

# OPTIONS ASSESSMENT

## Dargaville, Maungatūroto & Kaiwaka

September 2019



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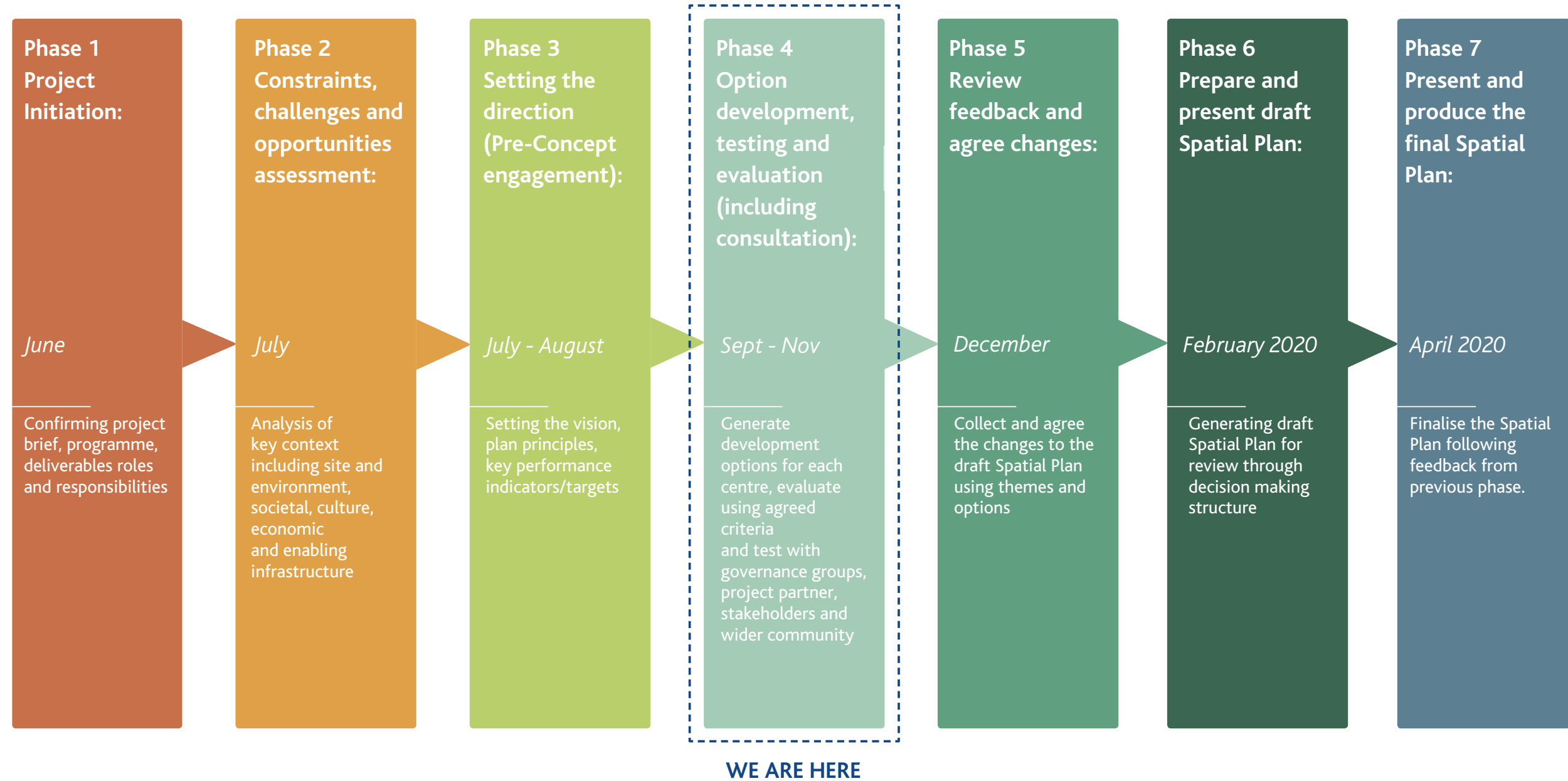
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# 1.0\_ Overview

# 1.1 | Where are we in the Process

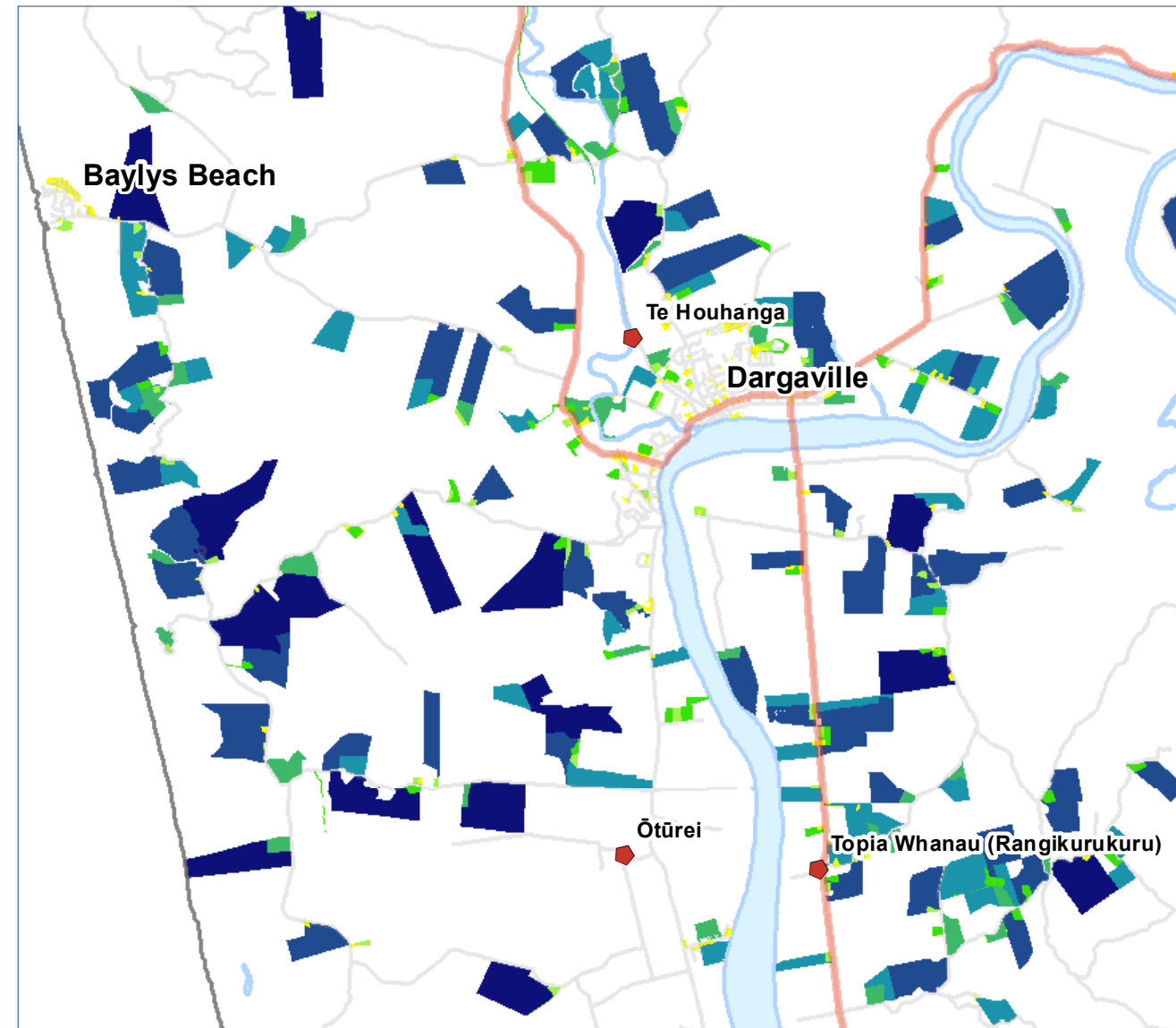
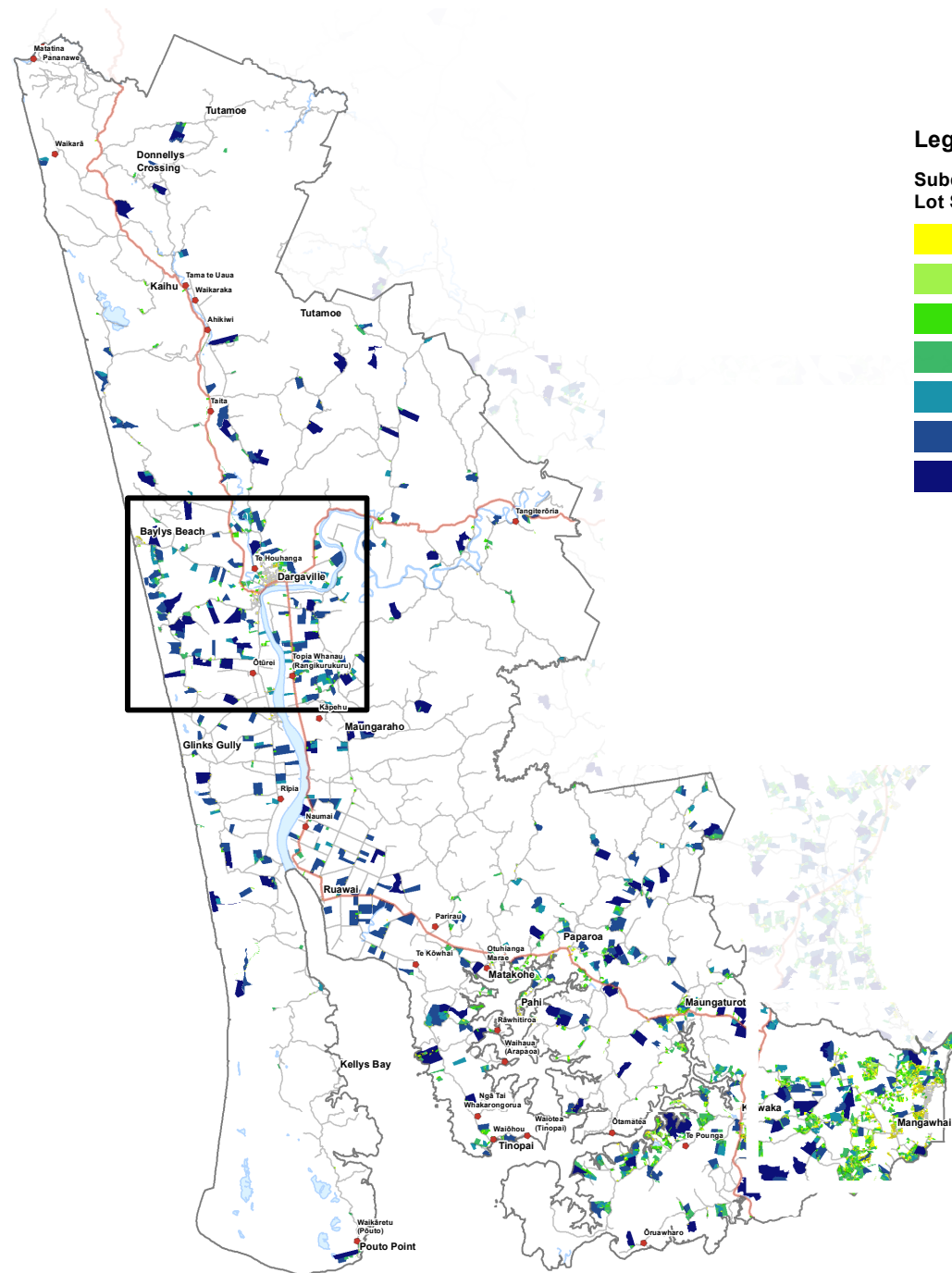
## INDICATIVE TIME-LINE





# 1.2 | Planning Overview

## Subdivisions Map from 2000-2019



## 1.2 | Planning Overview

### BUILDING CONSENTS FOR NEW RESIDENTIAL DWELLINGS IN KAIPARA TABLE

LOCATION	2015	2016	2017	2018	2019	Total
Mangawhai	100	144	159	146	127	676
Mangawhai Heads	16	36	66	56	55	229
Kaiwaka	14	30	24	31	33	132
Dargaville	9	13	12	15	22	71
Maungatūroto	7	12	12	13	14	58
Baylys Beach	2	1	7	15	11	36
Paparoa	1	5	7	7	7	27
Remainder (45 areas)	28	47	50	40	25	190

### INDUSTRY EMPLOYMENT COUNT IN KAIPARA DISTRICT TABLE

ANZSIC06 Measure	Total Industry Employee Count																		
Area/Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Kaipara District	4450	4650	4900	5100	5100	5300	5500	5500	5600	5500	5400	5400	5400	5300	5500	5700	5900	6100	6600
Kaipara Coastal	470	510	550	660	640	670	680	700	710	740	660	670	690	660	620	640	640	630	680
Maungaru	320	390	430	420	450	440	460	470	460	430	400	420	410	430	460	440	450	430	510
Dargaville	2100	2000	2050	2050	2100	2050	2150	2100	2250	2250	2250	2300	2200	2150	2200	2200	2250	2300	2450
Ruawai-Matakohe	440	470	530	540	530	550	540	550	610	560	530	510	520	570	580	530	580	560	510
Otamatea	170	160	180	160	140	190	210	210	220	170	170	190	190	180	200	230	230	240	240
Maungatūroto	500	550	520	580	560	590	700	700	540	520	540	560	520	390	520	510	500	540	610
Kaiwaka	230	290	300	310	320	360	380	390	390	370	330	320	350	330	370	400	440	480	490
Mangawhai Rural	55	40	50	65	90	100	90	70	80	80	80	65	90	140	140	300	280	280	420



## 1.3 | The Purpose of the Options Assessment

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

The outcome of that phase is a constraints and opportunities discussion paper which covered:

- Regional & district context
- Community & Te Aranga design principles,
- The vision & early insights on potential options to be considered for each town.

