



Social Impact Assessment

Dargaville Racecourse Redevelopment - Plan Change

December 2021

Prepared By The Urban Advisory

Executive Summary

This Social Impact Assessment (SIA) for a plan change for the development of Dargaville Racecourse assesses the potential construction and operational social impacts of the project. The assessment is based on the Concept Design Drawings for the project provided (see Appendix 1) and covers the two most relevant phases of the project, the Implementation/ Construction and Operation/Maintenance phases.

Figure 1 provides a summary of the assessment across the two phases and seven impact categories, with corresponding impact mitigation actions.

	Impact with mitigation		Impact mitigation actions
	Implementation/ Construction Phase	Operation/ Maintenance Phase	
Way of life , including how people live, how they get around, how they work, how they play, and how they interact each day.	Very low negative impact	Very low negative impact	<ul style="list-style-type: none"> Minimise use of State Highway 14. Construction Traffic Management Plan (CTMP). Improved roading and intersection design. Good communication with leasees.
Community , including composition, cohesion, character, how the community functions, resilience, and people's sense of place.	Very low negative impact	Very low negative impact	<ul style="list-style-type: none"> Construction Noise and Vibration Management Plan (CNVMP). Liveable neighbourhood outcomes supported by Urban Design Guidelines. Hauora supports community social interaction and a sense of place and belonging. Good communication with the community. Manage community perceptions of density.
Accessibility , including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.	Very low negative impact	High positive impact	<ul style="list-style-type: none"> Maintain good communication with Pony Club. Infrastructure upgrade.
Culture , including customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.	High positive impact	Very high positive impact	<ul style="list-style-type: none"> Refer to the Cultural Impact Assessment, which recommends a wide range of mitigations. Before demolition, provide an opportunity for past and present Racing Club members to celebrate buildings. Mauri of te taiao (environment) enhanced through infrastructure and water sensitive design. Name streets and public spaces after historical activities, significant people. Recycled materials from buildings support the memory of the Racing Club on site. Papakāinga style housing development is enabled.
Health and wellbeing , including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.	Very low negative impact	High positive impact	<ul style="list-style-type: none"> Refer to the Cultural Impact Assessment, which outlines mitigations to protect wellbeing. Potential for no-complaints clause during subdivision. Maintain good communication. Retirement village, if developed, is the final stage.
Amenity/quality of life (surroundings) , including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.	Very low negative impact	High positive impact	<ul style="list-style-type: none"> Refer to the Cultural Impact Assessment, which outlines mitigations to protect taonga. Health and Safety Plan for construction activities. Erosion and Sediment Control plan. CPTED principles in urban design. Landscape treatments and buffers at the site boundaries and interfaces.
Economic/ livelihoods , including people's capacity to sustain themselves through employment or business.	High positive impact	High positive impact	<ul style="list-style-type: none"> Maintain good communication with neighbouring residents and/or businesses. Avenue for neighbours to give feedback during the construction period.

Figure 1. Social Impact Summary - Dargaville Racecourse Redevelopment

1. Introduction & Background

A plan change is proposed to support the redevelopment of the Dargaville Racecourse with residential, commercial, light industrial uses, and public open space. Located 3km outside of Dargaville town, the site is currently zoned rural. The Spatial Plan indicates future industrial zoning for the site. The proposed zoning and layout for the concept development plan has been developed from balancing physical site and contextual constraints, market demand, community and stakeholder aspirations, mana whenua values and good urban planning practice.

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's growth. The key features of the Plan Change are:

- A variety of residential sites and housing typologies including retirement style living and papakāinga 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.
- Public open spaces, both an elevated park and neighbourhood parks, providing for informal recreation and community wellness, like community food gardens and orchards.
- A Neighbourhood Centre area catering for the local day-to-day needs within an easy walkable distance of residential.
- A Light Industrial area to provide for business activity growth, while compatibility is managed.
- 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.

Scope of this Social Impact Assessment (SIA)

This SIA is set out to:

- Identify stakeholders, groups and communities impacted by the project.
- Present the methods used to gather information, including a description of how the communities of interest were engaged during the project to date.
- Collect baseline data, covering key social issues of the impacted communities, such as community history, indigenous communities, culture, key events that have shaped economic and social development, and key industries presently and in the past.
- Identify potential direct social impacts and predict the significance, duration and extent of any impacts.
- Identify corresponding mitigation measures.

The redevelopment of the Dargaville Racecourse offers a significant opportunity to shape the future for Dargaville and its people and represents a catalyst for change in the Dargaville community. Because of the significance of this project to the Dargaville community, engagement and consultation has been key to ensure good community outcomes and has been integral in the progression of this project.

Engagement summary

Community engagement for the Dargaville Racecourse redevelopment has been led by The Urban Advisory and Matakōhe Architecture & Urbanism. Engagement was undertaken in two main phases:

- **Part 1: Early Engagement For Market Demand Analysis (May 2021)**
 - Engaging with tripartite members (Dargaville Racing Club, Te Rūnanga o Ngāti Whātua, Dargaville Community Development Board) about their aspirations for the site.
 - Three community meetings; one with neighbours (20 attendees approximately), one with Dargaville Racing Club members (8-10 attendees), one with the wider community (50-60 attendees approximately).
 - Further engagement including a housing survey, and targeted engagement for potential retirement village residents.

