau, communities, hapū and Papatūānuku are in balance. From an urban design perspective, outcomes for each development area have been developed to align with and give effect to the concept of hauora. Kaupapa Māori models of wellbeing, such as Te Whare Tapa Whā, developed by Tā Mason Durie; Te Wheke, developed by Rose Pere; and Te Pae Mahutonga, developed by Tā Mason Durie, provide a potential basis for identifying and demonstrating hauora outcomes (see diagram). All models emphasise the interconnectedness of the various aspects that contribute to individual and collective wellbeing.

Hauora Hub is a central area proposed in the development of the Dargaville Racecourse site which seeks to support the overarching desired outcome of hauora (community health and wellbeing). The Hauora Hub (HH) is an area which integrates and co-locates activities in the Neighbourhood Centre, Open Space and General Residential Areas with flexibility as to the future location of each.

For 'Neighbourhood Open Space' in Hauora Hub

- In the Hauora Hub, public Open Space areas have a strong, integrated relationship with adjacent General Residential and Neighbourhood Centre Areas, offering opportunities for cultural harvest, active play, passive recreation and ecological restoration which provide for hauora, holistic health and community wellbeing.
- The Hauora Hub 'Neighbourhood Open Space' Area contributes to the range of open spaces activities, functions and features provided for across the development.
- The Open Space offers safe, attractive and accessible pedestrian access to nature and recreation opportunities, integrated with the wider pedestrian network.
- Public open spaces are maintained over time to support a sense of belonging, pride and safety for residents and visitors.
- Appropriate cultural narratives (identified and applied in collaboration with tāngata whenua) are expressed through the design of the public realm, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.
- Trees and vegetation (soft landscaping) are incorporated within the 'Neighbourhood Open Space' area in the Hauora Hub to enhance the mauri and ecology of the whenua, with



TE PAE MAHUTONGA

Neighbourhood Open Space - Precedent Images



Development Area Outcomes Continued

planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua.

For Neighbourhood Centre Area in Hauora Hub

- The Neighbourhood Centre Area is centrally integrated within the Hauora Hub and the wider development area, providing convenient access to everyday services that support hauora, holistic community health and wellbeing.
- Integration and co-location of Neighbourhood Centre, General Residential and Open Space Areas supports the vibrancy of the Hub, through the orientation, physical and visual links between activities.
- The Hauora Hub has an attractive, high quality and vibrant public realm that supports community wellbeing with a focus on social connections, comfort and safety.
- A quality, attractive pedestrian environment supports activity and walkable access to services and public spaces.
- Commercial activities and community facilities complement rather than compete with the Dargaville township, and exist primarily to provide the local residential community with access to basic, everyday services.
- Commercial activities and community facilities within the Neighbourhood Centre Area provide local employment through small scale commercial and retail activities (including economic opportunities for tāngata whenua), community facilities, health and social service provision, and facilities for cultural activities.
- Appropriate cultural narratives (identified and applied in collaboration with tāngata whenua) are expressed through the design of the public realm, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.
- Māhinga kai (food gardens and food gathering areas, including māra kai and oro / orchards) are restored and the mauri and ecology of the whenua is enhanced.
- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life) are upheld through the minimisation of runoff from impervious surfaces and priority for natural hydrological processes through design of the Hauora Hub.

Neighbourhood Centre - Precedent Images



Development Area Outcomes Continued

General Residential Area

- Development in the General Residential Area contributes positively to the surrounding residential neighbourhood, supporting safe, open and welcoming streets as well as a sense of privacy and wellbeing for residents.
- A range of residential living opportunities and housing typologies are enabled, from detached single dwellings and attached dwellings to Comprehensive Developments such as Papakāinga-style living and Retirement Village living.
- All residents have spatial proximity and walkability (200m) to an Open Space area and Neighbourhood Centre activities from home.
- For dwellings fronting to the Primary Access Road, rear laneways are provided for vehicle access and the rear site frontage has a pleasing mix of garage doors, gateways, low fencing and trees with service facilities (e.g. bin storage) are screened from view.
- Trees and vegetation (soft landscaping) are incorporated across the site (public and private spaces) to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua.
- Street names and street tree planting (undertaken in collaboration with tāngata whenua) reflect tāngata whenua history and identity, supporting positive sense of place relationships for tāngata whenua, residents and manuhiri, reinforcing shared identity, and promoting community pride and social cohesion.