By utilising information and insights gathered through previous phases, we have generated a long-list of development options for each centre. We then evaluated this long-list of options which have resulted in the option themes put forward in this presentation. Moving forward, we will further discuss these options through targeted engagement sessions. We will then refine the short-list through a multi-criteria assessment process by scoring each option based on agreed criteria. This will be further tested with the project control group, project partners, key stakeholders and the wider community to inform a preferred option.

### **In summary, we have -**

Developed a set of options which have been evaluated against the vision and design principles and ranked them using multi-criteria tools.

The option themes outlined in this presentation are purposely different and are designed for people to draw out what they like and dislike. From this feedback, more refined options will be presented to the community at the start of November 2019 public consultation period.

# 1.4 | Methodology - Dargaville

Description of Option:	DG Residential Scope Options (Where)							DG Industrial Scope Options (Where)								DG Town Centre Scope Options		
	SC-1	SC-2	SC-3	SC-4	SC-5	SC-6	SC-7	SC-8	SC-9	SC-A	SC-B	SC-C	SC-D	SC-E	DG-1	DG-2	DG-3	
Further Description	Area 1 - Infill housing	Area 1 Mixed Use in the Town Centre CBD	Area 2 - Future Res Zone to the North	Area 3 - Future Res Zone to the outer North	Area 4 - Future Res Zone to the North	Area 5 - Future Res Zone to the North	Area 9 - Future West Res Zone	Area 10 - Future West Res Zone	Area 7 - Higher Ground site out of town	Area 8 - Existing indus zones ring-fenced with small extension & raising ground floor levels	Area 6A - New industrial block outside of floodplain either side of the SH14 and with potential access to the Dargaville Branch line	Area 6B - New industrial block outside of floodplain either side of the SH14 and with potential access to the Dargaville Branch line and staged to develop after 6A	Area 3 - Repurposing land next to railway line for inland port type functions	Area 9 - Industrial park outside the existing urban zone to the west	Area 11 - Airport precinct	Option 1 - Focus on the River	Option 2 - Building Resilience	Option 3 - Extend the perimeter
Community Design Principles	Subdivide all properties over 800m2, in non flooding areas	Allowing for residential uses in the commercial business zone	Res housing medium density - 400m2 min	Res housing medium density	Res housing medium density - Area 4 next to hospital potential for retirement housing with hospital close by.		Growing residential living behind Harding Park	Growing residential living behind Harding Park	Growing a satellite community outside the future urban boundaries to account for climate change	Station Road and either side of SH12 east	Awakino Point near the Racecourse	Outer Awakino Point	Hokianga Road	Mount Wesley Coast Road & SH12 Access	Flood prone area - more investigation required	Protecting, remove paving and naturalise the foreshore	Retreat main street to higher ground on Hokianga Road	Second main street on Normanby Street (SH12) outside of flood prone area
Diversity	Yes	Yes	Partial	Partial	Yes	Yes	Yes	Yes	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Integration of uses	Yes	Yes	Partial	Yes	Yes	Yes	Yes	Yes	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Connectivity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial	Yes	Yes	Yes	Partial	Yes	Yes	Yes	Yes	Yes
Legibility & Accessibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Resilience + adaptation	Partial	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partial	Partial	Partial	Yes	Yes	No	Partial	Yes	Yes
Revitalisation	Partial	Yes	Partial	Partial	Yes	Yes	Partial	Partial	No	Yes	Yes	Yes	Partial	Yes	Yes	Partial	Partial	Yes
Critical Success Factors (as these CSFs are crucial (not just desirable) any options that score a 'no' are automatically discounted from further analysis)																		
Strategic fit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Feasibility + viability	Yes	Partial	Partial	Yes	Yes	Yes	Yes	Yes	Partial	Partial	Yes	Yes	No	Partial	Partial	Partial	Partial	Partial
Te Aranga Design Principles	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Environmental Impact	Yes	Yes	Partial	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Community Desirability	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Summary of Advantages and Disadvantages:																		
Overall Assessment:	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Discount	Possible	Possible	Possible	Discount	Discount	Possible	Possible	Possible	Possible

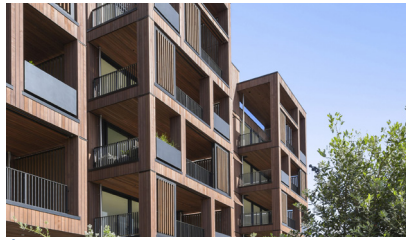
KEY

<span style="color: green;">■</span> Yes	<span style="color: orange;">■</span> Partial	<span style="color: brown;">■</span> No
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# 1.5 | Overview of Land Uses + Building Typologies