- Phone calls for one-on-one interviews with key local stakeholders identified by the tripartite group.
- Specific engagement with mana whenua (including Te Roroa, Te Kuihi, Te Uri O Hau and Te Parawhau) also happened and is not recorded in this document; It has been captured in the Cultural Impact Assessment for the Plan Change by Land Form Consultants.
- **Part 2: Consultation On Concept Development Plan (November 2021)**
 - Meetings with Racing Club members, affected neighbours, and the Dargaville Community, to review the concept development plan.

The insights from these engagement and consultation activities have been key to ensure that the plan change responds to community aspirations and needs, and supports good community outcomes. This has been integral in the progression of this project.

This report takes into account the insights from engagement, outlines the impact of this project on the community, and seeks to mitigate any negative impacts. In Section 2 of the report, the Existing Social Environment is described through Context Analysis (including Strategic context, Spatial Context of Dargaville) and Site Context (including Dargaville Racecourse, Site History), and Assessment Areas are established by identifying communities of potential impact. Section 3 outlines the method of impact identification and assessment and Section 4 presents the overall impact assessment and mitigation actions proposed.



The Urban Advisory

2. Existing Social Environment

2.1 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 would be the epicentre of Kaipara food production and technology, a visitor hub for natural and cultural tourism attractions and a place where local history and community were celebrated.

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

Notably, the Spatial Plan informs the update to the District Plan, which is due for completion in 2022. This 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.
- An 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.

2.2 Location - 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 Statehighway 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 (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.

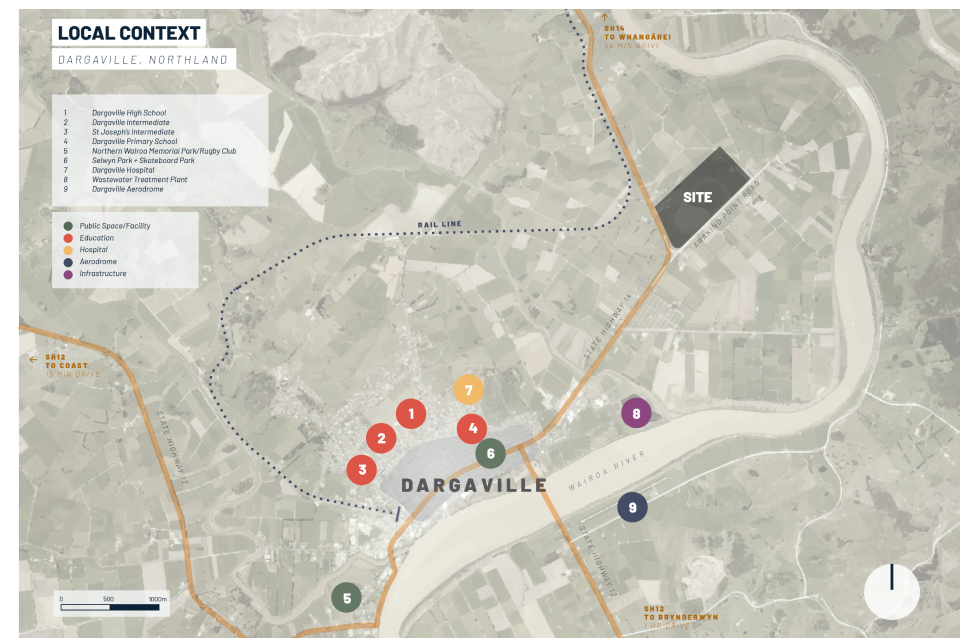


Figure 1. Dargaville township - local context. (Source: The Urban Advisory)

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.

The Northern Wairoa river area was the home of tangata whenua (Te Uri o Hau, Te Roroa, Ngāti Whātua), with the fertile land plentiful in resources. It is understood that this site was gifted to the community by iwi leader Parore Te Awha in the late 19th century. 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.

2.3 Site - 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. The Racecourse site largely comprises an alluvial plain which is essentially flat, but low-strength soils, with stronger soils along the base of the hill and raised area (Figure 2). 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. 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.

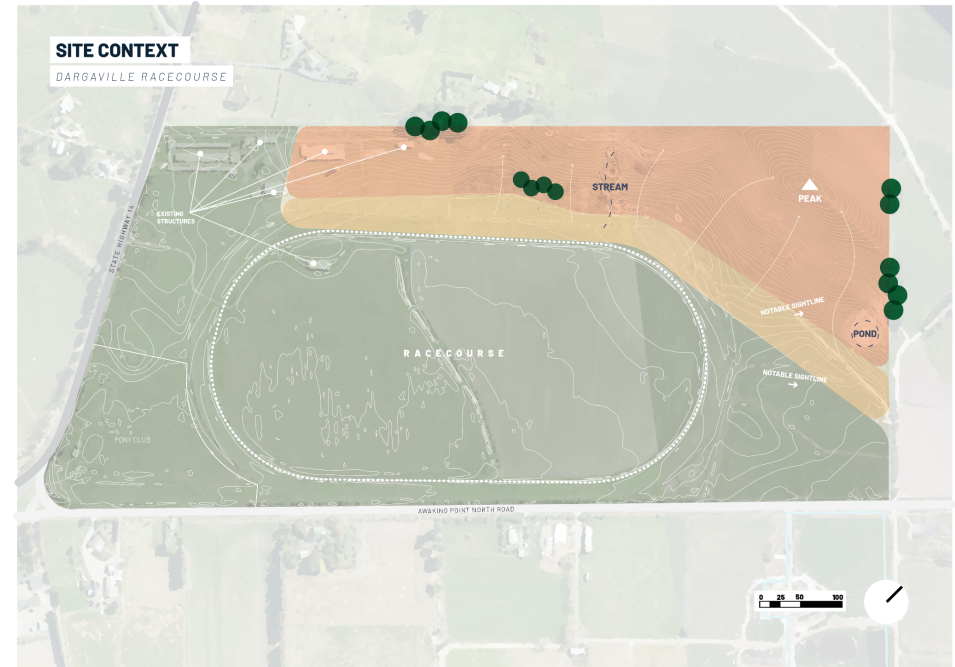


Figure 2. Dargaville Racecourse - site context. (Source: The Urban Advisory)