For Comprehensive Development in General Residential Area

- Comprehensive Developments provide housing integrated with private shared amenities and open space areas to provide for hauora, holistic community health and wellbeing.
- Private open spaces within a Comprehensive Development provide natural amenity and recreational amenity for residents, including opportunities for connection with nature, social connection and cultivation of gardens or crops. Private open spaces are provided in addition to public open spaces across the development, and are maintained to support ongoing safety, wellbeing, sense of belonging and pride among residents.
- Internal pathways and connections for pedestrians are safe, accessible, walkable and integrate with the wider pedestrian network.
- Shared amenity is provided for in Comprehensive Developments and includes facilities for the enjoyment of social and cultural activities, promoting whānau and community cohesion and the day-to-day practice, activation and retention of culture. Any shared amenities are established in conjunction with and are directly associated with the residential activities of

General Residential - Precedent Images



Comprehensive Development - Precedent Images



Development Area Outcomes Continued

dwelling, to provide everyday convenience and amenity for residents.

Large Lot Residential Area

- Large sites provides for rural-residential lifestyles and creates a transitional development form between General Residential Areas and the neighbouring rural zone.
- Residential living opportunities and housing typologies in the Large Lot Residential Area are low density including single detached dwellings (Principal unit) and Minor Residential units.
- Development in the Large Lot Residential Area is informed by the natural landscape context and character of the site, with reduced mass and visual impact and landscape enhancement.
- Tāngata whenua obligations to mana ao tūroa / the environment are upheld through the collection, storage and use of rainwater onsite, to promote household resilience. Rainwater collection tanks have low visual impact, situated in-ground or sited within backyards and not visible from the street.
- The mana of Papatūānuku and her ability to treat stormwater, protect waterways and sustain he tāngata ora (human life) are upheld through the minimisation of runoff from impervious surfaces and priority for natural hydrological processes through design.
- On-site disposal of wastewater is designed in accordance with tikanga māori and avoids existing waterways and accounts for the shallow ground water conditions.

Open Space Area

For Open Space in General Residential Area

- The location and provision of Open Space Areas provides all residential dwellings with close, walkable proximity and to an Open Space Area (within 200m walk).
- Open Space Area(s) provided within proximity of the General Residential Area contribute to the range of open spaces activities, functions and features provided for across the development.
- Public open spaces are maintained over time to support a sense of belonging, pride and safety for tāngata whenua, residents and visitors.
- Trees and vegetation (soft landscaping) are incorporated in Open Space Areas (public

Large Lot Residential - Precedent Images



Development Area Outcomes Continued

and private) to enhance the mauri and ecology of the whenua, with density and native plant species as agreed in collaboration with tāngata whenua, including opportunities for cultural harvest (such as pā harakeke and māra rongoā) and māhinga kai (such as māra kai and oro / orchards) as appropriate.

For 'Hillside Reserve' Open Space

- The 'Hillside Reserve' is a prime vantage point offering views across the Northern Wairoa landscape. It is an asset to Dargaville's reserve network, enhancing residents' sense of place and pride in the community.
- The 'Hillside Reserve' is integrated with the Blue-Green Network, and provides additional opportunities for passive recreation and ecological enhancement.
- The 'Hillside Reserve' is maintained over time to sustain a safe and attractive environment for active and passive recreation, avoiding anti-social behaviour.
- Trees and vegetation (soft landscaping) are incorporated within the 'Hillside Reserve' Open Space area to enhance the mauri and ecology of the whenua, with appropriate density and native plant species as agreed in collaboration with tāngata whenua.

For 'Neighbourhood Open Space'

See above, under Hauora Hub.