## Live - High Density



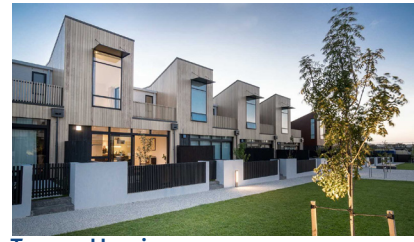
Apartment



Retirement Village



Town Housing



Terrace Housing

## Live - Medium Density



Duplex Housing



Papakainga



Single family house on a smaller section



Small lot Small House

## Live - Low Density



Single family home on large sections



Countryside Living

## Work - Mixed Use



## Work - Main Street



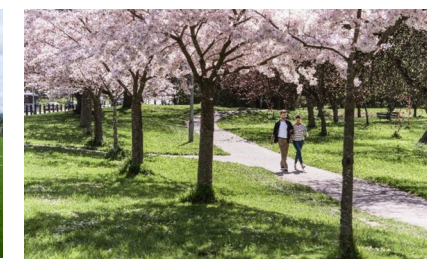
## Work - Industry



## Learn - Schools



## Play - Recreational





## 2.0\_ Dargaville

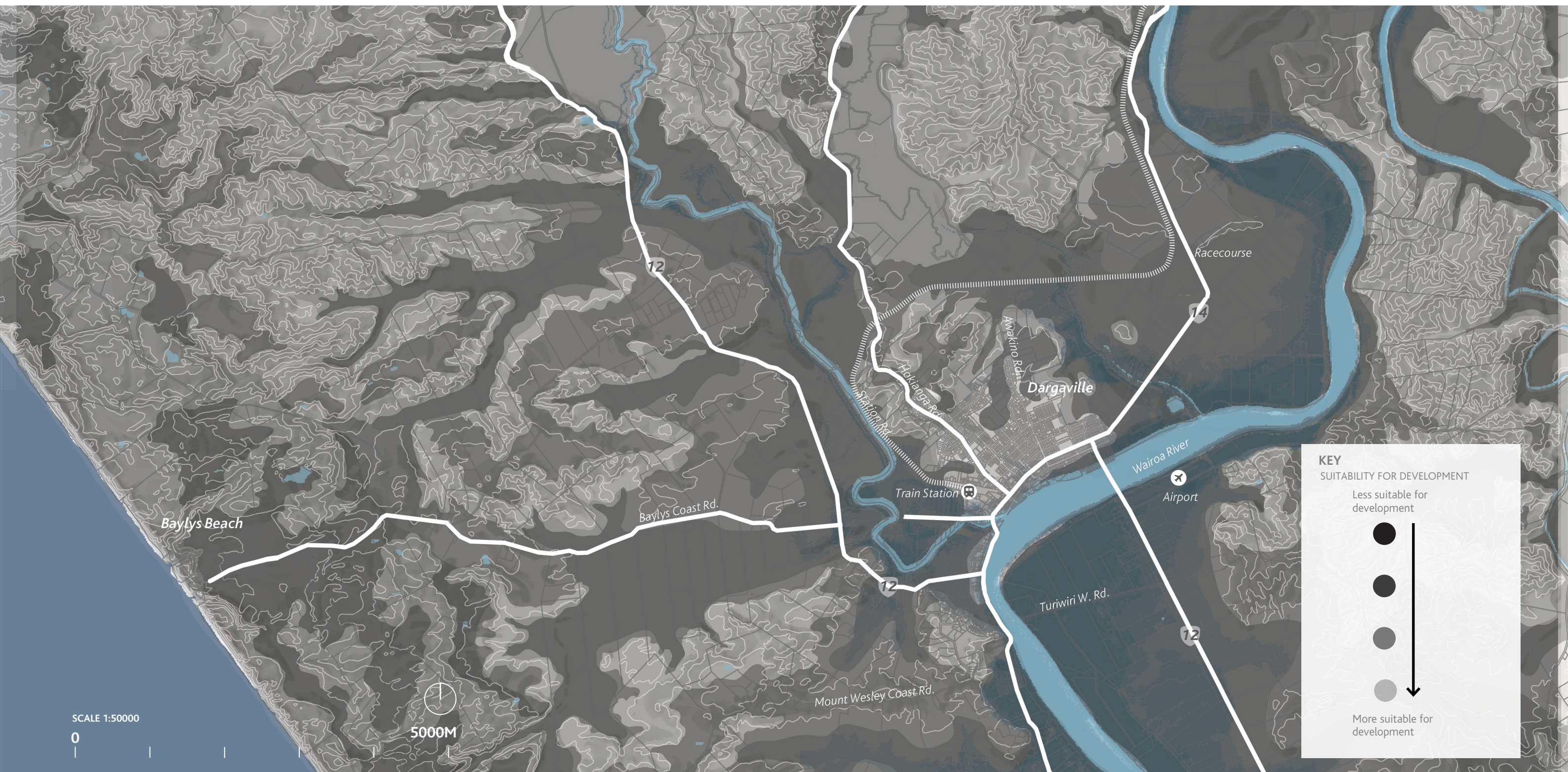


## 2.1 | Vision for Dargaville

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

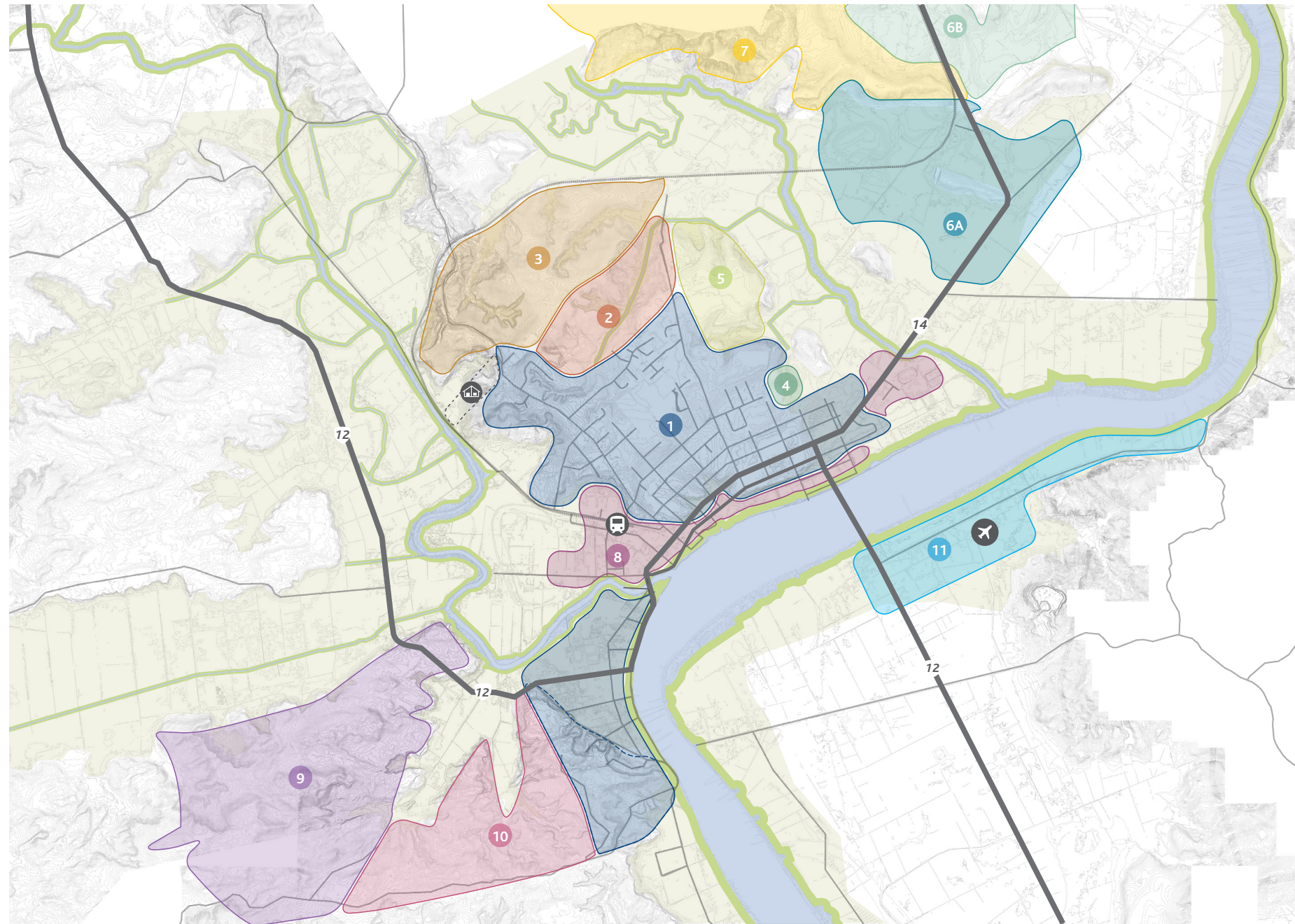


## 2.3 | Constraints & Opportunities



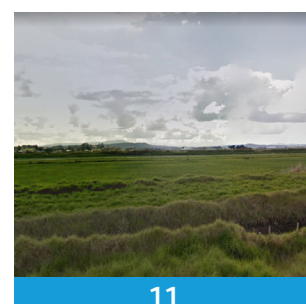
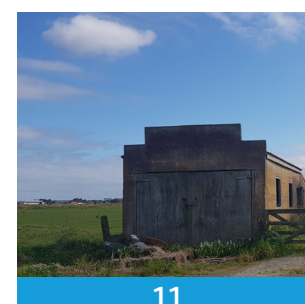


# 2.4 | Character Study



### Character Areas

- 1 Existing town centre residential
- 2 North Gully extension
- 3 Outer North block
- 4 Hospital surrounds
- 5 Awakino Road block
- 6A Racecourse block (Awakino Point)
- 6B Northeast outer block
- 7 Hoanga hills
- 8 Station Road and SH 14 industrial & CBD commercial
- 9 Outer southwest block
- 10 Harding Park surrounds block
- 11 Airport block



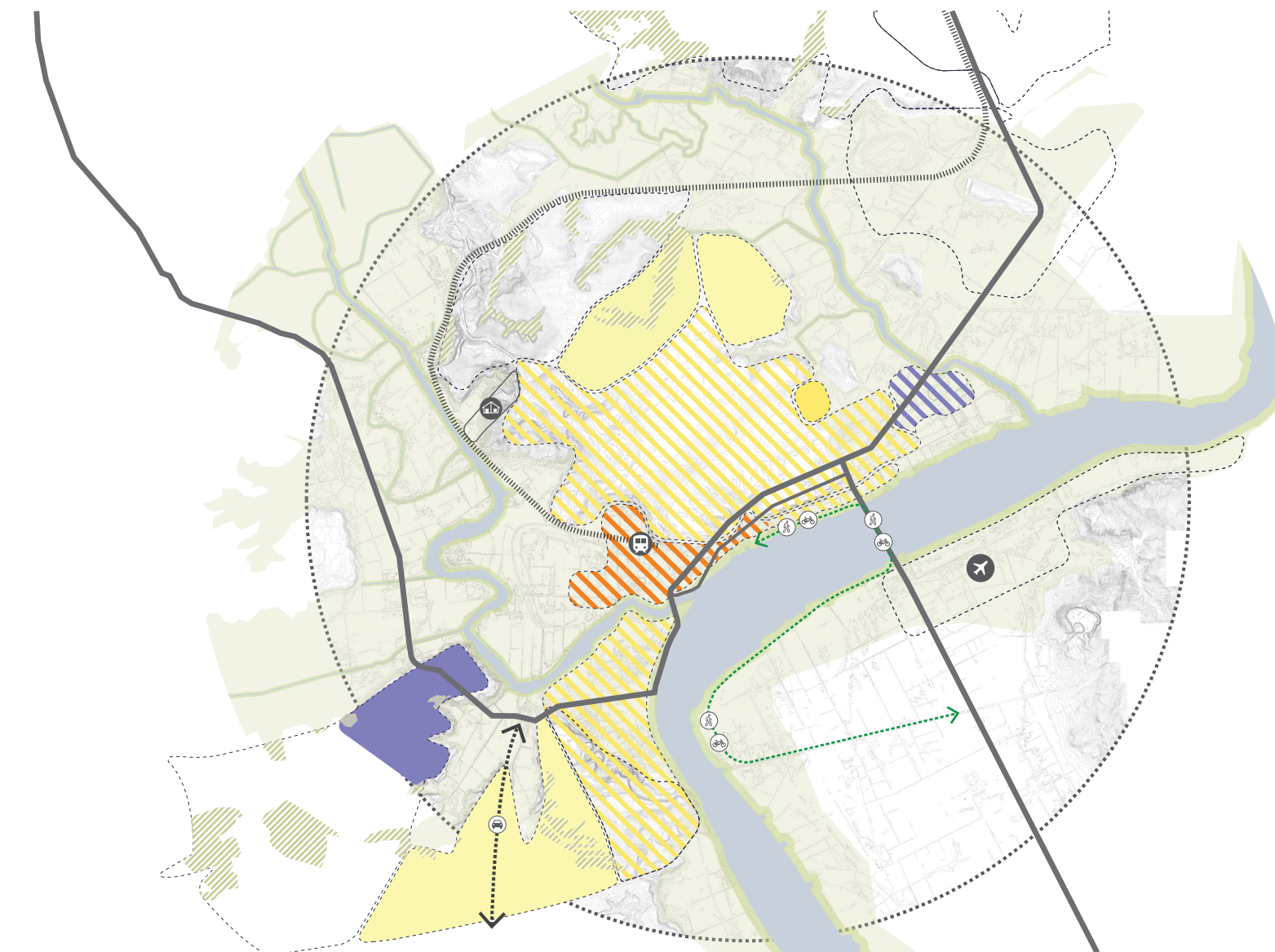


## 2.5 | Dargaville - Option 1 - Focus on the River

Focus on the River is a focus on making the town centre more active and vibrant by encouraging additional residential and mixed use development close to the existing central business district. Dargaville has many large sections on higher ground that could be converted for new household dwelling. Investment in the town centre would be targeted at the foreshore where a flood protection bund would reclaim parking / roading space to create a green connection which would buffer, protect and incentivise turning the town towards the river. A new industrial area would be developed off SH12, to accommodate large format businesses on higher land above the Kaihu River. The existing buildings, especially the heritage and historic buildings, could be repurposed into office and residential uses.

This option enables a small amount of rezoned land in the north and northeast, extending the urban boundary for residential development including land around the Dargaville Hospital. This block could be developed as retirement housing & care facilities. There is also a residential zone extension to the southwest which seeks to encourage housing on the higher ground on the outskirts of Harding Park.

Areas of Focus



- |                      |                                   |                                       |  |
|----------------------|-----------------------------------|---------------------------------------|--|
| <b>Key</b>           |                                   |                                       |  |
| → Road Network       | 🚲 Cycle Connection                | 🏠 Existing Intensified Residential    | 🌊 Waterways                            |
| 🚂 Rail Network       | 🏠 Maori Site                      | 🏠 Proposed Low Density Residential    | 🌿 Green Infrastructure                 |
| ✈️ Airport           | 🏠 Existing Intensified Industrial | 🏠 Proposed Medium Density Residential | → Future Road Connections              |
| 🚂 Train Connection   | 🏠 Proposed Industrial             | 🏠 Proposed High Density Residential   | → Future Walking and Cycle Connections |
| 🚗 Road Connection    | 🏠 Existing Intensified Commercial | 🏠 Mixed Use Development               |  |
| 🚶 Walking Connection | 🏠 Proposed Commercial             |                                       |  |



## 2.6 | Dargaville - Option 2 - Building Resilience and Awakino Point Business Hub

Option 2 theme is diverting the interest and investment away from the river and town centre flood zone to a higher ground location. Kaipara District Council new office building idea (in partnership with Northland Regional Council) is a potential catalyst for a wider street upgrade of Hokianga Road and in a staged manner, refocusing the main street away from the lower part of the central business district.

Hokianga Road would also be one of two access points to a new growth area in the north of Dargaville that would cater for residential subdivisions of varying density. Residential development would also be enabled around the hospital and further along Awakino Road, which has attractive rural views to the north out to the Awakino River. There would also be an allowance for some infill housing in some parts of the town. Awakino Point (outside the floodplain) would host a new business hub which would cater for light and heavy industrial activities alongside easy access to the State Highway and rail line.