3. Areas and Communities of Potential Impact

3.1 Assessment Areas

The existing environment for this SIA has been identified as the land on which the Plan Change is proposed (“the **Site**”) and the neighbouring properties (the ‘**immediate area of effect**’), as well as its surrounding areas and communities (the ‘**local area of effect**’). For clarity, the “immediate area of effect” is considered to be the community/properties that may be considered as directly affected by the Project, and the “local area of effect”, which is the assessment area for this SIA.

In addition to these assessment areas (which are defined by proximity to the requested Plan Change area), Northern Wairoa and Kaipara District have been identified as part of the wider community:

- Given the scale of potential impacts (particularly economic) the project has on the town and beyond, it is considered appropriate to consider the social effects for this wider community.

This report only considers the social impacts of the proposed development, outlined in the plan change. Alternative developments, including a counterfactual scenario (e.g. no change or all industrial activity) have not been considered. Alternative development scenarios would have different social impacts.

3.2 Communities of potential impact

- Immediate neighbours to the site (see Appendix 2)
- Users of Awakino Point North Road (neighbours, visitors, milk tankers etc)
- Users of SH14
- Dargaville Pony Club
- Future residents
- Future business operators
- Dargaville Community
- Northern Wairoa community
- Iwi, hapū and whānau, mana whenua and mataawaka
- Dargaville Racing Club
- Dargaville Community Development Board
- Te Rūnanga o Ngāti Whātua

It is important to note that these communities and areas of assessment are distinct but not discrete. In other words, residents living in the ‘local area of effect’ are also part of the wider Dargaville and Northern Wairoa community and potentially could be beneficiaries of Te Rūnanga o Ngāti Whātua, future residents and or business owners. As such, it is important to recognise that these boundaries have been used for the express purpose of better understanding the potential positive and negative social impacts of the requested Plan Change.

4. Impact identification and assessment

This report identifies and assesses the key social impacts experienced by the community. Impacts have been grouped for assessment by the most relevant project phases, being:

1. **Implementation/ Construction Phase; and**
2. **Operation/ Maintenance Phase**

This report is guided by the social impact matters described in the New Zealand Association of Impact Assessment (NZIAIA) guidelines. The SIA process has used these guidelines to consider the potential social impacts of the Project, on the basis of the existing community, the nature of the proposed works, and the consequential social impacts anticipated.

The NZIAIA describes a range of social impact categories. These following categories have been selected as most relevant to this project:

- **Way of life**, including how people live, how they get around, how they work, how they play, and how they interact each day.
- **Community**, including composition, cohesion, character, how the community functions, resilience, and people’s sense of place.
- **Accessibility**, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.
- **Culture**, including customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.

- **Health and wellbeing**, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.
- **Amenity/ quality of life (surroundings)**, including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
- **Economic/ livelihoods**, including people's capacity to sustain themselves through employment or business.

The assessment of social impact is considered as either positive or negative on the basis of whether the anticipated social consequences will either enhance or detract from the community values, social processes or social infrastructure.

The scale of impact is identified as between very low, low, moderate, high or very high as shown in **Table 1** below. This assessment is made in consideration of the assessed potential severity (e.g. how much it will change people's way of life etc.) and distribution (e.g. number of people impacted) of the impact.

Table 1: Social Impact: Scale of Impact Matrix

Severity Distribution within 'community'	Short or temporary – minor change to current social conditions (up to 3 months)		Transitional – measurable change to current social conditions (between 3 months and 1 year)		Long term or permanent - major or permanent change, impacts expected for over a year or beyond construction	
Small (between 0 and 10% of the community)	Very low		Low		Moderate	
	Very low negative impact	Very low positive impact	Low negative impact	Low positive impact	Moderate negative impact	Moderate positive impact
Medium (a moderate amount of people, up to 50% of the community)	Low		Moderate		High	
	Low negative impact	Low positive impact	Moderate negative impact	Moderate positive impact	High negative impact	High positive impact
Large (widespread across the community, e.g. more than 50%)	Moderate		High		Very high	
	Moderate negative impact	Moderate positive impact	High negative impact	High positive impact	Very high negative impact	Very high positive impact