Blue-Green Network

- The Blue-Green Network provides for stormwater management (hydrological), passive recreation and ecological functions with appropriate infrastructure, planting, and access, including walking and cycling and for maintenance of stormwater systems.
- The Blue-Green Network is maintained over time to sustain the hydrological and ecological functions and a safe environment for recreation, avoiding anti-social behaviour.
- The Blue-Green Network cleanses stormwater via Papatūānuku (land-based stormwater treatment and disposal), protecting existing waterways and enabling the mauri of the water to be restored.
- Trees and vegetation (soft landscaping) are incorporated within the Blue-Green Network to enhance the mauri and ecology of the whenua, with planting plan and selection of native plant species to be undertaken in collaboration with tāngata whenua, including cultural harvest species (such as harakeke) and māhinga kai (such as oro / orchards) as appropriate.

Open Space - Precedent Images



Development Area Outcomes Continued

Light Industrial Area

- Light Industrial activities support the economic growth of Dargaville, as per the future land use strategy for Awakino Point outlined in the Kaipara Spatial Plan 2050.
- The amenity values along State Highway 14 and Awakino Point North road corridors are to be enhanced through screen planting or bunding, including parking and storage areas.
- The State Highway frontage of the LIA provides a generous landscaped strip, including tree planting with the entire frontage treated in a unified and consistent manner, supporting the proposed 'gateway' to Dargaville on the State Highway approaches, and the proposed 'greening of the State Highway corridor' as per the Kaipara Spatial Plan 2050.
- Streets in the Light Industrial Area are both attractively landscaped with street trees and safe for pedestrians and cyclists.
- The scale and nature of commercial activities on the site is limited in order to complement rather than compete with Dargaville township.
- Buildings, structures, storage, fencing and vehicle parking areas are visually softened to reduce dominance, and mitigate sensitivities with adjoining areas.
- The external boundaries of the LIA have limited visual dominance, with simple, appropriate signage that does not distract drivers on State Highway or detract from the amenity and character of the neighbouring residential area.

Blue-Green Network - Precedent Images



Light Industrial - Precedent Images



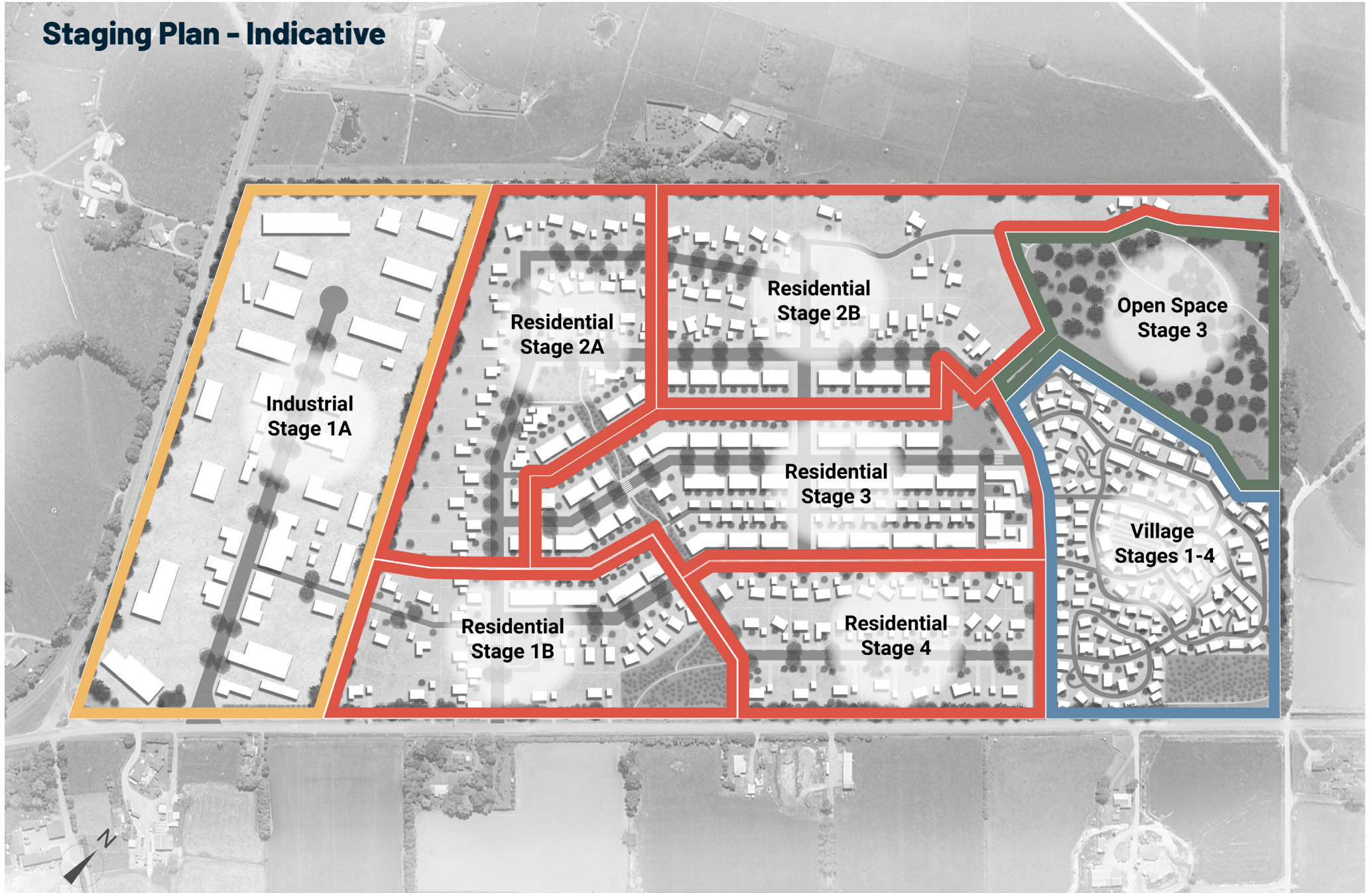
Refer to Urban Design Assessment, (The Urban Advisory, 2021) for detail on proposed provisions to enable urban design outcomes in each Area.