Areas of Focus



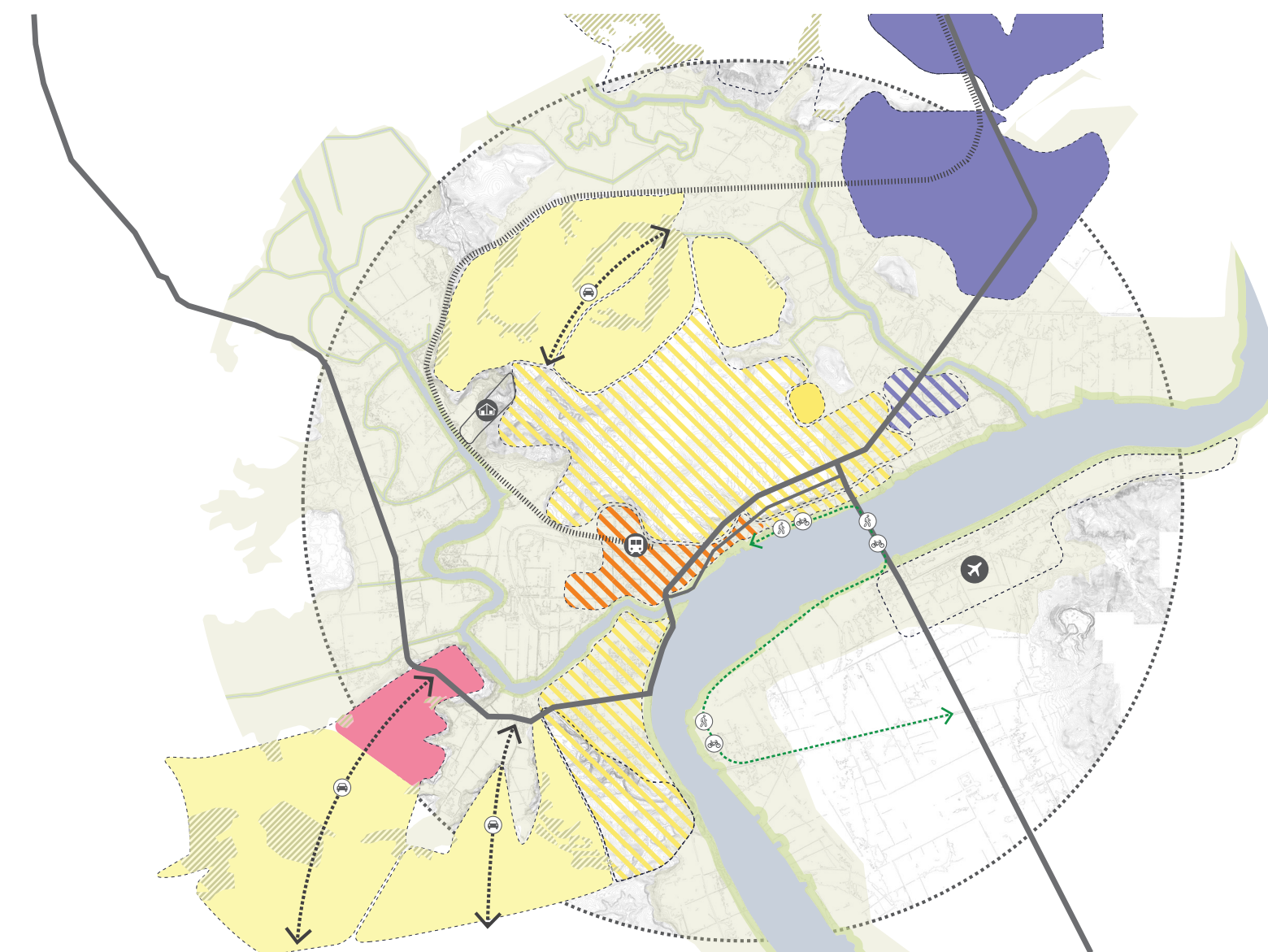
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| <p><b>Key</b></p> <ul style="list-style-type: none"> <li>→ Road Network</li> <li>    Rail Network</li> <li>✈ Airport</li> <li>🚂 Train Connection</li> <li>🚗 Road Connection</li> <li>🚶 Walking Connection</li> </ul> | <ul style="list-style-type: none"> <li>🚲 Cycle Connection</li> <li>🏠 Maori Site</li> <li>🏭 Existing Intensified Industrial</li> <li>🏭 Proposed Industrial</li> <li>🏭 Existing Intensified Commercial</li> <li>🏭 Proposed Commercial</li> </ul> | <ul style="list-style-type: none"> <li>🏠 Existing Intensified Residential</li> <li>🏠 Proposed Low Density Residential</li> <li>🏠 Proposed Medium Density Residential</li> <li>🏠 Proposed High Density Residential</li> <li>🏠 Mixed Use Development</li> </ul> | <ul style="list-style-type: none"> <li>🌊 Waterways</li> <li>🌿 Green Infrastructure</li> <li>➡ Future Road Connections</li> <li>➡ Future Walking and Cycle Connections</li> </ul> |
|--|--|---|--|

## 2.7 | Dargaville - Option 3 - Extend the Perimeter

Option 2 theme is diverting the interest and investment away from the river and town centre flood zone to a higher ground location. Kaipara District Council new office building idea (in partnership with Northland Regional Council) is a potential catalyst for a wider street upgrade of Hokianga Road and in a staged manner, refocusing the main street away from the lower part of the central business district.

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Areas of Focus

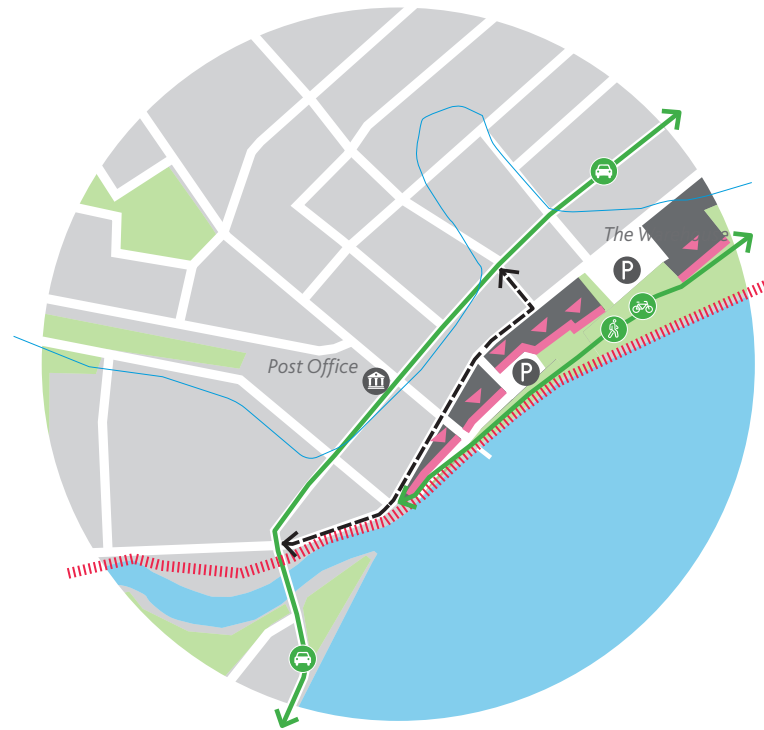


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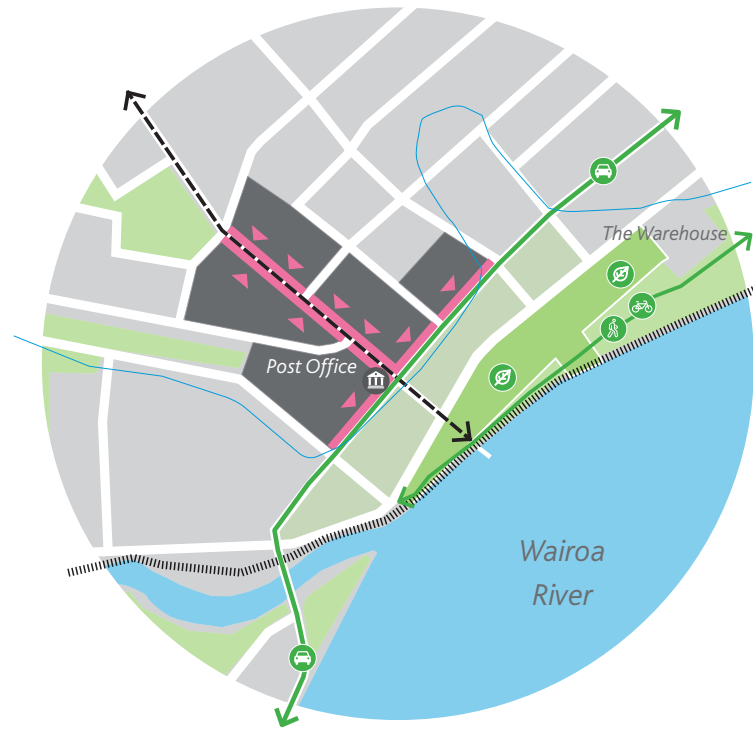


# 2.8 | Dargaville - Town Centre Options

OPTION 1 Focus on River



OPTION 2 Building Resilience



OPTION 3 - Extend the Perimeter



KEY									
	Main street		100yr flood		Parking lot		Cycle trail		Public open Space
	Heritage		Raised bund		Main vehicle thoroughfare		Walking trail		Planted vehicle thoroughfare
	Current bund		Intensified						Frontage
									Planted route

## 2.9 | Dargaville -





# 3.0\_Maungatūroto

## 3.1 | Vision for Maungatūroto

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

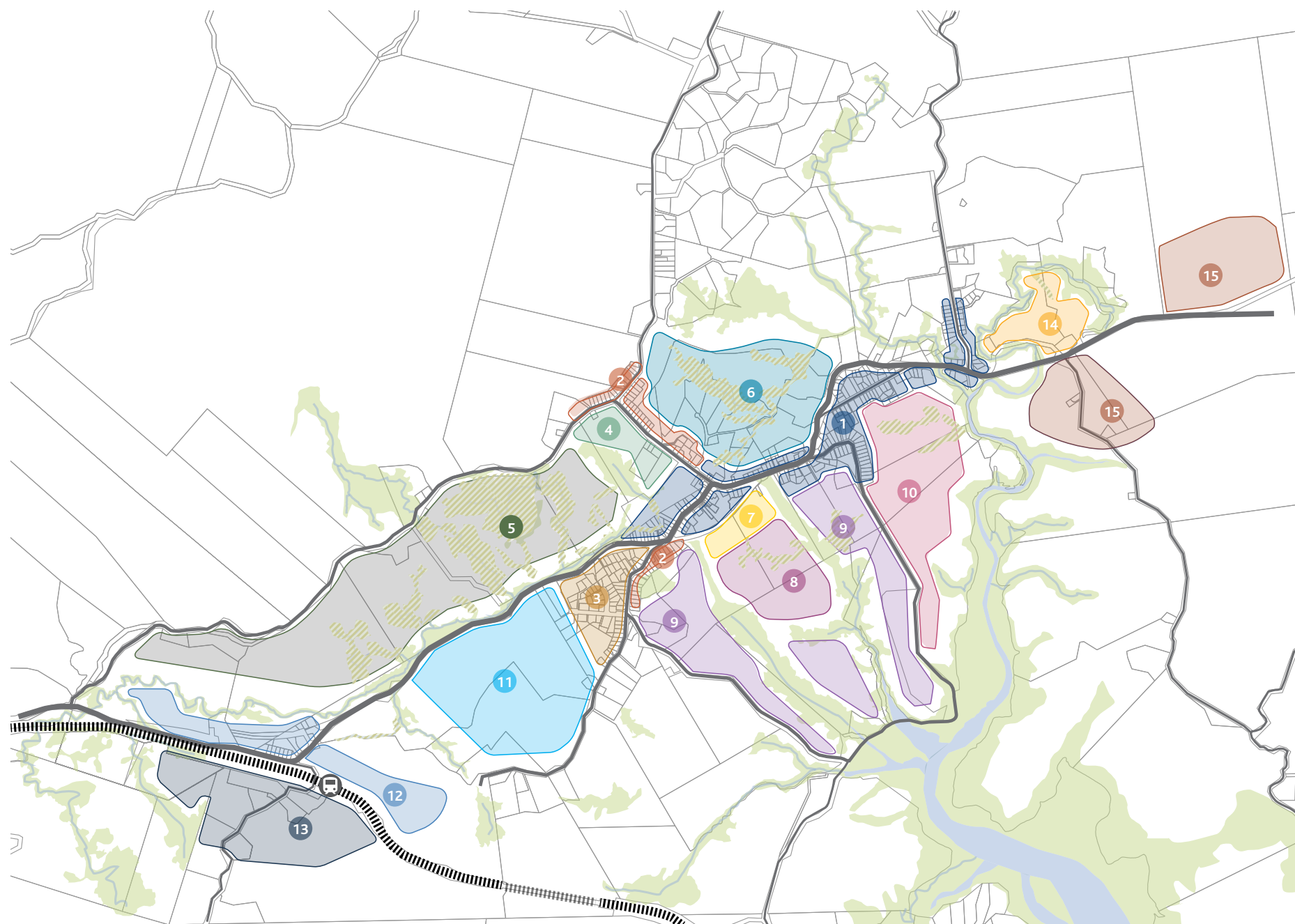


## 3.3 | Constraints & Opportunities



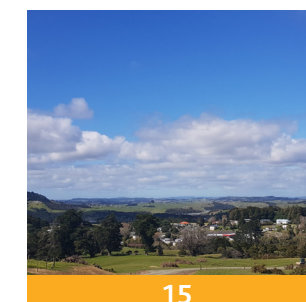
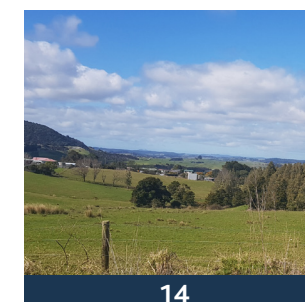
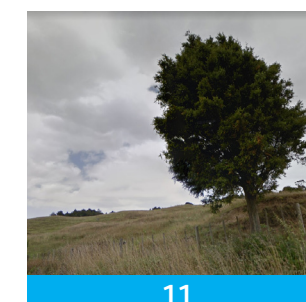
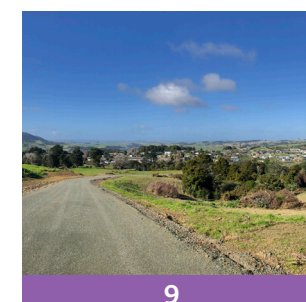
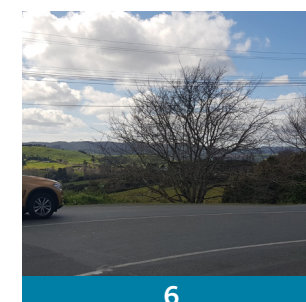
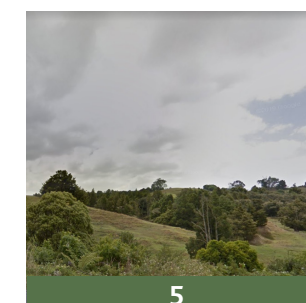