5. Social Impact Assessment

4.1 Potential Social Impacts - Implementation/ Construction Phase

Impact without mitigation	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation	Impact with mitigation
<p>Potential impacts on way of life, <i>including how people live, how they get around, how they work, how they play, and how they interact each day.</i></p> <ul style="list-style-type: none"> • Potential disruption to neighbouring residents located along Awakino Point North Road due to the presence of construction vehicles/machinery, dust and use of reserve or road space as construction laydown areas. • Potential disruption of traffic along State Highway 14 (slow speeds) due to traffic management and/ or construction vehicles entering and exiting the site, wastewater network upgrades and walking cycling link along SH14. • Disruption to traffic along Awakino Point North Road, when it is resealed. • Vacant site, no existing residents impacted internally. • Implications for current leasees, with change of activity on site (e.g. end lease arrangement with dairy farmer at the north-east of Racecourse site and pony Club). 	Low negative impact	<ul style="list-style-type: none"> • Minimise use of State Highway 14 - control entry and exit of construction vehicles at Awakino Point North Road only. • Implement a Construction Traffic Management Plan (CTMP) for the residential roads adjacent to the site (as outlined in the Traffic Impact Assessment). This will include dust control measures. • Maintain good communication with leasees about development: <ul style="list-style-type: none"> ○ No mitigation proposed for lease arrangement with dairy farm. Contract not renewed. ○ Dargaville Racing Club working with PonyClub to identify another site for Pony Club within Dargaville, and support transition in a timely manner. ○ Implementation of change of land use is likely to be 2 years away (2024). This allows the leasees time to transition. 	Very low negative impact	<p>The construction is unlikely to have a significant impact on the ability of people to carry out their daily activities. The presence of construction traffic and machinery/ lay down areas (for materials) close to residences may cause minor inconvenience, however this is likely to be at a manageable level and is temporary in nature.</p> <p>Pony Club new location confirmed, and activities relocated prior to start of construction. Dairy farm operations have time to adjust to loss of leased grazing land.</p>

<p>Potential impacts on community, <i>including composition, cohesion, character, how the community functions, resilience, and people's sense of place.</i></p> <ul style="list-style-type: none"> • Disruption to the amenity of the area due to noise, vibration and dust from construction for residents located along Awakino Point North Road, and State Highway 14. • Potential disruption to the visual amenity of the area for dwellings on Awakino Point North Road. The presence of construction machinery and earthworks during construction may result in disrupted visual amenity. <ul style="list-style-type: none"> • Evidence of growth and development for the future of Dargaville, provisions of jobs and training during construction. • Establishment of the Northern Wairoa Fund from the proceeds of the sale of the site, will support community functions through the provision of grant funds. 	<p>Low negative impact</p>	<ul style="list-style-type: none"> • Implement a Construction Noise, Dust and Vibration Management Plan (CNVMP) (e.g. for pile driving). • Restrict hours of operation for the construction works. • Undertake buffer planting after land development is completed, to reduce visual impacts. • Maintaining good communication with the community about project progress, including local investment, employment (e.g. reporting in Kaipara Lifestyler). • Provide an avenue for neighbours to give feedback during the construction period so adjustments can be made to address concerns, if required. 	<p>Very low negative impact</p>	<p>Noise levels will affect some nearby residents during the day, timeframes can be determined through conditions of consent (e.g. 7:30am - 6pm). Dust can be controlled through the regular application of dust suppressants. The impact will be greatest on those residents who are based at home during weekdays. Regular communication with affected neighbours will mean residents will know what to expect and can therefore plan to avoid noisy periods and/or occupy rooms not facing the activity where noise levels will be lower.</p>
	<p>High positive impact</p>		<p>n/a</p>	<p>Northern Wairoa Fund provided for the benefit of the community in perpetuity to support community functions (e.g. sports clubs, community groups).</p>
<p>Potential impacts on accessibility, <i>including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.</i></p> <ul style="list-style-type: none"> • Potential disruption to traffic accessing the town centre along State Highway 14. • Potential disruption during upgrade to wastewater network. • No access for Pony Club activities, currently based on Dargaville Racecourse site. 	<p>Low negative impact</p>	<ul style="list-style-type: none"> • Traffic Management Plan to ensure traffic safety and flow is maintained during upgrade works. • Maintaining good communication with Pony Club about the implementation of the development: <ul style="list-style-type: none"> ◦ Dargaville Racing Club working with Pony Club to identify another site for Pony Club, and support transition in a timely manner to limit impacts on accessibility for this purpose. 	<p>Very low negative impact</p>	<p>The construction is unlikely to have a significant impact on accessibility. The presence of construction traffic may cause minor disruptions to access, however this is likely to be at a manageable level and is temporary in nature. Likewise, impact of wastewater network upgrades will be temporary in nature. Pony Club new location confirmed, and activities relocated prior to start of construction. They will have approx. 2 years to move.</p>
<p>Potential impacts on culture, <i>including customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings</i></p>	<p>Low negative impact</p>	<ul style="list-style-type: none"> • Refer to the Cultural Impact Assessment, which recommends a wide range of mitigations to uphold cultural values, customs and connection to the whenua through this 	<p>High positive impact</p>	<p>While it is marking an end to the activities of the Dargaville Racing Club on this site, this development has created an opportunity to strengthen partnership with</p>