Hauora Hub - Artist's Impression

Hauora Area - View North / North West

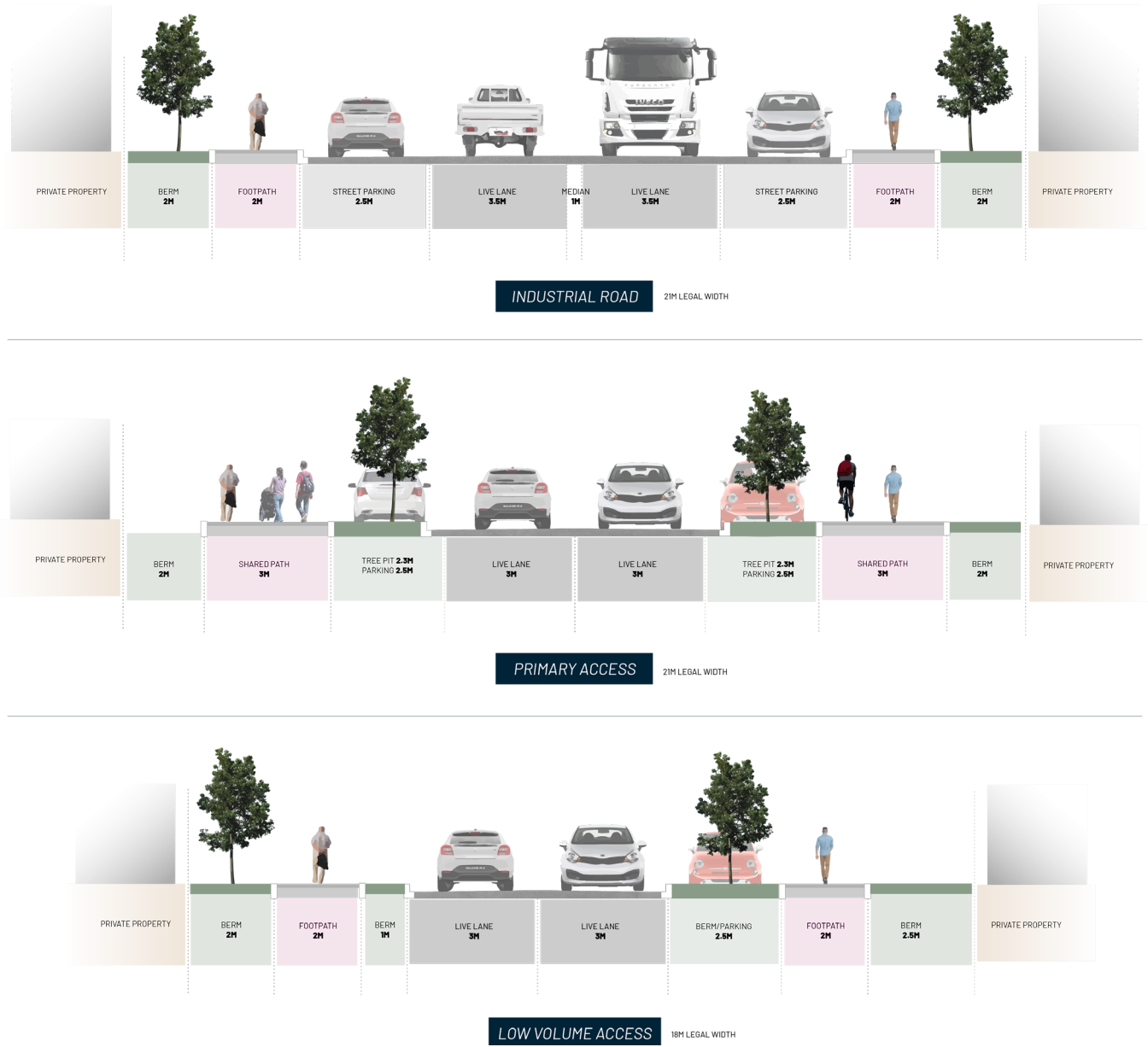
Staging Plan - Indicative



Movement + Access Plan



Street Sections - Indicative





Matakohe
Architecture
+ Urbanism



THE URBAN ADVISORY
RETHINKING OUR CITIES

Appendix 3. Northland Regional Policy Statement

5.1.1 Policy - Planned and coordinated development

Subdivision, use and development should be located, designed and built in a planned and coordinated manner which:

- (a) Is guided by the 'Regional Form and Development Guidelines' in Appendix 2;*
- (b) Is guided by the 'Regional Urban Design Guidelines' in Appendix 2 when it is urban in nature;*

Appendix 2 – Regional development and design guidelines

Part A) Regional form and development guidelines

New subdivision, use and development should:

- (a) Demonstrate access to a secure supply of water; and*
- (b) Demonstrate presence or capacity or feasibility for effective wastewater treatment; and*
- (c) If of an urban or residential nature connect well with existing development and make use of opportunities for urban intensification and redevelopment to minimise the need for urban development in greenfield (undeveloped) areas; and*
- (d) If of an urban or residential nature provide, where possible, opportunities to access a range of transport modes; and*
- (e) If of a community-scale, encourage flexible, affordable and adaptable social infrastructure that is well located and accessible in relation to residential development, public transport services and other development; and*
- (f) Recognise the importance of and provide for parks, in regards to medium and large-scale residential and residential / mixed use development.*
- (g) If of a residential nature be, wherever possible, located close to or sited in a manner that is accessible to a broad range of social infrastructure; and*