# 3.4 | Overview of Maungatūroto - Character Study



## Character Areas

- 1 Existing Business and Residential
- 2 Residential A
- 3 Residential B
- 4 Gorge St Block
- 5 Rural Residential
- 6 North Valley
- 7 Town Centre South
- 8 Bickerstaffe and Judd Road block
- 9 Judd Road block
- 10 Country Club block
- 11 Whaka Road outer
- 12 Rail block & Rail village mixed
- 13 Whakapirau Road block
- 14 Fonterra Factory
- 15 East Outer

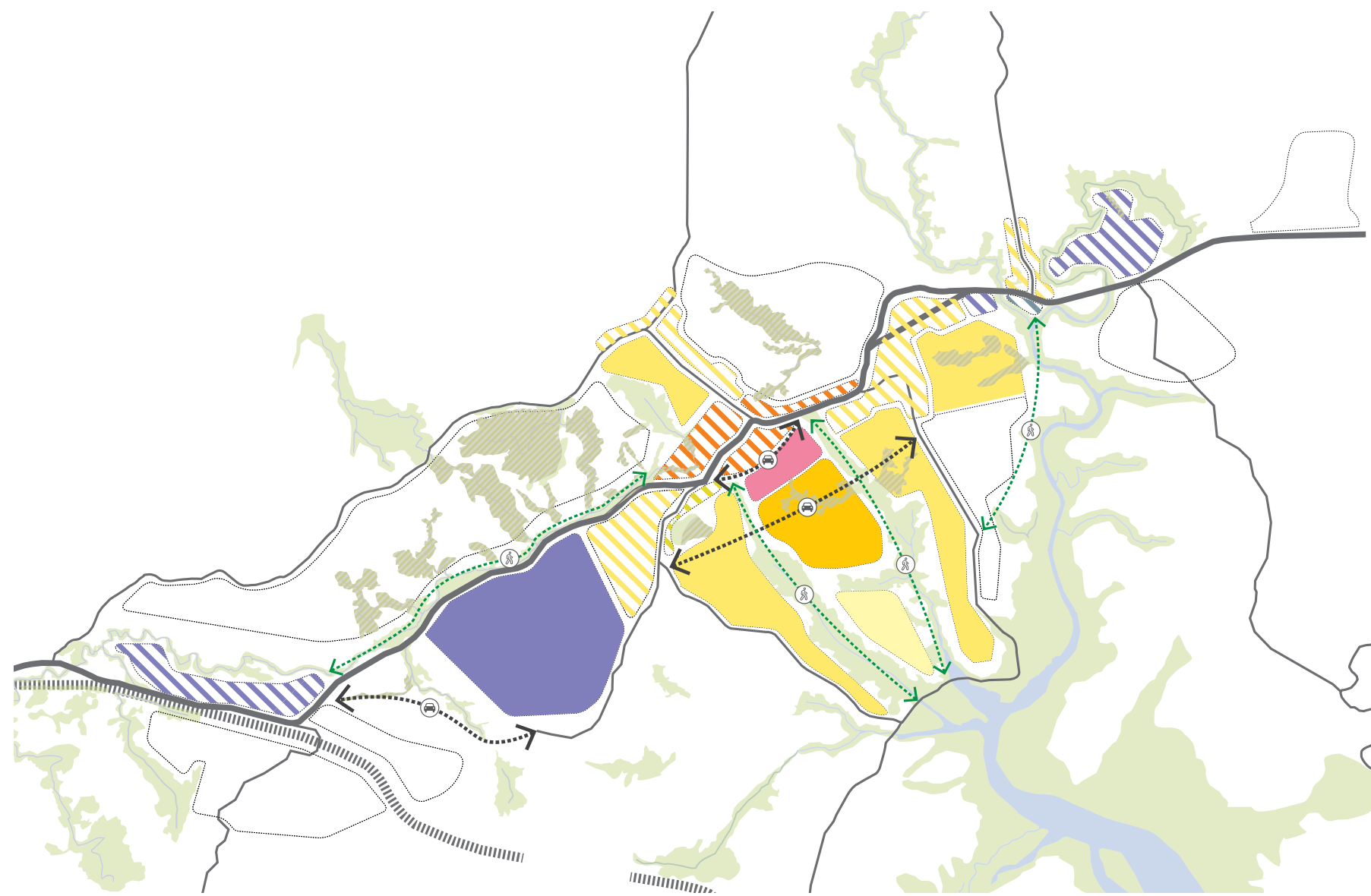




## 3.5 | Maungatūroto - Option 1 - Intensify Town Centre

Option 1 seeks to intensify the core around the existing main street by enabling a continuation of the mixed use activities to incorporate and grow the residential areas within a 15-20 minute walkable radius. This option retains the low lying land as green fingers which sustain both native bush and provide walking and cycling links to picturesque views to the Maungatūroto estuary or Brynderwyn Hills. The town centre expansion is enabled along the alignment of an existing paper road around the southern perimeter of the existing town centre. An industrial extension is enabled via Whaka Street that may eventually gain a further access off the State Highway / Rail village junction.

Areas of Focus

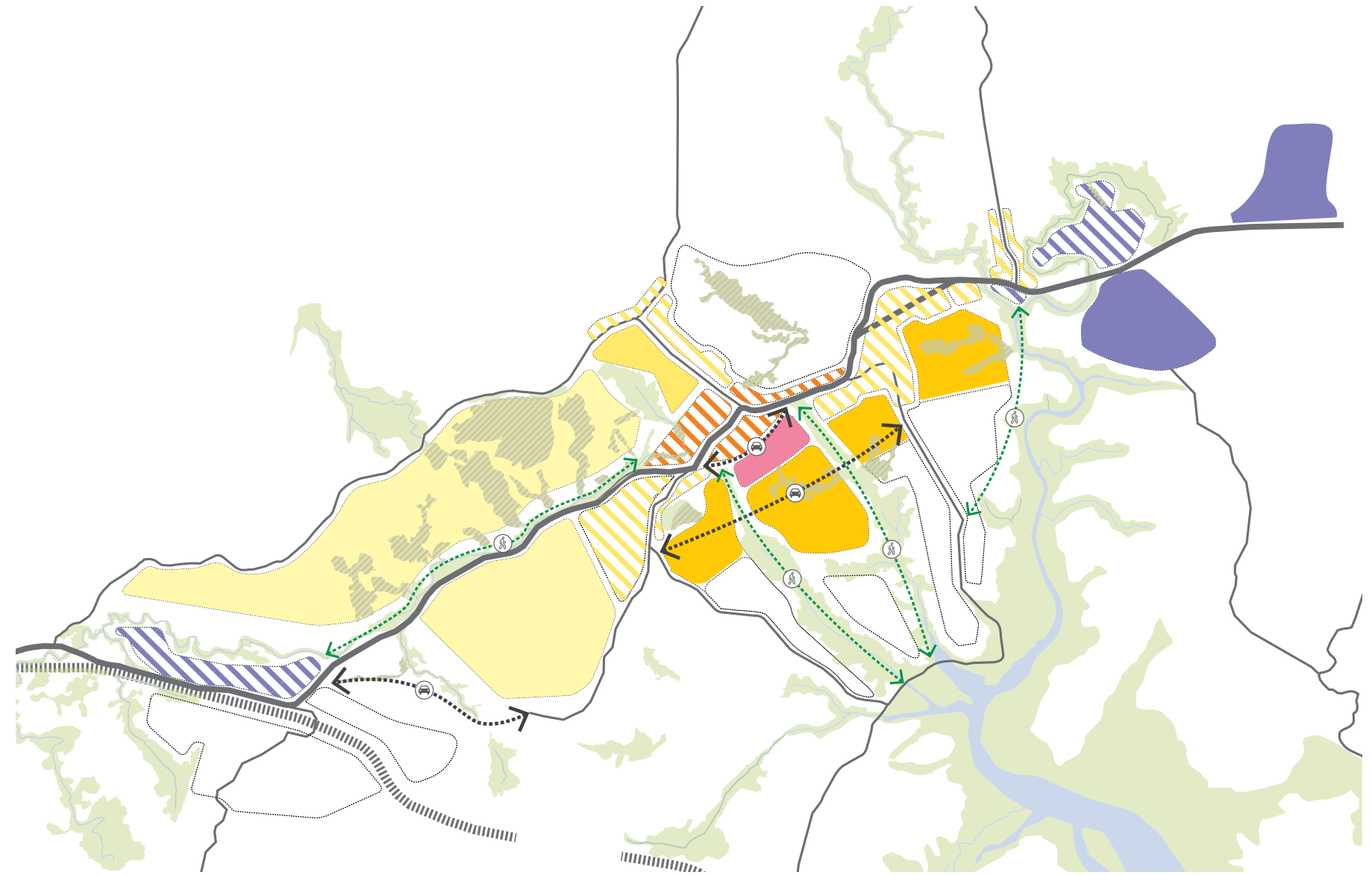


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|----------------------|-----------------------------------|---------------------------------------|--|
| <b>Key</b>           |                                   |                                       |  |
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| 🚗 Road Connection    | 🏠 Existing Intensified Commercial | 🏠 Mixed Use Development               |  |
| 🚶 Walking Connection | 🏠 Proposed Commercial             |                                       |  |

## 3.6 | Maungatūroto - Option 2 - Extend Along State Highway

Option 2 recognises the development pattern that has occurred in Maungatūroto, with multiple business and retail areas stretching along the State Highway. This option seeks to support these three nodes with residential development within easy walking distance. Additional industrial zoning is proposed in the eastern end of the town to enable ease of access for freight-oriented businesses, and provide space for businesses that support the existing dairy factory.