<ul style="list-style-type: none"> The Dargaville Racing Club has a legacy on this site, and strong cultural values tied to racing activities in this community over many years. The development of the racecourse marks an end to this history. Mana whenua stories and values related to this site have been shared through the Cultural Impact Assessment process: Potential adverse effects on wairuatanga, mana tupuna and Tāngata Whenua's kaitiaki responsibilities may arise from the proposal should the works not be undertaken correctly, and appropriate regard given to tikanga and mātauranga Māori. 		<p>development, particularly involving Tāngata Whenua members in a partnership capacity, providing opportunity for cultural induction wananga facilitated by Tāngata Whenua, and carrying out Karakia and other tikanga as directed by Tāngata Whenua representatives prior to any works commencing on the whenua and after the project is complete.</p> <ul style="list-style-type: none"> Demolition of Racing Club buildings and infrastructure will occur during construction. Before demolition, provide an opportunity for past and present Racing Club members to celebrate these buildings, photograph and collect memorabilia before demolition proceeds. Recycled materials from these buildings could be kept and used for landscape elements or other features of the future development to support the memory of the Racing Club on site. Establishment of the Northern Wairoa Community fund, which will uphold the legacy of Dargaville Racing Club 		<p>mana whenua and integrate their values and customs through the development - a first for this community.</p> <p>The legacy of the Dargaville Racing Club is upheld through the Northern Wairoa Community fund, where proceeds from the sale of the land will enable grants to support community groups and clubs in perpetuity.</p>
<p>Potential impacts on health and wellbeing, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.</p> <ul style="list-style-type: none"> Possible increase in dust and noise during construction may impact community health, surroundings and wellbeing. No existing residents on site, but through staging there could be impacts on health and wellbeing for residents moving in beside ongoing construction of later stages. As noted in the Cultural Impact Assessment, there are potential adverse effects on Mana Tāngata, tino rangatiratanga, whanaungatanga, wairuatanga and mana tupuna, which are crucial elements of wellbeing. 	<p>Low negative impact</p>	<ul style="list-style-type: none"> Potential no-complaints covenant at the time of subdivision, applies during construction period to manage reverse sensitivities. Maintain good communication with residents or business owners as they move in, to manage expectations about future stages of construction. Propose that retirement village, if developed, is the final stage due to vulnerability of residents to substantial change and stress. Refer to the Cultural Impact Assessment, which recommends giving Tāngata Whenua the opportunity to name the whenua including streets and other areas within the project area, and providing Tāngata Whenua with the opportunity to incorporate their whakaaro into the Development Plan and future land use of the whenua. Ensure future development of the whenua incorporates communal mara kai, oro in public areas across the site to enhance 	<p>Very low negative impact</p>	<p>Health and wellbeing impacts will be most significant when project staging means that residents will already be living on site when the following stages of construction occur. The most vulnerable residents can be protected by implementing the retirement village in the final stage of development. Overall impacts may be mitigated with potential no-complaints covenant and by maintaining good communication and engagement.</p>

		mana tāngata's ability to grow kai and be self-sustaining. With the Dargaville Racecourse's approval, set aside an area to showcase historic photos held by the Racecourse, to acknowledge the past use of the whenua.		
<p>Potential impacts on amenity/ quality of life (surroundings), including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.</p> <ul style="list-style-type: none"> • Possible health and safety impacts during earthworks. • Sediment pollution and erosion risks from earthworks. • As noted in the Cultural Impact Assessment, potential physical change or discharge into waterways or activities pose threats to the natural integrity and mauri of the waterways, all of which are taonga for Tāngata Whenua. Repo, or wetlands, are also a taonga with great historical, cultural, economic, and spiritual significance. 	Moderate negative impact	<ul style="list-style-type: none"> • Health and Safety Plan for construction activities. • Implement an Erosion and Sediment Control plan to mitigate for sediment pollution and other water pollutants in runoff during earthworks construction. • Refer to the Cultural Impact Assessment, which recommends that all land disturbance activities, including the placement of material or structures near waterways, shall be managed by use of appropriate plan change provisions. Such provisions should allow for monitoring by kaitiaki monitors, as appointed by Tāngata Whenua at the time of works, to ensure they are carried out in accordance with tikanga Māori. Ensure existing waterways/ watercourses within the whenua are safeguarded from adverse effects. Incorporate Low Impact Urban Design Principles including passive stormwater treatment. 	Very low negative impact	Impacts of earthworks can be managed through Health and Safety measures, and Erosion and Sediment Control, resulting in overall very low negative impacts. Specifics of earthworks management control could be determined through conditions of consent.
<p>Potential impacts on economy/ livelihoods, including people's capacity to sustain themselves through employment or business decision-making systems, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.</p> <ul style="list-style-type: none"> • Any disruptions to existing rural activities, due to construction and road traffic • Implementation of change of land use is likely to be 2 years away (2024). This allows commercial leasees (dairy farm) time to transition. • More jobs created through construction (up to 100 per year, for four years), enhancing local employment (though not all workers will be from local workforce) 	Moderate positive impact	<ul style="list-style-type: none"> • Maintain good communication with neighbouring residents and/or businesses to keep them informed about stages of construction and any anticipated disruption (noise, traffic). • Provide an avenue for neighbours to give feedback during the construction period so adjustments can be made to address concerns impacting on their business activities, if required. 	High positive impact	Overall, through construction, the development will improve the economic livelihoods of employees and business owners, who are contracted to provide services to the development. The neighbouring business operations will experience minor disruptions, during construction, however mitigations are proposed to limit these impacts and provide an avenue for addressing concerns that arise.