- (h) Be directed away from regionally significant mineral resources and setback from their access routes to avoid reverse sensitivity effects; and*
- (i) Be designed, located and sited to avoid adverse effects on energy transmission corridors and consented or designated renewable energy generation sites (refer to 'Regional form and infrastructure' for more details and guidance); and*
- (j) Be designed, located and cited to avoid significant adverse effects on transportation corridors and consented or designated transport corridors; and*
- (k) Be directed away from 10-year and 100-year flood areas and high risk coastal hazard areas (refer to 'Natural hazards' for more details and guidance); and*
- (l) Seek to maintain or improve outstanding landscape and natural character values and provide for the protection of significant historic and cultural heritage from inappropriate subdivision, use and development (refer to 'Land, Water and Common Resources' for more details and guidance); and*
- (m) Protect significant ecological areas and species, and where possible enhance indigenous biological diversity (refer to 'Maintaining and enhancing indigenous ecosystems and species' for more details and guidance); and*
- (n) Maintain and improve public access to and along the coastal marine area, lakes and rivers; and*
- (o) Avoid or mitigate adverse effects on natural hydrological characteristics and processes (including aquifer recharge), soil stability, water quality and aquatic ecosystems, including through low impact design methods where appropriate; and*
- (p) Adopt, where appropriate, sustainable design technologies such as the incorporation of energy-efficient (including passive solar) design, low-energy street lighting, rain gardens, renewable energy technologies, rainwater storage and grey water recycling techniques; and*
- (q) Be designed to allow adaptation to the projected effects of climate change (refer to 'Natural Hazards' for more details and guidance); and*