Areas of Focus



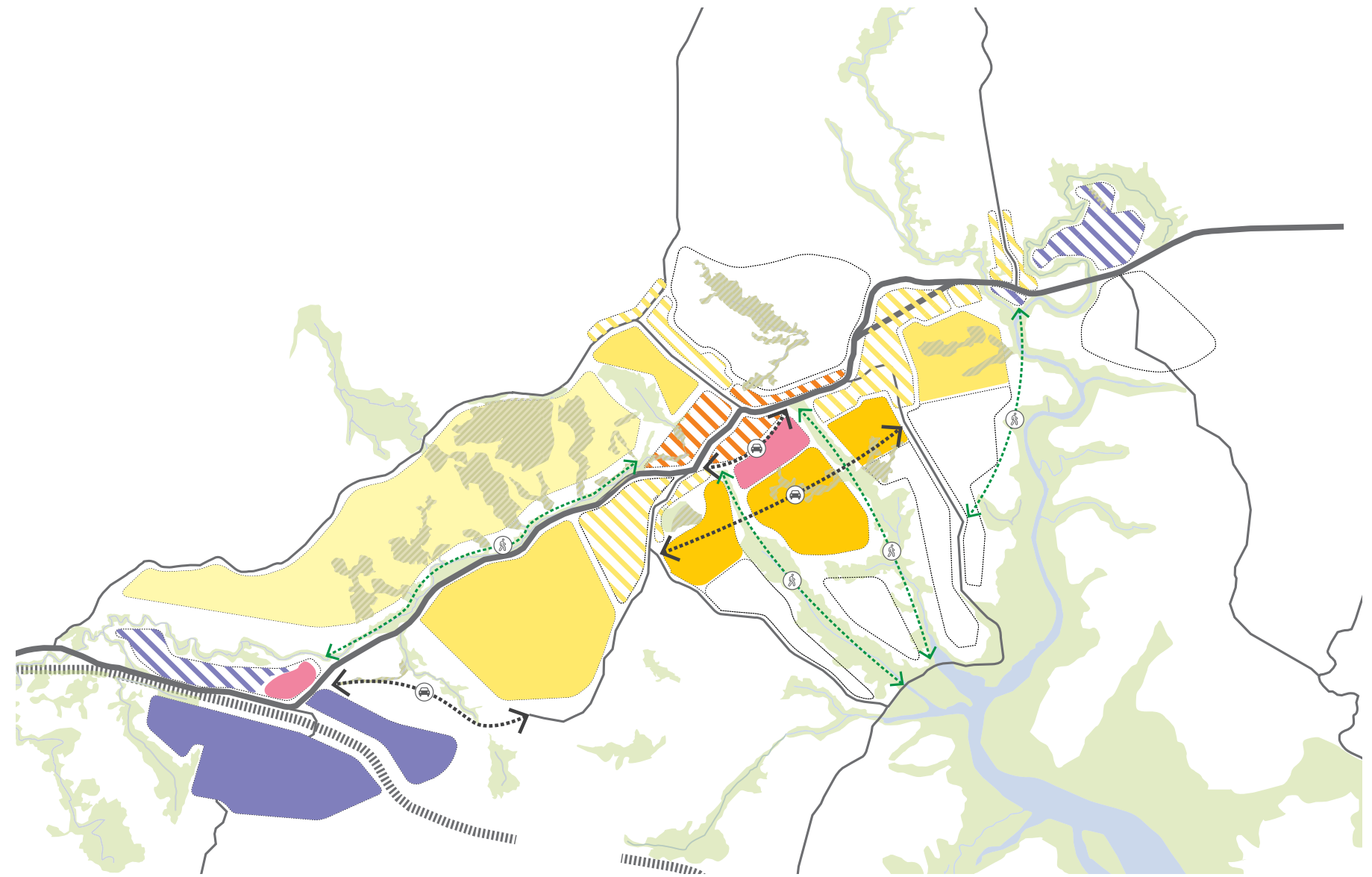
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| 🚶 Walking Connection | 🏠 Proposed Commercial             |                                       |  |



# 3.7 | Maungatūroto - Option 3 - Grow Towards the Rail Village

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

Areas of Focus



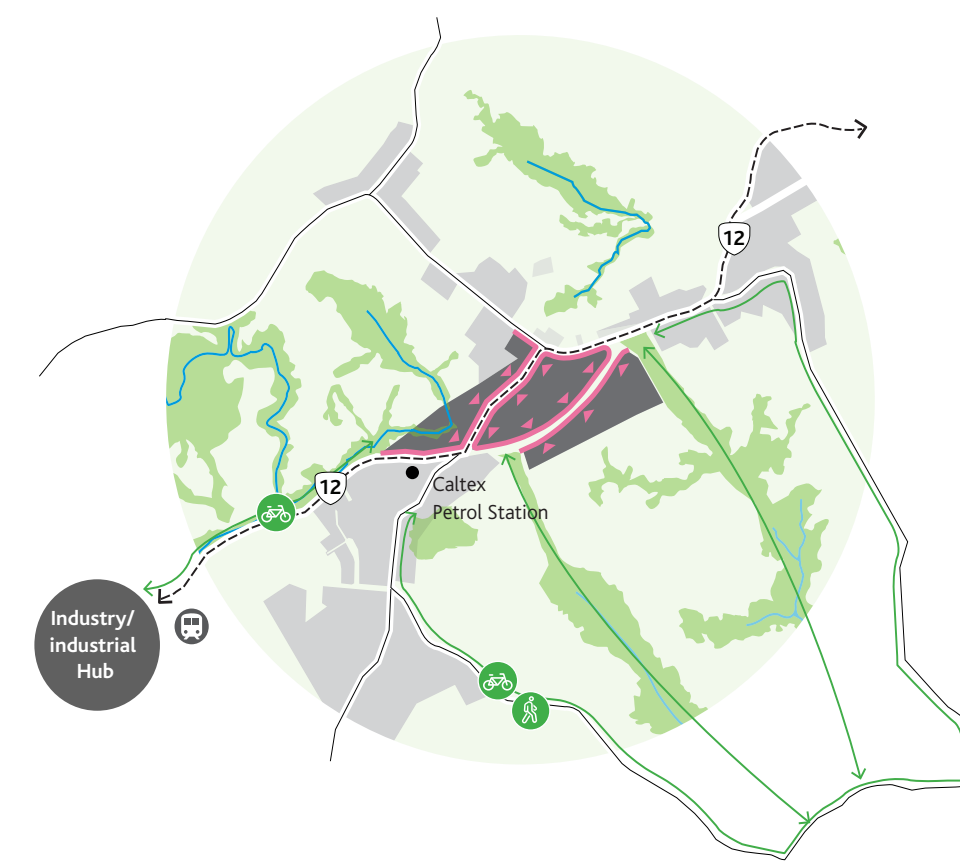
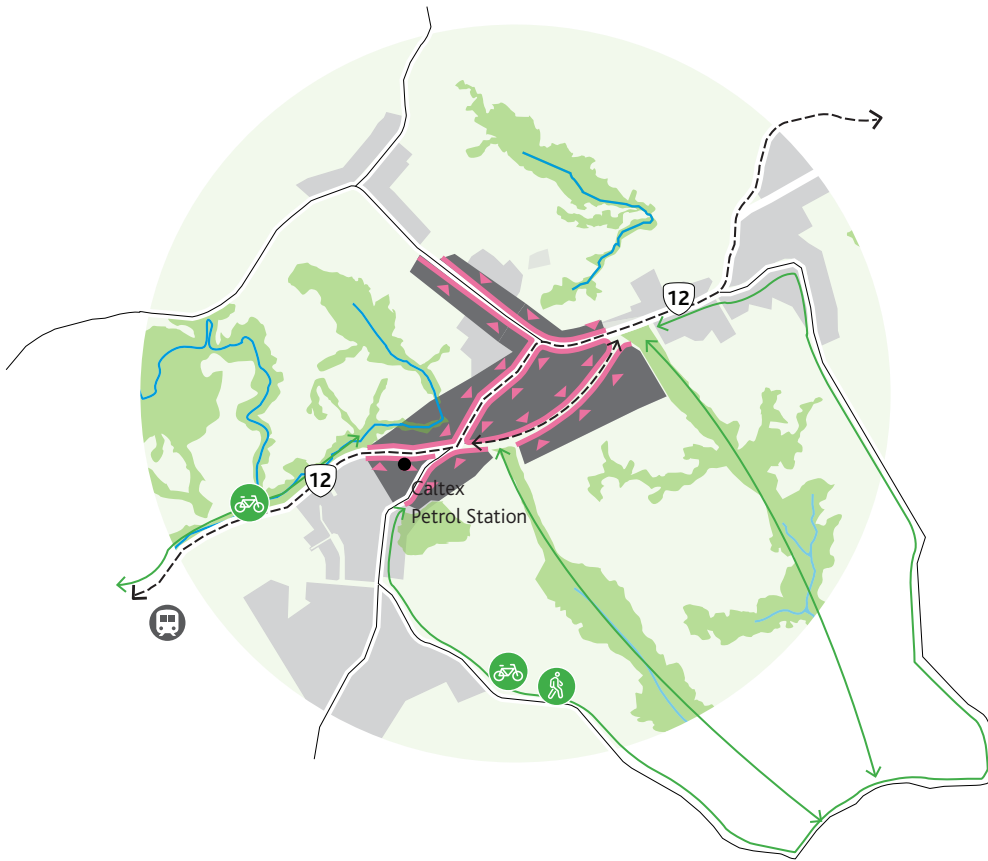
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|--|--|---|--|
| <p><b>Key</b></p> <ul style="list-style-type: none"> <li>→ Road Network</li> <li>    Rail Network</li> <li>✈ Airport</li> <li>🚂 Train Connection</li> <li>🚗 Road Connection</li> <li>🚶 Walking Connection</li> </ul> | <ul style="list-style-type: none"> <li>🚲 Cycle Connection</li> <li>🏠 Maori Site</li> <li>🏭 Existing Intensified Industrial</li> <li>🏭 Proposed Industrial</li> <li>🏭 Existing Intensified Commercial</li> <li>🏭 Proposed Commercial</li> </ul> | <ul style="list-style-type: none"> <li>🏠 Existing Intensified Residential</li> <li>🏠 Proposed Low Density Residential</li> <li>🏠 Proposed Medium Density Residential</li> <li>🏠 Proposed High Density Residential</li> <li>🏠 Mixed Use Development</li> </ul> | <ul style="list-style-type: none"> <li>🌊 Waterways</li> <li>🌿 Green Infrastructure</li> <li>➡ Future Road Connections</li> <li>➡ Future Walking and Cycle Connections</li> </ul> |
|--|--|---|--|

# 3.8 | Maungatūroto - Town Centre Options

Option 1 - Intensify Town Centre

Option 2 - Extend Along State Highway

Option 3 - Grow Toward the Rail



KEY

- ←---→ Main street
- ←==> Main vehicle thoroughfare
- Existing urban structures
- Intensification and expansion of town centre
- 🚲 Cycle trail
- 🚶 Walking trail
- 🌿 Managed Retreat
- ↔ Connections
- ▾ Frontage