4.2 Potential Social Impacts - Operation/ Maintenance Phase

Impact without mitigation	Overall scale without mitigation	Key mitigation proposed	Overall scale with mitigation	Impact with mitigation
<p>Potential impacts on way of life, including how people live, how they get around, how they work, how they play, and how they interact each day.</p> <ul style="list-style-type: none"> The proposed redevelopment will increase traffic generation on Awakino Point North Road, and impact traffic demand on State Highway 14. An upgraded T-intersection for Awakino Point North Road and State Highway 14 is proposed. 	Moderate negative impact	<ul style="list-style-type: none"> Improvement of road design (sealed) for Awakino Point North Road, and upgraded intersection with State Highway 14 improves safety and level of service, for vehicles and pedestrians. (In accordance with relevant traffic design and engineering standards) 	Very low negative impact	With improved roading and intersection design in place, impacts of increased vehicular traffic should not impact people's way of life too severely. In fact, the road improvements will provide improved safety and level of service.
	Moderate negative impact	<ul style="list-style-type: none"> Mitigation measures like buffer plantings, building setbacks, (and potential 'no Complaints Covenant' at subdivision) are proposed to ensure the development (in particular, residential activities) has limited impact on rural way of life. 	Very low negative impact	Mitigation provides for new activities on the site, without impacting the ongoing rural production activities and way of life for surrounding properties.
	Very high positive impact	n/a	n/a	n/a
<p>Potential impacts on community, including composition, cohesion, character, how the community functions, resilience, and people's sense of place.</p> <ul style="list-style-type: none"> Social development and a stronger sense of place and community cohesion through community investment and shared infrastructure. Potential for community development initiatives. 	High positive impact	n/a	n/a	n/a

<ul style="list-style-type: none"> Community perceptions and limited lived experience of greater housing density may negatively impact sense of place and social cohesion. 	Low negative impact	<ul style="list-style-type: none"> Community perceptions of density are mitigated through Urban Design Guidelines that will require developments to provide appropriate privacy, outlook, sunlight access, landscaping, facade treatments and CPTED, setbacks, height and bulk provisions in housing design. A range of housing densities and typologies are provided for and permitted by the urban design provisions of the General Residential area (e.g. duplexes, terraces and standalone homes). Appropriate and well-considered medium density housing is enabled through the aforementioned urban design provisions, within the concept of Hauora – community wellness that contributes to creating a positive neighbourhood. The Hauora concept includes the co-location of open space, neighbourhood centre zones centrally within the residential development area. 	Very low negative impact	<p>Negative community perceptions should not have a significant impact on the overall community way of life, and through liveable neighbourhood outcomes supported by the Urban Design Guidelines it is expected that community support and enjoyment of medium density neighbourhood environment can be gained.</p> <p>The realisation of the Hauora concept in the development will support community social interaction and sense of place and belonging by providing a node of connection and activity around open spaces and neighbourhood amenities, close to housing.</p>
<p>Potential impacts on accessibility, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.</p> <ul style="list-style-type: none"> Increased demands on existing infrastructure that may not be able to cope. 	Moderate negative impact	<ul style="list-style-type: none"> Inability of infrastructure to cope with increased demands to be mitigated through infrastructure upgrades. 	High positive impact	<p>Infrastructure upgrades provide significant positive impacts locally, bringing existing infrastructure up to modern requirements.</p>
<p>Potential impacts on culture, including customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.</p> <ul style="list-style-type: none"> The Dargaville Racing Club has a legacy on this site, and strong cultural values tied to racing activities in this community over many years. The development of the racecourse marks an end to this history. Mana whenua stories and values related to this site have been shared through the Cultural Impact Assessment process. Development of housing and iwi-led development on the site will support the continuation or re-establishment of indigenous cultural practices, customs and values 	High positive impact	<ul style="list-style-type: none"> The Cultural Impact Assessment recommends a wide range of mitigations to uphold cultural values, customs and connection to the whenua through this development. Through infrastructure and water sensitive urban design (including Blue-Green Network), the mauri of te taiao (environment) will be enhanced. Opportunity to name streets and public spaces after historical activities, significant people associated with the history of the site, including mana whenua and the Racing Club. Recycled materials from buildings incorporated into landscape elements or 	Very high positive impact	<p>Overall, the development proposal enhances cultural wellbeing in Dargaville, particularly for Māori and mana whenua. It also forms a new legacy for the Dargaville Racing Club, with positive social impacts on the site, with the provision of new housing and jobs, but also benefits for the wider Northern Wairoa community.</p>

through housing (e.g. papakāinga), business and community.		<p>other features of the future development to support the memory of the Racing Club on site. This can be supported with historical signage around the site.</p> <ul style="list-style-type: none"> Papakāinga style housing development is enabled, which supports collective living for Māori in accordance with traditional customs, values and practices. 		
<p>Potential impacts on health and wellbeing, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.</p> <ul style="list-style-type: none"> Hauora - Community and individual wellbeing - will be supported by creating a cohesive new development with a strong sense of community. This includes co-located neighbourhood amenities, open space and the provision for papakāinga style living and retirement living in close proximity. Fit for purpose units provided, so that people can live in homes suitable for them, and can age in place. Provision of affordable housing through models such as shared equity, affordable rental or public housing (rent linked to income). 	High positive impact	n/a	n/a	n/a
<p>Potential impacts on amenity/ quality of life (surroundings), including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.</p> <ul style="list-style-type: none"> Much more planting, ecological restoration through proposed blue green network, public open spaces and trees in the streets and buffer areas. 	High positive impact	n/a	n/a	n/a

- The proposal introduces a change in activity within the low-density rural neighbourhood. Community perceptions of amenity, safety and security may be affected. Public spaces have social benefits, however potential for crime and antisocial behaviour require mitigation.