- (r) Consider effects on the unique tangata whenua relationships, values, aspirations, roles and responsibilities with respect to the site of development; and
- (s) Encourage waste minimisation and efficient use of resources (such as through resource-efficient design and construction methods); and
- (t) Take into account adopted regional / sub-regional growth strategies; and
- (u) Where appropriate, encourage housing choice and business opportunities, particularly within urban areas.

Part B) Regional urban design guidelines

Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. In this regard, quality urban design:

- (a) Takes a long-term view; and
- (b) Recognises and builds on landscape context and character; and
- (c) Results in buildings and places that are adapted to local climatic conditions; and
- (d) Celebrates cultural identity and recognises the heritage values of a place.

Character

Quality urban design reflects and enhances the distinctive character and culture of our urban environments, and recognises that character is dynamic and evolving, not static. In this regard, quality urban design:

- (a) Reflects the unique identity of each town, city and neighbourhood and strengthens the positive characteristics that make each place distinctive; and
- (b) Protects and manages our heritage, including buildings, places and landscapes; and
- (c) Protects and enhances distinctive landforms, water bodies and indigenous plants and animals.

Choice

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses, and creates resilient and robust towns and cities. In this regard, quality urban design:

- (a) Ensures urban environments (including open spaces) provide opportunities for all, including people with disabilities; and
- (b) Encourages a diversity of activities within mixed use developments and neighbourhoods; and
- (c) Supports designs which are flexible, adaptable and which will remain useful over the long-term.

Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks – streets, railways, walking and cycling routes, services, infrastructure, and communication networks – connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. In this regard, quality urban design:

- (a) Creates safe, attractive and secure pathways and links between neighbourhoods and centres; and
- (b) Facilitates green networks that link public and private open space; and
- (c) Places a high priority on walking, cycling and where relevant, public transport; and
- (d) Improves accessibility to public services and facilities.

Creativity

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity, and turns a functional place into a memorable place. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities. In this regard, quality urban design:

- (a) *Builds a strong and distinctive local identity; and*
- (b) *Uses new technology; and*
- (c) *Emphasises innovative and imaginative solutions.*

Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure, and aims to hand on places to the next generation in as good or better condition. In this regard, quality urban design:

- (a) *Maintains landscape values, ecological services and cultural values; and*
- (b) *Considers the ongoing care and maintenance of buildings, spaces, places and networks; and*
- (c) *Manages the use of resources carefully, through environmentally responsive and sustainable design solutions; and*
- (d) *Incorporates renewable energy sources and passive solar gain; and*
- (e) *Incorporates the enhancement of the health and safety of communities.*

Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. In this regard, quality urban design:

- (a) *Supports a common vision that can be achieved over time; and*
- (b) *Uses a collaborative approach to design that acknowledges the contributions of many different disciplines and perspectives; and*
- (c) *Depends on leadership at many levels.*

Part C) Māori urban design principles

Building Mana Whenua Partnerships for Urban Design is a policy brief developed by Manaaki Whenua Landcare Research. It identifies ways urban design can be informed by mātauranga Māori. Developers, tangata whenua and councils may wish to refer to this document when planning or assessing development projects. Building Mana Whenua Partnerships for Urban Design can be located at www.landcareresearch.co.nz.