September 2019

Options Assessment

## Kaipara Spatial Planning in Dargaville, Maungatūroto and Kaiwaka

Kaipara Spatial Planning Project - Dargaville | Kaiwaka | Maungatūroto



Resilio Studio | AR + Associates Limited



## 3.9 | Maungatūroto -



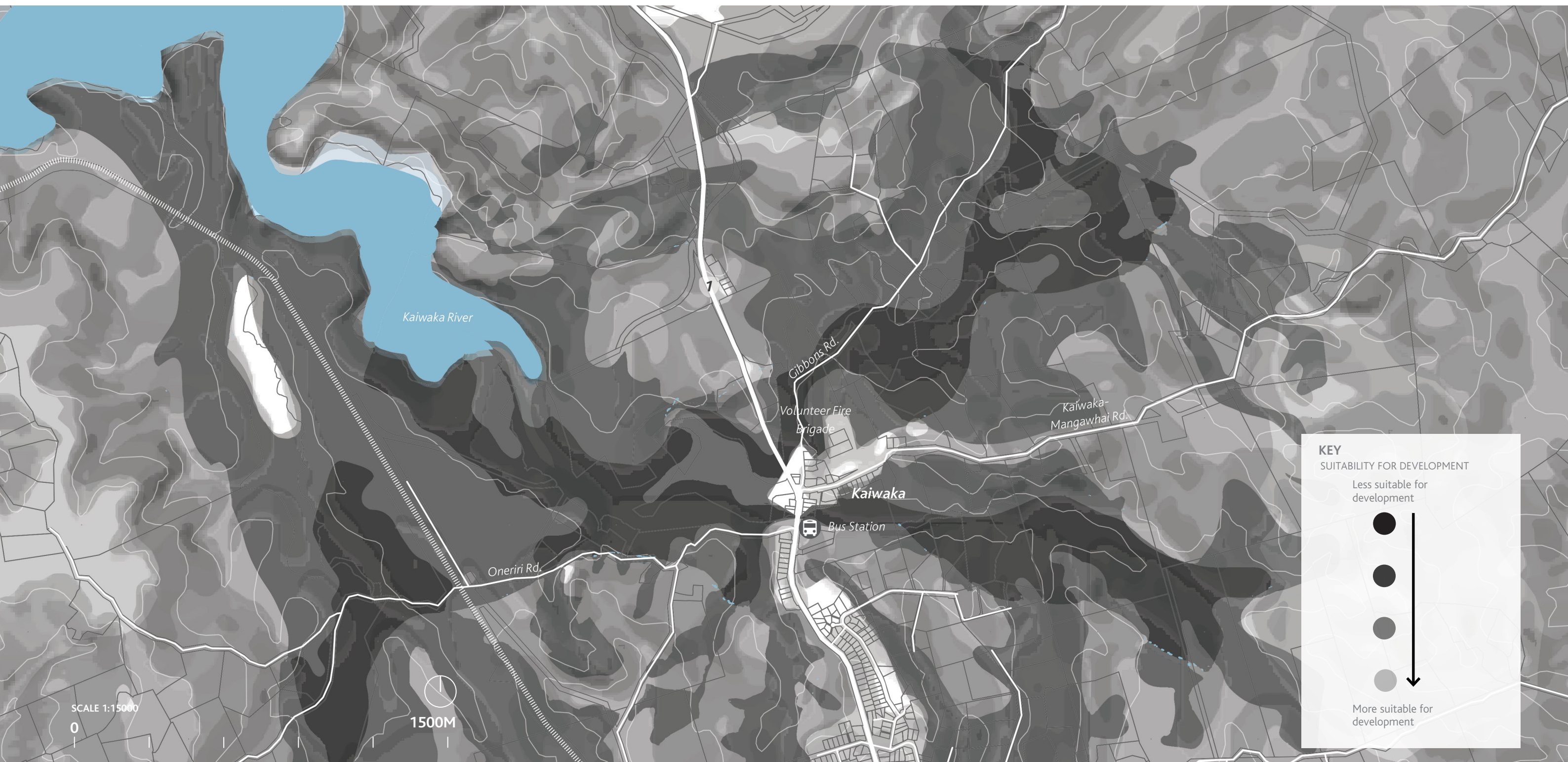
# 4.0\_Kaiwaka



## 4.1 | Vision for Kaiwaka

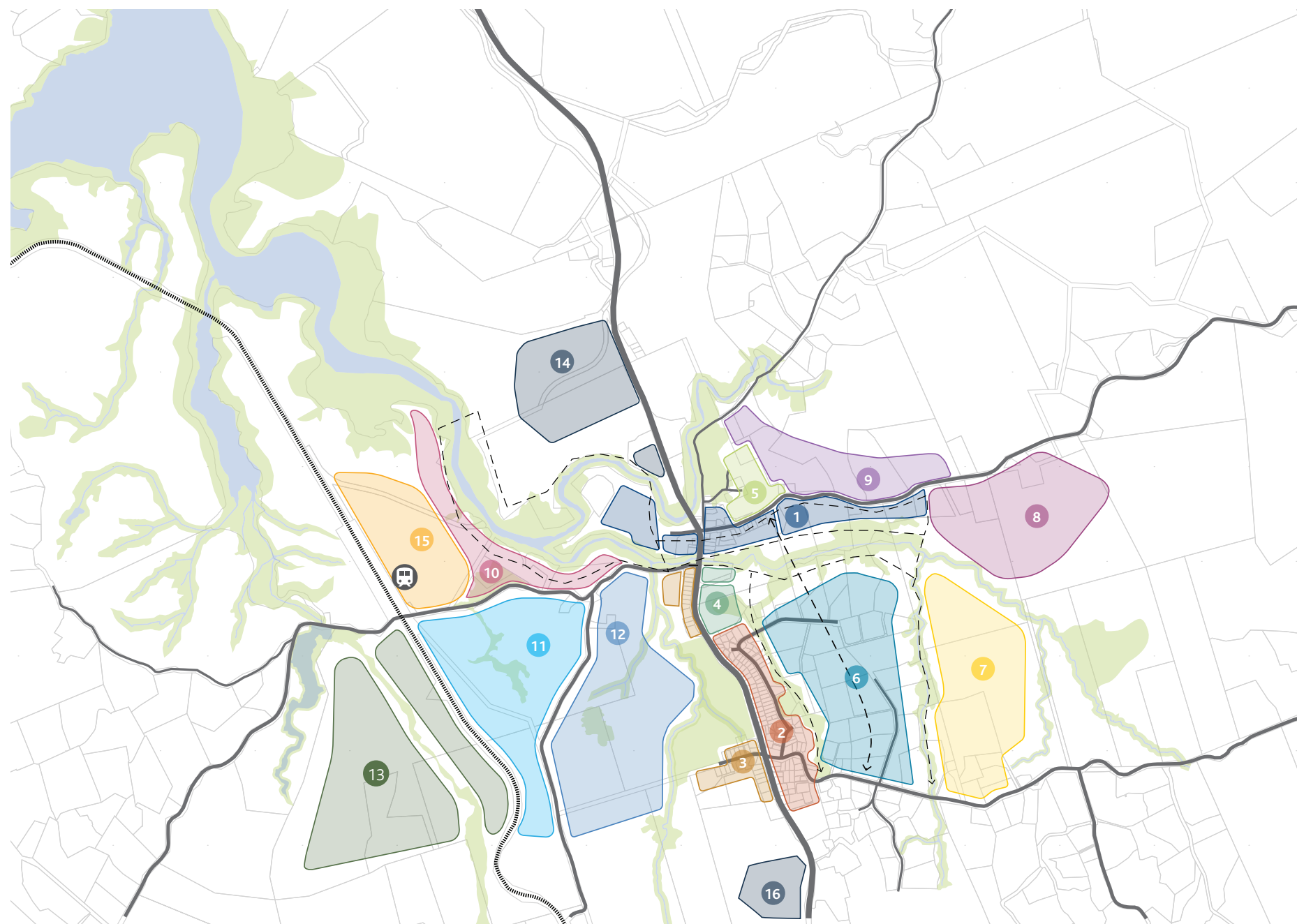
*In 2050, Kaiwaka is a unique gateway where the community and visitors admire the well designed business and civic centre, explore its funky delights and connect with the Kaipara Harbour and nearby coastal beaches.*

## 4.3 | Constraints & Opportunities



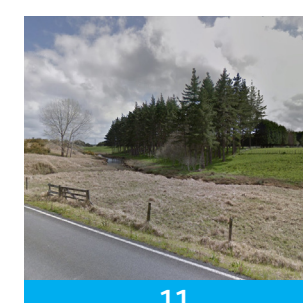
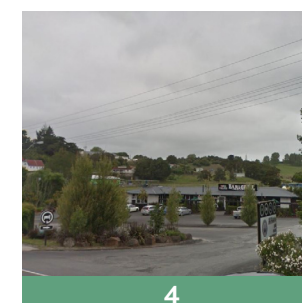


# 4.4 | Overview of Kaiwaka - Character Study



### Character Areas

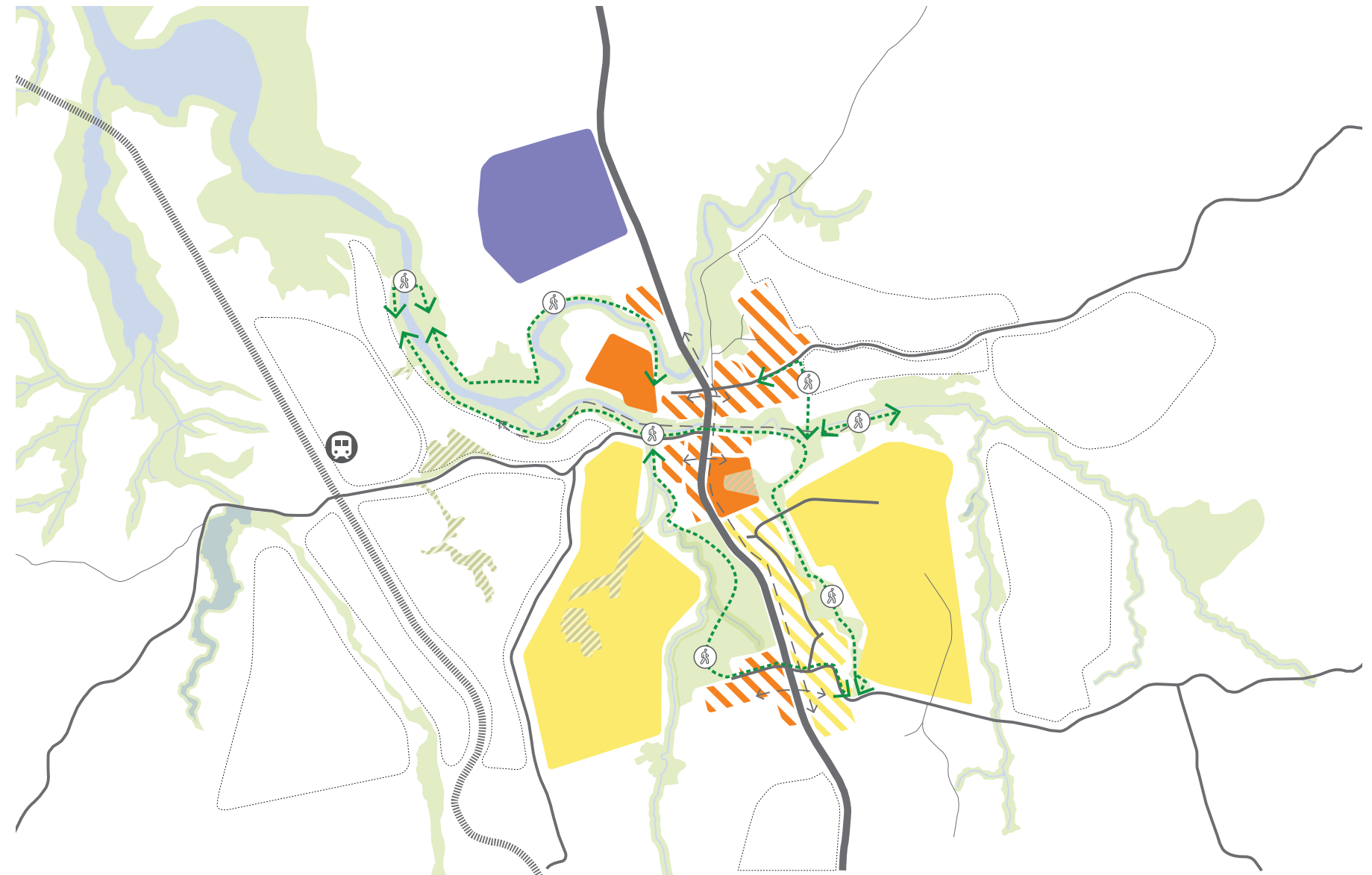
- 1 Central shops
- 2 Existing Residential
- 3 Existing Commercial on SH1
- 4 Open Pasture adjacent to SH1
- 5 School and Sports Field
- 6 Southern Valley A
- 7 Southern Valley B
- 8 Northern Valley
- 9 Sports-field surrounds
- 10 Oneriri and Pukenui Roads block
- 11 Railway to Pukenui Road block
- 12 West Valley
- 13 Outer West block
- 14 North block
- 15 Rail Station block
- 16 South Block



## 4.5 | Kaiwaka - Option 1 - Develop along the Highway

Option 1 looks to enable residential development to occur in geotechnically suitable land close to the existing residential zoned areas. Retail business activity for travellers and local residents would continue to be permitted alongside State Highway 1 and in available land adjacent to and opposite Kaiwaka-Mangawhai Road. A new industrial hub would be created on the northern side of the town with an environmental buffer area created next to the Kaiwaka River enabling opportunities for walking and cycling track connections. The State Highway connection for this hub would ideally be created off an existing access or a section of the highway with adequate sight lines improving safety along the State Highway corridor. This option enables a secondary spine road to traverse through the western residential block, mixed use town centre extension and come out at the industrial land to the north of Kaiwaka.

Areas of Focus



- |                      |                                   |                                       |  |
|----------------------|-----------------------------------|---------------------------------------|--|
| <b>Key</b>           |                                   |                                       |  |
| → Road Network       | 🚲 Cycle Connection                | 🏠 Existing Intensified Residential    | 🌊 Waterways                            |
| 🚊 Rail Network       | 🏠 Maori Site                      | 🏠 Proposed Low Density Residential    | 🌿 Green Infrastructure                 |
| ✈️ Airport           | 🏭 Existing Intensified Industrial | 🏠 Proposed Medium Density Residential | → Future Road Connections              |
| 🚂 Train Connection   | 🏭 Proposed Industrial             | 🏠 Proposed High Density Residential   | 🚶 Future Walking and Cycle Connections |
| 🚗 Road Connection    | 🏭 Existing Intensified Commercial | 🏠 Mixed Use Development               |  |
| 🚶 Walking Connection | 🏭 Proposed Commercial             |                                       |  |



## 4.6 | Kaiwaka - Option 2 - Extend East-West (Harbour to Coast)

Option 2 looks to create a strong link between an enlarged retail and civic heart, residential stitch, the rail line and the east-west axis between the east coast beaches and the Kaipara Harbour. It enables a large residential block to the west of the existing town centre with land given over to conservation, stream and a town park to provide a buffer space between the State Highway and improved high amenity residential areas. The other feature of this option is to make industrial land available around the railway line which will line up well with the current government's proposals to promote more freight on the Auckland-Northland Trunk line. The enlarged town centre would straddle Oneriri Road and the east side of the State Highway.