Moderate negative impact

- The Urban Design Guidelines require consideration of Crime Prevention through Environmental Design (CPTED) to be demonstrated as part of Urban Design Assessment. This includes avoiding/mitigating entrapment spaces, providing adequate lighting in public spaces, maintaining 'eyes on the street' through outlook and facade treatment and sightlines into and through public spaces.
- Mitigation measures like buffer plantings, building setbacks, (and potential for 'no Complaints Covenant' at the time of subdivision) within the development are proposed to ensure the development (in particular, residential activities) has limited visual amenity impact on the rural environment and rural quality of life.
- Landscape Maintenance Plan for the ongoing maintenance of public landscaped areas within the site, and buffer areas, to ensure CPTED provisions are functioning as intended, and the spaces have a clear sense of ownership.

High positive impact

The application of CPTED principles in urban design enhances resident safety, security, and sense of Hauora and results in high positive impacts for the community. Landscape treatments and buffers at the site boundaries and interfaces will support ongoing rural quality of life, and mitigate for neighbour concerns about amenity, safety or security impacts on the development.

Potential impacts on economy/ livelihoods, including people's capacity to sustain themselves through employment or business decision-making systems, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

- Improved livelihoods from increased jobs and business opportunities.

High positive impact

n/a

n/a

n/a

- The proposal introduces a shift in the types of livelihoods that residents within the rural neighbourhood have. The proposed development, will introduce more local residents, many of who are not directly involved in primary production activities. However this development does not limit the continued rural production activities, rural way of life and quality of life on the surrounding land (as previously noted).

High positive social impact

n/a

n/a

n/a

- The provision of more homes and jobs in Dargaville will support local residents and businesses to sustain themselves and have greater choice about their economic wellbeing and livelihoods.



5. Conclusion

From a social perspective it is considered that, following construction, the redevelopment of Dargaville Racecourse will offer significant regional and local benefits. Key positive social impacts include:

1. Growth and development for the future of Dargaville, and the provision of jobs and training during construction.
2. Social development and a stronger sense of place and community cohesion through Haora concept, urban design provisions, community investment and shared infrastructure.
3. Establishment of the Northern Wairoa Community Fund from the proceeds of the sale of the site. The legacy of the Dargaville Racing Club is upheld through this Northern Wairoa Community Fund, where proceeds from the sale of the land will enable grants to support community groups and clubs in perpetuity.
4. New walking & cycling track to town will improve active modes of transport and give people more choice about how to get around.
5. While it is marking an end to the activities of the Dargaville Racing Club on this site, this development creates an opportunity to strengthen partnership with mana whenua and integrate their values and customs through the development - a first for this community.
6. Enhanced cultural wellbeing in Dargaville, particularly for Māori and mana whenua.

An assessment has been undertaken at a community scale where the impacts of construction and operation may be experienced. A summary of the more notable local impacts (following mitigation) includes:

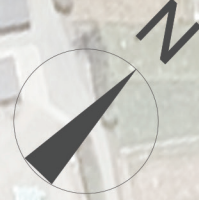
Implementation/ Construction:

- Very low negative impacts from construction traffic, construction noise and vibration, visual impacts, and erosion.
- High positive impacts from strengthened mana whenua partnerships and integration of their values and customs in the redevelopment of the racecourse.

Operation/ Maintenance:

- Overall impacts during the operation/ maintenance phase are generally positive, because the proposed development contributes positively to the community of Dargaville and wider Kaipara context.
- High - very high positive impacts thanks to infrastructure upgrades, provision of fit-for-purpose and affordable homes, ecological restoration and blue-green areas, improved livelihoods, and enhanced cultural and community wellbeing.
- Very low negative impacts on way of life and community because of increased traffic from new homes and businesses, and potential negative community perceptions of increased density.