Areas of Focus



- |                      |                                   |                                       |  |
|----------------------|-----------------------------------|---------------------------------------|--|
| <b>Key</b>           |                                   |                                       |  |
| → Road Network       | 🚲 Cycle Connection                | 🏠 Existing Intensified Residential    | 🌊 Waterways                            |
| 🚂 Rail Network       | 🏠 Maori Site                      | 🏠 Proposed Low Density Residential    | 🌿 Green Infrastructure                 |
| ✈️ Airport           | 🏭 Existing Intensified Industrial | 🏠 Proposed Medium Density Residential | → Future Road Connections              |
| 🚆 Train Connection   | 🏭 Proposed Industrial             | 🏠 Proposed High Density Residential   | 🚶 Future Walking and Cycle Connections |
| 🚗 Road Connection    | 🏪 Existing Intensified Commercial | 🏠 Mixed Use Development               |  |
| 🚶 Walking Connection | 🏪 Proposed Commercial             |                                       |  |

# 4.7 | Kaiwaka - Option 3 - Infill the Valley

This option responds to the market demand for housing towards the east coast, with a variety of housing density choices in five residential blocks to the east of the State Highway. It takes advantage of the naturally rolling terrain with rural views in the outer blocks. The business and civic activity is centred around the area adjacent to Kaiwaka River on both sides of State Highway. A new large industrial hub is created close to the south entrance (Auckland direction) which gives greater depth and footprint to light and heavy industrial businesses. It could be a candidate as a distribution hub but equally could support other agricultural and horticulture processing and support activities.

Areas of Focus



- |                      |                                   |                                       |   |
|----------------------|-----------------------------------|---------------------------------------|---|
| <b>Key</b>           |                                   |                                       |   |
| → Road Network       | 🚲 Cycle Connection                | 🏠 Existing Intensified Residential    | 🌊 Waterways                             |
| 🚊 Rail Network       | 🏠 Maori Site                      | 🏠 Proposed Low Density Residential    | 🌿 Green Infrastructure                  |
| ✈️ Airport           | 🏭 Existing Intensified Industrial | 🏠 Proposed Medium Density Residential | ➡️ Future Road Connections              |
| 🚂 Train Connection   | 🏭 Proposed Industrial             | 🏠 Proposed High Density Residential   | ➡️ Future Walking and Cycle Connections |
| 🚗 Road Connection    | 🏭 Existing Intensified Commercial | 🏠 Mixed Use Development               |   |
| 🚶 Walking Connection | 🏭 Proposed Commercial             |                                       |   |

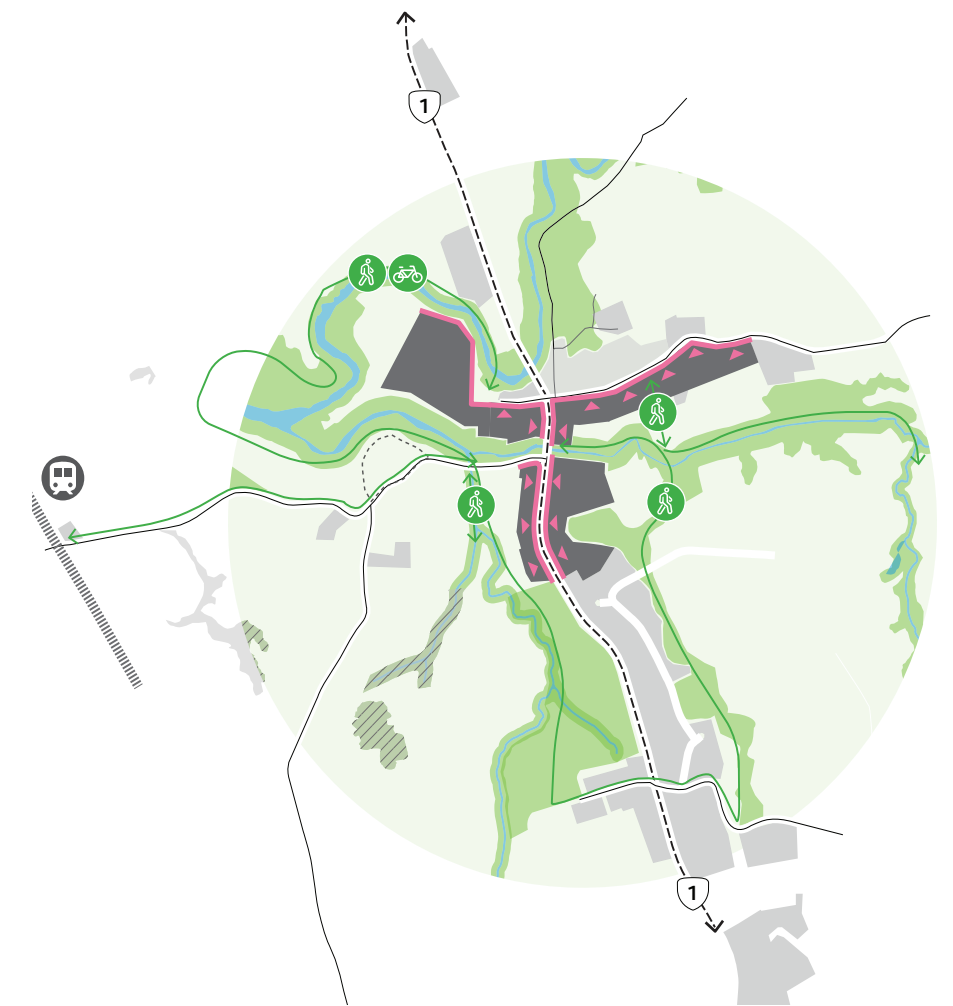
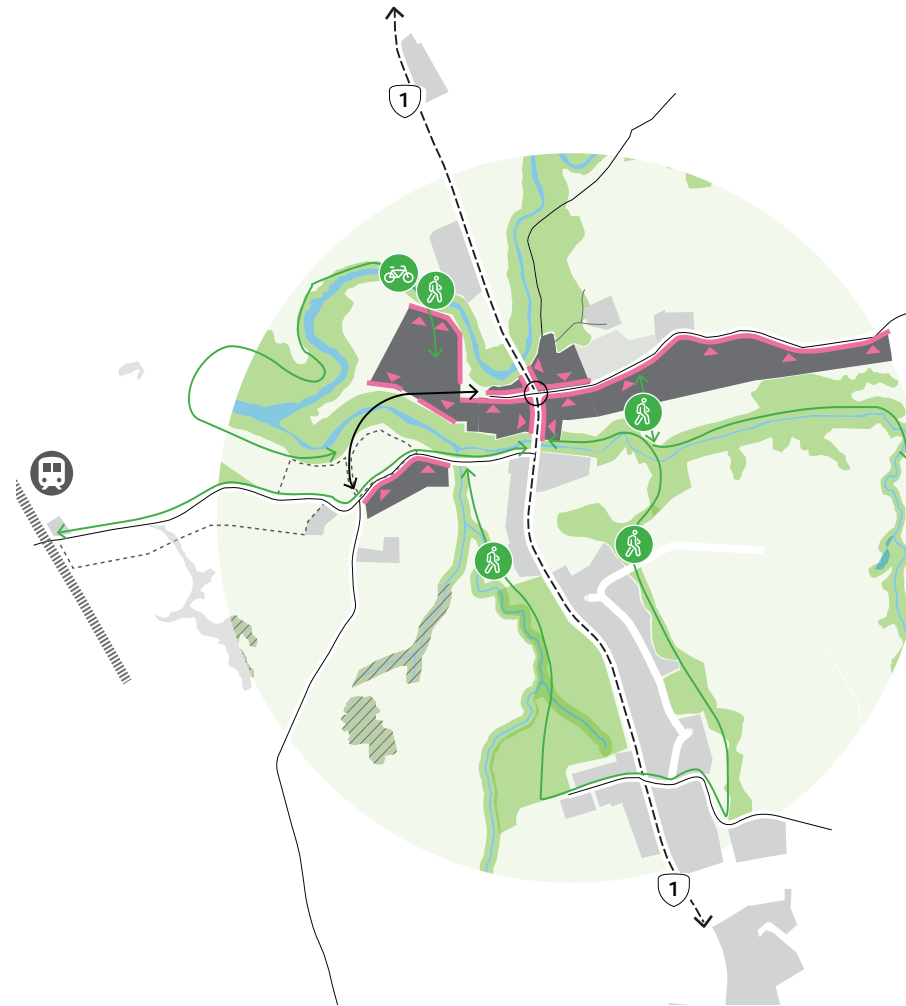
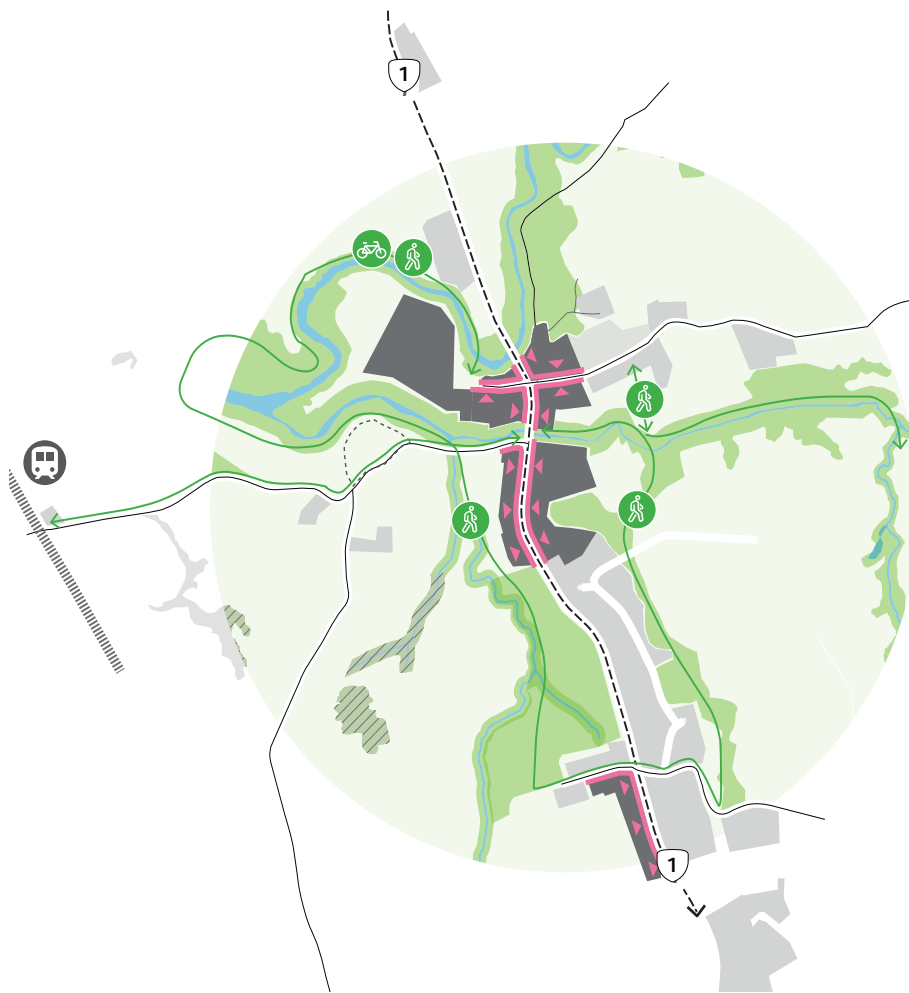


# 4.8 | Kaiwaka - Town Centre Options

Option 1 - Develop along the highway

Option 2 - Extend East - West

Option 3 - Infill the valley



KEY

- ←---→ Main street
- ←==> Main vehicle thoroughfare

- Existing urban structures
- Intensification and expansion of town centre

- 🚴 Cycle trail
- 🚶 Walking trail

- 🌿 Managed Retreat
- ↔ Connections

- ▾ Frontage
- Traffic Lights

## 4.9 | Kaiwaka -





# 5.0\_Next Steps

# 5.1 | Next Steps in the Process

## INDICATIVE TIME-LINE