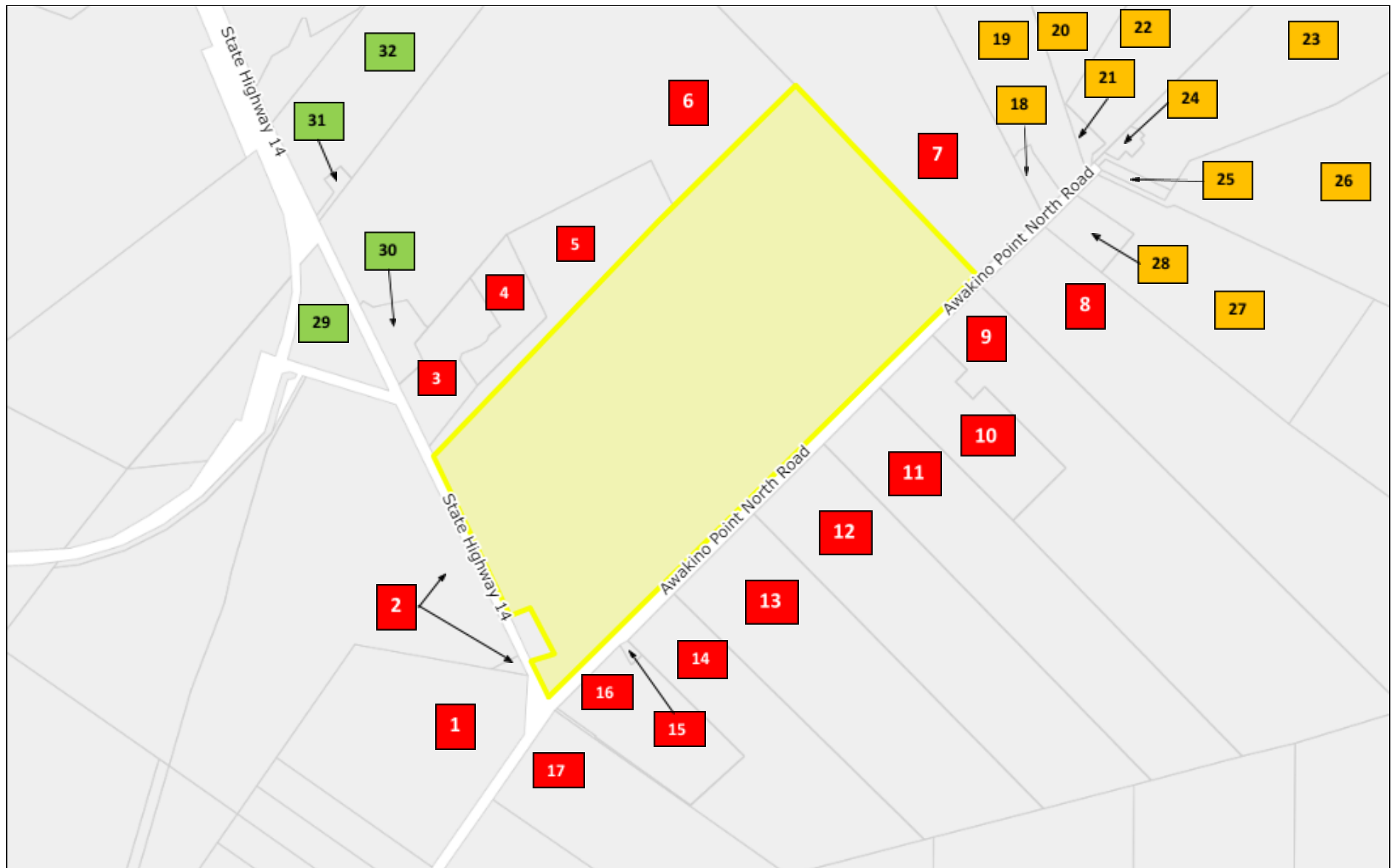
Appendix 1: Concept Design for proposed redevelopment of the site



LEGEND

-  Footpath
-  Road
-  Industrial Area
-  Residential area
-  Stormwater Pond
-  Open Space
-  Community Space
-  Māra kai
-  Shrubs
-  Street Trees
-  General Trees

Appendix 2: Identification of Affected Neighbours



Adjacent Properties

No.	Address	Legal Description	Owner(s)
1	N/A	Part Lot 1 DP 11126	XXXXX
2	5358 State Highway 14, Awakino Point	Part Lot 2 DP 25377 and Lot 3 DP 548510	XXXXX
3	5321 State Highway 14, Awakino Point	Lot 1 DP 388838	XXXXX
4	N/A	Lot 2 DP 388838	XXXXX
5	5329 State Highway 14, Awakino Point	Part Lot 36 DP 11719	XXXXX
6	5301 State Highway 14, Awakino Point	Lot 2 DP 365819	XXXXX
7	131 Awakino Point North Road, Awakino Point	Part Lot 35 DP 11124	XXXXX
8	118 Awakino Point North Road, Awakino Point	Part Lot 32S DP 11125	XXXXX
9	102 Awakino Point North Road, Awakino Point	Lot 1 DP 208926	XXXXX
10	N/A	Lot 1 DP 70219	XXXXX
11	N/A	Part Lot 31 DP 15269	XXXXX
12	70 Awakino Point North Road, Awakino Point	Part Lot 30 DP 15269	XXXXX
13	44 Awakino Point North Road, Awakino Point	Part Lot 30 DP 11537	XXXXX
14	N/A	Part Lot 29 DP 7811	XXXXX
15	26 Awakino Point North Road, Awakino Point	Lot 1 DP 37054	XXXXX
16	16 Awakino Point North Road, Awakino Point	Lot 1 DP 65922	XXXXX
17	6 Awakino Point North Port, Awakino Point	Lot 28 DP 7811	XXXXX

Properties at the end of Awakino Point North Road

No.	Address	Legal Description	Owner(s)
18	133 Awakino Point North Road, Awakino Point	Lot 1 DP 158696	XXXXXX
19	141 Awakino Point North Road, Awakino Point	Part Lot 35 DP 7811	XXXXXX
20	N/A	Part Lot 34 DP 7811	XXXXXX
21	143 Awakino point North Road, Awakino Point	Lot 3 DP 396182	XXXXXX
22	N/A	Lot 4 DP 396182	XXXXXX
23	145 Awakino point North Road, Awakino Point	Lot 2 DP 396182	XXXXXX
24	N/A	Lot 1 DP 396182	XXXXXX
25	144 Awakino Point North Road, Awakino Point	Lot 1 DP 61368	XXXXXX
26	142 Awakino Point North Road, Awakino Point	Lot 3 DP 377245	XXXXXX
27	136 Awakino Point North Road, Awakino Point	Lot 2 DP 377245	XXXXXX
28	130 Awakino Point North Road, Awakino Point	Lot 1 DP 377245	XXXXXX

Properties north of State Highway 14

No.	Address	Legal Description	Owner(s)
29	N/A	Lot 1 DP 548510	XXXXXX
30	5311 State Highway 14, Awakino Point	Lot 1 DP 365819	XXXXXX
31	5285 State Highway 14, Awakino Point	Lot 1 DP 59285	XXXXXX
32	N/A	Part Section 10 Block IX Maungaru SD	XXXXXX